

Deputation
Submitted for July 2, 2024 Committee of the Whole
Agenda Item B.4.4
Bay Street East Reconstruction PIC 1 Follow-up, CSOPS.24.031
By Sandra Banks

The recommended design for the reconstruction of Bay Street East will have dramatic impacts for the adjacent neighbours and community, but also for multiple similar roadways and neighborhoods across Thornbury as this design standard is applied going forward.

Why is not possible to consider an exception to the town standard in order to maintain the original aspects of Bay Street East, and to avoid the imposition of a widened, suburban design in one of the original heritage neighbourhoods of Thornbury?

It is also very difficult to provide full comments today when there are no renderings included in the staff report for the portion of Bay Street East, east of Elgin. Why were no examples included for consideration?

Paramount for us when considering the design of a reconstructed Bay Street East, especially adjacent to the parks, is to maintain the heritage, ambiance and abundant vegetation of this original Thornbury roadway.

Widening the roadway will change forever the calming effect of Bay Street East for residents and visitors and would absolutely increase traffic speeds.

In order to maintain the original aspects of a safe and beautiful Bay Street East, we recommend the following:

- Maintain a narrower road to inhibit the speeds of cars/drivers.
- Maintain the 25 km speed along Bay Street from Mill Street to Elgin.
- Eliminate the triangle and continue Bay Street directly to Elgin Street with a stop sign.
- Add a four-way stop at the intersection of Bay Street, McAuley and Cottage Road.
- Protect and maintain as much greenery as possible – especially the old growth cedar trees along the park.
- Ensure there is an acceptable buffer/boulevard on the south side of street for adjacent residential properties.

Pedestrians, cyclists and vehicles have co-existed on Bay Street East for decades.

We note the recommended multi-use trail (MUT) on the park side of Bay Street. If constructed, an MUT would need to meander and narrow in width to protect viable trees and other fixed features in the parks. A rendering of this would show how closely this new trail would be to existing trails throughout the parks.

While we understand an MUT is being recommended, it is not our preferred outcome, as our experience on the street suggests cyclists and pedestrians will continue to use the roadway, even if there is a path.

Thank you for the opportunity to offer these comments today.

Sandra Banks
93 Bay Street East, Thornbury