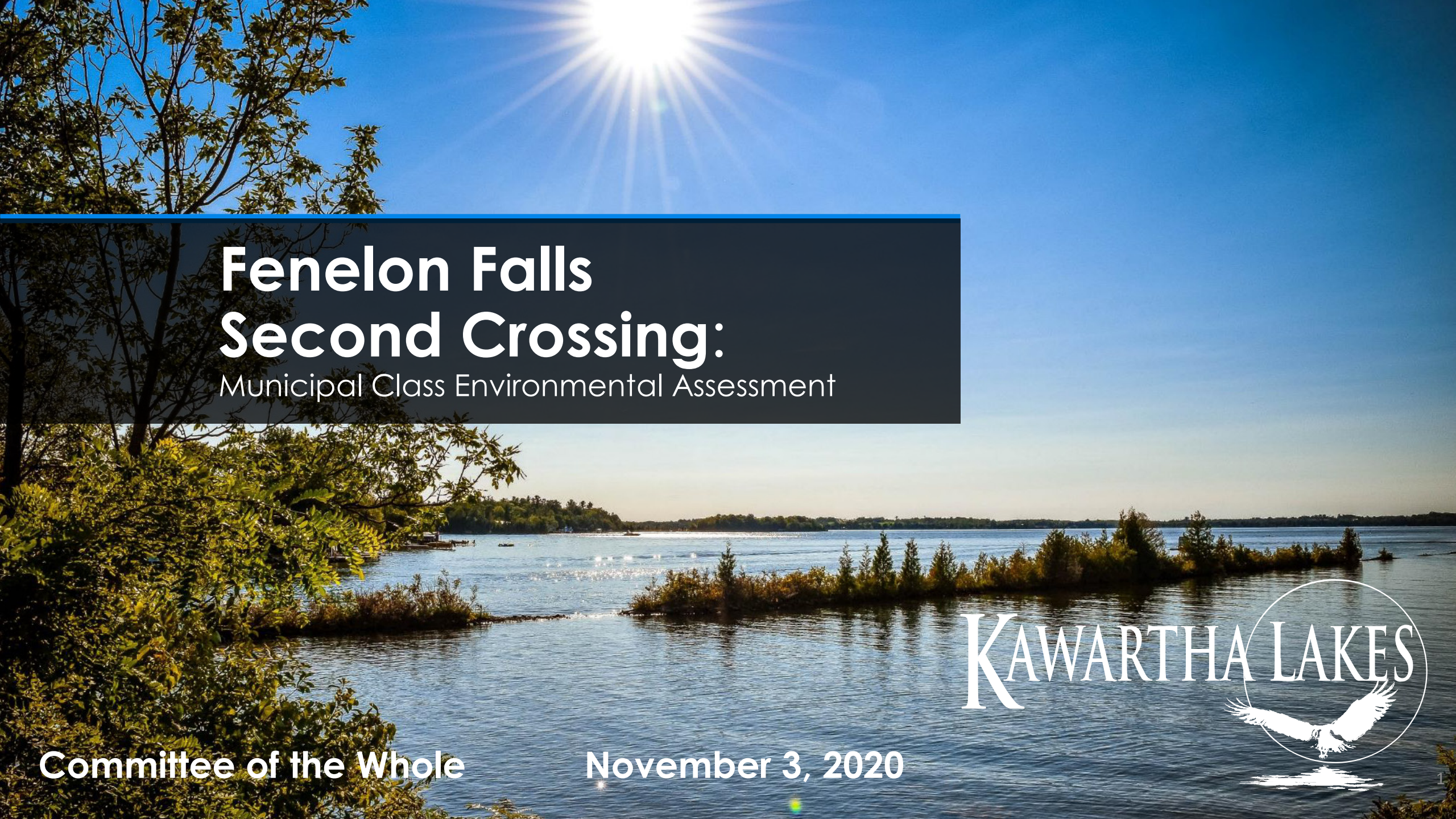


Fenelon Falls Second Crossing:

Municipal Class Environmental Assessment

KAWARTHA LAKES

Committee of the Whole **November 3, 2020**

Agenda

Item
Presentation Part I: EA Findings
Presentation Part II: In-Town Traffic Improvements
Summary of Recommendations

Purpose Meeting

- Present information on work completed
- Present input from stakeholders and community
- Present preliminary recommendations for discussion
- Address questions

Based on feedback and recommendations from the Committee of the Whole we will bring forward a Council report at a later date.

Problems and Opportunities

Key Problems

- Congestion and traffic delays
- Bridge back-up
- Helen and Lindsay Street intersection at capacity by 2031
- Main street experience
- Business impacts and parking
- Traffic and land use, e.g., Tim Hortons, Sobeys

Key Opportunities

- Reduce delays and traffic congestion
- Improve main street experience
- Improve connectivity
- Support Downtown Revitalization Plan
- Improve relationship between land use and transportation

Core Issues

- **Traffic volume** during peak periods
  - Increase in vehicles during summer peak periods contributes to congestion along the main corridor
- **Traffic flow** at Helen Street and Lindsay Street intersection
  - Existing configuration and travel demands of intersection creates a bottleneck
- **Limited alternative routes** in the area

