BAYFIELD STREET TRANSPORTATION IMPROVEMENTS



Bayfield Street
Municipal Class Environmental Assessment (MCEA)
Grove Street to City Limits

Public Information Centre No. 3

May 29, 2025

Barrie

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 (March 2024)
- **Need and justification report**

Phase 2
Alternative Solutions

- Complete baseline and technical reports (noise, cultural heritage, tree inventory, natural environment, soils assessment)
- Identify and evaluate functional solutions
- Identify preliminary recommended solution
- PIC No. 2
- Stakeholder meetings
- **Identify recommended solution(s)**

Phase 3
Preferred Design

- Evaluation of Alternative Designs and identification of the preferred design
- Streetscape Plan
- Noise Impact Assessment Report
- Stormwater Management Plan
- 3-D renderings
- PIC No. 3
- Stakeholder meetings
- **Identify preferred design**



We are here

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**

At **PIC No. 1**, the Project Team presented the need for the project, the MCEA process, the existing transportation and traffic conditions, descriptions of the discipline studies, and how the public can get involved in the study.

At **PIC No. 2**, the in-person event showcased key issues related to existing conditions, themes from the public feedback gathered in Survey No. 1, proposed alternative planning solutions, evaluation of these alternatives, examples of the recommended planning solution, and interactive engagement activities.

Barrie

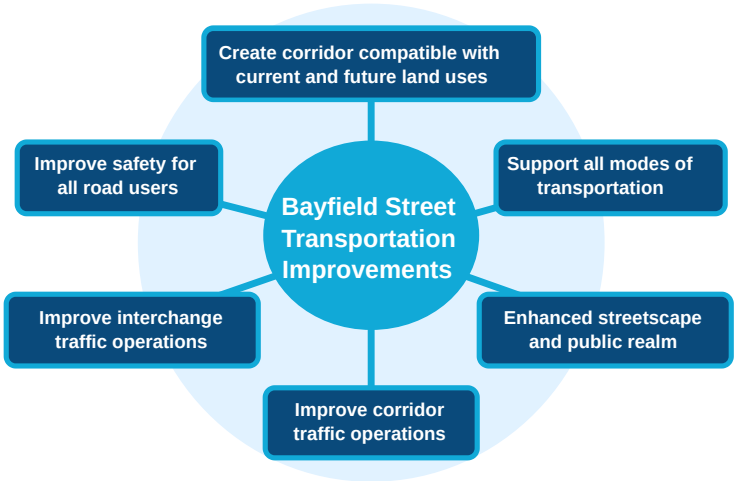
Bayfield Street Study

Bayfield Street is a prominent transportation corridor in the City of Barrie, Simcoe County and the Province.

Transportation and land use evolution will be driven by several planned improvements, including the Ministry of Transportation's (MTO) planned replacement of the Bayfield Street interchange and redevelopment along the corridor.

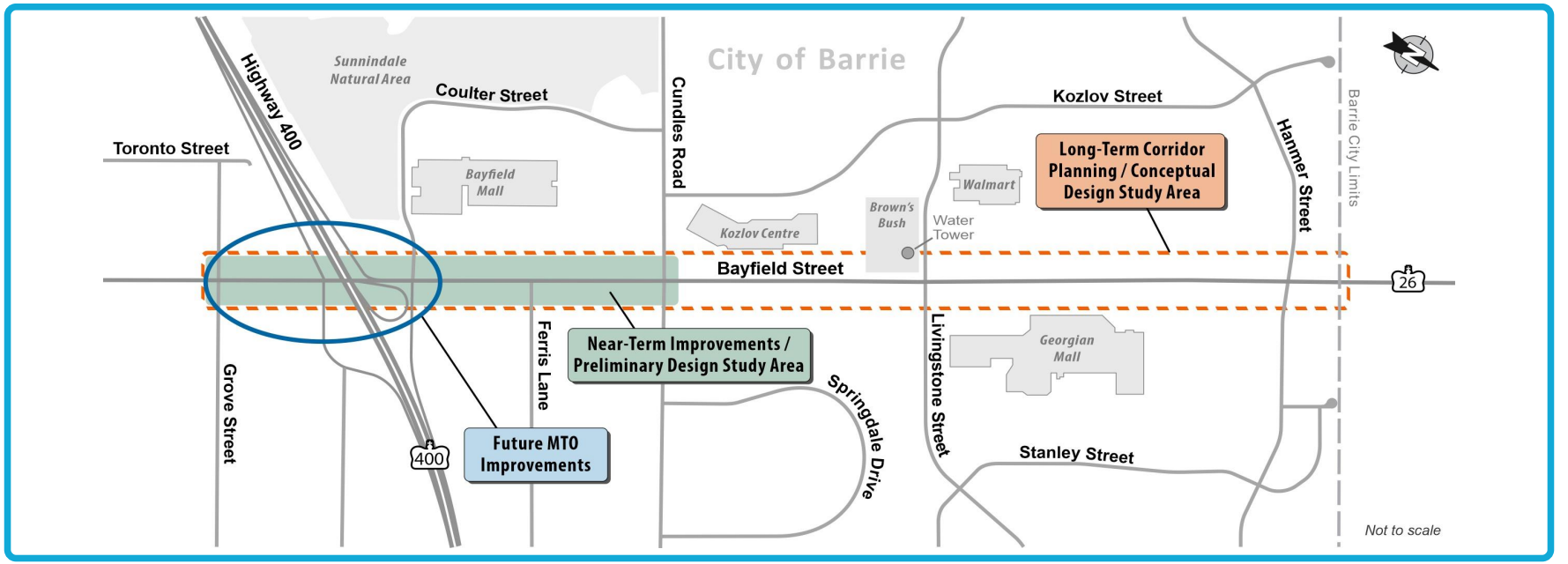
The current street does not meet traffic demands, has narrow sidewalks, no cycling facilities, and numerous uncontrolled private accesses that are contributing to safety concerns.

Opportunities for Improvement





Bayfield Street's transformation includes the City of Barrie studying both near-term needs and establishing a long-term vision for the corridor with consideration for all travel modes.



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 vehicle capacity and active transportation improvements 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.

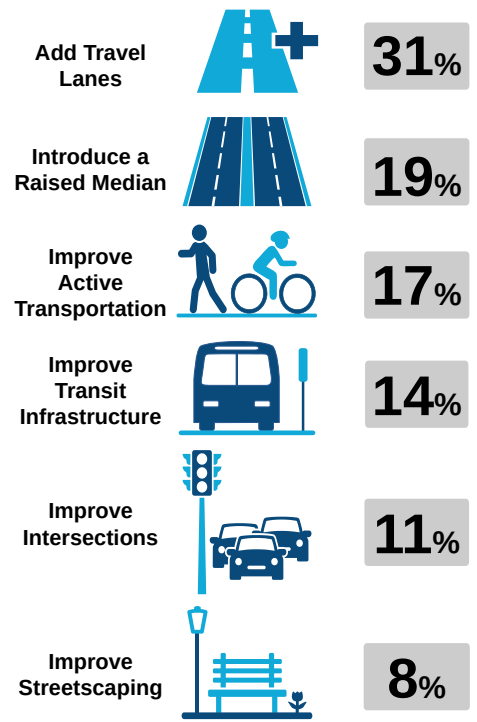
Study Purpose: Long-term Corridor Planning

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

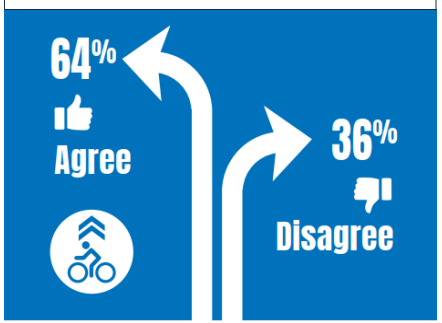
What is the Public telling us?

Key statistics from the PIC 2 Interactive Questions

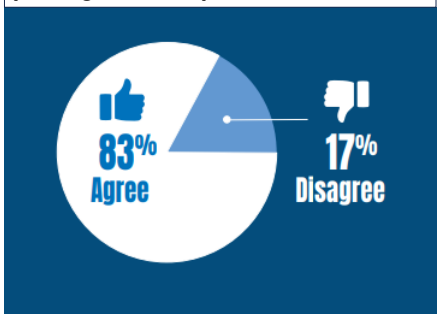
Which proposed solution respondents think would most benefit Bayfield Street:



What respondents think if private property loss is a worthwhile trade-off for gaining cycling infrastructure on Bayfield Street:



What respondents think of supporting improved safety through controlling turning movements (adding a median):



What respondents think of Bayfield Street:

The Project Team has proposed a variety of solutions to improve the key issues along Bayfield Street. The public provided feedback to some of the options below:

Provide more active transportation options along Bayfield Street:

install cycling facilities, install cycle tracks, install transit facilities, provide safer infrastructure for pedestrians and improve accessibility for all pedestrians.

Improve road safety through a raised median:

concerns about heavy traffic and issues with uncontrolled turning movements. Suggestions for improvements include a raised median and restricting turning movements.

Make Bayfield Street less congested through widening:

the most popular improvement to Bayfield Street is to add one additional travel lane in each direction to improve capacity for road users.

