REPORT

Bayfield Street Widening Municipal Class Environmental Assessment

Public Information Centre No. 2 - Summary Report

Submitted to:

City of Barrie

Submitted by:

WSP Canada Inc.

CA0008215.3476

February 2025



Distribution List

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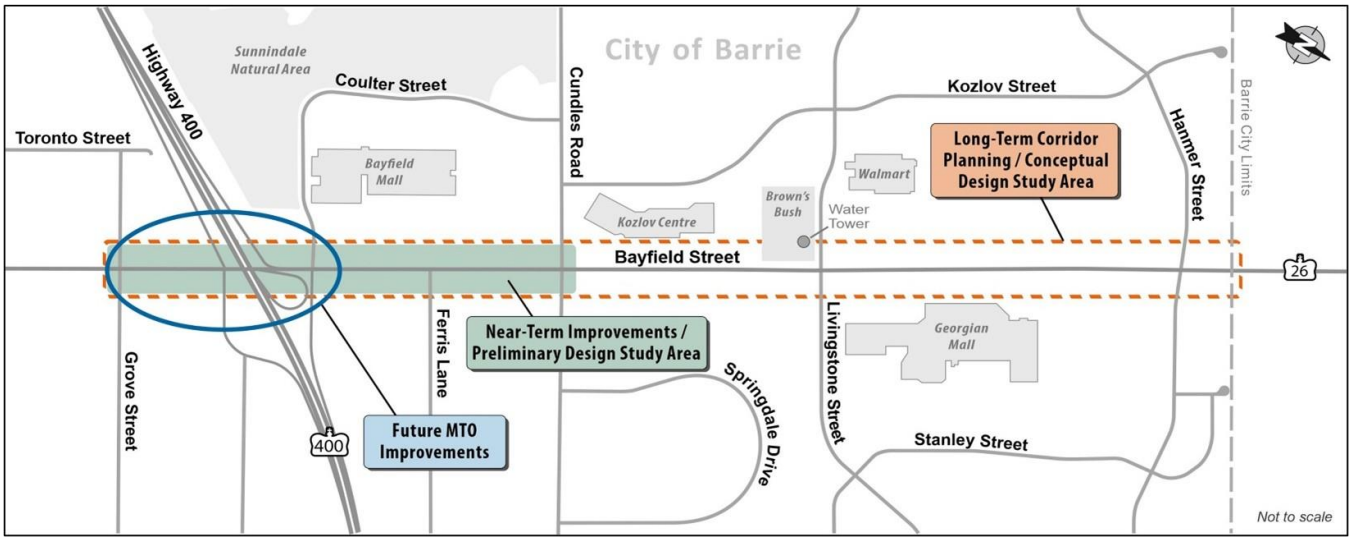
1.0 OVERVIEW

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. A key plan presenting the study area limits is shown in **Figure 1**.

Figure 1: Key Plan of Project Study Area



The study builds 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 Hanner Street; and,
- 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 is being 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. 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 No. 1 (PIC No.1) on the project website. A more detailed breakdown of the first PIC is provided in the PIC No. 1 Summary Report, under separate cover.

Following PIC No. 1, the Project Team considered the feedback received during the Notice of Commencement and PIC No. 1 comment period. Materials summarizing public feedback received during this phase can be accessed on the project website (https://www.buildingbarrie.ca/bayfieldstudy), under "Documents", including the following:

- **What we Heard after PIC No. 1**: an infographic of the major themes of public feedback received and an update on the stage of the project; and,
- **Survey No. 1 – Starting the Discussion – Community Responses**: a summary of the results from responses to the survey regarding questions on resident travel modes and time of day on Bayfield Street, as well as comments on what residents would like to see change along Bayfield Street, and priorities for the study.

Phase 2 of the MCEA Study commenced in Spring 2024, which included further Preliminary Design and an Evaluation of Alternative Solutions.

The City of Barrie hosted an in-person PIC on Monday, September 23, 2024, to provide an update on the Class EA Study, community feedback received to date, alternative planning solutions under consideration, the evaluation and identification of a preferred planning solution and next steps in the study process. The purpose of this report is to provide an overview of the outcome from this PIC.

2.0 PURPOSE OF THE PUBLIC INFORMATION CENTRE NO. 2

The purpose of the second PIC was to:

- Outline the study purpose, study area, and the key phases of the study;
- Provide an overview of the Municipal Class EA process;
- Provide a summary of community feedback since PIC No. 1;
- Share the alternative planning solutions under consideration;
- Outline the evaluation and identification of a preferred planning solution;
- Provide the public an opportunity to give feedback and share insight in-person with the Project Team;
- Hold interactive engagement and survey activities to gain feedback and perspectives on the project; and
- Call to action on all the resources available to the public to continue to participate in the study process.

This PIC is the second of three events that will be held throughout the Bayfield Transportation Improvement Study. The third PIC will be held during Phase 3 of the Study.

F.0 PIC NO. 2 LOCATION, DATE, AND TIME

The details of the second PIC is outlined below:

Date:	Monday, September 23, 2024
Time:	5:00 p.m. to 8:00 p.m. (drop-in format)
Location:	Multi-purpose Room, 2nd Floor, East Bayfield Community Centre, 80 Livingstone St East, Barrie

3.1 PIC No. 2 Format

The City held the PIC in-person on September 23, 2024 at the East Bayfield Community Centre, in convenient proximity to the study area. The City's consultants, WSP, along with Barrie's Project Manager attended the PIC and facilitated the drop-in style presentation of information and discussions with the public. Various engagement tools were utilized during the event to elicit input.

A recorded presentation of the information presented at PIC No. 2 was made available online following the PIC on the project website (https://www.buildingbarrie.ca/bayfieldstudy). This recorded presentation was made available for any individuals who were unable to attend the in-person event.

3.2 PIC No. 2 Notification

WSP and the City of Barrie notified the public of the second PIC through the following notification methods:

- direct hard copy mail-out to the Project Contact List with a copy of the Notice of PIC No. 2, where email addresses were not available;
- email notifications to the Project Contact List with a copy of the Notice of PIC No. 2;
- posting of the Notice of PIC No. 2 on the City of Barrie project website and Barrie.ca community events webpage;
- posting of digital newspaper ads on the Barrie 360, Barrie Today and Simcoe.com websites; and
- social-media post on the City's X (Twitter) page.

The Notice of PIC was emailed and mailed out to the public, stakeholders and Indigenous Communities on September 5, 2024. The digital newspaper ads were posted online at Barrie 360 and BarrieToday.com on September 20, 2024.

Appendix A contains a copy of the Notice of PIC 2, a copy of the PIC No. 2 Postcard that was made available in hard copy at the PIC, and the digital newspaper ads that were posted online at three local news websites Barrie 360, BarrieToday.com, and Simcoe.com.

3.3 Metrics

On September 23, 2024 between 4:30 pm and 8:00 pm, 59 attendees visited the PIC at the East Bayfield Community Centre (Multi-purpose Room, 2nd Floor). Members of the public, property owners, business owners, and Municipal staff were in attendance and spoke with members of the Project Team and provided feedback through engagement prompts on the PIC panels and roll out plans.

From September 5, 2024, to October 18, 2024, the pre-recorded PIC No. 2 presentation and slide deck was viewed and downloaded on the City's website 145 times by 128 visitors. The project website was opened 942 times between September 5th and the end of the comment period (October 18, 2024).

Of the 942 project website visitors, a total of 524 accessed the website directly from the URL, 128 accessed the website from a search engine, 62 accessed the website from social media, and 228 accessed the website from referral links (such as local digital newspapers).

Media

The local CTV broadcast crew attended the PIC to cover the Project update, film individuals participating in the PIC, and interview the City of Barrie's Project Manager. The story was broadcasted on the local news and the video clip was published on the CTV website on September 23, 2024 (City staff solicit feedback on revamping Bayfield Street).

3.4 Technical Advisory Committee Meeting

A Technical Advisory Committee meeting was held on September 11, 2024 for experts in various departments at the City of Barrie. There were 18 City of Barrie staff members in attendance for the virtual presentation of the PIC No. 2 materials. The project team presented the key issues of the project including the road safety issues, the proposed median and the business access changes that are under study.

4.0 PIC NO. 2 DISPLAY MATERIALS

The PIC was delivered in-person to the public through 26 display boards on easels, allowing individuals to circulate around the room, read the text, and ask Project Team members questions about the project. Project Team members were stationed at the entrance, around the roll plan table, near the consultation activity slides, and floating around the room to interact with the public. Photographs of the PIC are found in **Appendix E**.

The PIC presentation was also made available to the public on the project website through a pre-recorded presentation, which was also shared as a downloadable PDF. The display slides were posted online on the *Building Barrie* Community Engagement Hub at the following weblink: https://www.buildingbarrie.ca/bayfieldstudy.

A copy of the PIC boards is provided in **Appendix B**.

5.0 SUMMARY OF FEEDBACK

During PIC No. 2, the City elicited input through various engagement activities, including a dotmocracy survey on the Alternative Options (**Figure 2**), a trade-off survey question (**Figure 3**), interactive mapping, and comment forms. The following summarizes the primary themes expressed by the engagement activities and comment forms completed during the PIC. A complete list of comments received is included in **Appendix C**.

5.1 Interactive Survey Questions

The boards were strategically placed at the end of the PIC displays as a reflection point after attendees had reviewed all the PIC materials with a greater understanding of the project, and the proposed alternatives. A project team member was stationed next to the boards to encourage participation and answer questions. There were 59 attendees of the event and 75 dots were placed on the boards for survey question #1, and 16 comments were provided on survey question #2.

Survey Question #1 - Favourite Proposed Solutions – Dotmocracy Board

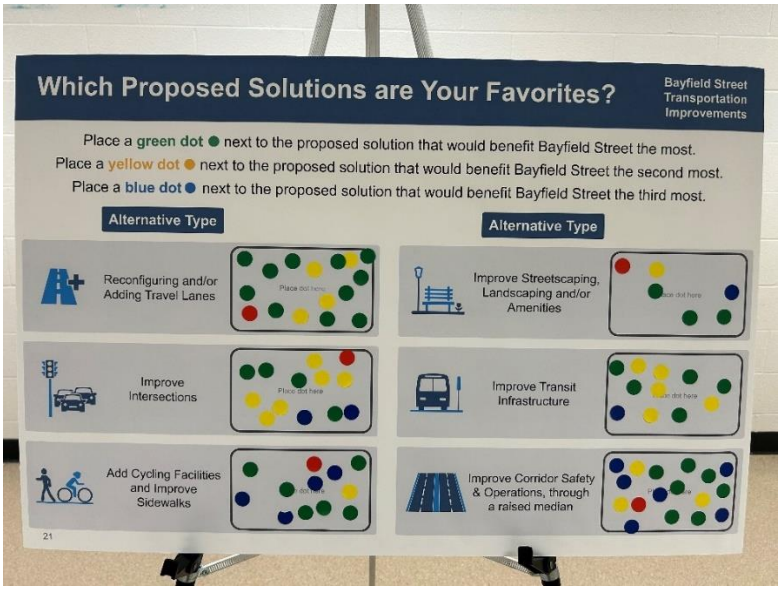
Methodology

There were two consultation display boards presented at the PIC to gather feedback on the proposed solutions. The Dotmocracy survey asked the public to rank which proposed solutions were their favourites by placing:

- a green dot next to the proposed solution that would benefit Bayfield Street the most,
- a yellow dot next to the proposed solution that would benefit Bayfield Street the second most, and
- a blue dot next to the proposed solution that would benefit Bayfield Street the third most.

The below image shows the results of the Dotmocracy inputs.

