BAYFIELD STREET TRANSPORTATION IMPROVEMENTS

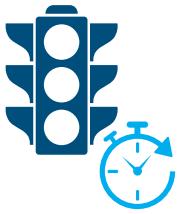
PIC & SURVEY 3: **DISCOVERY SUMMARY**

RECOMMENDED PLAN

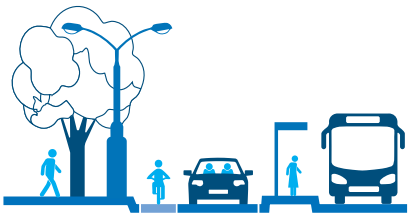
Based on the evaluation of the design concepts, the preferred design solution (also known as the Recommended Plan) was selected and includes:



Adding a travel lane each way to improve traffic flow and align with MTO interchange upgrades.



Optimizing traffic signal timing, adding protected intersection elements, and pedestrian accessibility features, to improve intersection safety and operations.



Improving transit stop placement and amenities.



Adding a raised median and upgraded driveways to enhance safety.



Adding in-boulevard cycling facilities and widening sidewalks.

WHAT STAGE ARE WE AT IN THIS PROJECT

PHASE 1 | Winter-Spring 2024

Public Information Centre 1

- existing conditions inventoried and field studies completed

PHASE 2 | Summer-Fall 2024

Public Information Centre 2

- develop alternative planning solutions
- evaluate and identify recommended solutions

PHASE 3 | Winter-Spring 2025

Public Information Centre 3

- develop alternative design concepts
- evaluate and recommend design solution

PHASE 4 | Summer-Fall 2025

Final Report and Recommendations to Council

- complete environmental study report
- present study recommendations to Council
- notice of study completion

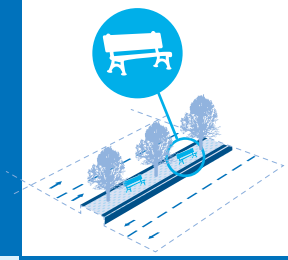
FEEDBACK AT THE PIC:

Support for the **inclusion of bike lanes** along the corridor.

Concern about closure of Rose Street and the potential increased traffic southbound on Bayfield Street and increased traffic on roads parallel to Rose Street.

Suggestions to **improve pedestrian safety at crosswalks**.

Property owners commonly raised **concerns about access changes and requirements**.



Suggestion to **add raised planted medians** and **improved pedestrian amenities** (i.e. seating).

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FOR MORE INFORMATION VISIT
BuildingBarrie.ca/BayfieldStudy

The comments received are being reviewed by the Project Team during Phase 4 of the Study. Responses to comments will be received by anyone who submitted a comment form or contacted the Project Team with their feedback.

To implement the recommended plan, the following changes on the corridor are required:



CORRIDOR WIDENING/ PROPERTY REQUIREMENTS

The study recommends **widening Bayfield Street from four to six lanes** to accommodate more traffic, support planned highway upgrades, and provide new physically separated cycling paths and improved sidewalks. To do this, the City will need to acquire property along the street from private owners.

Grove Street to Coulter Street:

Property requirements are limited to small portions of frontages close to Grove Street to **accommodate the inclusion of cycling infrastructure** with the MTO's interchange replacement project. These requirements are separate from property required by the MTO for the Bayfield Street interchange replacement project.

Coulter Street to Cundles Road:

Property acquisition is required along the frontages on both sides of this segment of Bayfield Street to **accommodate planned improvements**. This may include widening the roadway, adding medians, upgrading sidewalks, or implementing other streetscape and safety enhancements. Securing this land ensures that the design can meet current and future traffic, pedestrian, and accessibility needs while supporting the overall safety and functionality of the corridor.

RAISED MEDIAN

The study recommends **adding a raised median from Coulter Street to Cundles Road** to improve safety by preventing hazardous left turns from driveways that are currently uncontrolled. This change will help reduce potential conflicts between vehicles and make the street safer for everyone. Similarly, the Ministry of Transportation of Ontario (MTO) is planning a **raised median on Bayfield Street, from Grove Street to Coulter Street**, supporting the overall goal of safer and smoother traffic flow in the area.

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