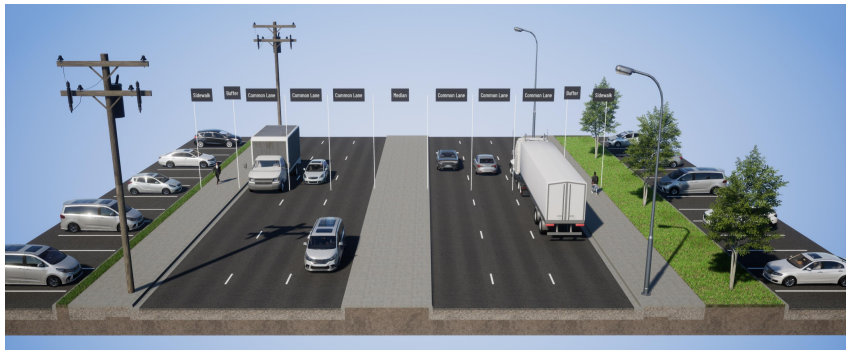
Alternative Designs Summary: Road Alignment and Lane Configuration (1 of 2)

Based on the alternative planning solutions carried forward, seven (7) alternative design concepts were developed:



Alternative 1: Do Nothing

Do Not Carry Forward



Alternative 3: 6-lanes from Coulter Street to Ferris Lane, 5-lanes from Ferris Lane to Cundles Road with no active transportation improvements

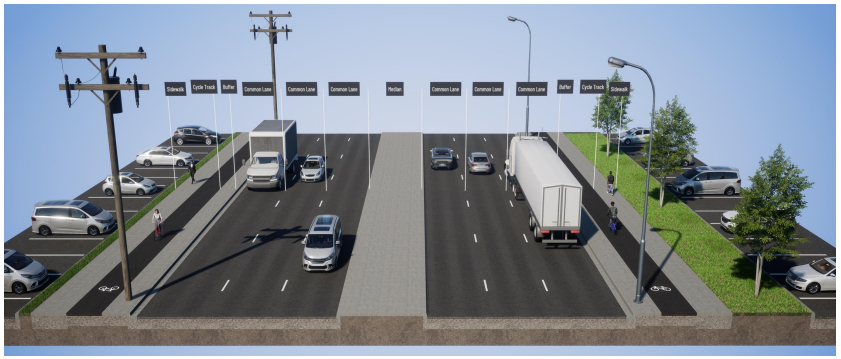
Do Not Carry Forward



Alternative 2: 6-lane Cross Section with Through Turn Intersections (no left turns at primary intersections) with Sidewalks / Cycle Tracks

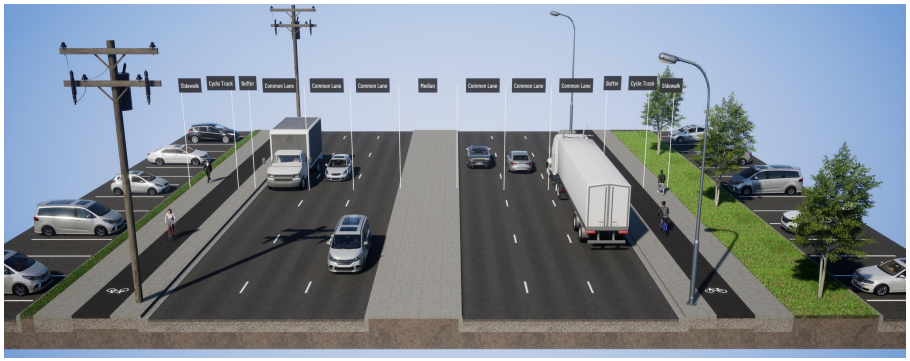
Do Not Carry Forward

Alternative Designs Summary: Road Alignment and Lane Configuration (2 of 2)



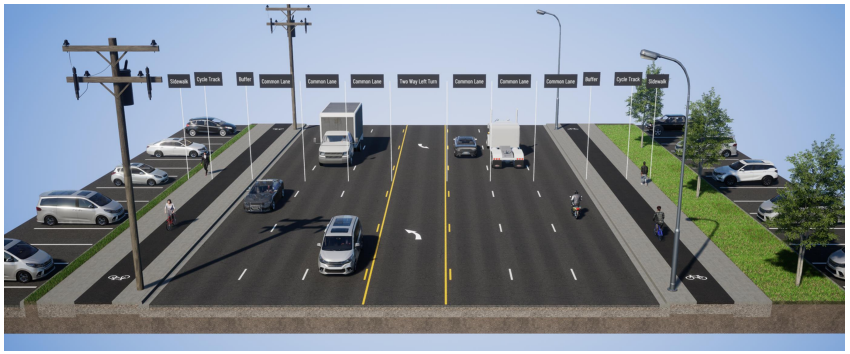
Alternative 4 (Preferred): 6-lane Cross Section (Widening from Centreline) with Median and Sidewalks / Cycle Tracks

Carry Forward



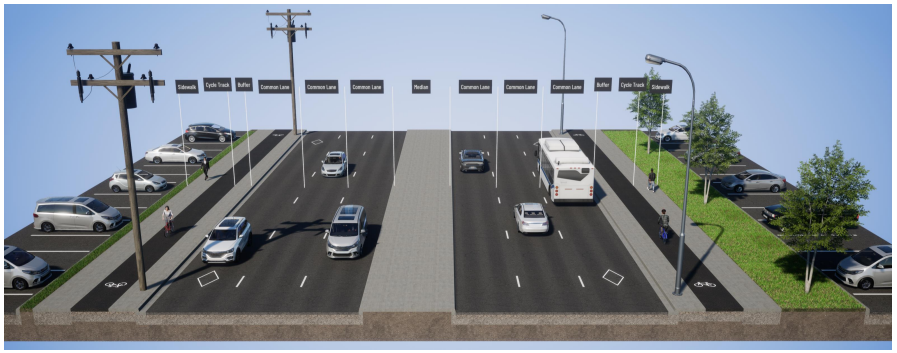
Alternative 5: 6-lane Cross Section (Widening from East Curb) with Median and Sidewalks / Cycle Tracks

Do Not Carry Forward



Alternative 6: 7-lane Cross Section (Two-Way Centre Left Turn Lane) with Sidewalks / Cycle Tracks

Do Not Carry Forward



Alternative 7: 6-lane Cross Section with Curbside High Occupancy Vehicle (HOV) Lanes with Median and Sidewalks / Cycle Tracks

Do Not Carry Forward

How Were the Alternative Designs Evaluated?

Evaluation Criteria

Planning



- Consistency with Provincial and Municipal Planning Objectives, including the City's vision for Bayfield Street and the Transportation Master Plan
- Impacts to Future Development

Socio-Economic



- Ability to enhance public realm, streetscape character and opportunities to incorporate placemaking strategies
- Community effects and potential impact (disruption and nuisance) and benefits to residences and businesses

Natural Heritage



- Adaptability and resiliency to climate change and climate change mitigation (i.e., reduction of GHG emissions)
- Potential for the Project to impact local air quality and the acoustic environment at nearby sensitive receptor locations
- Potential impacts/improvements to street tree canopy, vegetation and landscaped areas

Cultural Heritage



- Potential impacts on cultural heritage resources
- Potential impacts to archaeological resources

Active Transportation Network



- Builds on existing active transportation network
- Transportation equity

Cost



- Property impact and acquisition
- Maintenance costs
- Utility costs
- Capital costs

User Safety



- Motor vehicle safety
- Active transportation user safety

Transportation



- Impacts and improvements to traffic operations
- Ability to accommodate future traffic demand
- Network connectivity
- Compatible to and supports the planned MTO Interchange improvements
- Impacts to emergency response

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Evaluation of Alternative Design Concepts (1 of 2)

Criteria	Alternative 1: Do Nothing	Alternative 2: 6-lane Cross Section with Through Turn Intersections (no left turns at primary intersections) with Sidewalks / Cycle Tracks	Alternative 3: 6-lanes from Coulter Street to Ferris Lane, 5-lanes from Ferris Lane to Cundles Road with no active transportation improvements
Planning	Less Preferred	More Preferred	More Preferred
Socio-Economic	Moderately Preferred	Moderately Preferred	Less Preferred
Natural Environment	Less Preferred	More Preferred	Moderately Preferred
Cultural Heritage	More Preferred	Moderately Preferred	More Preferred
User Safety	Less Preferred	Less Preferred	Less Preferred
Active Transportation Network	Less Preferred	More Preferred	Moderately Preferred
Transportation	Less Preferred	Less Preferred	Less Preferred
Cost	No Construction Cost	$$	$
Overall Summary	• Does not support the interchange traffic operations • Does not support businesses • Does not improve road safety • Does not support the active transportation network	• Supports the interchange traffic operations but with higher delay than other alternatives. It is less convenient for motorist turn movements • Does not support businesses • Moderate improvement to road safety. Unconventional approach could lead to erratic maneuvers and decrease in safety • Supports the active transportation network	• Supports the interchange traffic operations but with higher delay than other alternatives. • Supports businesses • Reduction in road safety • Does not support the active transportation network
Recommendation	**Do Not Carry Forward**	**Do Not Carry Forward**	**Do Not Carry Forward**

Alternatives 1, 2 and 3 do not support the future transportation needs. They do not support user safety for drivers, cyclists and pedestrians. For more information, please refer to the detailed handout.