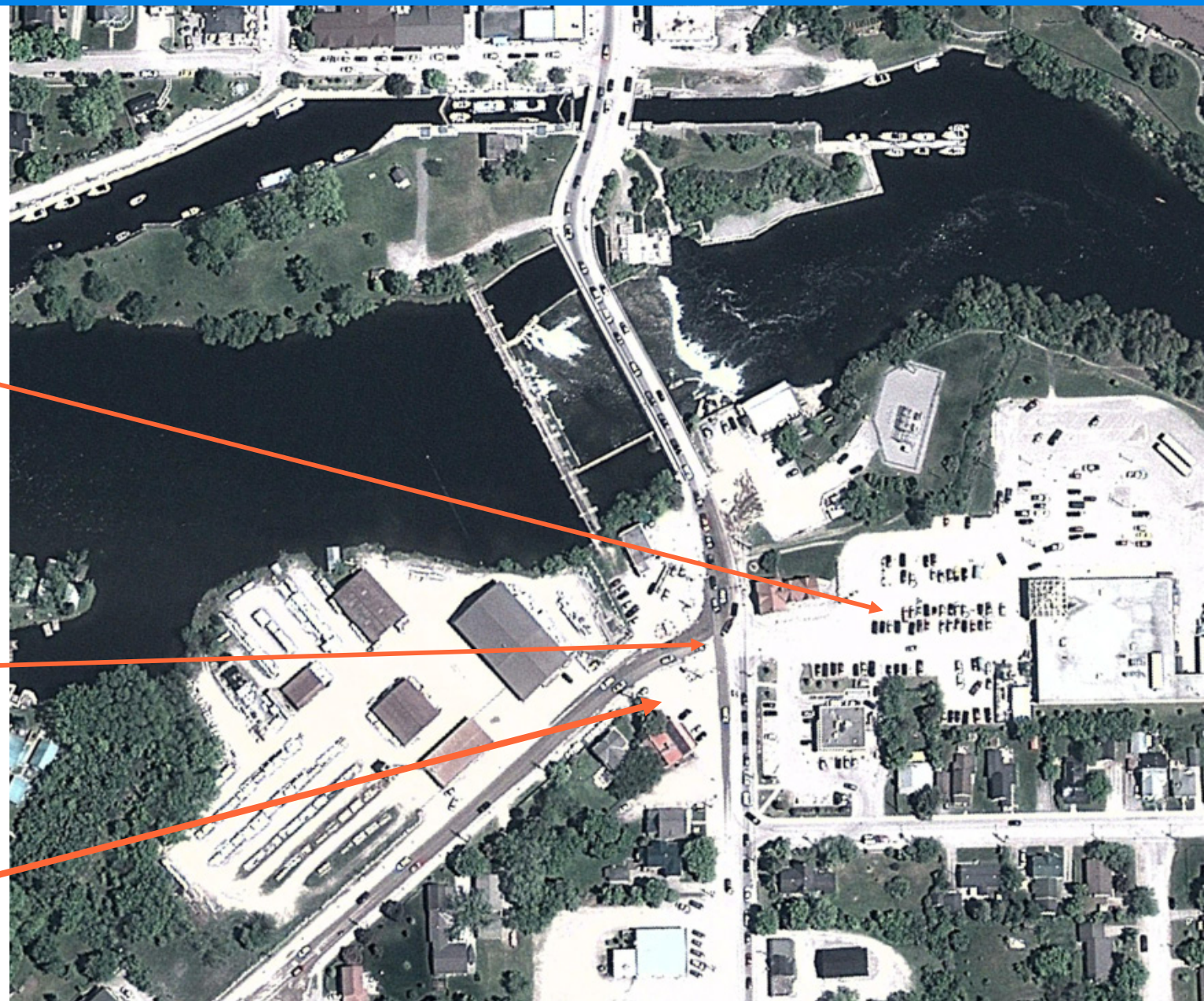
Intersection Issues

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

Land use: the Tim Hortons and Sobeys, and the gas station cause traffic flow issues at the intersection. Largest contributor to traffic issues is the southbound left turn into the Sobey’s and Tim’s lots.

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.



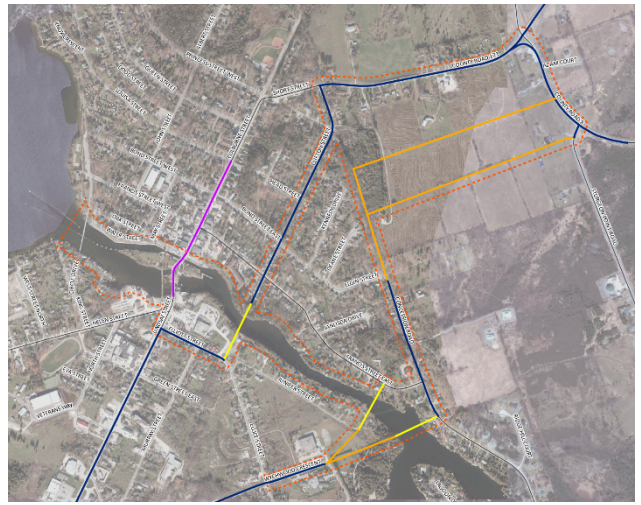
What We Have Studied

- **Transportation and Traffic Studies**
  - Updated traffic data analysis – local and regional (Streetlight)
- **Environmental Conditions**
  - Aquatic and terrestrial
- **Socio-Economic Conditions**
  - Properties, people and businesses
- **Cultural Heritage and Archaeology**
- **Technical Design Considerations**
  - Topography, property, utilities, technical constraints

Options Considered

- Do Nothing
- Improve local traffic operations
- Expand existing bridge
- Build second in-town crossing
- Build a bypass (3rd Concession Baddow)

