REPORT

Bayfield Street Widening Municipal Class Environmental Assessment

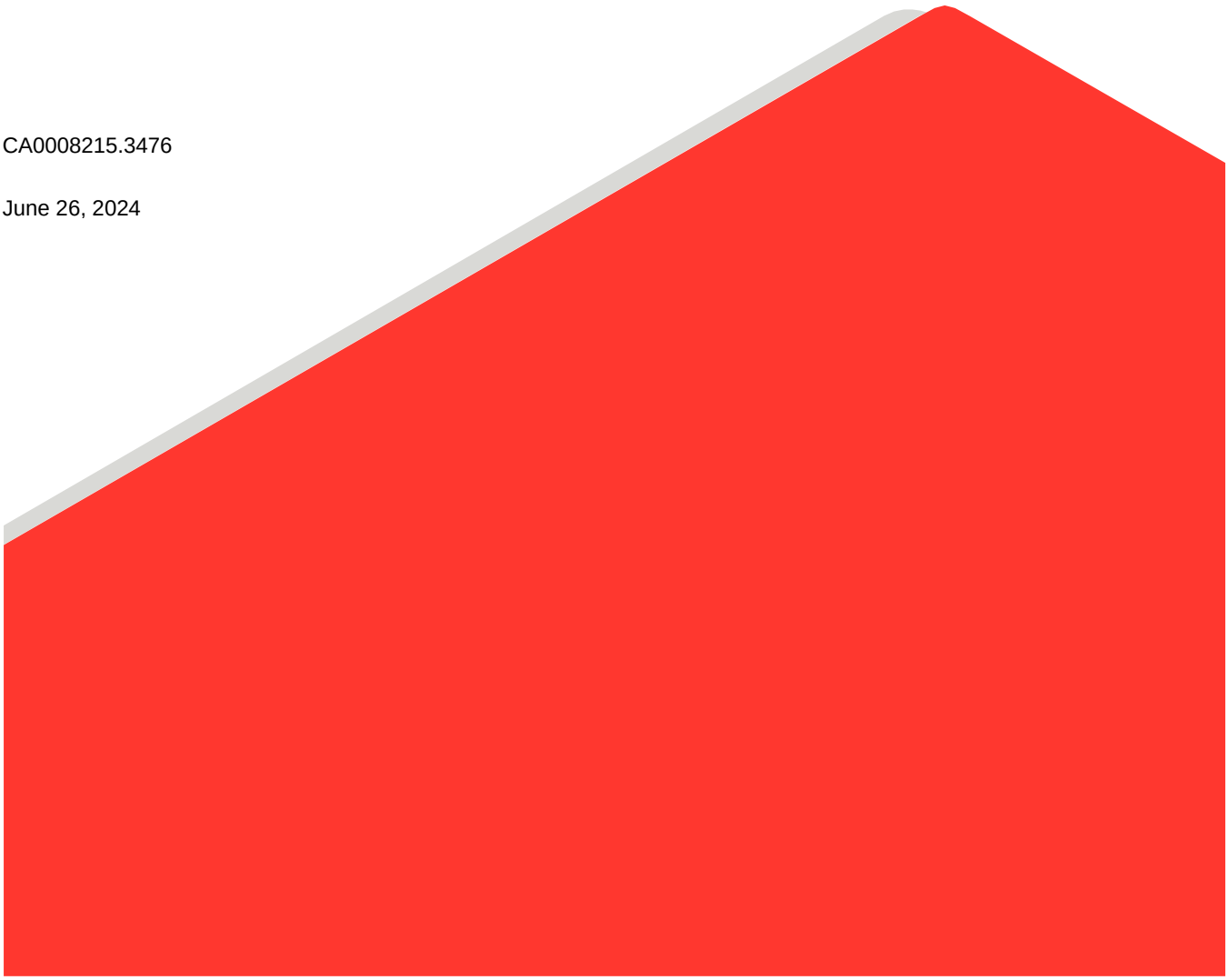
Public Information Centre No. 1 - Summary Report

Submitted to:

City of Barrie

Submitted by:

WSP Canada Inc.



CA0008215.3476

June 26, 2024

Distribution List

City of Barrie

Table of Contents

1.0 OVERVIEW 1

2.0 PURPOSE OF THE PUBLIC INFORMATION CENTRE NO. 1 3

3.0 PIC NO. 1 LOCATION, DATE, AND TIME 4

3.1 PIC No. 1 Format 4

3.2 PIC No. 1 Notification 4

3.3 Metrics 4

4.0 PIC NO. 1 DISPLAY MATERIALS 5

5.0 SUMMARY OF FEEDBACK 6

5.1 Key Themes Emerging From Study Input 6

5.2 On-Line Survey And Interactive Mapping Tool 6

FIGURES

FIGURE 1: Key Plan of Project Study Area **1**

FIGURE 2: Interactive Mapping Tool on Building Barrie Project Website **7**

APPENDICES

APPENDIX A
Notice of PIC No. 1

APPENDIX B
PIC No. 1 Materials

APPENDIX C
Summary of Comments Received

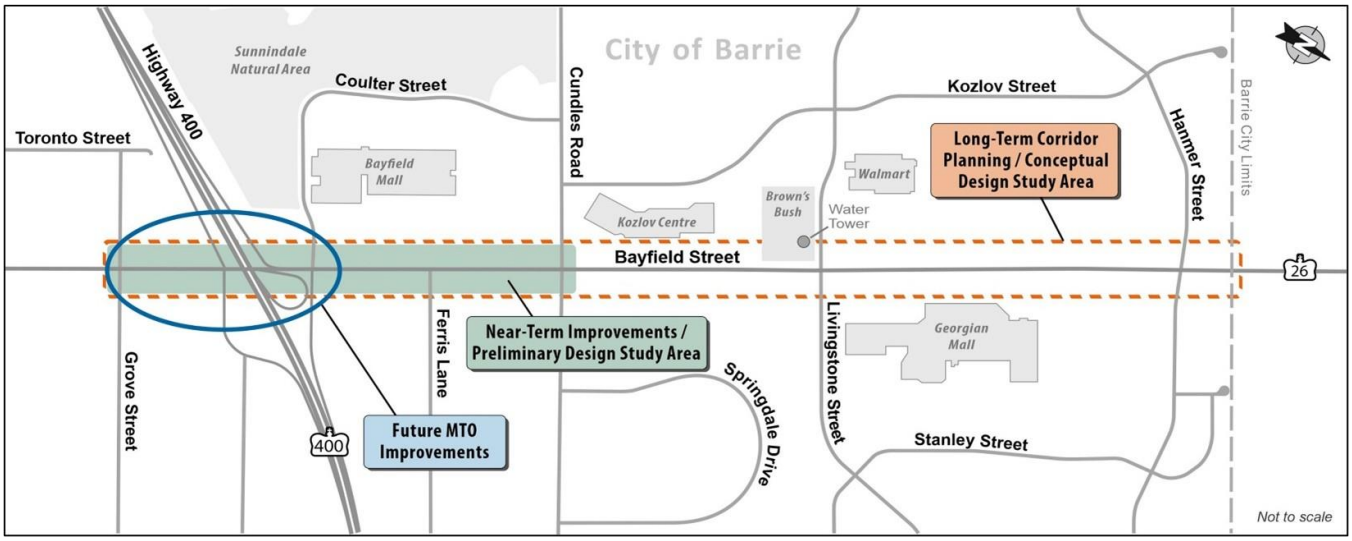
APPENDIX D
Engagement Tools Summary

APPENDIX E
Infographic Consultation Summary

1.0 OVERVIEW

In the fall of 2023, the City of Barrie initiated the Bayfield Street Transportation Improvement study to examine potential near-term and long-term road enhancements between Grove Street and the City of Barrie limits (**Figure 1**).

Figure 1: Key Plan of Project Study Area



The study will build upon recommendations in the City's Transportation Master Plan and include the following components:

Near-term Implementation:

- Assessment and identification of active transportation improvements to incorporate with MTO's interchange replacement project extending from Grove Street to Coulter Street.
- Assessment and identification of auto capacity and active transportation improvements to connect to MTO's interchange replacement project extending from Coulter Street to Cundles Road.
- Assessment and identification of interim active transportation improvements extending from Cundles Road to Hanner Street.
- Assessment and identification of localized intersection improvements at Bayfield Street and Grove Street.

Long-term Corridor Planning:

- Development of a long-term transformative plan to reflect planned changes in land-use that include mixed use and commercial developments. This plan will embrace complete street principles and aims to achieve an enhanced pedestrian and cyclist-friendly realm while balancing the role this corridor plays as a regional connector.

This study was conducted as a Schedule 'C' Municipal Class Environmental Assessment which comprises four phases:

- Phase 1: Problem and Opportunity Statement;
- Phase 2: Evaluation of Alternative Solutions;
- Phase 3: Evaluation of Alternative Design Concepts; and,
- Phase 4: Documentation in an Environmental Study Report.

During Phase 1, residents were encouraged to visit a project website and register to receive project news, updates, and notices of events, as well as complete the first project survey located on the project's website. The website also enabled users to share ideas, ask questions, and participate in an interactive mapping exercise.

Beginning on March 29, 2024, the city released a pre-recorded Public Information Centre (PIC) available on the project website. A more detailed discussion of the first PIC is provided below.

2.0 PURPOSE OF THE PUBLIC INFORMATION CENTRE NO. 1

The purpose of the first PIC was to:

- Outline the study purpose, study area, and the key phases of the study;
- Provide an overview of the need of transportation improvements;
- Outline the existing conditions of the site and the discipline studies associated with it;
- Provide an overview of the Municipal Class EA process;
- Provide information to the public on the opportunity to give feedback and share insight; and,
- Call to action on all the resources available to the people to participate in the study process.

This PIC is the first of three events that will be held throughout the Bayfield Transportation Improvement Study.

3.0 PIC NO. 1 LOCATION, DATE, AND TIME

The first Public Information Centre was made available to the public as noted below:

Date	March 29, 2024
Location	Online at Barrie's Community Engagement Hub: Building Barrie
Type	Pre-recorded Webinar

3.1 PIC No. 1 Format

The City released the pre-recorded PIC on March 29, 2024. The City's consultant, WSP, facilitated the presentation. Various engagement tools were emphasized to elicit input. The presentation in its entirety is available at: https://www.buildingbarrie.ca/bayfieldstudy.

3.2 PIC No. 1 Notification

WSP notified the public of the first PIC through mailings, a radio ad, posters, the project website, and emails. Please see **Appendix A** for these materials. Additionally, WSP notified property owners within the defined catchment area of the study area via direct mail on January 16, 2024. Posts on social media platforms like Twitter and Facebook were also made to promote the event.

3.3 Metrics

Between March 29, 2024, and May 7, 2024, the pre-recorded PIC presentation was viewed and downloaded on the City's website 380 times by 241 visitors. The project website, itself, was opened more than 4,000 times between its launch date on January 2, 2024, and May 7, 2024.

4.0 PIC NO. 1 DISPLAY MATERIALS

The pre-recorded PIC was presented to the public through a series of PowerPoint slides that was also available as a .pdf version to download. The display slides were also included online on the *Building Barrie* Community Engagement Hub at the following weblink: Bayfield Street Transportation Improvements | Building Barrie

A copy of the downloadable presentation is provided in **Appendix B**.

5.0 SUMMARY OF FEEDBACK

Following PIC No. 1, the City elicited input through various methods, including website comments, interactive mapping, and a short survey. The following summarizes the primary "themes" expressed by the public via email and other platforms. A complete list of comments received is included in **Appendix C**.

5.1 Key Themes Emerging from Study Input

The following summarizes the primary themes that emerged from PIC No. 1:

- **Make Bayfield Street Safer and Less Congested**: concerns about heavy traffic with suggestions for improvements including adding lanes, improving intersections, and providing more safety measures;
- **Provide More Active Transportation Options along Bayfield Street:** provide more infrastructure for sidewalks and bicycling (i.e., wider sidewalks, cycle tracks, etc.);
- **Enhance Transit Opportunities along Bayfield Street**: provide more bus lanes and shelters, and operate more frequent bus service, especially during rush hour;
- **Consider Design Improvements along Bayfield Street:** address the turning radii at key intersections, consider roundabouts, dedicated lanes to transition to Highway 400, other potential improvements;
- **Incorporate Smart Infrastructure:** add elements like smart traffic signals or other technologies to manage traffic; and
- **Make Bayfield Street Greener and More Attractive:** provide more green space, plants and trees along Bayfield Street that enhance the streetscape.

5.2 On-Line Survey and Interactive Mapping Tool

On-Line Survey

The City's on-line survey comprised a series of questions that were designed to better understand the types of users, mode of transportation, and potential Bayfield Street transportation improvements sought by residents. Survey questions included the following:

1) Which group do you represent?
2) How do you primarily use Bayfield Street?
3) How do you primarily travel on Bayfield Street?
4) When do you primarily use Bayfield Street?
5) What words, phrases or images come to mind when you think about Bayfield Street today?
6) If you could change one thing about Bayfield Street, what would it be?
7) What words, phrases or images come to mind when you think about Bayfield Street in the future?
8) What priority areas should the study focus on? Rank the four items listed below with the item identified as No. 1 being the most important. The four items consist of:

a) Improve Traffic Capacity

b) Improve Road Safety

c) Improving active transportation infrastructure – adding cycling facilities

d) Improving active transportation infrastructure – widening sidewalks

9) Do you use transit on Bayfield Street?

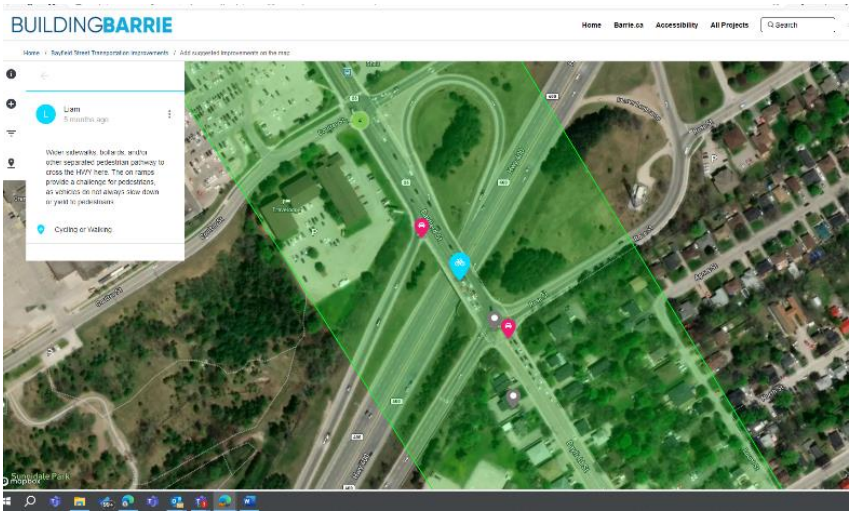
The survey report can be found in **Appendix D** and a graphical summary of the PIC no.1 showcasing the survey results can be found in **Appendix E**.

Interactive Mapping Tool

The project website also included an interactive mapping section (**Figure 2**) that allowed viewers to illustrate or "pin" locations along Bayfield Street that might represent areas of improvement or opportunities.

Participants identified 23 locations, as found in **Appendix C** and on the project website at https://www.buildingbarrie.ca/bayfieldstudy/maps/add-suggested-improvements-on-the-map .

Figure 2: Interactive Mapping Tool on Building Barrie Project Website



The comments indicated potential locations for wider sidewalks and active transportation elements, design improvements along Bayfield Street and Highway 400, and other aspects proposed to improve safety and traffic flow along the corridor and at key intersections.

APPENDIX A

Notice of PIC No. 1

BAYFIELD STREET TRANSPORTATION IMPROVEMENTS

Postcard sent to public for Notice of PIC #1

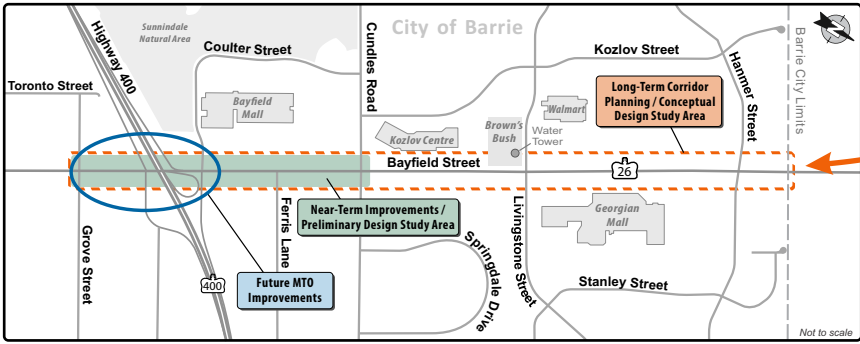
The City of Barrie is undertaking a study to evaluate potential transportation improvements on Bayfield Street from Grove Street to Barrie city limits. The study will examine opportunities along Bayfield Street that would make it easier to drive, bike, walk and use transit. We look forward to your participation in this study, and appreciate your input in making Bayfield Street a community priority!

Public Information Centre #1

The first Public Information Centre (PIC) will be a pre-recorded video presentation available on the project website on **March 29, 2024**.
The video will provide an overview of the project, study process, project objectives, outline of existing conditions and information on technical studies.

Scan to visit the project website

Barrie



Bayfield Street Transportation Improvements Study Location

How Can You Get Involved?

You are encouraged to visit the project website and register to receive project news, updates, and notices of events as well as complete the first project survey located at the bottom of the project website. The website also allows users to share ideas, ask questions and has a mapping tool to share location-specific comments and ideas. You can also submit comments and questions to the Project Team through the project website. Your input is welcome at any time during the study.

Please provide us with your feedback at:

buildingbarrie.ca/BayfieldStudy

Or email us at:

bayfieldstudy@barrie.ca

Scan to visit the project website

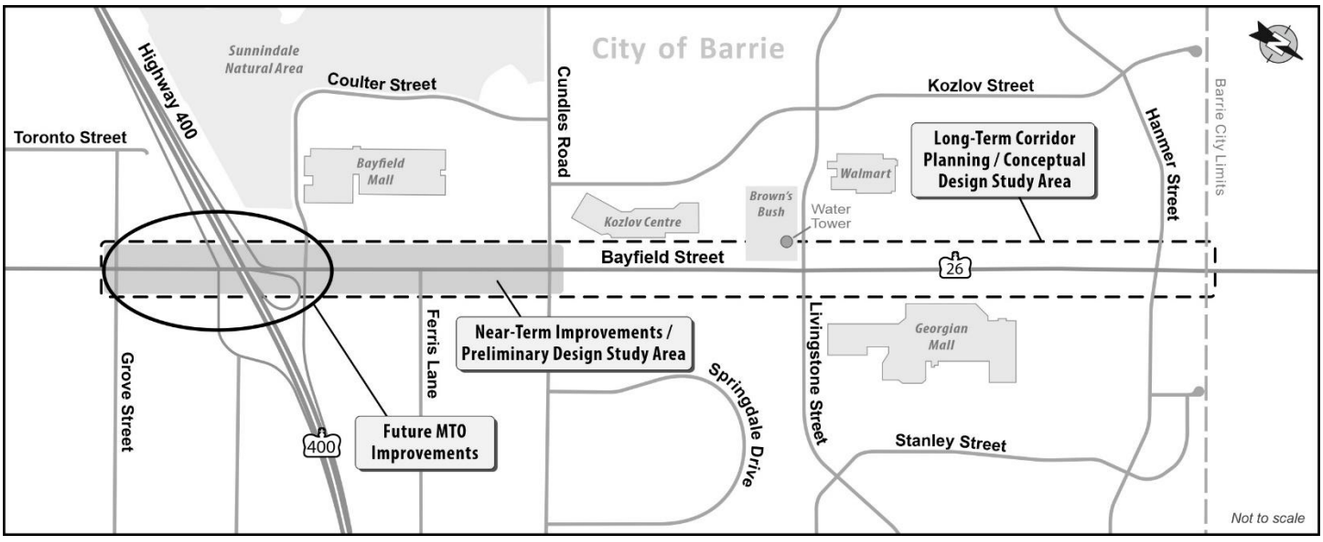
Barrie

Notice of Study Commencement and Public Information Centre No. 1
City of Barrie
Bayfield Street Transportation Improvements
Municipal Class Environmental Assessment Study

Sent to MPPs, Agencies, Barrie staff, stakeholders, and the public via mail and email

THE STUDY

The City of Barrie has retained WSP Canada Inc. (WSP) to complete a Municipal Class Environmental Assessment (MCEA) Study for transportation improvements on Bayfield Street from Grove Street to the City of Barrie limits. The location of the work to be completed is shown on the enclosed key map. The purpose of this letter is to inform you of the project and provide you with an opportunity to offer comments and/or provide information that may pertain to the study.



The study will build upon recommendations in the City's Transportation Master Plan and include the following components:

Near-term Implementation:

- Assessment and identification of active transportation improvements to incorporate with MTO's interchange replacement project extending from Grove Street to Coulter Street.
- Assessment and identification of auto capacity and active transportation improvements to connect to MTO's interchange replacement project extending from Coulter Street to Cundles Road.
- Assessment and identification of interim active transportation improvements extending from Cundles Road to Hanmer Street.
- Assessment and identification of localized intersection improvements at Bayfield Street and Grove Street.

Long-term Corridor Planning:

- Development of a long-term transformative plan to reflect planned changes in land-use that include mixed use and commercial developments. This plan will embrace complete street principles and aims to achieve an enhanced pedestrian and cyclist-friendly realm while balancing the role this corridor plays as a regional connector.

THE PROCESS

This MCEA Study will follow the planning and design process following the Municipal Engineers Association's MCEA process for a Schedule 'C' undertaking (October 2000, as amended in 2007, 2011, 2015 and 2023), which is an approved process under the Ontario Environmental Assessment Act. As part of this process, three public consultation events will be held. Once the study is complete, an Environmental Study Report (ESR) will be prepared and filed for a 30-day public review period. A Notice of Completion will be published on the project website, the City's social media accounts, the public notices section of www.barrie.ca, and will be sent to the project mailing list to advise the public of the ESR review period. Pending completion of the MCEA and subject to budget approval, the City intends to proceed to the detailed design phase of the project.

HOW CAN YOU GET INVOLVED?

Public engagement is an important component of the MCEA Study process. The City will work with, consult, and engage with interested stakeholders, including the public, landowners, regulatory agencies and Indigenous communities, throughout the course of the study. Three public consultation events will be held at key milestones to provide an opportunity for the public to review project information, provide comments, and discuss issues with the Project Team. Notices of the public events will be published on the project website, the public notices section of www.barrie.ca, social media accounts and sent to the project mailing list.

You are encouraged to visit the project website at www.buildingbarrie.ca/bayfieldstudy and register to receive project news, updates, and notices of events as well as complete the first project survey located at the bottom of the website's

page. The website also allows users to share ideas, ask questions and has a mapping tool to share location specific comments and ideas.

You can also submit comments and questions to the Project Team through the project website. Your input is welcome at any time during the study. If you would like to reach a project representative directly, please contact:

Brett Gratrix, P.Eng.
Senior Project Manager - Transportation Planning
City of Barrie
70 Collier Street
Barrie, ON L4M 4T5
Tel: 705-739-4220 ext. 5117
Email: bayfieldstudy@barrie.ca

PUBLIC INFORMATION CENTRE #1

The first Public Information Centre will be a pre-recorded video presentation providing an overview of the project, study process, project objectives, outline of existing conditions and information on technical studies. The presentation video will be available at www.buildingbarrie.ca/bayfieldstudy **on March 29th, 2024**. Those wishing to provide comments can do so through the project website.

Information is being collected under the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

This Notice was issued: January 16th, 2024

Emails sent to MP and MPPs

From: Joanne Werth
To: doug.shipley@parl.gc.ca
Cc: Brett Gratrix
Subject: Bayfield Street Transportation Improvements - Notification Letter
Date: Thursday, January 25, 2024 3:14:15 PM
Attachments: Bayfield Street Transportation Improvements - PIC 1.pdf

---

Dear Mr. Doug Shipley, M.P.,

Please find attached notification of study commencement for the Bayfield Street Transportation Improvements Municipal Class Environmental Assessment Study.

If you have any questions, please reach out to the project manager Brett.Gratrix@barrie.ca.

Regards

Joanne Werth, BAA
Office Services Assistant
Pronouns: she/her/hers
City of Barrie
Central Ontario's Premier Waterfront Community

Development Services
Location: 70 Collier Street, 1st Floor
(705) 739-4220 ext. 4785

Mailing Address:
Box 400
Barrie, ON L4M 4T5

This E-mail message (including attachments, if any) is intended for the use of the individual or entity to which it is addressed and may contain information that is privileged, proprietary, confidential and exempt from disclosure. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender and erase this E-mail message immediately.

Please consider the environment before printing this email.

From: Joanne Werth
To: doug.downey@pc.ola.org
Cc: Brett Gratrix
Subject: Bayfield Street Transportation Improvements - Notification Letter
Date: Thursday, January 25, 2024 3:08:29 PM
Attachments: Bayfield Street Transportation Improvements - PIC 1.pdf

---

Dear Minister Downey,

Please find attached notification of study commencement for the Bayfield Street Transportation Improvements Municipal Class Environmental Assessment Study.

If you have any questions, please reach out to the project manager Brett.Gratrix@barrie.ca.

Regards,

Joanne Werth, BAA
Office Services Assistant
Pronouns: she/her/hers
City of Barrie
Central Ontario's Premier Waterfront Community

Development Services
Location: 70 Collier Street, 1st Floor
(705) 739-4220 ext. 4785

Mailing Address:
Box 400
Barrie, ON L4M 4T5

This E-mail message (including attachments, if any) is intended for the use of the individual or entity to which it is addressed and may contain information that is privileged, proprietary, confidential and exempt from disclosure. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender and erase this E-mail message immediately.

Please consider the environment before printing this email.

Emails sent to Agencies and Barrie Staff

From: Brett Gratrix <Brett.Gratrix@barrie.ca>
Sent: January 23, 2024 10:45 AM
To: Polonsky, Loren
Cc: Dorton, Andrea
Subject: FW: Bayfield Street Transportation Improvements - Notice of Study Commencement & Public Information Centre No. 1
Attachments: Notice-of-Study-Commencement-and-PIC_Bayfield-Transportation-Improvements_Jan-16-2024.pdf

Active Transportation & Sustainability Committee circulation.

Brett Gratrix, P.Eng.
Senior Project Manager – Transportation Planning, Development Services
The City of Barrie
Mobile 705-790-4518
Please consider the environment before printing this email.

From: Tammie Maynard <Tammie.Maynard@barrie.ca>
Sent: Tuesday, January 23, 2024 10:07 AM
To: Ann-Marie Kungl <Ann-Marie.Kungl@barrie.ca>; Bryn Hamilton <Bryn.Hamilton@barrie.ca>; Danielle Waters <daniellewaters5@gmail.com>; Dorothy McKeown <dorothy.mckeown@gmail.com>; Eric van Wesenbeeck <ericvw@rogers.com>; Jette Bourne <jette.bourne@gmail.com>; John Northcote <john.northcote@jdengineering.ca>; Kelly-Ann MacLeod <kelly.macleod@smdhu.org>; Laurel Hoffarth <laurelhoffarth@gmail.com>; Nicholas Flinn <nicholasflinn@gmail.com>; Steve Schwarz <steveschwarz@rogers.com>; Wilf Steimle <wilf@steimle.ca>
Cc: Brett Gratrix <Brett.Gratrix@barrie.ca>
Subject: FW: Bayfield Street Transportation Improvements - Notice of Study Commencement & Public Information Centre No. 1

Good Morning

For your information. Please see attached Notice of Study Commencement and Public Information Centre No. 1 – Bayfield Street Transportation Improvements Municipal Class Environmental Assessment Study.

Thanks

Tammie Maynard
Legislative Coordinator

Legislative and Court Services Department 1st Floor

City of Barrie: City Hall, 70 Collier Street, Barrie ON, L4M 4T5
Office: 705-739-4220 x 4414 Fax 705-739-4243
www.barrie.ca

This email message (including attachments, if any) is intended for the use of the individual or entity to which it is addressed and may contain information that is privileged, proprietary, confidential and exempt from disclosure. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender and delete this e-mail immediately. If this email is intended for you, please consider the environment before printing.

From: Brett Gratrix <Brett.Gratrix@barrie.ca>
Sent: January 22, 2024 1:54 PM
To: Bala Araniyasundaran; Dawn McAlpine; Michelle Banfield; Mike McConnell; Rick Pews; Kevin Rankin; Wendy Cooke; Craig Morton; Sandy Coulter; Carrie Clark; Brent Forsyth; Craig Millar; Sherry Diemert; Dave Friary; Kelly Oakley; Scott Lamantia; Barb Perreault; Frank Palka; Steve Rose; Nathanael Couperus; Jordan Lambie; Jennifer Roberts; Tiffany Thompson; Carlissa McLaren; Andy Foster; Justin MacDonald; Karen Cooper; Michael Munshaw; Greg Jorden; Dan O'Neill; Jason Zimmerman; Tom Hanrahan; Jeff Sharp; Tom Reeve; Lingling He; Andrew Mills; Rebecca James-Reid
Cc: George-Hiebert, Rhonda; Malloy, Patrick; Polonsky, Loren; Dorton, Andrea
Subject: Bayfield Street Transportation Improvements - Notice of Study Commencement & Public Information Centre No. 1
Attachments: Notice-of-Study-Commencement-and-PIC_Bayfield-Transportation-Improvements_Jan-16-2024.pdf

Good Afternoon,

Please find attached the Notice of Study Commencement and Public Information Centre No. 1 for the Bayfield Street Transportation Improvements Municipal Class Environmental Assessment Study. This study includes an internal technical advisory committee that meets at key milestones to share information and solicit internal feedback. The committee presently includes representation from the following branches/departments listed below; please reach out if you'd like to participate or designate a staff member to join.

For further project information, project feedback and questions, please contact me directly.

Current – ITAC Members

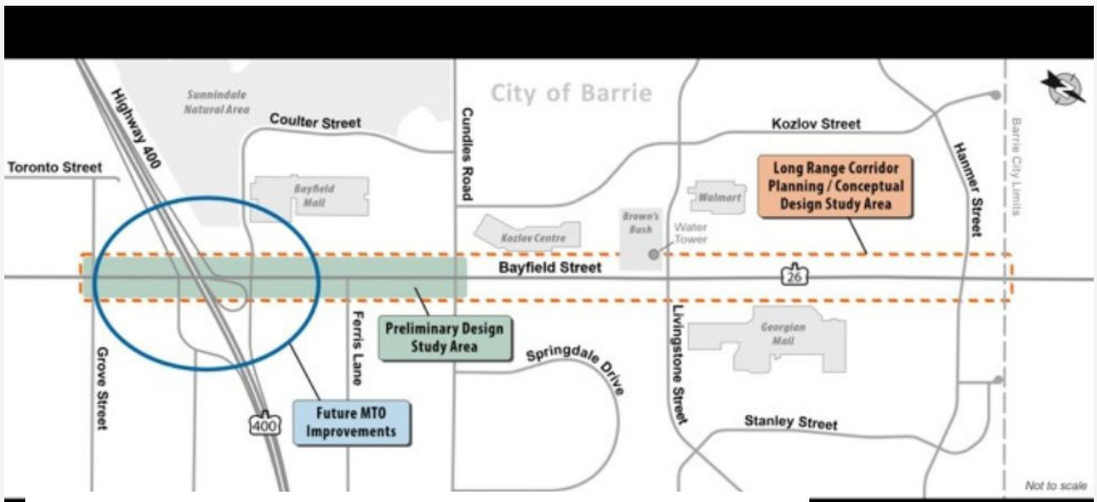
Barrie Fire	Carrie Clarke
Traffic Services	Steve Rose, Tom Hanrahan, Jeff Sharpe
Corporate Asset Management	Lingling He, Michael Munshaw, Michael Brown, Darrin Tone
Transit & Parking	Mike McConnel, Scott Fraser
Infrastructure	Tawnya Gurchin, Nathael Couperus
Operations	Andy Forster, Jake Reid, Chris Marchant
Planning	Jennifer Roberts, Tiffany Thompson
Approvals	Barb Perrault
Environmental Compliance	Stephanie Huyssen
Energy Management	Adam McMullin
Accessibility	Karen Cooper

Thank you,

Brett Gratrix, P.Eng.
Senior Project Manager – Transportation Planning, Development Services
The City of Barrie
Mobile 705-790-4518
Please consider the environment before printing this email.



Media advertisements posted in local newspapers, news articles, and social media



HAVE YOUR SAY ON BAYFIELD STREET TRANSPORTATION IMPROVEMENTS

Release

Published: Jan 16th, 2024 12:07pm

News release – City of Barrie

The City of Barrie will be making transportation improvements on Bayfield Street and wants to hear from residents on their current experience and what changes the City should prioritize for the future.

The Ministry of Transportation (MTO) is planning to replace the existing Bayfield Street interchange and crossing structure starting tentatively in 2026. The MTO's project includes improvements extending from Grove Street to Coulter Street that will improve traffic operations. The City is examining additional improvements that could be incorporated with MTO's project, focusing on active transportation and improvements that are required to support MTO's project.

The first phase of this project is a Municipal Class Environmental Assessment Study, which is done prior to detailed design of the work, property acquisition, utility relocations, and construction. This Study will assess near-term and long-term transportation improvements that support all modes of travel, including pedestrians, transit users, cyclists, and motorists. This project will build upon recommendations in Barrie's Transportation Master Plan.

Property owners, businesses, residents, and tenants within the study area will receive notices in the mail. The City invites residents to get involved and provide input on the Bayfield Street project in the following ways:

- Register for project updates and news.
- Provide input through the project website via the idea board or by using the mapping tool, or ask a question.
- Complete the survey to provide your feedback on your experience with Bayfield Street today and suggestions for the future.
- Participate in Public Information Centre (PIC) events. These events will provide information and gather public input. Three PICs are planned for this project, with the first scheduled to occur in late March.

After gathering public input and following completion of the assessment, the City will start detailed design plans, subject to Council and budget approvals. Construction of the City's improvements are currently anticipated to start in approximately 2029, following completion of the MTO's project.

Learn more and share your feedback at buildingbarrie.ca/BayfieldStudy.

BARRIE'S LOCAL NEWS DELIVERED TO YOUR INBOX

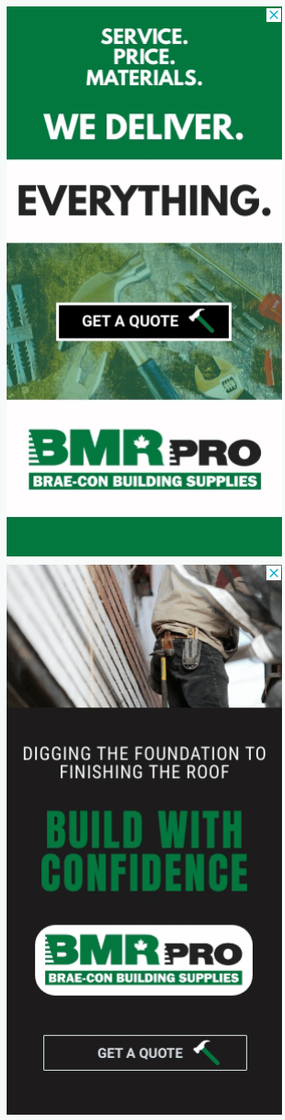
Stay up to date with what Barrie's talking about. Get the latest local news delivered right to your inbox every day. Never miss out on what's going on ...

* Email

By submitting this form, you are consenting to receive marketing emails from: Central Ontario Broadcasting, 431 Huronia Rd, Barrie, Ontario, CA, http://www.cobroadcasting.com. You can revoke your consent to receive emails at any time by using the SafeUnsubscribe® link, found at the bottom of every email. Emails are serviced by Constant Contact. Our Privacy Policy.

Get Your News!

Banner image via the City of Barrie



Listen to Today's Headlines

Privacy - Terms

ADVERTISEMENT
Ad closed by Google

BARRIE | News

City of Barrie seeks public input on improvements for Bayfield Street



Traffic on Bayfield Street in Barrie, Ont. (David Sullivan/CTV News)



Kim Phillips
CTVNews.ca Barrie Digital Producer
Follow | Contact

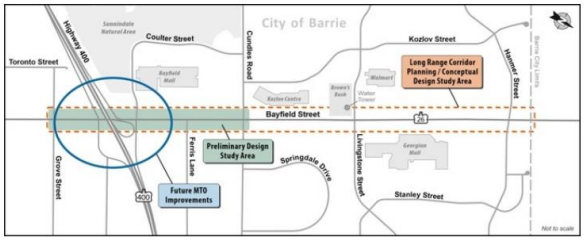
Published Jan. 16, 2024 2:40 p.m. EST

Share
0 0 0 0 0
0 Shares

The City of Barrie is planning significant improvements along a busy street and wants residents' input on the project.

The Ministry of Transportation (MTO) plans to replace the current Bayfield Street interchange and crossing structure, stretching from Grove to Coulter streets to enhance traffic in the area, and the City wants to explore improvements that align with that project.

The City asks residents and business owners to provide feedback on their experience with Bayfield Street and suggestions for the future.



The Ministry of Transportation will make improvements to Bayfield Street in Barrie, Ont. (Source: City of Barrie)

- **Download the CTV News app to get local alerts on your device**
- **Get the latest local updates sent to your email inbox**

The public can participate in several ways, including registering for project updates, completing a survey, or joining public information events - with the first scheduled for late March.

Once the City has gathered public input, it will start on design plans, contingent on Council and budget approvals.

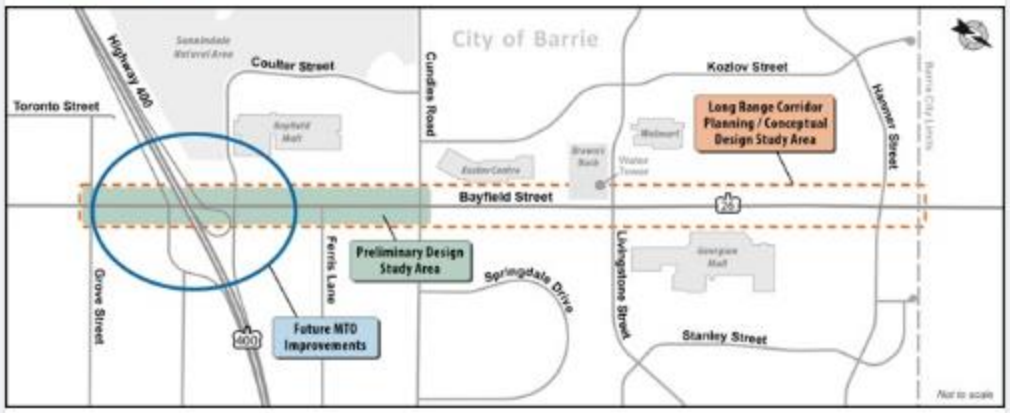
The MTO's project is tentatively scheduled to begin in 2026, with the City's improvements anticipated several years later after the completion of the ministry's project.

Report an error | Editorial standards & policies | Why you can trust CTV News

The City of Barrie
1h ·

Transportation improvements are coming to Bayfield Street. Visit www.buildingbarrie.ca/BayfieldStudy to get involved and provide input!

#BarrieRoads



2 6 4

Like Comment

View more comments

Norm McLeod
7 Lanes to Grove street?
1h

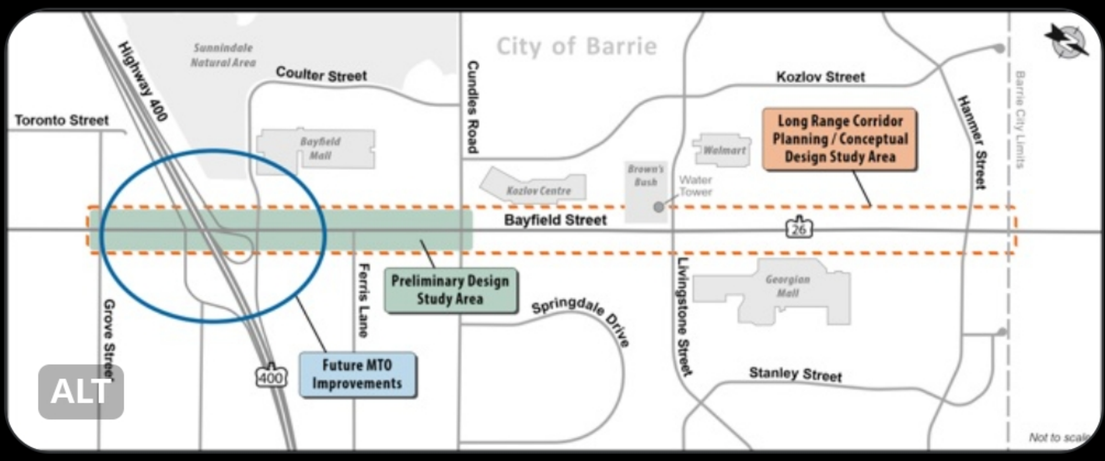
4:02 74%
twitter.com/cityofbarrie/status
9

Post

The City of Barrie
@cityofbarrie

Follow

Transportation improvements are coming to Bayfield Street. Visit buildingbarrie.ca/BayfieldStudy to get involved & provide input! #BarrieRoads



12:10 PM · Jan 16, 2024 · **830** Views

2 1

More replies

Barrie Voter @BarrieVoter · 17h

If you're going to have bike lanes @cityofbarrie, for God's sake, don't put in right-turn lanes. A painted line on the road offers precious little protection for cyclists. Allowing cars to cut across bike lanes to get to right-turn lanes is a recipe to kill cyclists.

1 21

The City of Barrie @cityofbarrie · 3h

BARRIE | News

Barrie residents asked to give input on improvements for one of the city's busiest streets



Traffic on Bayfield Street in Barrie, Ont. (David Sullivan/CTV News)



Kim Phillips
CTVNews.ca Barrie Journalist
Follow |Contact

Published April 4, 2024 1:31 p.m. EDT

Share

The City of Barrie encourages residents to share their input on improvements planned for one of the city's busiest streets.

A project is in the works to alleviate heavy congestion along Bayfield Street, so the City wants to hear from residents about their experiences driving, walking, biking, or taking public transit.

- **Download the CTV News app to get local alerts on your device**
- **Get the latest local updates sent to your email inbox**

As part of the Ministry of Transportation's (MTO) Highway 400 improvements project, crews will replace the Bayfield Street interchange and crossing structure in 2026 and widen the street to six lanes within the MTO's project limits, which extend from Grove Street to Coulter Street.

The ministry's project requires the City to implement improvements on Bayfield Street from Coulter Street to Cundles Road.

Teams are completing phase one, which includes early development and environmental studies.

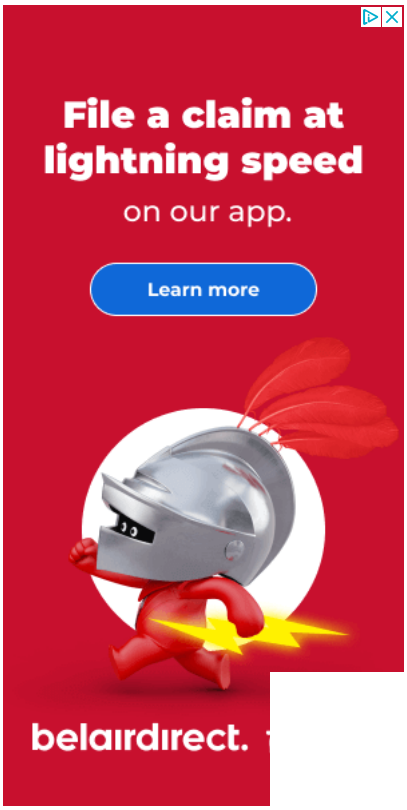
Residents wishing to provide feedback are encouraged to complete the survey that is open until April 19.