Figure 2: Poll of Favourite Proposed Solutions during PIC No. 2



Interactive Trade-off Questions

The second survey question was asked to understand the public's appetite for certain trade offs that could potentially be needed to execute the project. Both survey questions and photos of the Dotmocracy and Trade-off Question survey boards are included and the questions are listed below:

Survey Question #2 - Interactive Trade-off Question #1

The first question asked for the below board included the following: *Preliminary plans indicate that a few meters of private property on each side of Bayfield Street would be needed for cycling infrastructure in addition to the private property required to add an additional lane per direction. This would further impact private property adjacent to the corridor, including parking, signs, and driveways. Do you think this private property loss is a worthwhile trade-off for gaining cycling infrastructure on Bayfield Street? Please place a sticky note in the 'yes' or 'no' boxes below along with a brief comment or explanation for your choice.*

Survey Question #2 - Interactive Trade-off Question #2

The second question asked for the below board included the following: *Safety from turning vehicles is a major concern on Bayfield Street. Implementing turning movement controls through use of a raised median will significantly improve road safety, but it may introduce some inconvenience to access businesses and to those businesses themselves. The study is exploring options to minimize the inconvenience such as allowing controlled U-turns at intersections and encouraging property owners to consolidate and share accesses. Do you support improving safety through controlling turning movements (adding a median)? Please place a sticky note in the 'yes' or 'no' boxes below along with a brief comment or explanation for your choice.* The below image shows the results of the Trade-off Questions inputs.

Figure 3: Interactive Trade-off Question during PIC No. 2

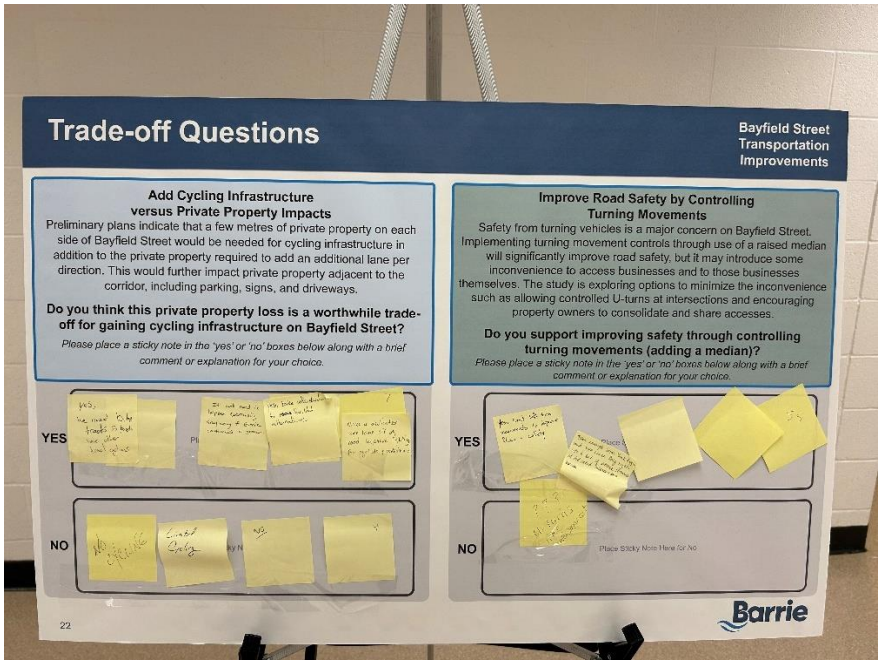


Table 1 below outlines the trade-off questions asked, and the feedback received from the public (the responses in the table are included as written and may contain spelling or grammatical errors). The public was asked to place a sticky note with comments under the 'yes' or 'no' option. The cycling trade off question had 7 out of 11

respondents in favor of cycling infrastructure improvements. The road safety improvements question had 5 respondents in favour of the controlled turn movements with a median, and one respondent likely in favour but in need of further details before making a decision.

Table 1: Trade-off Question Responses

Trade off Question #1 Responses Received	Trade off Question #2 Responses Received
7 'Yes' votes: • Yes, we need bike tracts so people have other travel options • It will need to happen eventually anyway if Barrie continues to grow • Yes, bike infrastructure to facilitate alternatives • Make a dedicated bike lane off of road. Improve lighting for cycling and pedestrians	**5 'Yes' votes:** • Yes, limit left turns movements to improve flow and safety • Take example from York Region and VIVA lanes. Only rights into and out of store, U-turns at dedicated intersections.
4 'No' votes: • No Cycling • Limited Cycling • No	**1 'Undecided' vote:** • U-turns like Newmarket

Interactive Mapping Tool

The PIC No. 2 engagement activities also included an interactive mapping section (**Figure 3**) that allowed attendees to illustrate locations along Bayfield Street that might represent areas of improvement or opportunities with sticky notes and comments.

Participants identified 21 locations, as found in **Figure 3** where improvements should be focused. Larger images of the below public comments on the roll plans are presented in **Appendix D** and the comments are listed in **Table 2**.

Figure 4: Interactive Mapping Activity during PIC No. 2



The comments indicated potential locations where improvements could be implemented, such as:

- Aspects to Improve Safety and Traffic Flow: Enhancements along the corridor and at key intersections
- Active Transportation Elements: Additions like cycle lanes and transit infrastructure
- Pedestrian Safety Improvements: Features such as countdown timers and improved lighting
- Design Improvements along Bayfield Street: Including the addition of a raised median for improved safety.

Table 2 provides a list of the comments received (on sticky notes) on the Bayfield Street roll plans during the PIC. The responses in the table are included as written and may contain spelling or grammatical errors. In general, there was a theme that safety improvements were needed in specific areas along the corridor, and that pedestrian, cycling and transit infrastructure should be implemented along Bayfield Street.

Table 2: Comments and Design Feedback Received on the Roll Plans

Location of Comment on Roll Plans	Comments
Bayfield St outside Georgian Mall	Need on-demand transit during after hours, more frequent buses and a centre median bus lane
Bayfield St at the Georgina Mall driveway entrance	It's difficult for pedestrians to cross here, consider a Median platform.
Parking lots behind the LCBO and TD Canada Trust on Bayfield	Bike parking is needed and would like support from the city. Concern about removing left turn access bank, LCBO, people turn in and out quickly.
Bayfield St outside the LCBO	Need better cycling facilities (protected).
Bayfield St and Hamner St	Motorists are speeding down the hill into the urban area past Hamner Street in both directions.
Bayfield St and Livingston St	Pedestrian crossings, need more time for disabled people.
Livingston St and Bayfield	Georgina Mall needs two left turns from Livingston.
Exit from Georgian Mall	As a motorist, looking out for pedestrians is an after thought.
Bayfield St next to Georgia Mall exit	Need cycling infrastructure and better pedestrian infrastructure.
Bayfield St and Cundles Rd	Make sure there is sufficient time for pedestrians to cross the 7 lanes of traffic.
Bayfield St and Cundles Rd	Southbound at Cundles no detection making left. The bus bay at Livingston is great but doesn't block traffic.

Location of Comment on Roll Plans	Comments
Bayfield St and Cundles Rd	Improving bike infrastructure will help reduce congestion. Need a temporary solution for this.
Bayfield St and Cundles Rd	Try to time the lights to encourage better traffic flow.
Bayfield St and Cundles Rd	Left turns not feasible during peak hours.
Bayfield St and Cundles Rd	Vision zero safety improvements.
Bayfield St and Cundles Rd	1. Need separate and dedicated bike lanes for Bayfield 2. Keep speeds slow on Bayfield to ensure safety of pedestrians, cyclists and those in wheelchairs
Bayfield St and Heather St	Barrie is expected to have a population of 300,000 people by 2051. While I think more traffic lanes is the most vital thing that needs to happen, whatever is decided, please “think where Barrie will be in 25 years not 5 years” Good Planning!
Bayfield St and Coulter St	Theres a lane that suddenly turns dedicated right-hand turn. This is a safety issue and queuing. PT to look at.
Canadian Tire parking lot	Concern about access to Canadian tire during MTO interchange construction.

5.2 Key Themes Emerging from Study Input

The following summarizes the primary themes that emerged from the consultation activities during PIC No. 2:

Dotmocracy:

- **Reconfiguring and/or Adding Travel Lanes:** This was the proposed solution that the public believes would benefit Bayfield Street the most.
- **Improving Intersections:** This was the second most favoured solution by the public for benefiting Bayfield Street.
- **Improving Corridor Safety and Operations through a Raised Median:** This was the third most favoured solution by the public for benefiting Bayfield Street.

Trade off Question:

- **Provide More Active Transportation Options along Bayfield Street:** 7 out of 11 survey participants believe that providing more cycling infrastructure is a worthwhile trade-off for losing private property along the corridor.
- **Improving Road Safety by Controlling Turing Movements:** 5 out of 6 survey participants supported improving safety by controlling turning movements (i.e., adding a median) along Bayfield Street. One

participant was undecided as they seek to understand the design and u-turn movement plan as the project evolves.

A few individuals during the PIC expressed interest in how the Ministry of Transportation's proposed improvements to the Highway 400 interchange at Bayfield Street would impact their property. As this was outside the scope of this project, these comments have been shared with the Ministry of Transportation Project Manager.

5.3 PIC No. 2 Comment Period Summary

Between September 23, 2024 and October 18, 2024, twelve (12) comment forms were received through the project website from the public (**Appendix C**). An additional two (2) comments were received from business property owners or tenants on Bayfield Street received via the comment form and project team email. One (1) comment was received from the Lake Simcoe Region Conservation Authority via email in October. Some comments were received in advance of the PIC and following the end of the 30-day comment period that we have included in this synopsis. **Table 3** summarizes the feedback received during the PIC No. 2 comment period.

Table 3: Comment Themes of Feedback Received during PIC No. 2 Comment Period

Participant	Comment Theme
City of Barrie residents (not located on Bayfield Street)	Poor visibility for drivers exiting parking lots from signs, landscaping, and trees. Need for improved landscaping.
	Desire for Bayfield Street to be widened to 3 lanes in each direction to reduce traffic.
	Support for the centre median and U-turns that will limit uncontrolled turn movements and ultimately reduce accidents.
	Increased green space, streetscape and active transportation lanes are positive additions to Bayfield Street but can be deferred in order to allow time for property acquisitions to be competed.
	Opposition to HOV lanes since they will impede traffic flow as space is limited.
	A bike lane that does not take away from the number of existing lanes on Bayfield Street. A multi-use path or bike lane outside the roadway that connects to major streets. Overall improved cycling infrastructure with dedicated bike lanes (for bicycles, e-bikes and scooters) to give individuals safe travel options outside of motor vehicles.
	Improved traffic signals, with advanced pedestrian timers, smart traffic flow, and red-light cameras.
	Improved pedestrian safety with centre median designed to protect pedestrian crossing locations. Ahead of the southbound Highway 400 ramp access needs dedicated lane to stop the high-speed, last-minute cut-in activities to protect pedestrians. Add high guardrails on bridge platform as a barrier for cyclists and

F	t Theme
	pedestrians. Add full width pedestrian sidewalks on bridge or paralleling bridge structure. Locate transit stops next to pedestrian crossing locations and coordinate site plans of abutting private properties with safe pedestrian routes between businesses.
Business Owner	Interested in how the project will impact their business, tenants and location access points of business on Bayfield Street.

Stakeholder Feedback

A local business representative contacted the City of Barrie's Project Manager seeking additional information. The City shared details regarding the Project timeline, evaluation of alternatives, and the opportunity for the business community to provide detailed feedback on the project in Spring 2025.

The Lake Simcoe Region Conversation Authority (LSRCA) provided a detailed comments in response to the Notice of PIC on October 3, 2024. A copy of the LSRCA's comment is contained in **Appendix C**.