In-Town Area



Bypass Area

Updated Traffic Study – Streetlight Data

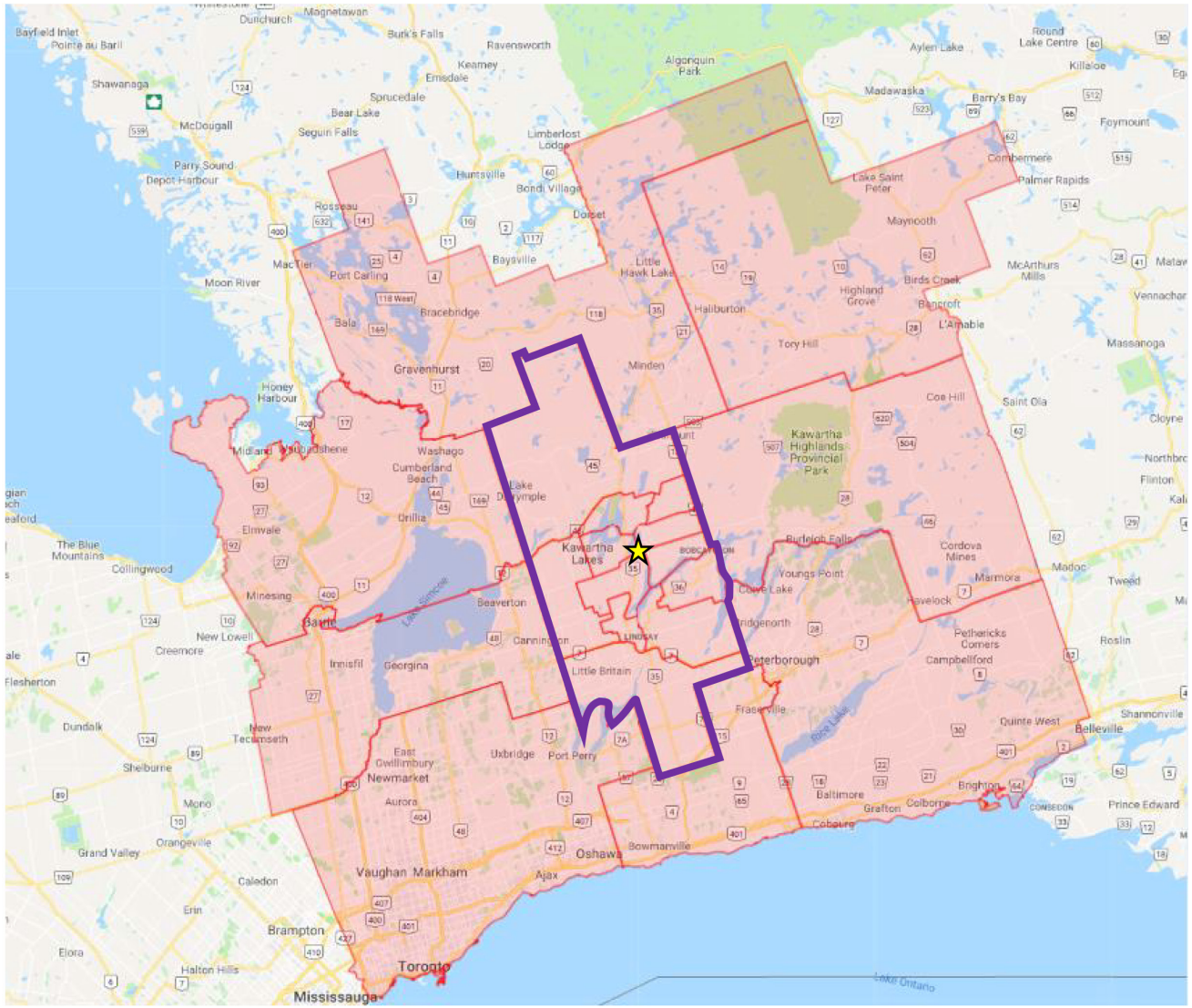
- We did a traffic study of current traffic in Fenelon Falls using Streetlight Data
  - Looked at traffic all days of the week and during summer peak seasons

- Found that **most vehicle trips that use the bridge originate from within a relatively local area. Around Sturgeon Lake and Cameron Lake.**

Traffic Data Analysis

For vehicles crossing the bridge:

- **Majority** of trips (>70%) are within the City of Kawartha Lakes
- **Up to 20%** of trips are between Kawartha Lakes and External Areas
- **35% - 39%** of trips travel from north to south and south to north
- **47% - 51%** of trips are between areas south of the bridge



Traffic Study Summary

1. Need to address some of the traffic operation issues in-town
2. Support for some in-town improvements with traffic diversion:
    - Approximately **20-30%** of traffic could be diverted around town
    - Approximately **40-50%** of traffic could be diverted on a second bridge crossing.

Traffic Operation Improvements

The traffic improvement options for the Helen Street and Lindsay Street intersection examined were:

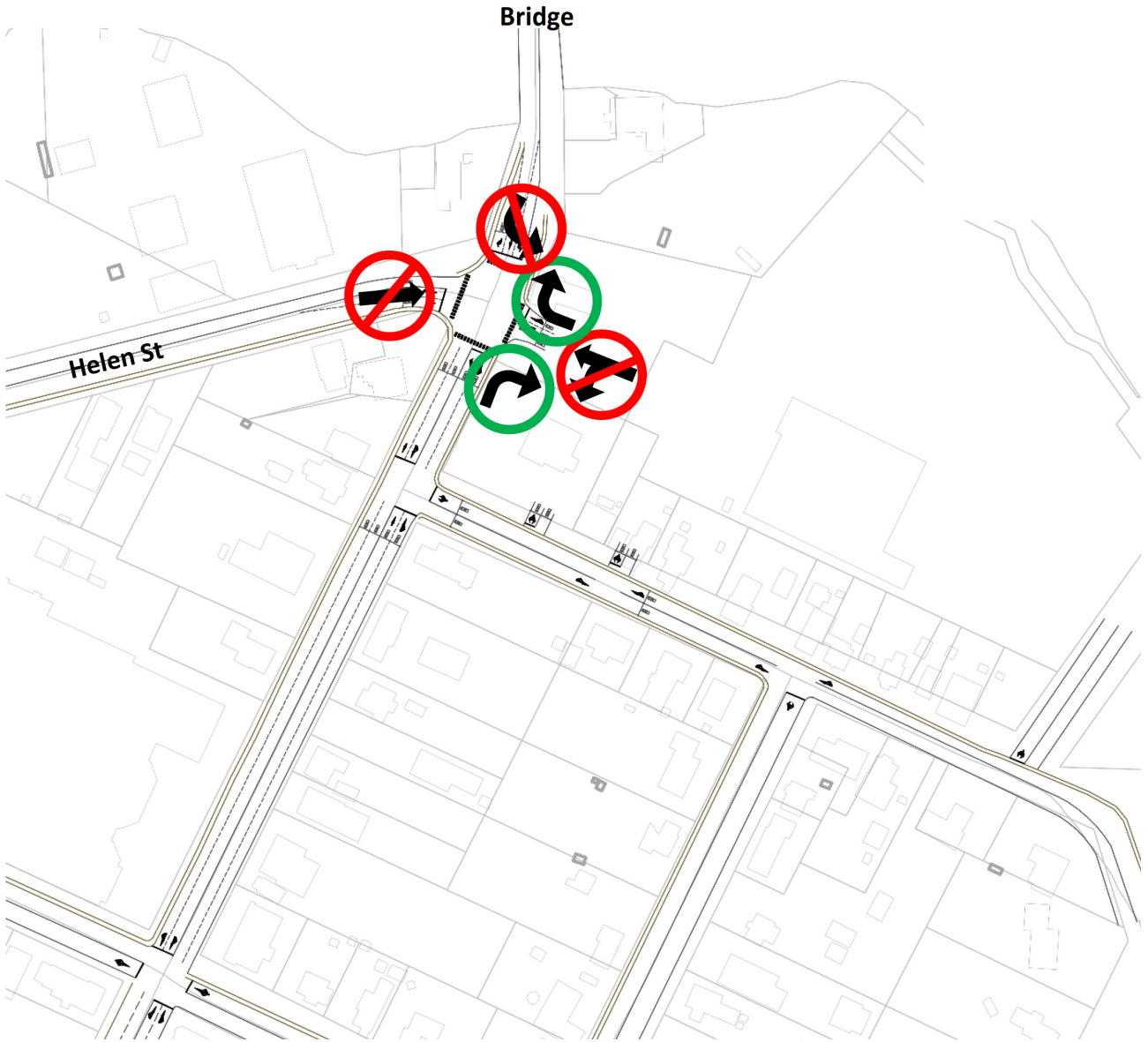
- **Signal Changes**
  - Optimising Signals
  - Provide new left turn signals
- **Access Control**
  - Tim Hortons / Sobeys / Gas Station
- **Additional Capacity**
  - Extend Storage Lanes
- **Restrict Movements**
  - Limit turning movements
- **Potential to explore relocating some land uses** to improve traffic flow and access