Report an error

Editorial standards & policies

Why you can trust CTV News

ADVERTISEMENT



ROCK 95 LISTEN LIVE 107.5KOOLFM LISTEN LIVE

Published April 4, 2024

NEWS

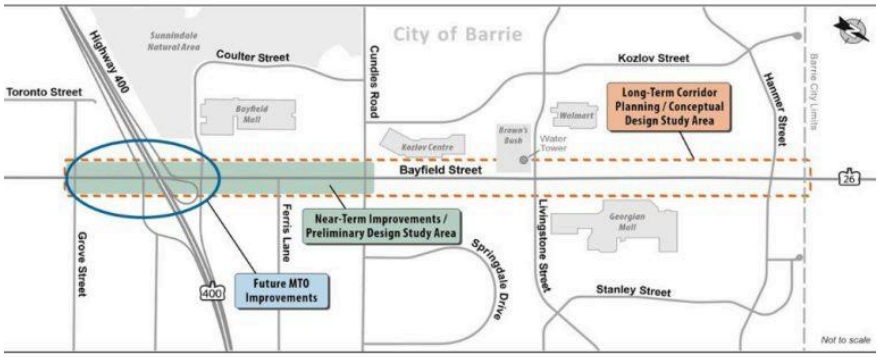
Have your say on Bayfield Street transportation improvements

Complete the survey and provide comments on the public presentation

NEWS | LOCAL

Source Barrie 360
By Release

SHARE



Bayfield Street project study area / via the City of Barrie

News release – City of Barrie

The City of Barrie will be making transportation improvements on Bayfield Street and wants to hear from residents on their current experience and what changes the City should consider making for the future.

To accommodate planned growth and infrastructure renewal needs, the Ministry of Transportation (MTO) is replacing the existing Bayfield Street interchange and bridge starting in 2026, widening Bayfield Street to six lanes. The MTO project requires the City of Barrie to make corresponding transportation improvements on Bayfield Street from Coulter Street to Cundles Road.

The first phase of this project is a Municipal Class Environmental Assessment Study, which is now underway, to find ways to make improvements to all modes of travel, including pedestrians, transit users, cyclists, and motorists.

What's Barrie talking about?

Sign up for our newsletter and never miss a beat?

Email

GET THE SCOOP

CONSENT INFO

A pre-recorded video presentation outlining the project is available for viewing on buildingbarrie.ca/BayfieldStudy. Barrie residents are invited to provide comments regarding this presentation by April 19, via the comment form.

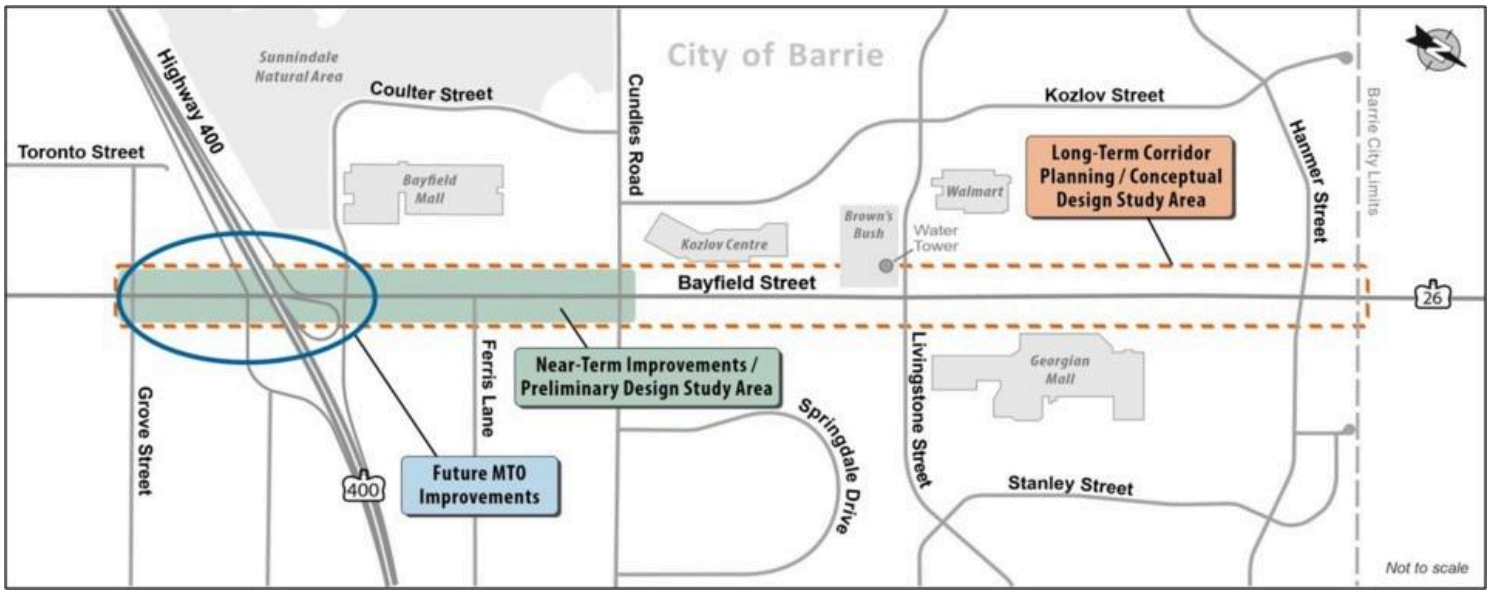
Feedback is also welcome by completing the survey, which is also open until April 19.

The Bayfield Street project will have two more opportunities for public feedback—one in fall 2024 and one in spring 2025. These events will present more

BARRIETODAY.com

City seeking feedback on Bayfield Street improvements

BarrieToday Staff
a day ago



This map shows the Bayfield Street project study area. | Image supplied by the City of Barrie

Listen to this article
00:01:43

NEWS RELEASE
CITY OF BARRIE
****

The City of Barrie will be making transportation improvements on Bayfield Street and wants to hear from residents on their current experience and what changes the city should consider making for the future.

To accommodate planned growth and infrastructure renewal needs, the Ministry of Transportation (MTO) is replacing the existing Bayfield Street interchange and bridge starting in 2026, widening Bayfield Street to six lanes. The MTO project requires the City of Barrie to make corresponding transportation improvements on Bayfield Street from Coulter Street to Cundles Road.

The first phase of this project is a municipal class environmental assessment study, which is now underway, to find ways to make improvements to all modes of travel, including pedestrians, transit users, cyclists, and motorists.

A pre-recorded video presentation outlining the project is available for viewing on buildingbarrie.ca/BayfieldStudy. Barrie residents are invited to provide comments regarding this presentation by April 19, via the comment form.

Feedback is also welcome by completing the survey, which is also open until April 19.

The Bayfield Street project will have two more opportunities for public feedback — one in fall 2024 and one in spring 2025. These events will present more detailed information on proposed plans as the study progresses.

Learn more about the project and share your feedback at buildingbarrie.ca/BayfieldStudy.

****

Reader Feedback (1)

DH

D B H a day ago

Just leave the street as it is. City try to improve it they will just mess it up as they always do.

Add to the story | **Have a story idea?** | **Letter to the editor** | **Report a mistake** | **Ask a question**

MEDIA RELEASE Thursday, April 4, 2024

FOR IMMEDIATE RELEASE

Have your say on Bayfield Street transportation improvements

Complete the survey and provide comments on the public presentation

(Barrie, ON) – The City of Barrie will be making transportation improvements on Bayfield Street and wants to hear from residents on their current experience and what changes the City should consider making for the future.

To accommodate planned growth and infrastructure renewal needs, the Ministry of Transportation (MTO) is replacing the existing Bayfield Street interchange and bridge starting in 2026, widening Bayfield Street to six lanes. The MTO project requires the City of Barrie to make corresponding transportation improvements on Bayfield Street from Coulter Street to Cundles Road.

The first phase of this project is a Municipal Class Environmental Assessment Study, which is now underway, to find ways to make improvements to all modes of travel, including pedestrians, transit users, cyclists, and motorists.

A pre-recorded video presentation outlining the project is available for viewing on buildingbarrie.ca/BayfieldStudy. Barrie residents are invited to provide comments regarding this presentation by April 19, via the comment form.

Feedback is also welcome by completing the survey, which is also open until April 19.

The Bayfield Street project will have two more opportunities for public feedback—one in fall 2024 and one in spring 2025. These events will present more detailed information on proposed plans as the study progresses.

Learn more about the project and share your feedback at buildingbarrie.ca/BayfieldStudy.

- 30 -

For more information, please contact:
Melanie Rumley
Communications Advisor
melanie.rumley@barrie.ca
705-627-2702

Billboard display of Project Notice on Georgian Mall sign on Bayfield Street prior to PIC #1 March 2024

GEORGIAN MALL

Help Reimagine
BAYFIELD STREET

Share your feedback to make it easier to drive, bike, walk and use transit on Bayfield Street.

buildingbarrie.ca/BayfieldStudy

Barrie

OWNED AND MANAGED BY
RIOCAN

Radio Ad Transcription

This advertisement was aired from March 11 to 13 on KOOL FM and Rock 95.

Script:

Do you want to make a difference in the future of travel in Barrie? You can help the City of Barrie reimagine Bayfield Street by participating in a study to look at improvements that would make it easier to drive, bike, walk and use transit on Bayfield Street. Have your say. Go to buildinbarrie.ca/bayfieldstudy. Complete the online survey and share your ideas. Give your feedback to improve Bayfield Street in the future. That’s buildingbarrie.ca/bayfieldstudy to share your thoughts.

APPENDIX B

PIC No. 1 Materials

BAYFIELD STREET TRANSPORTATION IMPROVEMENTS



Bayfield Street
Municipal Class Environmental Assessment
Grove Street to City Limits

Public Information Centre No.1

March 2024



Land Acknowledgement

The City of Barrie acknowledges the traditional territory of the Anishinaabeg people, which include the Odawa, Ojibwe, and Pottawatomi Nations collectively known as the Three Fires Confederacy. We also acknowledge the Wendat Nation (Huron) who occupied these lands prior to the middle of the 17th century.

We are dedicated to honouring Indigenous history and culture and recognize the enduring presence of Indigenous peoples on this land. We are committed to moving forward in the spirit of reconciliation and respect with all First Nations, Métis, and Inuit People.

Study to be Conducted as Schedule ‘C’ Municipal Class Environmental Assessment

- Environmental Assessments consider the whole “environment” – not just the natural environment.
- Consideration is given to economic, social, cultural and natural factors.
- Environmental Assessment (EA) is an informed decision-making process to: evaluate alternatives; assess potential effects; and identify mitigation / commitments to address effects.
- Administered by Ontario Ministry of Environment, Conservation and Parks (MECP).



Key Phases of Study - Schedule 'C' Municipal Class Environmental Assessment

Bayfield Street Transportation Improvements

Public and Stakeholder Engagement

Phase 1
Identify Challenges and Opportunities

- Study area profile
- Background review and data collection
- Communication and Engagement Plan
- Existing Conditions Traffic Study
- Begin to engage key stakeholder and residents (notification, social media, webpage, etc.)
- PIC No. 1
- **Need and Justification Report**

We are here

Phase 2
Alternative Solutions

- Identify and evaluate functional solutions
- Complete baseline and technical reports
  - Natural Env. Report
  - Tree Inventory
  - Cultural Heritage Report
  - Noise Study Preliminary Report
  - Contamination Overview Study
- PIC No. 2
- Stakeholder meetings
- **Identify recommended Solution(s)**

Phase 3
Alternative Designs

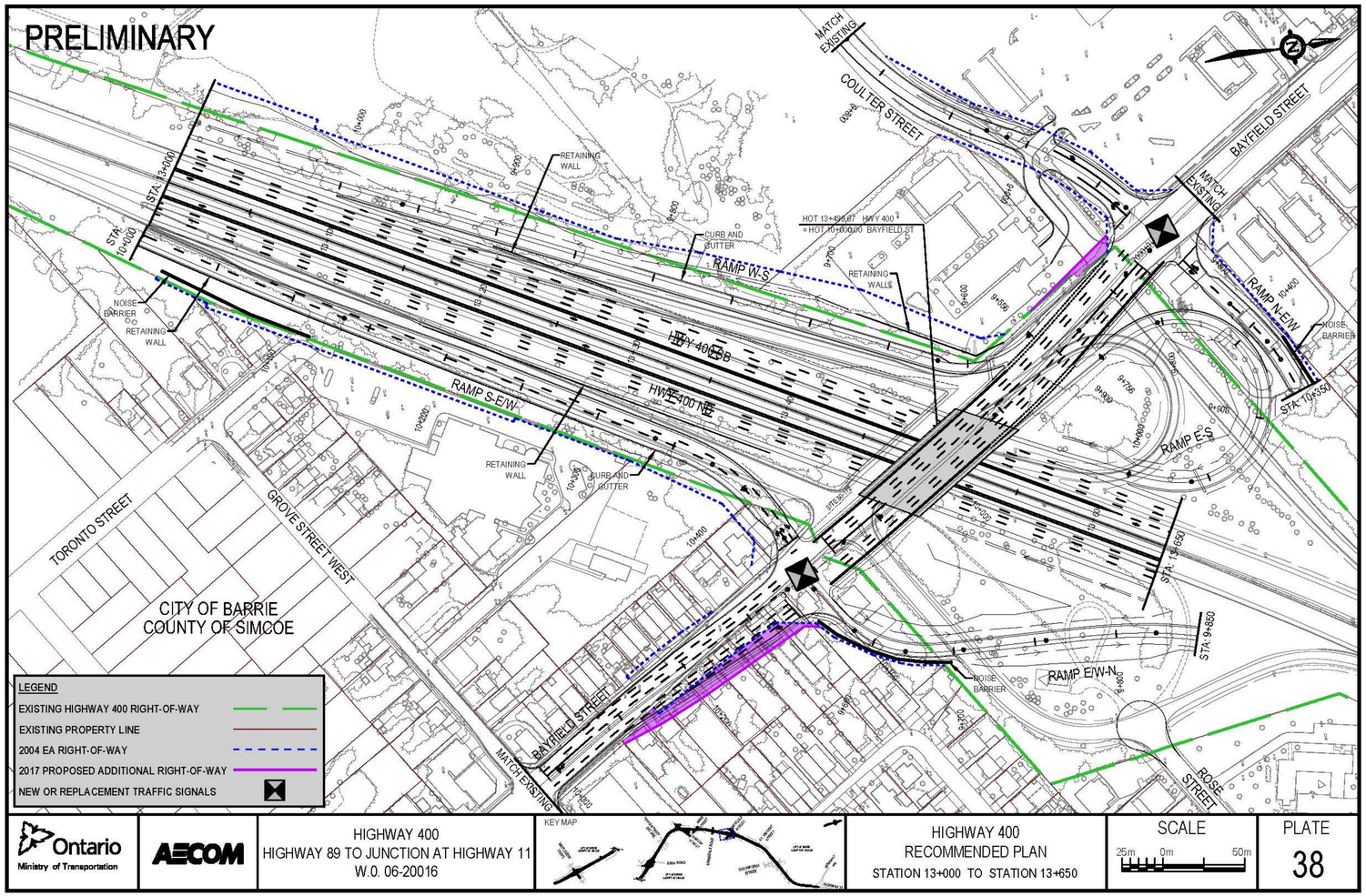
- Develop and evaluate design alternatives for the road cross-section, active transportation facilities, urban design and landscape features
- Streetscape Plan
- Noise Impact Assessment Report
- Stormwater Management Plan
- 3-D renderings
- PIC No. 3
- Stakeholder meetings
- **Identify recommended designs**

Phase 4
Documentation

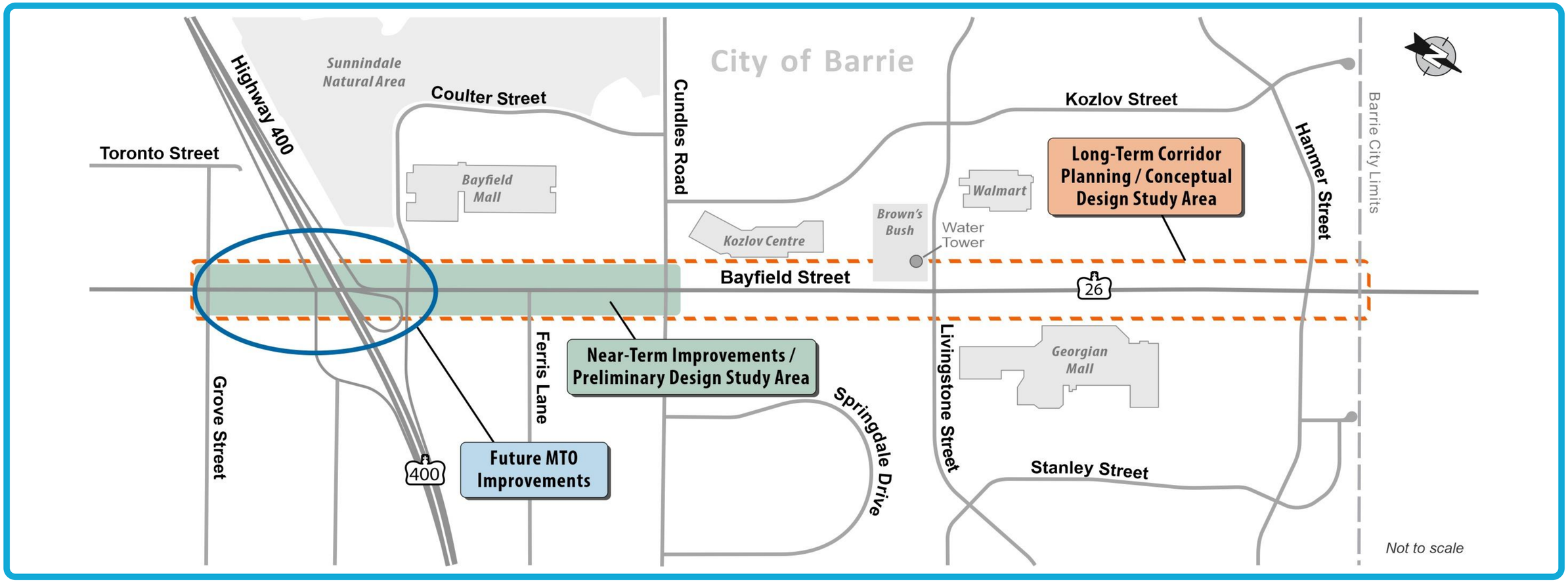
- Document findings in an Environmental Study Report (ESR)
- Identify the environmental effects, mitigation measures and future commitment
- Prepare 30% preliminary design plans to include plan, profile and cross-sections, grading, and property requirements
- Identify likely permits
- **Public and stakeholder review of ESR**

The Need for Transportation Improvements

- The MTO will be reconstructing and widening Bayfield Street from Grove Street to Coulter Street from five (5) to seven (7) lanes and constructing a new interchange and crossing starting in the next 2 to 3 years.
- These improvements require the City to implement transportation improvements on Bayfield Street from Coulter Street to Cundles Road in the near-term and coordinate with the MTO on including active transportation improvements within their project limits from Grove Street to Coulter Street.
- The City is studying both near-term needs and establishing a long-term vision for the corridor with consideration for all travel modes.

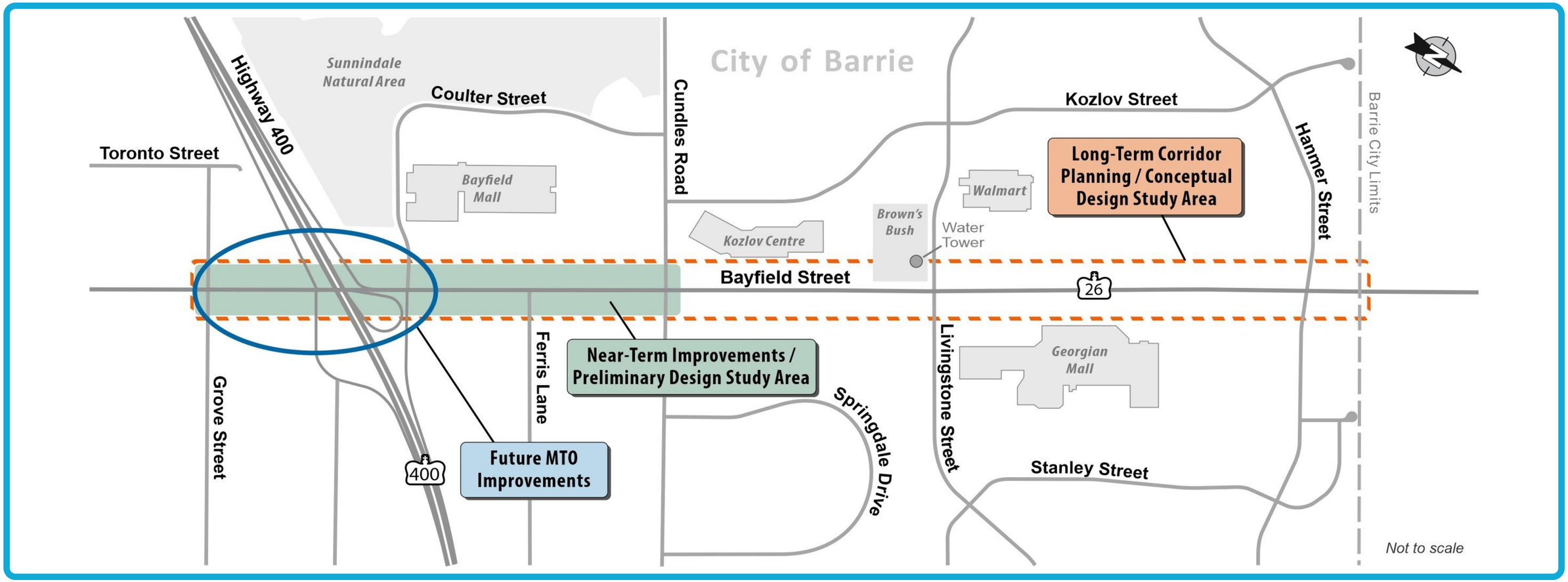


MTO figure illustrating the planned interchange replacement and associated Bayfield Street improvements planned by the MTO.



Study Purpose: Near-Term Improvements

1. Assessment and identification of active transportation improvements to incorporate with MTO's interchange replacement project extending from Grove Street to Coulter Street.
2. Assessment and identification of auto capacity and active transportation improvements to connect to MTO's interchange replacement project extending from Coulter Street to Cundles Road.
3. Assessment and identification of interim active transportation improvements extending from Cundles Road to Hanmer Street.
4. Assessment and identification of localized intersection improvements at Bayfield Street and Grove Street.



Study Purpose: Long-term Corridor Planning

Development of a long-term transformative plan to reflect planned changes in land-use that includes a mix of medium density residential and commercial uses. The plan will embrace complete street principles and aims to achieve an enhanced pedestrian and cyclist friendly realm while balancing the role this corridor plays as a regional connector.

Transportation Master Plan – Network Recommendations

Bayfield Street Transportation Improvements



Figure ES-5
Total Number of Vehicle Lanes, Proposed Preferred Network – 2031
City of Barrie Transportation Master Plan

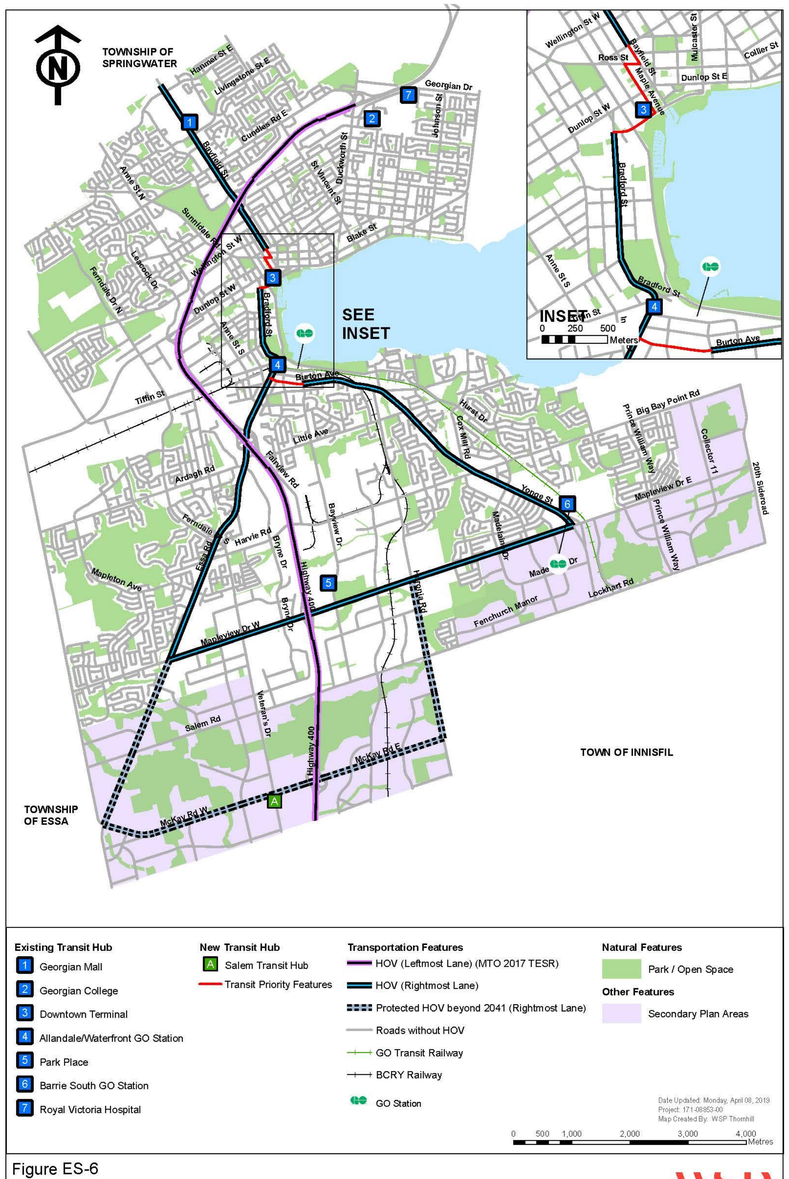


Figure ES-6
Proposed HOV Lanes and Transit Priority Features
City of Barrie Transportation Master Plan

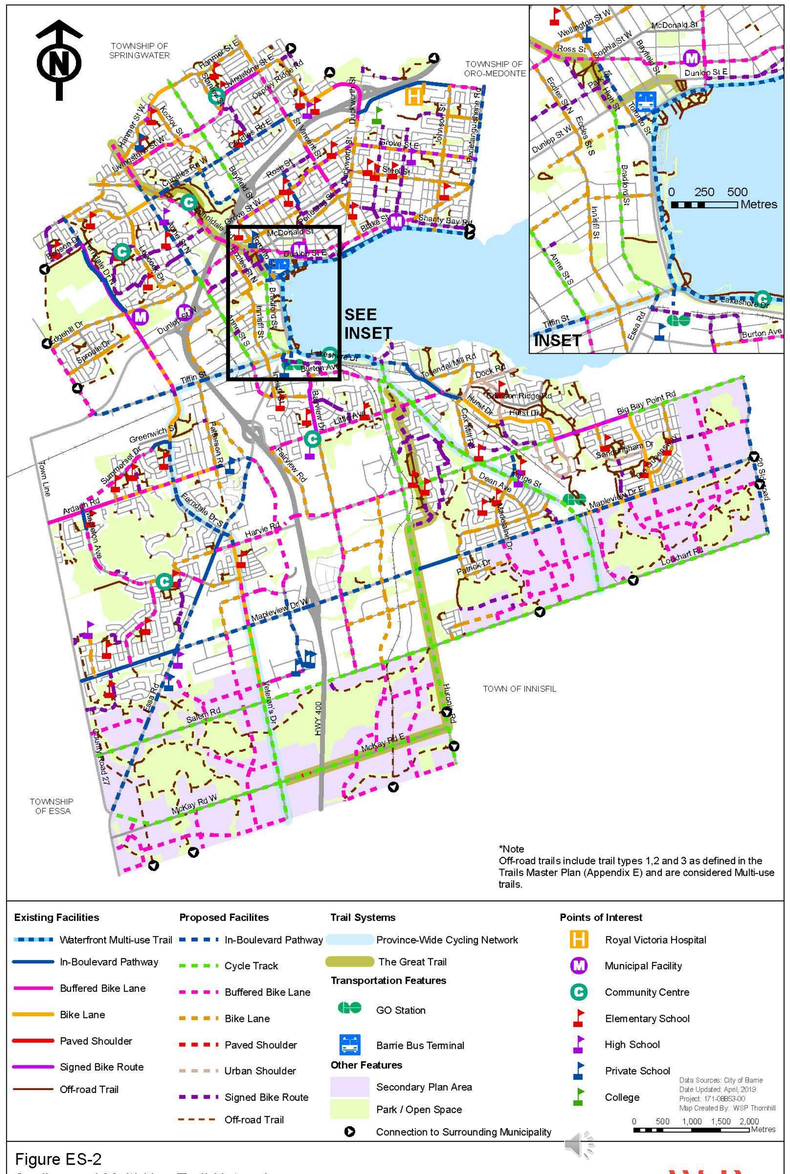
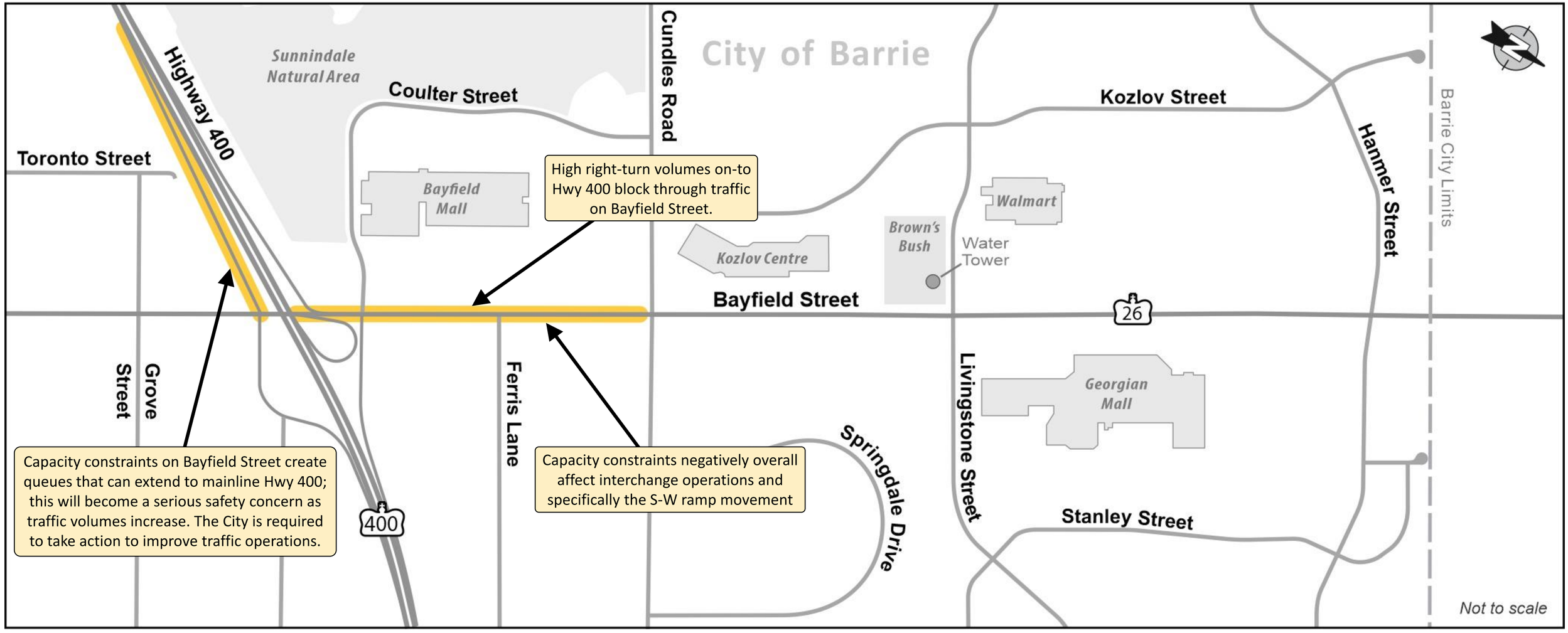


Figure ES-2
Cycling and Multi-Use Trail Network
City of Barrie Transportation Master Plan

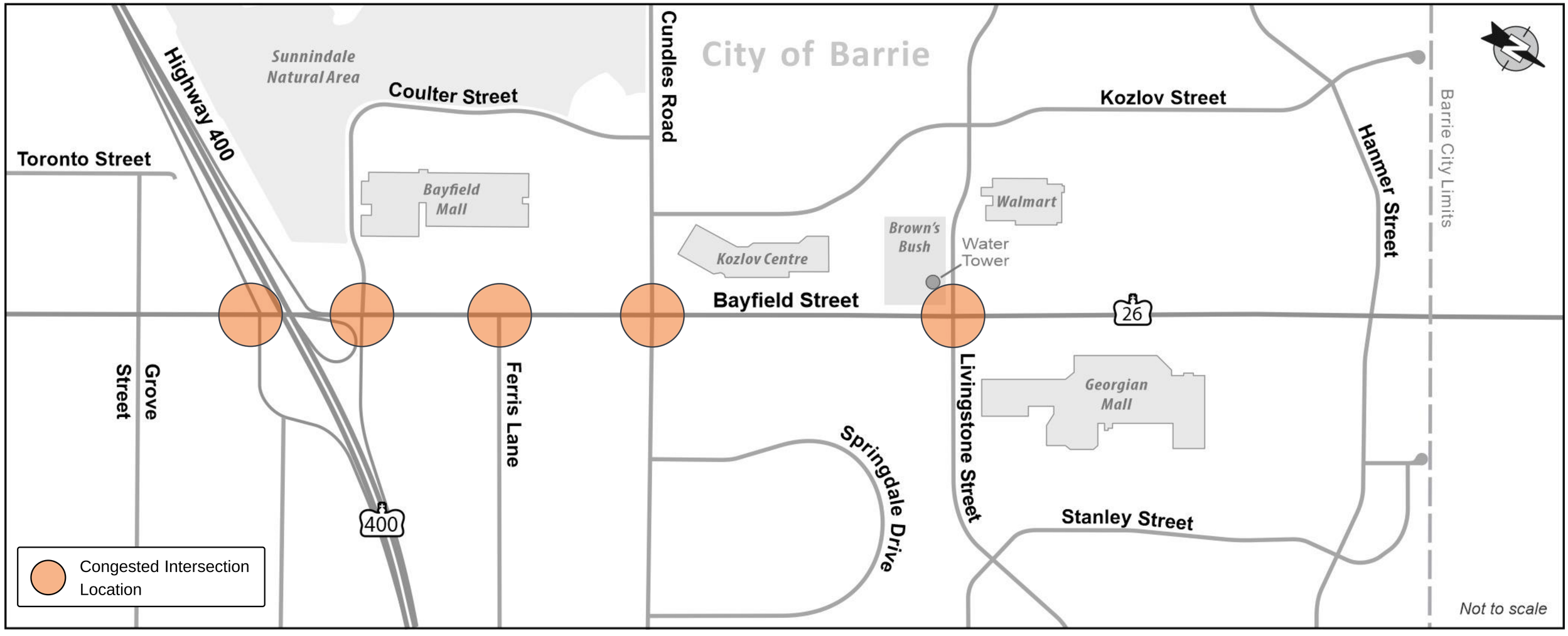
Existing Conditions – Interchange Operations*

*Preliminary Traffic Analysis Report – Existing Conditions



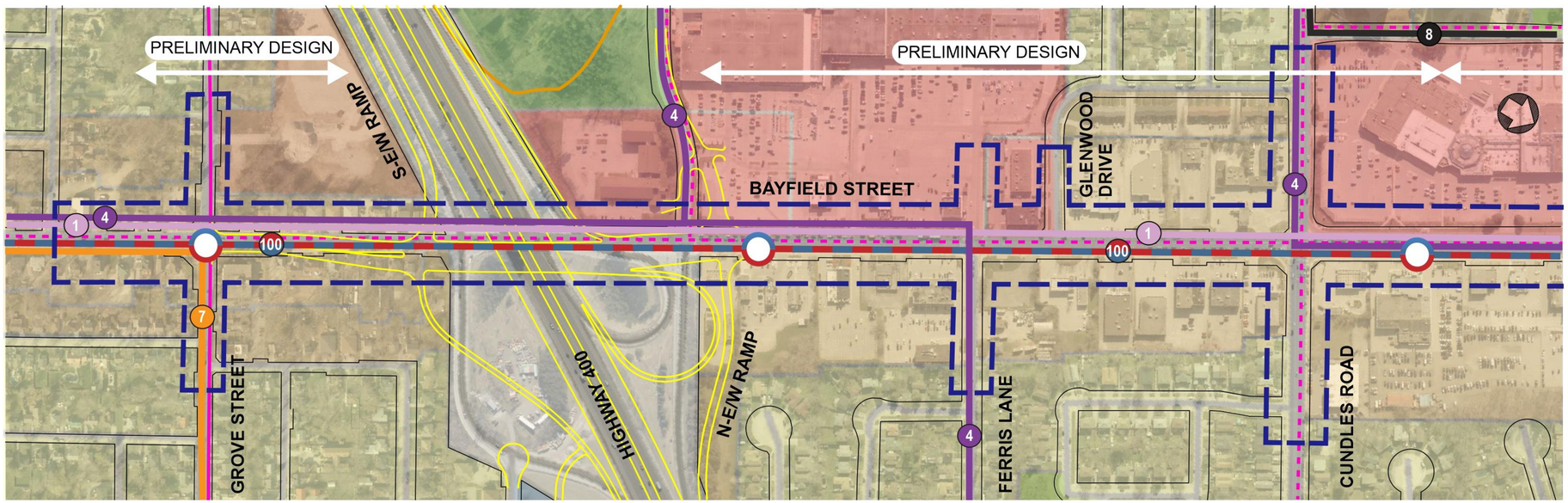
Existing Conditions – Congested Intersections*

*Preliminary Traffic Analysis Report – Existing Conditions



Existing Conditions – Active Transportation & Transit

Bayfield Street Transportation Improvements



LEGEND:

- Study Area
- Proposed Interchange

Land Use

- Neighbourhood Area
- Medium Density
- High Density
- Commercial District
- Community hub
- Natural Heritage System
- Greenspace

Source: Barrie Official Plan - Map 2 - Land Use Designations - February 2022

Alternative Transportation Network

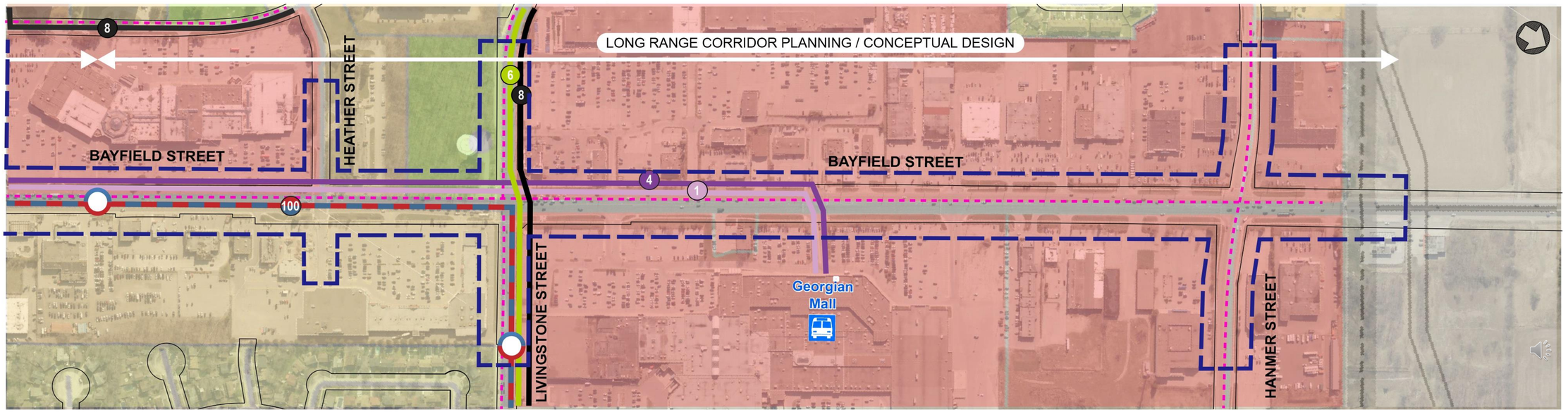
- Multi-use Trail (within parks)
- Cycling Network

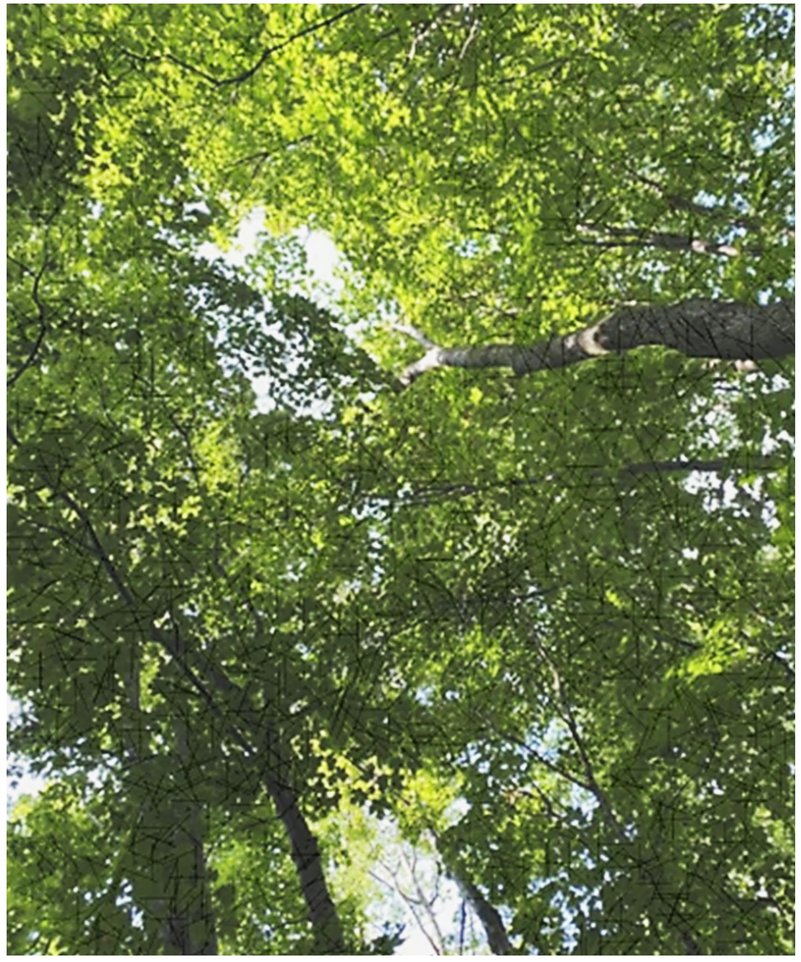
Source: Barrie Official Plan - Map 4a Mobility Network - February 2022

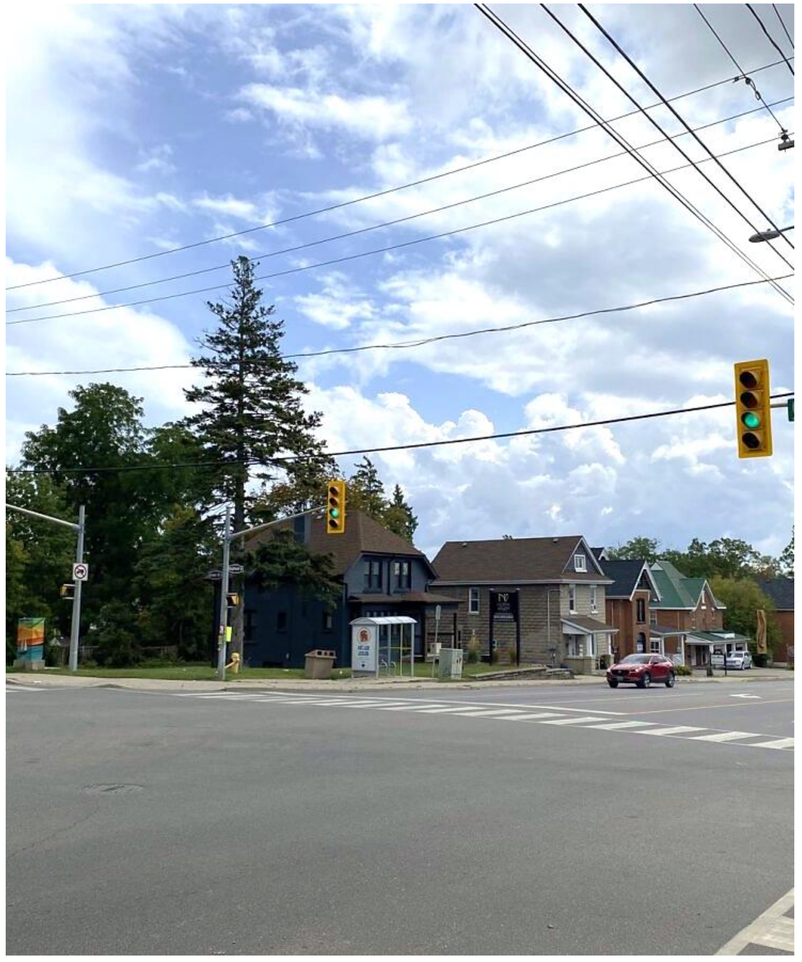
Transit Network

- Bus Routes
- Express Bus Routes
- Express Stop
- Transit Hub

Source: Barrie Transit System Map - Ver 07/04/2022









Discipline Studies

A key element of the study will be to conduct desktop reviews and field studies within the study area to identify a “snapshot” of key features, opportunities and constraints in which the various Bayfield Street designs will be evaluated.