Evaluation of Alternative Design Concepts (2 of 2)

Criteria	Alternative 4 (Preferred): 6-lane Cross Section (Widening from Centreline) with Median and Sidewalks / Cycle Tracks	Alternative 5: 6-lane Cross Section (Widening from East Curb) with Median and Sidewalks / Cycle Tracks	Alternative 6: 7-lane Cross Section (Two-Way Centre Left Turn Lane) with Sidewalks / Cycle Tracks	Alternative 7: 6-lane Cross Section with Curbside High Occupancy Vehicle (HOV) Lanes with Median and Sidewalks / Cycle Tracks
Planning	More Preferred	More Preferred	More Preferred	More Preferred
Socio-Economic	Moderately Preferred	Moderately Preferred	Moderately Preferred	Moderately Preferred
Natural Environment	More Preferred	Moderately Preferred	More Preferred	More Preferred
Cultural Heritage	Moderately Preferred	More Preferred	Moderately Preferred	Moderately Preferred
User Safety	More Preferred	Moderately Preferred	Less Preferred	More Preferred
Active Transportation Network	More Preferred	Moderately Preferred	More Preferred	More Preferred
Transportation	More Preferred	More Preferred	Moderately Preferred	Less Preferred
Cost	$$	$$$	$$	$$
Overall Summary	• Supports the interchange traffic operations • Supports businesses • Improvement to road safety • Supports the active transportation network	• Supports the interchange traffic operations • Supports businesses, but significant impacts to individual businesses on west side of street • Improvement to road safety • Does not support the active transportation network	• Supports the interchange traffic operations • Supports businesses • Reduction in road safety • Supports the active transportation network	• Supports the interchange traffic operations • Supports businesses • Improvement to road safety • Supports the active transportation network
Recommendation	**Carry Forward**	**Do Not Carry Forward**	**Do Not Carry Forward**	**Do Not Carry Forward**

Alternative 4 has fewer potential impacts to the socio-economic environment and cultural heritage resources. It offers the greatest improvements in user safety, the active transportation network and the overall transportation along Bayfield Street. As such, it is the preferred alternative. For more information, refer to the ***Alternative Design Concepts Additional Information*** *pages*.

Barrie

Preferred Design Solution

Design Elements

Bayfield Street Transportation Improvements

Preferred Design		Purpose	Description	Impact & Mitigation
Raised Median to Control Turning Movements		It improves road safety, improves vulnerable user safety and reduces congestion.	A raised median prevents vehicles from making left-in and left-out turn movements to and from mid-block driveways.	Left-in and/or left out turn movements will be restricted mid-block, changing access to businesses. U-turns at intersections and re-routing using the local street network provides access.
Intersection Improvements		It improves road safety, improves vulnerable user safety and facilitates access to businesses.	The intersections will be redesigned to include safer pedestrian crossings, new cycling signals and it will better facilitate U-turns for passenger vehicles.	Requires the City to acquire private property. The amount of required property has been reduced by using design minimums and eliminating corridor landscaping.
Additional Travel Lane in Each Direction		It reduces congestion.	The addition of one-lane of traffic per direction will increase the capacity of the roadway by approximately 50%.	
Transit Stop Facilities		It supports all modes of transportation.	New traffic stop infrastructure including shelters, benches and waste receptacles (where space permits) improves user experience and encourages ridership growth.	
Addition of Cycle Tracks and Sidewalk Improvements		It supports all modes of transportation and improves vulnerable user safety.	New dedicated cycling infrastructure that is physically separated from traffic increasing safety and comfort for cyclists. Sidewalks will be wider and located further away from traffic, increasing safety and comfort for pedestrians.	

Preferred Design Solution

Illustration of Street Cross-Section

Bayfield Street Transportation Improvements

Preferred Design (Alternative 4): Bayfield Street Widening to 6 Lanes from Coulter Street to Cundles Road, Cycle Tracks and Improved Sidewalks



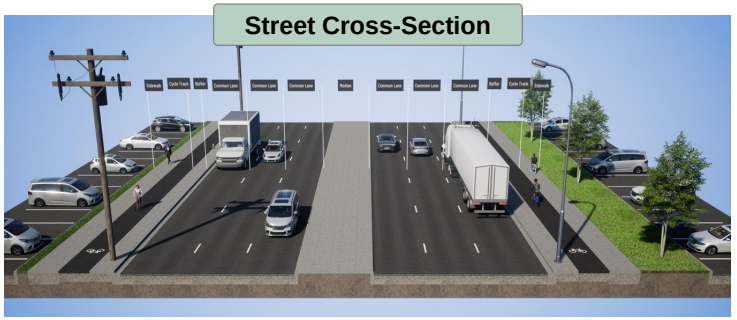
Cycle Track and Sidewalk



Intersection Improvements



Street Cross-Section



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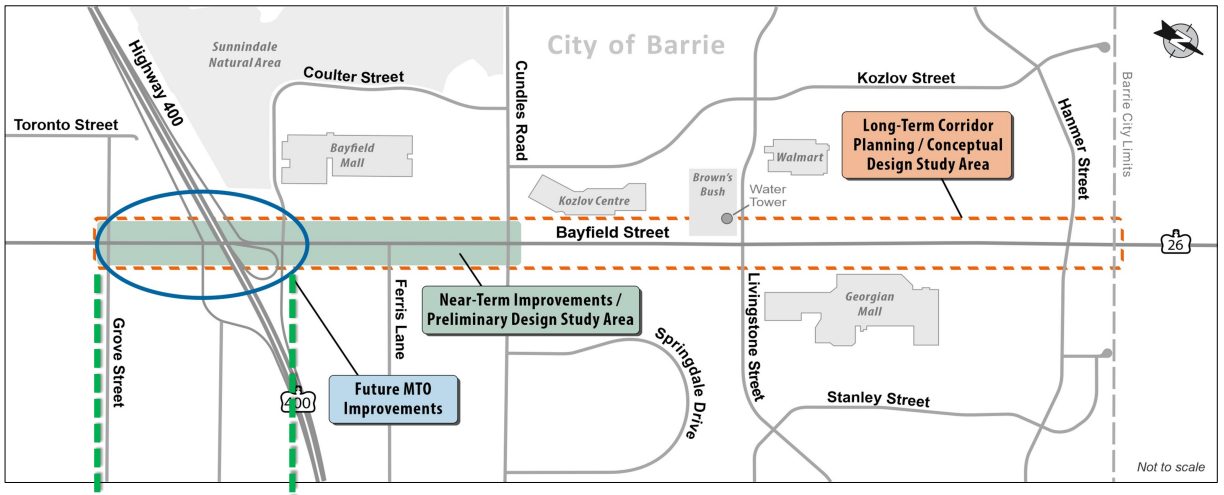
Preferred Design Solution

Grove Street to Coulter Street – Study Recommendation for Cycling Infrastructure with MTO Project

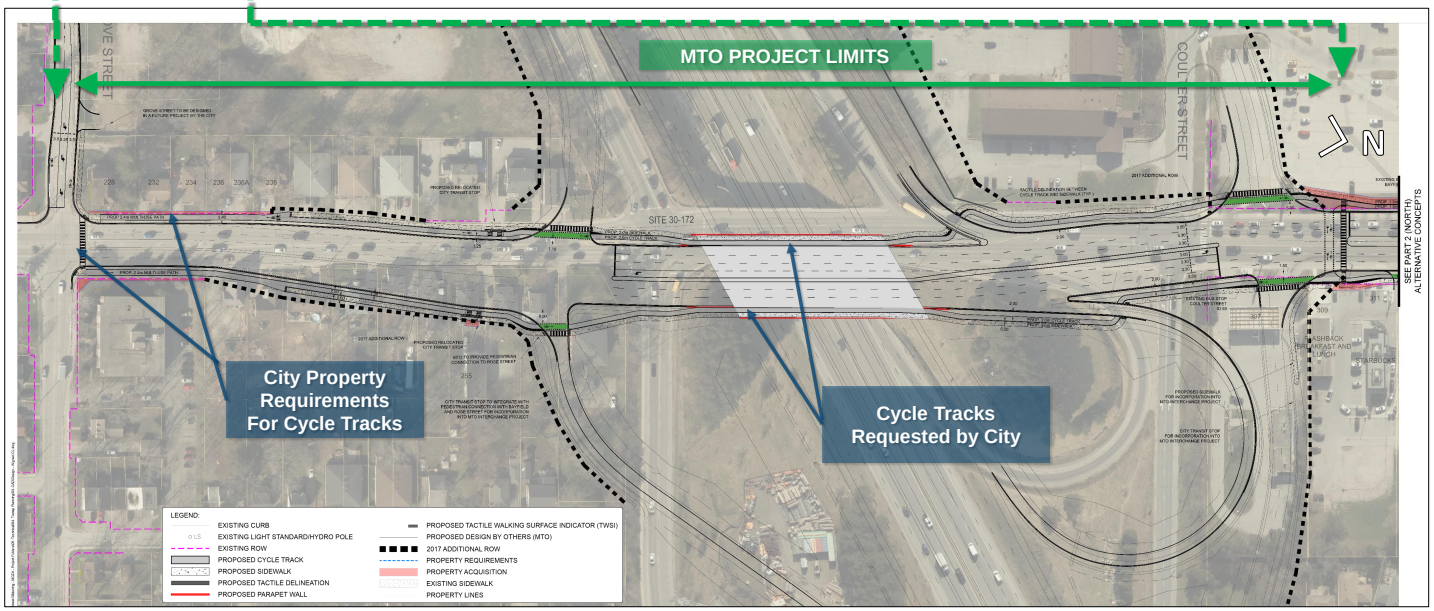
Bayfield Street Transportation Improvements



GROVE STREET TO COULTER STREET INCLUDING A NEW BRIDGE AND INTERCHANGE RAMPS

The **Ministry of Transportation (MTO)** will be undertaking the widening of Bayfield Street from 4-lanes to 6-lanes and construction of a new bridge and interchange ramps. The City's study specifically examined active transportation improvements on this segment of Bayfield Street. The City's study is recommending the inclusion of cycle tracks. This study has identified the need for limited property acquisitions on Bayfield Street near Grove Street. The City is responsible to acquire this property to facilitate implementation of cycling tracks by the MTO. MTO is assessing the request to include cycling facilities.