The Consulting Team studied more than 25 options.

Recommended In-Town Improvement Option – Step 1

Step 1:

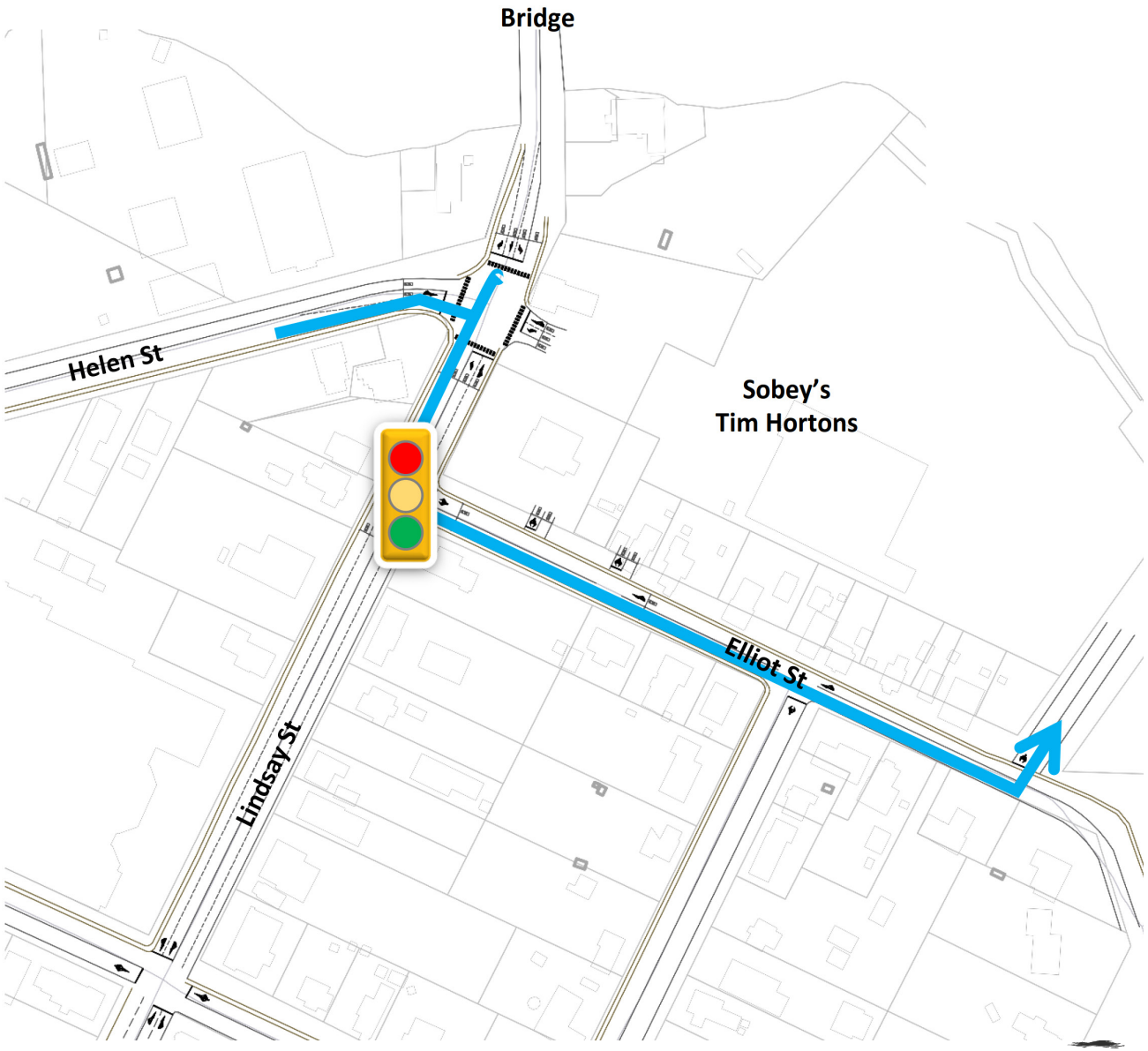
- Change the Sobeys / Tim Hortons access via Lindsay Street to become northbound Right-in and Right-out only.
- Remove the ability for southbound traffic on the bridge to turn left into the Sobeys / Tim Hortons access on Lindsay Street.
- Remove the ability for vehicles to access the Sobeys / Tim Hortons by driving straight through the intersection from Helen Street.
- Remove the ability for traffic to drive straight out of the Sobeys / Tim Hortons access onto Helen Street.
- Remove the ability for traffic to turn left out of the Sobeys / Tim Hortons access onto Lindsay Street.