Transportation Analysis

- The purpose is to establish a complete picture of existing and projected traffic conditions along Bayfield Street and establish traffic patterns within a larger transportation network in Barrie.
- The traffic analysis will include detailed models that will simulate future traffic conditions for various Bayfield Street design options.
- Results of the traffic analysis will indicate road segments that are projected to operate at various conditions for each design option (minimal traffic, modest traffic, heavy traffic).
- The analysis will include an active transportation and transit facility assessment to better understand needs and opportunities for pedestrian, cycling and transit infrastructure.

Cultural Heritage Report – Existing Conditions

The purpose is to establish the historical context of the Study Area, identify known and potential heritage properties, and develop an inventory of built heritage resources and cultural heritage landscapes.









Results indicate nine (9) potential cultural heritage resources within the study area.

Upon identifying a recommended Bayfield Street design, we will assess its potential effects on the cultural heritage resources.

Stage 1 Archaeological Assessment (AA)



- The purpose of a Stage 1 AA was to evaluate the study area's archaeological potential.
- Typically, a Stage 1 assessment will determine potential for Indigenous and 19th-century period sites independently.
- The results of the Stage 1 AA indicate that most of the study area is disturbed and indicates no archaeological potential.
- Roughly 2% of the study area (0.66 ha) was not likely disturbed and retains archaeological potential, resulting in the need to do a Stage 2 AA (which includes test pits).

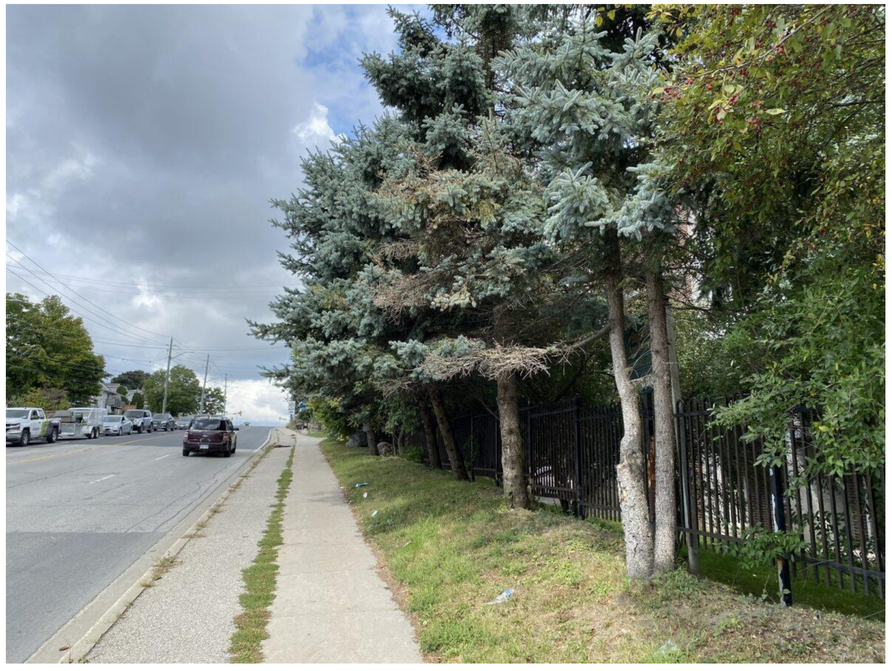
Natural Environment Assessment

Comprises a desktop review of published natural heritage data and information available for locations within 120 m of the study area.

Will identify significant natural features as well as Species at Risk (SAR) known to be present or having the potential to exist.

Includes a Tree Inventory and Tree Management Plan to assess trees at breast height (1.4 m above ground) for species, size, condition/health, dripline, etc.

Potential impacts to be assessed during evaluation of Bayfield Street design alternatives.



Noise Assessment

- A noise impact assessment will be carried out to determine future sound levels with and without improvements for the recommended Bayfield Street design.

- The study will identify noise sensitive areas within the study area, determine future ambient (i.e., future sound level without undertaking) and future sound levels.

- If the proposed improvements result in exceedance of the criteria, noise controls will be investigated.



Air Quality Assessment



- An Air Quality Impact Assessment (AQIA) will evaluate the potential air quality impacts of the recommended road design and review mitigation measures, if needed.
- The objective will be to assess the impact of the recommended Bayfield Street design on local air quality conditions and greenhouse gas emissions.
- The assessment will include greenhouse gas (GHG) emission estimation from vehicular traffic on the roadway.

Soil Contamination



A Contamination Overview Study (COS) will identify the potential for subsurface contamination within the study area, which includes the lands located within a 250 m radius of the project boundaries.

The COS will identify areas of high, moderate, or low environmental concern that may need to be addressed during design.

Recommendations may include the need for additional contamination assessments and/or investigations such as Phase I and II Environmental Site Assessments (ESAs).

A Call to Action!

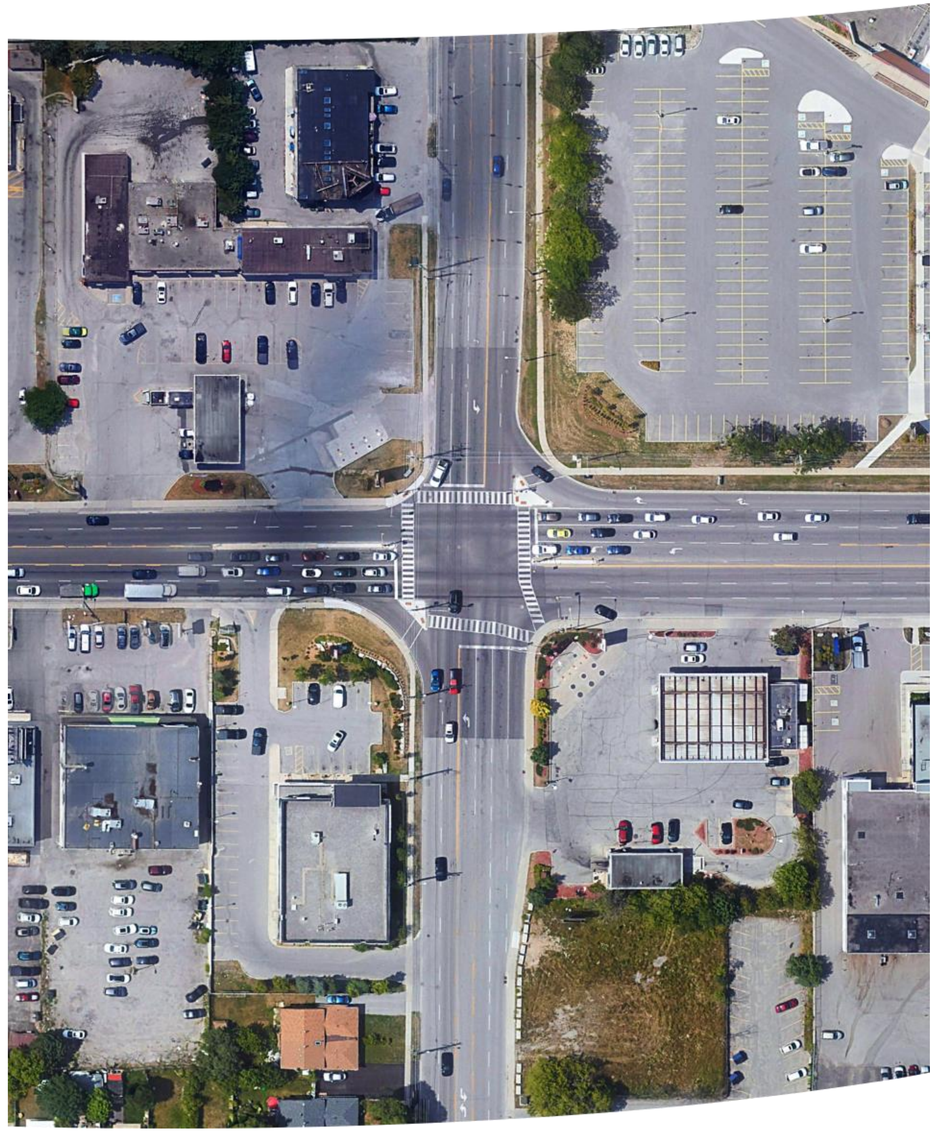
Current Survey Questions

- What words, phrases or images come to mind when you think about Bayfield Street today?
- How do you primarily travel on Bayfield Street? When do you primarily use Bayfield Street?
- If you could change one thing about Bayfield Street, what would it be?
- Do you use transit on Bayfield Street?
- What priority areas should the study focus on? (Rank the items listed: Improving active transportation, Improve traffic capacity, Improving active transportation infrastructure, Improve road safety)

- **Interactive Mapping**

Add a pin to the map that indicates:

- The features/locations along Bayfield Street that you like
- The features/locations along Bayfield Street that are deficient or require improvements



www.buildingbarrie.ca/bayfieldstreet

How Can Residents and Stakeholders Participate?

- To begin with, go to our *Building Barrie* webpage at **www.buildingbarrie.ca/bayfieldstreet** to:
  - Subscribe for electronic project updates.
  - Review important and updated information about the study.
  - Access key documents and reports.
  - Participate in interactive surveys and mapping exercises relevant to the study.



- Three Public Information Centres (PICs) at key milestones
- Stakeholder meetings and interviews
- Community Pop-ups

BUILDINGBARRIE

Barrie's Community Engagement Hub

Welcome to Building Barrie. This is the City's online community engagement platform where you can share your ideas, provide feedback and learn about municipal projects, policies and initiatives. Building Barrie empowers citizens to get involved by providing easy, innovative and meaningful ways to engage, and projects that support staying engaged with the community.

Open Engagement



Vote for Barrie's Official Bird

Vote for your choice for the City of Barrie's official bird.



Envision Barrie

Tell us what you want to see in Barrie's future and share your ideas!



Bayfield Street Transportation Improvements

The City will be making transportation improvements on Bayfield St. and wants to hear from reside...



Eastview Community Park Playground Revitalization

The City is making playground improvements at Eastview Park and we




BUILDINGBARRIE
Home
Barrie.ca
Accessibility
All Projects
Search
Sign in
Register
BAYFIELD STREET TRANSPORTATION IMPROVEMENTS
Home / Bayfield Street Transportation Improvements
Bayfield Street Transportation Improvements
Why is this project happening?
The Ministry of Transportation (MTO) is planning to replace the existing Bayfield Street interchange and crossing structure starting in 2026 (refer to MTO drawing under 'Documents'). The MTO's project will improve interchange traffic operations and active transportation infrastructure within the MTO's project limits that extend from Grove Street to Coulter Street. The project includes the widening of Bayfield Street to seven lanes. The MTO's project is based on recommendations generated from the MTO's Highway 400 Improvements - Transportation Environmental Study Report completed in 2017.
The MTO's project requires the City of Barrie to implement corresponding transportation improvements on Bayfield Street from Coulter Street to Cundles Road.
What work is being completed now?
The City has retained WSP Canada Inc. to complete a Schedule 'C' Municipal Class Environmental Assessment (MCEA) for this project. This is the first project phase for large municipal infrastructure projects that must be completed prior to undertaking subsequent project phases that include detailed design, property acquisition, utility relocations and construction. This project phase is anticipated to occur over the next two years.
Key Plan & Study Area
Who's Listening
Brett Gratrix
Senior Project Manager – Transportation Planning
The City of Barrie
Phone 705-739-4220 x5117
Email bayfieldstudy@barrie.ca



- potential impacts to the social, cultural, economic and natural environments
- public, agency and Indigenous consultation
- technical/engineering considerations

View the Public Notice for the Study Commencement.

What are the objectives of this project phase?

This project will assess near-term and long-term transportation improvements that support all modes of travel (pedestrians, transit users, cyclists and motorists). This project will build upon recommendations in the City's Transportation Master Plan and includes the following components:

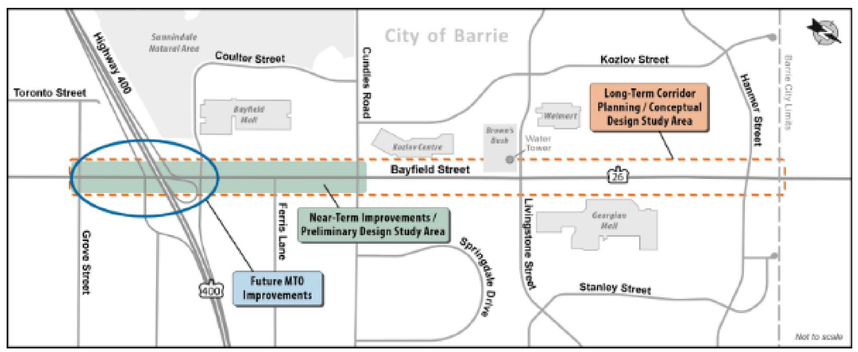
Near-term Implementation

- Assessment and identification of active transportation improvements to incorporate with MTO's interchange replacement project extending from Grove Street to Coulter Street.
- Assessment and identification of auto capacity and active transportation improvements to connect to MTO's interchange replacement project extending from Coulter Street to Cundles Road.
- Assessment and identification of interim active transportation improvements extending from Cundles Road to Hanmer Street.
- Assessment and identification of localized intersection improvements at Bayfield Street and Grove Street.

Long-term Corridor Planning

- Development of a long-term transformative plan to reflect planned changes in land-use that includes a mix of medium density residential and commercial uses. The plan will embrace complete street principles and aims to achieve an enhanced pedestrian and cyclist friendly realm while balancing the role this corridor plays as a regional connector. This plan will extend from Grove Street to the City limits.

Key Plan & Study Area



Project Comments

Submit formal project comments

Key Dates

Notice of Study Commencement
January 16 2024

Public Information Centre #1
March 29 2024

Important Links

- Barrie's Official Plan
- Transportation Master Plan
- Active Transportation Strategy
- Transit Strategy

Documents

- MTO - Highway 400 Transportation Environmental Study Report Addendum (6.8 MB) (pdf)
- MTO - Bayfield Street Interchange Replacement Proposed Configuration (903 KB) (jpg)
- Key Plan and Study Area (156 KB) (jpg)
- Notice of Study Commencement (222 KB) (pdf)

Lifecycle

Field Studies and Existing



IDEAS | QUESTIONS | SURVEY | MAP

Share your ideas for Bayfield Street improvements

2 months ago

Add your idea

Jackson Backer
about 2 months ago
HOV Lanes and protected bike lanes. Address all-mode safety on corridor (consolidate and restrict driveway movements)
0 Comment 8

Simcoe09
about 2 months ago
Limit entry and exit ways to Bayfield - leverage dedicated blvd for local business traffic
1 Comment 6

Daniel M
about 2 months ago
Add street car/tram system and underground bypass to hwy 26.
We need more public transportation. Adding a rail system to Bayfield st would be
1 Comment 8

Torontomapleleafer
about 2 months ago
Proper bus lanes with transit priority signalling at intersections
You want to actually improve the efficiency of traffic on Bayfield Street? Add in some
0 Comment 11

Imgallow19
3 days ago
Walking/cycling lanes off the road
I feel that Bayfield is not safe enough to have bike lanes on the road itself. Instead, if we can use the boulevards to
0 Comment 6

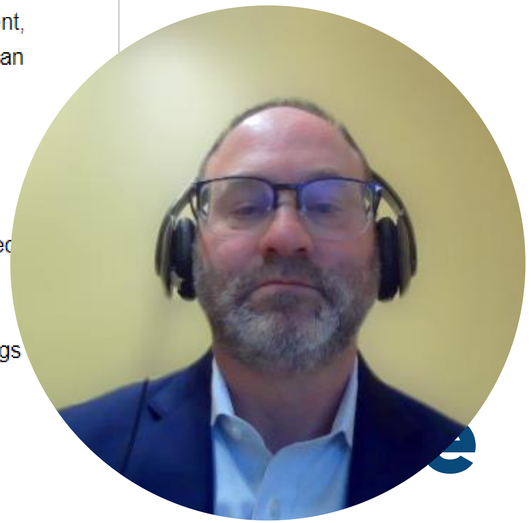
View All Ideas

opportunity to provide feedback on what your vision is for Bayfield Street as well as specific feedback on what works well, what needs improvement, and what specific issues the study team should examine. In-person events are planned to occur as the project progresses.

Alternative Planning Solutions
The project team will develop alternative planning solutions based on the problem/opportunity statement and the feedback provided at the first PIC meeting.

Public Information Centre (PIC) #2
The project team will host a PIC meeting in late 2024 to present additional information about existing corridor conditions, alternative planning level solutions to address the problem/opportunity statement, and include cross-section and plan view illustrations.

Alternative Design Solutions
The project team will develop alternative design solutions based on the problem/opportunity statement and public feedback provided at previous PIC meetings (#1 and #2).



IDEAS | QUESTIONS | SURVEY | MAP

Survey No. 1 - Starting the Discussion

The following survey is the first in a series that will occur during the duration of the project. The initial survey is to provide residents, businesses ,and property owners an opportunity to provide initial feedback on how they use Bayfield Street and areas they feel the study should focus on improving.

Under the Freedom of Information and Protection of Privacy Act and the Environmental Assessment Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and may be released, if requested, to any person.

Take Survey

Page last updated: 13 Mar 2024, 04:30 PM

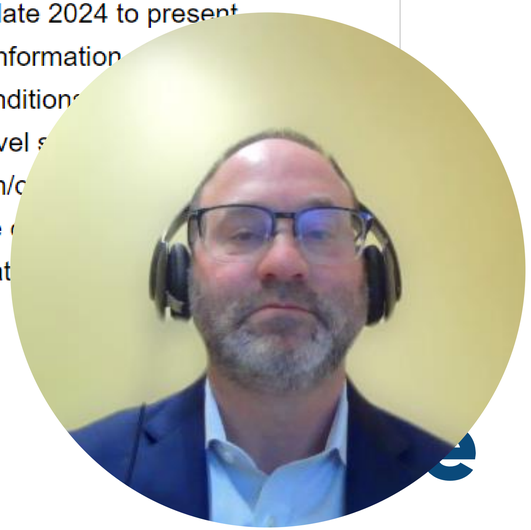
what your vision is for Bayfield Street as well as specific feedback on what works well, what needs improvement, and what specific issues the study team should examine. In-person events are planned to occur as the project progresses.

Alternative Planning Solutions

The project team will develop alternative planning solutions based on the problem/opportunity statement and the feedback provided at the first PIC meeting.

Public Information Centre (PIC) #2

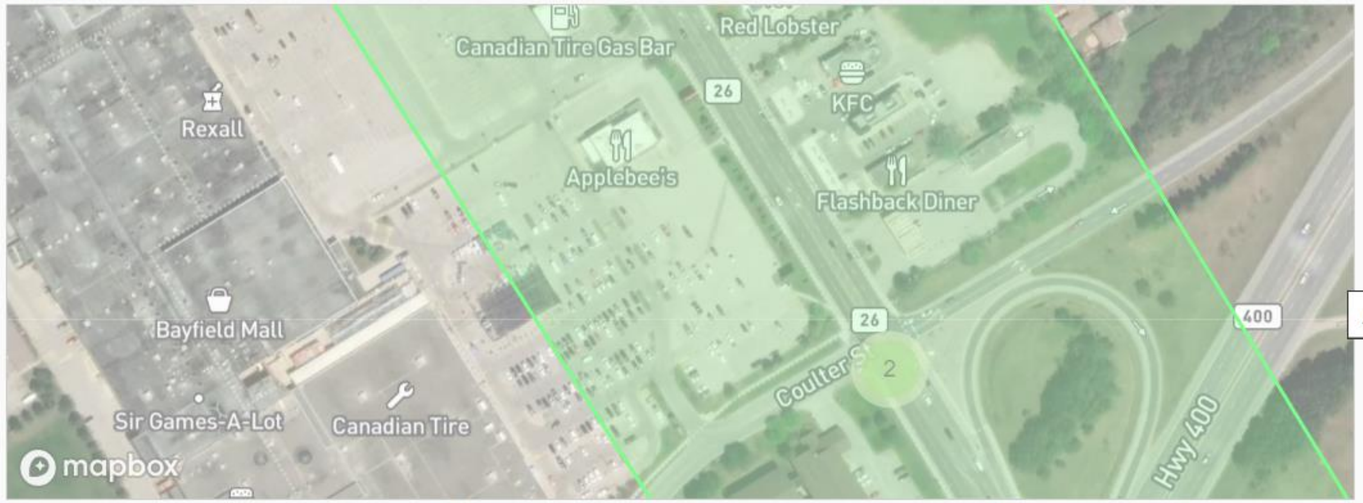
The project team will host a PIC meeting in late 2024 to present additional information corridor conditions planning level s the problem/o and include view illustrat



IDEAS | QUESTIONS | SURVEY | MAP

Add suggested improvements on the map

2 months



Please place pins by selecting the “+” icon. Use pins that align with your suggested improvement. Please provide a brief explanation of the improvement. You can also use the pins to indicate an issue or concern. Please also provide an explanation for these as well. Pins can only be placed within the area in green which corresponds to the approximate study area.

Go to Map

Add suggested improvements on the map

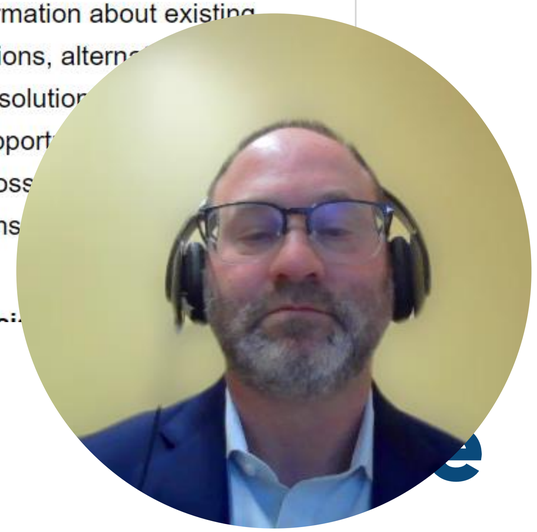
Street as well as specific feedback on what works well, what needs improvement, and what specific issues the study team should examine. In-person events are planned to occur as the project progresses.

Alternative Planning Solutions

The project team will develop alternative planning solutions based on the problem/opportunity statement and the feedback provided at the first PIC meeting.

Public Information Centre (PIC) #2

The project team will host a PIC meeting in late 2024 to present additional information about existing corridor conditions, alterna planning level solution the problem/opport and include cross view illustrations



How Can Residents and Stakeholders Participate?

- To begin with, go to our *Building Barrie* webpage at **www.buildingbarrie.ca/bayfieldstreet** to:
  - Subscribe for electronic project updates.
  - Review important and updated information about the study.
  - Access key documents and reports.
  - Participate in interactive surveys and mapping exercises relevant to the study.



- Three Public Information Centres (PICs) at key milestones
- Stakeholder meetings and interviews
- Community Pop-ups



What is the Public Telling us?

Why do you primarily use Bayfield Street?

Majority use Bayfield Street to access shopping, grocery, and other retail businesses

How do you primarily travel on Bayfield Street?

- Majority - single occupant or passenger
- Some currently use transit, bike or walk



What words, phrases, or images come to mind when you think about Bayfield Street today?

Busy, congested, unattractive, crowded, uninteresting, ugly, frustrating, not cycling or pedestrian friendly

If you could change one thing about Bayfield Street, what would it be?

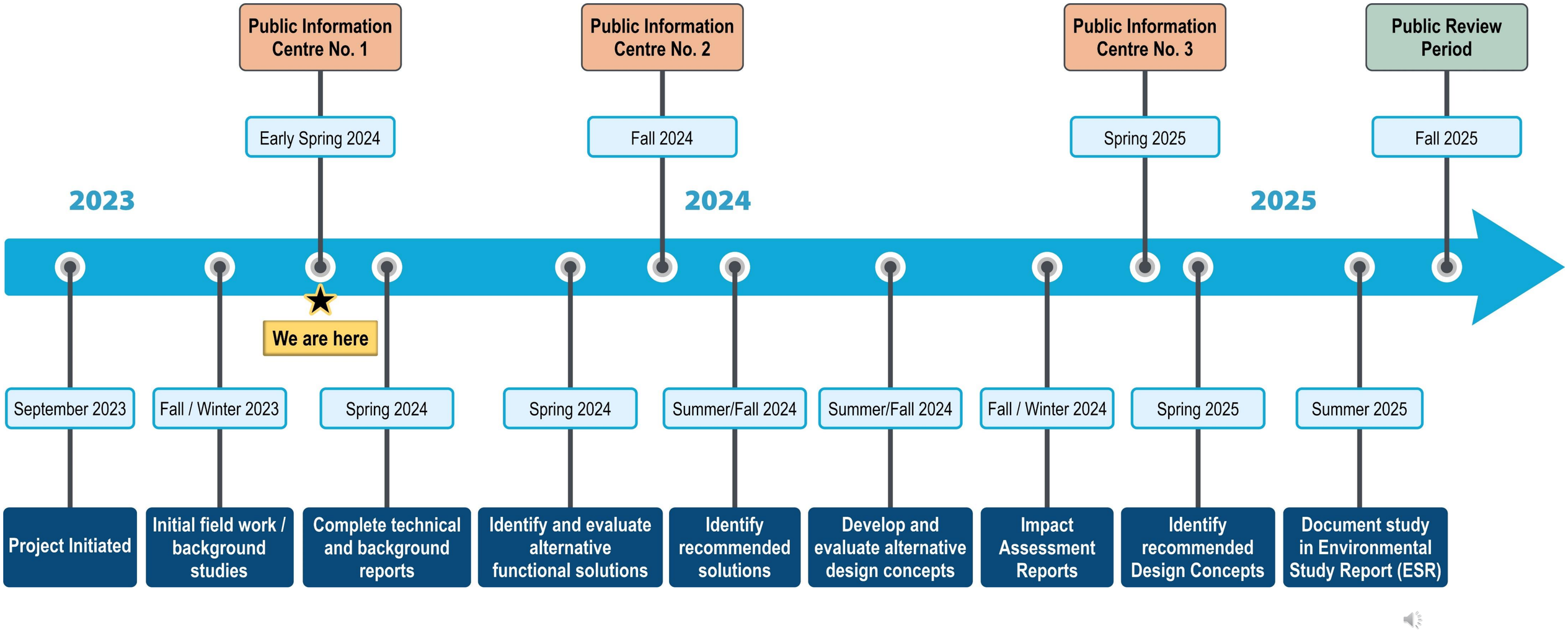
- Reduce traffic and improve traffic flow
- Improve safety for pedestrians and cyclists
- Add left turn lanes and improve entrances/exits
- Provide more infrastructure for cyclists and pedestrians, and dedicated bus lanes
- Improve traffic light synchronization
- Provide better landscaping or streetscaping

What priority areas should the study focus on? (ranked)

1. Improve road safety
2. Improve traffic capacity
3. Improve active transportation infrastructure – widening sidewalks and locate them further from the curb
4. Improve active transportation – adding cycling facilities such as cycle tracks or a multi-use path

Schedule of Key Milestones

Bayfield Street Transportation Improvements







Thank you for your time!

For more information and to participate in an important survey, please visit us at:

www.buildingbarrie.ca/bayfieldstreet

APPENDIX C

Summary of Comments Received

Notice of Study Commencement Comments

#	Stakeholder Group	Comment Received	Action / Status	Project Team Response
1.	Municipality	**Comment Received January 16, 2024 via Project Team Email** Good afternoon, Brett, Could you please add the Town of Innisfil to the mailing list for the Bayfield St Transportation Improvements Project? You can use me as the contact. I tried to sign us up on project site at the "Register for Project Updates and News" link, but I got the below error:  Thanks! Carolina Cautillo **Response Received January 16, 2024 via Project Team Email** Thanks, Brett! I appreciate it! Carolina Cautillo	Contact List Updated Response Sent	**Response sent from Brett Gratrix on January 16, 2024** Hi Carolina, Thanks for pointing that out…..fixed now, but I'll get you on the list. Thank you,
2.	Agency	**Response Received February 02, 2024 via Project Team Email** Thank you for your email. If you are applying for a permit, NVCA will review your application within 21 days, and let you know if your application is complete, or if there is missing information. If you're seeking general information about a property within the Nottawasaga Watershed or looking for a status update on an active file, we endeavor to respond to requests in a timely fashion; however, due to the high volume of inquiries we may not be able to respond to you right away. Please be advised that many staff at NVCA are currently working in a hybrid work model that supports both "in-office" and remote work opportunities. If you would like to speak to a specific planning staff member about your file in-person, please book an appointment to ensure the appropriate staff member is available to help you. To book an appointment, please call Reception at 705-424-1479. The NVCA office is open to the public Tuesdays and Thursdays for our walk-in services. All services continue to be available electronically either through email and/or through the NVCA website at nvca.on.ca	Previously on Contact List	

#	Stakeholder Group	Comment Received	Action / Status	Project Team Response
3.	Agency	**Comment Received April 18, 2024 via Project Team Email** Hi Brett, The ministry has reviewed the Bayfield Street Municipal Class EA (MCEA) Public Information Centre (PIC) #1 materials on the City of Barrie's project website. Please note the comments below for your records: 1. The widening of Bayfield Street to six lanes within the MTO right-of-way shown in the MTO 2017 Transportation Environmental Study Report (TESR) Addendum was included to match the City of Barrie's planned future cross-section of Bayfield Street (three lanes in each direction), shown in the City's approved 2013 Environmental Study Report. 2. Active transportation within the MTO right-of-way shall meet current MTO standards and shall not extend beyond the property/right-of-way limits shown in the 2017 TESR Addendum. Thanks, Rebecca Lariviere	Contact List Updated	**Response sent 2024 via Brett Gratrix's email** Hello Giri, Thank you for the Ministry's input on the Bayfield Street Class EA project. The City received the attached correspondence from Ms. Lariviere on April 18, 2024 and provide the following response: Item 1 The MTO's 2017 Transportation Environmental Study Report Addendum was a comprehensive technical study completed by the MTO that independently identified the need for 3 lanes per direction on Bayfield Street based on the 2031 planning horizon. The City's 2013 study also identified this need as it was based on the same 2031 planning horizon. Item 2 The City's project team looks forward to working with the MTO design team to develop a safe solution for cyclists and other vulnerable road users that provides physical separation from vehicular traffic and is compatible with planned cycling infrastructure beyond MTO's project limits on Bayfield Street. The City's project team is proposing in-boulevard cycle tracks which are physically separated from the roadway. MTO Detailed Design The City's project team is available to work with the MTO design team to coordinate the implementation of cycling infrastructure on Bayfield Street within the MTO's project limits extending from Grove Street to Coulter Street. Please reach out when needed. The City's project team looks forward to continued collaboration on these important transportation improvement projects. Thank you,
4.	Indigenous Community	**Comment Received February 20, 2024 via Project Team Email** Kwe, Thank you for your email. Could you please let us know if any archaeological studies or fieldwork will be necessary as part of this project? Please note that we have updated our way of processing consultations. Any new consultation or project notice must be sent to the following email address: consultations@wendake.ca. We also kindly ask that you remove any other email addresses that you have on file from all your mailing lists. Tiawenhk chia' önenh Dominic Ste-Marie	Contact List Updated	**Response sent via WSP Project Team email December 13, 2024** Hello Dominic, Thank you for your comment regarding the Bayfield Street Transportation Improvement MCEA Study in Barrie, Ontario. A Stage 1 Archaeological Assessment will be completed for the study. Your contact information has been updated on to the Project mailing list. Please also refer to our website at (https://www.buildingbarrie.ca/bayfieldstudy) for additional project details and do not hesitate to reach out should you have any further questions or comments you would like to discuss. Kind Regards, The Project Team

#	Stakeholder Group	Comment Received	Action / Status	Project Team Response
5.	Indigenous Community	**Comment Received February 02, 2024 via Project Team Email** This is an automatically generated response from consultations@metisnation.org. Please do no reply to this e-mail address. The MNO is adjusting standard work practices due to the Covid-19 outbreak and to better enable staff to work remotely. **Please note that the MNO's Lands, Resources and Consultations (LRC) Branch will no longer review hard copy consultation notices mailed to MNO offices.** The LRC Branch will review all electronic notices and process them in accordance with our standard operating procedures. All consultation notices must be sent electronically to consultations@metisnation.org. The Métis Nation of Ontario's LRC Branch acknowledges your information notice. The MNO reserves the right to request additional information, meetings and consultations in respect of the project should the MNO deem it to be necessary. **For additional information pertaining to consulting with Ontario Métis please visit the MNO web site at: https://www.metisnation.org/programs-and-services/lands-resources-consultations/duty-to-consult/.**	Contact List Updated	**No response required**
6.	Public	**Comment Received via Bayfieldstudy@barrie.ca email January 19, 2024** Good afternoon, I was looking at the plans for Bayfield and filled out the survey, but I am concerned about the plan to widen Bayfield to 7 lanes. The reason being, adding more lanes of car traffic will only make Bayfield traffic worse, and make the place more dangerous than it is for people outside of a car. I do not understand why road widening is still considered a solution to traffic when there have been numerous studies showing that road widening makes traffic worse in the long run. Bayfield is supposed to be a shopping destination, we shouldn't be trying to put traffic through there as quickly as possible, we should be providing more options to get around and make it a place for people, not cars. https://plazaperspective.com/road-widening/ I personally think that we should instead try to discourage using Bayfield as a thoroughfare, and encourage it as a destination. This means we should be making it comfortable to walk/cycle/take transit on, and uncomfortable to drive through quickly (narrowing lanes to make drivers naturally slow down, for example). As it stands right now, Bayfield is an ugly and dangerous place to walk. I was very disappointed that one of the options in the survey was to delay this kind of infrastructure by **thirty years**, we should have been making these changes a while ago. That area is one of the worst for crashes because of the design of the road. If I were to make a suggestion, I would instead make it only one car lane each way, with a turning lane going back a certain length at the busiest intersections. We could use the other existing lanes to make express bus lanes. Transit is bad here because the busses get stuck in car traffic, dedicating space for busses would make them late less often and speed up service. Nothing encourages people to take transit more than seeing the bus go by while they sit in traffic. Then, with all that other space that is planned to be only for cars, we could instead provide either a separate bike path and sidewalk together (which can be separated with trees) on each side or make one wide multi-use path on each side. This would mean:	Previously on Contact List	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. The Project Team appreciates your feedback greatly and will take it into consideration. The study is considering solutions to better accommodate all travel modes including physically separated bicycle lanes and transit improvements; however, due to the function of Bayfield Street as an arterial street that includes a Highway 400 interchange, connectivity to Highway 26 and 27 and major shopping centres, supporting the auto mode remains important. You have been included on our project contact list and will be notified of future project milestones, such as the next Public Information Centre. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team

#	Stakeholder Group	Comment Received	Action / Status	Project Team Response
		• Cars would still be able to access and go through Bayfield, but with the reduced width of the road, drivers would naturally slow down, and there would be less chance of collisions with other cars and pedestrians/cyclists. • The wide path would make walking or biking along Bayfield a lot safer and more pleasant, encouraging more people to go there because they WANT to, not because they HAVE to. Most importantly, it would encourage people to go there by bike instead of using a car, reducing traffic. Side Note: We should also consider the front of businesses being at the edge of the road, with parking at the back, making the streetscape more pleasant and not just a gray sea of asphalt with businesses in the distance. This also makes it easy for people walking or cycling by to stop at a business, as they do not need to cross a giant parking lot to access the business. This is part of why downtown looks more pleasant. • Busses are on time and more efficient because of the dedicated lane, and as a result, may increase ridership, therefore reducing cars on the stroad. I would recommend the city look at the Dutch design guide (https://crowplatform.com/product/design-manual-for-bicycle-traffic/), the book includes guides to transform our current unsafe roads into safe, people-centric infrastructure. Amazingly, there are several available resources for designing safer streets, and the city acts like it doesn't exist and continues to repeat the design mistakes of the last 70 years. Please let me know if there are considerations to deviate from the widening plan, as this will just make things worse for the next several decades and make the city poorer. Investing in people centric infrastructure pays back tenfold. Regards,		
7.	Public	**Question Received via Project Website Q & A Tool January 31, 2024** Why is best practice in urban design not used by Barrie planners?	Update Contact List	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Hello, Thank you for your interest in the Bayfield Street Transportation Improvements Project. The Project Team consists of a range of experts including road design engineers, active transportation specialists, active transportation and land use planners and traffic safety specialists. The study is assessing solutions to improve the streetscape. You have been included on our project contact list and will be notified of future project milestones, such as the next Public Information Centre. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
	Public	**Comment Received January 16, 2024 via Comment Form** I am a real estate appraiser and curious as to the project.	Previously on Contact List	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. You have been included on our project contact list and will be notified of future project milestones, such as the next Public Information Centre. Please also refer to our website at

#	Stakeholder Group	Comment Received	Action / Status	Project Team Response
				www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
8.	Public	**Comment Received January 16, 2024 via Comment Form** Why wait until 2026?	Previously on Contact List	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. The Municipal Class Environmental Assessment (EA) process requires that specific milestones are met before the project is subject to approval. This timeline also allows the City to engage the public and important stakeholders to gather their input throughout the project. You have been included on our project contact list and will be notified of future project milestones, such as the next Public Information Centre. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
9.	Public	**Comment Received January 16, 2024 via Comment Form** Great to see improvements.	Previously on Contact List	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. You have been included on our project contact list and will be notified of future project milestones, such as the next Public Information Centre. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
10.	Public	**Comment Received January 16, 2024 via Comment Form** Looks good! Looking forward to the improvements!	Previously on Contact List	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. You have been included on our project contact list and will be notified of future project milestones, such as the next Public Information Centre. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team

#	Stakeholder Group	Comment Received	Action / Status	Project Team Response
10.	Public	**Comment Received January 16, 2024 via Comment Form** Can the new intersection crossover design to improve flow and prevent Mapleview gridlock. Can roundabouts also be used at major intersections like Cundles and Livingstone?	Previously on Contact List	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. The decision on the interchange configuration is the jurisdiction of the Ontario Ministry of Transportation (MTO). The MTO has identified a design solution that is a similar configuration to what exists today with design enhancements. A roundabout at the Cundles Road intersection would require significantly more property than a traditional intersection resulting in more severe of impacts. Additionally, the roundabout would need multiple lanes, which are difficult for pedestrians and cyclists to navigate and very difficult for those with accessibility challenges. You have been included on our project contact list and will be notified of future project milestones, such as the next Public Information Centre. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
4.	Public	**Comment Received January 17, 2024 via Comment Form** Needs to be done. Estimated start date would be helpful for possible business investment planning please.	Response Sent Contact List Updated	**Response Sent July 8, 2024 via Brett Gratrix's email** Hello, Thank you for reaching out. The replacement of the Bayfield Street interchange (by the MTO) could start as early as 2026, but City staff are anticipating a timing update this fall. The segment of Bayfield Street extending from Coulter Street to Cundles Road that forms the City's project is programmed to commence (approximately) in 2030. Note that these dates are subject to change and dependent on Council approval. Feel free to reach out with any other questions. Thanks, Brett Gratrix
5.	Public	**Comment Received January 17, 2024 via Comment Form** Looking forward to seeing how this project progresses.	Previously on Contact List	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. You have been included on our project contact list and will be notified of future project milestones, such as the next Public Information Centre. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team

#	Stakeholder Group	Comment Received	Action / Status	Project Team Response
6.	Public	**Comment Received January 17, 2024 via Comment Form** Interested in learning more about the project, and how it will improve pedestrian and cycling access within the area.	Previously on Contact List	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. The project is reviewing options to improve active transportation on the Bayfield Street corridor. You have been included on our project contact list and will be notified of future project milestones, such as the next Public Information Centre. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
7.	Public	**Comment Received January 17, 2024 via Comment Form** Looking forward to see how this project can improve traffic in this area as it is such an important area in the city and includes my main access points to and from Bayfield St north and south from Rose St.	Previously on Contact List	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. You have been included on our project contact list and will be notified of future project milestones, such as the next Public Information Centre. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
8.	Public	**Comment Received January 17, 2024 via Comment Form** I look forward to this exercise.	Previously on Contact List	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. You have been included on our project contact list and will be notified of future project milestones, such as the next Public Information Centre. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
9.	Public	**Comment Received January 17, 2024 via Comment Form** Live on the corner of Bayfield St.& Grove St. E.	Previously on Contact List	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. You have been included on our project contact list and will be notified of future project milestones, such as the next Public Information Centre. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards,

#	Stakeholder Group	Comment Received	Action / Status	Project Team Response
				The Project Team
10.	Public	**Comment Received January 18, 2024 via Comment Form** What month in 2024 can I expect the MTO project to begin on the exchange as well as the widening of the highway?	Response Sent Previously on Contact List	**Response Sent July 8, 2024 via Brett Gratrix's email** Hello, Regarding your question "What month in 2024 can I expect the MTO project to begin on the exchange as well as the widening of the highway?". The replacement of the Bayfield Street interchange (by the MTO) could start as early as 2026, but City staff are anticipating a timing update this fall. The segment of Bayfield Street extending from Coulter Street to Cundles Road that forms the City's project is programmed to commence (approximately) in 2030. Note that these dates are subject to change and dependent on Council approval. The MTO has not announced timing on the widening of Highway 400 at this point. Feel free to reach out with any other questions. Thanks, Brett Gratrix, P.Eng.
11.	Public	**Comment Received January 22, 2024 via Comment Form** I look forward to the relief of congestion and traffic backup, the elimination of the "jog" on the south side of the bridge, the closing of Rose Street access, and big improvements to pedestrian and biking travel along the street.	Previously on Contact List	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project and for your design ideas to improve Bayfield Street You have been included on our project contact list and will be notified of future project milestones, such as the next Public Information Centre. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
12.	Public	**Comment Received January 30, 2024 via Comment Form** Better control of traffic on Bayfield Street.	Previously on Contact List	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. The study has identified the high number of uncontrolled driveways negatively impacting traffic operations and will be examining improvement opportunities. You have been included on our project contact list and will be notified of future project milestones, such as the next Public Information Centre. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
13.	Public	**Comment Received January 31, 2024 via Comment Form** Looking forward to it !	Previously on Contact List	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear,

#	Stakeholder Group	Comment Received	Action / Status	Project Team Response
				Thank you for your interest in the Bayfield Street Transportation Improvements Project. You have been included on our project contact list and will be notified of future project milestones, such as the next Public Information Centre. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
14.	Public	**Comment Received February 1, 2024 via Comment Form** Can transit priority signal lights, bus only lanes, hov lanes and pedestrian bridges over the Hwy 400 be implemented in the Bayfield/Hwy 400 project upgrade?	Previously on Contact List	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. The study is examining opportunities to incorporate transit supportive improvements. You have been included on our project contact list and will be notified of future project milestones, such as the next Public Information Centre. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
15.	Public	**Comment Received February 1, 2024 via Comment Form** None as yet.	Previously on Contact List	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. You have been included on our project contact list and will be notified of future project milestones, such as the next Public Information Centre. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
16.	Public	**Comment Received February 7, 2024 via Comment Form** All the comments you should look at are on the ideas forum on the BuildingBarrie page. **Comment Received April 4, 2024 via Comment Form** First of all, Bayfield Street should definitely have either a tram or at least a dedicated bus lane. The street is often very clogged and buses get stuck in traffic. A lot of the time, the buses stopping at stops are what causes the traffic. Separating them and giving them their own dedicated lane would solve this problem. This is important because buses can carry a lot more people than cars do, and with a dedicated lane, the city can significantly increase service along Bayfield. Trams would be even better. They carry even more people than buses and would probably grab the interest of more people, since they would be seen as something new and fancy that we haven't had before. This worked well for Kitchener/Waterloo, so it should work here. The trams would run from downtown to Georgian Mall, and we could even extend them south along Bradford Street or Lakeshore Drive to serve Allandale Waterfront GO, then along The Barrie-Collingwood Railway and Mapleview to serve the south end.	Previously on Contact List	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. The study is considering many of your suggestions including enhancements to transit, inclusion of physically separated cycling infrastructure, and planning for a corridor that will support future land use changes included increased density and mixed use. Bayfield Street is a designated Connecting Link and is expected to provide connectivity to the broader provincial transportation network; however, the study is seeking to understand the volume of traffic that does not have a trip end on Bayfield Street to better inform future transportation planning discussions with external agencies. You have been included on our project contact list and will be notified of future project milestones, such as the next PIC. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards,

#	Stakeholder Group	Comment Received	Action / Status	Project Team Response
		Another thing we should definitely add is proper cycling infrastructure along Bayfield and the surrounding area. Proper cycling infrastructure means a separated bike path, not bike lanes! Bike lanes are not good and the ones through the Duckworth interchange are super dangerous. Bike paths along Bayfield will encourage more people to bike instead of drive, removing a few more cars off the road. These changes to the usage of Bayfield Street's right of way will reduce capacity for vehicles. However, a lot of the traffic on Bayfield is headed to or coming from somewhere outside of Barrie. A bypass could be built by the MTO connecting Highway 400 just south of Innisfil Beach Road to George Johnston Road, with a bypass around Minesing. Highway 26 could be rerouted onto this route to provide a much more convenient route to Minesing, Wasaga Beach, and anywhere west of there. People driving to/from Midhurst or County Road 27 would have the choice of using this bypass then making their way back east,or using the less convenient Bayfield Street. The bypass would also let anyone going to Angus avoid the Dunlop interchange. The final problem with these upgrades is that the city would probably need to acquire a wider right of way for Bayfield Street south of Cundles. I know they don't want to have to do that, but I looked at the street view and it doesn't look too difficult. For every business on the east side of that section, their building is far enough away from the street that the city would only need to acquire some of their front parking lot. I don't think the businesses would mind that too much, since they have more room at the back of their properties for parking, and they know that they will get more customers from the increased transit service that will follow. All of this is definitely worth it. It will allow the area to become denser, making it more walkable, bikeable, and transit friendly. Some of the huge empty parking lots could be developed into more mixed use, creating more commercial space and housing units. The redevelopment could include all of Bayfield Mall, which is quite empty (excluding Canadian Tire). This project is a win-win for everyone, including the city.		The Project Team

#	Stakeholder Group	Comment Received	Action / Status	Project Team Response
17.	Public	**Comment received March 3, 2024 via Comment Form** Thank you for the opportunity to comment. I have a few comments on Bayfield St as I live behind it and frequently drive and walk on it. - From a pedestrian perspective, Bayfield St is car orientated. As it is a major route through the town, this is understandable. However environmental improvements could be made such as planting to provide shade, separate pedestrians from traffic and improve some of the air quality along Bayfield St. There are some wide verges along Bayfield in places that would support landscaping. It would also be helpful if accesses to businesses and plazas from Bayfield St, perhaps within the municipal ROW had crosswalks or something to make drivers alert to pedestrians and to yield to pedestrians. - From a driving perspective, left turns from Bayfield into plazas and businesses need to be minimized or eliminated altogether. A series of roundabouts at key intersections might help traffic flow. For example, Cundles and Bayfield; Livingstone and Bayfield. This way traffic flow is continuous and drivers from make a 'u-turn' at the roundabout to go back on themselves to access a business or plaza. - Public transit should be a consideration. Bayfield could have a light rail / tram system in the future. Or at least a designated bus lane at certain times of the day. As the population grows. We should be considering building critical mass for an integrated public transit system around Barrie.	Contact List Updated	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. The study is examining opportunities to improve the pedestrian experience on Bayfield Street as well as opportunities to improve landscaping and transit. The Project Team has identified challenges that the high number of uncontrolled driveway accesses are creating for all road users as well as overall road safety. The study is also examining intersection improvement opportunities. You have been included on our project contact list and will be notified of future project milestones, such as the next PIC. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
18.	Public	**Comment received March 9, 2024 via Comment Form** Will Bayfield bridge be a replacement. Will a new bridge be built and then a new one taken down. How long will project take.	Contact List Updated	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. The Ontario Ministry of Transportation (MTO) will be replacing the crossing structure. It is anticipated that MTO will stage work to maintain one lane of traffic per direction with short duration closures when required to accommodate specific construction tasks. MTO has not announced the duration of the interchange replacement project. You have been included on our project contact list and will be notified of future project milestones, such as the next PIC. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
19.	Public	**Comment received March 11, 2024 via Comment Form** Can the Dunlop interchange work be done at a different time than the Bayfield interchange? I access the 400 via Coulter street daily. Dunlop is a backup, but if both are under construction there will be a lot more city traffic.	Contact List Updated	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. The Ontario Ministry of Transportation (MTO) decides on implementation and project sequencing of these significant infrastructure projects.