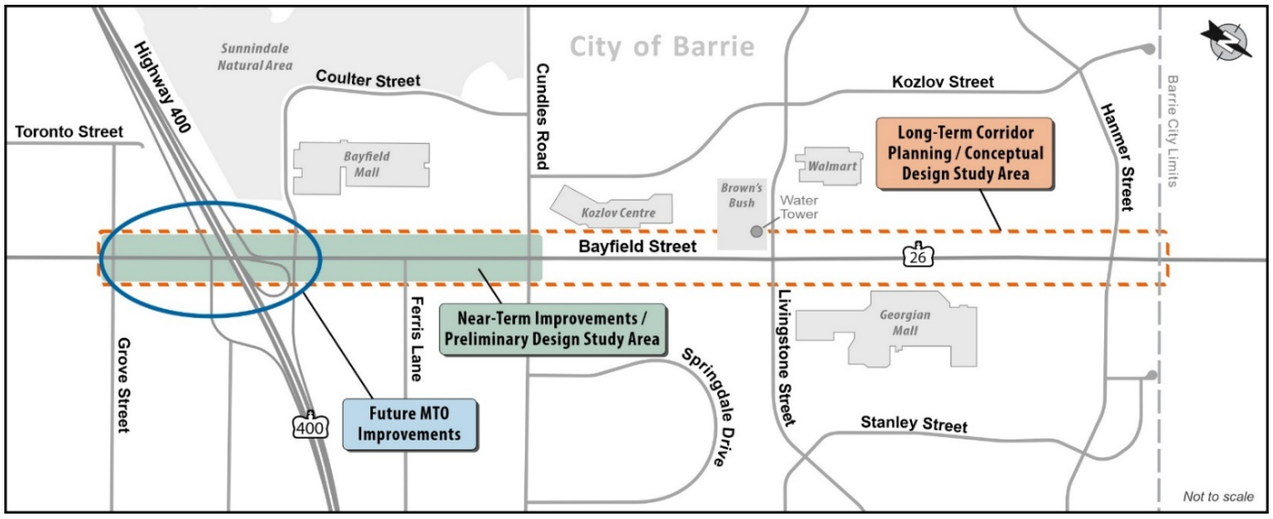
APPENDIX A

Notice of PIC No. 2, Notice of PIC No. 2 Postcard, and Media Articles

Notice of Public Information Centre No. 2
Bayfield Street Transportation Improvements, City of Barrie
Municipal Class Environmental Assessment Study

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 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. Once the study is complete and recommendations are approved by Council, an Environmental Study Report (ESR) will be prepared and filed for a 30-day public 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.

PUBLIC INFORMATION CENTRE No. 2 INVITATION TO ATTEND

Public Information Centre No. 2 is being hosted by the City of Barrie to provide the latest project information including community feedback, alternative planning solutions under consideration, the evaluation and identification of a preferred planning solution and next steps in the study process.

Date:	Monday, September 23, 2024
Time:	5:00 p.m. to 8:00 p.m. (drop-in anytime)
Location:	Multi-purpose Room, 2nd Floor, East Bayfield Community Centre, 80 Livingstone St East.

Presentation materials will be shared online following the PIC at www.buildingbarrie.ca/bayfieldstudy.

HOW CAN YOU GET INVOLVED?

- Attend Public Information Centre No. 2 to view project information and speak to the project team
- Provide formal project comments through the online comment forms
- Register to the project mailing list to receive the latest project news, updates and notices of events
- Visit the project website at www.buildingbarrie.ca/bayfieldstudy to check out project content, documents, access project engagement tools, and view the previous Public Information Centre recording

Please provide any comments by **October 18, 2024**.

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

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: September 5, 2024

BAYFIELD STREET TRANSPORTATION IMPROVEMENTS



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 #2

The second Public Information Centre (PIC) is being hosted by the City of Barrie to provide the latest project information including community feedback, alternative planning solutions under consideration, the evaluation and identification of a preferred planning solution and next steps in the study process.

Date: **Monday, September 23, 2024**
Time: **5:00 p.m. to 8:00 p.m. (drop-in anytime)**
Location: **Multi-purpose Room, 2nd Floor, East Bayfield Community Centre, 80 Livingstone St. East**

Barrie

Published September 20, 2024

NEWS

Improvements to Bayfield Street. City of Barrie seeks public input

NEWS | LOCAL

Source Barrie 360
By City of Barrie

SHARE



File photo - Barrie 360- Barrie City Hall

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 bridge, tentatively starting in 2026. To support MTO's project, the city needs to make transportation improvements on Bayfield Street north of the interchange, as well as work with the MTO to incorporate active transportation infrastructure within their project limits.

These improvements could include:

- adding lanes and improving intersections to help with traffic congestion
- road safety improvements including the potential for a raised median
- 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

A Public Information Centre meeting regarding this project will take place next week:

Date: Monday, September 23, 2024
Time: 5 to 8 p.m.
Location: East Bayfield Community Centre (Multi-Purpose Room on the 2nd floor)
80 Livingstone Street East

Members of the public are welcome to attend the meeting to speak with the project team. At this drop-in event, the latest project information will be shared, including feedback from the public survey. As well, preliminary design concepts will be displayed.

After gathering all public input, the city will work on developing alternative design plans which will be presented to the public in spring 2025. Subject to Council and budget approvals, construction of the city's improvements on Bayfield Street is currently anticipated to start following completion of the MTO's project.

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

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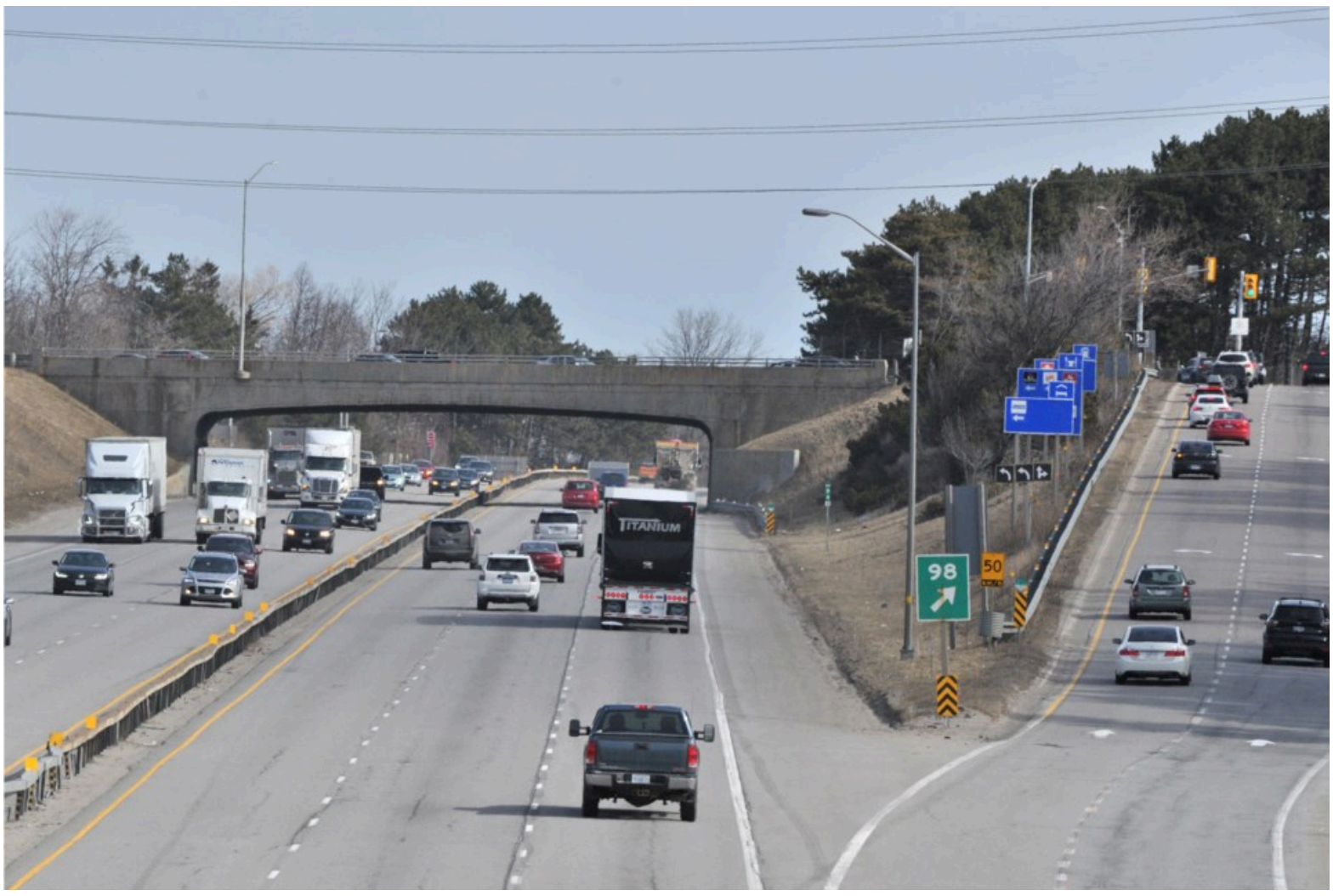

The Bayfield Street bridge over Highway 400 is shown in this file photo. | Ian McInroy for BarrieToday

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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 bridge, tentatively starting in 2026. To support MTO's project, the city needs to make transportation improvements on Bayfield Street, north of the interchange, as well as work with the MTO to incorporate active transportation infrastructure within their project limits.

These improvements could include:

- adding lanes and improving intersections to help with traffic congestion
- road safety improvements including the potential for a raised median
- 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

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Date: Monday, September 23, 2024
Time: 5 to 8 p.m.

Location: East Bayfield Community Centre (Multi-Purpose Room on the second floor), 80 Livingstone St. E.

Members of the public are welcome to attend the meeting to speak with the project team. At this drop-in event, the latest project information will be shared, including feedback from the public survey. As well, preliminary design concepts will be displayed.

After gathering all public input, the city will work on developing alternative design plans, which will be presented to the public in spring 2025. Subject to council and budget approvals, construction of the city's improvements on Bayfield Street is currently anticipated to start following completion of the MTO's project.

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

****

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https://www.simcoe.com/news/have-your-say-barrie-holding-public-info-session-to-discuss-the-future-of-bayfield-street/article_a1e3acf3-9fad-5b21-bf53-de57532f6f0c.html

NEWS

Have your say: Barrie holding public info session to discuss the future of Bayfield Street

Preliminary design concept images to be displayed

City to make improvements to Bayfield north of the 400 when the MTO begins work on replacing overpass, likely in 2026

By **Brett Glover** Barrie Advance

Sep 23, 2024

Article was updated Sep 25, 2024



The City of Barrie wants to hear from residents. With the Ministry of Transportation expected to replace the existing Bayfield Street interchange and bridge, tentatively in 2026, the city will be making improvements north of the interchange and wants residents' views on their experiences and what should be prioritized.

Metroland file photo

Got something to say about Barrie's Bayfield Street? Now's the time to tell the city what you think.

City hall is planning transportation improvements along one of Barrie's business roadways, and wants to hear from residents on their experiences and what should be prioritized moving forward.

With the Ministry of Transportation expected to replace the existing Bayfield Street interchange and bridge, tentatively in 2026, the city will be making improvements north of the interchange.

Improvements could include adding lanes and improving intersections to ease traffic congestion, road safety improvements, more pedestrian or cycling options, new smart traffic signal technology, improved bus shelters and stops, along with streetscape improvements like green spaces or trees.

A public information meeting is being planned to collect residents' thoughts on Bayfield. The project team will be available to speak with, and preliminary design concepts will be displayed, at the drop-in session planned for Monday, Sept. 23 from 5 p.m. to 8 p.m., at the East Bayfield Community Centre's second floor multi-purpose room.