Recommended In-Town Improvement Option – Step 2

Step 2:

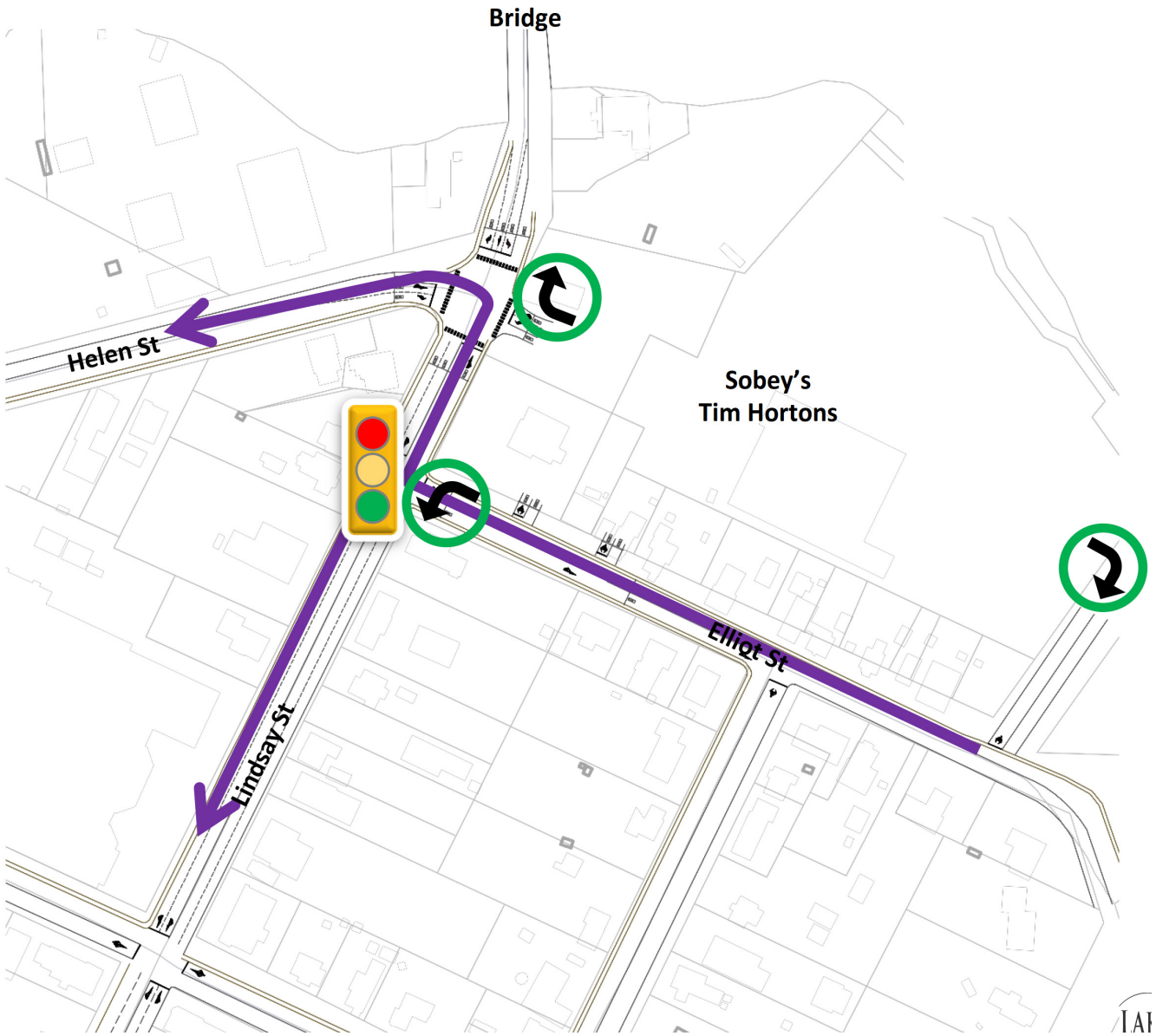
- Put in a new light at Elliot Street.
- Traffic from Helen Street and southbound on the bridge will now use Elliot Street to access the Sobeys / Tim Hortons.
- Lights at Elliot Street and at Helen Street will need to be coordinated for optimal traffic flow



Recommended In-Town Improvement Option – Step 3

Step 3:

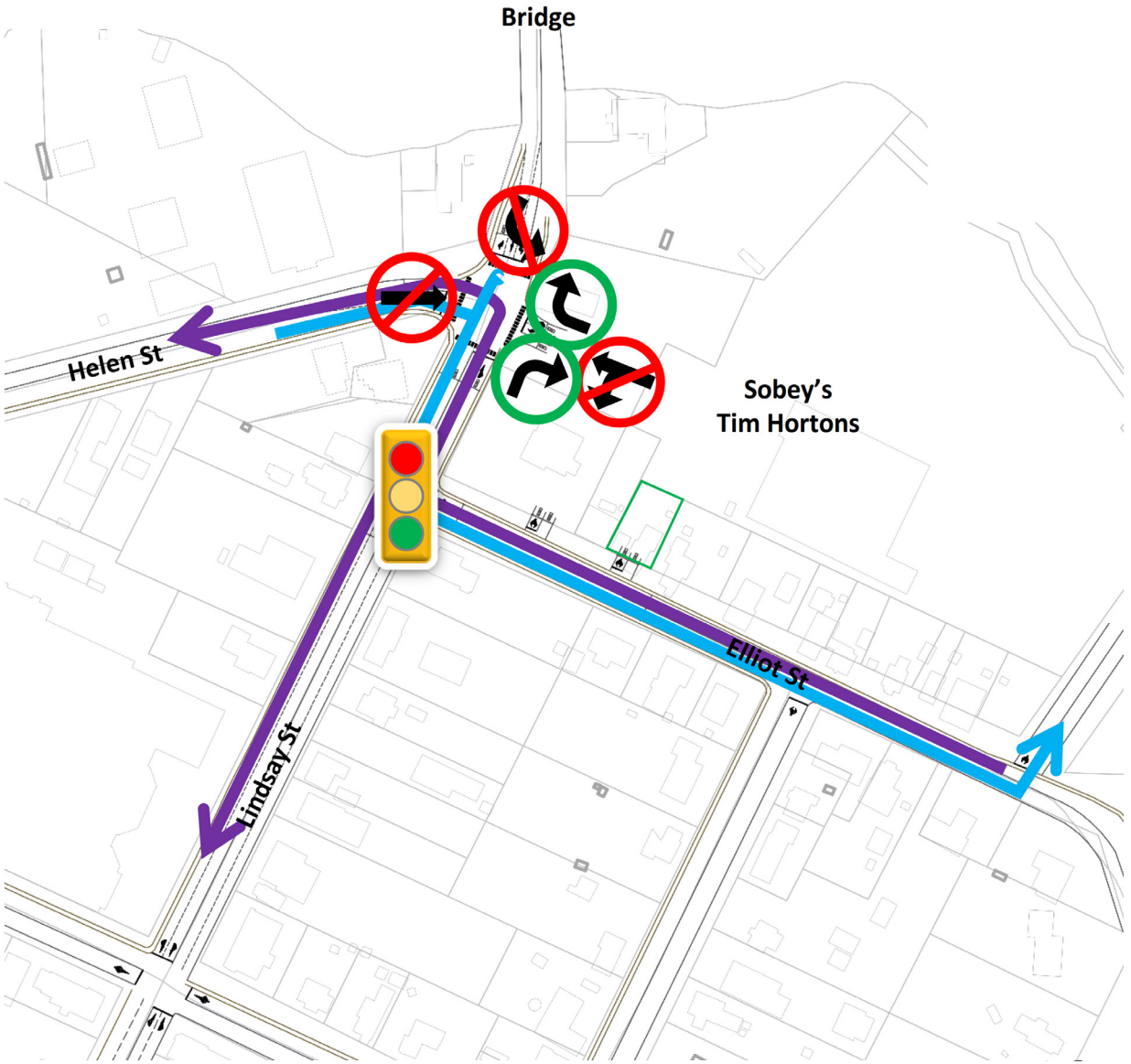
- To exist the Sobeys / Tim Hortons vehicles use:
  - the Lindsay Street exit to go north over the bridge
  - Elliot Street to go west on Helen Street or south on Lindsay Street



Recommended In-Town Improvement Option

Traffic Analysis Results

- At the intersection of Helen Street and Lindsay Street there will now be two southbound through lanes that will get vehicles through the intersection with less green-time which allows for more green-time to be given 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
- Additional improvements to this would be for Tim Hortons and/or Sobeys to acquire additional adjacent property for a new entrance on Elliot Street.



Improvements to Elliot Street

- Elliot is already being planned for reconstruction
- Includes improving design to allow more through traffic past the Tim Hortons entrance
- Recommend improving the design to allow for a centre turn lane
- Could use the majority of the centre lane (approximately 30m length) for a left queue lane to Tim Hortons. Or split with the left turn to Lindsay Street. To be confirmed in next steps.

Bridge Widening

Expanding existing bridge will not solve the traffic issues:

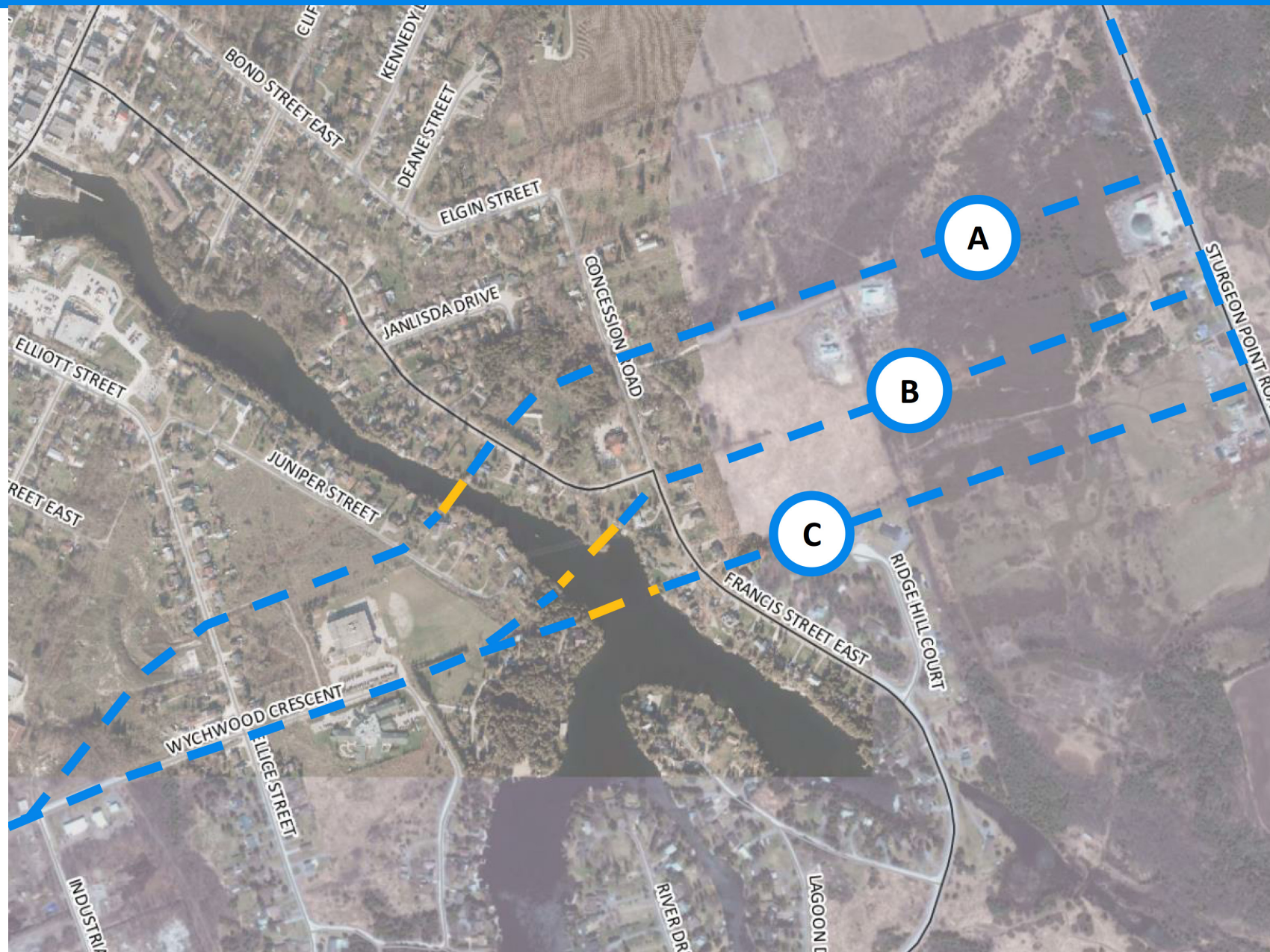
- Adding more southbound left queuing space **does not** improve traffic flow, the queue continues to grow.
- Complications for design of Colborne Street and tie-ins with Colborne and Lindsay
- Expanding the bridge for auto traffic is not recommended
- The existing pedestrian connection does require improvement and could be relocated to the east side of the bridge

