



Fenelon Falls Second Crossing:

Municipal Class Environmental Assessment



Committee of the Whole – November 2, 2021

Presentation

Item

1. Recap of Solutions Studied

2. Update since last November 2020 Committee Meeting

3. Summary of Recommendations

4. Q&A

We will link the recording of this presentation to the project webpage.



1. Recap of Solutions Studied

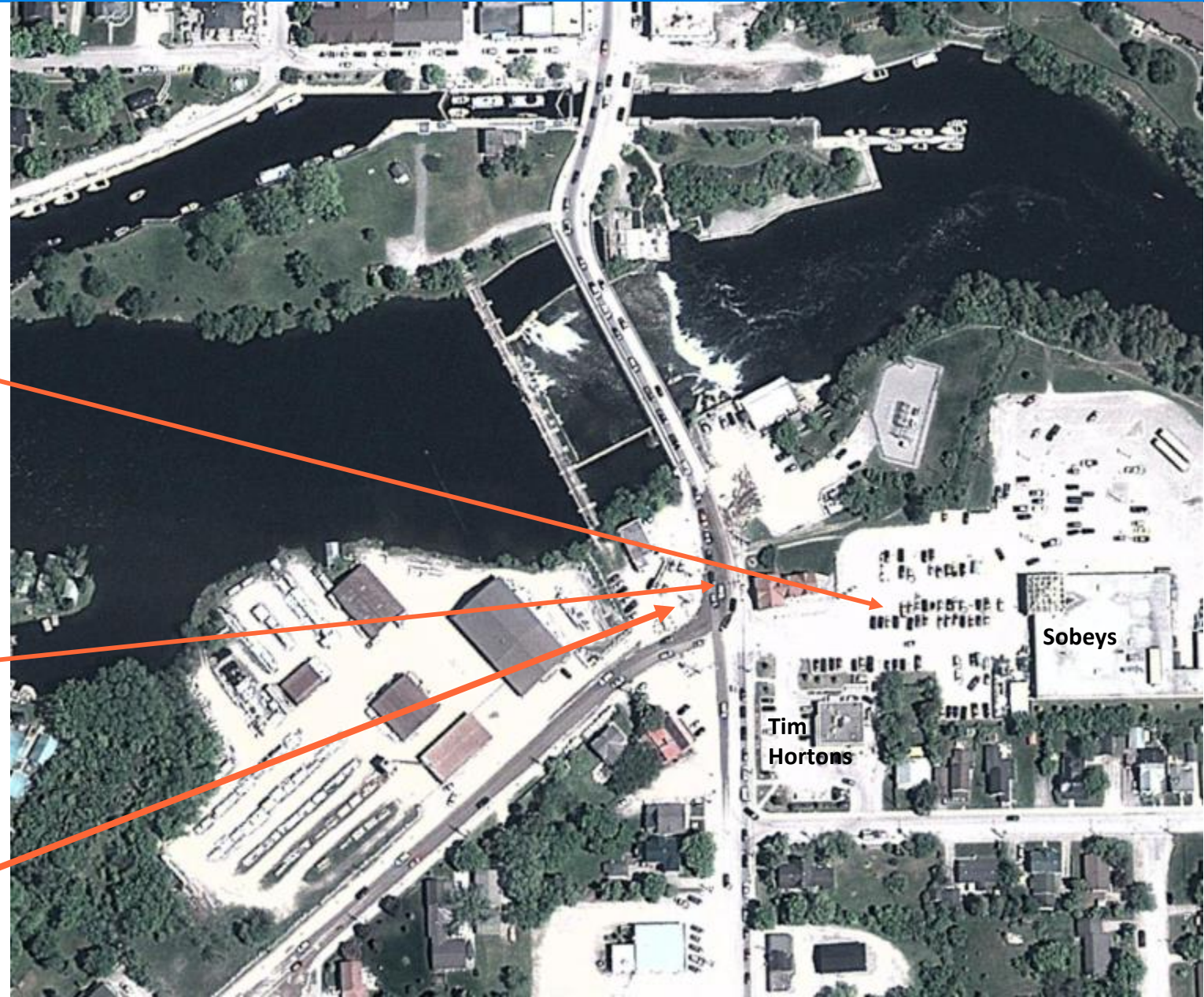
Reminder of Traffic Issues at Helen St and Lindsay St

At capacity: Downtown Corridor Study shows Helen/Lindsay St intersection will be 'at capacity' by 2031.

