



Committee of the Whole Report

Report Number: ENG2024-004
Meeting Date: March 5, 2024
Title: **Environmental Assessment Report on the Intersection Improvements for the Intersection of CKL 36 (East St N)/Duke St/ Helen St / Cedartree Ln in Bobcaygeon**
Description: CKL Rd 36(East St N)/Duke St/Cedartree Ln/Helen St Intersection Improvements
Author and Title: Joseph Kelly, Traffic Management Supervisor

Recommendation(s):

That Report ENG2024-004, Environmental Assessment Report on the Intersection Improvements for the Intersection of CKL 36 (East St N)/Duke St /Helen St/Cedartree Lane in Bobcaygeon, be received;

That the preferred design Option 3C, traffic signal at East St N and Duke St/Cedartree Lane with knucklehead cul-de-sac closing access to Helen St, be endorsed by Council; and

That this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

The 2012 Transportation Master Plan (TMP) had identified the intersection of East St N (CKL Rd 36) and Cedartree Lane/Duke St as needing intersection improvements, including the installation of a traffic signal.

Transportation Master Plans are long-range plans which integrate infrastructure requirements for existing and future land use with environmental assessment planning principles (Municipal Engineers Association).

The timing of traffic signal installations as recommended by the TMP depends on traffic growth. Traffic signal controls are generally installed only when traffic volumes have reached certain levels or there is a collision experience to remedy.

In 2023, traffic levels had reached appropriate levels to initiate the design process for the traffic signals. The municipality retained Concept Dash Engineering to prepare the design for the intersection.

Through this design process, turning movement and collision data analysis was performed. Concept Dash noted a potential major safety concern in regards to the operation of the Duke St and Helen St intersection as it relates to the planned traffic signals on East St and Duke St/Cedartree Lane. In summary, the proximity of Helen Street to the intersection presents a potential collision probability that is expected to increase at least two to threefold once the traffic signal is operational.

CKL and Concept Dash initiated a Municipal Class Environmental Assessment – Schedule A+ project to determine appropriate measures. A key component of the project is a Public Information Centre (PIC) outlining various design options which was hosted on November 30, 2023.

This report addresses the options as presented in the MCEA – Schedule A+ report (Appendix A).

Rationale:

Design options were presented at the PIC for consideration and comment. CKL Fire Chief provided comment that the impact on response times is so minimal, they have no concerns with any of the options.

Option 1 – Do Nothing

Installing a traffic signal without addressing the safety implications in any way is not recommended.

Options 2A and 2B – Turning Restrictions

These options include a traffic signal at East St N and Duke St/Cedartree Ln and features such as medians or island that restrict left turning movements into and out of Helen St. They are the options with the least expense.

Options 3A, 3B, and 3C – Preventing Access

These options include a traffic signal at East St N and Duke St/Cedartree Ln and propose to restrict traffic from and to Helen St more aggressively. Option 3A allows right turning in vehicles and restricts all exiting vehicles from Helen St. Options 3B and 3C completely closes the north end of Helen St by way of a cul-de-sac.

Options 4 - Roundabout

This option features a roundabout which includes connection to Helen St. Roundabouts generally improve traffic flow and decrease the severity of collisions. This option was overwhelmingly disliked by the public who provided comments at the PIC.

Preferred Option

Concept Dash and CKL Staff recommend Option 3C as the preferred option. Closing the north access to Helen St via a knucklehead style cul-de-sac rectifies the collision potential introduced by the traffic signal in a way most agreeable to the residents of Helen St who attended the public meeting.

Other Alternatives Considered:

Except for the do nothing approach, all Options outlined in this report are viable options. However, Option 3C is preferred.

Alignment to Strategic Priorities

Providing life safety and protection, is a priority objective of the City under the Council Adopted Strategic Plan Goal of An Exceptional Quality of Life.

Financial/Operation Impacts:

Request is for design option endorsement only at this time. Financial impacts will be deliberated through the 2025 budget process.

Consultations:

CKL Fire Chief

Attachments:

Appendix A – MCEA – Schedule A+ Report



Adobe Acrobat
Document

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