In-Town Bridge Crossing

A new in-town bridge crossing would:

- Require new road connections on both sides of the waterway
- Have significant impacts to properties, environment and existing communities
- Be the highest cost of all the options ($15-$20M estimate)
- Provide the greatest relief to existing traffic concerns

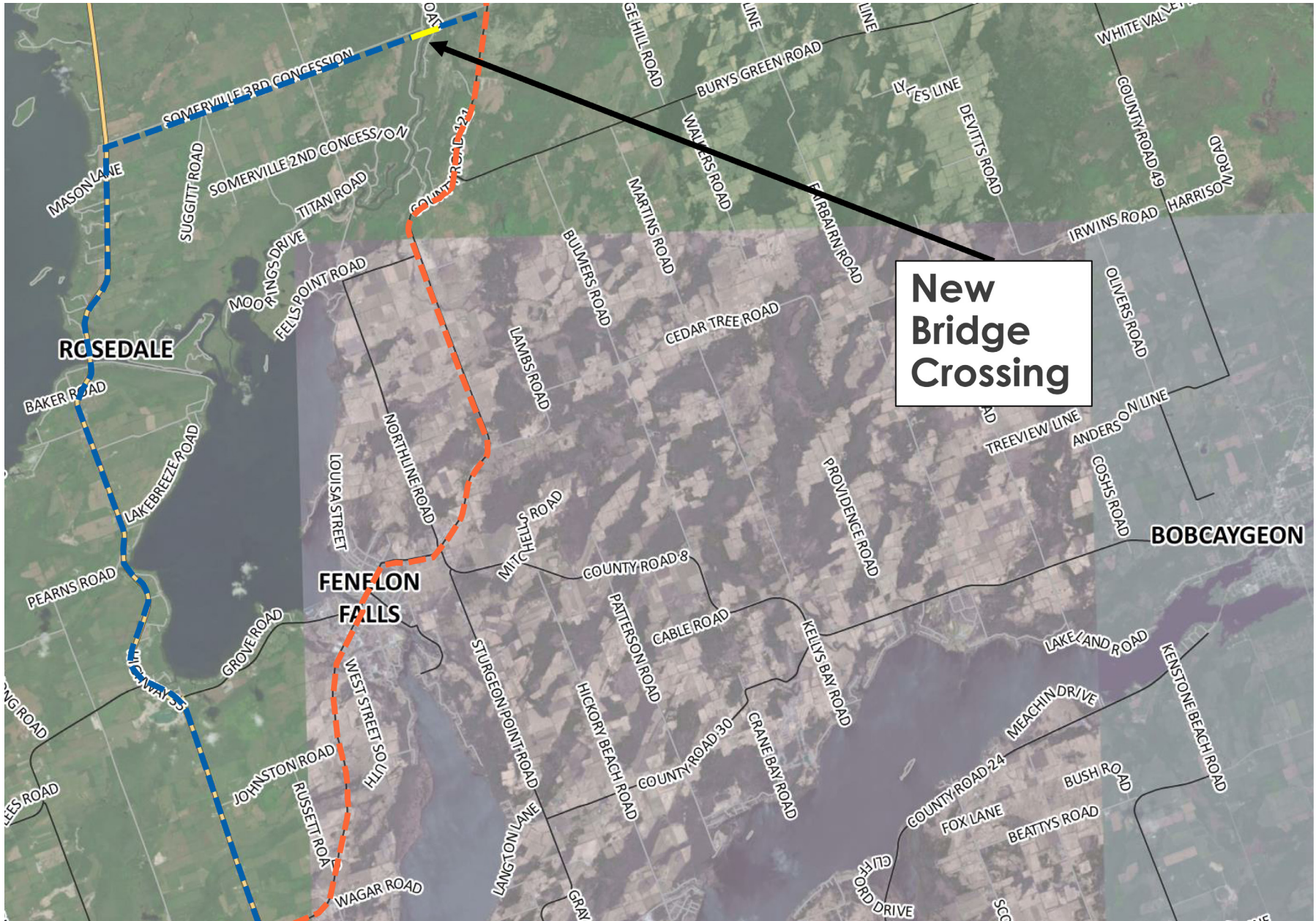
Not recommended as the need does not justify the scale of the solution.