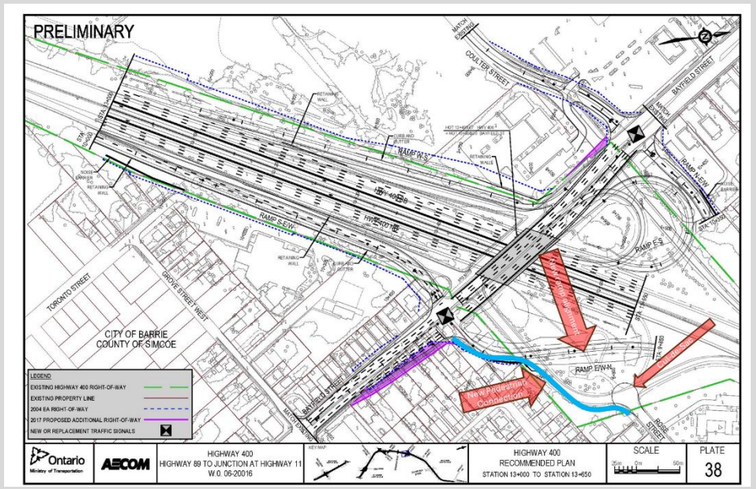
#	Stakeholder Group	Comment Received	Action / Status	Project Team Response
				You have been included on our project contact list and will be notified of future project milestones, such as the next PIC. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
20.	Public	**Comment received March 13, 2024 via Comment Form** How much of the property i will lose, and how much I will receive from the city?	Contact List Updated	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. The potential effects associated with the project will be determined as part of the next project phase; this information will be shared as part of PIC No. 3 planned for spring 2025. The Project Team will contact impacted property owners when potential effects are established. You have been included on our project contact list and will be notified of future project milestones, such as the next PIC. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
21.	Public	**Comment received March 13, 2024 via Comment Form** Please advise expropriation process as this project impacts our clients properties. Some properties are within the road widening areas and require for the buildings to come down.	Contact List Updated	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. The potential effects associated with the project will be determined as part of the next project phase; this information will be shared as part of PIC No. 3 planned for spring 2025. The Project Team will contact impacted property owners when potential effects are established. You have been included on our project contact list and will be notified of future project milestones, such as the next PIC. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team

PIC #1 Comments

#	Stakeholder Group	Contact Information	Comment Received	Action / Status	Project Team Response
22.	Public	**Comment received April 4, 2024 via Comment Form** I agree with the expansion of bayfield, however am worried that there will be a lot of disruption to traffic during the expansion so anything to reduce that would be great.		Contact List Updated	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. As part of implementation, detailed traffic management plans will be developed to mitigate construction effects and disruptions. You have been included on our project contact list and will be notified of future project milestones, such as the next PIC. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
23.	Public	**Comment received April 4, 2024 via Comment Form** Not a single housing unit is created by this project, nor is 'the community' improved by encouraging Bayfield as a throughway. Rush hours are here to stay, and a 400 bypass/exit at Horseshoe Valley Road would be better.		Contact List Updated	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. You have been included on our project contact list and will be notified of future project milestones, such as the next PIC. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
24.	Public	**Comment received April 5, 2024 via Comment Form** It's a disaster at the moment. No more vape and marijuana shops please. No more low rent shops that attract more riff raff 😒		Contact List Updated	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. You have been included on our project contact list and will be notified of future project milestones, such as the next PIC. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
25.	Public	**Comment received April 6, 2024 via Comment Form** Anything you do to that poor excuse for a road can only be an improvement. It needs to be widened from top to bottom, traffic is brutal on it. The problem I see in the area you are talking about is when drivers see the lights change, they just keep going through a red and that holds up any chance of catching the very short advance light. There is to many roads in a small area that empty into Bayfield, to many cars and trucks trying to turn onto the road and it just causes traffic problems. Widen the road and block some of the side streets that dump onto it. As you know,		Contact List Updated	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. Traffic operations on the corridor are impacted by the high number of uncontrolled driveways, which also contribute to mid-block collisions. The study will be examining opportunities to improve

		Bayfield has not kept up to the increase in traffic, to many stores in that few blocks is another bad problem. Make it one way only.		access management and road safety on the corridor. If you could share the intersection you are referring to, the team can investigate traffic operation concerns. You have been included on our project contact list and will be notified of future project milestones, such as the next PIC. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
26.	Public	**Comment received April 11, 2024 via Comment Form** I think heavy truck traffic should not be alllowed to use Bayfield St. as a means to pass through the city. Northbound Hwy 400 traffic could exit south of the city and use the Hwy 27 route to Hwy 90 to bypass the city. Southbound traffic could exit at Hwy 93.	Contact List Updated	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. Bayfield Street is a permissive truck route; however, it is anticipated that most operators would avoid Bayfield Street and utilize other routes due to travel time, if possible. You have been included on our project contact list and will be notified of future project milestones, such as the next PIC. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
27.	Public	**Comment received April 12, 2024 via Service Barrie** Hi, Just thought I would send my comments about future Bayfield Street expansion. Think since this street is also hwy 26 & 27 would have made more sense to have 2 lanes north with 2 lanes south then put service roads for both sides off this street only having access to service road on Cundles, Livingstone etc closing all exits/entrances in between major streets. Biggest problem is all off and on situations from 400 north. This is how service road would have been better idea. Look at problems that happen on Mapleview as it was designed same way as Bayfield with some many exits/entrances along street. Really stupid planning on someones part!! Just my thoughts,	Contact List Updated	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. You have been included on our project contact list and will be notified of future project milestones, such as the next PIC. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
28.	Public	**Comment received April 12, 2024 via Comment Form** I believe it is important to re-design the street with safe active transportation in mind. It currently does not take into consideration the needs of pedestrians and public transit users, and it would be wonderful to have access to the shops and restaurants by bike. Outdoor dining and gathering/meeting spaces would also make this area a destination, rather than simply a corridor from one place to another.	Contact List Updated	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. We appreciate your feedback to help improve Bayfield Street, especially as it relates to improving active transportation opportunities.

				You have been included on our project contact list and will be notified of future project milestones, such as the next PIC. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
29.	Public	**Comment received April 16, 2024 via Comment Form** More and more people cycle including myself but I would not dare cycle on Bayfield street today. Proper bicycle lanes would be appreciated for the safety of the cyclists, pedestrians, and drivers. Additional lane will only invite more cars onto the area and create more congestion.	Contact List Updated	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. We appreciate your feedback to help improve Bayfield Street, especially as it relates to enhancing safety for cyclists. As we move forward with developing potential solutions, we will consider your input. You have been included on our project contact list and will be notified of future project milestones, such as the next PIC. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
30.	Public	**Comment received April 17, 2024 via Comment Form** Very interesting on how the bridge will be built. This is cool how it's all put together.	Contact List Updated	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. You have been included on our project contact list and will be notified of future project milestones, such as the next PIC. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
31.	Public	**Comment received April 17, 2024 via Comment Form** Release I formation on Bayfield bridge replacement	Contact List Updated	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. A plan drawing illustrating the interchange bridge replacement and associated planning study is available on the project website at www.buildingbarrie.ca/bayfieldstudy under the documents heading. Note that the interchange replacement is an Ontario Ministry of Transportation (MTO) project. You have been included on our project contact list and will be notified of future project milestones, such as the next PIC. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team

32.	Public	**Comment received April 20, 2024 via Comment Form** My concern on Bayfield Street is driver and pedestrian safety. I have observed many times the southbound exit at the travelodge from Bayfield Street onto the ramp leading to Highway 400 is a problem for drivers trying to exit and pedestrians trying to cross over the exit to and from the bridge It's a very busy exit and there needs to be much better controls in place to prevent accidents. I suggest better lighting, on ramps and off ramps to be lined directly with each other. I also suggest that the Hwy 400 northbound off ramp onto Bayfield have a better view of Bayfield street south when turning right onto Bayfield. There is view blockage from an Embankment on the right side. This makes it very hard to see pedestrians coming and to turn safely onto Bayfield Street. Also the intersection at Bayfield and Livingston is an intersection prone to accidents both vehicular and pedestrian. I find the right turn on Livingston going northbound on Bayfield to be very dangerous. Again there is an embankment causing a view blockage on the right side where pedestrians cross Bayfield going north. It's an awkward intersection. I also suggest Barrie buses have their own lane to pull off at bus stops on Bayfield when picking up passengers to reduce the disruption to traffic on Bayfield Street.	Contact List Updated	**Response sent September 19, 2024 via the projectteambayfieldstudy2@wsp.com email** Dear, Thank you for your interest in the Bayfield Street Transportation Improvements Project. We appreciate your feedback to help improve Bayfield Street, especially as it relates to enhancing safety for all users. As we move forward with developing potential solutions, we will consider your input. You have been included on our project contact list and will be notified of future project milestones, such as the next PIC. Please also refer to our website at www.buildingbarrie.ca/bayfieldstudy for additional project details and do not hesitate to reach out should you have any further questions or comments. Kind Regards, The Project Team
33.	Public	**Comment received August 12, 2024 via Barrie Project Email** Mr Gratrix, Any chance there is a rendering of the purposed future highway interchange at Bayfield, 400 & Rose St. available? I understand that this is an MTO initiative but finding information is not that easy or straight forward. Will the MTO close access to Rose Street? Will Rose Street become a dead-end street where the 400 ramp is currently? Or will there still be an entrance and exit at this location. Sorry for sending this to both email addresses I wasn't sure which was the appropriate one to address my questions. Thanks,	Responses Provided Contact List Updated	**Response Provided August 12, 2024 via Barrie Project Email** Hello, The drawing below illustrates the proposed MTO changes. MTO will be closing the Rose Street access and will be converting it to a cul-de-sac. MTO is planning on maintaining a pedestrian connection to Bayfield Street.  Thank you for getting in touch with the project team. Sincerely, Brett Gratrix, P.Eng.

APPENDIX D

Engagement Tools Summary

Project Report

02 January 2024 - 07 May 2024

Building Barrie

Bayfield Street Transportation Improvements

BANG THE TABLE engagementHQ

Visitors Summary



Highlights

TOTAL VISITS	MAX VISITORS PER DAY
4.7 k	703

NEW REGISTRATIONS
26

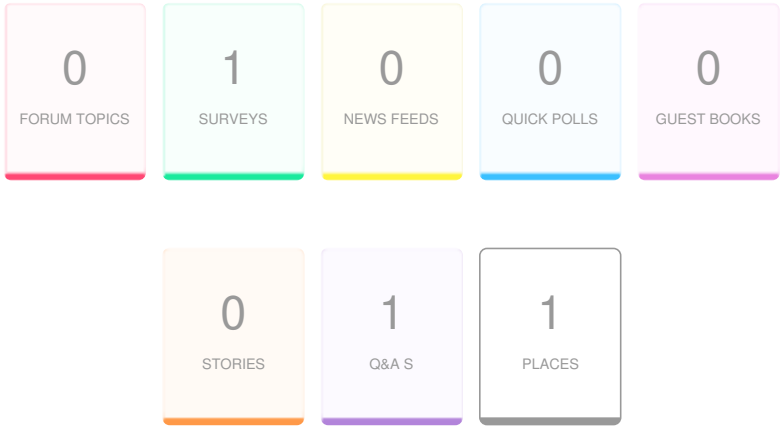
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
333	1.6 k	3.7 k

Aware Participants	3,724
Aware Actions Performed	**Participants**
Visited a Project or Tool Page	3,724

Informed Participants	1,557
Informed Actions Performed	**Participants**
Viewed a video	0
Viewed a photo	0
Downloaded a document	631
Visited the Key Dates page	46
Visited an FAQ list Page	3
Visited Instagram Page	0
Visited Multiple Project Pages	1,077
Contributed to a tool (engaged)	333

Engaged Participants	333		
Engaged Actions Performed	**Registered**	**Unverified**	**Anonymous**
Contributed on Forums	0	0	0
Participated in Surveys	6	1	179
Contributed to Newsfeeds	0	0	0
Participated in Quick Polls	0	0	0
Posted on Guestbooks	0	0	0
Contributed to Stories	0	0	0
Asked Questions	2	1	0
Placed Pins on Places	3	5	0
Contributed to Ideas	29	28	91

ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Qanda	Ask questions about the study!	Published	184	2	1	0
Place	Add suggested improvements on the map	Published	122	3	5	0
Survey Tool	Survey No. 1 - Starting the Discussion	Archived	561	6	1	179
Ideas	Share your ideas for Bayfield Street improvements	Published	659	29	28	91

INFORMATION WIDGET SUMMARY

5	0	0	0	0
DOCUMENTS	PHOTOS	VIDEOS	FAQS	KEY DATES

Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	MTO - Bayfield Street Interchange Replacement Proposed Configuration	243	301
Document	Public Information Centre No. 1 Presentation	241	380
Document	Key Plan and Study Area.jpg	229	252
Document	MTO - Highway 400 Transportation Environmental Study Report Addendum	45	55
Document	deleted document from	20	22
Document	Notice of Study Commencement	8	9
Document	deleted document from	1	2
Key Dates	Key Date	46	51
Faqs	faqs	3	3

QANDA

Ask questions about the study!

Visitors 184	Contributors 3	CONTRIBUTIONS 3

Q bdqbdq

30 January 24

Why is best practice in urban design not used by Barrie planners?

A Privately Answered

Thanks for the question! The City's project team includes specialists in complete street design and active transportatio n.

ENGAGEMENT TOOL: PLACE

Add suggested improvements on the map

Visitors 122	Contributors 8	CONTRIBUTIONS 23

2024-01-16 12:09:29 -0500
[redacted]
CATEGORY
Cycling or Walking

Wider sidewalks, bollards, and/or other separated pedestrian pathway to cross the HWY here. The on ramps provide a challenge for pedestrians, as vehicles do not always slow down or yield to pedestrians.
Address: [redacted]

http://www.buildingbarrie.ca/bayfieldstudy/maps/add-suggested-improvements-on-the-map?reporting=true#marker-124794

2024-01-16 23:32:19 -0500
[redacted]
CATEGORY
Traffic / Driving

Additional lane for 400 South ramp.
Address: [redacted]

http://www.buildingbarrie.ca/bayfieldstudy/maps/add-suggested-improvements-on-the-map?reporting=true#marker-124840

2024-01-17 18:18:58 -0500
[redacted]
CATEGORY
Traffic / Driving

A permanent advance green light from northbound Bayfield St left turn lane onto Coulter St would be helpful to limit congestion on Bayfield St northbound as that left turn lane often overflows into the Bayfield through lanes. Also, even a slightly longer advance green at that intersection during rush hours would be helpful too.
Address: [redacted]

http://www.buildingbarrie.ca/bayfieldstudy/maps/add-suggested-improvements-on-the-map?reporting=true#marker-124856

2024-03-13 16:30:10 -0400
[redacted]
CATEGORY
Other

Current drawings show the setback for the right turn lane from 400 Northbound exit going south onto Bayfield St runs through the building at 258 Bayfield St. Please provide feedback to explain intended expropriation process for this property.
Address: [redacted]

http://www.buildingbarrie.ca/bayfieldstudy/maps/add-suggested-improvements-on-the-map?reporting=true#marker-126409

2024-04-05 07:41:06 -0400
[redacted]
CATEGORY
Traffic / Driving

The turn onto Heather Street from these set of traffic lights is bad. I often wonder if today is going to be the day that my car gets T-boned due to not being able to properly see oncoming traffic. I'm talking about traveling northbound and turning West onto Heather Street. I live on Heather Street so I often turn at this corner. It has helped a bit that there is an advanced green, but I feel like more needs to be done. It's scary at times.
Address: [redacted]

http://www.buildingbarrie.ca/bayfieldstudy/maps/add-suggested-improvements-on-the-map?reporting=true#marker-127551

2024-04-17 13:12:02 -0400
[redacted]
CATEGORY
Traffic / Driving

Create a new lane on Coulter to turn right onto bayfield - whether or not going to the highway or continuing south onto Bayfield
Address: [redacted]

http://www.buildingbarrie.ca/bayfieldstudy/maps/add-suggested-improvements-on-the-map?reporting=true#marker-127920

2024-04-20 13:10:27 -0400
[redacted]
CATEGORY
Traffic / Driving

Traffic should not be allowed to cross over from Hwy 400 onto Coulter St. Left or Right turns only
Address: [redacted]

http://www.buildingbarrie.ca/bayfieldstudy/maps/add-suggested-improvements-on-the-map?reporting=true#marker-128039

ENGAGEMENT TOOL: PLACE

Add suggested improvements on the map

2024-04-20 13:12:57 -0400
[redacted]

CATEGORY
Other

Create infrastructure to prevent panhandling at this ramp (or the future ramp wherever i t is).
Address: [redacted]

http://www.buildingbarrie.ca/bayfieldstudy/maps/add-suggested-improvements-on-the-map?reporting=true#marker-128040

2024-04-20 13:14:31 -0400
[redacted]

CATEGORY
Traffic / Driving

Glenwood Dr is currently being used as an unofficial bypass to the Cundles/Bayfield int ersection. Longer advances here would be beneficial.
Address: [redacted]

http://www.buildingbarrie.ca/bayfieldstudy/maps/add-suggested-improvements-on-the-map?reporting=true#marker-128041

2024-04-20 13:15:38 -0400
[redacted]

CATEGORY
Access or Driveway

These types of access roads are antiquated and dangerous. There are numerous acci dents here in the past years and they should be removed.
Address: [redacted]

http://www.buildingbarrie.ca/bayfieldstudy/maps/add-suggested-improvements-on-the-map?reporting=true#marker-128042

2024-04-20 13:16:34 -0400
[redacted]

CATEGORY
Access or Driveway

These types of access roads are antiquated and dangerous. There are numerous acci dents here in the past years and they should be removed.
Address: [redacted]

http://www.buildingbarrie.ca/bayfieldstudy/maps/add-suggested-improvements-on-the-map?reporting=true#marker-128043

2024-04-20 13:16:45 -0400
[redacted]

CATEGORY
Access or Driveway

These types of access roads are antiquated and dangerous. There are numerous acci dents here in the past years and they should be removed.
Address: [redacted]

http://www.buildingbarrie.ca/bayfieldstudy/maps/add-suggested-improvements-on-the-map?reporting=true#marker-128044

2024-04-20 13:18:24 -0400
[redacted]

CATEGORY
Access or Driveway

Consider removing this access, to restrict traffic onto Glenwood to access these busine sses.
Address: [redacted]

http://www.buildingbarrie.ca/bayfieldstudy/maps/add-suggested-improvements-on-the-map?reporting=true#marker-128045

2024-04-20 13:20:19 -0400
[redacted]

CATEGORY
Traffic / Driving

The businesses here (Red Lobster, KFC, Starbucks, Flashback, Shell) represent a larg e part of congestion at the Coulter/Bayfield Intersection. Consider an access road behi nd these businesses (lots of room in their oversized parking lots) from Ferris to the She ll station.
Address: [redacted]

http://www.buildingbarrie.ca/bayfieldstudy/maps/add-suggested-improvements-on-the-map?reporting=true#marker-128046

ENGAGEMENT TOOL: PLACE

Add suggested improvements on the map

2024-04-20 13:21:53 -0400
[redacted]

CATEGORY
Traffic / Driving

Consider allowing left turns here from Rose St onto Bayfield St. Integrated into the sign al, this would reduce northbound traffic as vehicles search for a place to turn around.
Address: [redacted]

http://www.buildingbarrie.ca/bayfieldstudy/maps/add-suggested-improvements-on-the-map?reporting=true#marker-128047

2024-04-20 13:23:08 -0400
[redacted]

CATEGORY
Traffic / Driving

This style of onramp actually works well. The only danger here is cars aggressively cha nging lanes before it to get onto the highway.
Address: [redacted]

http://www.buildingbarrie.ca/bayfieldstudy/maps/add-suggested-improvements-on-the-map?reporting=true#marker-128048

2024-04-20 13:26:14 -0400
[redacted]

CATEGORY
Access or Driveway

Congestion via these Bayfield St facing entrances is terrible. Consider closing these en trances and moving traffic onto secondary roads like Kozlov St which are not busy to a ccess businesses and malls with their own parking lots.
Address: [redacted]

http://www.buildingbarrie.ca/bayfieldstudy/maps/add-suggested-improvements-on-the-map?reporting=true#marker-128049

2024-04-20 13:27:33 -0400
[redacted]

CATEGORY
Traffic / Driving

Round-a-bouts have been very successful in keeping things moving in Europe. Consid er using these as much as possible in rebuilding the study sections.
Address: [redacted]

http://www.buildingbarrie.ca/bayfieldstudy/maps/add-suggested-improvements-on-the-map?reporting=true#marker-128050

2024-04-20 13:27:52 -0400
[redacted]

CATEGORY
Traffic / Driving

Round-a-bouts have been very successful in keeping things moving in Europe. Consid er using these as much as possible in rebuilding the study sections.
Address: [redacted]

http://www.buildingbarrie.ca/bayfieldstudy/maps/add-suggested-improvements-on-the-map?reporting=true#marker-128051

2024-04-20 13:28:09 -0400
[redacted]

CATEGORY
Traffic / Driving

Round-a-bouts have been very successful in keeping things moving in Europe. Consid er using these as much as possible in rebuilding the study sections.
Address: [redacted]

http://www.buildingbarrie.ca/bayfieldstudy/maps/add-suggested-improvements-on-the-map?reporting=true#marker-128052

2024-04-20 13:32:25 -0400
[redacted]

CATEGORY
Traffic / Driving

Round-a-bouts have been very successful in keeping things moving in Europe. Consid er using these as much as possible in rebuilding the study sections.
Address: [redacted]

http://www.buildingbarrie.ca/bayfieldstudy/maps/add-suggested-improvements-on-the-map?reporting=true#marker-128053

ENGAGEMENT TOOL: PLACE

Add suggested improvements on the map

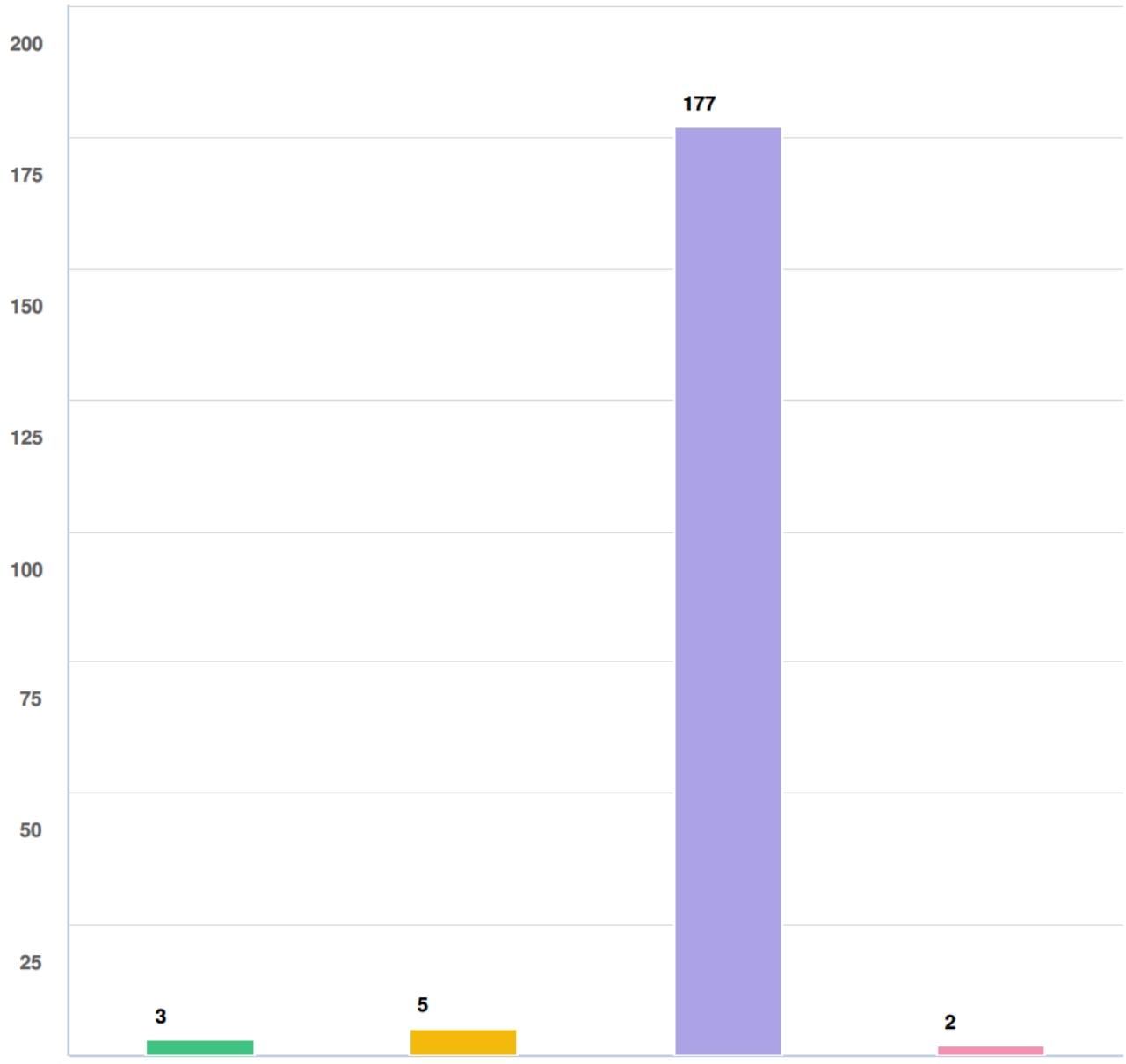
2024-04-20 13:32:35 -0400 [redacted] CATEGORY Traffic / Driving	Round-a-bouts have been very successful in keeping things moving in Europe. Consid er using these as much as possible in rebuilding the study sections. Address: [redacted] http://www.buildingbarrie.ca/bayfieldstudy/maps/add-suggested-improvements-on-the-map?reporting=true#marker-128054
2024-04-20 13:33:30 -0400 [redacted] CATEGORY Access or Driveway	These types of entrances are antiquated and cause delays and accidents. Consider re moving them totally. Address: [redacted] http://www.buildingbarrie.ca/bayfieldstudy/maps/add-suggested-improvements-on-the-map?reporting=true#marker-128055

ENGAGEMENT TOOL: SURVEY TOOL

Survey No. 1 - Starting the Discussion

Visitors 561	Contributors 186	CONTRIBUTIONS 187

Please indicate which group you represent:



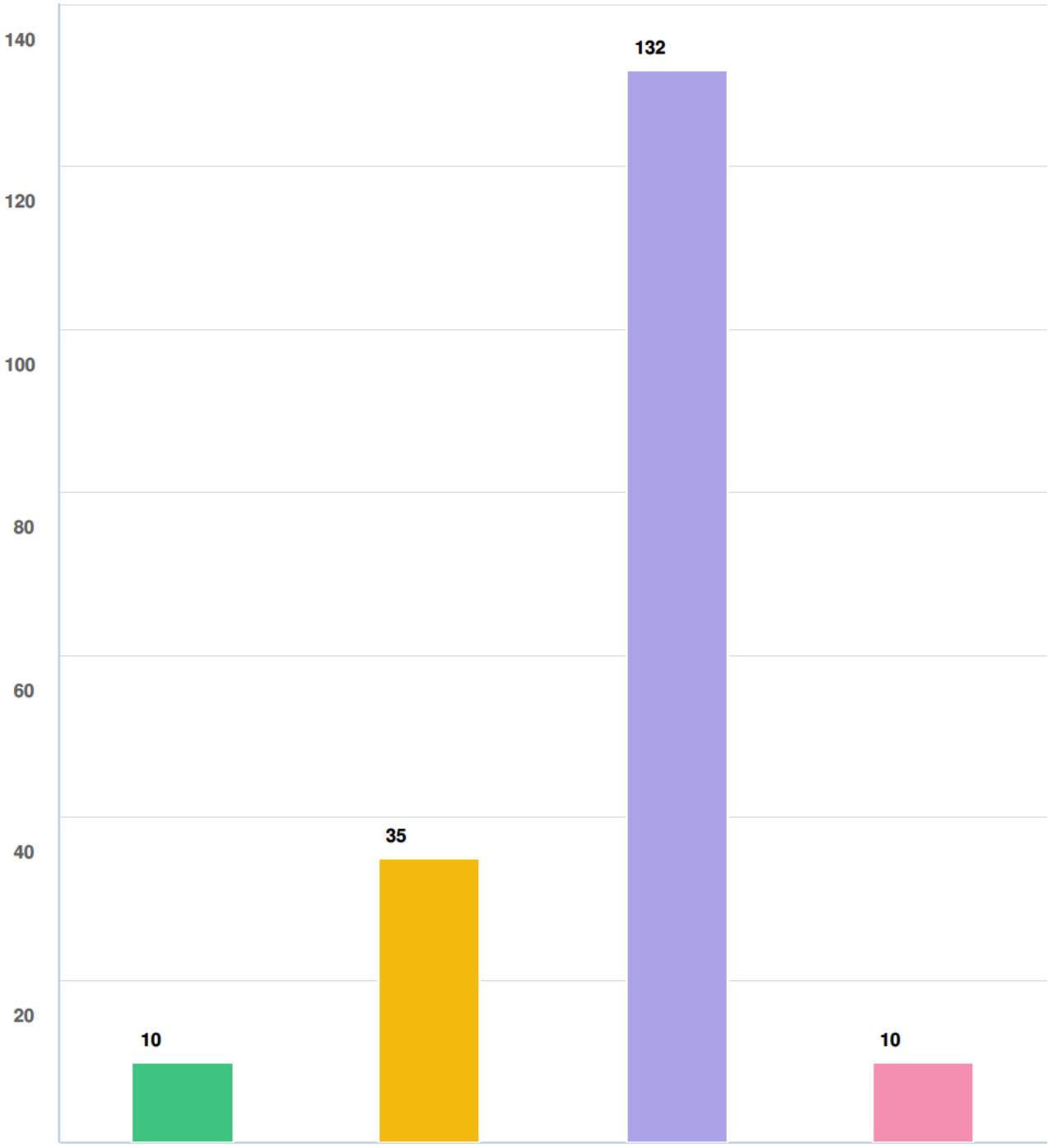
Question options

- Business property owner or tenant on Bayfield Street
- Residential property owner or tenant on Bayfield Street
- City of Barrie resident (not located on Bayfield Street)
- City of Barrie business owner (not located on Bayfield Street)

Mandatory Question (187 response(s))

Question type: Checkbox Question

How do you primarily use Bayfield Street?



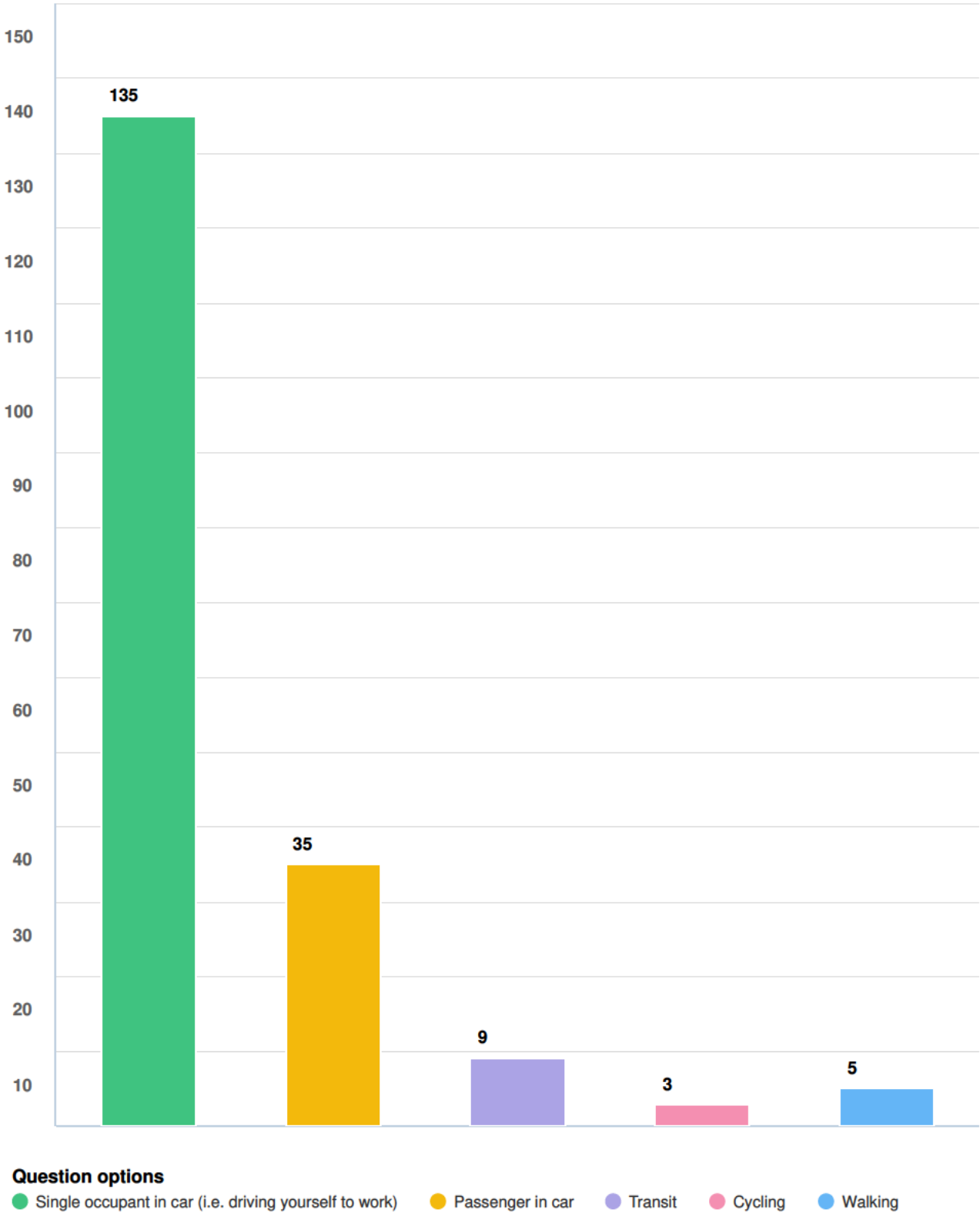
Question options

- To access your place of work on Bayfield Street
- To access your place of work elsewhere in the area (i.e. used as part of your route to work)
- To access shopping, grocery, other retail businesses
- To travel to other destinations outside the City for non work related trips

Mandatory Question (187 response(s))

Question type: Checkbox Question

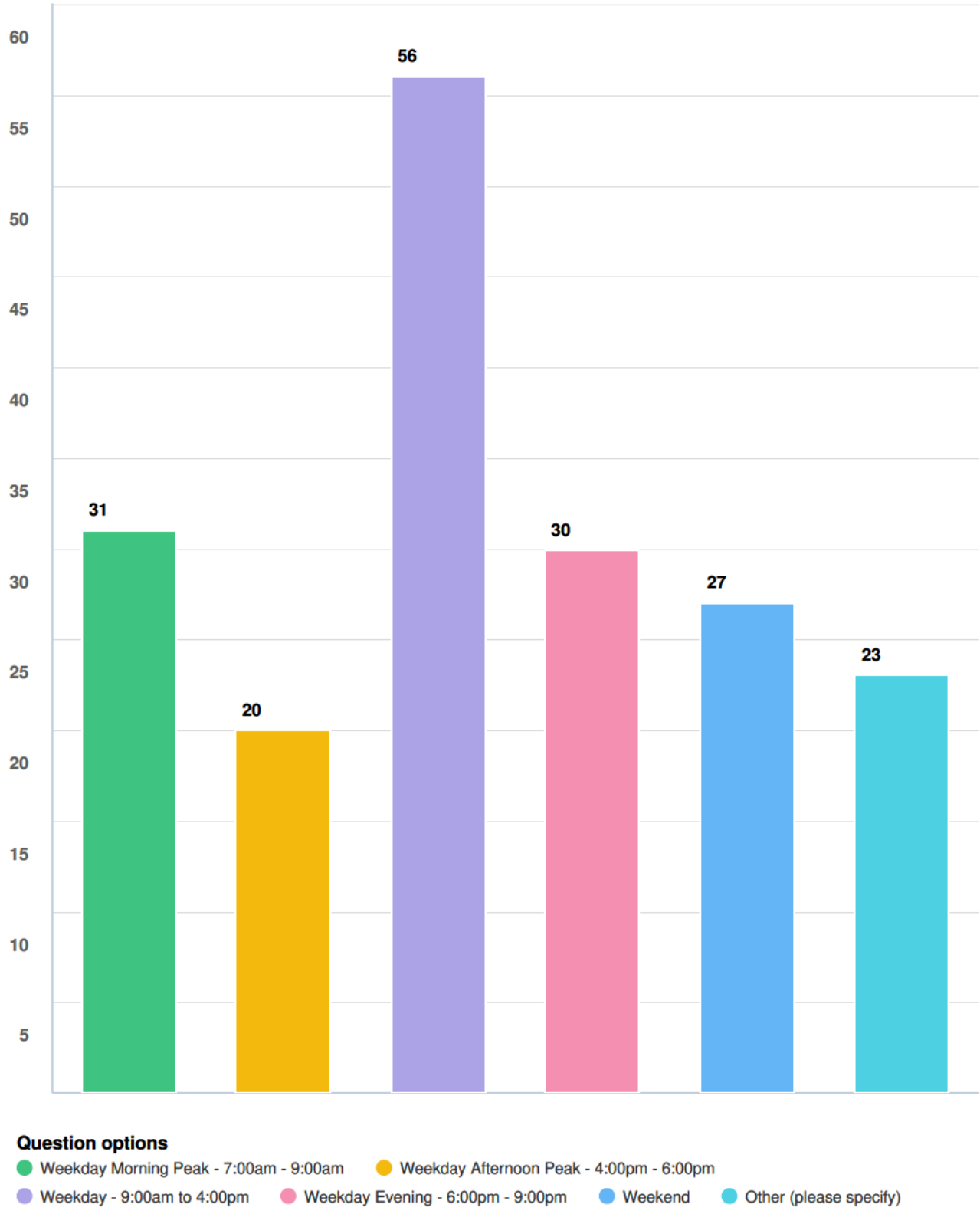
How do you primarily travel on Bayfield Street?