- **MTO'S PROJECT IS A SEPARATE PROJECT**
- **THE MTO PLANNING STUDY WAS COMPLETED IN 2017**
- **THE MTO IS INITIATING DETAILED DESIGN THIS YEAR**



This drawing illustrates the City's concept for the inclusion of cycling facilities as part of MTO's design concept contained in the completed 2017 MTO planning study.

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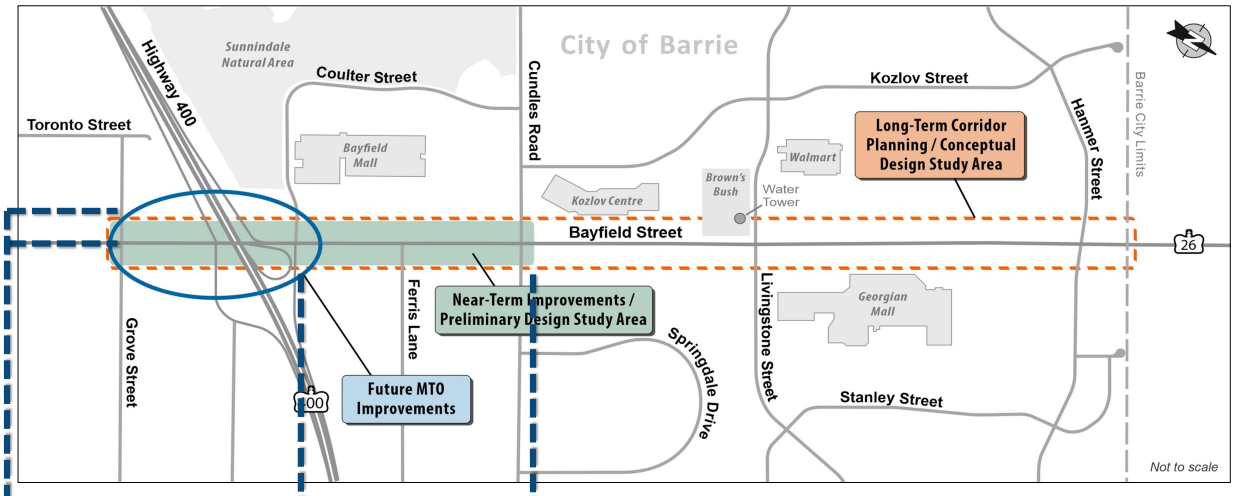
Preferred Design Solution

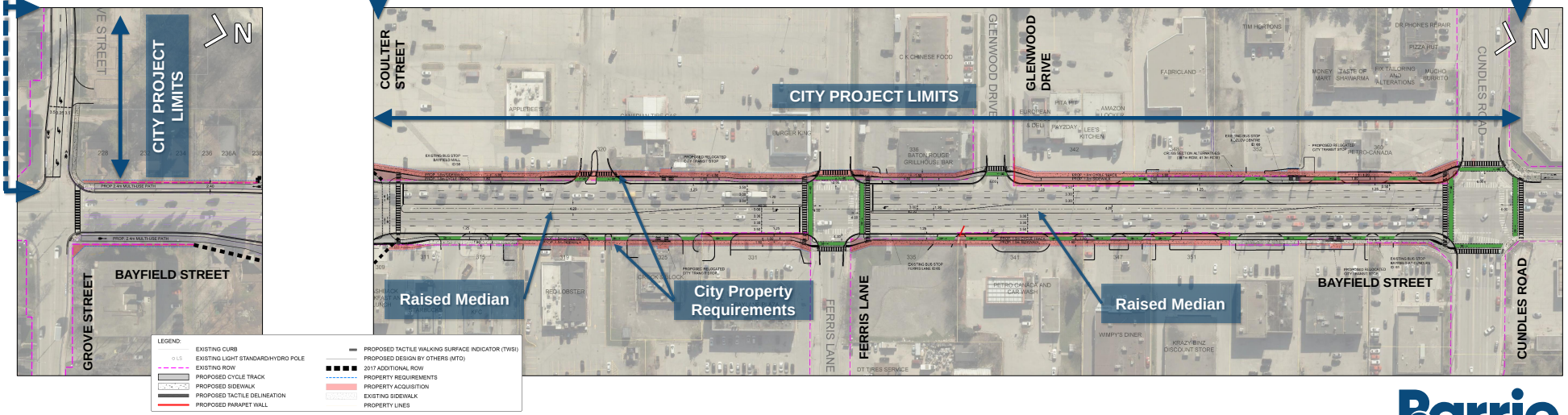
Coulter Street to Cundles Road & Portion of Grove Street



COULTER STREET TO CUNDLES ROAD

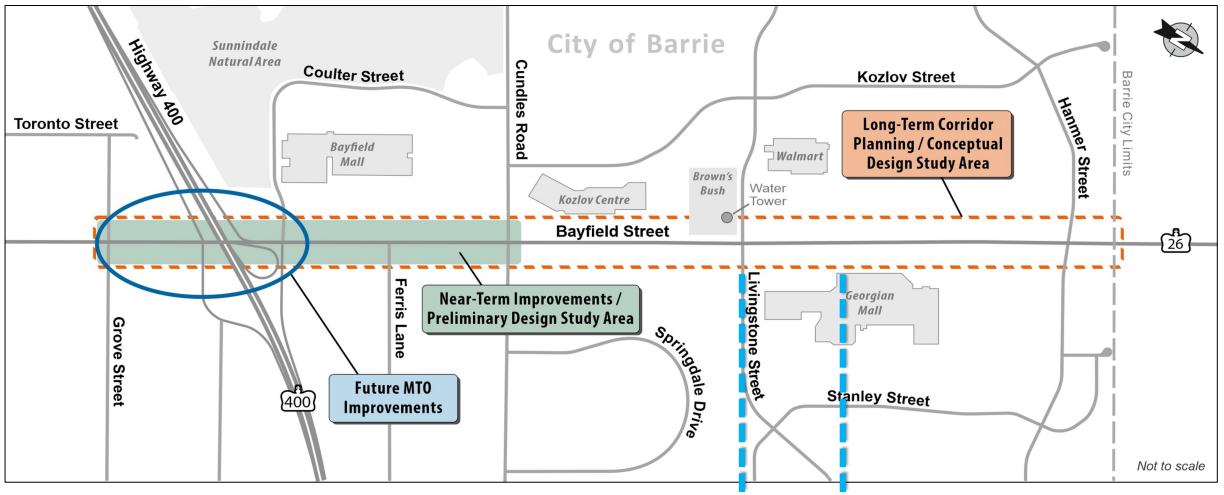
The Preferred Design Solution includes widening of Bayfield Street from 4-lanes to 6-lanes, new cycle tracks, wider sidewalks and a raised median. There are also planned improvements at the Grove Street intersection to be included with this project. This project provides the necessary 6-lanes to tie-in to MTO's improvements.

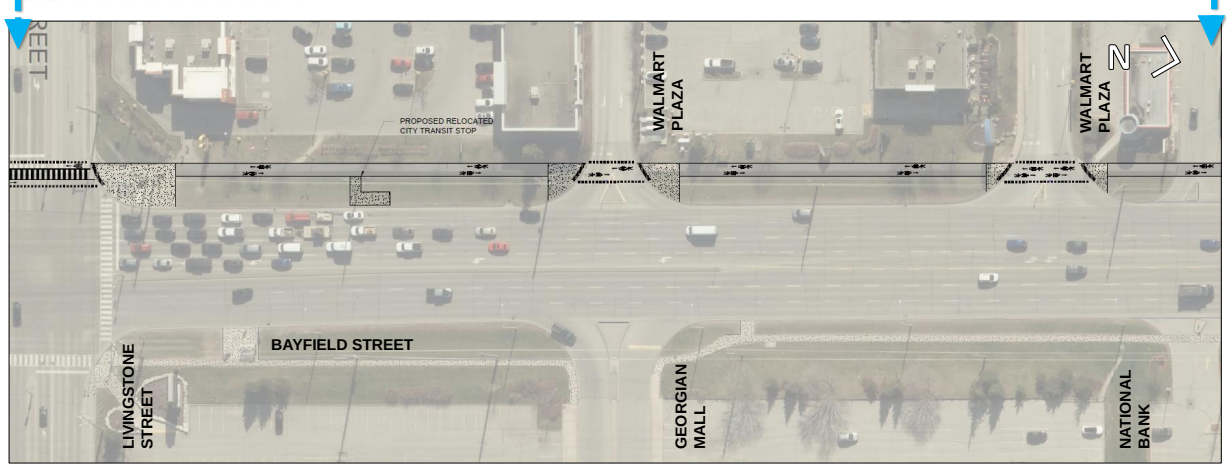
This is the City's project and is separate from the MTO's project. Subject to Council and budget approval, the City will commence detailed design in 2026 with implementation planned to follow the completion of the MTO's project.