ARTICLE CONTINUES BELOW

For more information, visit BuildingBarrie.ca/BayfieldStudy.

Related Stories



Three-week closure: Barrie's Grove Street shut down come Monday over three-phase construction project



Enjoy a brew at the 'Bark Bar' and help 'provide care and shelter' with Barrie OSPCA's Pet-Oberfest on Oct. 6



Barrie Police proposes $71.4-million budget for 2025 — an increase of more than 5% compared to last year



Do you CARE about better responses to mental health crises? Province announces crisis response funding for Barrie



Mapped out: Simcoe.com survey delves into who feels safe in downtown Barrie, how often are they there and where are they coming from?



Brett Glover is a journalist with the Barrie Advance.

Post

The City of Barrie
@cityofbarrie

We'll be making transportation improvements on Bayfield Street & want to hear from you on your current experience & what changes we should prioritize for the future: buildingbarrie.ca/BayfieldStudy

Drop-in Public Info Centre | Sept 23, 5 to 8pm @ East Bayfield CC.
#BarrieRoads



buildingbarrie.ca
Bayfield Street Transportation Improvements
Project News September 24, 2024 – Update The Public Information Centre No. 2 was held last evening at the East...

4:17 PM · Sep 20, 2024 · **478** Views

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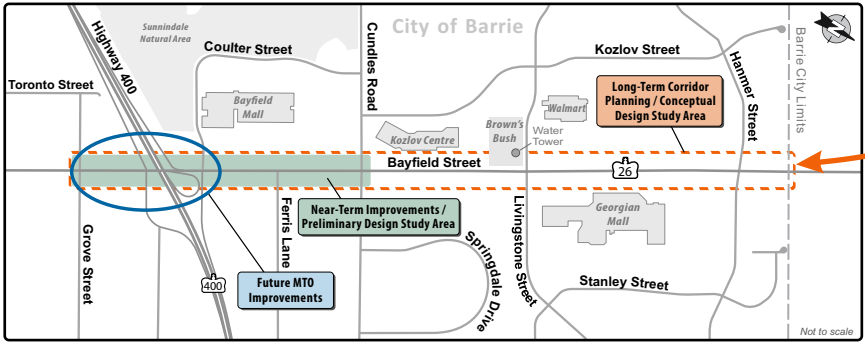


Bayfield Street Transportation Improvements Study Location

HAVE YOUR SAY

Join the mailing list or provide project comments here:

Please contact the project team

email:

bayfieldstudy@barrie.ca

Or call

705-739-4220 ext 5117

www.buildingbarrie.ca/BayfieldStudy

Barrie

APPENDIX B

PIC No. 2 Materials and Display Boards

BAYFIELD STREET TRANSPORTATION IMPROVEMENTS



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

Public Information Centre No. 2

September 23, 2024

Barrie

Study Conducted as Schedule ‘C’ Municipal Class Environmental Assessment

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

We are here

Phase 3
Alternative Designs

- Develop and evaluate design alternatives for the road cross-section
- Streetscape Plan
- Noise Impact Assessment Report
- Stormwater Management Plan
- 3-D renderings
- PIC No. 3
- Stakeholder meetings
- **Identify recommended design**

Phase 4
Documentation

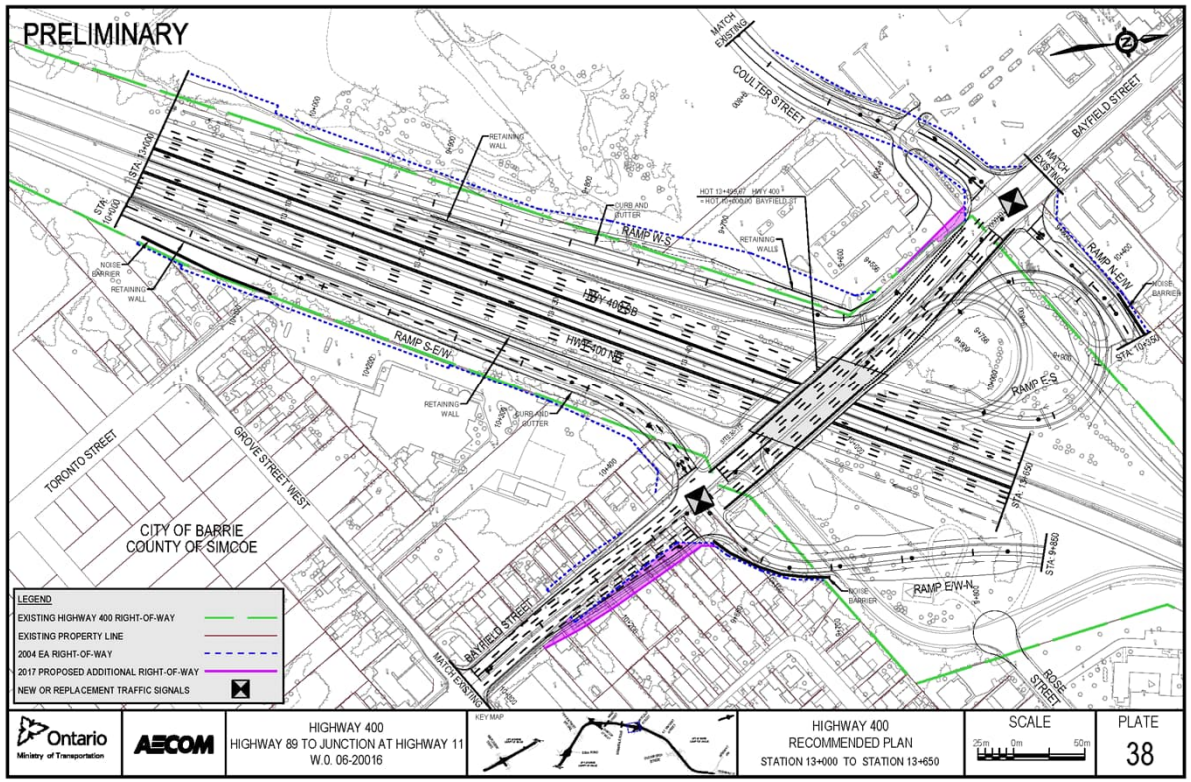
- Document findings in an Environmental Study Report (ESR)
- Identify the environmental effects, mitigation measures and future commitment
- Prepare 30% preliminary design plans to include plan, profile and cross-sections, grading, and property requirements
- Identify likely permits
- **Public and stakeholder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

At PIC #1, the Project Team presented the need for the project, the MCEA process, the existing transportation and traffic conditions, descriptions of the discipline studies, how the public can get involved in the study and the next steps for the overall study.

Barrie

The Need for Transportation Improvements

- The Ministry of Transportation Ontario (MTO) will be reconstructing and widening Bayfield Street from Grove Street to Coulter Street to six lanes. The MTO detail design process for the Highway 400 and Bayfield Street project is anticipated to begin this year.
- 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.

Problem and Opportunity Statement

Bayfield Street is a prominent transportation corridor that is a key gateway into the City of Barrie, a regional shopping destination, and a heavily used transportation link connecting Highway 400 and Highway 27/Highway 26.

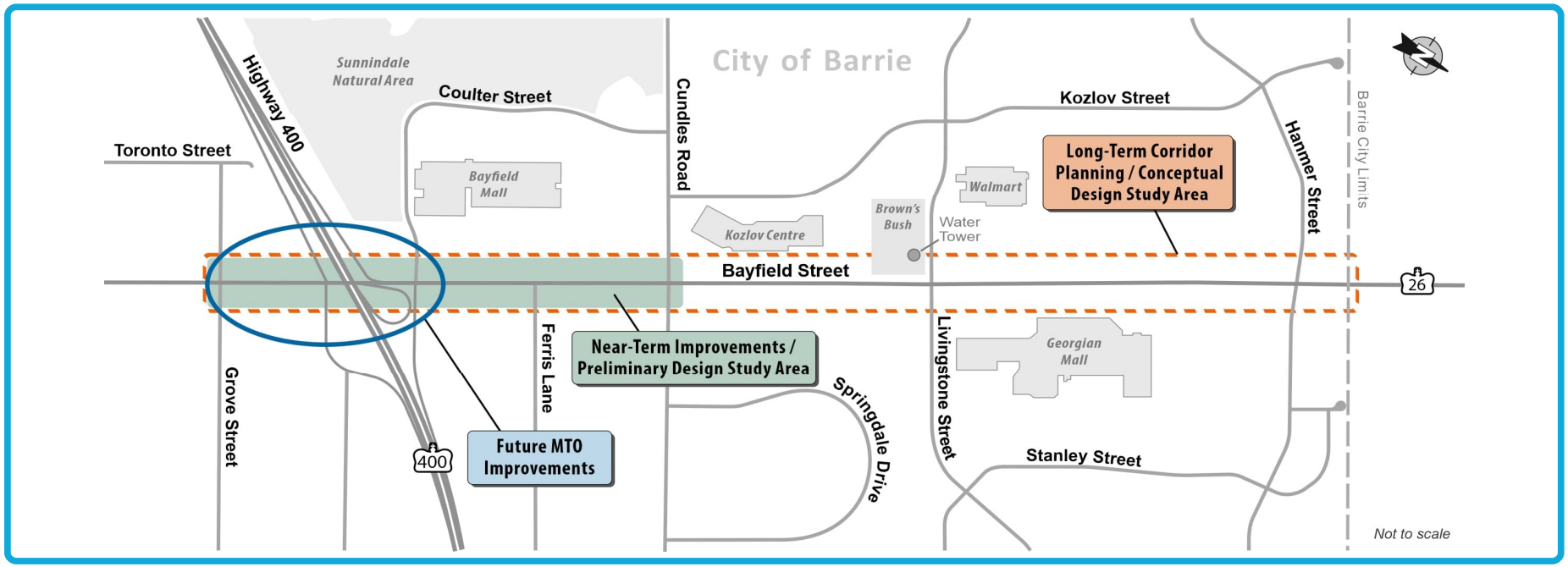
Transportation and land use evolution will be driven by several planned improvements, including:

- MTO's planned replacement of the Bayfield Street interchange and widening of Highway 400;
- Identification of Bayfield Street as an intensification corridor planned for higher-density mixed-use development;
- Recognition of the need for Bayfield Street to support active transportation; and,
- Significant transit improvements on Bayfield Street.

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



In anticipation of Bayfield Street's transformation, there is an opportunity to redesign Bayfield Street into a street that has improved safety and better supports all road users.