Bypass Crossing

Summary:

- Less impacts to properties, environment and existing communities
- Upgrade existing roads
- Design within flood plain
- Moderate cost ($6-9M estimate)
- Reasonable relief to existing traffic concerns
- Redirect 20% of traffic through town



Issues to Address with Bypass

There is no low impact option. The bypass has the least impact but still has issues to address, including:

Property Impacts: private property, boat launch

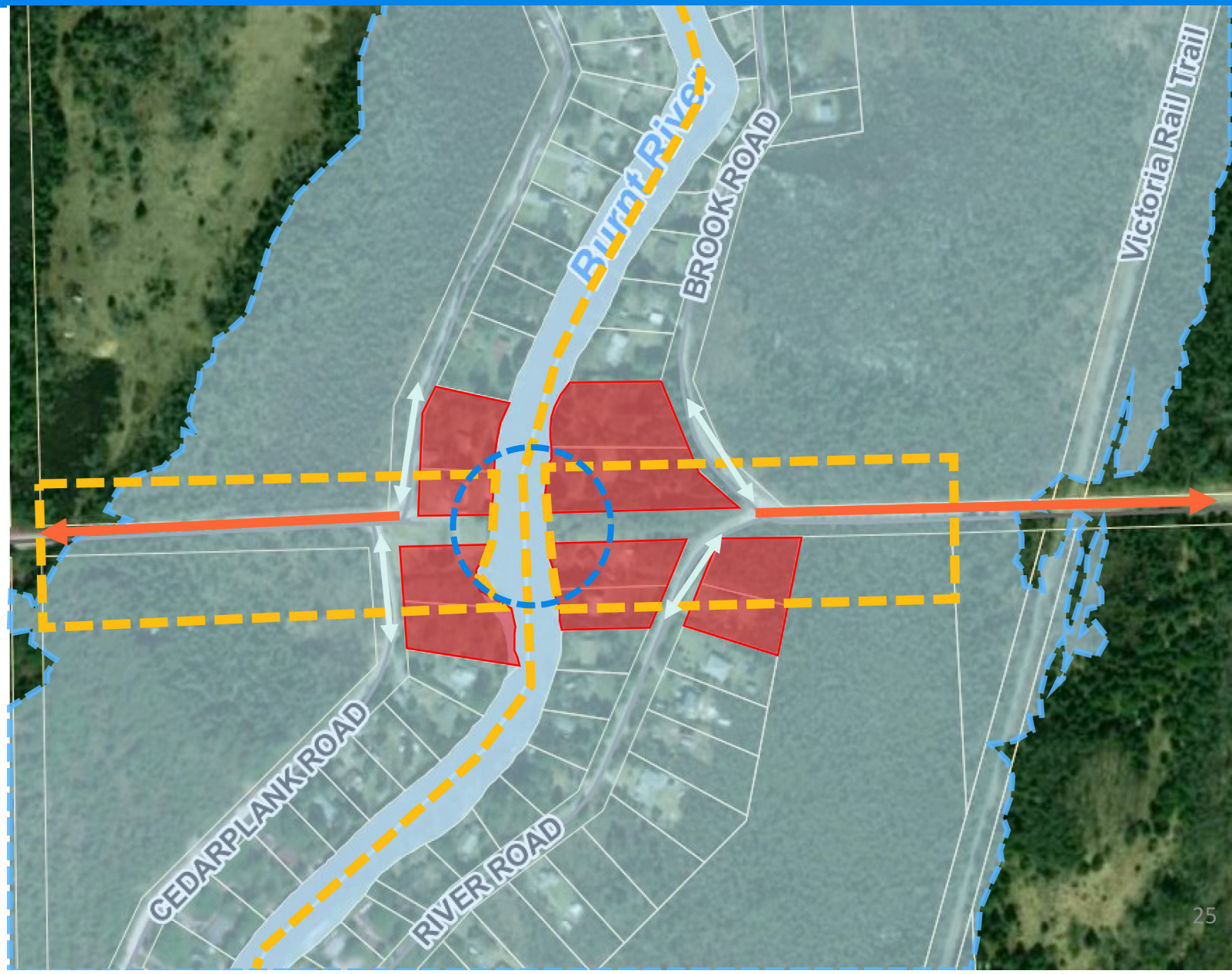
Natural Environment: Burnt River, wildlife habitat (terrestrial, aquatic)

Noise / Air Quality: Entirety of 3rd Concession

Boating: Navigable water clearances

Road Connections: Maintaining access and connecting routes

Flood Plain: Minimizing impact



High Level Cost Comparison

- **In-Town: Most Expensive option (1.5 – 2 times more expensive than by-pass. Tens of millions.)**
  - Road reconstruction, bridge construction, property easements (25-30) and property acquisition (9-10).
  - Significant property costs.
- **Bypass**: **Less Expensive than In-Town crossings**
  - Road reconstruction, bridge construction, property easements (30-35) and property acquisition (4-6)
- **Traffic Improvements: Least Expensive option** (range of relatively low cost improvements)

What We've Heard

Consultation included:

- Two Public Information Centres (May 27, 2019 & November 6, 2019)
- Two Stakeholder Meetings (September 30, 2019, August 5, 2020)

Through consultation we heard:

- Mixed support for solutions
- Concerns with impacts and moving traffic elsewhere
- Concerns with changes to Helen Street and Lindsay Street intersection and increased use of Elliot Street
- Concerns with Tim Hortons traffic
- Desire to see the existing bridge improved

Additional Work following Consultation

- Traffic improvements
  - Detailed background on improvements to Helen Street and Lindsay Street
- Progress Bypass design considerations

Concerns from Stakeholders

Some critical items of concern from stakeholders and community have been:

- Putting turning movement restrictions in at the Helen and Lindsay Street intersection
  - This is a big ask of people with established patterns traveling in town and there is concern that this could impact local businesses at the intersection
- Tim Hortons drive-through traffic causes issues today that cannot be eliminated with these options
  - Improvements are being made to Elliot Street to allow for a proper turning lane at Tim Hortons and to improve through traffic on Elliot Street
- Concerns with more traffic on Elliot Street
- Economic benefits of a second in-town bridge crossing should be examined – economic opportunities are a reflection of more than traffic and would require more study
- EMS response issues – these have not identified by the providers themselves, more a community perspective and concern
- Move quickly with the design for the bypass solution

Recommendations

- Progress the **Bypass Solution** and implement as quickly as possible.
- Implement traffic improvements for **Helen Street, Lindsay Street and Elliot Street**.
- Future bridge rehabilitation should consider moving the sidewalk to the other side of the bridge and improving the condition.
- Schedule C work needs to be completed for the bypass to address the key issues
- Work with Tim Hortons regarding drive-through traffic issues and potential options for on-site improvements or relocation.
- Continue to monitor growth in Fenelon Falls that would support the need for a second crossing in-town.

Thank You