### Notes:
- Local streets in the annexed lands not shown.
- Boulevard pathways on one side of a road should be bidirectional for cyclists.
- Boulevard pathways on two sides of a road should be unidirectional for cyclists.

1. Designate east and west frontage streets as bicycle boulevards and link with boulevard pathways.
2. North side boulevard pathway only with no bicycle lanes on Hurst Drive across Lover's Creek due to limited width of existing structure.
3. Provide east-west and north-south connections as part of future development. Consider pathway crossing of rail line to Barrie South GO.
4. Provide east-west and north-south connections as part of future development. Consider crossing of rail line west of Huronia Road.
5. Include midblock east-west pathway crossing of rail line between Mapleview Drive East and Lockhart Road.
6. Interim on-road route of Trans-Canada Trail until post-2031 buildout of annexed lands. Include off-road pathway on south side of Highway 400 structure.
7. St. Vincent crossing should contain continuous buffered bicycle lanes when replaced or rebuilt for Highway 400 widening.
8. Trans-Canada Pipeline Trail as planned in Simcoe Trails Strategy.
9. Consider crossing of rail line west of Huronia Road to provide east-west connection.
Notes:
1) Only 4 lanes on Big Bay Point Rd. across Lover’s Creek Bridge.
- LTL = Left turn lane
- TWLTL = Two-way left turn lane
- Streets labeled as having “left turn lanes at all driveways/streets” do not have a continuous median or TWLTL, but have left turn lanes at all locations where left turns from the street occur. These streets function similarly to streets with a continuous TWLTL but are narrower.
- Local streets in the annexed lands are not shown.
- The direction of travel is not shown on one-way streets.
Legend

Transit Hubs
GO Rail Station and Major Bus Hub
Major Bus Hub
Minor Bus Hub
Community / Recreation Facility

Number of Sides with Sidewalks
- 0: No Change from Existing
- 1: Add Sidewalk as Sidewalk Project
- 2: Add Sidewalk(s) as part of Road Project
- 3: No Change from Existing

Other Pathways and Trails
- Major AT Pathway: New or Upgraded from Existing
- Standard AT Pathway: No Change from Existing
- Standard AT Pathway: New or Upgraded from Existing
- Hiking Trail
- Railroad
- Schools
- Parks and Natural Heritage System
- Commercial and Mixed-Use Zoned Areas

Note: Existing sidewalk network based on 2012 City of Barrie GIS data. Local streets in the annexed lands not shown.

Figure ES-2
Proposed Preferred Scenario – 2031

Secondary Plan, Background Studies & Infrastructure Master Plans – Intensification and Annexed Lands Multi-Modal Active Transportation Master Plan Master Plan

Date Updated: January 27, 2014
Figure 10-2
Corridors Potentially Exceeding Capacity by 2051
Based on Preferred Scenario – 2031

Notes:
- LTL = Left turn lane
- TWLTL = Two-way left turn lane
- Streets labeled as having "left turn lanes at all driveways/streets" do not have a continuous median or TWLTL, but have left turn lanes at all locations where left turns from the street occur. These streets function similarly to streets with a continuous TWLTL but are narrower.
- Local streets in the annexed lands are not shown.
- The direction of travel is not shown on one-way streets.

Legend

Vehicle Lanes - 2031
- 3 lanes (2 + 1 HOV) per direction plus Continuous Median or TWLTL
- 3 lanes per direction plus Continuous Median
- 3 lanes per direction plus LTL at some driveways/streets
- 3 lanes (2 + 1 HOV) per direction plus LTL at some driveways/streets
- 2 lanes per direction plus Continuous Median or TWLTL
- 2 lanes per direction plus LTL at some driveways/streets
- 2 lanes (1 + 1 HOV) per direction plus TWLTL
- 2 lanes per direction
- 1 lane per direction plus Continuous Median or TWLTL
- 1 lane per direction plus LTL at some driveways/streets
- 1 lane per direction
- Highway 400

Corridors Potentially Exceeding Capacity by 2051
- One Additional Lane per Direction May Be Required (Some Require Additional ROW)
- No Additional ROW Suggested Beyond 2031
- New Roads Beyond 2031
- Additional TWLTL May Be Required Beyond 2031 (Some Require Additional ROW)
- One Additional Lane Per Direction and a TWLTL May Be Required (Some Require Additional ROW)

Secondary Plan, Background Studies & Infrastructure
Master Plans – Intensification and Annexed Lands
Multi-Modal Active Transportation Master Plan
Master Plan

Project 101-17743
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