Mandatory Question (187 response(s))

Question type: Checkbox Question

When do you primarily use Bayfield Street?



Mandatory Question (187 response(s))

Question type: Checkbox Question

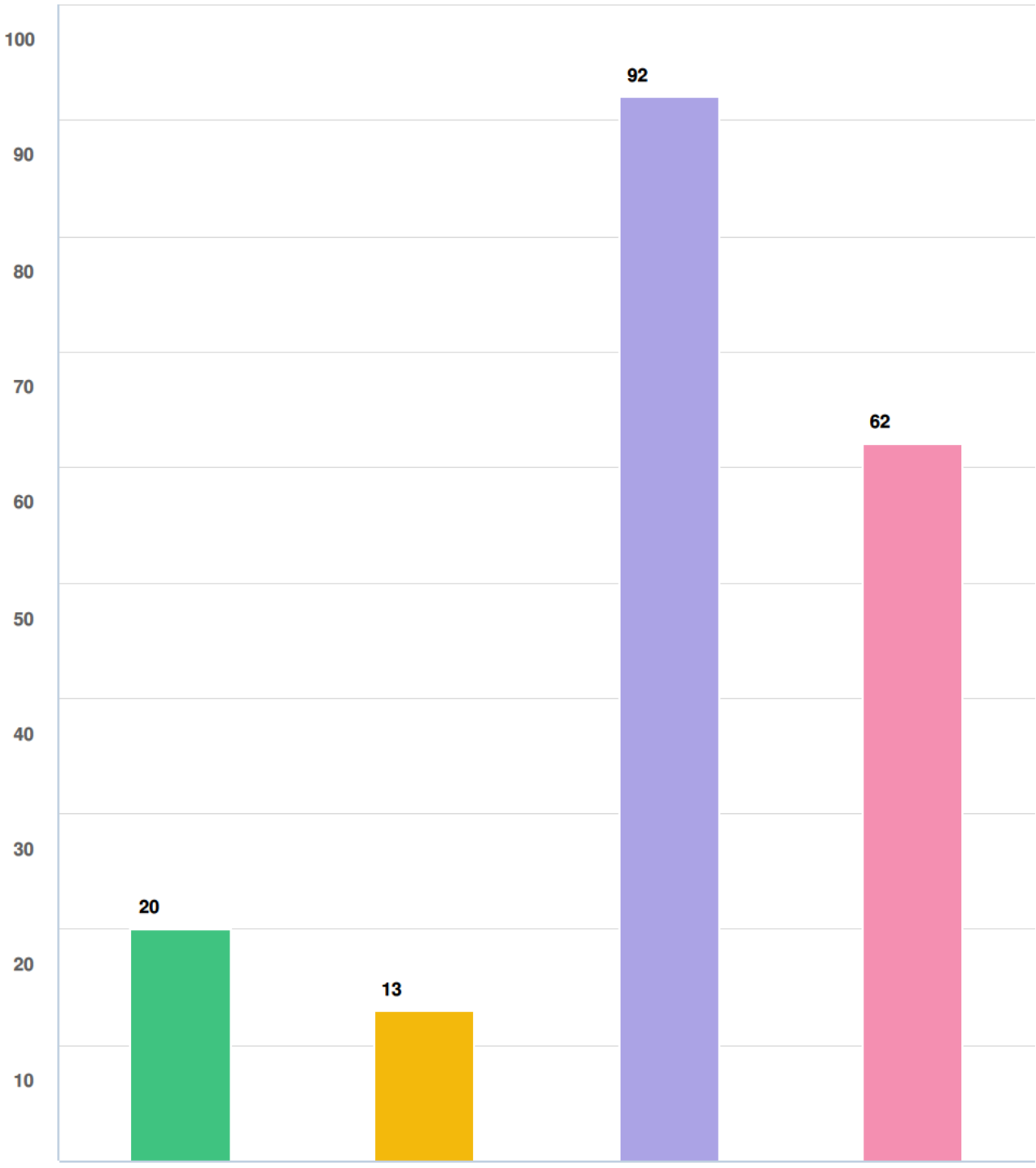
What priority areas should the study focus on? Rank the four items listed below with the item identified as No. 1 being the most important.

OPTIONS	AVG. RANK
Improve traffic capacity - add vehicular lanes and auxiliary lanes at intersections to reduce travel times	2.10
Improve road safety - examine options to reduce auto collisions and improve safety for all users such as the inclusion of a median island...	2.14
Improving active transportation infrastructure - widening sidewalks and locate them further from the curb	2.62
Improving active transportation infrastructure - adding cycling facilities such as cycle tracks or a multi-use path	3.13

Mandatory Question (187 response(s))

Question type: Ranking Question

Of the items listed in question 12, what is the single most important improvement the study should address?



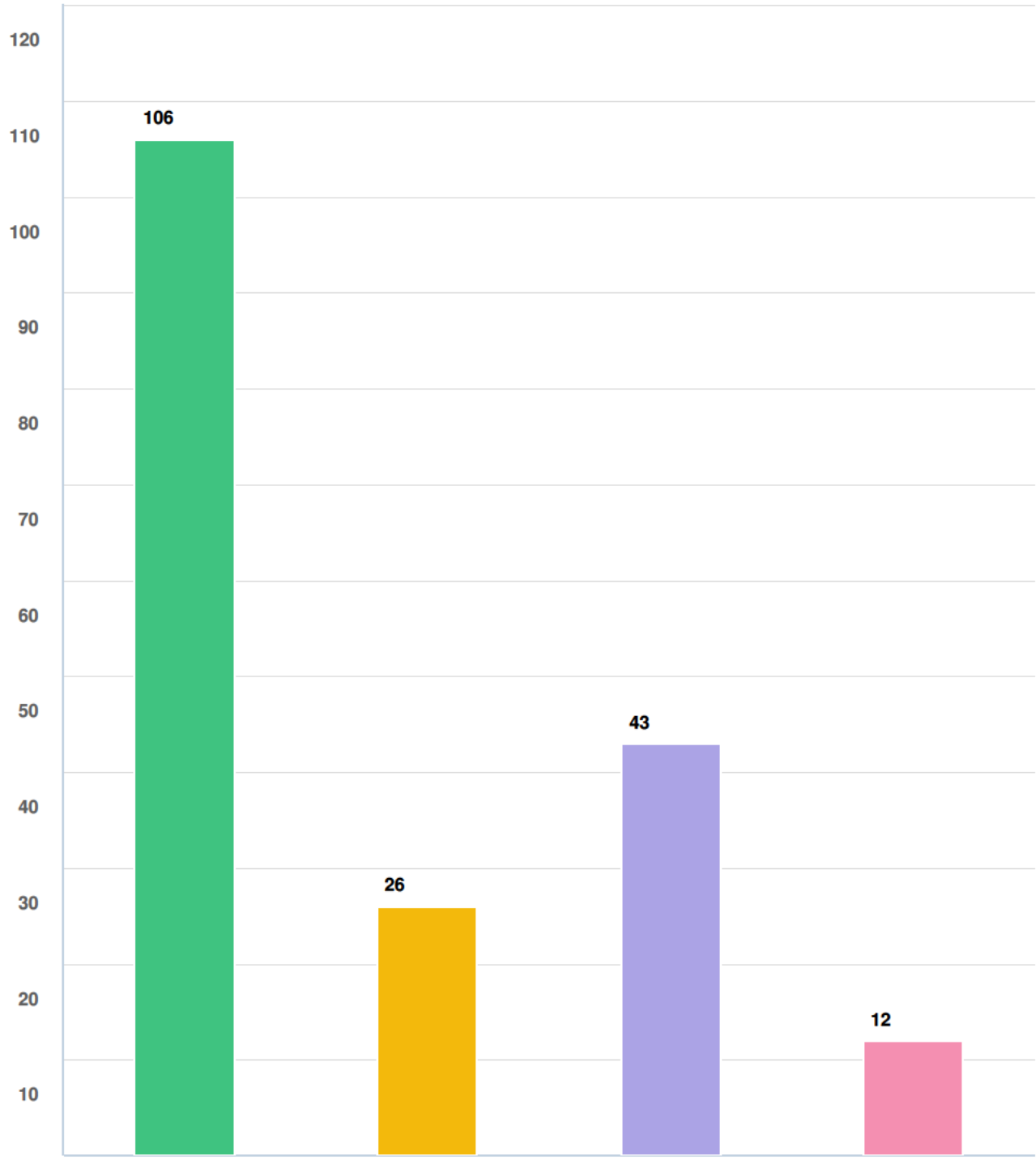
Question options

- Improving active transportation infrastructure - adding cycling facilities
- Improving active transportation infrastructure - sidewalks
- Improving traffic capacity
- Improving road safety

Mandatory Question (187 response(s))

Question type: Checkbox Question

Of the items listed in question 12, what is the single least important improvement the study should address?



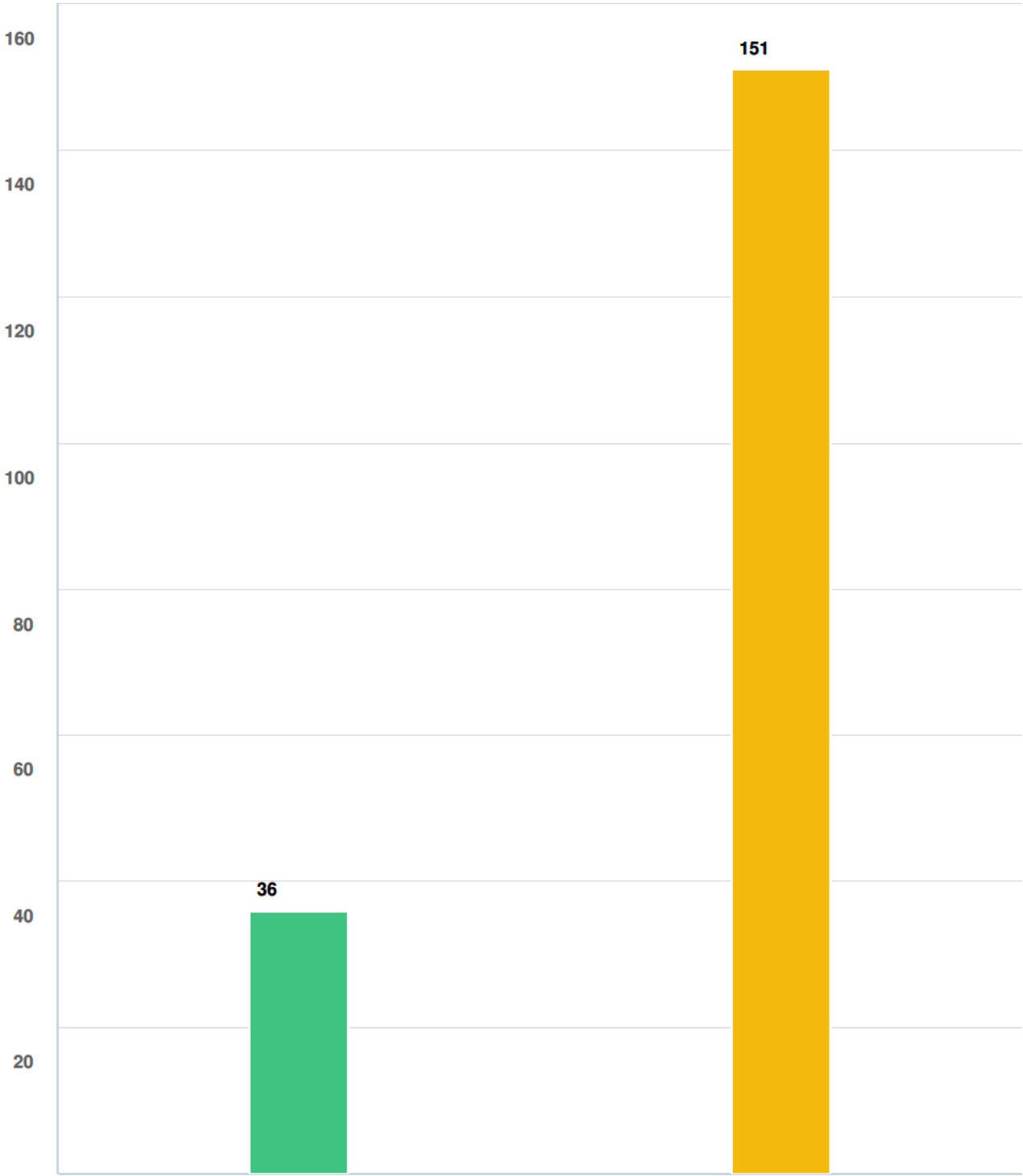
Question options

- Improving active transportation infrastructure - adding cycling facilities
- Improving active transportation infrastructure - sidewalks
- Improving traffic capacity
- Improving road safety

Mandatory Question (187 response(s))

Question type: Checkbox Question

Do you use transit on Bayfield Street?



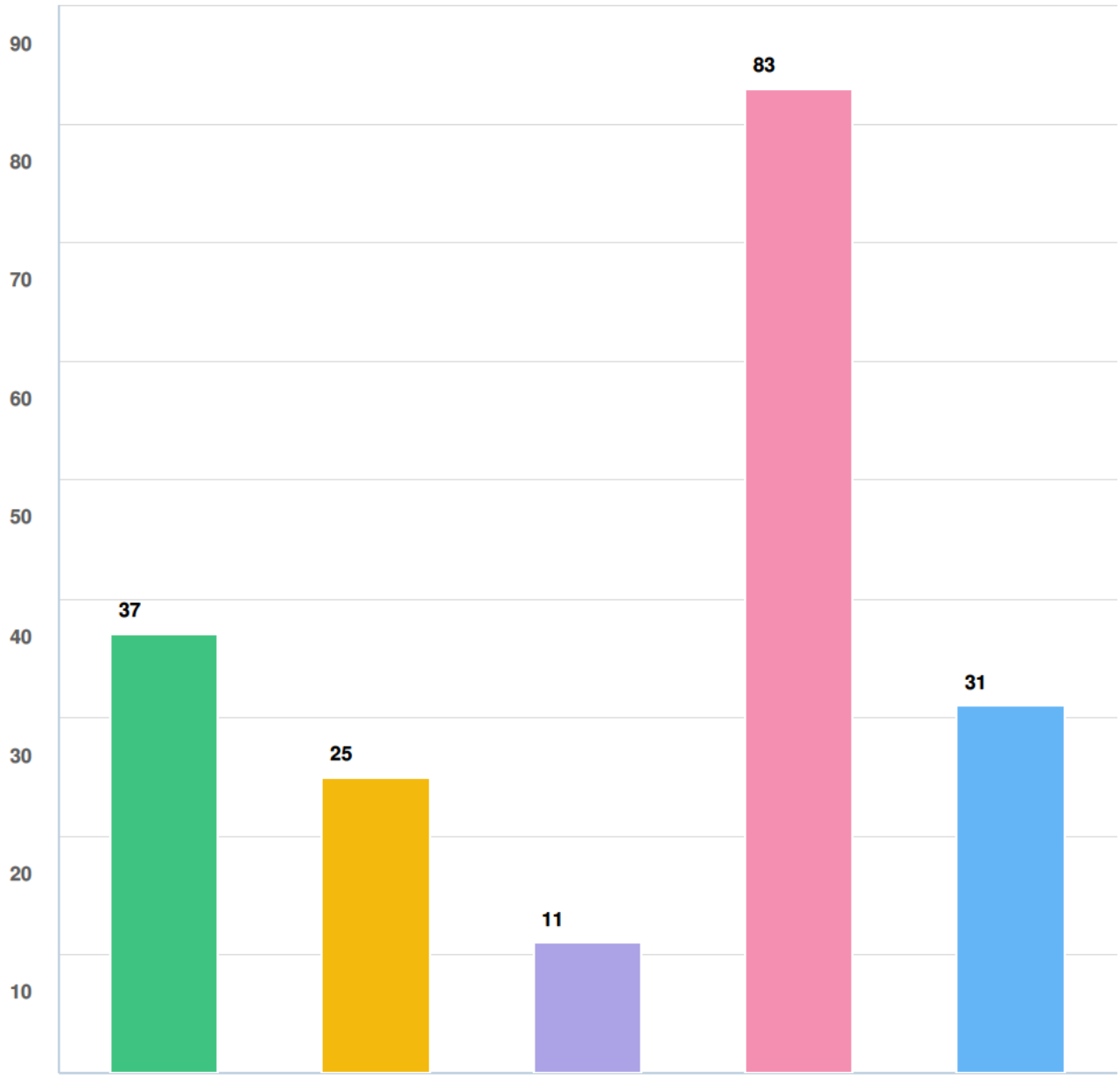
Question options

Yes No

Mandatory Question (187 response(s))

Question type: Checkbox Question

The physical width of the existing corridor presents a constraint that will limit the extent of improvements that can be made on the corridor in the near-term. What trade-off would you suggest to limit the footprint of potential improvements to mi...



Question options

- Replace the centre turning lane with a narrower raised median to create space for cycling infrastructure. This trade-off would restrict access to properties.
- Improve infrastructure for all users using design minimums and compromises such as removing the centre turning lane. This trade-off may result in inconsistent cycling facilities, reduced separation from traffic and reduced access to properties.
- Maintain the current number of travel lanes and implement cycling lanes. This trade-off would result in no improvement to traffic operations.
- Focus on improving traffic operations now and plan for cycling infrastructure in the future. This trade-off would defer cycling infrastructure implementation potentially for 20 to 30 years.
- Other (please specify)

Mandatory Question (187 response(s))

Question type: Checkbox Question

IDEAS

Share your ideas for Bayfield Street improvements

Visitors 659	Contributors 148	CONTRIBUTIONS 570

16 January 24

[redacted]

VOTES 46

pedestrian & bike friendly

Any plan for this KEY corridor must include pedestrian and bike friendly access. Chevr ons on the side of the road are not bike friendly. Use this project to set the tone for ALL future road development.

16 January 24

[redacted]

VOTES 24

Add bus lanes or lay-bys.

Bus "lay-bys" or other similar features need to be added to this section of Bayfield Stre et - specifcially in front of Canadian Tire. kkkWhen traveling south/east on Bayfield, suc h a large portion of traffic wants to be in the right lane in preparation for the SB/B 400 o n ramp. Huge traffic impacts are created by buses stopping in the right lane for extend ed periods of time, to pick up/drop off passengers or to make schedule adjustments. Th is creates dangerous conditions as drivers are forced to the left lane to go around them , before getting back in the right lane for S/B 400.

16 January 24

[redacted]

VOTES 10

Add street car/tram system and underground bypas s to hwy 26.

We need more public transportation. Adding a rail system to Bayfield st would be a gre at place to start. Could also add a bypass for those just travelling north to hwy 26.

16 January 24

[redacted]

VOTES 9

Limit entry and exit ways to Bayfield - leverage dedic ated blvd for local business traffic

16 January 24

[redacted]

VOTES 11

Add a bypass for traffic to minimize local traffic. Anot her city bypass north off 400/dunlop up to horsesho e valley rd

IDEAS

Share your ideas for Bayfield Street improvements

16 January 24

[redacted]

VOTES 13

Make Bayfield safer

We need to differentiate between streets and roads and currently Bayfield Street is tryi ng to be both. Limit access with a center median to control left turns, add *curb* protect ed bicycle lanes (preferably on the sidewalk level buffered from traffic), increase pedes trian space and add leading pedestrian signals at select intersections. Reduce the amo unt of parking facing Bayfield and if possible relocate or redevelop these areas which d isconnect the sidewalk to businesses. Add a tree canopy and possibly bus lanes (or si mply increased, consistent service) to encourage active transportation and public transi t. The MTO is an authority which is good at building highways; it's important that we lea ve it to the community and the planners to build a complete streetscape so we don't en d up with a streetscape dedicated to cars exclusively.

16 January 24

[redacted]

VOTES 10

Have traffic flow lights systems so that the street do es not get as congested. Maybe alter the side street s to reduce the number of lights

Alter side streets

16 January 24

[redacted]

VOTES 4

Add bus stop near by to already build new communi ties and for future

16 January 24

[redacted]

VOTES 55

Add separated cycling and pedestrian lanes along th is corridor, prioritize transit.

The City of Barrie must plan for proper, safe, separated cycling, and pedestrian lanes al ong this corridor to reduce gridlock and plan for increased density in the area. We shou ld prioritize active transportation (cycling and walking) and transit to reduce vehicle traff ic issues and reduce congestion in the long run while creating a healthier community a nd environment. It will increase economic, social, and health returns in the long run wh en we invest in active transportation and transit infrastructure in the short term. Now is the time to implement these solutions or they will be much more costly in the future.

16 January 24

[redacted]

VOTES 9

Smart traffic lights

Barrie's fundamental problem is traffic entering/exiting the city just to access the 400. If the traffic lights along Bayfield were inter-connected signals that prevents massive back -ups of traffic, cars will flow more smoothly and less intersections will be jammed

IDEAS

Share your ideas for Bayfield Street improvements

16 January 24

[redacted]

VOTES 26

Bayfield needs to be rezoned for more mixed reside ntial and commercial use. There are too many busin esses concentrated in a small area

17 January 24

[redacted]

VOTES 23

Dedicated, Jump or HOV Bus Lanes

Consider removing the center turning lane, and adding outside Lanes that are either de dicates bus Lanes, or HOV Lanes for bus, taxis, cars with more that 3 people and right hand turning. Add jump Lanes at intersections for buses so they can jump the traffic sig nal and not impede on traffic when making a stop.

17 January 24

[redacted]

VOTES 8

I would like to see only right turn ramps into the high way, the left turn to get onto the highway causes a n ightmare.

Right turns onto the highway.

17 January 24

[redacted]

VOTES 28

Limit Left Turns

Add in a median for most of Bayfield to limit left turns across traffic from plaza's.

17 January 24

[redacted]

VOTES 3

The right turn signal, at Rose Street and Bayfield No rth, hasn't been seen lately. Is it possible to put that back, in the light rotation?

Traffic light adjustment

18 January 24

[redacted]

VOTES 1

From 400 cut off, build an overpass, to city limits up to Hamner or just north of it. Just dreaming I guess

18 January 24

[redacted]

VOTES 5

Dedicated turn and straight thru lanes at Coulter and Bayfield. Dedicated cycle lanes off roadway for safet y.

IDEAS

Share your ideas for Bayfield Street improvements

19 January 24

[redacted]

VOTES
16

Proper bus lanes with transit priority signalling at int ersections

You want to actually improve the efficiency of traffic on Bayfield Street? Add in some pr oper bus lanes with transit priority signals at intersections. Dollar for dollar, a decently e xecuted bus lane with priority signalling can move way more people an hour over the c ourse of a day, than any regular car lane gridlocked with single occupancy filled vehicle s lanes ever could. Any time someone can easily get to their destination using active tr ansportation - such as walking/biking/transit and not a personal vehicle - is less wear a nd tear on the roads, less costly upkeep, and the best return of investment for city.

20 January 24

[redacted]

VOTES
14

Use the opportunities posed by this project to bring t rams to Barrie

Since this project will require lots of work to relocate utilities and other operations, why not build a tram as part of the project? When we build it in one shot, costs are kept dow n, jobs can be finished quicker, and you don't have to rip the road up every 2 years to d o the next phase. A line from Allandale to DT and Georgian Mall would have immediate benefits. Kitchener's LRT has proven that rail transit can exist outside of the GTA and Ottawa in the rest of Ontario. Let's keep the wave going. We can even integrate the Ba rrie-Collingwood Railway into this to serve the south and west end. Also during Constr uction, we should explore linking Georgian Mall direct to Downtown and the South End with express buses that bypass Bayfield. I've experimented with my brother by driving f rom park place to Georgian Mall via the roads on the outskirts, even as far as IBR and George Johnston, and I think a bus series that does that type of bypass would work, an d this is the perfect opportunity to do it. Use our existing road network to our advantage . We also can use this as an opportunity to prove to Canadians that rail based transit c an not only work for the people in operation, but while shovels are in the ground too. W e offer monthly visits for those interested, starting with bus tours, and later expanding t o actual train rides before service begins

20 January 24

[redacted]

VOTES
11

HOV Lanes and protected bike lanes. Address all-m ode safety on corridor (consolidate and restrict drive way movements)

IDEAS

Share your ideas for Bayfield Street improvements

20 January 24

[redacted]

VOTES
25

Add better transit to Bayfield Street and make it mor e walkable and bikeable.

I've read and replied to most of these comments, and it's time for me to make my own post based on those comments and my own ideas. First of all, Bayfield Street should d efinitely have either a tram or at least a dedicated bus lane. The street is often very clo gged and buses get stuck in traffic. A lot of the time, the buses stopping at stops are w hat causes the traffic. Separating them and giving them their own dedicated lane would solve this problem. This is important because buses can carry a lot more people than c ars do, and with a dedicated lane, the city can significantly increase service along Bayfi eld. Trams would be even better. They carry even more people than buses and would p robably grab the interest of more people, since they would be seen as something new and fancy that we haven't had before. This worked well for Kitchener/Waterloo, so it sh ould work here. The trams would run from downtown to Georgian Mall, and we could e ven extend them south along Bradford Street or Lakeshore Drive to serve Allandale Wa terfront GO, then along The Barrie-Collingwood Railway and Mapleview to serve the so uth end. Another thing we should definitely add is proper cycling infrastructure along B ayfield and the surrounding area. Proper cycling infrastructure means a separated bike path, not bike lanes! Bike lanes are not good and the ones through the Duckworth inter change are super dangerous. Bike paths along Bayfield will encourage more people to bike instead of drive, removing a few more cars off the road. These changes to the usa ge of Bayfield Street's right of way will reduce capacity for vehicles. However, a lot of th e traffic on Bayfield is headed to or coming from somewhere outside of Barrie. A bypas s could be built by the MTO connecting Highway 400 just south of Innisfil Beach Road t o George Johnston Road, with a bypass around Minesing. Highway 26 could be rerout ed onto this route to provide a much more convenient route to Minesing, Wasaga Beac h, and anywhere west of there. People driving to/from Midhurst or County Road 27 wou ld have the choice of using this bypass then making their way back east, or using the le ss convenient Bayfield Street. The bypass would also let anyone going to Angus avoid the Dunlop interchange. The final problem with these upgrades is that the city would pr obably need to acquire a wider right of way for Bayfield Street south of Cundles. I know they don't want to have to do that, but I looked at the street view and it doesn't look too difficult. For every business on the east side of that section, their building is far enough away from the street that the city would only need to acquire some of their front parking lot. I don't think the businesses would mind that too much, since they have more room at the back of their properties for parking, and they know that they will get more custom ers from the increased transit service that will follow. All of this is definitely worth it. It wi ll allow the area to become denser, making it more walkable, bikeable, and transit frien dly. Some of the huge empty parking lots could be developed into more mixed use, cre ating more commercial space and housing units. The redevelopment could include all of Bayfield Mall, which is quite empty (excluding Canadian Tire). This project is a win-win for everyone, including the city.

26 January 24

[redacted]

VOTES
8

Fix the St Vincent amd Sunnidale bridges to accom modate more traffic with on and off ramps to the 400 . People will spread out more

28 January 24

[redacted]

VOTES
1

Street widening

Street widening to incorporate right turn lanes on Bayfield going north at Grove St and at Rose St.; going south on northbound exit ramp to Bayfield. Street widening along ne ar-term and long-term corridor study areas. Dedicated highway entry lanes.

IDEAS

Share your ideas for Bayfield Street improvements

29 January 24
[redacted]

VOTES
15

I believe a median would help with traffic flow along Bayfield Street. Left turns have caused delays and many collisions in recent years.

Hespeler Road in Cambridge is a great example of a median to stop left turns out of or into plazas, and allow u-turns at intersections.

---

29 January 24
[redacted]

VOTES
1

Let the engineers do it and figure it out. they're doin g a good job now so don't confuse the issue.

Bayfield St is crazy busy now even it you make it 10 lanes nothing will change other th an MORE cars. Let the engineers figure it out.

---

30 January 24
[redacted]

VOTES
25

Grade-separated bike lanes

Please consider grade-separated bike lanes along the Bayfield St. "Golden Mile" - or at least implement physical barriers between traffic and cyclists. People will consider bikin g to work or school, but only if they feel safe enough to do so. Painting in bike lanes as an afterthought is not adequate.

---

30 January 24
[redacted]

VOTES
10

Pedestrian safety is a must!

I am a senior/retired who currently 'walks' from Springdale to downtown and back 2+/w eek. Safety is a major concern for me as the sidewalks are currently right on top of the traffic. I stay alert and constantly aware of my surroundings BUT one car 'forced' off the street by only 2 feet is now immediately on the sidewalk unless I am 'lucky' and it hits a pole first. Walking on the overpass is 'crazy'. One slip on the ice and I am in the traffic. Sidewalk 'barely' holds two people passing, step off curb and you are on the road (no b arrier). Rain water/ice melt pools right at edge of sidewalk causing a soaking spray and /or dangerous situation if you try to quickly get out of the way. The angle of the sidewalk is also very steep towards the traffic which is a safety concern for obvious reasons. Th e sooner these are fixed the better. Yes I know there is a bus BUT walking should alwa ys be an option and safely available.

---

01 February 24
[redacted]

VOTES
4

A bridge crossing 400 to join Toronto St and Coulter St would help to reduce traffic on Bayfield St. This a rea needs more access over 400.

---

01 February 24
[redacted]

VOTES
2

Turn off of Northbound exit

If we are replacing the bridge that turn into Bayfield towards cundles should be made l ess wide. As it stands now there are three lanes to the two you turn into. I've seen alot of near painful accidents when people notice as they are turning .....into oncoming traffi c

IDEAS

Share your ideas for Bayfield Street improvements

14 February 24

[redacted]

VOTES 12

Street trees to improve walkability (especially in summer!)

I think street trees will go a long way to improve walkability. I am especially thinking about how to make it cooler in the summer, and generally create separation between people walking and vehicles (for safety, for noise and for air quality/health)

11 March 24

[redacted]

VOTES 23

Walking/cycling lanes off the road

I feel that Bayfield is not safe enough to have bike lanes on the road itself. Instead, if we can use the boulevards to create a wider sidewalk that has 3 "lanes" painted: 2 way cycling and 1 walking. Then we can focus on updating the road lanes for better traffic flow.

13 March 24

[redacted]

VOTES 3

A Stop light added on Bayfield St. south bound hwy 400 entrance at travelodge hotel. To help alleviate pedestrian/MVA accidents.

Addition of stop light at southbound Bayfield St. entrance to hwy 400 (by Travelodge hotel)

13 March 24

[redacted]

VOTES 11

No Lefts

Make Bayfield St left turn free out of all the businesses. Incompetent drivers turning left into oncoming traffic causing possibly accidents .. at the Shell Gas Station, all the way up and starting at the Walmart area and down. Its getting out of hand

IDEAS

Share your ideas for Bayfield Street improvements

27 March 24

[redacted]

VOTES 5

More Lanes are not the Solution

Adding a seventh lane for motorists will not improve Bayfield St. In fact, it will accompli sh the opposite. A seventh lane may temporarily reduce traffic; however, motorists who currently take other otherwise less convenient routes to avoid Bayfield St congestion, will be drawn back to Bayfield by the lure of the seventh lane. Very quickly, the congesti on Bayfield St currently suffers from will return, only this time, it will be equally congest ed over seven lanes instead of six (a concept referred to as "induced demand.") Altern atively, I'd make the following suggestions: 1. any and all bus stops on Bayfield St shou ld be relocated to nearby side streets. Buses stopping on Bayfield St cause congestion themselves in that they interrupt the flow of traffic, and force motorists to weave in and out of other lanes to avoid them. With that said, the bus stops should not be moved to f ar away as to avoid inconveniencing commuters wishing to take the bus; 2. instead of a dding a lane for additional motorists, two of the existing lanes (one in each direction) sh ould be repurposed to serve as "bus and emergency vehicle only" rapid transit lanes. B uses carry more people per volume than personal vehicles do, but locals won't be enco uraged to consider taking the bus if the bus they take gets stuck in the same traffic ever y other car gets stuck in; 3. if you want to expand the roadway, do so by adding dedicat ed bike lanes on both sides of the stroad. With that said, I'm not talking about simply pa inting a white line three feet away from the outer most edges of the road and calling it a day. Protected bike lanes with a thin concrete median that separates cyclists from moto rists should be considered. Doing so would would encourage alternate means of travel beyond the motor vehicle for locals capable of cycling, and it would increase safety for those who do choose to bike instead of drive; 4. in concert with the protected bike lane s, Dutch-style protected intersections should be considered. This would allow cyclists t o navigate corners safely and effectively; and 5. "continuous sidewalks" should be impl emented where practicable to encourage motorists to better pay attention to pedestrian s when turning into and out of local business lots.

04 April 24

[redacted]

VOTES 0

Look at busy sections in GTA to learn what works an d what doesn’t.limitnthe number of intersections on Bayfield so traffic will still flow

Intersections

06 April 24

[redacted]

VOTES 1

Ensuring there is safe access to the bayfield shoppi ng areas by bicycle.

Adding bicycle lanes to the area will help improve access to the area while reducing the carbon foot print of the transportation. This will also give residents that are accessing th e downtown area from the bayfield area a direct route. Studies in other cities have sho wn increase bicycle and pedestrian access increases visits to local shops etc.

06 April 24

[redacted]

VOTES 0

Phase traffic light changes to enhance flow along th e corridor.

I travel Bayfield primarily to get from the south up to Midhurst. It is rare that the lights tu rn green in sequence as I approach. More often I hit every red light. Traffic flow would be enhanced if it was monitored between lights, to predict when to change traffic lights.

IDEAS

Share your ideas for Bayfield Street improvements

08 April 24
[redacted]
VOTES 1

Reduce travel flow ..build an overpass to relieve car s that are going to Collingwood. Wasaga and other d estinations...

Small business are closing on Bayfield and locals don't travel on it in the summer mont hs so much revenue loss

11 April 24
[redacted]
VOTES 0

Develop parallel routes to divert commuters from sh oppers

Widening the street would reduce parking and make that a huge issue. for many busin esses.

11 April 24
[redacted]
VOTES 1

One way lanes

Remove the center turning lane, control access to speed up traffic flow and protect cycl ists

11 April 24
[redacted]
VOTES 4

Control where people can get on or off Bayfield Stre et by adding a raised median between the north and south bound lanes. Less chaos.

Raised median

17 April 24
[redacted]
VOTES 1

Add pedestrian walkway, bikes lanes, and separated buss lanes

17 April 24
[redacted]
VOTES 1

A left turn lane is needed off Coulter onto Bayfield

17 April 24
[redacted]
VOTES 0

Coulter needs to be widened to accommodate prope rly marked, dedicated left and right turn lanes onto B ayfield

IDEAS

Share your ideas for Bayfield Street improvements

26 April 24

[redacted]

VOTES
0

Changing access/egress from plazas

There are so many plaza exits and entrances. It causes a lot of starting/stopping as well as opportunities for accidents as well as hazards for pedestrians.

Survey No. 1 - Starting the Discussion

SURVEY RESPONSE REPORT
01 January 2024 - 07 May 2024

PROJECT NAME:
Bayfield Street Transportation Improvements

BANG THE TABLE engagementHQ

SURVEY QUESTIONS

Anonymous
4/17/2024 09:49 PM
[redacted]

Anonymous
4/17/2024 09:54 PM
[redacted]

Anonymous
4/18/2024 06:38 AM
[redacted]

Anonymous
4/19/2024 07:07 PM
[redacted]

Anonymous
4/20/2024 01:08 PM
[redacted]

Anonymous
5/03/2024 04:32 PM
[redacted]

Mandatory Question (187 response(s))
Question type: Single Line Question

Q3 Postal Code

[redacted]
1/09/2024 05:59 PM
L4N8R8

Anonymous
1/16/2024 12:42 PM
L4N 7W3

Anonymous
1/16/2024 12:43 PM
L4M2N5

Anonymous
1/16/2024 12:48 PM
L4N 9V9

Anonymous
1/16/2024 12:50 PM
L4M4X1

[redacted]
1/16/2024 01:02 PM
L4M 6E1

Anonymous 1/16/2024 01:07 PM	l4m1w5
Anonymous 1/16/2024 02:01 PM	L4M4X1
Anonymous 1/16/2024 02:11 PM	L4M6L1
Anonymous 1/16/2024 02:43 PM	L4N5X2
Anonymous 1/16/2024 02:50 PM	L4M7B1
Anonymous 1/16/2024 03:10 PM	L4N 9T6
Anonymous 1/16/2024 03:22 PM	L4N 7X4
Anonymous 1/16/2024 03:28 PM	L4n2p8
Anonymous 1/16/2024 04:44 PM	L4N 5P3
Anonymous 1/16/2024 06:44 PM	L9N0Y9
Anonymous 1/16/2024 07:12 PM	L4N5N5
Anonymous 1/16/2024 08:30 PM	L4N 1L6
Anonymous 1/16/2024 08:38 PM	L4n8b5
Anonymous 1/16/2024 09:09 PM	L4M2S9

Anonymous 1/16/2024 09:25 PM	L4N 5A1
Anonymous 1/16/2024 09:54 PM	L4N9T6
Anonymous 1/16/2024 11:26 PM	L4N4P1
Anonymous 1/17/2024 05:50 AM	L4N 0S3
Anonymous 1/17/2024 07:28 AM	L4M 6P3
Anonymous 1/17/2024 08:54 AM	L4M 2S3
Anonymous 1/17/2024 09:42 AM	L4N 7R6
Anonymous 1/17/2024 11:11 AM	L4N4Y6
Anonymous 1/17/2024 11:36 AM	L4M7E5
Anonymous 1/17/2024 11:37 AM	L4m5B6
Anonymous 1/17/2024 01:01 PM	L4n 5k6
Anonymous 1/17/2024 02:06 PM	L4N7J1
Anonymous 1/17/2024 02:11 PM	L4M6E8
Anonymous 1/17/2024 02:36 PM	L4N 2T5

Anonymous 1/17/2024 08:24 PM	L4M 6H5
Anonymous 1/18/2024 08:22 AM	L4N 2S9
Anonymous 1/18/2024 09:55 AM	L4M 4N5
Anonymous 1/18/2024 01:39 PM	L4N 5K4
Anonymous 1/18/2024 01:41 PM	L4N 7A3
Anonymous 1/18/2024 06:44 PM	L4M1L1
Anonymous 1/18/2024 09:03 PM	L4M 6N1
Anonymous 1/18/2024 09:56 PM	L4N 1Y5
Anonymous 1/19/2024 10:26 AM	L4M 0A1
Jackson Backer 1/20/2024 12:04 PM	L4M 6X3
Anonymous 1/20/2024 04:06 PM	L4N7X5
Anonymous 1/23/2024 07:16 AM	L4N 7J8
Anonymous 1/29/2024 05:40 PM	L4N 5X5
Anonymous	L4N 1M8

1/29/2024 11:29 PM

Anonymous 1/30/2024 03:21 PM	L4m 7J9
Anonymous 1/30/2024 03:37 PM	L4N 1T9
Anonymous 1/30/2024 10:51 PM	L4M1C8
Anonymous 1/31/2024 05:52 AM	L4N5W5
Anonymous 1/31/2024 02:29 PM	L4M 3B7
Anonymous 2/01/2024 11:51 AM	L4M 0J5
Anonymous 2/01/2024 04:33 PM	L4M 4Z2
Anonymous 2/01/2024 08:58 PM	L4M 2S4
Anonymous 2/01/2024 09:02 PM	L4N7H2
[redacted] 3/04/2024 10:52 AM	L4M 3B7
Anonymous 3/11/2024 11:43 AM	L4m 5l1
Anonymous 3/11/2024 11:54 AM	L4M5E5
Anonymous 3/11/2024 11:58 AM	L4N3S5

Anonymous 3/11/2024 12:41 PM	L4N0P1
Anonymous 3/11/2024 12:56 PM	L4M 1L1
Anonymous 3/11/2024 01:29 PM	L4m6Y5
Anonymous 3/11/2024 01:39 PM	L4N 1T5
Anonymous 3/11/2024 02:02 PM	L4M 6P4
Anonymous 3/11/2024 02:45 PM	L4N 5A3
Anonymous 3/11/2024 06:10 PM	L4N 7E4
Anonymous 3/11/2024 06:17 PM	L4N 0R4
Anonymous 3/11/2024 07:18 PM	L4N 5A1
Anonymous 3/11/2024 10:08 PM	L4N 9S2
Anonymous 3/11/2024 10:23 PM	L4M1T1
Anonymous 3/12/2024 03:29 AM	L4N1G3
Anonymous 3/12/2024 07:53 AM	L4n 4g4
Anonymous 3/12/2024 09:19 AM	L4N 5B6

Anonymous 3/12/2024 11:29 AM	L4N5Y5
Anonymous 3/13/2024 07:45 PM	L4m6e5
Anonymous 3/14/2024 03:39 PM	L4M 7H2
Anonymous 3/15/2024 04:26 PM	L4M5V6
[redacted] 3/16/2024 09:04 AM	L4N9Y7
Anonymous 3/16/2024 09:18 AM	l4n 9y7
Anonymous 3/23/2024 10:55 AM	L4N 4P8
Anonymous 4/02/2024 11:41 AM	L4m6n6
Anonymous 4/03/2024 11:19 AM	L4N5K3
Anonymous 4/03/2024 09:45 PM	L4N1P5
Anonymous 4/04/2024 11:06 AM	L4M4X6
Anonymous 4/04/2024 11:50 AM	L4N 6K8
Anonymous 4/04/2024 02:24 PM	L4N 8E4
Anonymous 4/04/2024 02:30 PM	L4N 8M9

Anonymous 4/04/2024 02:42 PM	L4N4S6
Anonymous 4/04/2024 02:44 PM	L4N 9M4
Anonymous 4/04/2024 02:46 PM	L4N4W7
Anonymous 4/04/2024 02:50 PM	L4M 6G4
Anonymous 4/04/2024 02:55 PM	L4M 3H9
Anonymous 4/04/2024 03:00 PM	L4M5S5
Anonymous 4/04/2024 03:32 PM	L4N 7C2
Anonymous 4/04/2024 03:35 PM	L4N 0Z8
Anonymous 4/04/2024 03:54 PM	L4n 6H3
Anonymous 4/04/2024 03:59 PM	L4N8H4
Anonymous 4/04/2024 04:33 PM	L4m0k5
Anonymous 4/04/2024 04:37 PM	L4N6R7
Anonymous 4/04/2024 04:43 PM	L4M 6T5
Anonymous	L4m 2w4

4/04/2024 05:02 PM	
Anonymous 4/04/2024 05:28 PM	L4N 5J1
Anonymous 4/04/2024 05:37 PM	L4M1T2
Anonymous 4/04/2024 05:44 PM	L4M1L2
Anonymous 4/04/2024 05:49 PM	L4N2X2
Anonymous 4/04/2024 07:07 PM	L4N5Y9
Anonymous 4/04/2024 07:23 PM	L4M 5V8
Anonymous 4/04/2024 07:40 PM	L4N 4X2
Anonymous 4/04/2024 08:02 PM	L4N 6X3
Anonymous 4/04/2024 08:05 PM	L4m 6y9
Anonymous 4/04/2024 08:45 PM	L4N6P9
Anonymous 4/04/2024 09:00 PM	L4N 1W5
Anonymous 4/04/2024 09:01 PM	L4N 7A2
Anonymous 4/04/2024 09:19 PM	L4M6Y1