Preferred Design Solution

Long-term Corridor Planning





CUNDLES ROAD TO HANMER STREET

The Preferred Design Solution recommends the City consider the implementation of a multi-use path on the west side of Bayfield Street subject to future funding availability. The City is protecting the corridor through the City's Official Plan to facilitate future implementation of enhanced streetscaping, transit and active transportation improvements to align with future mixed-use development planned for this corridor. The City's current Transportation Master Plan project is also examining the potential for higher order transit, which may require additional corridor protections.

The Study is recommending that the City monitor traffic operations on this segment and consider implementation of a raised median as part of future capital projects contemplated for Bayfield Street.

This drawing illustrates a portion of Bayfield Street within this segment with a multi-use path that would replace the existing sidewalk. A multi-use path typically has an asphalt surface and can be used by both cyclists and pedestrians. A multi-use path would be considered an interim improvement until more fulsome redevelopment occurs on the corridor. The multi-use path is proposed to extend from Cundles Road to Hanmer Street.

Preferred Design Solution

Raised Median - Improved Safety Through Access Management

Unpredictable Access. Higher Risks. Growing Frustration.

- The high number of uncontrolled driveways is resulting in more collisions, more congestion and an unpredictable driving experience.
- The current roadway configuration encourages unsafe turning movements into and out of businesses that are contributing to serious collisions, traffic delays and frequent traffic disruptions.
- There have been 100 mid-block collisions on Bayfield Street, between Grove Street and Hamner Street, over the past 5 years that could have been prevented. Collision rates and severity will increase without changes to access management.
- A travel time increase of as little as 10% can decrease market area by 19% (negatively impacting businesses)[3].

3 – National Cooperative Highway Research Program – NCHRP 1032

Safe Access. Strong Businesses. Safer Community.

- Better access management means safer roads, smoother traffic, and a stronger, more vibrant business environment.
- Before and after studies indicate that 80% of businesses experience either no impact or a positive impact when a median is installed[4].
- A raised median is essential to ensure safety, manage access, and support smooth, predictable traffic flow.
- Safe, orderly and predictable traffic flow is good for both residents and businesses.

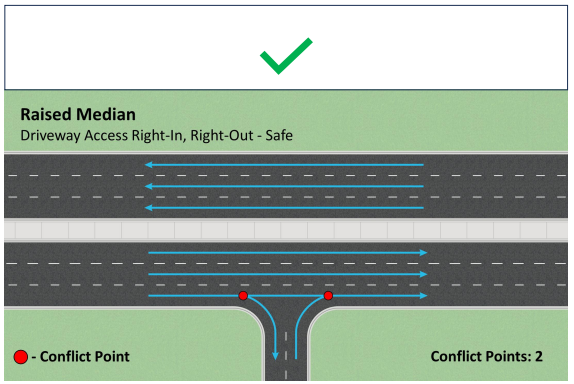
4 - FHWA (via NCHRP): *Safe Access is Good for Business* brochure. Based on reported sales. 53% same, 33% increased, 9% uncertain, 5% decreased.

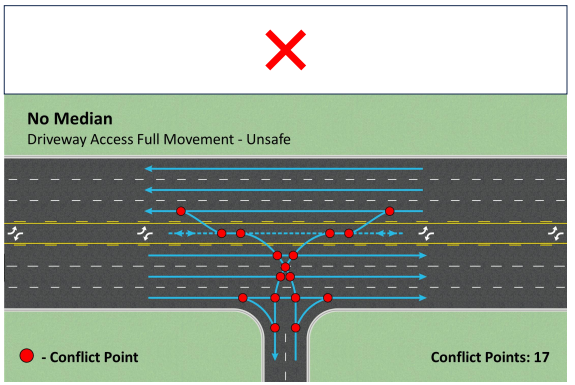
	With Raised Median	Without Raised Median
Road Safety	85% fewer conflict points, elimination of 71% of collisions associated with driveway turning movements[1] and 39% fewer collisions overall[2]	High crash risk including severe head-on and angle collisions
Traffic Flow	Smoother, more predictable traffic flow	Unpredictable traffic flow; frequent slowdowns and sudden stops
Pedestrian & Cyclist Safety	Safer driveways crossings, reduced turning vehicle conflicts	Higher risk for pedestrians and cyclists at crossings
Business Access	Controlled, clear access	Uncontrolled turns make access confusing and less safe for customers
Long-term Corridor Health	Corridor traffic operations are predictable with much fewer collisions and less traffic disruptions, corridor is better suited to support growth	Corridor traffic operations will worsen with increased collision frequency and poor traffic flow; customers may start to avoid the corridor, impacts growth

1 – FHWA - Access Management in the Vicinity of Intersections - FHWA-SA-10-002 , 2 – CMF Crash Modification Factors Clearinghouse – CMF ID:3034

Conflict points are locations where traffic have the potential to collide or interfere with each other.

More conflict points = higher collision instances, reduced safety and more congestion



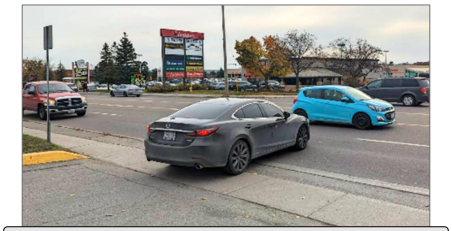


Preferred Design Solution

Raised Median Technical Justification

What are the key metrics used to determine if a median is required?

Justification		Bayfield Street	Rationale
High Traffic Volume	☑	Traffic volumes on Bayfield Street have been recorded as high as 50,000 vehicles per day.	High traffic volumes on urban arterial roads are typically defined as 20,000 vehicles per day. High traffic volumes increase turning conflicts and reduces gaps for safe left turns.
Six-Lane Configuration	☑	Bayfield Street is being proposed to be widened to six-lanes.	A six-lane configuration increases the number of conflict points and left-turns become more challenging.
Closely Spaced Driveways	☑	Bayfield Street has numerous closely spaced driveways.	Closely spaced driveways increases conflict points and create overlapping turning movements.
Mid-block Collision History	☑	Bayfield Street has a history of mid-block collisions.	Mid-block collisions indicate conditions that require access management to improve safety.
Active Transportation Infrastructure	☑	Bayfield Street is being proposed to include cycling infrastructure.	Cycling infrastructure requires access management to improve safety. Reducing conflict points help drivers make safe and predictable turning movements. Left-turns by drivers are hazardous for pedestrians and cyclists.



Motorist turning left out of a commercial access on Bayfield Street. This is a turning maneuver with high risk of an angle collision from traffic travelling northbound in Lane 1, other motorists entering and exiting the two-way left turn lane as well as motorists travelling southbound in Lane 1. Visibility is challenging or obstructed for both the driver making the left out turning movement and vehicles on Bayfield Street.

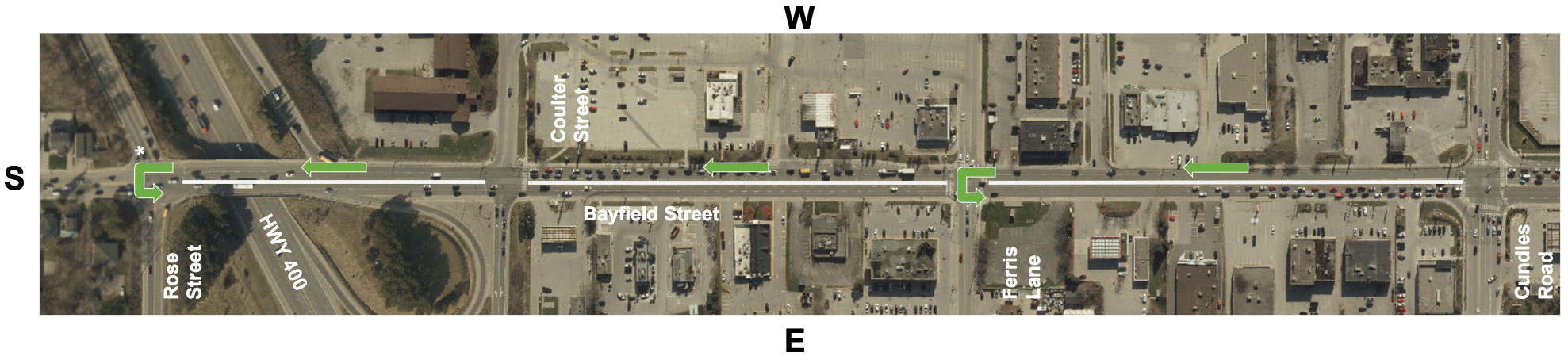


Motorist turning left into a commercial access on Bayfield Street. There is a high risk of collision when drivers attempt a blind left turn through queued traffic as both the driver and traffic in Lane 2 (closest to the curb) may not be able to see each other.

