

Council Memorandum

Date:	June 1, 2021
To:	Committee of the Whole
From:	Councillor Dunn
Re:	ORV Taskforce Recommendations for Lindsay

Recommendation

That the memorandum from Councillor Dunn, **regarding ORV Taskforce Recommendations for Lindsay** be received;

That Council approve at least two ORV routes through the Town of Lindsay;

That Council approve the following route: the Victoria Rail Trail (VRT) trailhead at Logie Street to King Street, King Street to Lindsay Street, Lindsay Street to Wellington Street, Wellington Street to Victoria Avenue, Victoria Avenue to Elgin Street, Elgin Street to Angeline Street, Angeline Street to Thunderbridge Road, Thunderbridge Road to the VRT trailhead;

That Council approve the following route: the VRT trailhead at Logie Street to Lindsay Street South, Lindsay Street S to Russell Street, Russell Street to Cambridge Avenue, Cambridge Avenue to Peel Street, Peel Street to Victoria Avenue, Victoria Avenue to Elgin Street, Elgin Street to Angeline Street, Angeline Street to Thunderbridge Road, Thunderbridge Road to the VRT trailhead;

That Council approve the following route: the VRT trailhead at Golden Mile Road, Golden Mile Road to Cloverhill Road, Cloverhill Road CR 36, CR 36 to Queen Street, Queen Street to Lindsay Street, Lindsay Street to Wellington Street, Wellington Street to Victoria Avenue, Victoria Ave to Elgin Street, Elgin Street to Angeline Street, Angeline Street to Thunderbridge Road, Thunderbridge Road to the VRT trailhead; and



That this recommendation be forwarded to Council for consideration at the next regular council meeting.

Rationale

At the May 4th Committee of the Whole meeting (COW), the ORV Task Force was directed by Council to review their recommendations for ORV transit route through the Town of Lindsay and return with recommendations for the June 1st COW meeting.

At the ORV Task Force Meeting on May 20th, the ORV Task Force reviewed the “Jump In” survey which demonstrated that the majority of respondents supported a trail linkage.

The Task Force reviewed four options which form part of this memorandum.

Option #1 (Total travel distance 7.4 km)

Trail Head to Logie Street, Logie Street to King Street, King Street to Lindsay Street, Lindsay Street to Wellington Street, Wellington Street to Victoria Avenue, Victoria Avenue to Elgin Street, Elgin Street to Angeline Street, Angeline Street to Thunderbridge Road

(While discussion took place, the Task Force considered the options of William Street instead of Victoria Avenue and Colborne Street West and Orchard Park Road instead of Elgin Street)

Logie Street

Pros

Wide street

Sidewalk well set back from the road

(This portion of Logie St. has fewer residential units facing the street than most other street and the travel distance is 1.3 km)



Cons

Residential Area

Busy

King Street

Pros

Quieter Street than Queen Street

Entrance off Logie Street protected by a 4 way stop

Cons

Street is narrower than most

Cars parked on both side of the roadway

Congested

Lindsay Street

Pros

Right hand turn from King Street onto Lindsay Street

Left hand turn onto King Street but only facing one stream of traffic

Cons

Busy Street

Wellington Street

Pros



Cons

Wellington Street Bridge is congested

Victoria Avenue

Pros

Wide Street with a boulevard down the middle

Cons

Residential area

Elgin Street

Pros

Quieter Street

Wide Street

Access to Mini Mall at Elgin Street and Angeline Street

Cons

Predominately Residential Area

Angeline Street North

Pros

Wide Street

Mini Mall and Gas Station



Fresh Fuel Restaurant

Con

Busy Street

Thunderbridge Road

Pros

Gravel Road

Quite

Option #2 (Total travel distance is 8.0)

Trailhead to Logie Street, Logie Street to Lindsay Street South, Lindsay Street South to Russell Street, Russell Street to Cambridge Avenue, Cambridge Avenue to Peel Street, Peel Street to Victoria Ave

(The remainder of this route is the same as Option #1)

Pros - Remove stress on Wellington Street Bridge

Logie Street

Pros

Wide street

Sidewalk well set back from the road

(This portion of Logie St. has no residential units facing the street, and the travel distance is 1 km)



Cons

Residential Area

Busy Street

Lindsay Street South

Pros

Wide street

Intersections protected by traffic lights

Multitude of commercial establishment

Cons

Busy Street

Russell Street

Pros

Wide Street

Heart of Lindsay Commercial District

Intersections protected by traffic lights

Cons

Busy Street

(It will be noted that prior to Russell continuation to Wellington Street was discussed)



Cambridge Street

Pros

Wide Street

Heart of Lindsay Commercial District

Intersections protected by traffic lights

Cons

Busy Street

Peel Street

Pros

Wide Street

Cons

Busy Street

Victoria Avenue

See Option #1

Option #3 (total travel distance is 8.0 km)



Trailhead to Logie Street, Logie Street to Lindsay Street South, Lindsay Street South to Mary Street, Mary Street to Angeline Street, Angeline Street to Thunder Bridge Road

(the start of this route is the same as option #2)

Cons not recommended by KLPS

Mary Street

Pros

Wide Street

Mainly Commercial Area

Less Residential

Protected by 4 way stops and traffic lights

Cons

Busy Street

Angeline Street South

Pros

Wide Street

Cons

Extremely Busy Street

Angeline St and Kent Street is the busiest intersection in the Town of Lindsay



Angeline St and Kent Street is the scene of the most motor vehicle accidents in the Town of Lindsay

The Angeline St / Kent Street corridors have been specifically requested to not be included in any recommendations by the KLPS

Option #4 (Total travel distance 9.9 km)

Trail Head Golden Mile Road, Golden Mile Road to Cloverhill Road, Cloverhill Road CR 36, Cross Hwy 7, CR 36 to King Street /Queen Street, King Street/Queen Street to Lindsay Street, Lindsay Street to Wellington Street

(the remainder of this route is the same as Option #1)

Cons

Longest and least safe of all suggested routes

Golden Mile Road

Short travelling distance, rural road

Cloverhill Road

Short travelling distance, rural road.

Crossing Hwy 7

Pros



Protected by Traffic Lights

Cons

Not recommended by MTO (not prohibited either)

CR 36

Pros

Wide shoulders

Gas station and other amenities

Queen Street protected by Traffic Lights

Cons

Pinch point on rail bridge in 80 zone could be dangerous

Queen Street

Pros

Wide Street

Many Amenities

Protected at Wellington Street by Traffic Lights

Cons



Very busy street

Not recommended by Police liaison might want to consider King Street

(The remainder of this route is the same as Option #1)

Recommendations

2) The Task Force recommends the three following routes for consideration:

Option #1

Option #2

Option #4