Anonymous 4/04/2024 09:20 PM	L4n4s9
Anonymous 4/04/2024 09:31 PM	L4N 0W8
Anonymous 4/04/2024 09:38 PM	L4N6Z9
Anonymous 4/04/2024 09:39 PM	L4M 6N6
Anonymous 4/04/2024 09:49 PM	L4N 6S2
Anonymous 4/04/2024 09:57 PM	L4N6L9
Anonymous 4/04/2024 10:11 PM	L4N 6R1
Anonymous 4/04/2024 10:44 PM	L4n9s4
Anonymous 4/05/2024 01:35 AM	L4M6W2
Anonymous 4/05/2024 01:52 AM	L9J 0H3
Anonymous 4/05/2024 03:50 AM	L4N 7E8
Anonymous 4/05/2024 04:38 AM	L4N 4L9
Anonymous 4/05/2024 04:39 AM	L4M4Z1
Anonymous 4/05/2024 05:29 AM	L4n5w9

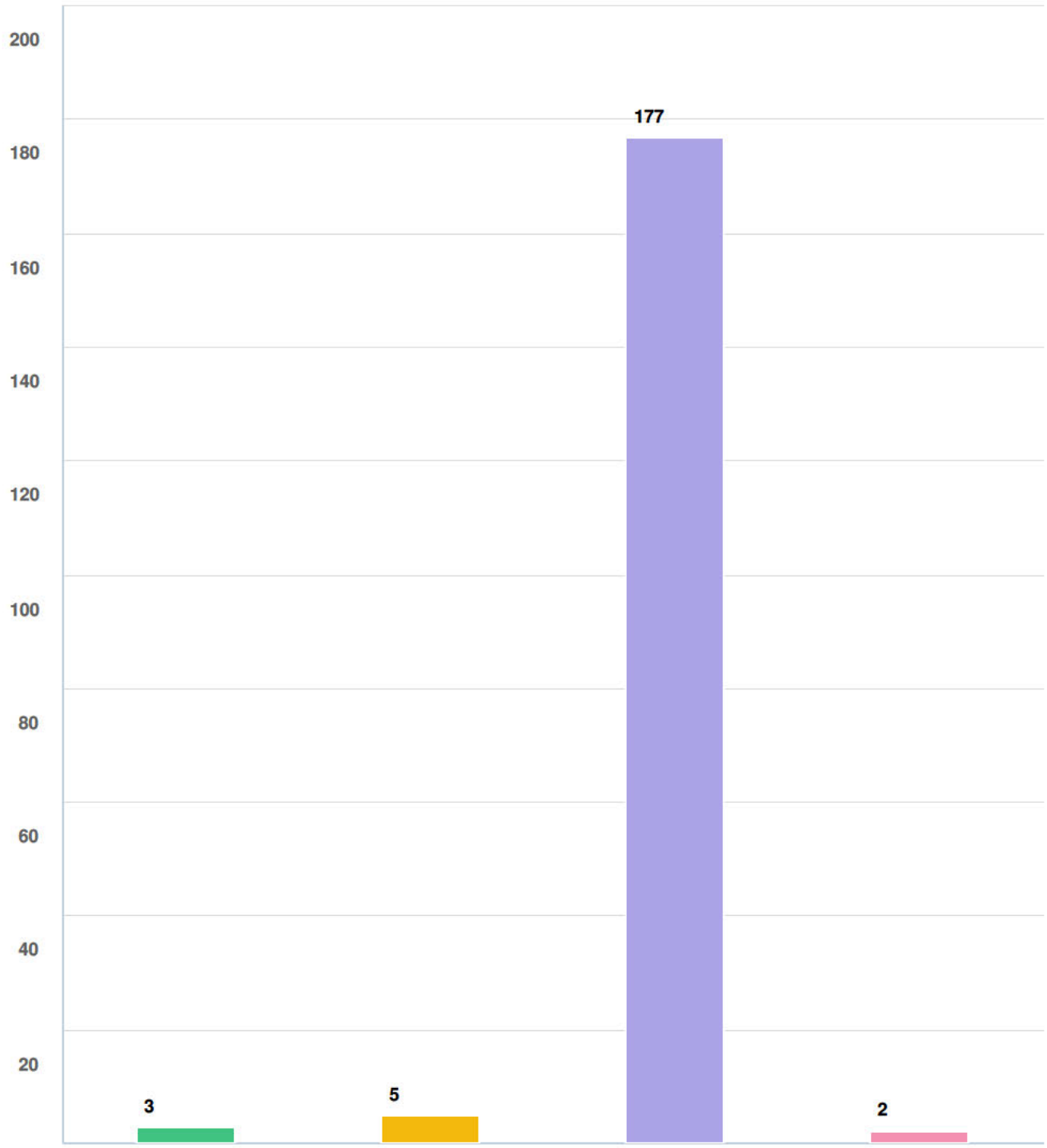
Anonymous 4/05/2024 06:54 AM	L4N5 C4
Anonymous 4/05/2024 07:01 AM	L4M 5C4
Anonymous 4/05/2024 07:13 AM	L4M6W5
Anonymous 4/05/2024 07:33 AM	L4N 5A3
Anonymous 4/05/2024 08:06 AM	L4N 1M9
Anonymous 4/05/2024 08:28 AM	L4M3R9
Anonymous 4/05/2024 08:48 AM	L4M 1G2
Anonymous 4/05/2024 09:52 AM	L4M 0L1
Anonymous 4/05/2024 12:02 PM	L4N2X6
Anonymous 4/05/2024 12:07 PM	L4N 7B1
Anonymous 4/05/2024 12:16 PM	L4N 8P9
Anonymous 4/05/2024 02:57 PM	L4N 7y4
Anonymous 4/05/2024 04:07 PM	L4M 5C3
Anonymous 4/05/2024 04:37 PM	L4N8C3

Anonymous 4/05/2024 04:57 PM	L4M 6N1
Anonymous 4/05/2024 05:12 PM	L4N 5G8
Anonymous 4/05/2024 06:36 PM	L4M 6T8
Anonymous 4/05/2024 07:15 PM	L4N6A1
Anonymous 4/05/2024 09:19 PM	L4N 6J8
Anonymous 4/05/2024 09:50 PM	L4M4Z1
Anonymous 4/05/2024 10:48 PM	L4N 7Z1
Anonymous 4/06/2024 01:33 AM	L4n 0k4
Anonymous 4/06/2024 10:11 AM	L9J 0N7
Anonymous 4/06/2024 10:44 AM	L4M 1C9
Anonymous 4/06/2024 11:39 AM	L4M 6G5
Anonymous 4/06/2024 12:17 PM	L4N0N1
Anonymous 4/06/2024 05:08 PM	L4n6r6
[redacted]	L4N 2R8

4/06/2024 08:55 PM	
Anonymous 4/06/2024 10:27 PM	N1M 3V1
Anonymous 4/07/2024 08:41 PM	L4m6y1
Anonymous 4/07/2024 10:24 PM	L4M 6Z2
Anonymous 4/08/2024 08:00 AM	L4M5A2
[redacted] 4/08/2024 11:08 AM	L4N 3B6
Anonymous 4/08/2024 12:36 PM	L4M2Z7
Anonymous 4/08/2024 05:48 PM	L4M 5C4
Anonymous 4/08/2024 08:30 PM	L4N6H3
Anonymous 4/09/2024 10:58 PM	L4N 8R6
Anonymous 4/11/2024 09:36 AM	L4N 2P6
[redacted] 4/11/2024 06:22 PM	L4N4N4
Anonymous 4/11/2024 06:26 PM	L4M 6Z1
Anonymous 4/11/2024 06:40 PM	L4N 7B4

Anonymous 4/12/2024 07:32 AM	L0L 0L0
Anonymous 4/12/2024 08:45 PM	L4N 7B1
Anonymous 4/13/2024 12:44 PM	L4N 0P7
Anonymous 4/16/2024 03:09 PM	L4N4N1
Anonymous 4/16/2024 06:33 PM	L4N0X7
Anonymous 4/16/2024 08:19 PM	L4M5C4
Anonymous 4/17/2024 01:09 PM	l4n5n6
Anonymous 4/17/2024 02:04 PM	L9J 0K1
Anonymous 4/17/2024 03:33 PM	L4M 3H9
Anonymous 4/17/2024 08:37 PM	L4M 3N5
Anonymous 4/17/2024 09:49 PM	L4N 8H6
Anonymous 4/17/2024 09:54 PM	L4n4m2
Anonymous 4/18/2024 06:38 AM	L4M6T9
Anonymous 4/19/2024 07:07 PM	LLLLLL

Q5 Please indicate which group you represent:

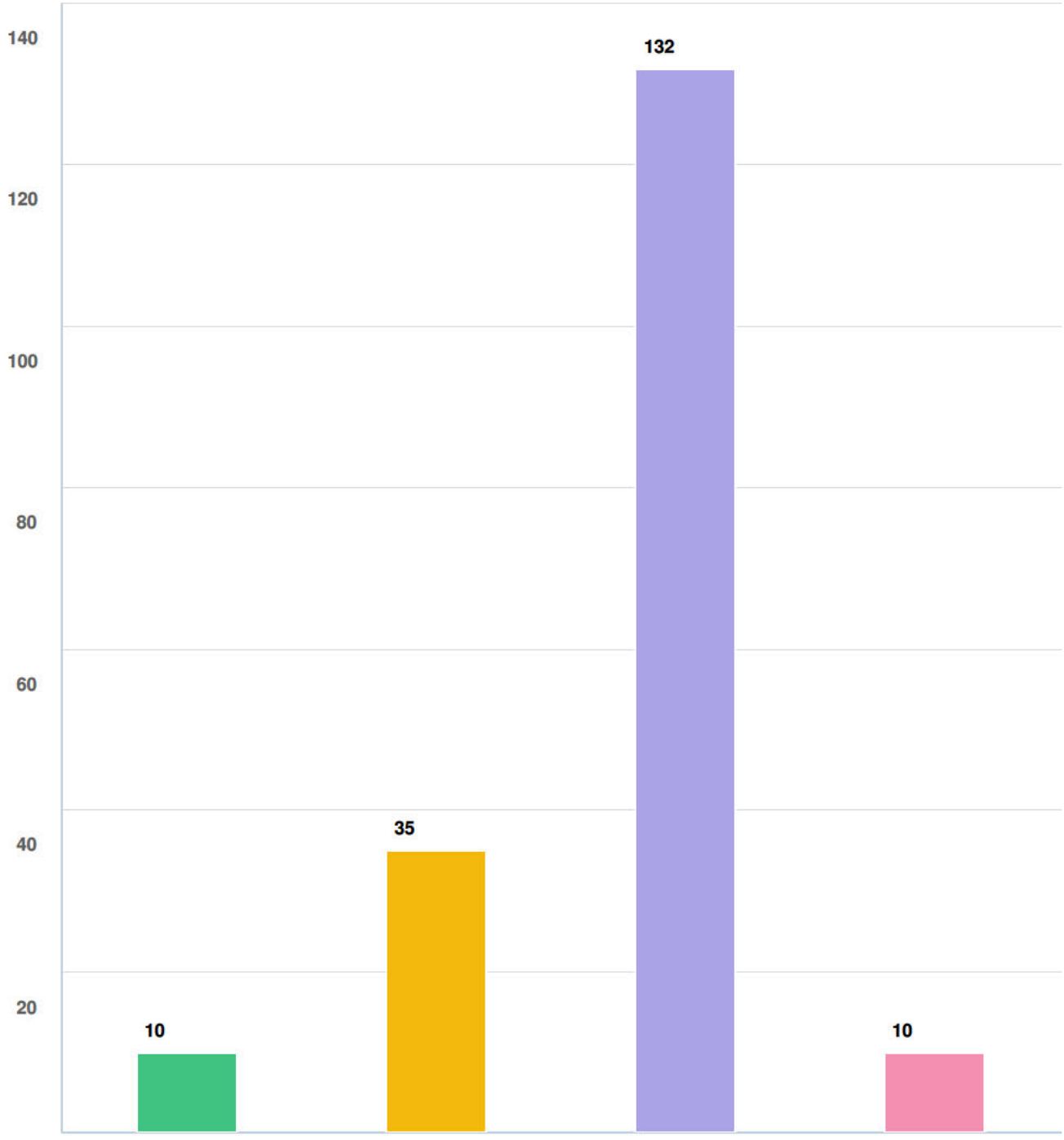


Question options

- Business property owner or tenant on Bayfield Street
- Residential property owner or tenant on Bayfield Street
- City of Barrie resident (not located on Bayfield Street)
- City of Barrie business owner (not located on Bayfield Street)

Mandatory Question (187 response(s))
Question type: Checkbox Question

Q6 How do you primarily use Bayfield Street?

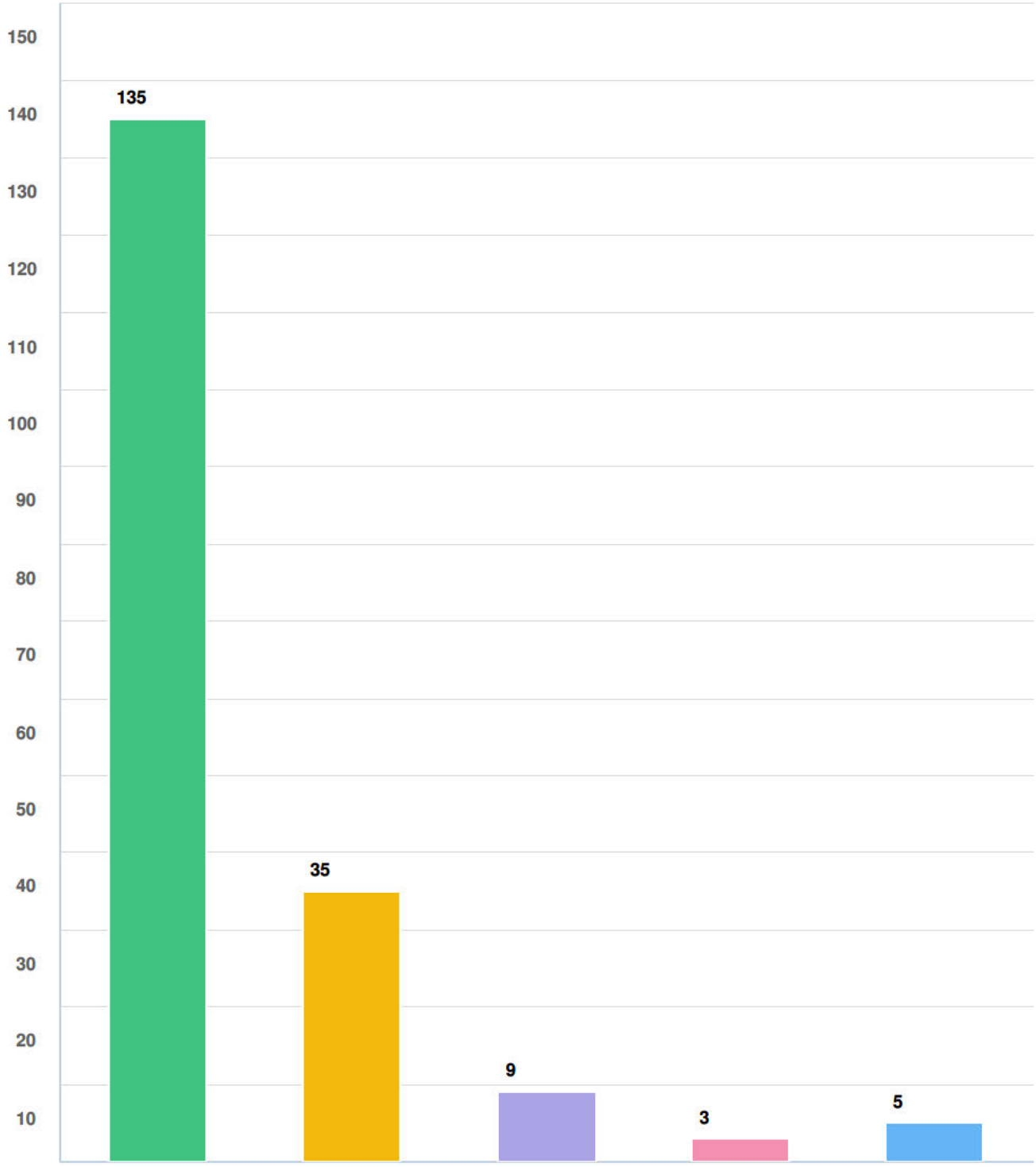


Question options

- To access your place of work on Bayfield Street
- To access your place of work elsewhere in the area (i.e. used as part of your route to work)
- To access shopping, grocery, other retail businesses
- To travel to other destinations outside the City for non work related trips

Mandatory Question (187 response(s))
Question type: Checkbox Question

Q7 How do you primarily travel on Bayfield Street?

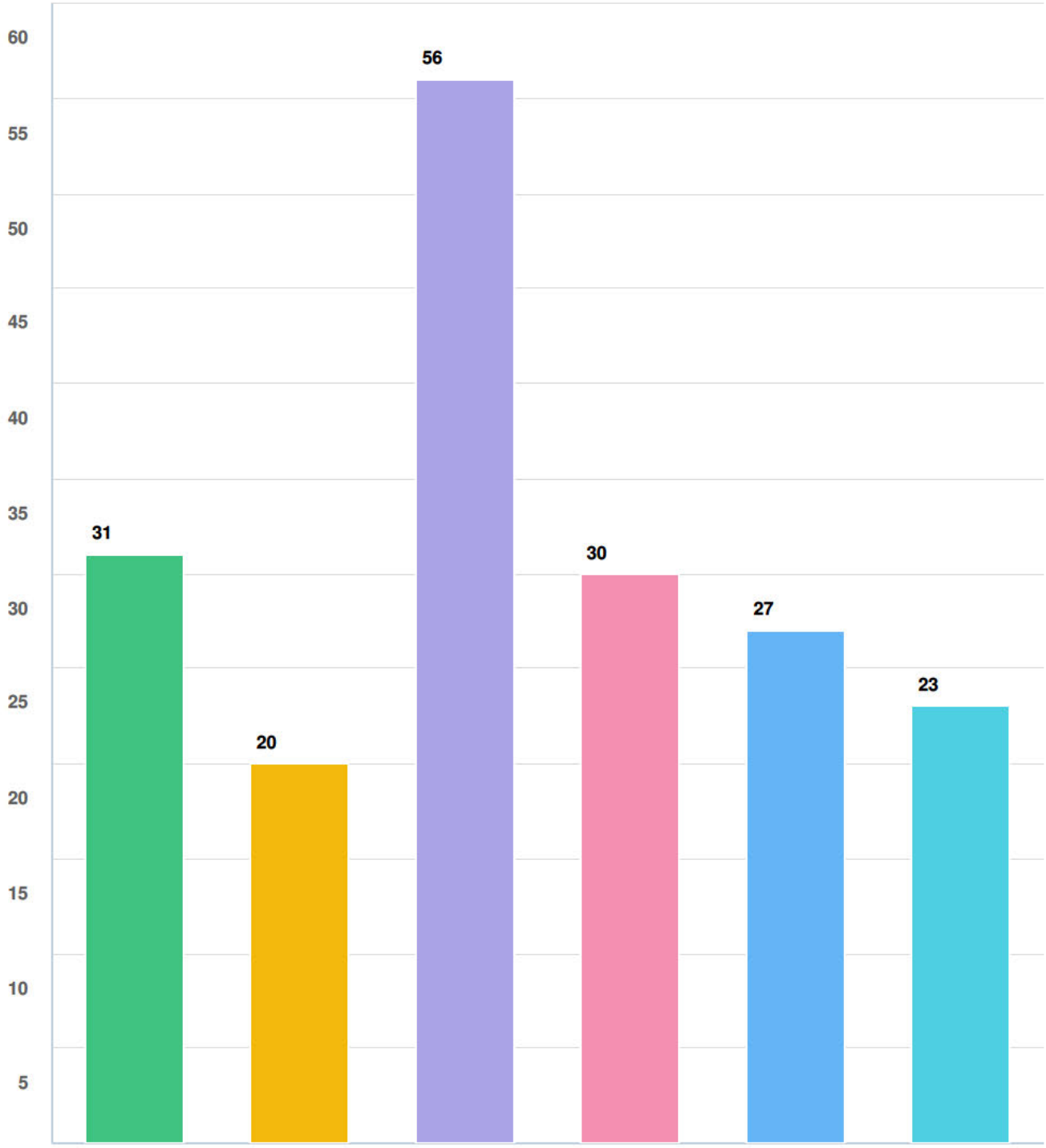


Question options

Single occupant in car (i.e. driving yourself to work) Passenger in car Transit Cycling Walking

Mandatory Question (187 response(s))
Question type: Checkbox Question

Q8 When do you primarily use Bayfield Street?



Question options

- Weekday Morning Peak - 7:00am - 9:00am
- Weekday Afternoon Peak - 4:00pm - 6:00pm
- Weekday - 9:00am to 4:00pm
- Weekday Evening - 6:00pm - 9:00pm
- Weekend
- Other (please specify)

Mandatory Question (187 response(s))
Question type: Checkbox Question

Q9 What words, phrases or images come to mind when you think about Bayfield Street today?

[redacted] 1/09/2024 05:59 PM	busy, shopping, gateway to the north part of the city
Anonymous 1/16/2024 12:42 PM	Crowded, busy, traffic , difficult to cross
Anonymous 1/16/2024 12:43 PM	Busy, unsafe, loud, commercial/shopping corridor, unorganized, suburban, empty/vacant, lots of potential, Georgian Mall, Bayfield Mall, difficult to navigate volume of traffic (at peak times), backbone to northwest Barrie.
Anonymous 1/16/2024 12:48 PM	frustrating, busy, annoying, try to avoid, crowed,
Anonymous 1/16/2024 12:50 PM	Chaos. Red lights. Traffic jam.
[redacted] 1/16/2024 01:02 PM	congested mess
Anonymous 1/16/2024 01:07 PM	terrifying, hostile, expressway
Anonymous 1/16/2024 02:01 PM	Slow, jammed, dirty, signage everywhere, ugly
Anonymous 1/16/2024 02:11 PM	Busy, panhandling, nobody pays attention, no city pride or decor
Anonymous 1/16/2024 02:43 PM	Busy, congested, backed up
Anonymous 1/16/2024 02:50 PM	Traffic, unsafe, congestion, accidents. Panhandling, homelessness
Anonymous 1/16/2024 03:10 PM	Busy, congested, shopping

Anonymous 1/16/2024 03:22 PM	Busy long waits, constant car accidents, encampments
Anonymous 1/16/2024 03:28 PM	Busy, unattractive.
Anonymous 1/16/2024 04:44 PM	Traffic jams
Anonymous 1/16/2024 06:44 PM	Congestion, Dangerous, Insanity
Anonymous 1/16/2024 07:12 PM	Congestion
Anonymous 1/16/2024 08:30 PM	Traffic, busy, don't turn left
Anonymous 1/16/2024 08:38 PM	Shit show
Anonymous 1/16/2024 09:09 PM	Busy
Anonymous 1/16/2024 09:25 PM	unsafe for pedestrians, too busy, car accidents, panhandlers, cars that don't know how to stop at the line and are half or fully in the crosswalk
Anonymous 1/16/2024 09:54 PM	Congested, unsafe, stroad, aggressive driving, ugly
Anonymous 1/16/2024 11:26 PM	Busy, but not as overwhelming as Mapleview.
Anonymous 1/17/2024 05:50 AM	Congested, Dangerous, Concrete, Run down, Gateway, Major Route
Anonymous 1/17/2024 07:28 AM	Busy, ugly, dangerous for cyclists and pedestrians

Anonymous 1/17/2024 08:54 AM	Sinking manholes to avoid, pan-handlers, tent cities, impossible left turns, two sad dead malls that should be full of retailers, hotel with no sign anymore, and a very dangerous and frustrating intersection when two lanes turn into three, and people who can turn right onto Bayfield Street from Cundles just sit and wait unnecessarily.
Anonymous 1/17/2024 09:42 AM	Congestion, poorly planned, inefficient
Anonymous 1/17/2024 11:11 AM	high traffic, congested, busy, poor driving choices
Anonymous 1/17/2024 11:36 AM	An ugly reminder of how building places for cars instead of people makes places worse. Bayfield is a shitshow no matter what time of day you go. Adding more car lanes will only make the issue worse. If anything, we should be taking every measure to reduce the amount of people that need to drive to access the area. The stroad is also really dangerous to walk.
Anonymous 1/17/2024 11:37 AM	Busy, cramped. Homeless people everywhere
Anonymous 1/17/2024 01:01 PM	Cluster F
Anonymous 1/17/2024 02:06 PM	Cluttered, hard to turn left anywhere, avoid when possible.
Anonymous 1/17/2024 02:11 PM	Too busy. Lights are too long. It's too difficult to make left turns onto or off of Bayfield. There's a sunken manhole cover near the Canadian Tire.
Anonymous 1/17/2024 02:36 PM	Chaotic, run down, aggressively ugly, unfriendly, out of touch
Anonymous 1/17/2024 08:24 PM	Congested - Busy - Not Pedestrian Friendly - Dangerous - Requires More Traffic Lights instead of middle turning lane
Anonymous 1/18/2024 08:22 AM	Congested

Anonymous 1/18/2024 09:55 AM	Nightmare, poorly synced traffic lights
Anonymous 1/18/2024 01:39 PM	Busy, poor traffic management, no traffic signal synchronization, haphazard, red light after red light.
Anonymous 1/18/2024 01:41 PM	Overdeveloped, lack of boulevard, mass of concrete and pavement
Anonymous 1/18/2024 06:44 PM	Busy. Dangerous can be. Accidents
Anonymous 1/18/2024 09:03 PM	Congestion, badly timed lights, slow, frustrating
Anonymous 1/18/2024 09:56 PM	Congested traffic, unsafe pedestrian crossings, traffic accidents
Anonymous 1/19/2024 10:26 AM	Ugly, dangerous, noisy
[redacted] 1/20/2024 12:04 PM	An unsafe Stroad. Mix between street and road trying to move cars and tolerate buses and pedestrians. Unsafe for all modes
Anonymous 1/20/2024 04:06 PM	Speed to fast. Too much out of town no contributing users. Speed Too fast. Bayfield and Heather Street alignment is so beyond description on how it was approved. No heavy trucks
Anonymous 1/23/2024 07:16 AM	Traffic, lights, businesses
Anonymous 1/29/2024 05:40 PM	Gaudy. Bloated. Aging. Crumbling. Poorly developed. Nearly impassible due to congestion. To be avoided whenever possible.
Anonymous 1/29/2024 11:29 PM	Bleak, ugly, congested, slow
Anonymous 1/30/2024 03:21 PM	Crowded traffic jam

Anonymous 1/30/2024 03:37 PM	The Golden Mile
Anonymous 1/30/2024 10:51 PM	Parking lots, distasteful architecture, uninteresting shops, designed for cars.
Anonymous 1/31/2024 05:52 AM	Busy, main artery, essential
Anonymous 1/31/2024 02:29 PM	Congestion dangerous traffic and sidewalks. The lights turn yellow on Bayfield at Grove seems to mean speed up beet or run the red. Sidewalks the ones on bikes coming down hill drag feet to slow down or cut across road hoping for no traffic. If light green then done slow down fly down sidewalk with no regard to others walking.
Anonymous 2/01/2024 11:51 AM	Busy, traffic, shopping, groceries, golden mile
Anonymous 2/01/2024 04:33 PM	Poorly designed, unsafe, congested
Anonymous 2/01/2024 08:58 PM	Narrow. Congested. Busy. Dangerous.
Anonymous 2/01/2024 09:02 PM	Shopping, Restaurants, Food
[redacted] 3/04/2024 10:52 AM	jay walkers car accidents traffic is terrible and people always blowing red lights
Anonymous 3/11/2024 11:43 AM	Busy
Anonymous 3/11/2024 11:54 AM	A traffic nightmare
Anonymous 3/11/2024 11:58 AM	Congested, too many red lights
Anonymous 3/11/2024 12:41 PM	Congested, overused, needed

Anonymous 3/11/2024 12:56 PM	congested, "avoid it, if you can", "only slightly better than Mapleview" "timing on the lights are designed to create congestion"
Anonymous 3/11/2024 01:29 PM	Nuts, crazy….
Anonymous 3/11/2024 01:39 PM	Busy
Anonymous 3/11/2024 02:02 PM	Busy. Traffic lights. Shopping. Commuters.
Anonymous 3/11/2024 02:45 PM	Congested, busy, chaos.
Anonymous 3/11/2024 06:10 PM	A mess. Very busy
Anonymous 3/11/2024 06:17 PM	Busy and congested with traffic.
Anonymous 3/11/2024 07:18 PM	Busy, dangerous for pedestrians
Anonymous 3/11/2024 10:08 PM	Traffic congestion from the 400 interchange to Georgian Mall
Anonymous 3/11/2024 10:23 PM	Busy and congested
Anonymous 3/12/2024 03:29 AM	Falling apart, needed to be updated 20 years ago, NEEDS PROTECTED BIKE LANES
Anonymous 3/12/2024 07:53 AM	Congestion, lots of empty stores, gridlock especially the on ramp from Hwy 400
Anonymous 3/12/2024 09:19 AM	Bumper to bumper traffic congestion Poor planning by the city Too much retail concentrated in one area, same goes for Mapleview

Anonymous 3/12/2024 11:29 AM	Unorganized
Anonymous 3/13/2024 07:45 PM	It's worn down, ugly, always congested and difficult to manoeuvre in and out of business lots.
Anonymous 3/14/2024 03:39 PM	nightmare
Anonymous 3/15/2024 04:26 PM	Outdated, sprawl, gas stations, inefficient, traffic, empty parking lots
[redacted] 3/16/2024 09:04 AM	Congested, accidents, bad drivers, unsafe, scary, not pedestrian or bike friendly, dislike intersections, avoid,
Anonymous 3/16/2024 09:18 AM	Awful, avoid, stroad, poor drivers.
Anonymous 3/23/2024 10:55 AM	Awkward
Anonymous 4/02/2024 11:41 AM	Hostile to pedestrians and cyclists. mediocre public transit facilities. tons of personal vehicles. Congestion. busy. commercial. A spine of the city
Anonymous 4/03/2024 11:19 AM	Crowded, slow, dangerous
Anonymous 4/03/2024 09:45 PM	Ugly, car-centric, noisy, busy, unsafe, necessary, buses stuck in traffic
Anonymous 4/04/2024 11:06 AM	Busy
Anonymous 4/04/2024 11:50 AM	Busy and congested
Anonymous 4/04/2024 02:24 PM	Busy. Run down.

Anonymous 4/04/2024 02:30 PM	Gridlock, Aggressive traffic
Anonymous 4/04/2024 02:42 PM	A mess
Anonymous 4/04/2024 02:44 PM	congested
Anonymous 4/04/2024 02:46 PM	Busy A mix a cars, trucks and pedestrian traffic
Anonymous 4/04/2024 02:50 PM	Busy Dangerous to walkers and cyclists
Anonymous 4/04/2024 02:55 PM	Congestion, impatience, left turns in front of two opposing lanes of traffic, GTA traffic getting off 26 and inpatient
Anonymous 4/04/2024 03:00 PM	Very busy and difficult to get across traffic even at intersections
Anonymous 4/04/2024 03:32 PM	Congested and unsafe
Anonymous 4/04/2024 03:35 PM	too busy. People do not pay attention at the Bayfield street (heading south) / Cundles road @ the right hand turn lane and try to get back into the correct lane to keep driving south. I dislike when people try to make a LEFT hand turn leaving a business (eg from Red Lobster) to head south on Bayfield street. (See suggestion below) the road is too busy to have cyclist on it.
Anonymous 4/04/2024 03:54 PM	Unsafe crossing
Anonymous 4/04/2024 03:59 PM	Busy, hard to cross, hard to merge in, generic busy commercial throughway
Anonymous 4/04/2024 04:33 PM	Busy, traffic, accidents

Anonymous 4/04/2024 04:37 PM	Slow. Congested. Anxious. Signs.
Anonymous 4/04/2024 04:43 PM	Busy, Unsafe, Poorly programmed timing on lights,
Anonymous 4/04/2024 05:02 PM	Congested. Far too many stop lights. Bad drivers. Lack of lane discipline
Anonymous 4/04/2024 05:28 PM	Busy, dangerous, congested
Anonymous 4/04/2024 05:37 PM	Poorly organized, congested, too much through traffic
Anonymous 4/04/2024 05:44 PM	chaotic & poorly planned
Anonymous 4/04/2024 05:49 PM	BUSY; take the left lane to avoid the lineup behind the bus until you pass Canadian tire to get on the highway on the same DAY; would hate to be a pedestrian near the highway; never letting my kids walk down that road ever; when rushed for time and dont have a a WHACKLOAD, do the smart thing and take the backroads.
Anonymous 4/04/2024 07:07 PM	Congested, unsafe (particularly as a pedestrian), too many driveway entrances.
Anonymous 4/04/2024 07:23 PM	Congestion, scary
Anonymous 4/04/2024 07:40 PM	Dangerous for pedestrians. Please no right turns on reds..I almost get killed once a week because of this.
Anonymous 4/04/2024 08:02 PM	Panhandlers Dirty Overcrowded Boring Too many dying businesses or vacant businesses
Anonymous 4/04/2024 08:05 PM	Great potential, businesses are coming back, Great investments. More pedestrians means more traffic, make Bayfield Street traffic safe.

Anonymous 4/04/2024 08:45 PM	Out dated
Anonymous 4/04/2024 09:00 PM	Not Wheelchair friendly
Anonymous 4/04/2024 09:01 PM	Traffic Not pedestrian friendly Concrete
Anonymous 4/04/2024 09:19 PM	Slow. Rough. Disorganised
Anonymous 4/04/2024 09:20 PM	Congested
Anonymous 4/04/2024 09:31 PM	Dangerous turns and traffic. Busy. Chaos.
Anonymous 4/04/2024 09:38 PM	Homeless people on intersections and crossing roads dangerous. Massive congestion. Lights not in sync when travelling through so held up at red lights endlessly.
Anonymous 4/04/2024 09:39 PM	Chaos
Anonymous 4/04/2024 09:49 PM	Busy, essential, high traffic area
Anonymous 4/04/2024 09:57 PM	Always busy
Anonymous 4/04/2024 10:11 PM	Bottleneck, difficulty getting to 400 onramp, slowdowns, inconsiderate drivers, feels like a highway
Anonymous 4/04/2024 10:44 PM	Licks Burgers, nothing up Bayfield, money money money, busy busy busy, Bowling, original mapleview st, homeless, adult store, failed business, inaccessible, wasteland,
Anonymous 4/05/2024 01:35 AM	Traffic

Anonymous 4/05/2024 01:52 AM	Slow dated traffic collision
Anonymous 4/05/2024 03:50 AM	Traffic
Anonymous 4/05/2024 04:38 AM	Horrible!
Anonymous 4/05/2024 04:39 AM	Slow. Busy. Congested. Poor flow. Commercial. Retail. North ends main essential road for getting around.
Anonymous 4/05/2024 05:29 AM	Congested, long lights, traffic stuck
Anonymous 4/05/2024 06:54 AM	Very busy
Anonymous 4/05/2024 07:01 AM	Heavy traffic, hard to navigate. Cottage goers main route of travel.
Anonymous 4/05/2024 07:13 AM	Busy
Anonymous 4/05/2024 07:33 AM	Heavy traffic, buses often run late
Anonymous 4/05/2024 08:06 AM	Busy, congested, necessary
Anonymous 4/05/2024 08:28 AM	Congested, hard to see road when coming out of parking lots and to be respectful of pedestrians (signs/poles block views)
Anonymous 4/05/2024 08:48 AM	avoid on weekends and busy times…congested, hard to get in and out of store locations, long wait times due to traffic congestion, causes congestion getting on and off the 400
Anonymous 4/05/2024 09:52 AM	Congestion (specifically after you get off the northbound ramp)

Anonymous 4/05/2024 12:02 PM	Congested, too many entrances, slow
Anonymous 4/05/2024 12:07 PM	Congested, slow, inefficient
Anonymous 4/05/2024 12:16 PM	Shopping and Heavy traffic. Pan handlers all over the place.
Anonymous 4/05/2024 02:57 PM	Was on Bayfield today and was good, keep the thought traffic going to elmvale and collingwood wasaga, beach. away for Bayfield. Should have to use alternate routes. Also keep all heavy trucks of Bayfield.
Anonymous 4/05/2024 04:07 PM	Heavy traffic. Too many lights and takes too long to travel up or down Bayfield St.
Anonymous 4/05/2024 04:37 PM	Traffic jam and slow signals
Anonymous 4/05/2024 04:57 PM	Ugly and slow
Anonymous 4/05/2024 05:12 PM	So slow
Anonymous 4/05/2024 06:36 PM	Beggars, drug addicts, panhandlers, vagrants, public intoxication, menace to safe driving.
Anonymous 4/05/2024 07:15 PM	Traffic, congestion, rush hour, dangerous
Anonymous 4/05/2024 09:19 PM	Busy
Anonymous 4/05/2024 09:50 PM	Overcrowded, dirty, crime, not enough space for transit,
Anonymous 4/05/2024 10:48 PM	Congested, slow, frustrating

Anonymous 4/06/2024 01:33 AM	Congested, inefficient,
Anonymous 4/06/2024 10:11 AM	Busy area, with lots of stores
Anonymous 4/06/2024 10:44 AM	Congested
Anonymous 4/06/2024 11:39 AM	Traffic, planning around busy times, avoiding it when possible, centra, the mall
Anonymous 4/06/2024 12:17 PM	Too many traffic lights close together, strangely narrow between the 400 and Cundles.
Anonymous 4/06/2024 05:08 PM	Bottleneck
[redacted] 4/06/2024 08:55 PM	slow, busy, ugly,heavy traffic from developments in/near Midhurst
Anonymous 4/06/2024 10:27 PM	30 Davison Place 30 Davison Place
Anonymous 4/07/2024 08:41 PM	Busy, loud, polluted
Anonymous 4/07/2024 10:24 PM	Busy, congested, chaotic
Anonymous 4/08/2024 08:00 AM	Main corridor in Barrie
[redacted] 4/08/2024 11:08 AM	Unsafe stroad
Anonymous 4/08/2024 12:36 PM	Homeless, drugs, cause of crime
Anonymous	Congested, busy, chaotic, dangerous

4/08/2024 05:48 PM	
Anonymous 4/08/2024 08:30 PM	Busy and sketchy
Anonymous 4/09/2024 10:58 PM	Congestion, chaotic, busy, stop and go, dangerous to pedestrians
Anonymous 4/11/2024 09:36 AM	Outdated commercial strip development
[redacted] 4/11/2024 06:22 PM	Exhausted, congested, a mess
Anonymous 4/11/2024 06:26 PM	Drugs, panhandling, dirty sidewalks, broken concrete with weeds, congestion, homeless people living in bushes. Junky etc
Anonymous 4/11/2024 06:40 PM	Scary…, traffic is too fast and numerous motorists are running yellow lights I feel unsafe and threatened when I have to stop where the panhandlers frequent
Anonymous 4/12/2024 07:32 AM	Congested, slow, big box stores
Anonymous 4/12/2024 08:45 PM	dated, unattractive, unsafe
Anonymous 4/13/2024 12:44 PM	Busy, unsafe, distractions everywhere!
Anonymous 4/16/2024 03:09 PM	Old. Busy. Congested. Small business owners.
Anonymous 4/16/2024 06:33 PM	traffic delays
Anonymous 4/16/2024 08:19 PM	Busy, congested, slow, time-consuming.
Anonymous 4/17/2024 01:09 PM	busy, congested

Anonymous 4/17/2024 02:04 PM	a congested, mess of angry drivers, each trying to achieve his or her goals, and exasperated when forced to wait or give way.
Anonymous 4/17/2024 03:33 PM	A nuthouse. Way too much traffic
Anonymous 4/17/2024 08:37 PM	Congested, poorly planned, crumbling infrastructure, needs better flow
Anonymous 4/17/2024 09:49 PM	Shabby, busy, too many lights
Anonymous 4/17/2024 09:54 PM	Congestion
Anonymous 4/18/2024 06:38 AM	Congested
Anonymous 4/19/2024 07:07 PM	the turning in-into the kozlov entrance right across from menchies sucks and the advanced left turn on bayfieldxcundles is .2 seconds
Anonymous 4/20/2024 01:08 PM	Congested, not enough lanes, accidents, dangerous, hasn't kept up with the development around it, run down, old
Anonymous 5/03/2024 04:32 PM	Busy congested emergency vehicles construction fog walkers

Mandatory Question (187 response(s))
Question type: Essay Question

Q10 If you could change one thing about Bayfield Street, what would it be?

[redacted] 1/09/2024 05:59 PM	less traffic
Anonymous 1/16/2024 12:42 PM	Make it easier for buses to get through

Anonymous 1/16/2024 12:43 PM	Wider sidewalks, and design which focused on pedestrian use of the street, focusing on ease of use, and efficiency in getting from A to B (more direct pedestrian paths to major shopping centres, reduce number of driveways or contact points between vehicles and pedestrians).
Anonymous 1/16/2024 12:48 PM	the amount of vehicles
Anonymous 1/16/2024 12:50 PM	It not taking 15 minutes to travel from cundles to the highway in the morning.
[redacted] 1/16/2024 01:02 PM	limit direct access, widen to increase capacity
Anonymous 1/16/2024 01:07 PM	add protected bike lanes on both sides
Anonymous 1/16/2024 02:01 PM	Adding safe, protected cycling lanes/multiuse pathways/cycletrack. Add green infrastructure, native plants, shrubs and trees to capture carbon and run off, create a healthy ecosystem in a sea of concrete.
Anonymous 1/16/2024 02:11 PM	Add some beautification. City pride. Holiday decor. Used to be the golden mile.... Now not so much....
Anonymous 1/16/2024 02:43 PM	Left turns having advanced green at times other than busiest times
Anonymous 1/16/2024 02:50 PM	Widen the bridge over the 400
Anonymous 1/16/2024 03:10 PM	Make the stretch between Highway 400 and Livingstone safer and less congested, it's often stop and go traffic and dangerous intersections prone to accidents. There are also often accidents to turn into and out of the Kozlov Centre onto Bayfield.
Anonymous 1/16/2024 03:22 PM	More safety for pedestrians
Anonymous	Green it up

1/16/2024 03:28 PM	
Anonymous 1/16/2024 04:44 PM	Sync traffic signals
Anonymous 1/16/2024 06:44 PM	More lanes, and fast. Whatever plan you have for this widening is too far, you’re bringing in so many people, the road cannot handle it.
Anonymous 1/16/2024 07:12 PM	Less traffic
Anonymous 1/16/2024 08:30 PM	Improve light cycles, ie. Shorten lights at 400 interchange during non-peak hours, maybe find some way of improving flow specifically at the Cedar Lane intersection
Anonymous 1/16/2024 08:38 PM	Less traffic or better flow
Anonymous 1/16/2024 09:09 PM	Make it so you drive from one end to the other in less than an hour.
Anonymous 1/16/2024 09:25 PM	safer for pedestrians
Anonymous 1/16/2024 09:54 PM	Restrict driveway access but putting in centre median. Permit U turns at intersections.
Anonymous 1/16/2024 11:26 PM	Better traffic flow
Anonymous 1/17/2024 05:50 AM	Ability to make left-hand turns easier
Anonymous 1/17/2024 07:28 AM	Bike lanes.
Anonymous 1/17/2024 08:54 AM	Fill the malls - tell the developers to lower their rents or something. Don't allow any new building until the old buildings are full and renovated if need be.