Study Purpose: Near-Term Improvements

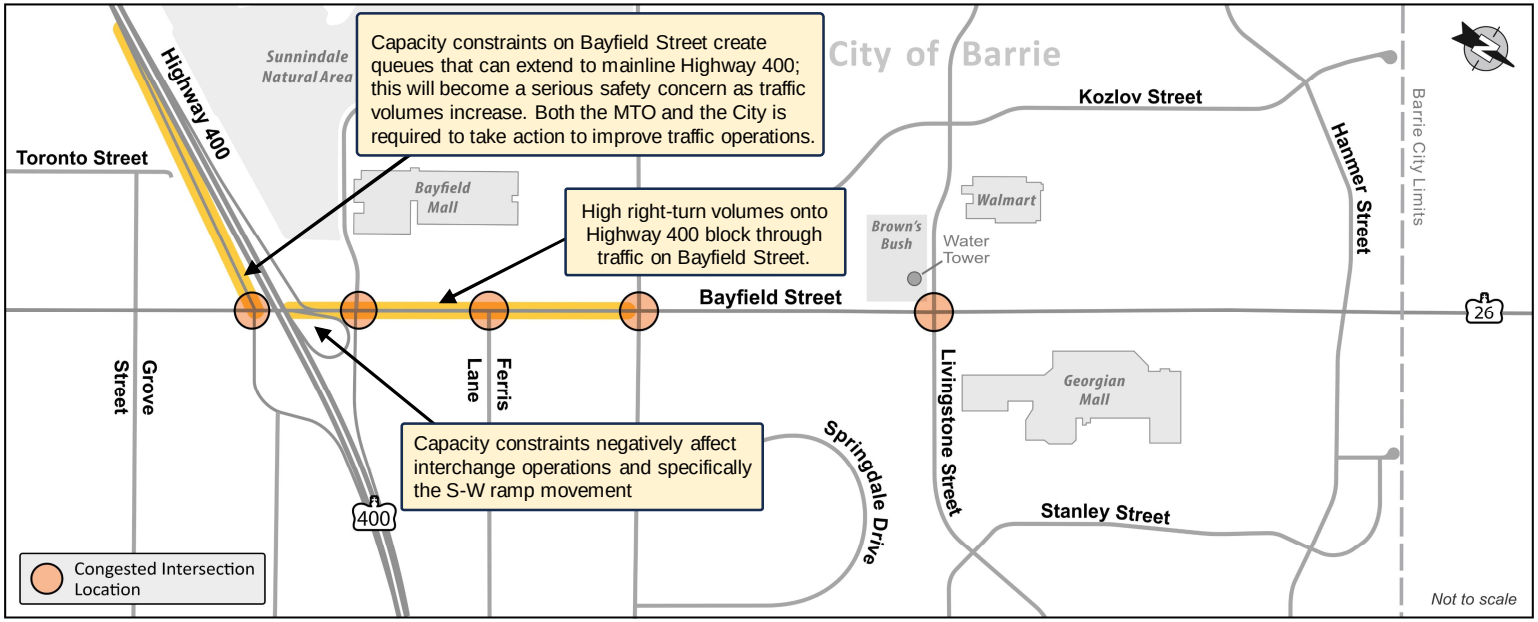
1. Assessment and identification of active transportation improvements to incorporate with MTO's interchange replacement project extending from Grove Street to Coulter Street.
2. Assessment and identification of vehicle capacity and active transportation improvements extending from Coulter Street to 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 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.

Preliminary Traffic Analysis – Existing Conditions

Traffic Operations and Congested Intersections



There is typically significant congestion along Bayfield Street, resulting in queues that can extend onto Highway 400.

During this study, we will be looking at ways to ensure there's enough capacity on Bayfield Street to improve traffic operations, especially at those locations highlighted in yellow on the map.

Based on the preliminary traffic results completed for this study, we have identified at least five intersections along Bayfield Street - between Grove Street and Hanmer Street - that currently experience high levels of congestion or queueing.

This Study will examine various strategies and designs to address these significant pinch points and the congestion outlined on the previous slide.

Existing Conditions - Key Issues

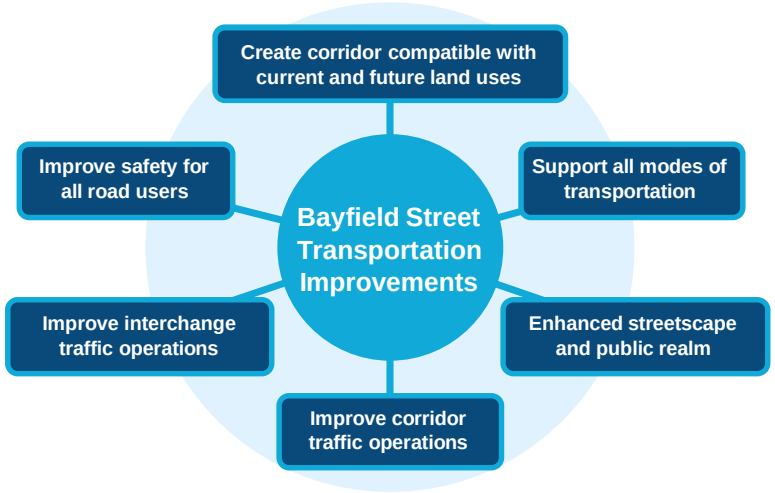
Critical Issues – Traffic Capacity and Road Safety

Highway 400 Southbound off-ramp (S-E/W ramp)	Traffic volumes exiting Highway 400 exceed Bayfield Street capacity. This causes significant queuing on the ramp, which presents a safety issue.
Vehicle capacity during peak hours	This causes traffic congestion, particularly evident during afternoon peak hours.
Uncontrolled full-move driveways (i.e., can make left and right turns in and out)	The high number of driveways with uncontrolled turning movements are resulting in numerous preventable collisions on the corridor. The most hazardous movements include left-ins and particularly left-outs.

Other Notable Issues

Lack of cycling infrastructure	The current lack of cycling infrastructure requires cyclists to travel on sidewalks, and negatively impacts transportation equity.
Lack of streetscaping	The existing corridor does not have streetscaping/plantings. The public realm is less inviting and can be uncomfortable for pedestrians due to the proximity to traffic and driveways.

Opportunities for Improvement



Existing Conditions – Road Safety

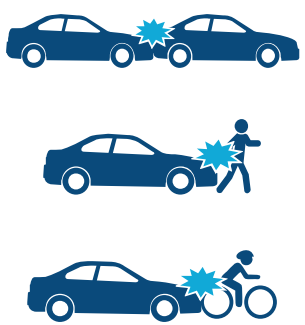
Bayfield Street had 1,055 collisions over a 5-year period (2018 to 2022). No collisions resulted in fatalities.

Collisions

97% Vehicle to Vehicle

1.4% Vehicle to Pedestrian

1.2% Vehicle to Cyclist



Number of Injuries

81% Vehicle to Vehicle

12% Vehicle to Pedestrian

7% Vehicle to Cyclist

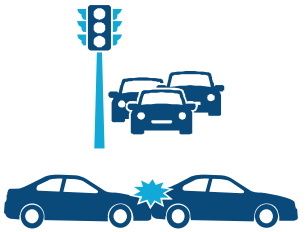
Mid-block Collisions

15%



Intersection Collisions

85%



The presence of numerous uncontrolled private accesses (driveways) are resulting in drivers making unsafe maneuvers contributing to a significant amount of preventable angle and sideswipe collisions. The lack of turning movement restrictions creates a less safe environment for pedestrians, precludes the ability to add cycling infrastructure, and decreases overall corridor efficiency.



Key Themes Emerged From PIC #1

Make Bayfield Street Safer and Less Congested:

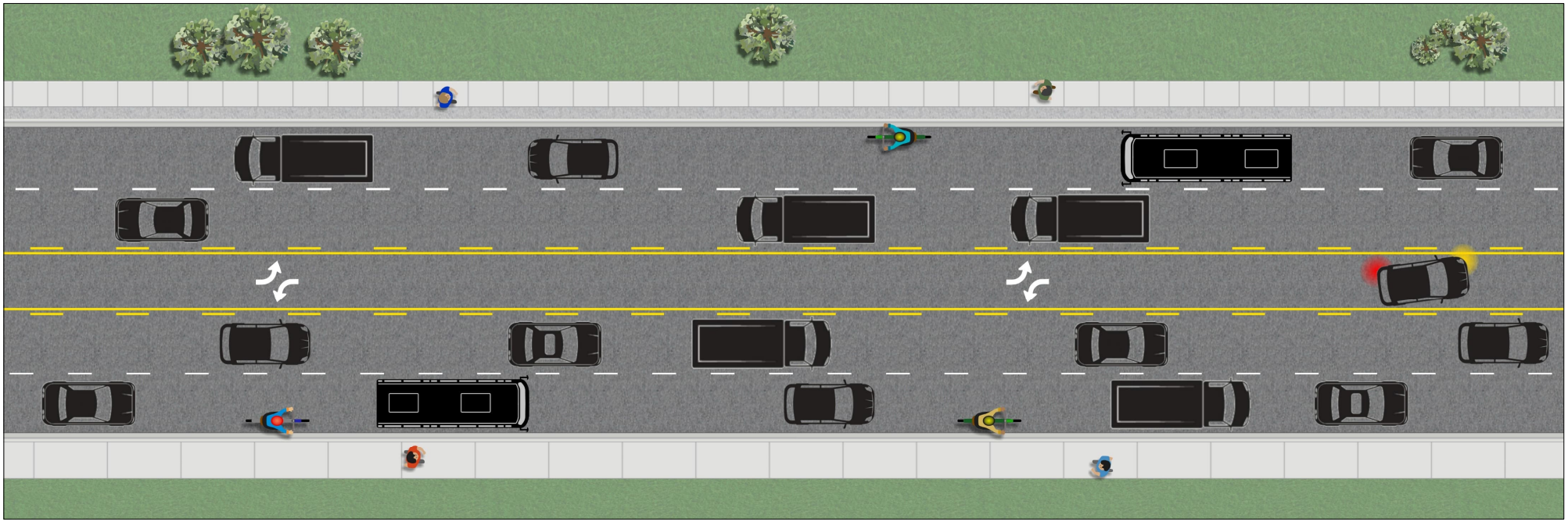
concerns about heavy traffic and issues with uncontrolled turning movements. Suggestions for improvements include restricting turning movements, adding lanes and improving intersection safety.

Provide More Active Transportation Options along Bayfield Street:

provide better infrastructure for pedestrians and include physically separated cycling facilities (i.e., wider sidewalks further from the street, cycle tracks, etc.).

Enhance Transit Opportunities along Bayfield Street:

interest in dedicated lanes, addition of 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.

Make Bayfield Street Greener and More Attractive:

provide more green space, plants and trees along Bayfield Street that enhance the streetscape.

Incorporate Smart Infrastructure:

add elements like smart traffic signals or other technologies to manage traffic.

What is the Public telling us?*

What respondents think of Bayfield Street:

Bayfield Street is seen as a congested, chaotic, and unsafe thoroughfare with heavy traffic, frequent accidents, poor infrastructure, and a lack of pedestrian-friendly features.

Key statistics from survey No. 1:

What respondents think is the most important improvement



33% Improving Road Safety



49% Adding Traffic Capacity

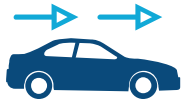


7% Improving Sidewalks



11% Adding Cycling Facilities

If respondents could change one aspect



44% Improve Traffic Flow



8% Enhance Public Transportation



38% Support Pedestrians and Cyclists



7% Add Greenery and Beautification



3% Address Social Issues

What respondents would change to reduce property required for infrastructure improvements



44% Add travel lanes only



6% Add cycling infrastructure only



13% Use design minimums to improve all modes



20% Remove centre turn lane (no left turns)



17% Other

Who is using Bayfield Street today and how?



72% Single occupant in car (driving yourself to work in a private vehicle)



18% Passenger in the car



5% Use Public Transit



2% Cycle



3% Walk

** Survey results courtesy of buildingbarrie.ca/BayfieldStudy*

Proposed Alternative Planning Solutions

Alternative solutions are potential ways to address the transportation challenges and opportunities along Bayfield Street.



Do Nothing: Maintaining the existing road network as it currently exists.



1. Support the City's On-going Transportation Demand Management Efforts: Shifting auto demand to time periods outside of rush hours, reduce auto demand by encouraging non-auto transportation modes (transit, cycling, walking, ride-share, e-mobility).



2. Add Travel Lanes: Add travel lanes to increase traffic capacity and improve level of service.



3. Improve Intersections: Improve intersection operations through the provision of turning lanes, optimizing of traffic signal timing, and implementation of smart technologies.



4. Improve Active Transportation and Infrastructure and Safety: Add cycling facilities and improve pedestrian infrastructure to support non-auto transportation modes and improve transportation equity.