Land use: Tim Hortons and Sobeys cause traffic flow issues at the intersection. Largest contributor to traffic issues is the southbound left turn into the Sobeys and Tim Hortons lots. Tim Hortons drive thru queue does not have the storage needed.

Queues: not enough storage for vehicles waiting to turn = significant queues. Particularly southbound left turn which affects bridge.

Access Control: Gas station access on the west side of Lindsay St causes additional delays from northbound left turns.



Options Considered

1. Do Nothing
2. Improve local traffic operations
3. Expand existing bridge
4. Build second in-town crossing
5. **Build a bypass: 3rd Concession Baddow**
 - Note: Other bypass options reviewed including existing bridges Northline/Poulsom and Concession 6/Burnt River Road

In-Town Area



Bypass Area



Bridge Widening – Not Recommended

Expanding the existing bridge **will not solve** the traffic issues:

- Adding more southbound left queuing space would provide some relief but at peak periods it does not improve traffic flow enough, **the queues continue to grow.**
- Complications for design of Colborne Street and tie-ins with Colborne and Lindsay:
 - Colborne is 2 lanes so **would shift bottleneck**
 - Road **alignment skewed**, affects roads north and south of bridge



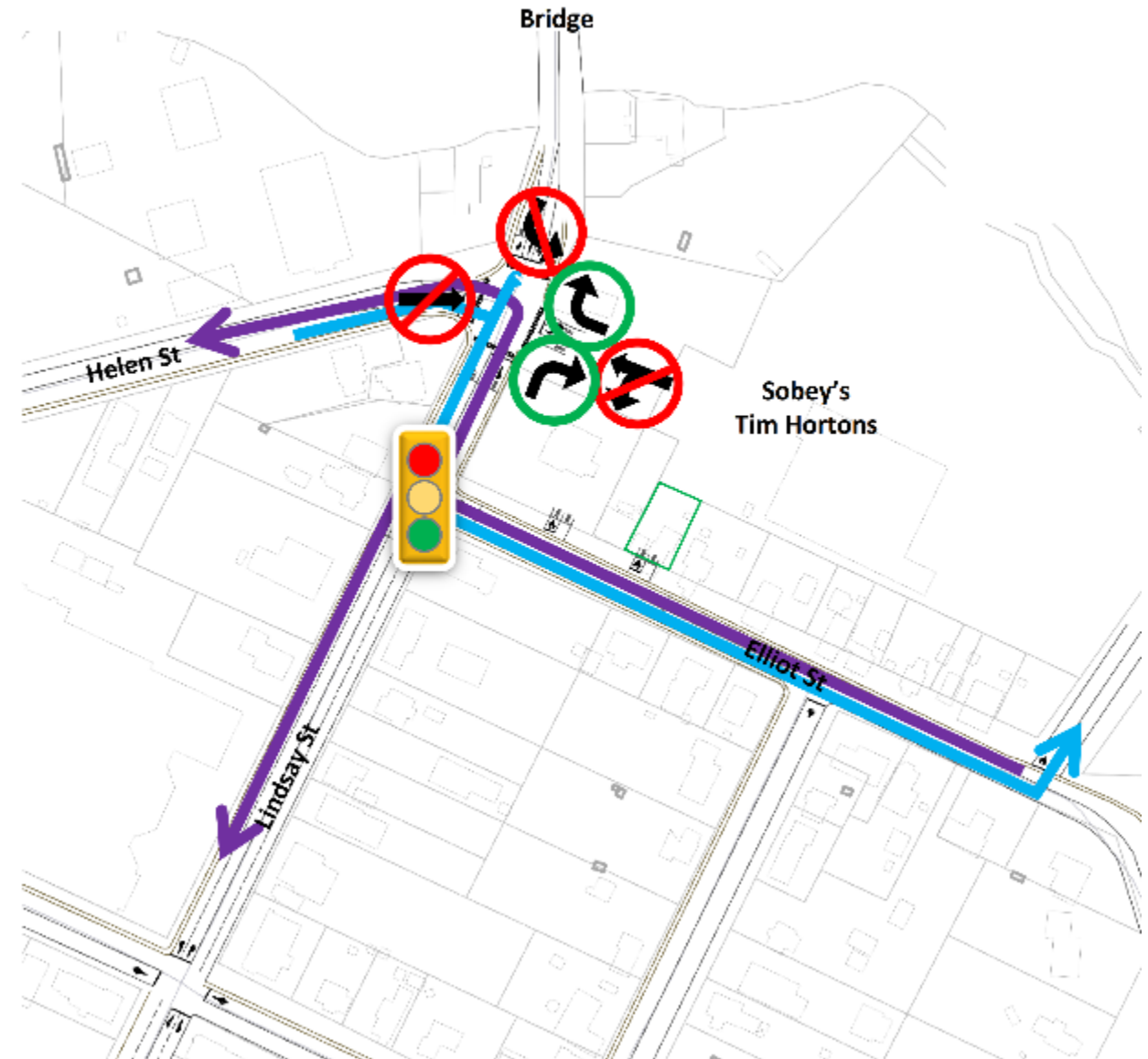
Improve Local Traffic Operations - Recommended

Studied 25+ options for local improvements to existing network.