Anonymous 1/17/2024 09:42 AM	wider with (express) through lanes vs local lanes
Anonymous 1/17/2024 11:11 AM	More lanes from Dunlop....should be a proper turn lane, and wider
Anonymous 1/17/2024 11:36 AM	Reduce the lanes to two on each side, and either make the extra lanes cycling lanes, or bus only lanes.
Anonymous 1/17/2024 11:37 AM	Cleaning it up & doing something about the homeless people
Anonymous 1/17/2024 01:01 PM	Less entrances/exits flowing onto Bayfield
Anonymous 1/17/2024 02:06 PM	Make turning left across traffic more simple.
Anonymous 1/17/2024 02:11 PM	Left turns would always have an advanced green
Anonymous 1/17/2024 02:36 PM	Prioritizing modes of transport other than cars
Anonymous 1/17/2024 08:24 PM	Install additional Traffic Lights instead of middle turning lane, which is quite dangerous & causes many accidents each year
Anonymous 1/18/2024 08:22 AM	Turning lanes
Anonymous 1/18/2024 09:55 AM	Better traffic flow
Anonymous 1/18/2024 01:39 PM	Traffic signal synchronization so that traffic can actually move.
Anonymous 1/18/2024 01:41 PM	Add trees or soften the harsh hard surfaces which dominate the street.
Anonymous	Traffic flow

1/18/2024 06:44 PM	
Anonymous 1/18/2024 09:03 PM	Improve traffic flow
Anonymous 1/18/2024 09:56 PM	Less congestion, more pedestrian friendly lights/crossings
Anonymous 1/19/2024 10:26 AM	Dedicated bus lanes
[redacted] 1/20/2024 12:04 PM	HOV Lanes
Anonymous 1/20/2024 04:06 PM	No access from 400 nb or 400 sb. Only able to enter 400
Anonymous 1/23/2024 07:16 AM	Number of lights, add 3rd lane from cundles to 400
Anonymous 1/29/2024 05:40 PM	Bike access. It is virtually impossible with the narrow lanes, high speeds and traffic congestion to safely cycle on this road. The Hwy 400 bridge is impossible to ride across from south to north; surface issues along with the raised sidewalk make it too dangerous and this cuts off the city from the south side from accessing “The Golden Mile”.
Anonymous 1/29/2024 11:29 PM	Plant trees
Anonymous 1/30/2024 03:21 PM	Better traffic flow, less lights so close to the highway on and off ramps
Anonymous 1/30/2024 03:37 PM	Construct a new bridge over Hwy 400
Anonymous 1/30/2024 10:51 PM	Eradicate all cars use an over pass create a central blvd with trees, pop up eateries, and shops that come up to the street. Parking should go behind the shops and walking/ cycling should be the focus. There had never been a widening of a street or highway that solved congestion.

Anonymous 1/31/2024 05:52 AM	Right turn lane onto Bayfield at Coulter
Anonymous 1/31/2024 02:29 PM	No left turn from hwy onto Bayfield toward Grove from the west side I believe be the side of Travelodge is on. To many vehicles turn off hwy there to come short distance to uturn and head back up Bayfield st to were there destination maybe. Causes close calls for residents and all drivers on the road. This happens on average one per hour if to put into a 24 hour period summer time even more be every 30 min then.
Anonymous 2/01/2024 11:51 AM	widen lanes if possible
Anonymous 2/01/2024 04:33 PM	Eliminate left hand turns at non controlled intersections, which would allow left hand turns only at controlled intersections (Like Holland Landing Road in Bradford ON did it during their reconstruction
Anonymous 2/01/2024 08:58 PM	widen it so buses and turning vehicles are not delaying traffic flow.
Anonymous 2/01/2024 09:02 PM	Put in combination right turn / bus stop Lanes
[redacted] 3/04/2024 10:52 AM	remove the walls in front of homes that have been placed between grove and 400 makes difficult in these multi units to get in and out visually to see traffic and or pedestrians
Anonymous 3/11/2024 11:43 AM	Have a separate lane for entering the 400 south highway.
Anonymous 3/11/2024 11:54 AM	Left lane turns that are not at intersections
Anonymous 3/11/2024 11:58 AM	Better flow of traffic
Anonymous 3/11/2024 12:41 PM	Wider, three lanes
Anonymous 3/11/2024 12:56 PM	number of lanes

Anonymous 3/11/2024 01:29 PM	Better pedestrian and cycling infrastructure
Anonymous 3/11/2024 01:39 PM	Driver education. Be in the right lane, use indicators, know your destination and be respectful of other drivers that may be visiting Barrie. I have never seen a drivers education company travel on Bayfield St with a student driver.
Anonymous 3/11/2024 02:02 PM	That traffic lights are better synced, that people are there to shop and not just pass through to outside of Barrie.
Anonymous 3/11/2024 02:45 PM	Dedicated transit indentations for buses (think TTC) so that vehicle traffic doesn't get impacted.
Anonymous 3/11/2024 06:10 PM	More lanes. But i now there is not much room for that.
Anonymous 3/11/2024 06:17 PM	More accessible and easy flowing traffic.
Anonymous 3/11/2024 07:18 PM	More driver awareness
Anonymous 3/11/2024 10:08 PM	There has to be a way to time the traffic signals so traffic moves faster
Anonymous 3/11/2024 10:23 PM	Add bike lines to make traveling to work on a bike safer
Anonymous 3/12/2024 03:29 AM	It needs protected bike lanes which would increase bicycle usage, reduce traffic congestion, reduce wear and tear to the roads and reduce pollution from cars
Anonymous 3/12/2024 07:53 AM	Less traffic, better access to Hwy 400 north that doesn’t hold up traffic going east. Dedicated bus lanes.
Anonymous 3/12/2024 09:19 AM	Reduce the number of businesses & driveway entrances

Anonymous
3/12/2024 11:29 AM

Better turning lanes, better pedestrian crosswalks and wider lanes for safe cycling. Not everyone can afford cars.

Anonymous
3/13/2024 07:45 PM

Median between Hwy 400 and Cundles to restrict left hand turns that cause accidents and congestion.

Anonymous
3/14/2024 03:39 PM

pave it so it's not a disaster and make it less packed constantly

Anonymous
3/15/2024 04:26 PM

Get traffic under control by implementing a 'road diet' to make more space for proper, separated bike lanes and extended transit service along Bayfield street. It would be great to put in a tram instead of the middle lane of vehicle traffic that runs the entirety of Bayfield street, from the north end near Staples right down to the waterfront and create a very strong connection between Bayfield street (and nearby residential streets) to downtown to alleviate both traffic and downtown parking pressures (and be a very unique bragging point for Barrie to have regarding connectivity with the waterfront, being such a waterfront-focused City).

[redacted]
3/16/2024 09:04 AM

Vehicles turning is what scares me about Bayfield, it needs to be safer. Possible solutions: Resolve middle turning lane, it makes driving unsafe and is the cause of many accidents I see or witness near misses of. Not sure if as some suggested allowing one way turns into traffic would make things safer. Some businesses sure congest traffic, like Tim Hortons at Cundles. Can you force access to some businesses from artery roads at sets of lights or main roads into plazas? Have one driveway into a plaza vs multiple. It would be safer for pedestrians and cyclists using sidewalks even if they are separated to have fewer driveways onto Bayfield. The entire length of Bayfield there is a driveway crossing the sidewalk every 5 feet it seems, you can’t be that alert as a cyclist or pedestrian, you would get a neck cramp; it falls to drivers to look for us as a duty of turning.

Anonymous
3/16/2024 09:18 AM

Change access to plazas, reduce amount of access points to plazas and have lights at all of them. Use it as an example of how not to design a major road.

Anonymous
3/23/2024 10:55 AM

Bike lanes

Anonymous 4/02/2024 11:41 AM	Improve pedestrian, cycling, and public transit facilities to encourage people to get out of their cars and use other modes of transportation
Anonymous 4/03/2024 11:19 AM	Pedestrian safety crossing the SB on-ramp to the 400 on the west side of bayfield
Anonymous 4/03/2024 09:45 PM	Somehow make it less car-centric. It's difficult because so many drivers use it just to get on/off the 400 to and from work so it's necessary to get that traffic through. Perhaps less property access and making it more appealing for people to find alternative methods to shop in the area, and only drive if they need to get on the 400. Right now, it's chaotic.
Anonymous 4/04/2024 11:06 AM	Better access lanes to hwy 400
Anonymous 4/04/2024 11:50 AM	Better, more courteous drivers 😆 More lanes, centre median, fewer left turn opportunities, dedicated left and right turn lanes at major intersections with protected green turn arrows, for left right and U turns. Dedicated bus / HOV lanes and separated cycle paths would also be welcomed additions.
Anonymous 4/04/2024 02:24 PM	Traffic congestion
Anonymous 4/04/2024 02:30 PM	having a 'express' lane for 400 on ramps to not clog up localized traffic
Anonymous 4/04/2024 02:42 PM	Have bus lanes four buses and better bus stops
Anonymous 4/04/2024 02:44 PM	amount of traffic lights/intersections
Anonymous 4/04/2024 02:46 PM	Create additional lanes for walking, biking & vehicle traffic in order to accommodate & ease congestion
Anonymous 4/04/2024 02:50 PM	Add a well protected cycle lane

Anonymous 4/04/2024 02:55 PM	barriers between intersections to prevent left turns off street and right turn only signs to exit onto street
Anonymous 4/04/2024 03:00 PM	Better traffic light synchronization
Anonymous 4/04/2024 03:32 PM	Add cycling area off road for safety of cyclist and motorists
Anonymous 4/04/2024 03:35 PM	make a road that is behind the businesses on the East side of the road (between the Shell gas station and up behind the Red lobster restaurant and up to the CIBC bank) so traffic can use that road to access those businesses.
Anonymous 4/04/2024 03:54 PM	Designed to accomodate all modes of transportation safely.
Anonymous 4/04/2024 03:59 PM	Total volume, more opportunities for through traffic
Anonymous 4/04/2024 04:33 PM	Expand the road, shorter lights, expansion specifically near the highway on ramps
Anonymous 4/04/2024 04:37 PM	Flow. Too many distractions. Safety for pedestrians.
Anonymous 4/04/2024 04:43 PM	Make it better accessible for both pedestrians and drivers.
Anonymous 4/04/2024 05:02 PM	Do away with most of the traffic lights and instead install round abouts from the 400 exit till the top of the hill leading down to highway 26
Anonymous 4/04/2024 05:28 PM	Remove or limit turn lane in the middle! Have defined or controlled turn lanes! Install a permanent barrier, so traffic cannot cross anywhere
Anonymous 4/04/2024 05:37 PM	Add a bypass for through traffic on 26

Anonymous 4/04/2024 05:44 PM	329 Blake St Barrie ON L4M 1L2
Anonymous 4/04/2024 05:49 PM	Make the back/secondary entrances to major parking lots on side streets more appealing/larger to encourage heavier use and reduce congestion on Bayfield. Also fewer but larger entrances that connect multiple businesses so the right lane isn't steady at 20km/h.. that'd be nice.
Anonymous 4/04/2024 07:07 PM	Close off some of the driveways that enter onto Bayfield. Restrict drive-thrus. Create over road pedestrian walkways like you see in Las Vegas (safer for pedestrians and doesn’t impede the flow of traffic).
Anonymous 4/04/2024 07:23 PM	Less cars
Anonymous 4/04/2024 07:40 PM	More police doing traffic stops on Bayfield. Dangerous driving not signaling.
Anonymous 4/04/2024 08:02 PM	Getting rid of the panhandlers and cleaning up the intersections and the ramp from the northbound 400
Anonymous 4/04/2024 08:05 PM	I would love to see a Park n fly Transit. A Park for kids and young parents.
Anonymous 4/04/2024 08:45 PM	Add more lanes
Anonymous 4/04/2024 09:00 PM	Better Wheelchair accessibility.
Anonymous 4/04/2024 09:01 PM	Landscaping/trees, easier turning into businesses
Anonymous 4/04/2024 09:19 PM	Reduce the amount of vehicles requiring to use it.
Anonymous 4/04/2024 09:20 PM	More lanes and provide a bus lane at stops so it doesn’t stop traffic.

Anonymous 4/04/2024 09:31 PM	Safer turns for accessing businesses
Anonymous 4/04/2024 09:38 PM	Wider sidewalks
Anonymous 4/04/2024 09:39 PM	Congestion
Anonymous 4/04/2024 09:49 PM	Additional bus shelters and consideration for pedestrians/transit
Anonymous 4/04/2024 09:57 PM	Always have advanced green turning on
Anonymous 4/04/2024 10:11 PM	Fewer stop lights
Anonymous 4/04/2024 10:44 PM	Business's too far away from street, not enough trees, too steep of hill, reduce parking lots
Anonymous 4/05/2024 01:35 AM	More lanes between Cundles and the hwy 400 ramp
Anonymous 4/05/2024 01:52 AM	Center lanes cause risky behaviour
Anonymous 4/05/2024 03:50 AM	Congestion
Anonymous 4/05/2024 04:38 AM	3 lanes both ways, less traffic light intersections, remove biking, widen sidewalks
Anonymous 4/05/2024 04:39 AM	The flow. Very busy and congested any time of day that isn’t between 8pm and 8am. Lived in this end of town my whole life and Bayfields always been the main road to get anywhere and to anything needed. It’s always a gong show and slooooooooow because flow and turning is brutal.
Anonymous 4/05/2024 05:29 AM	Better timing on lights

Anonymous 4/05/2024 06:54 AM	Reduce traffic during busy hours
Anonymous 4/05/2024 07:01 AM	The flow of traffic
Anonymous 4/05/2024 07:13 AM	Better flow
Anonymous 4/05/2024 07:33 AM	Bus lane - like Newmarket . To improve traffic flow. Many buses use Bayfield street.
Anonymous 4/05/2024 08:06 AM	Need bike lanes
Anonymous 4/05/2024 08:28 AM	Smart intersections (turn off lanes with yield), with pedestrian in mind (pedestrian light on before traffic light changes)
Anonymous 4/05/2024 08:48 AM	less traffic congestion
Anonymous 4/05/2024 09:52 AM	More lanes
Anonymous 4/05/2024 12:02 PM	Close driveways, widen the road, put an island down the middle with plants or flowers. Make it flow better for cars. Cycling should not be considered on Bayfield
Anonymous 4/05/2024 12:07 PM	Dedicated and divded transit and bicycle lanes
Anonymous 4/05/2024 12:16 PM	Widen lanes and move sidewalks over
Anonymous 4/05/2024 02:57 PM	Keep all traffic that is going west out of Barrie off the street, also big trucks should be aloud to use the street unless they are doing delivers to businesses on Bayfield,

Anonymous 4/05/2024 04:07 PM	Better flow of traffic.
Anonymous 4/05/2024 04:37 PM	Entrance exit of plaza
Anonymous 4/05/2024 04:57 PM	More trees
Anonymous 4/05/2024 05:12 PM	An extra lane, no turns at Cundles
Anonymous 4/05/2024 06:36 PM	I want to see the homeless population Yahweh care of (i.e. shelters etc...) and get them off the street. They are on every street fighter, at every single intersection, in the middle of the road and, very often, incredibly and obviously intoxicated in public. I regularly have my children with me and this presents an unsafe driving condition,when they cross in front of my car to beg for my money, when they are so intoxicated that they are stumbling and falling into the road, when they are having full on fist fights on the side of the highway offramp.
Anonymous 4/05/2024 07:15 PM	Reduce or eliminate all entrances to properties befween intersectiona. No more than 1 entrance between srop light should be allowed.
Anonymous 4/05/2024 09:19 PM	Better flow in and out of businesses along the street
Anonymous 4/05/2024 09:50 PM	Implement a similar transit system to Davis Dr in newmarket
Anonymous 4/05/2024 10:48 PM	Improved street lights (synced with each other)
Anonymous 4/06/2024 01:33 AM	Lights should be timed do u can hit them all green for easier traffic flow
Anonymous 4/06/2024 10:11 AM	More lanes
Anonymous	To spread out the retail that is on that road to other parts of the city to

4/06/2024 10:44 AM	allow for less congestion and more walkable neighborhoods
Anonymous 4/06/2024 11:39 AM	Synchronized traffic lights
Anonymous 4/06/2024 12:17 PM	Improve traffic flow, this can be achieved by making bus stops not block an entire lane from cundles to the 400
Anonymous 4/06/2024 05:08 PM	Make it as wide between Cundles and highway as it is from Cundles to city limits. Traffic congestion difference on each side of Cundles is extremely noticeable.
[redacted] 4/06/2024 08:55 PM	plant trees along the sides.
Anonymous 4/06/2024 10:27 PM	30 Davison Place 30 Davison Place
Anonymous 4/07/2024 08:41 PM	Replaced parking lots with housing
Anonymous 4/07/2024 10:24 PM	Easier access to businesses
Anonymous 4/08/2024 08:00 AM	Traffic light timing
[redacted] 4/08/2024 11:08 AM	Make it safer by consolidating driveways and restricting unsinalized movements
Anonymous 4/08/2024 12:36 PM	Clearing out the homeless
Anonymous 4/08/2024 05:48 PM	Easier to get into/out of business located along it
Anonymous 4/08/2024 08:30 PM	How busy it is
Anonymous	Reduce intersections, limit bi-directional accesses onto bayfield

4/09/2024 10:58 PM

Anonymous
4/11/2024 09:36 AM

Make it more pedestrian and cycling friendly by adding infrastructure, benches and street trees

[redacted]
4/11/2024 06:22 PM

Remove the center turn lanes

Anonymous
4/11/2024 06:26 PM

Clean it up.

Anonymous
4/11/2024 06:40 PM

Eliminate all billboard signs..,. It is too much of a distraction as I try to deal with the chaos

Anonymous
4/12/2024 07:32 AM

More easily bikeable

Anonymous
4/12/2024 08:45 PM

Safe access to the road coming out of busineses

Anonymous
4/13/2024 12:44 PM

Less driveways/entrances to businesses would prevent traffic backup, as well as sudden stops. I realize this would be a difficult ask but a common laneway between some properties could divert some of the turning traffic off Bayfield St. Alternatively, perhaps some of the Bayfield St access driveways could be eliminated for those properties that have alternate access points.

Anonymous
4/16/2024 03:09 PM

Improve traffic flow.

Anonymous
4/16/2024 06:33 PM

more traffic lanes

Anonymous
4/16/2024 08:19 PM

Better flow of traffic for less congestion.

Anonymous
4/17/2024 01:09 PM

an express lane for myself, haha! otherwise, wider

Anonymous
4/17/2024 02:04 PM

With my magic wand, I would change the access/egress for 400, .

Anonymous 4/17/2024 03:33 PM	Add more lanes so traffic can flow more smoothly
Anonymous 4/17/2024 08:37 PM	Better flow from 400 to Cundles
Anonymous 4/17/2024 09:49 PM	Quicker passing through intersections
Anonymous 4/17/2024 09:54 PM	Access to Bayfield from Coulter. Needs to have 2 lanes and they need to be properly marked on the roadway. Without a properly marked right hand turn lane (that should be widened) the traffic backs up on Coulter when a car turning left onto Bayfield blocks all the other cars from turning right on the red.Perhaps add a green arrow as well for the right hand turn.
Anonymous 4/18/2024 06:38 AM	Widen, add median to remove left hand turns unless at a light, better sidewalks
Anonymous 4/19/2024 07:07 PM	add a 3rd lane going towards the highway coming from georgian mall, not making that 3rd lane turn off at cundles
Anonymous 4/20/2024 01:08 PM	Remove the ridiculous number of intersections and replace with round-abouts to keep traffic moving.
Anonymous 5/03/2024 04:32 PM	Move hydro poles further away from the road southbound between hwy 400 and Wellington St.E

Mandatory Question (187 response(s))
Question type: Essay Question

Q11 What words, phrases or images come to mind when you think about Bayfield Street in the future?

[redacted] 1/09/2024 05:59 PM	fluid, active transportation, less traffic
Anonymous	Hopefully easier to cross

1/16/2024 12:42 PM

Anonymous
1/16/2024 12:43 PM

Potential for redevelopment, bus rapid transit design, Hwy. 7 in Vaughan (Vaughan Metropolitan Centre area), Davis Drive Newmarket, dedicated U turn signals at intersections, protected bike lanes, wider sidewalks.

Anonymous
1/16/2024 12:48 PM

frustrating, busy, annoying, try to avoid, crowed, get the bikes off the road

Anonymous
1/16/2024 12:50 PM

Ease of passage. Smooth travel. More homeless people.

[redacted]
1/16/2024 01:02 PM

pedestrian & bike friendly, congestion free

Anonymous
1/16/2024 01:07 PM

8-80 design, active transportation prioritized, human centric focus

Anonymous
1/16/2024 02:01 PM

Easy to safely cycle and walk - nice to look at with greenspace using native trees and plants. Standardized signage, limiting signage. Less cars, more multi modal use of other transporation (bus etc)

Anonymous
1/16/2024 02:11 PM

Progress. Access to the north. Condos.

Anonymous
1/16/2024 02:43 PM

Hopefully less backed up traffic

Anonymous
1/16/2024 02:50 PM

Congestion, traffic, accidents

Anonymous
1/16/2024 03:10 PM

Modernized, wider, easy to get through, safer

Anonymous
1/16/2024 03:22 PM

Not sure how you're gunna change the situation, feel as if it will be the same as now.

Anonymous
1/16/2024 03:28 PM

Open it up, green it up, make business on Bayfield is to get to.

Anonymous 1/16/2024 04:44 PM	Worse traffic jams
Anonymous 1/16/2024 06:44 PM	Delays, delays, delays red tape, more delays, and an improvement in 2030 that’s not sufficient because the population has surpassed expectations.
Anonymous 1/16/2024 07:12 PM	Less traffic and people pulling out when they shouldn't nearly causing an accident
Anonymous 1/16/2024 08:30 PM	Housing complex in place of existing structure at 400 Bayfield St (Bayfield Mall)
Anonymous 1/16/2024 08:38 PM	Stay away
Anonymous 1/16/2024 09:09 PM	Same
Anonymous 1/16/2024 09:25 PM	unsafe for pedestrians, too busy, car accidents, panhandlers, cars that don't know how to stop at the line and are half or fully in the crosswalk
Anonymous 1/16/2024 09:54 PM	Safe, pleasant, accessible for pedestrians and cyclists.
Anonymous 1/16/2024 11:26 PM	I am happy to hear about the planned transition to include residential and improve alternative travel (transit, biking, etc) — mixed use & accessible
Anonymous 1/17/2024 05:50 AM	Greenery, Open, well-designed
Anonymous 1/17/2024 07:28 AM	Multiuser safe
Anonymous 1/17/2024 08:54 AM	A retail destination, so Barrie residents aren't driving to Newmarket or Toronto anymore.

Anonymous 1/17/2024 09:42 AM	functional, well-planned
Anonymous 1/17/2024 11:11 AM	old junky buildings, new buildings, visually poor planning NO INFRASTRUCTURE
Anonymous 1/17/2024 11:36 AM	Hopefully, Bayfield is restructured to discourage driving, and encourage other methods of transport instead. Ideally, there wouldn't be on and off ramps for Bayfield, because a lot of traffic there is through traffic, not people trying to get somewhere in Bayfield.
Anonymous 1/17/2024 11:37 AM	Clean, wide, good flow of traffic
Anonymous 1/17/2024 01:01 PM	Hell scape
Anonymous 1/17/2024 02:06 PM	Lots of potential, probably will be mishandled by CoB and be worse off if it's anything like our public transit or other infrastructure projects (Anne St. Bridge going past its build date)
Anonymous 1/17/2024 02:11 PM	Smooth. Busier. Well-timed lights so you don't get a red light every time
Anonymous 1/17/2024 02:36 PM	More of the same, a textbook example of out-of-touch urban planning, commercial ghetto
Anonymous 1/17/2024 08:24 PM	Pedestrian-Friendly / Improved Safety / Controlled Traffic that flows more smoothly
Anonymous 1/18/2024 08:22 AM	Less congestion
Anonymous 1/18/2024 09:55 AM	Over crowded, poor traffic flow, avoidance
Anonymous 1/18/2024 01:39 PM	It could be so much better.

Anonymous 1/18/2024 01:41 PM	Congestion, central raised median
Anonymous 1/18/2024 06:44 PM	Safe. Flowing
Anonymous 1/18/2024 09:03 PM	Improved driving
Anonymous 1/18/2024 09:56 PM	Increased volume
Anonymous 1/19/2024 10:26 AM	Busier, more dangerous, etc.
[redacted] 1/20/2024 12:04 PM	Complete street
Anonymous 1/20/2024 04:06 PM	Slower traffic, no off 400 access.
Anonymous 1/23/2024 07:16 AM	To me I don't see bayfield changing much, though it would be nice to see more tall residential buildings along its core.
Anonymous 1/29/2024 05:40 PM	Accessible. Easy to drive. Traffic controlled and enabled. Cycling accessible.
Anonymous 1/29/2024 11:29 PM	efficient, well-managed traffic, attractive
Anonymous 1/30/2024 03:21 PM	Wider
Anonymous 1/30/2024 03:37 PM	The connection from downtown to the north
Anonymous 1/30/2024 10:51 PM	It will likely remain a series of horrible looking shops/ malls with greater congestion that sees little retail business as everyone goes out of town to shop.

Anonymous 1/31/2024 05:52 AM	See 9
Anonymous 1/31/2024 02:29 PM	Bike lanes safer sidewalks no lefts into malls unless at a light no turns between Grove and the 400. People aware it's a residential area and there are driveways between wellington and hwy along Bayfield for residents not just business.
Anonymous 2/01/2024 11:51 AM	Community, dining, shopping, golden mile
Anonymous 2/01/2024 04:33 PM	No left hand turns outside of intersections, median, grade separated bike lanes, BRT
Anonymous 2/01/2024 08:58 PM	Flowing traffic. All intersections have co-ordinated turn signals (advances). Busier.
Anonymous 2/01/2024 09:02 PM	busier , more congested
[redacted] 3/04/2024 10:52 AM	traffic flow improved no left turs into mall entrances seems to be a major factor in accidents
Anonymous 3/11/2024 11:43 AM	Bike lanes, street car or subway. Higher position density. Taller buildings.
Anonymous 3/11/2024 11:54 AM	Less congestion, smooth traffic flow without kissing bumpers to stop line hopping to enter highway, longer advances, no unsafe left hand turns
Anonymous 3/11/2024 11:58 AM	Hopefully well designed. Hopefully nothing like Mapleview.
Anonymous 3/11/2024 12:41 PM	Unknown
Anonymous 3/11/2024 12:56 PM	"maybe they will fix the lights"

Anonymous 3/11/2024 01:29 PM	Going to get worse
Anonymous 3/11/2024 01:39 PM	It will still be busy
Anonymous 3/11/2024 02:02 PM	Construction. Commuters. Shopping.
Anonymous 3/11/2024 02:45 PM	Streamlined.
Anonymous 3/11/2024 06:10 PM	Hopefully more organized. Since it will alway be a busy st
Anonymous 3/11/2024 06:17 PM	Busy infrastructure
Anonymous 3/11/2024 07:18 PM	Same
Anonymous 3/11/2024 10:08 PM	Less congestion
Anonymous 3/11/2024 10:23 PM	Congested
Anonymous 3/12/2024 03:29 AM	Protected bike lanes, a bridge that isn’t crumbling, a southbound onramp that gives you more than half a lane width to merge onto the 400. Maybe some roundabouts instead of traffic lights
Anonymous 3/12/2024 07:53 AM	More like the Harvie st bridge
Anonymous 3/12/2024 09:19 AM	More traffic congestion, Mapleview was widened to 3 lanes and it's still congested throughout the day. It's going to be a nightmare when the bridge is removed and road repair starts. I can only picture sitting in a line of traffic just like the mess throughout the GTA.
Anonymous 3/12/2024 11:29 AM	Dedicated lanes, no left turns except at lights, eg Boulevards

Anonymous 3/13/2024 07:45 PM	It would be nice if it had more aesthetic appeal to take pride in, less panhandlers, a consistent road surface, and better timed lights to maintain traffic control.
Anonymous 3/14/2024 03:39 PM	no change.
Anonymous 3/15/2024 04:26 PM	Affordable housing complexes, refurbished malls, repurposed parking lots, trees, local businesses over franchises, pedestrians
[redacted] 3/16/2024 09:04 AM	Safer, easier to turn on/off of, pedestrian and cyclist friendly, separated lanes for cyclists, fewer driveways onto Bayfield, denser as it's an artery road, more apartments (not condos), build up vs out, better intersections, longer turn signals at lights
Anonymous 3/16/2024 09:18 AM	More of the same, only wider.
Anonymous 3/23/2024 10:55 AM	Less advertising signage
Anonymous 4/02/2024 11:41 AM	Improved mobility through better pedestrian, cycling and public transit options/facilities, particularly separated options. Greener with more street trees and other vegetation. More mix of uses. A spine of the city
Anonymous 4/03/2024 11:19 AM	Smooth sailing, safe, accommodating access to local businesses
Anonymous 4/03/2024 09:45 PM	Active, communal, walkable, transit
Anonymous 4/04/2024 11:06 AM	NA
Anonymous 4/04/2024 11:50 AM	Transit and pedestrian friendly.
Anonymous	I tend to avoid the area if I can help it

4/04/2024 02:24 PM	
Anonymous 4/04/2024 02:30 PM	No bike lanes.
Anonymous 4/04/2024 02:42 PM	Hopefully more organized
Anonymous 4/04/2024 02:44 PM	too many people/cars
Anonymous 4/04/2024 02:46 PM	Better flow of walking, biking and all vehicle traffic
Anonymous 4/04/2024 02:50 PM	Major access road in Barrie
Anonymous 4/04/2024 02:55 PM	"Cityots" (commonly used slang turn) from GTA
Anonymous 4/04/2024 03:00 PM	Better flow
Anonymous 4/04/2024 03:32 PM	Easier access to business and hwy 400 is a safe manner. Have you ever tried to turn right from Coulter onto Bayfield to access 400 NB. You take your life in your hands.
Anonymous 4/04/2024 03:35 PM	main route to shopping centres.
Anonymous 4/04/2024 03:54 PM	Improved design, safe crossings, less pedestrian/cycling spaces mixed with car spaces (bike lanes painted on roads vs bike lanes on sidewalks) trees and green space
Anonymous 4/04/2024 03:59 PM	Accessible, identifiable as Barrie, interesting.
Anonymous 4/04/2024 04:33 PM	Main road, less traffic
Anonymous	Safety. Clear choices. Minimal signage near sidewalks.

4/04/2024 04:37 PM

Anonymous
4/04/2024 04:43 PM

Restructure required for both the streets and the businesses alike.

Anonymous
4/04/2024 05:02 PM

Seedy. Run down. Congested. Used by too many Torontonians crowding the road and not paying for Bayfield streets upkeep. Install pay per used toll on the road that tracks Platts of non Barrie residents on weekend and charge each vehicle 2 dollar ls to use the road.

Anonymous
4/04/2024 05:28 PM

If it is not done correctly, it will just get worse

Anonymous
4/04/2024 05:37 PM

Either reduce traffic or find better ways to manage access to businesses on that street.

Anonymous
4/04/2024 05:44 PM

329 Blake St Barrie ON L4M 1L2

Anonymous
4/04/2024 05:49 PM

Hard to imagine a bayfield street i'd want to travel on, much less spend time fantasizing about.

Anonymous
4/04/2024 07:07 PM

Smooth flowing, safe, faster.

Anonymous
4/04/2024 07:23 PM

Getting worse as Barrie population increases

Anonymous
4/04/2024 07:40 PM

Hopefully safer for people walking. I know cars need to drive but I'm scared everyday just walking

Anonymous
4/04/2024 08:02 PM

Overcrowded Rundown More dead businesses Dead shopping malls

Anonymous
4/04/2024 08:05 PM

More cars accidents. Great for business. Affordable appartments

Anonymous
4/04/2024 08:45 PM

Mapleview

Anonymous 4/04/2024 09:00 PM	Better Wheelchair accessibility
Anonymous 4/04/2024 09:01 PM	Walkable, light rail transit, calm, people accessing businesses in a variety of ways
Anonymous 4/04/2024 09:19 PM	Organized. Clean. Smooth
Anonymous 4/04/2024 09:20 PM	Too busy
Anonymous 4/04/2024 09:31 PM	Fewer and safer turns to access businesses
Anonymous 4/04/2024 09:38 PM	Bike lanes!
Anonymous 4/04/2024 09:39 PM	Flowing
Anonymous 4/04/2024 09:49 PM	I assume you will prioritize cars as the city continues to do
Anonymous 4/04/2024 09:57 PM	Flowing
Anonymous 4/04/2024 10:11 PM	Smooth flow, streamlined, doesn’t feel like a highway
Anonymous 4/04/2024 10:44 PM	Smart transit, multi use, easily accessible, flat not so steep, corridor, fast, guided, rental transit, one way streets and intersections
Anonymous 4/05/2024 01:35 AM	More traffic than usual
Anonymous 4/05/2024 01:52 AM	Safe
Anonymous 4/05/2024 03:50 AM	Less busy all the time

Anonymous 4/05/2024 04:38 AM	No hope.
Anonymous 4/05/2024 04:39 AM	Smooth. Easy. Fair. Accessible. Not frustrating.
Anonymous 4/05/2024 05:29 AM	Disaster during construction Cannot turn left out of most business Not safe for cycling
Anonymous 4/05/2024 06:54 AM	Hopefully not Mapleview street
Anonymous 4/05/2024 07:01 AM	Growth of businesses and traffic to those businesses. As population of Barrie increases so will the traffic on this road.
Anonymous 4/05/2024 07:13 AM	Good flow, constant movement
Anonymous 4/05/2024 07:33 AM	Moving traffic, less congestion
Anonymous 4/05/2024 08:06 AM	Reduced traffic congestion. Consideration of future transportation options.
Anonymous 4/05/2024 08:28 AM	Intuitive, still easy access to highway from Rose St (both on and off ramp), easy to get in/out of business parking lots. (Both directions if available), medians where necessary. Beautification - more green.
Anonymous 4/05/2024 08:48 AM	safe and functional
Anonymous 4/05/2024 09:52 AM	Busy
Anonymous 4/05/2024 12:02 PM	Busy, Condos, shopping centre, cycling on other roads
Anonymous	If nothing substantial is done, it will continue to be a clogged artery,

4/05/2024 12:07 PM	congested with the population density increase projects along the street
Anonymous 4/05/2024 12:16 PM	Worse traffic and pan handlers
Anonymous 4/05/2024 02:57 PM	I've seen worse in Barrie MAPLE VIEW, has much more congestion than Bayfield I find.
Anonymous 4/05/2024 04:07 PM	Less congestion.
Anonymous 4/05/2024 04:37 PM	Pathetic street
Anonymous 4/05/2024 04:57 PM	Smooth an better traffic
Anonymous 4/05/2024 05:12 PM	Hopefully some easier driving!
Anonymous 4/05/2024 06:36 PM	Family friendly. Clean. Safer.
Anonymous 4/05/2024 07:15 PM	Unsure, what is changing?
Anonymous 4/05/2024 09:19 PM	Easy to navigate
Anonymous 4/05/2024 09:50 PM	Clean, less congestion
Anonymous 4/05/2024 10:48 PM	Improved major artery leading from the downtown heart of the city to the link to Blue Mountain
Anonymous 4/06/2024 01:33 AM	Worse if things don't change
Anonymous	Future downtown

4/06/2024 10:11 AM

Anonymous
4/06/2024 10:44 AM

Main corridor for the City to access highway.

Anonymous
4/06/2024 11:39 AM

The same. I don't think anything meaningful will get done to alleviate the Bayfield traffic and congestion

Anonymous
4/06/2024 12:17 PM

Divergent interchange on over pass, consistent width

Anonymous
4/06/2024 05:08 PM

Gridlock

[redacted]
4/06/2024 08:55 PM

busy but smooth flowing, cooler in summer because of tree foliage

Anonymous
4/06/2024 10:27 PM

30 Davison Place 30 Davison Place

Anonymous
4/07/2024 08:41 PM

Walkable, mixed-used, business friendly, community, affordability, heart of the city

Anonymous
4/07/2024 10:24 PM

The heart of North Barrie, great businesses, ease of access

Anonymous
4/08/2024 08:00 AM

Thriving hub/corridor of Barrie

[redacted]
4/08/2024 11:08 AM

Higher density and more balanced travel modes. Accommodating buses via HOV lanes, bikes via bike lanes, sidewalks, and road lanes.

Anonymous
4/08/2024 12:36 PM

No homeless camps

Anonymous
4/08/2024 05:48 PM

Better traffic control/ timed lights.

Anonymous
4/08/2024 08:30 PM

A better shopping area. More parks etc.

Anonymous 4/09/2024 10:58 PM	Flowing, safe for pedestrians, clean, simple
Anonymous 4/11/2024 09:36 AM	I would like to see a mixed-use corridor that I would like to walk along with good placemaking design.
[redacted] 4/11/2024 06:22 PM	Flowing
Anonymous 4/11/2024 06:26 PM	Cleaner. Plants flowers. Improve road safety
Anonymous 4/11/2024 06:40 PM	Nightmare….. accidents
Anonymous 4/12/2024 07:32 AM	Still congested, slow and big box stores
Anonymous 4/12/2024 08:45 PM	free flowing, safe for drivers, cyclists and pedestrians
Anonymous 4/13/2024 12:44 PM	Busy - with the number of businesses it will always be busy. Hoping road signage can encourage travellers passing through Barrie of alternate routes to their destination, so some can be rerouted off Bayfield to alternate routes.
Anonymous 4/16/2024 03:09 PM	Central hub. Easy to navigate.
Anonymous 4/16/2024 06:33 PM	a traffic nightmare if you leave it the way it is
Anonymous 4/16/2024 08:19 PM	Hopefully better…
Anonymous 4/17/2024 01:09 PM	hope
Anonymous 4/17/2024 02:04 PM	smooth flowing traffic on a limited access two lane plus turn lanes City street

Anonymous 4/17/2024 03:33 PM	Good luck
Anonymous 4/17/2024 08:37 PM	More congested than ever
Anonymous 4/17/2024 09:49 PM	Cleaner - more pleasant to drive up - add some plants, etc.
Anonymous 4/17/2024 09:54 PM	Concern about construction of new bridge
Anonymous 4/18/2024 06:38 AM	Hopefully better flow, but still very busy
Anonymous 4/19/2024 07:07 PM	scary scary, making a left out of taco bell/starbucks is a death trap
Anonymous 4/20/2024 01:08 PM	The "old" shopping area, abandoned
Anonymous 5/03/2024 04:32 PM	Hov lanes and more transit

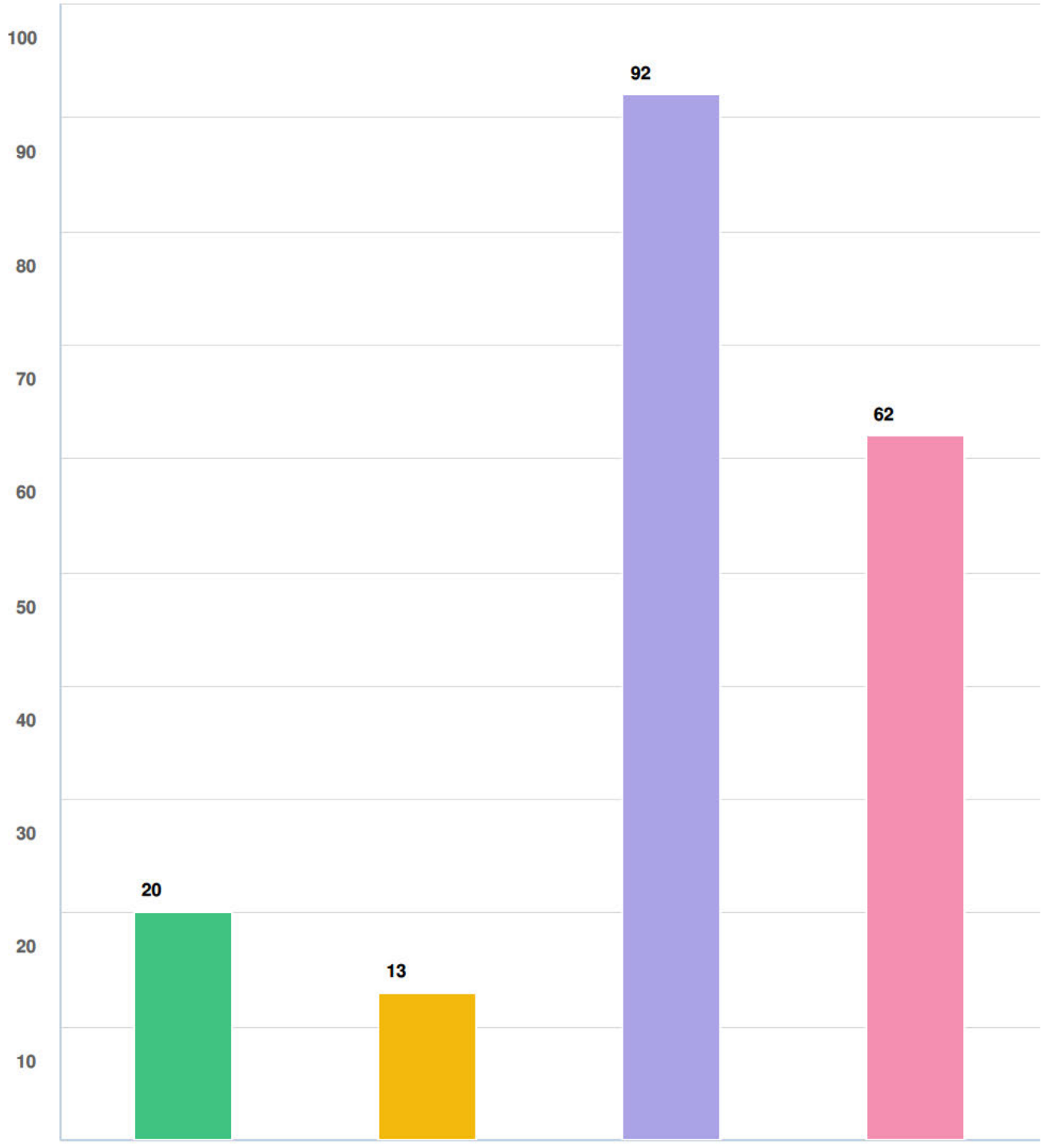
Mandatory Question (187 response(s))
Question type: Essay Question

Q12 What priority areas should the study focus on? Rank the four items listed below with the item identified as No. 1 being the most important.

OPTIONS	AVG. RANK
Improve traffic capacity - add vehicular lanes and auxiliary lanes at intersections to reduce travel times	2.10
Improve road safety - examine options to reduce auto collisions and improve safety for all users such as the inclusion of a median island along the corridor, removing channelized right turns, adding cross-walks, etc.	2.14
Improving active transportation infrastructure - widening sidewalks and locate them further from the curb	2.62
Improving active transportation infrastructure - adding cycling facilities such as cycle tracks or a multi-use path	3.13

Mandatory Question (187 response(s))
Question type: Ranking Question

Q13 Of the items listed in question 12, what is the single most important improvement the study should address?