5. Improve Transit: Improve transit stop infrastructure and consideration of transit specific infrastructure



6. Improve Streetscape: Create a more attractive and inviting streetscape to support active transportation modes and future land use.



7. Provide High Occupant Vehicle (HOV) Lanes: Reduce the number of solo drivers by encouraging carpooling on HOV lanes.



8. Improve Corridor Safety & Operations: Improve safety by eliminating unsafe turning movements from driveways through the provision of a raised median. Encourage access consolidations.



9. Improve Other Parallel Routes: Improve other north-south corridors.

How were the Alternative Solutions Evaluated?

Evaluation Criteria

Socio-Economic

- Community input and feedback.
- Consistency with Provincial and Municipal Planning Policies and Objectives and including the City's vision for Bayfield Street.
- Ability to enhance public realm, streetscape character with opportunities to incorporate city building and community.
- Potential impact and benefits to residences and businesses.
- Potential property impacts.
- Potential cost.

Natural Environment

- Potential for the Project's ability to be adaptable / resilient to climate change.
- Potential for 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.

Planning and Transportation

- Consistent with Transportation Master Plan.
- Compatible to and supports the planned MTO Interchange improvements.
- Potential impacts and improvements to transit and traffic operations.
- Provisions for and quality of active transportation facilities (cycling and walking).
- Potential opportunity to improve safety and connectivity for motorists, cyclists and pedestrians.
- Impacts to utilities and municipal services.
- Impacts to emergency response.

Evaluation of Alternative Planning Solutions (1 of 3)

Bayfield Street Transportation Improvements

Criteria	Do Nothing	Alternative 1: Transportation Demand Management (TDM) *	Alternative 2: Increase Motor Vehicle Travel Lanes	Alternative 3: Improvement to Intersections
Socio-Economic	Less Preferred	Moderately Preferred	More Preferred	More Preferred
Natural Environment	Less Preferred	Moderately Preferred	More Preferred	Moderately Preferred
Cultural Environment	More Preferred	More Preferred	More Preferred	More Preferred
Planning and Transportation	Less Preferred	Less Preferred	More Preferred	Moderately Preferred
Overall Summary	• Not aligned with Bayfield Street's planning objectives and vision. Does not address community input and feedback. • Will not provide long-term benefits to residents or business owners. • No climate change action and no potential for streetscaping. • No impacts to cultural heritage resources, or archaeology although no potential for improvements. • No improvements to transit and traffic operations, safety, and connectivity. Does not support the Highway 400 improvements.	• Not aligned with Bayfield Street's planning objectives and vision. Does not address all community input and feedback. • Limited long-term benefits to residents or business owners, nor will it be a future thinking approach. • No climate change action and no potential for streetscaping.[1] • No impacts to cultural heritage resources, or archaeology although no potential for improvements. • Limited improvements to transit and traffic operations, safety, and connectivity. Does not support the Highway 400 improvements.	• Aligns with Bayfield Street's planning objectives and vision. May have property impacts. Addresses community input and feedback. • Long-term benefits for residents and businesses. • Potential for climate change action and little streetscaping opportunities. • Limited potential impacts to archaeological resources. • Significant improvements to transit and traffic operations, safety, and connectivity. Supports the Highway 400 improvements.	• Aligns with Bayfield Street's planning objectives and vision. May have property impacts. Addresses community input and feedback. • Long-term benefits for residents and businesses. • Potential for climate change action and some streetscaping opportunities. • Limited potential to impact archaeological resources. • Significant improvements to transit/traffic operations, and some safety/connectivity enhancements. Does not support the Highway 400 improvements on its own.
Recommendation	**Do Not Carry Forward**	**Do Not Carry Forward***	**Carry Forward**	**Carry Forward**

* Alternative 1 TDM is more appropriately considered as part of the City's Transportation Master Plan and through Barrie's Planning Applications.

1 No improvement to climate change resiliency in context of addressing the problem and opportunity statement for Bayfield Street. TDM does support climate change resiliency at the City-wide level.

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Evaluation of Alternative Planning Solutions (2 of 3)

Criteria	Alternative 4: Provide and/or Improve Active Transportation (i.e. Pedestrian and Cycling Facilities)	Alternative 5: Provision and/or Improvement to Transit, Facilities and Amenities	Alternative 6: Improvement of Public Realm for Landscaping, Streetscaping and/or Amenities
Socio-Economic	More Preferred	More Preferred	More Preferred
Natural Environment	More Preferred	Moderately Preferred	More Preferred
Cultural Environment	More Preferred	More Preferred	More Preferred
Planning and Transportation	More Preferred	Moderately Preferred	Moderately Preferred
Overall Summary	• Aligns with Bayfield Street's planning objectives and vision. May have property impacts. Addresses community input and feedback. • Long-term benefits for residents and businesses. • Good potential for climate change action and provides good potential for streetscaping improvements. • Limited potential to impact archaeological resources. • Some improvements to transit and traffic operations, and significantly enhances active transportation, safety, and connectivity. Does not support the Highway 400 improvements on its own.	• Aligns with Bayfield Street's planning objectives and vision. May have property impacts. Addresses community input and feedback. • Long-term benefits for residents and businesses. • Good potential for climate change action and provides some potential for streetscaping improvements. • Limited potential to impact archaeological resources. • Significant improvements to transit and traffic operations, with potential enhancements to safety and connectivity. This alternative supports improvements to automobile safety improvements. Does not support the Highway 400 improvements on its own.	• Aligns with Bayfield Street's planning objectives and vision. May have property impacts. Addresses community input and feedback. • Long-term benefits for residents and businesses. • Good potential for climate change action and provides excellent streetscaping improvements. • Limited potential to impact archaeological resources. • Will not enhance transit and traffic operations but will provide complementary improvements to active transportation, safety, and connectivity. Does not support the Highway 400 improvements on its own.
Recommendation	**Carry Forward**	**Being Carried Forward as part of the Transportation Master Plan Update**	**Carry Forward**

Evaluation of Alternative Planning Solutions (3 of 3)

Bayfield Street Transportation Improvements

Criteria	Alternative 7: Provision of High Occupancy Vehicle (HOV) Lanes	Alternative 8: Corridor Safety & Operational Improvements (i.e. Add Median)	Alternative 9: Improvements to the Overall Transportation Network
Socio-Economic	Moderately Preferred	More Preferred	Less Preferred
Natural Environment	Moderately Preferred	Moderately Preferred	Moderately Preferred
Cultural Environment	More Preferred	More Preferred	Moderately Preferred
Planning and Transportation	More Preferred	More Preferred	Less Preferred
Overall Summary	• Aligns with Bayfield Street's planning objectives and vision. May have property impacts. Somewhat addresses community input and feedback. • Some benefits for residents, few benefits to businesses. • Good potential for climate change action and provides few streetscaping opportunities. • Limited potential to impact archaeological resources if widening occurs between Coulter Street and Ferris Lane. • Significant improvements transit and traffic operations significantly. Some improvements in safety and connectivity to save travel time. Does not support Highway 400 improvements on its own	• Aligns with Bayfield Street's planning objectives and vision. Addresses community input and feedback. • Long-term benefits for residents and businesses. • Good climate change resiliency potential and provides good streetscaping opportunities. • No impacts to archaeological resources. • Significantly improve safety and connectivity for transit and traffic operations, as well as safety for cyclists and pedestrians by introducing controlled turn movements. Supports Highway 400 improvements.	• Not aligned with Bayfield Street's planning objectives and vision. Does not address community input and feedback.[2] • No benefits for residents and businesses.[2] • No climate change resiliency potential and provides no streetscaping opportunities.[2] • No impacts to archaeological resources.[2] • Does not improve transit and traffic operations. Does not improve active transportation, safety, or connectivity. Does not support Highway 400 improvements.[2]
	Carry Forward	**Carry Forward**	**Do Not Carry Forward**

2 In the context of the problem and opportunity statement for Bayfield Street and improvements implementation on Bayfield Street.

Barrie

Recommended Planning Solution

Bayfield Street Transportation Improvements

The recommended planning solution consists of the following elements:

	Planning Solution	Explanation	Rationale
	**Improve Corridor Safety and Operations, through a raised median**	Improve corridor safety by restricting turning movements from private accesses (driveways) to right-in and right-out only using a raised median.	The numerous uncontrolled driveways on Bayfield Street is a significant factor in the high number of preventable collisions on the corridor. A raised median will restrict turning movements to simply right-in and right-out. This could reduce auto collisions and improve safety for all road users.
	**Improve Intersections***	Improve intersection operations, including through the provision of turning lanes, optimizing of traffic signal timing, implementation of smart technologies, etc.	Improving intersections provide an opportunity to improve traffic operations and road safety.
	**Reconfiguring and/or Adding Travel Lanes***	Add one travel lane per direction. This new infrastructure will require the City to acquire private property as additional travel lanes cannot fit within the existing right-of-way.	Adding one-lane of traffic per direction increases the capacity of the roadway by approximately 50%. This additional capacity is required to accommodate existing demand and planned growth. The additional travel lanes will improve level of service and travel time.
	**Improve Transit Infrastructure***	Improve transit system efficiency and reliability by introducing transit priority measures such as transit priority lanes, transit queue jump lanes and/or transit shelters. Depending on the improvement type, it may require the City to acquire private property.	Improving transit system efficiency and reliability reduces automobile reliance and encourages active transportation. On its own, this alternative does not address the overall traffic capacity needs; however, it supports the improvement of non-auto modes of transportation.
	**Add Cycling Facilities and Improve Sidewalks***	Add cycling facilities and widen sidewalk to meet AODA standards. This new/improved infrastructure will require the City to acquire private property as the new/improved infrastructure cannot fit within the existing right-of-way.	Adding safe, connected and comfortable cycling facilities and improving pedestrian facilities reduces automobile reliance and encourages active transportation. On its own, this alternative does not address the overall traffic capacity needs; however, it supports the improvement of non-auto modes of transportation.
	**Improve Streetscaping, Landscaping and/or Amenities ***	Include trees or landscape plantings. Note – this inclusion may not be possible or limited due to corridor width constraints.	Trees and landscape plantings create a streetscape that is more attractive and friendly public realm. They also help to create a more urban streetscape that aligns with future land use.

*** Improvements that require additional property will be assessed and prioritized in terms of impact to address immediate corridor needs. Some elements may need to be planned for long-term implementation.**

Barrie

Recommended Planning Solution: Key Changes – Raised Median – Access

A raised median is being considered for the alternative design concepts to <u>improve safety</u> on the corridor.