Recommendation: Make the Sobeys/Tims entrance on Lindsay Street a right-in/right-out + add a traffic light at Elliot Street + improve site access off of Elliot Street.

Results:

- At Helen and Lindsay St intersection, more southbound through traffic will be able to pass through intersection with less green-time. Allows for more green-time for the eastbound left turns from Helen Street north onto the bridge.
- Southbound left turns are better accommodated at Elliot Street with fewer conflicts (T-intersection) and less impact on other turning movements at Helen Street and Lindsay Street.
- Requires improvements to Elliot Street and Clifton for back entrance to Sobeys. Increases traffic for Elliot St.
- Additional improvement options: Tim Hortons and/or Sobeys to acquire additional adjacent property for a new entrance on Elliot Street.



In-Town Bridge Crossing – Consider in Future

A new in-town bridge crossing would:

- Require new road connections on both sides of the waterway
- Likely needs two bridges/overpass due to grades and elevation of Francis
- Multiple impacts to properties, environment and existing communities
- Highest cost of all options
- Provide greatest relief to existing traffic concerns

Not recommended as an immediate solution. Need does not justify scale of solution. Recommend ongoing **review as growth is confirmed.**

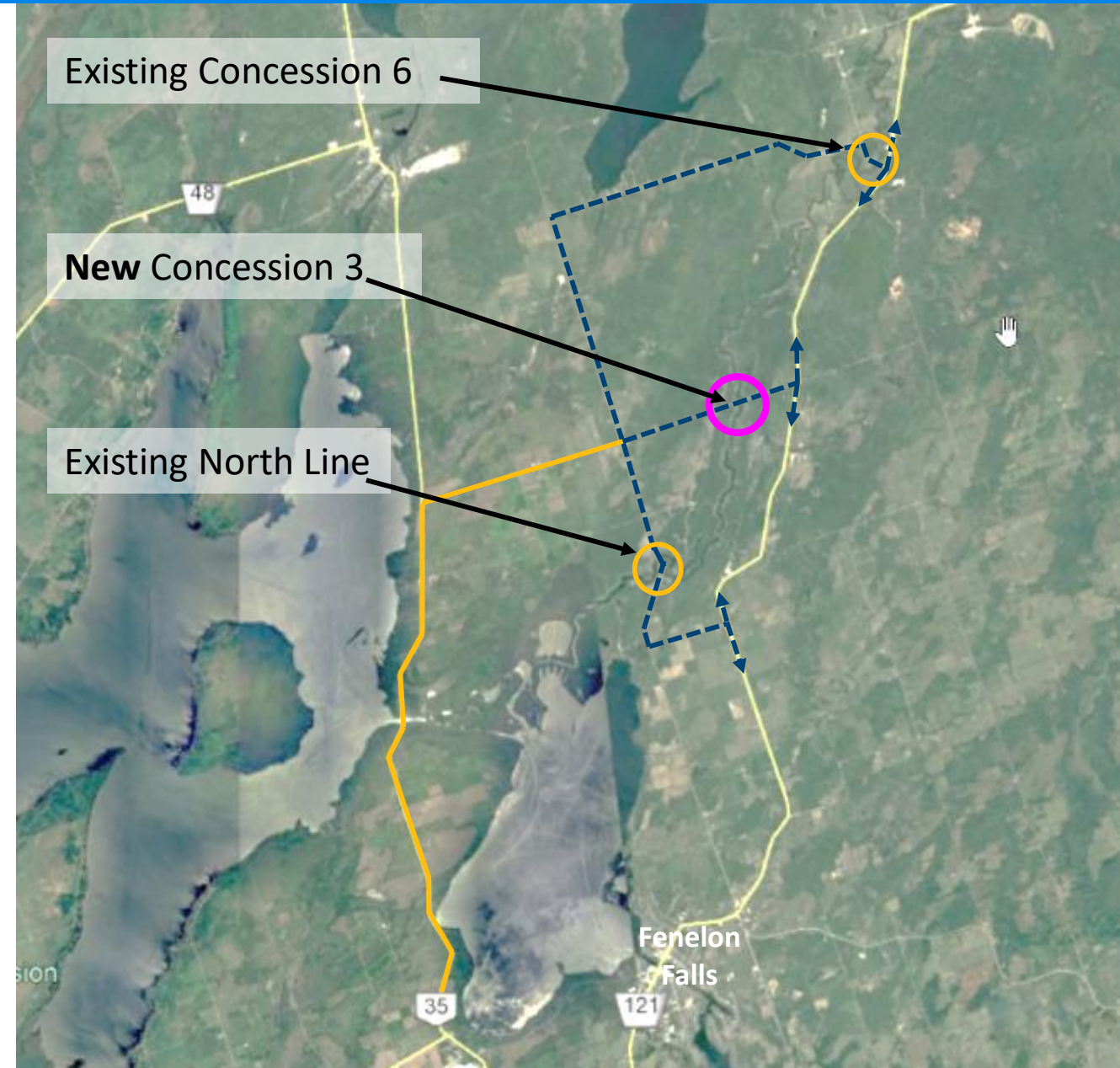


Not Recommended – impacts and cost outweigh benefits. If a large new development in town were to be approved in future (e.g. Fenelon Trails), this option could be reconsidered.

Bypass Crossing – Recommend Further Study

Considerations:

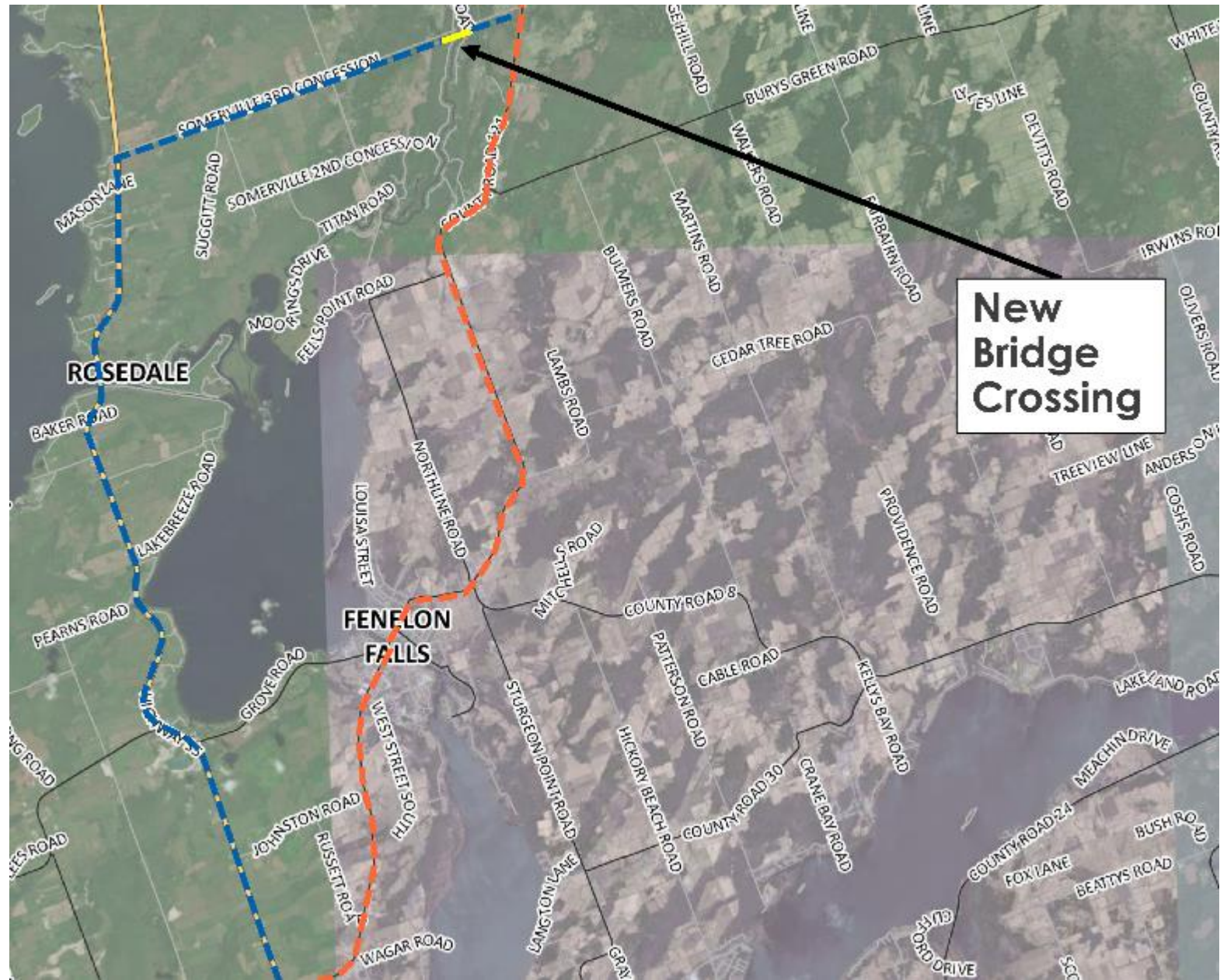
- Connecting Hwy 35 to 121 north of Rosedale
- Existing connections are not direct and are not currently suitable as haul routes
- **Haul Route identification:**
 - 3rd Concession with new bridge previously identified in Aggregate Haul Route Study (2006)
 - Looked at existing and new routes
- There are options to increase signage to direct bypass traffic to existing routes
 - **Interim recommendation includes improving signage to access Mitchells Bridge on Northline**