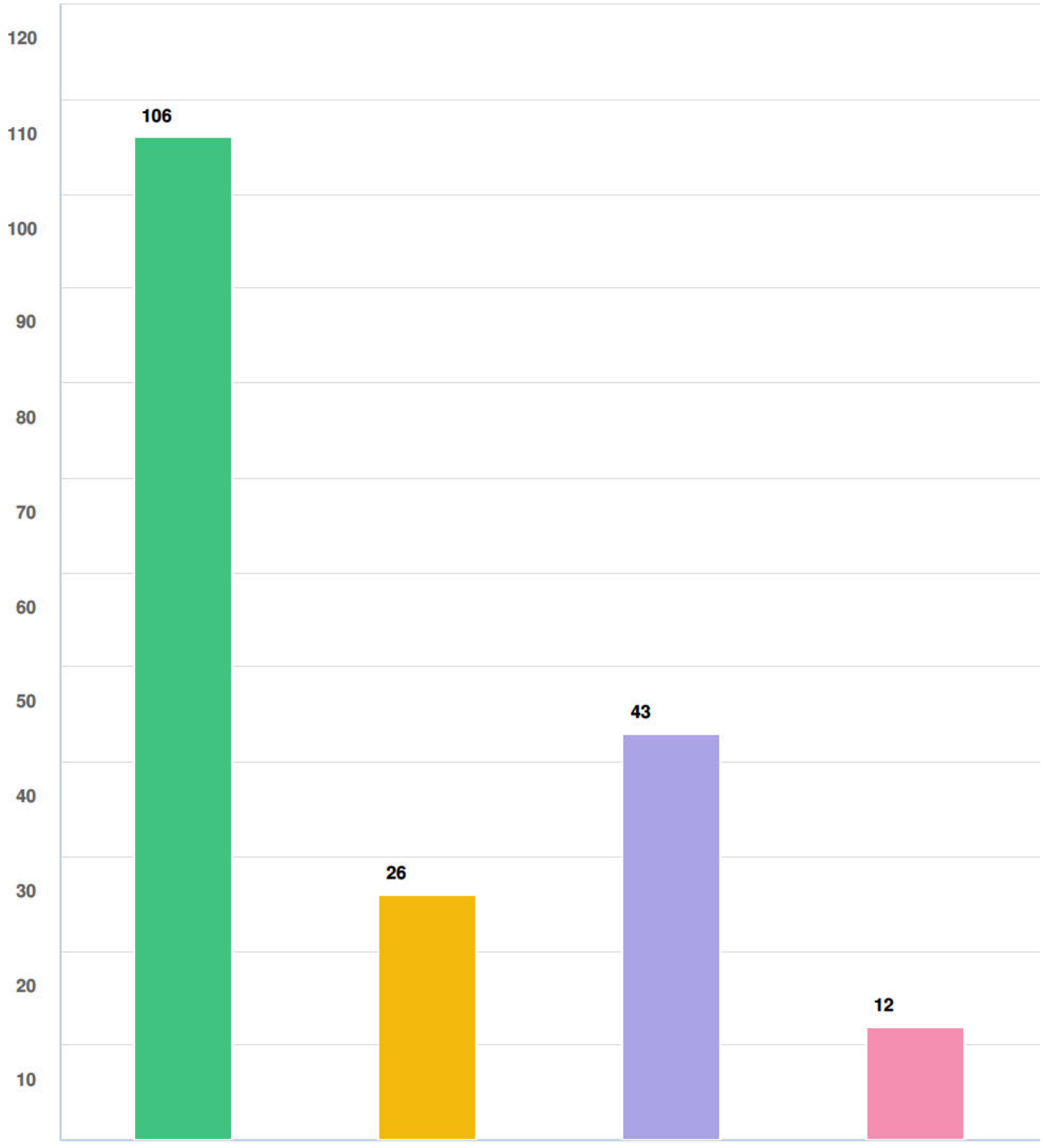


Question options

- Improving active transportation infrastructure - adding cycling facilities
- Improving active transportation infrastructure - sidewalks
- Improving traffic capacity
- Improving road safety

Mandatory Question (187 response(s))
Question type: Checkbox Question

Q14 Of the items listed in question 12, what is the single least important improvement the study should address?

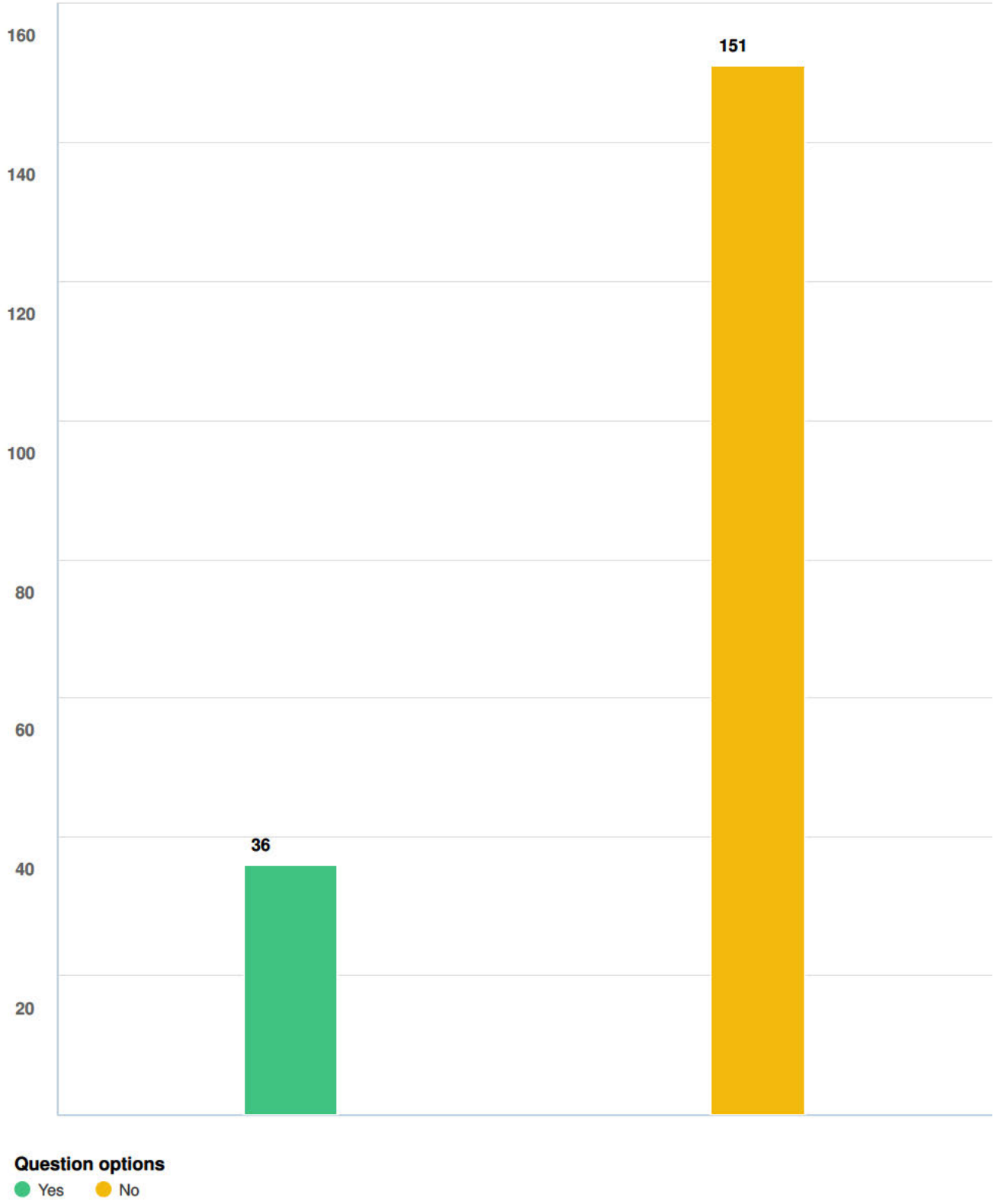


Question options

- Improving active transportation infrastructure - adding cycling facilities
- Improving active transportation infrastructure - sidewalks
- Improving traffic capacity
- Improving road safety

Mandatory Question (187 response(s))
Question type: Checkbox Question

Q15 Do you use transit on Bayfield Street?



Mandatory Question (187 response(s))
Question type: Checkbox Question

Q16 If you answered yes to Question 15, what suggestions do you have to improve your experience?

Anonymous 1/16/2024 12:42 PM	Maybe have a lane just for buses to travel up and down.
Anonymous 1/16/2024 12:43 PM	Reduce number of stops to bring people the 'major' shopping centres where they are most likely to be traveling to and to speed up travel times on the bus. Relocate existing stops to better align with pedestrian infrastructure on private property.
Anonymous 1/16/2024 01:07 PM	dedicated transit lane/could be shared with bicycles, maybe.
Anonymous 1/16/2024 02:01 PM	Bus only lanes, turn outs
Anonymous 1/16/2024 03:22 PM	none
Anonymous 1/16/2024 08:30 PM	N/A
Anonymous 1/16/2024 09:25 PM	more buses running more frequently at all times
Anonymous 1/17/2024 11:11 AM	Only use the Welham/Georgian Mall...from the South end.....usually a busy bus.....Georgian students should be using some other form of bus transportation...TOO CROWDED
Anonymous 1/17/2024 11:36 AM	Make dedicated bus lanes. People don't like the bis because it gets stuck in traffic, like all the cars. Having a dedicated lane will encourage more to take it.
Anonymous 1/17/2024 11:37 AM	Have better traffic flow
Anonymous 1/17/2024 02:06 PM	Barrie Transit is cumbersome, all routes run on the same 30 min schedule, but they can't all be equally busy, busier busses should run more often. The payment method is also archaic, get connected to

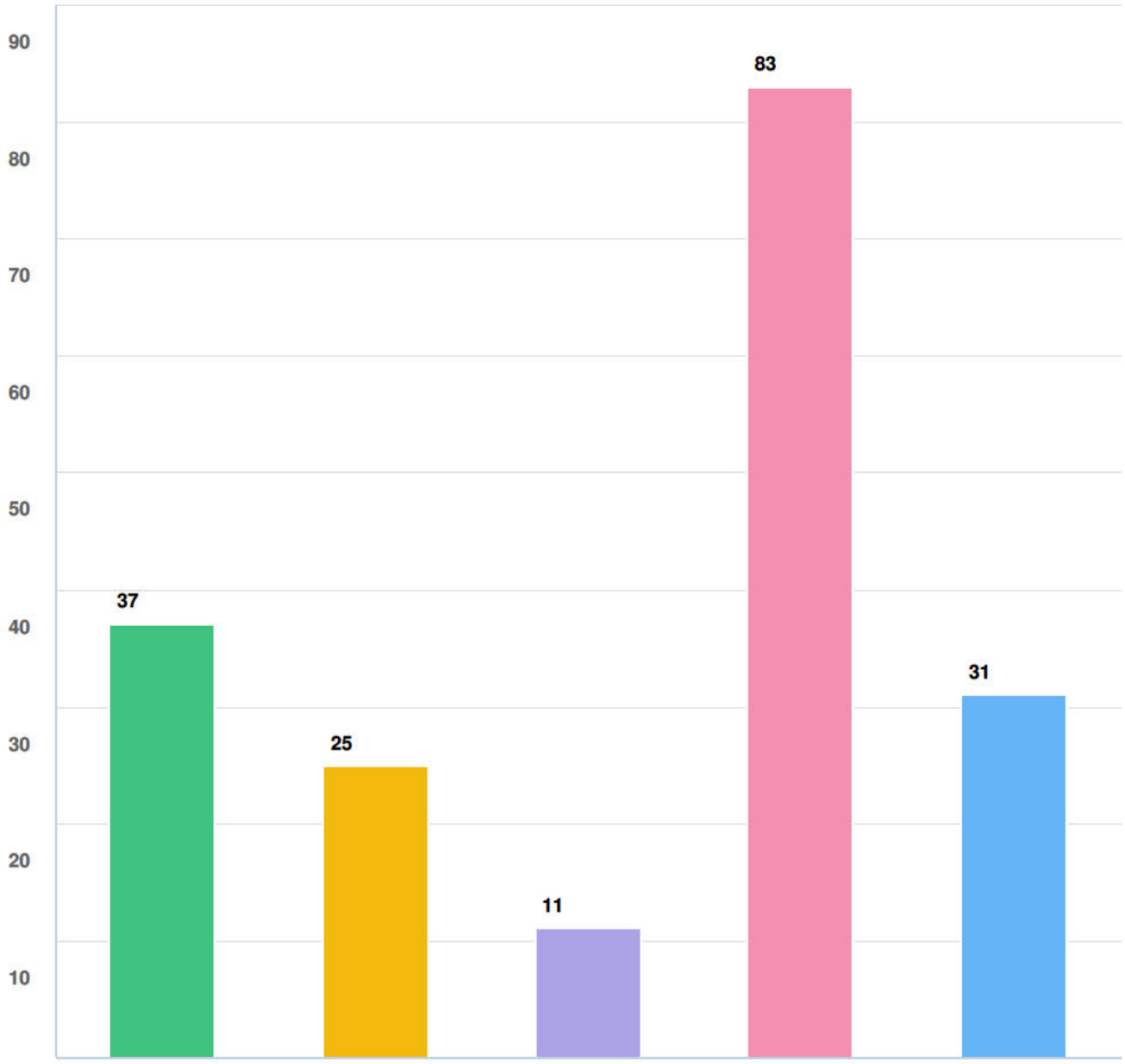
	Presto or something.
Anonymous 1/19/2024 10:26 AM	Dedicated bus lanes, heated bus shelters, maps of the network, bus priority signals
[redacted] 1/20/2024 12:04 PM	More frequency and HOV lanes
Anonymous 1/20/2024 04:06 PM	Transit operations related not bayfield street issue
Anonymous 1/31/2024 02:29 PM	Traffic flow if possible with traffic lights.
Anonymous 2/01/2024 08:58 PM	Wish list would include dedicated transit/emergency vehicle/EMS/high occupancy lanes.
[redacted] 3/04/2024 10:52 AM	cut out for buses perhaps at busy high load or off load spots
Anonymous 3/11/2024 11:43 AM	Look into street cars and subways as a future possibility.
Anonymous 3/15/2024 04:26 PM	Widen sidewalks (and sidewalk plowing in the winter), upgrade bus stops (some do not even have a bus structure or sidewalk in the winter), improve safety for all of the parking lot entrances/exits (i.e. pedestrian visibility, raised sidewalks, tighter corners for cars), extend more routes/frequency north of Livingston (to get anywhere north of the Georgian Mall, it's quite a walk, mostly through busy parking lots from the 8/Express route stops).
Anonymous 4/03/2024 09:45 PM	Barrie transit isn't regular and reliable enough for me to consider leaving my car at home (or getting rid of it). The city infrastructure and suburbs are not built with a successful transit network in mind.
Anonymous 4/04/2024 11:50 AM	HOV lanes
Anonymous 4/04/2024 02:42 PM	Own lane, lighting at stops, and more accessibility

Anonymous 4/04/2024 04:43 PM	Make medians like they have in new market where the bus goes to the center in a special lane to keep everybody is safe.
Anonymous 4/04/2024 07:07 PM	Larger capacity buses, more frequent buses, more stops applicable to more routes (e.g. some routes don’t stop at certain stops on Bayfield even though they travel on Bayfield).
Anonymous 4/04/2024 07:40 PM	15 mins service instead of 30 mins but that's across the board at Barrie Transit.
Anonymous 4/04/2024 09:00 PM	More frequent service!!! Bring back 15 minute service!!!!
Anonymous 4/04/2024 09:20 PM	Safer sidewalks, safer traffic lights,
Anonymous 4/04/2024 09:31 PM	Despite not using transit, I do feel it’s important to have for those who need it.
Anonymous 4/04/2024 09:49 PM	More bus shelters and plowing the sidewalks in the winter
Anonymous 4/04/2024 10:44 PM	Mini electric vehicle rental with designated lane
Anonymous 4/05/2024 01:35 AM	An extra bus on Bayfield during rush hour
Anonymous 4/05/2024 07:33 AM	Bus lanes, dedicated bus lane
Anonymous 4/05/2024 12:07 PM	Dedicated public transit lanes and facilities on Barrie's main arteries to improve traffic capacity.
Anonymous 4/05/2024 12:16 PM	Keep the buses off Bayfield and have them all go behind Bayfield Mall and also down Kozlov to Livingstone then turn around and take St Vincent back towards downtown. Too much traffic on Bayfield and buses stopping every 2 seconds only makes it worse . U can still access all amenities and literally only takes an extra minute of

	walking to access Bayfield street.
Anonymous 4/05/2024 10:48 PM	Add bus lanes
Anonymous 4/06/2024 12:17 PM	have bus stops along bayfield have cut ins to make way for traffic
Anonymous 4/06/2024 10:27 PM	I think they should be in multiuse Trail
Anonymous 4/07/2024 08:41 PM	I answered no, but transit needs to come more often and have its own lane. There is a reason so few people use it. We also need more density
[redacted] 4/08/2024 11:08 AM	HOV Lanes
Anonymous 4/11/2024 09:36 AM	I would use transit on this corridor, if transit headways were 5-10 minutes.
Anonymous 4/12/2024 07:32 AM	Routes to the Sports Complex
Anonymous 5/03/2024 04:32 PM	Hov lanes, more frequent service

Optional question (42 response(s), 145 skipped)
Question type: Essay Question

Q17 The physical width of the existing corridor presents a constraint that will limit the extent of improvements that can be made on the corridor in the near-term. What trade-off would you suggest to limit the footprint of potential improvements to mi...



Question options

- Replace the centre turning lane with a narrower raised median to create space for cycling infrastructure. This trade-off would restrict access to properties.
- Improve infrastructure for all users using design minimums and compromises such as removing the centre turning lane. This trade-off may result in inconsistent cycling facilities, reduced separation from traffic and reduced access to properties.
- Maintain the current number of travel lanes and implement cycling lanes. This trade-off would result in no improvement to traffic operations.
- Focus on improving traffic operations now and plan for cycling infrastructure in the future. This trade-off would defer cycling infrastructure implementation potentially for 20 to 30 years.
- Other (please specify)

Mandatory Question (187 response(s))
Question type: Checkbox Question

Q18 Other comments or suggestions.

Anonymous
1/16/2024 12:42 PM

The centre median for turning is impractical at times due to the amount of traffic. You can be sitting there for a long time especially during the busier times of the year. If my hubby is driving us, we usually do a loop using the side streets to bring us around so we don’t need to use the centre turning lane to access properties. This way we are on the side the property is on so no need to cross traffic

Anonymous
1/16/2024 12:43 PM

Removing the centre lane and developing controlled U turn intersections (similar to Davis Dr., Newmarket) would still allow vehicles access to properties, and may be safer, as vehicle access would almost always be by a right-hand turn, without meeting on-coming traffic. *A note on the survey: Question 12 repeats option "Improve traffic capacity - add vehicular lanes and auxiliary lanes at intersections to reduce travel times" twice.

Anonymous
1/16/2024 12:50 PM

There needs to be space for busses to physically pull off of the road. At night, when the road is already packed, you got a bus stopping three times between the highway and cundles. It's chaos.

[redacted]
1/16/2024 01:02 PM

The city of Barrie has been a text book case of lack of planning and foresight (see the mess at 400/Mapleview). Bayfield st has been a mess for a long time, but one could say that the problems were started 50+ years ago. However, more recently additional retail space has been added in the study area (Applebee's, Baron Rouge) that reduced options for road widening. It will be expensive, and painful, but Bayfield must be widened to properly service the existing development, and to allow for inevitable future growth.

Anonymous
1/16/2024 01:07 PM

it's time to give Bayfield Street back to the residents of Barrie instead of the transient vehicles it's home to today.

Anonymous
1/16/2024 02:01 PM

Are we not seeing a reduction in vehicle use? Is that not what we are working towards with climate change? If we keep building bigger roads that's not helping.

Anonymous
1/16/2024 02:11 PM

Deal with advance turns at intersections. Increased traffic on cundles and Livingston requires longer advance off peak as well.

Anonymous
1/16/2024 08:30 PM

By adding a center median and reducing access to properties, vehicle traffic would actually be improved. A lot of the problems I see on Bayfield are due to people waiting or trying to turn left halfway down a plaza rather that at the nearest lights. Bayfield is not a left-turn-friendly street, remove the option all together.

Anonymous
1/16/2024 08:38 PM

Why do you need a environment study if your planning on doing it regardless? Seems like a waste of time and money

Anonymous
1/16/2024 09:25 PM

Honestly, there isn't enough in here about improving safety for pedestrians. I've been almost hit far too many times and know people that have been hit on Bayfield before. There needs to be designated pedestrian crossing where cars can not go while there are people in the crosswalk. The light needs to be longer to give enough time to safely cross. As well, there are numerous crosswalk buttons that don't work in certain conditions and that needs to be fixed.

Anonymous
1/16/2024 11:26 PM

Traffic flow seems to be impacted by the high number of separate business entrances/exits. If there is a way the City could guide the property access so it is more streamlined (entrance at lights/from side street where possible; multiple properties connected via parking lot with shared entrance to Bayfield, etc)

Anonymous
1/17/2024 08:54 AM

Cycling infrastructure? Please evaluate how the cycling lanes are being used in other spots around the city first - should this even be a consideration? I'm thinking primarily of the cycling lanes on Cundles by the North Barrie Plaza. I never see anyone utilizing them.

Anonymous
1/17/2024 09:42 AM

Barrie's growth is outpacing most infrastructure plans. Some building projects are discouraging vehicle (not enough spots). Either focus on public transportation or expand road network. The latter the most important considering Barrie is essentially a "bedroom community" of commuters.

Anonymous
1/17/2024 11:11 AM

One bus going up and down Bayfield to Georgian Mall from terminal .....every 30 minutes.....possibly add two or more.....for same route.....

Anonymous
1/17/2024 11:36 AM

We're already 30 years behind other places when it comes to making car centric infrastructure people centric. Don't delay it further, the single biggest change a barrie resident can make to reduce pollution

	is not drive, and we need to be speeding up the process of modernizing the city FOR PEOPLE. Traffic should NEVER be prioritized over safey and people outside a car.
Anonymous 1/17/2024 01:01 PM	Median is great idea no left turn at all would drastically improve Bayfield
Anonymous 1/17/2024 02:36 PM	Commercial properties should be forced to work together to minimize access points from the road into parking lots, drive throughs, etc. Not every business needs their own entrance/exit when they can be designed to share access from side streets. All entrances and exits directly onto Bayfield Street should be limited to right in/right out, with more flexible access points on side streets where lights exist to control traffic crossing Bayfield Street.
Anonymous 1/18/2024 01:39 PM	Bicycling lanes on major thouroughfres like Bayfield Street are unnecessary and a waste of public funds and resources. We don't need more lanes of any kind on Bayfield Street. We need a traffic department that understands how to solve common traffic problems, and then actually implement some solutions. Currently, the traffic signals all along Bayfield Street appear to cycle based largely on roadway sensors, with no thought whatsoever given to synchronization and traffic flow. This haphazard approach appears to be the template throughout the City. It simply does not work.
Anonymous 1/18/2024 01:41 PM	There are concerns over the accommodation of bike lanes given the existing restrictions but bike use is seasonally based an we are unsure if their is an actual benefit for Bayfield St. to accommodate bikes. In this case does the accommodation of a small user group outweigh the larger retail engine? Adding bike lanes, reduces available drive lanes and may further impede traffic flow making the benefits negligible.
Anonymous 1/18/2024 09:03 PM	Cycling infrastructure should not be considered at all. Reducing traffic capacity for cycle lanes which, like all of them in Barrie, are not used would be a disaster
Anonymous 1/18/2024 09:56 PM	Look at optimizing traffic flow on parallel roads to encourage detoured volume and improve cycle lanes in neighbouring streets that run parallel and perpendicular to Bayfield St for increased safety and infrastructure in surrounding areas off the main road.

[redacted]
1/20/2024 12:04 PM

Bayfield is in dire need of improvement. It is unsafe and very car-centric. Needs to balance the modes more (understanding it is a vehicular thoroughfare).

Anonymous
1/20/2024 04:06 PM

No heavy trucks and dump trucks from 400

Anonymous
1/23/2024 07:16 AM

As a resident that frequently commutes around this area, I feel that there are many other safe cycling routes around Bayfield. Maybe the solution for cycling to be to create a safe detour and advertise it to cyclists, or solicit businesses on the south side of bayfield street to see if they could support the installation of a bicycle lane segregated from the road.

Anonymous
1/29/2024 05:40 PM

Red light cameras could help mitigate red light runners who are very common on the street, possibly due to poor traffic flow. This alone would likely also mitigate the number of intersection collisions along this stretch. Synchronize traffic lights to improve traffic flow.

Anonymous
1/29/2024 11:29 PM

Traffic science has proven that adding capacity doesn't improve conditions. Added capacity leads to increased usage by a greater number of vehicles.

Anonymous
1/30/2024 03:37 PM

The sooner we get Bayfield constructed to meet the traffic volume the better

Anonymous
1/30/2024 10:51 PM

Increasing lanes will not design a city for health, community or pleasure. You need to design for the type of city you want, be a positive example that draws tourism not an unsightly series of cheap plaza’s and malls that discourage walking. Utilize best practice in sustainable architecture and urban design,

Anonymous
1/31/2024 02:29 PM

Mediums by the malls were majority of accidents seem to be happening I fully support that. 400 to Grove is basically residential with the imposed high rise were ymca once was. Most homes in the area of Grove to Bayfield have enough frontage to allow a bike lane in . Without loosing the ones not already scheduled for demolition. I live at 236 and have been told nothing in regards to this home being demolished as of yet. Which should be disclosed to tenants asap with the housing crises were having in Barrie.

Anonymous 2/01/2024 04:33 PM	Bayfield needs grade separated cycling facilities, and the left hand turn lane needs to be eliminated. Ask Town to Bradford and City of Newmarket to hat they do, since they eliminated most left hand turn lanes on their main thru fair and have kept it that way.
Anonymous 3/11/2024 11:43 AM	Taking private land to improve traffic is inevitable. Best to do it now, then have to do it again in the future. Also, focus more on public transit! Give the public a reason to leave the car at home.
Anonymous 3/11/2024 12:41 PM	Bike lanes are under used and are not a requirement, extra lanes of traffic are required
Anonymous 3/11/2024 12:56 PM	remove the centre turning lane
Anonymous 3/11/2024 01:39 PM	It really doesn't matter which item is selected in Q17 as there will be vocal disgruntled people and I am not educated enough in traffic management to make a choice. However, I do feel strongly about the lack of driver skills and courtesy.
Anonymous 3/11/2024 02:02 PM	Please do NOT remove he centre turning lane at any point during improvement, that will create horrible traffic flow. I honestly think Bayfield is not a safe street for cycling in general and will not benefit from having cycling lanes on the road, there should be a wider sidewalk off the road that has 3 lanes (cycling 2 ways and walking).
Anonymous 3/11/2024 02:45 PM	NO cycling lanes!!!
Anonymous 3/11/2024 06:17 PM	The traffic congestion on Bayfield Street is awful regardless of the day but more so in the summer. If the center turn lane is removed it will delay traffic further with vehicles turning because we all know how much courtesy drivers have. The traffic lights need to be working in sync to keep traffic flowing.
Anonymous 3/11/2024 07:18 PM	A median would help reduce accidents as many happen with people turning left out of businesses.
Anonymous 3/12/2024 03:29 AM	I like the idea for a barrier for the centre, you could add a few u-turn sections like they have in the states so people can go back to a

business if its on their left. But please for the love of god add protected bike lanes, the people want to bike around barrie, look to Europe for inspiration. There are places that successfully have bike infrastructure even in very snowy places.

Anonymous
3/12/2024 09:19 AM

Bayfield St is a major corridor for vehicular traffic in & out of the city, plus add in all the retail businesses located north of the 400, so unless businesses are relocated, bike lanes should be located elsewhere.

Anonymous
3/15/2024 04:26 PM

It's important to keep in mind that 'traffic improvements' as used here seem to be only considering vehicle lane widening. However, adding transit and cycling options will allow more people to make trips without cars, thus reducing traffic. Implementing (proper, safe, separated) cycling lanes would in fact result in improvement to traffic operations by reducing vehicle traffic. It's misleading to present them as either/or here.

[redacted]
3/16/2024 09:04 AM

As a driver and cyclist, I don’t trust other drivers who have become impatient with the state of driving on Bayfield and who drive recklessly and who are in a rush due to experienced or perceived delays or road rage from driving on Bayfield. Bayfield Street doesn’t create empathetic drivers. If I was to take the bus I would be afraid to get off and start using the sidewalk because drivers won’t be looking for you on the sidewalk and zip around stopped buses. Have proper bus infrastructure, such as lanes to pull into/ out of or bus specific lanes. Road safety more often than not comes down to drivers. You can make Bayfield as safe as you want, but if you won’t run educational campaigns about how to drive safely and have police then monitor said behaviours to drive home the practice they will get caught it will double the effect. Intersections in Barrie are frustrating because drivers don’t know how close to be when waiting to turn and while turning. They often leave gaps that are too wide, 2-4 car lengths when stopped or turning. I’ve never driven in a place where you didn’t get honked at for that behaviour.

Anonymous
3/23/2024 10:55 AM

Limit distractions and line of sight obstacles like bus shelters with advertising and roadside advertising signage.

Anonymous
4/02/2024 11:41 AM

Better pedestrian, cycling and transportation facilities are so needed on Bayfield. We need to encourage people to get out of their cars so that road space is used by those who actually needed. Plus, there are already many people who use the mediocre pedestrian and cycling

facilities in particular, and they are placed in many unsafe situations because of the current streetscape design that favours cars, high speeds, and many potential conflict points. Reallocate road space to vulnerable users to make things safer, more equitable, and better for our environment! Be progressive and forward thinking! Adding vehicular lanes is not going to make the situation better

Anonymous
4/03/2024 11:19 AM

You cannot remove traffic lanes or add a medium. This would be detrimental to the flow of traffic that is already too slow. Find another solution to bike lanes in the long term future

Anonymous
4/03/2024 09:45 PM

While I'd love for more active transit along Bayfield, it's not a silo. Even if Bayfield St were a monument to active transportation, the rest of the city has a long way to go to be cyclist-friendly so it won't be used as much as it should. On top of that, there aren't many cyclists in the winter. I think it's a good long-term goal, but proper transit is much more achievable and will have better results. I think it's a shame how little we spend on transit in the City (roughly 5%?). I'd happily double or even triple the amount of property taxes I pay toward public transit if it meant I didn't need a car. Hypothetically, transit at $500/annually instead of the $239/annually in the 2023 budget (on an average assessment) would save me a ton of money every year as we could go down to a 1-car family. Most people don't see it that way though as a $400/mo car payment (which is low these days, not including insurance, gas, and maintenance) is somehow more digestible than a $400/mo property tax assessment which provides all City services. Given the responses we see for this project, it's clear people want change from the usual "more lanes" and induced demand mentality. Reducing access to properties and improving transit is, I think, exactly what we need to keep the traffic flowing. There are way too many access points from properties on Bayfield. People jump in, or try to push into traffic making a left turn causing dangerous situations and slowing traffic further. If you can somehow make transit better and sexier than driving (i.e. regular service every few minutes, maybe dedicated transit lanes), that's the only way you're going to start converting drivers to bus enjoyers.

Anonymous
4/04/2024 11:50 AM

At key locations with higher volume of pedestrians crossing (Livingstone, Cundles, etc) consider a pedestrian bridge or tunnel to remove the delays crosswalk use has on traffic flow

Anonymous
4/04/2024 02:44 PM

Create a parallel road(s) that comes off of Hwy 400 and goes straight to cottage country. Reduce the amount of intersections on Bayfield and time the lights appropriately. In Barrie you can never seem to

	drive from one light (that just turns green) to the next without it turning red (Bayfield, Essa and Mapleview are bad for this). Also, have the centre lane(s) change direction based on the time of day (there are examples of this in the City of Toronto which seem to work quite well).
Anonymous 4/04/2024 02:50 PM	I am now retired, but I did walk daily (or cycle) on Bayfield Street to get to work. I found it very dangerous. I would like to cycle to several locations on Bayfield now, but I find it too dangerous, so I drive my car instead.
Anonymous 4/04/2024 02:55 PM	hwy 26 to 400 bypass/connector further out of town ... long term plan on part of province that would require extensive appropriation .... unless already in the works?
Anonymous 4/04/2024 03:54 PM	Pedestrian friendly design, exclusive space for vehicles. Pedestrian/cycle overpass addition could be an effective solution to safety, feasability and retaining space on the bridge area for increased traffic capacity.
Anonymous 4/04/2024 05:02 PM	It's being over used by non Barrie residents. The tax payers need relief. Install tolls that are in use every weekend.
Anonymous 4/04/2024 05:49 PM	DO NOT REMOVE THE CENTRE LANE. You will kill the street and the souls of all who end up dying in their cars waiting for the traffic to clear. Plus, accidents. Ain't NOBODY got time to wait in the left lane behind your sorry butt while you haul a** to grandma's birthday dinner.
Anonymous 4/04/2024 07:23 PM	If there was access to the highway from St. Vincent St. I believe it would improve congestion on Bayfield
Anonymous 4/04/2024 07:40 PM	Not sure how to make it happen but I know cars need to drive..I just want people to not be scared walking on Bayfield for FEAR of being hit ON THE SIDE WALK! like has happened to me so many times. Thank you for listening
Anonymous 4/04/2024 09:01 PM	Please consider more than cars!! More people will walk or bike if there are safe, designated places to do so. Our city needs more pathways across our city for active transportation.

Anonymous
4/04/2024 09:19 PM

The focus of cycling lanes is a feel good policy only. I do not u destined why council feels the need to accommodate cycles when they can't accommodate the far higher number of vehicles. Also, Bayfield Street North bound has a substantial incline, making it hard for cyclists. Cycling is not the most important mode of transport for this area. Further cycling provision should be considered on top of existing vehicular traffic, not instead of. At 56, I will NEVER use a cycle on Bayfield. Maybe cycle lanes to the rear of the businesses, not competing with vehicles on Bayfield itself, is a better solution.

Anonymous
4/04/2024 09:38 PM

Keep residents informed on bridge replacement plans and timelines.

Anonymous
4/04/2024 09:57 PM

The centre turning lane needs to be kept

Anonymous
4/04/2024 10:11 PM

In the long-term, increasing the volume of car traffic is not the solution… We need to find creative and realistic ways to make it easier for people to take public transit…More frequent buses (maybe with dedicated transit lanes) … we need to provide incentives for people to leave their cars at home

Anonymous
4/04/2024 10:44 PM

Make the trip up Bayfield worth it. Build unique conference center or concert/event Hall

Anonymous
4/05/2024 04:38 AM

Bayfield Street conceived in the late 1960's is unfixable owing to structures built along the route, densification north of the city as well as the multiple traffic stops. The City will fail in significantly improving anything. It's a lost cause.

Anonymous
4/05/2024 06:54 AM

No one once to ride their bike on a busy street.

Anonymous
4/05/2024 08:06 AM

Work to divert weekend and out of town traffic from using Bayfield as a main through fare. Push Wasaga Beach and Northern community traffic out Dunlop/Hwy 90 exit.

Anonymous
4/05/2024 08:28 AM

If attention is made to intersections, enforcement of visibility from businesses with signs near the road, will make a large impact for both flow, accidents, and pedestrians. Bikes could utilize the sidewalks

(maybe enlarged them a bit for 2 way traffic?)

Anonymous
4/05/2024 08:48 AM

Cycling lanes are not a priority for Bayfield Street which is a critical corridor used by cottagers as well as residents. Access to shopping centres should be improved, not restricted by cycling lanes which are preferred by a small percentage of travellers and are seasonal. Vehicle traffic is the most significant problem this street faces and it will only get worse over time .

Anonymous
4/05/2024 04:37 PM

City of Barrie really needs to improve the quality of roads and planning of traffic, Anne street is full with pathholes and broken road infact majority of city has broken and uneven roads thanks to no check and balance on contractors and waste of taxpayer's money

Anonymous
4/05/2024 04:57 PM

Bicycle lanes are not used in Barrie and are a waste of road space on a road like Bayfield

Anonymous
4/05/2024 05:12 PM

Good survey, it's a tough proposition whichever way you look at it.

Anonymous
4/05/2024 06:36 PM

There are an disproportionate amount of collisions in front of the Bayfield mall. This area needs to be addressed as an urgent area of safety concern.

Anonymous
4/05/2024 07:15 PM

I really like the ideq of centre medians. Safety and flow will improve if vehicles aren't trying to cross multiple lanes of traffic to travel in the other direction.

Anonymous
4/05/2024 09:50 PM

Michigan lefts are a thing

Anonymous
4/06/2024 10:44 AM

It is not a road that people would likely cycle on. It is through a highway interchange and is uphill. There is no need to plan on cycling improvements until zoning and use is very different than it is now. We can defer that until it is more practical. Focus should be on traffic and transit flow at this time.

Anonymous
4/06/2024 05:08 PM

A centre median will create more unsafe u turns and have a negative effect on business along that stretch and will just turn into a walkway for panhandling, putting more pedestrians in the middle of the road.

Current medians need steep slopes to keep people from hanging out in the middle of the street. Bayfield is not a road for pedestrian traffic and will never be. Business are too far apart, the design is for vehicles to get to the big stores and malls and highway traffic to 26. Bike lanes aren't going to reduce the cars going to Wasaga Beach and aren't present anywhere along Bayfield, a random spot in the middle will increase bike traffic along the rest and cause more accidents. Get rid of the bottleneck between Cundles and the highway and if possible spots for buses to pull over at stops so traffic can keep moving.

[redacted]
4/06/2024 08:55 PM

The four options in Question 12 are all important. It is both difficult and unrealistic to rate them as more or less important. The re-design of Bayfield will necessarily be a balancing act. Currently I would not dream of trying to ride a bicycle on Bayfield, but with reasonable active transportation options I would consider it. I would prefer separate cycle lanes over multi-use paths. Bikes and pedestrians do not travel at the same speeds. Please ban e-bikes from bike lanes. Perhaps e-bikes could be defined in terms of weight. Normal bikes with e-assistance are probably much lighter than an e-bike with never-used pedals.

Anonymous
4/06/2024 10:27 PM

I think that should be in Morte

Anonymous
4/07/2024 08:41 PM

Please building housing on or near bayfield. The only reason traffic is such an issue is because people live so far away, people HAVE to drive to access these services, prompting more traffic.

Anonymous
4/08/2024 08:00 AM

Widening Bayfield along much of its length that would require encroaching further into private property would reduce what business owners already have too little of....parking. Previous widening was absolutely needed but there doesn't seem room on private sites for further widening given that in many case enough or suitable parking areas are almost non-existant.

Anonymous
4/08/2024 12:36 PM

Get rid of the homeless population for the betterment of Barrie

Anonymous
4/11/2024 09:36 AM

Focus on increasing capacity for moving people, not just capacity for moving private vehicles.

Anonymous 4/12/2024 08:45 PM	reduce number of opportunities to make left hand turns out of businesses, left turn only signals at intersections.
Anonymous 4/13/2024 12:44 PM	With the physical constraints of Bayfield St, but understanding it is a main thorougfare for both residents, and travellers, I am strongly against losing traffic lanes to accomodate cycling lanes, and designated bus lanes. Although Barrie is a growing city we do not need express bus lanes nor do we meed cycling lanes on this main road, given the many alternate routes that would be available to cyclists. The alternate routes would be much safer for both cyclists, and drivers alike.
Anonymous 4/16/2024 03:09 PM	It should be noted that the closure of the overpass will significantly impact students getting to North Collegiate. I hope the city realizes that this will affect bussing needs as some students will now require walks in excess of 5K to get to school. These students who used up be able to walk to school will now need transportation provided for them.
Anonymous 4/16/2024 06:33 PM	Have bus lanes like they do on busy roads in York region
Anonymous 4/17/2024 01:09 PM	can't tell from the preliminary MTO design - but make sure Coulter has a separate turning lane for turning south onto Bayfield from Coulter -whether or not you are carrying onto the highway or continuing south on bayfield
Anonymous 4/17/2024 02:04 PM	Will the changes planned for 400 mean that the bottleneck of traffic turning onto Bayfield be increased or decreased? Is it even feasible to do the one before the other, or part before the whole? I defer to your depth of planning ability, but the whole street is such a huge disaster taken as a whole, I envision long hours of problem solving ahead. I commend you for even trying.
Anonymous 4/17/2024 08:37 PM	Plan on temporary roadway to replace bridge while it is under construction please!!!
Anonymous 4/17/2024 09:54 PM	Why are we trying to make cycling easier on Bayfield. It's a very busy street. Put up signs with a cycling route that takes bikes off Bayfield and onto streets like Coulter and Kozlov. Thats safer for both cyclists and motorists. Why would a cyclist want to bike down Bayfield, its busy and dangerous and how could we consider losing capacity for

	vehicles. Improve vehicle traffic flow. It's a busy street for retail access and also a thoroughfare in the summer to Hwy 26/27. Improve access to get onto and off Bayfield to relieve congestion. Share your plan for the reconstruction of the Bayfield Bridge over Hwy 400.
Anonymous 4/20/2024 01:08 PM	Vehicle traffic is the primary use of this road (remembering that it's still a county road and should be maintained as such. There is no need to include the modern idea of cycle lanes as that wastes space that could be devoted to improving traffic movement. Moving cars should be the top priority always as this is not an urban environment where you can just cycle anywhere in the area. WE NEED CARS.

Optional question (89 response(s), 98 skipped)
Question type: Essay Question

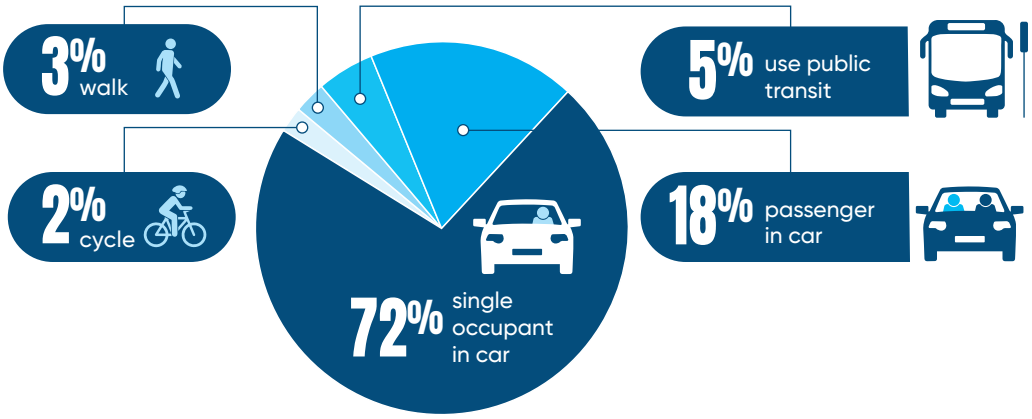
APPENDIX E

Infographic Consultation Summary

BAYFIELD STREET TRANSPORTATION IMPROVEMENTS

PIC & SURVEY 1: **DISCOVERY SUMMARY**

WHO'S USING BAYFIELD STREET TODAY?



WHAT STAGE ARE WE AT IN THIS PROJECT

PHASE 1 | Winter-Spring 2024
Public Information Centre 1
- existing conditions inventoried and field studies completed

PHASE 2 | Summer-Fall 2024
Public Information Centre 2
- develop alternative planning solutions
- evaluate and identify recommended solutions

PHASE 3 | Winter-Spring 2025
Public Information Centre 3
- develop alternative design concepts
- evaluate and recommend design solution

PHASE 4 | Summer-Fall 2025
Final Report and Recommendations to Council
- complete environmental study report
- present study recommendations to Council
- notice of study completion

Barrie

FOR MORE INFORMATION VISIT
BuildingBarrie.ca/BayfieldStudy

WHAT WE HEARD | MAJOR THEMES

Current thoughts on Bayfield Street
- Bayfield Street is seen as a congested, chaotic, and unsafe road. It has heavy traffic, frequent accidents, poor infrastructure, and is not pedestrian friendly.

Survey respondents input
- adding traffic capacity and improving road safety are most important
- when considering corridor trade-offs, adding travel lanes should be prioritized over other improvements

Areas the City will consider to make improvements going forward
- adding lanes and improving intersections to help with traffic congestion
- restricting left turns to reduce collisions
- adding more pedestrian and cycling options like wider sidewalks or separated bike lanes
- examining new smart traffic signal technology
- enhancing public transit by improving bus stops/shelters and examining transit supportive infrastructure
- streetscape improvements for additional green spaces and trees

wsp.com