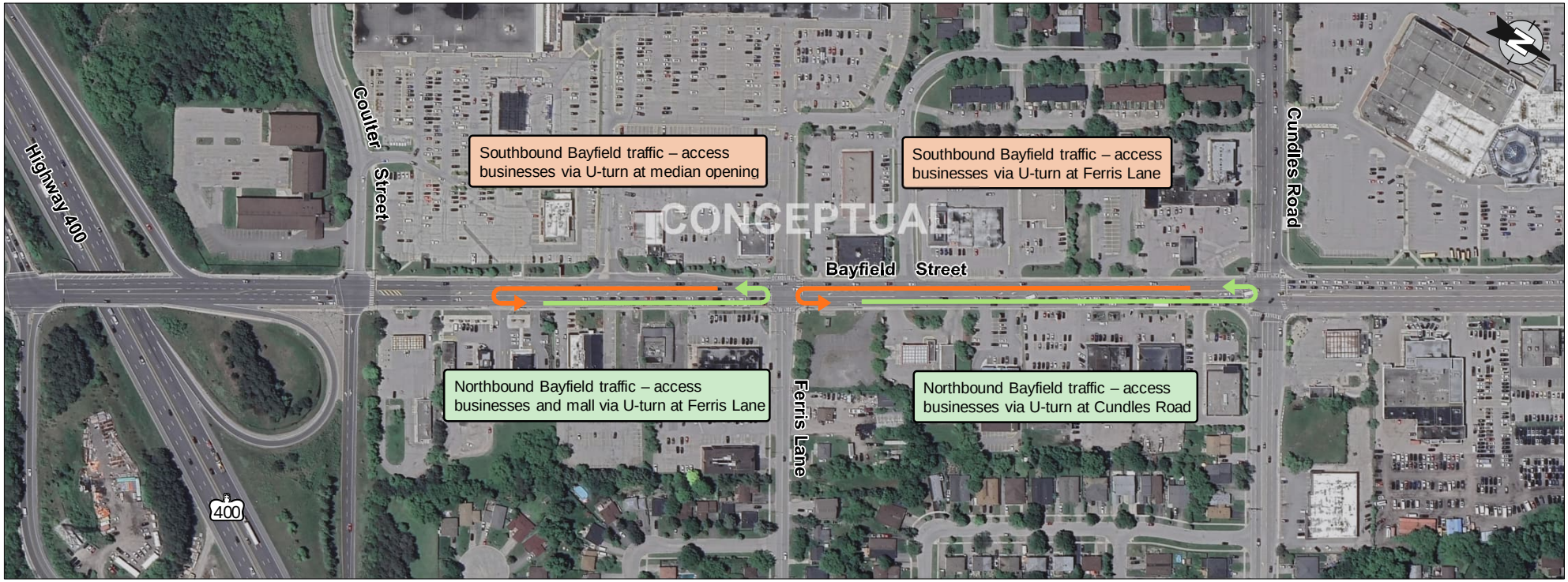
- The use of medians on multi-lane arterial streets is very common. New development and redevelopment on Bayfield Street are presently required to construct their entrance to only allow right-in and right-out turning movements to provide the same function and safety improvement that a median provides.

Safety Countermeasures to Midblock and Intersection Collisions

- Install a raised median to reduce mid-block collisions → Mid-block collisions could be reduced by **71%.**
- Increase time between yellow and red lights and add pedestrian countdowns → Intersection collisions could be reduced by **15%.**
- Safety improvements to Bayfield Street could reduce at least **50** collisions per year. Based on a social impact assessment, this could save over **$5M** in societal costs in the next 5-year period.



Recommended Planning Solution: Raised Median – Business Access (Conceptual)



Through the development of the alternative design concepts, the creation of sufficient space to allow passenger vehicles to make U-turns is under study. Businesses could be accessed by U-turns at intersections, specific median openings and through private owner agreements allowing cross-access between properties.

Raised Medians and Protected Intersections

A **centre median** is commonly used on multi-lane arterial roads of 4 to 6 lanes to reduce conflict points by restricting access, thus improving the overall safety of the roadway.

A **protected intersection*** prioritizes the safety and comfort of pedestrians and cyclists, using a combination of geometric and signalization measures to reduce and/or eliminate potential for conflict.

Cornwall Road, Oakville, ON – Centre Median



Highway 15 & Gore Road, Kingston, ON – Protected Intersection



Highway 7, Markham, ON – Centre Median



Dundas & Colborne Street, London, ON – Protected Intersection



*** Improvements that require additional property will be assessed and prioritized in terms of impact to address immediate corridor needs. Some elements may need to be planned for long-term implementation.**

Which Proposed Solutions are Your Favorites?

Bayfield Street Transportation Improvements

Place a **green dot** ● next to the proposed solution that would benefit Bayfield Street the most.

Place a **yellow dot** ● next to the proposed solution that would benefit Bayfield Street the second most.

Place a **blue dot** ● next to the proposed solution that would benefit Bayfield Street the third most.

Alternative Type



Reconfiguring and/or Adding Travel Lanes

Place dot here



Improve Intersections

Place dot here



Add Cycling Facilities and Improve Sidewalks

Place dot here

Alternative Type



Improve Streetscaping, Landscaping and/or Amenities

Place dot here



Improve Transit Infrastructure

Place dot here



Improve Corridor Safety & Operations, through a raised median

Place dot here

Trade-off Questions

Add Cycling Infrastructure versus Private Property Impacts

Preliminary plans indicate that a few metres of private property on each side of Bayfield Street would be needed for cycling infrastructure in addition to the private property required to add an additional lane per direction. This would further impact private property adjacent to the corridor, including parking, signs, and driveways.

Do you think this private property loss is a worthwhile trade-off for gaining cycling infrastructure on Bayfield Street?

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 No

Improve Road Safety by Controlling Turning Movements

Safety from turning vehicles is a major concern on Bayfield Street. Implementing turning movement controls through use of a raised median will significantly improve road safety, but it may introduce some inconvenience to access businesses and to those businesses themselves. The study is exploring options to minimize the inconvenience such as allowing controlled U-turns at intersections and encouraging property owners to consolidate and share accesses.

Do you support improving safety through controlling turning movements (adding a median)?

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 No

Environmental Investigations and Studies

Several technical analyses have been or will be completed as part of this study. The results of the impact assessment and mitigation measures proposed will be used to evaluate the alternative design concepts.



Cultural Heritage



Soil Contamination



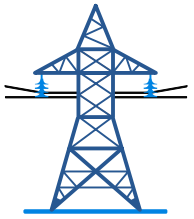
Drainage



Traffic



Archaeology



Utilities



Noise



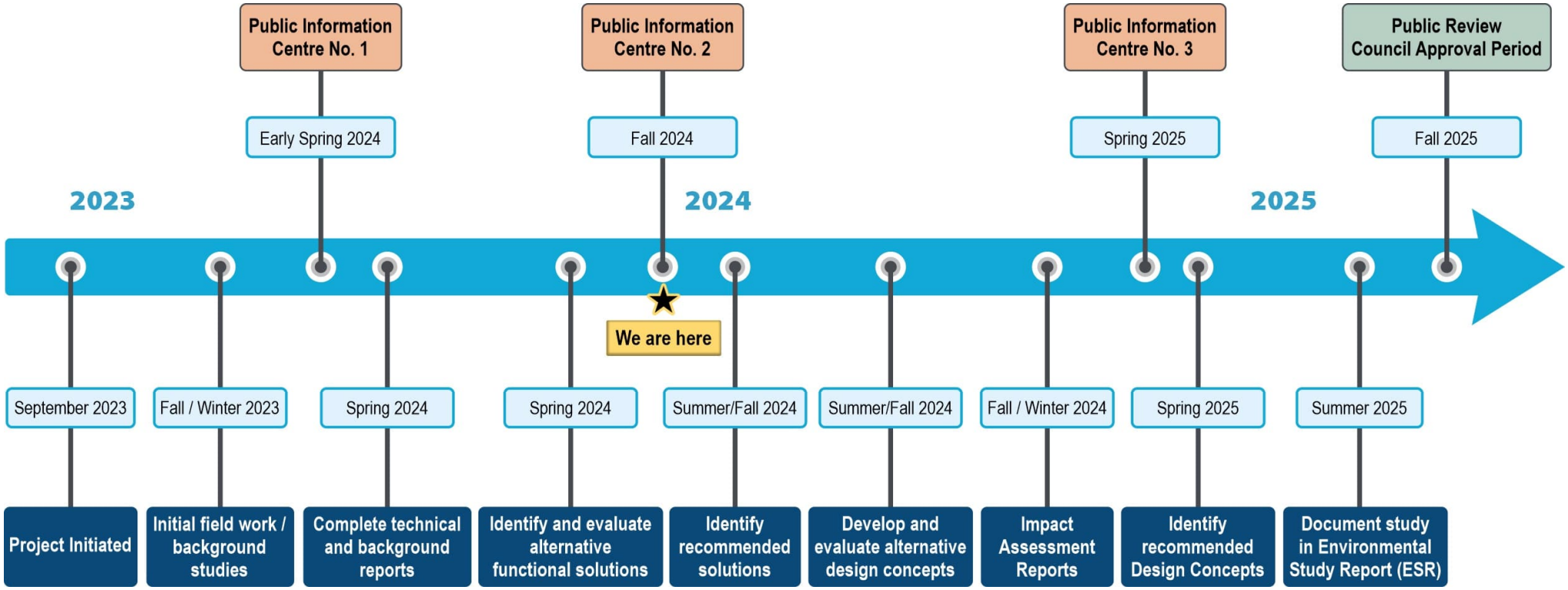
Natural Environment



Air Quality

Schedule of Key Milestones

Bayfield Street Transportation Improvements



The key next step is to confirm the recommended solution and begin to develop and evaluate alternative design concepts.

"What could the near-term solutions along Bayfield Street look like?"

How Can Residents and Stakeholders Participate?

- Please go to our *Building Barrie* webpage at **www.buildingbarrie.ca/bayfieldstreet** to:
  - Provide formal project comments.
  - 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 – PIC No. 3 scheduled in the spring of 2025

- Stakeholder meetings and interviews (future meetings with property owners and businesses planned for Fall 2024 / Winter 2025)





Thank you for your time!