Bypass Crossing – Recommend Further Study

Further Study Recommended, including:

- Identify and assess **impacts to properties, natural environment and existing communities** (including noise and air quality impacts)
- **Identify upgrades needed** for existing roads, property requirements, maintaining ATV/recreational connections, and boat launch
- Requires further **examination of bridge design** considerations – elevations, floodplain, sightlines, and local road connections





2. Update since last November 2020 Committee Meeting

Since November 2020

- At direction of Committee: Hosted a **third public meeting on May 29, 2021.**
- Prepared a **Frequently Asked Questions** document after the May 29 meeting – posted on website, emailed to contact list (stakeholders, landowners, anyone from public who has shown interest), mailed to requested land owners.
- **Spoke directly with and emailed over 50+ residents** on the issues and concerns people have with the options.
- **Sent letters by registered mail** to property owners surrounding Helen and Lindsay Street intersection and along Elliot Street to inform them of the in-town traffic improvements being recommended.

Consultation Summary

Over course of the study:

- Three Public Information Centres: May 27, 2019, November 6, 2019 and **May 29, 2021**
- Two Stakeholder Meetings: September 30, 2019, August 5, 2020
- Two Committee of the Whole Presentations: November 3, 2020 and **November 2, 2021**

This is not the end of consultation. For either a new bypass or a second in-town bridge, further study and consultation would be required. **The work to date is not sufficient to recommend implementation of either a new bypass or second in-town bridge.**

Summary of What We've Heard

- Mixed support for solutions – **wide range of opinions**
- Concerns with **impacts to residents and environment** for a new bridge in-town or a bypass
- **Significant bypass concerns** related to moving the traffic issues and impacting the people and the environment along the bypass: noise, air quality, wildlife, woodlands, wetlands, flooding, road safety and sightlines, recreation, property values, etc.
- Concerns with **changes to Helen Street and Lindsay Street intersection** and increased **use of Elliot Street**
- Concerns with **Tim Hortons traffic and drive-thru queueing**
- Desire to see the **existing bridge improved**
- Interest to see options that **better utilize existing Burnt River bridges**
- Concern for **EMS response issues** – these have not been identified by the providers themselves, more a community perspective and concern
- Interest to see **more study/progress on a second crossing in-town**, be ready for growth and protect a future right-of-way
- Concern that nothing will get done



3. Summary of Recommendations

Recommendations

- **Implement traffic improvements for Helen Street, Lindsay Street and Elliot Street**
 - **Monitor traffic once these improvements are made before deciding on implementation of other solutions.**
- **Further study of the Bypass Solution** to assess impacts and bridge design requirements
 - Schedule 'C' MCEA work is needed for the bypass to assess impacts in more detail and consider design requirements. EA requirements for a bridge have recently changed by the Province. **Currently no recommendation to build the bypass; further work is required.**
- Complete existing bridge rehabilitation and improve the pedestrian connections.
- **Work with Tim Hortons** on drive-thru traffic issues and potential options for on-site improvements, access improvements or overall relocation.
- Continue to **monitor growth in Fenelon Falls** that would support the need for a second bridge in-town.
- Improve **signage for Mitchells Bridge** (Northline) route.



Questions



Thank You