Preferred Design Solution

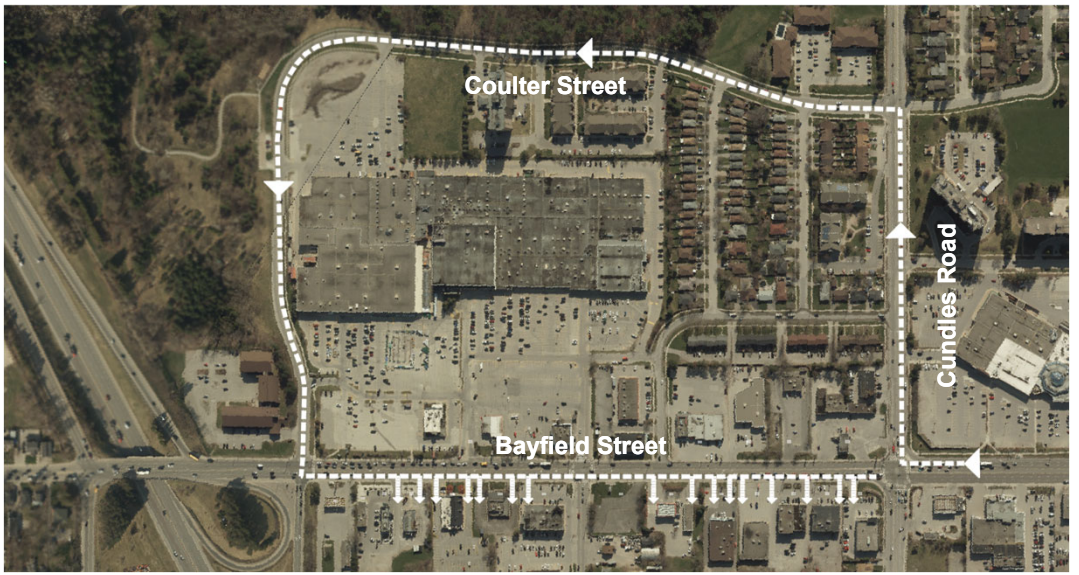
Raised Median – Southbound Traffic Access Changes

Bayfield Street Transportation Improvements



How can I access businesses on the east side of Bayfield Street when travelling southbound?

- Make a U-turn at either Ferris Lane or the Rose Street intersection (* subject to discussions with MTO).
- Detour using Cundles Road and Coulter Street.
- Adjust your travel path so that you are travelling northbound.

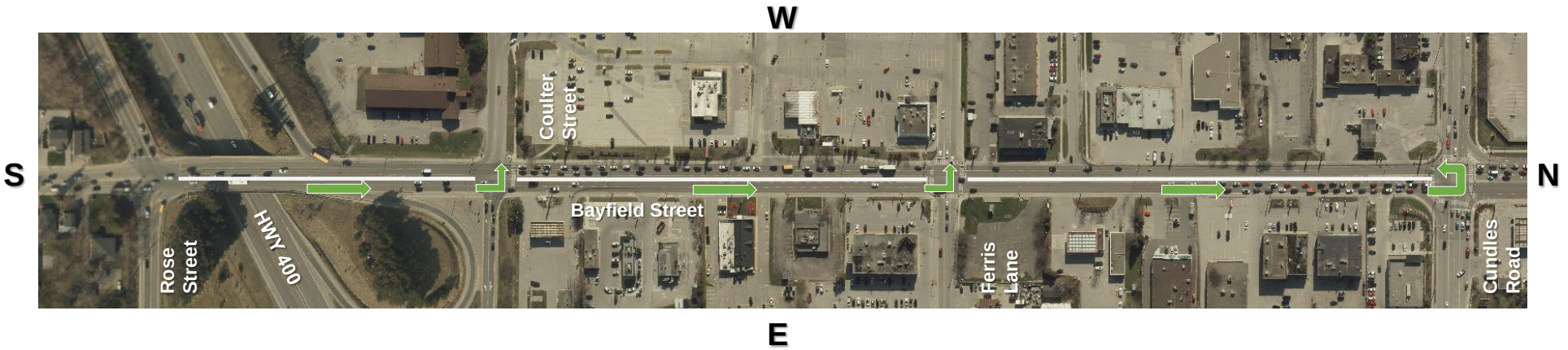


A little further. A lot safer.

Your trip may take a little longer, but ensuring public safety is paramount. A few minutes may save a life or prevent a serious injury.

Preferred Design Solution

Raised Median – Northbound Traffic Access Changes



How can I access businesses on the west side of Bayfield Street when travelling northbound?

- Make a left at Coulter Street or Ferris Lane to access Bayfield Mall.
- Make U-turn at Cundles Road to access businesses between Glenwood Drive and Cundles Road.
- Detour using Heather Street, Kozlov Street and Cundles Road or Glenwood Drive.
- Adjust your travel path so that you are travelling southbound.

A little further. A lot safer.

Your trip may take a little longer, but ensuring public safety is paramount. A few minutes may save a life or prevent a serious injury.



Potential Environmental Effects and Mitigations

Bayfield Street Transportation Improvements

Following the evaluation of the recommended design concepts, the potential environmental effects to natural, cultural heritage and socio-economic environments have been identified, as described below.

	Construction	Operation	Potential Environmental Effects	Project Mitigation Measures
Natural Environment and Landscaping		✓	There may be potential minor/moderate impacts to existing vegetation (i.e. street trees, manicured plants) within the landscaped open space due to proposed multi-use trail and sidewalk locations between Coulter Street to Glenwood Drive, as well as minor impacts to landscaped areas and residential trees south of Highway 400 due to minor widening.	The City of Barrie has limited widening to the extent possible. The City's Official Plan includes long-term protection for additional corridor width on Bayfield Street to allow for enhanced streetscape with landscaping.
Cultural Heritage	✓		During construction, there may be temporary and common indirect impacts affecting nearby heritage properties: - Edwardian style house: Potential impacts through vibration - Queen Anne style house: Potential impacts through land alteration and vibration from construction	As part of standard studies prepared following the Ontario Heritage Act, the potential heritage values will be confirmed through Heritage Impact Assessments (HIA) to determine the presence of heritage value. These assessments may lead to more detailed mitigation measures, where appropriate.
Archaeology	✓		A Stage 1 Archaeological Assessment (AA) was completed for the study area. However, a small area (~ 0.3 hectares) of the proposed alternative on the south side of Bayfield Street between Grove Street and the Hwy 400 Northbound onramp is not included in the Stage 1 Archaeology Assessment (AA) study area and will be addressed by the City.	The City of Barrie will update the Stage 1 AA to address all archaeological potential in accordance with the Ontario Heritage Act requirements. Any recommendations for further work will be completed by the City.
Access and Traffic	✓		There will be some temporary access and traffic disruptions to residents and businesses during construction.	The City of Barrie will consult the public during detail design and carefully coordinate re-routing during construction. Long-term safety and operational improvements to the corridor are expected to have positive impacts to residents and businesses.
Air Quality		✓	The preferred alternative has the potential to improve local air quality in the long term.	Local air quality will be improved because of reduced congestion and idling on Bayfield Street from the implementation of additional travel lanes and active transportation elements.
Noise	✓	✓	Temporary increases to noise will occur during construction. There is the potential for negligible to low potential environmental effects to the existing acoustic environment in the long-term.	Throughout construction the City of Barrie Noise by-laws will be adhered to. Exemptions will be applied for where necessary.

Survey Question

Transportation Improvements along Bayfield Street

The Preferred Design includes the implementation of additional travel lanes, a raised median, cycle tracks and widened sidewalks.

Do you agree that these additions will improve the overall safety along Bayfield Street for all users of the corridor?

Please place a sticky note in the 'yes' or 'no' boxes below along with a brief comment or explanation for your choice.

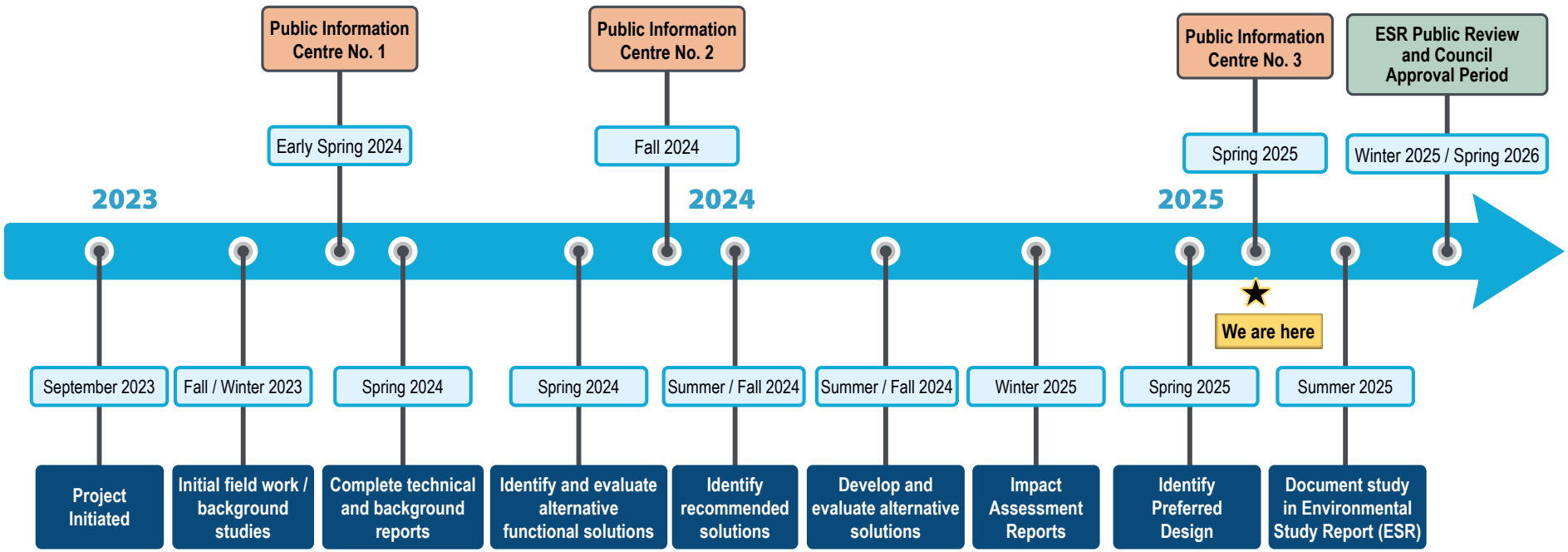
YES

Place Sticky Note Here for Yes

NO

Place Sticky Note Here for Yes

Schedule of Key Milestones



Key next steps:

- Review public input received from PIC No. 3 and respond to comments
- Refine the Preferred Design based on public and agency input
- Finalize environmental impact assessment
- Prepare the Environmental Study Report (ESR) summarizing the results of the study
- Present recommendations to City Council for approval
- Subject to Council approval, proceed to the detailed design project phase

How Can Residents and Stakeholders Participate?