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

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

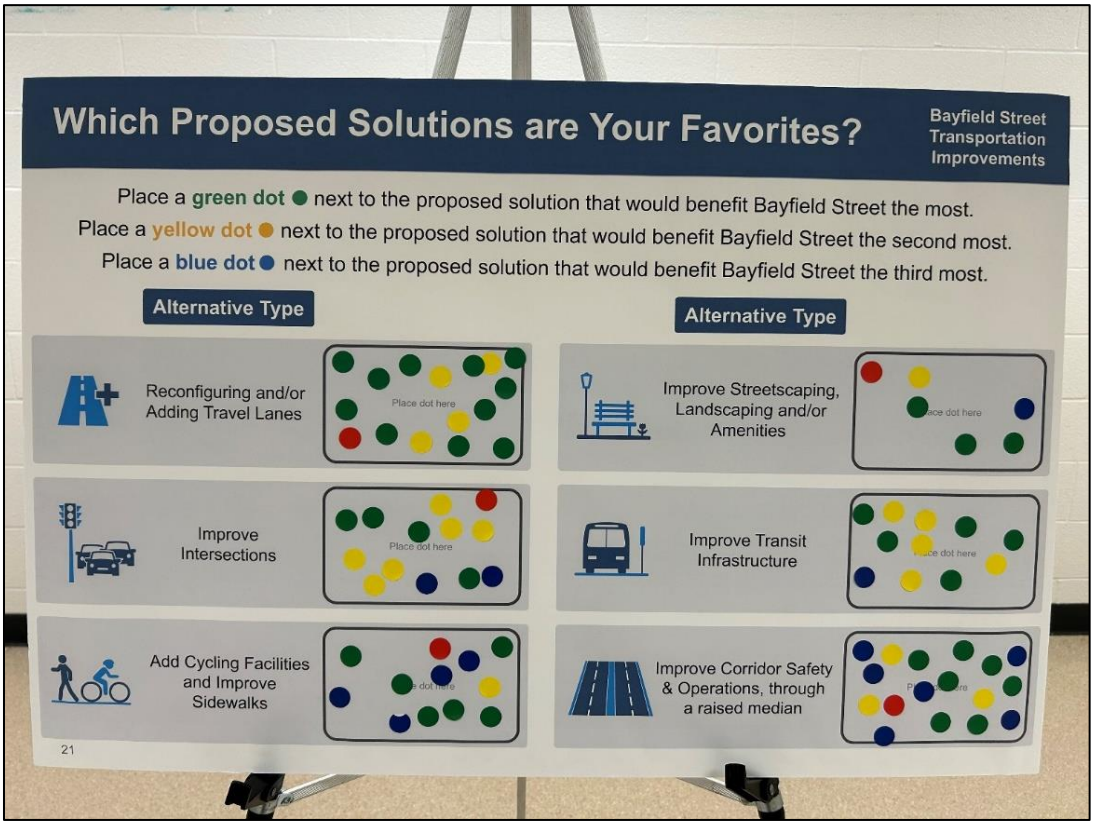
www.buildingbarrie.ca/bayfieldstreet

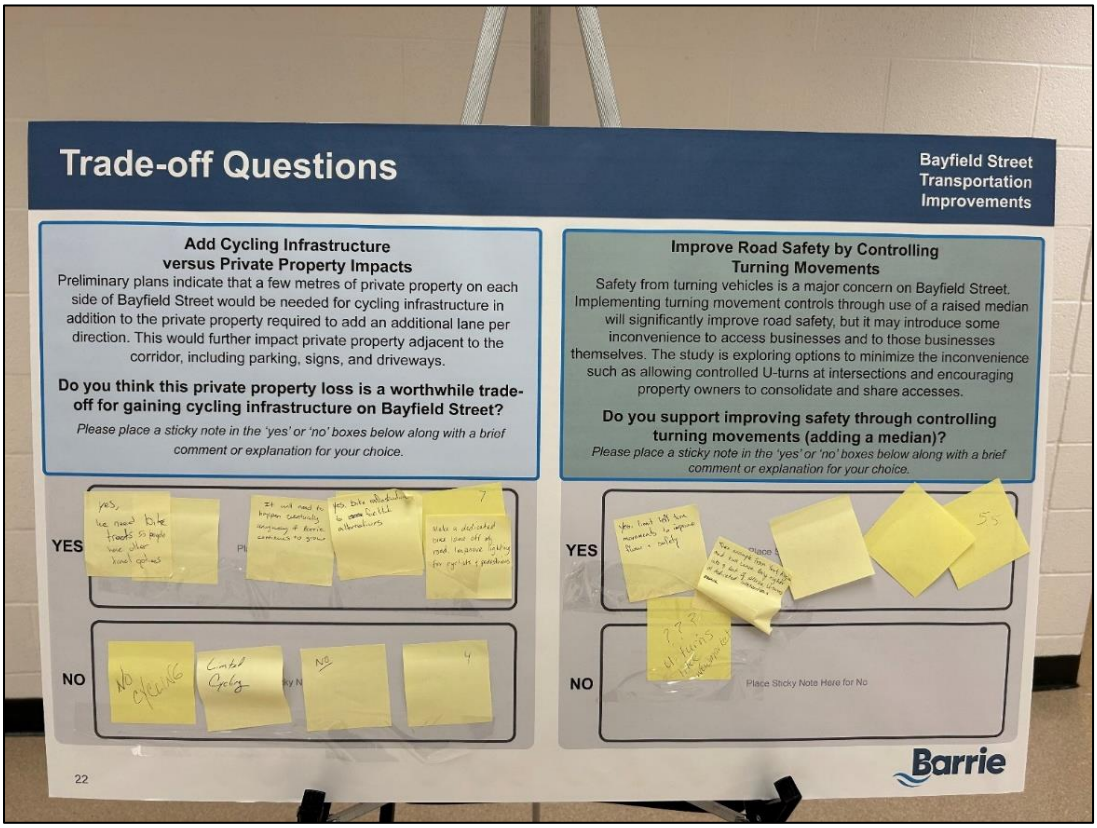
APPENDIX C

Comment and Response Summary Table

APPENDIX D

Photos of Interactive Survey Questions and Roll Plans with Public Feedback

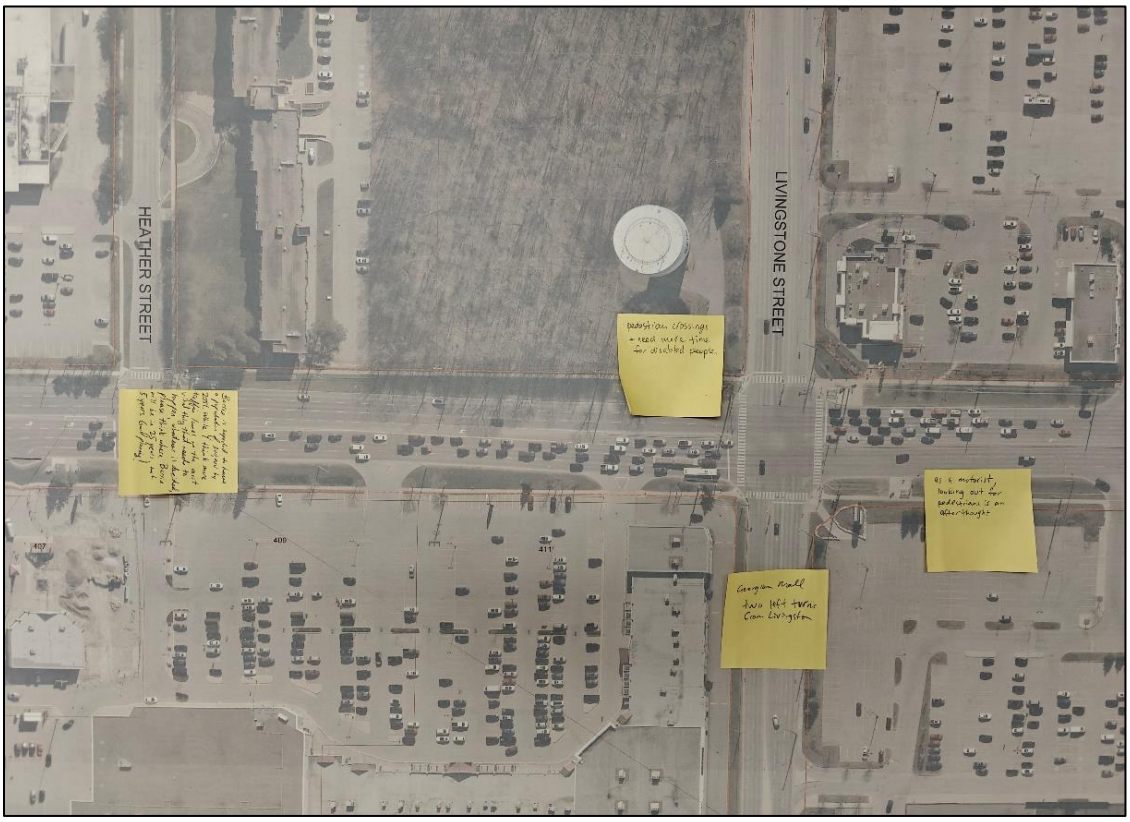

Which Proposed Solutions are Your Favorites?
Bayfield Street Transportation Improvements
Place a green dot ● next to the proposed solution that would benefit Bayfield Street the most.
Place a yellow dot ● next to the proposed solution that would benefit Bayfield Street the second most.
Place a blue dot ● next to the proposed solution that would benefit Bayfield Street the third most.
Alternative Type
Reconfiguring and/or Adding Travel Lanes
Improve Intersections
Add Cycling Facilities and Improve Sidewalks
Alternative Type
Improve Streetscaping, Landscaping and/or Amenities
Improve Transit Infrastructure
Improve Corridor Safety & Operations, through a raised median
Place dot here
21


Trade-off Questions
Bayfield Street Transportation Improvements
Add Cycling Infrastructure versus Private Property Impacts
Preliminary plans indicate that a few metres of private property on each side of Bayfield Street would be needed for cycling infrastructure in addition to the private property required to add an additional lane per direction. This would further impact private property adjacent to the corridor, including parking, signs, and driveways.
Do you think this private property loss is a worthwhile trade-off for gaining cycling infrastructure on Bayfield Street?
Please place a sticky note in the 'yes' or 'no' boxes below along with a brief comment or explanation for your choice.
Improve Road Safety by Controlling Turning Movements
Safety from turning vehicles is a major concern on Bayfield Street. Implementing turning movement controls through use of a raised median will significantly improve road safety, but it may introduce some inconvenience to access businesses and to those businesses themselves. The study is exploring options to minimize the inconvenience such as allowing controlled U-turns at intersections and encouraging property owners to consolidate and share accesses.
Do you support improving safety through controlling turning movements (adding a median)?
Please place a sticky note in the 'yes' or 'no' boxes below along with a brief comment or explanation for your choice.
YES
NO
Place Sticky Note Here for No
Barrie
22

Note: the below comments are described in Table 2 of this report as the comments are difficult to read from the photos.




CUNDLES ROAD


HEATHER STREET
LIVINGSTONE STREET


Georgian Mall


HANMER STREET

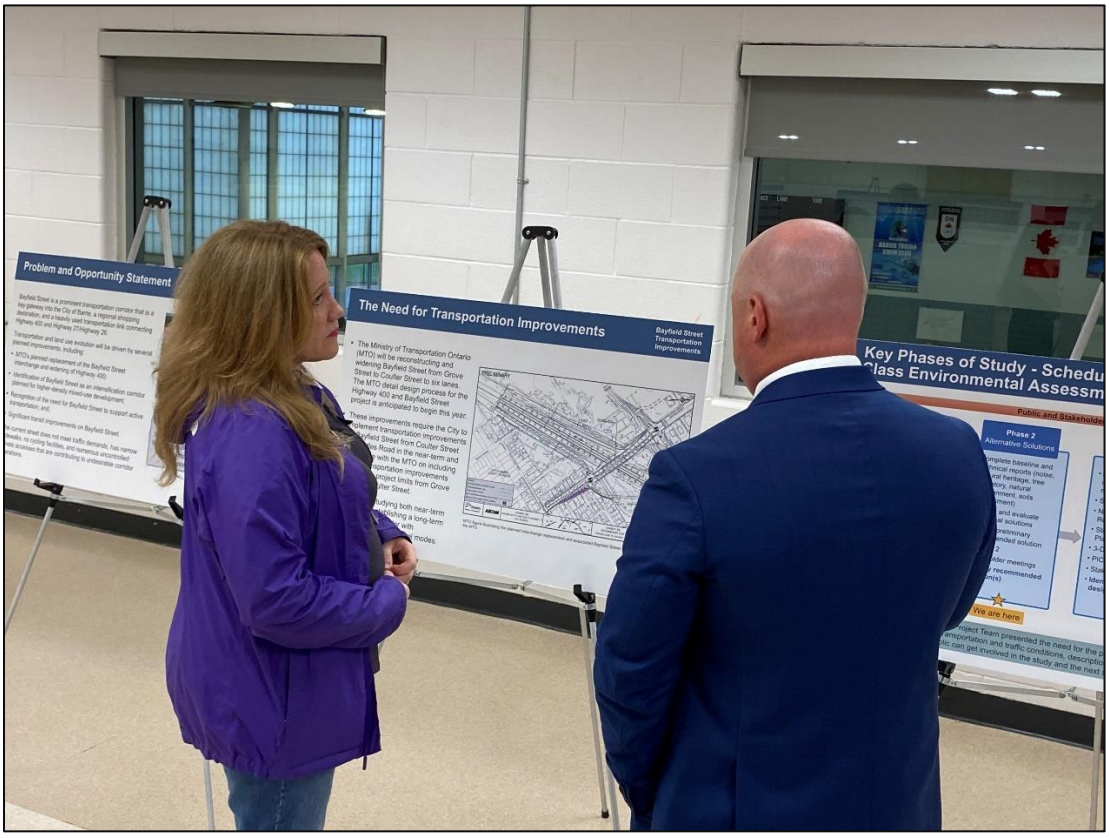
APPENDIX E

Photos of PIC No. 2






Which Proposed Solutions are
Raised Medians and Protected Intersections


Problem and Opportunity Statement
The Need for Transportation Improvements
Bayfield Street Transportation Improvements
Key Phases of Study - Schedu
Class Environmental Assessm
Public and Stakeholde
Phase 2
Alternative Solutions
We are here

wsp.com