- Please go to our *Building Barrie* webpage at **www.buildingbarrie.ca/bayfieldstudy** to:
  - Provide formal project comments.
  - Subscribe for electronic project updates.
  - Review important and updated information about the study.
  - Access key documents and reports.



- Meetings with impacted property owners and businesses have occurred and will continue this summer.
- Environmental Study Report available for public review later this year.
- Deputations in support of or against study recommendations can be made at City Council when project recommendations are submitted for consideration.





Thank you for your time!

Please stay engaged with the Project and provide your valued input, we want to hear from you!

For more information and to provide comments on the study, please visit us at:

www.buildingbarrie.ca/bayfieldstudy

Alternative Design Concepts

Additional Information

For Reference Only

Alternative Design 1

Alternative 1: Do Nothing

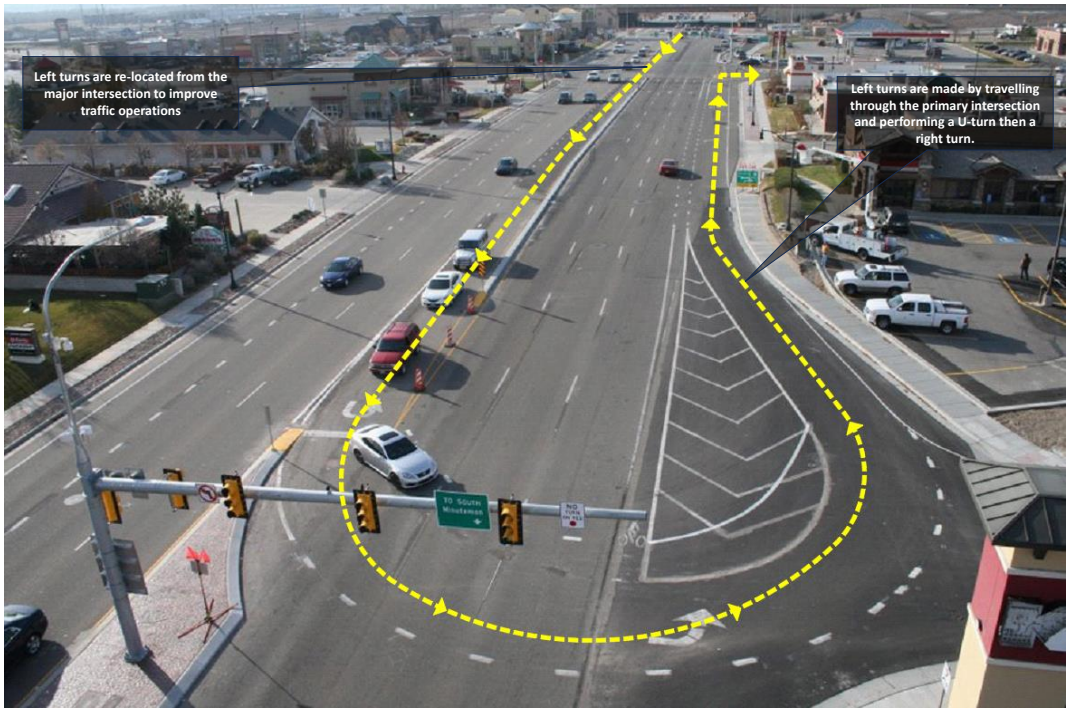


The Do-Nothing alternative serves as the baseline alternative to compare all other alternatives against. This alternative would involve implementing no improvements and would maintain the status quo.

Criteria	Assessment
Planning	Less Preferred
Socio-Economic	Moderately Preferred
Natural Environment	Less Preferred
Cultural Heritage	More Preferred
User Safety	Less Preferred
Active Transportation Network	Less Preferred
Transportation	Less Preferred
Cost	No Construction Cost
Overall Summary	• Does not support the interchange traffic operations • Does not support businesses • Does not improve road safety • Does not support the active transportation network
Recommendation	**Do Not Carry Forward**

Alternative Design 2

Alternative 2: 6-lane Cross Section with Through Turn Intersections (no left turns at primary intersections) with Sidewalks / Cycle Tracks



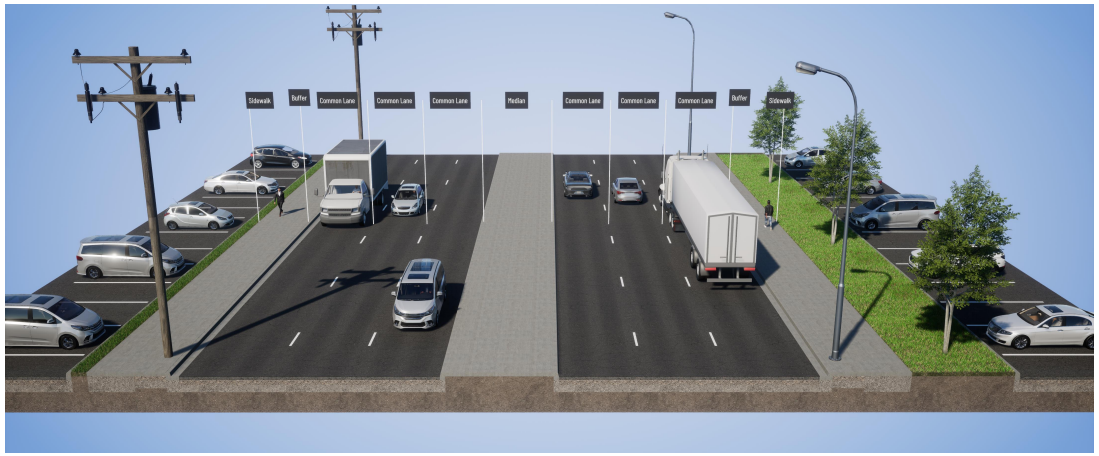
Alternative 2 examined an innovative intersection design referred to as a Through Turn Intersection (TTI). The intent of a TTI is that it may provide sufficient improvements in intersection efficiency to not require additional travel lanes. This intersection concept removes left turn lanes from primary intersections maximizing signal time dedicated to through movements. For Bayfield Street, this alternative considered a TTI at Bayfield Street north and south of Cundles Road.

This alternative was developed to examine how a potential solution with road improvements primarily at intersections would function.

Criteria	Assessment
Planning	More Preferred
Socio-Economic	Moderately Preferred
Natural Environment	More Preferred
Cultural Heritage	Moderately Preferred
User Safety	Less Preferred
Active Transportation Network	More Preferred
Transportation	Less Preferred
Cost	$$
Overall Summary	• Supports the interchange traffic operations but with higher delay than other alternatives. It is less convenient for motorist turn movements • Does not support businesses • Moderate improvement to road safety. Unconventional approach could lead to erratic maneuvers and decrease in safety • Supports the active transportation network
Recommendation	**Do Not Carry Forward**

Alternative Design 3

Alternative 3: 6-lanes from Coulter Street to Ferris Lane, 5-lanes from Ferris Lane to Cundles Road with no active transportation improvements



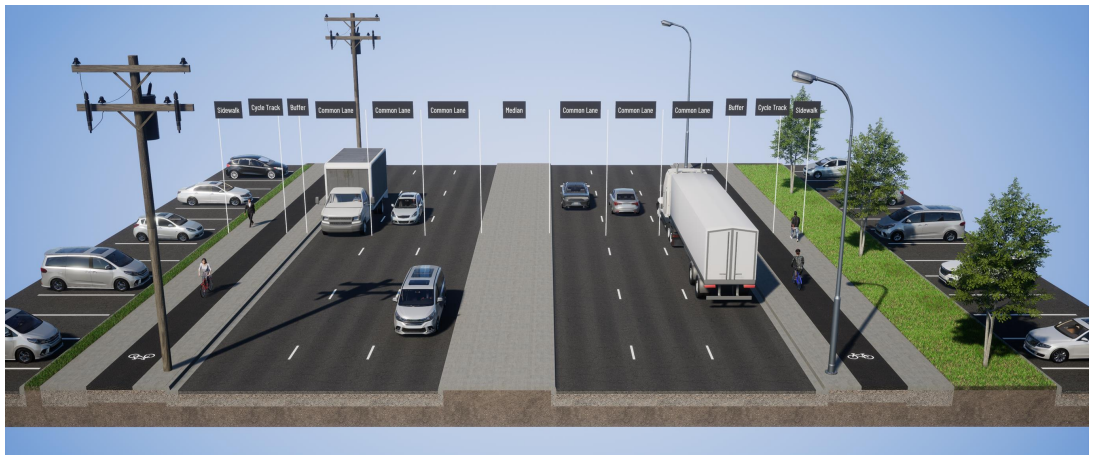
Alternative 3 includes widening Bayfield Street from Coulter Street to Ferris Lane. This alternative would then transition to the existing 5-lane cross-section at Ferris Lane. The 5-lanes would remain from Ferris Lane to Cundles Road.

This alternative was developed to examine how a potential solution with the least amount of road improvements could function. Widening would be limited to this segment to provide a transition from the MTO's 6-lane Bayfield Street Bridge to the existing 5-lanes on Bayfield Street.

Criteria	Assessment
Planning	More Preferred
Socio-Economic	Less Preferred
Natural Environment	Moderately Preferred
Cultural Heritage	More Preferred
User Safety	Less Preferred
Active Transportation Network	Moderately Preferred
Transportation	Less Preferred
Cost	$
Overall Summary	• Supports the interchange traffic operations but with higher delay than other alternatives • Supports businesses • Reduction in road safety • Does not support the active transportation network
Recommendation	**Do Not Carry Forward**

Alternative Design 4 - PREFERRED

Alternative 4 (Preferred): 6-lane Cross Section
(Widening from Centreline) with Median and Sidewalks / Cycle Tracks

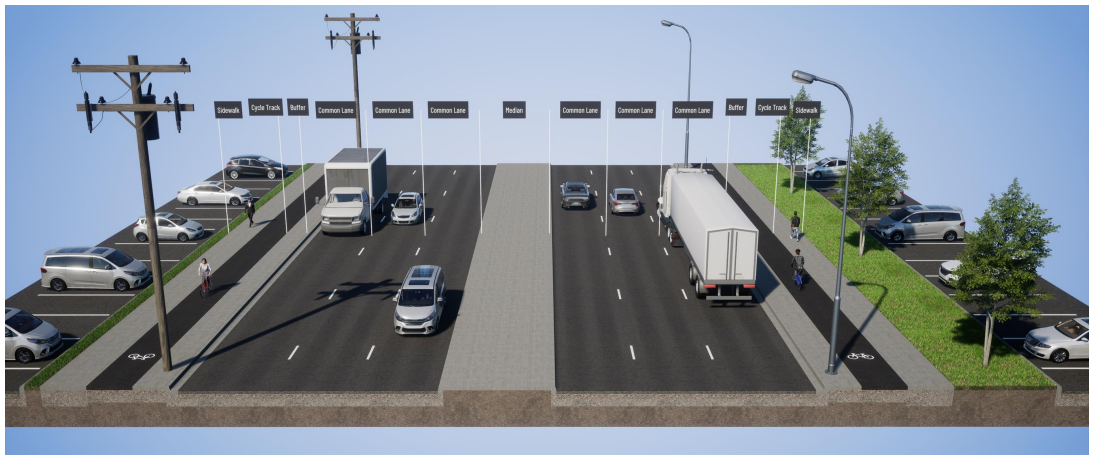


Alternative 4 includes widening Bayfield Street from Coulter Street to Cundles Road. This alternative includes a raised median to control turning movements from driveways to improve road safety as well as adding cycle tracks, which are physically separated from vehicular traffic and wider sidewalks, located further away from traffic to increase pedestrian comfort.

Criteria	Assessment
Planning	More Preferred
Socio-Economic	Moderately Preferred
Natural Environment	More Preferred
Cultural Heritage	Moderately Preferred
User Safety	More Preferred
Active Transportation Network	More Preferred
Transportation	More Preferred
Cost	$$
Overall Summary	• Supports the interchange traffic operations • Supports businesses • Improvement to road safety. • Supports the active transportation network
Recommendation	**Carry Forward**

Alternative Design 5

Alternative 5: 6-lane Cross Section (Widening from East Curb) with Median and Sidewalks / Cycle Tracks

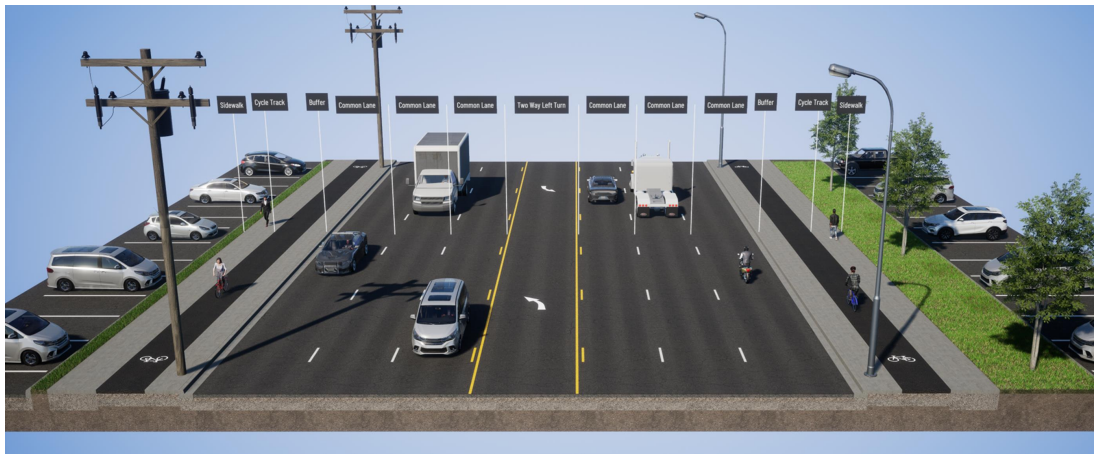


Alternative 5 is similar to Alternative 4 but with widening occurring on the west side of the corridor to minimize impacts to existing utilities (Alectra, Bell, etc.). This alternative may reduce utility relocation costs and the construction duration of utility relocation, but has greater property impacts to the west side.

Criteria	Assessment
Planning	More Preferred
Socio-Economic	Moderately Preferred
Natural Environment	Moderately Preferred
Cultural Heritage	More Preferred
User Safety	Moderately Preferred
Active Transportation Network	Moderately Preferred
Transportation	More Preferred
Cost	$$$
Overall Summary	• Supports the interchange traffic operations • Supports businesses, but greater impacts to west side • Improvement to road safety • Does not support the active transportation network
Recommendation	**Do Not Carry Forward**

Alternative Design 6

Alternative 6: 7-lane Cross Section (Two-Way Centre Left Turn Lane) with Sidewalks / Cycle Tracks

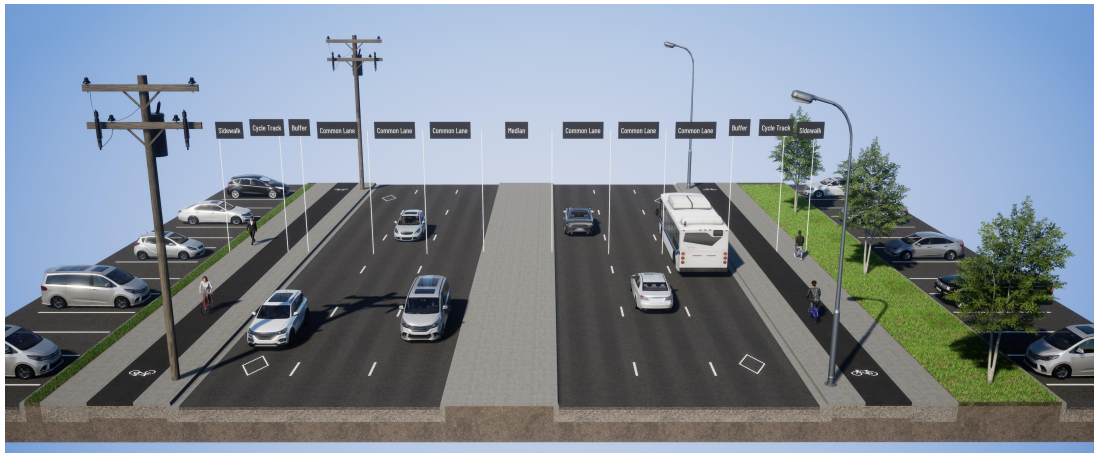


Alternative 6 is similar to Alternative 4 but with a centre two-way left turn lane.

Criteria	Assessment
Planning	More Preferred
Socio-Economic	Moderately Preferred
Natural Environment	More Preferred
Cultural Heritage	Moderately Preferred
User Safety	Less Preferred
Active Transportation Network	More Preferred
Transportation	Moderately Preferred
Cost	$$
Overall Summary	• Supports the interchange traffic operations • Supports businesses • Reduction in road safety • Supports the active transportation network
Recommendation	**Do Not Carry Forward**

Alternative Design 7

Alternative 7: 6-lane with Curbside High Occupancy Vehicle (HOV) Lanes with Median and Sidewalks / Cycle Tracks



Alternative 7 is similar to Alternative 4 but includes a curbside HOV lane instead of a general purpose lane. An HOV lane is typically limited for use by Transit. Use by vehicles with more than one person including taxis could also be considered. This alternative reflects long-term Master Plan recommendations for HOV lanes on Bayfield Street.

Criteria	Assessment
Planning	More Preferred
Socio-Economic	Moderately Preferred
Natural Environment	More Preferred
Cultural Heritage	Moderately Preferred
User Safety	More Preferred
Active Transportation Network	More Preferred
Transportation	Less Preferred
Cost	$$
Overall Summary	• Supports the interchange traffic operations • Supports businesses • Improvement to road safety • Supports the active transportation network
Recommendation	**Do Not Carry Forward**