Environmental Assessment Report Summary for the Intersections of CKL Rd 36 (East St N), Duke St, Cedartree Lane and Helen St

March 5, 2024

Background

2012 Transportation Master Plan (TMP)

- In general, a TMP outlines long range infrastructure requirements for existing and future land use using environmental assessment planning principles.
- 2012 TMP identified the intersection of East St N (CKL Rd 36) and Cedartree Lane/Duke St in Bobcaygeon as needing future intersection improvements such as a traffic signal.
- Timing and type of improvements depend on traffic growth.

Now

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Jump In

Planning for the Improvements

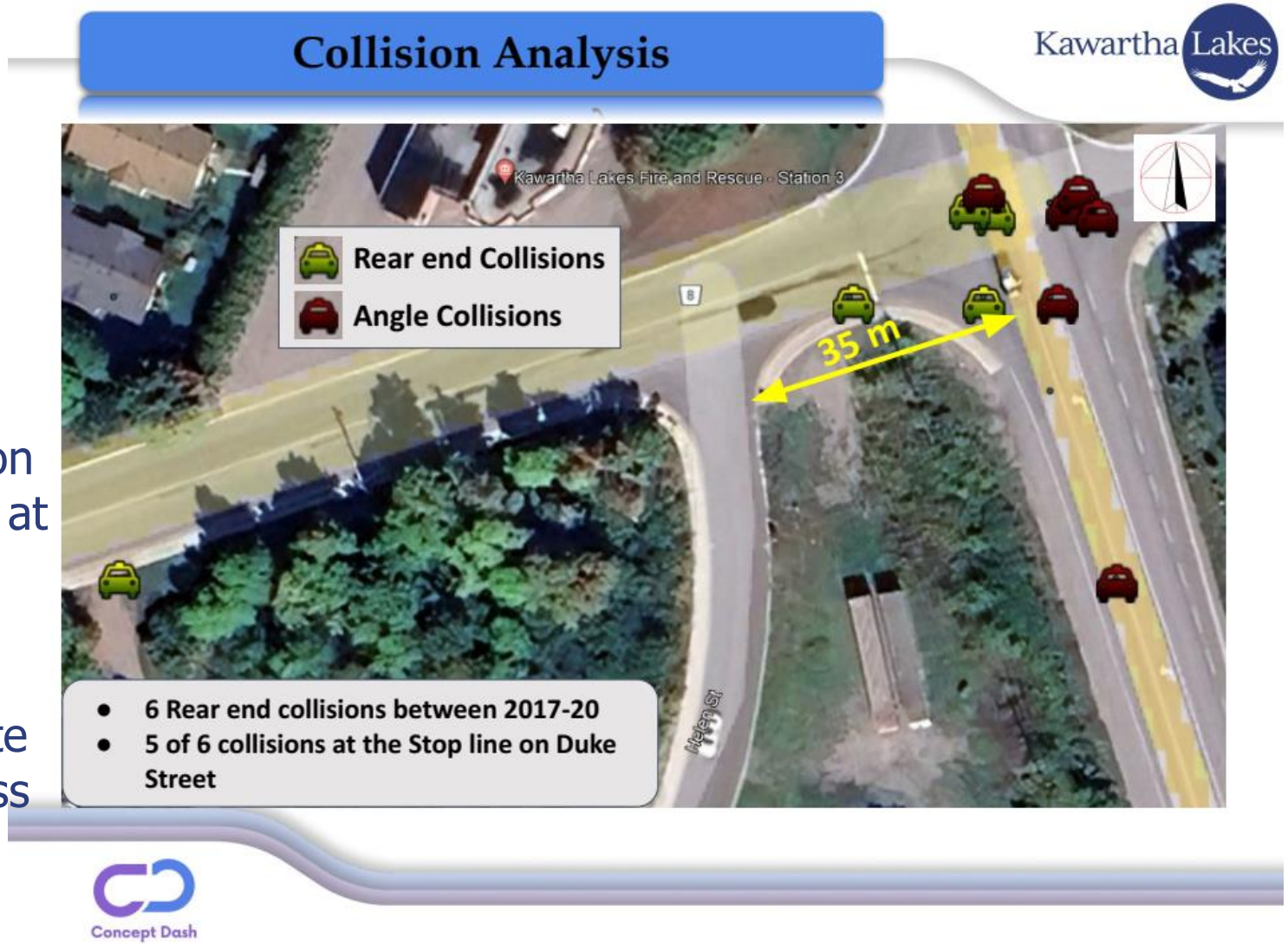
- Traffic levels have reached appropriate levels to initiate the design process for a traffic signal.
- Concept Dash Engineering was retained for the design of traffic signals.
- After analyzing turning movement and collision data, Concept Dash noted a potential major safety concern.

Potential Safety Concern

Helen St

- Concept Dash indicated that the proximity of Helen Street to the intersection presents a potential collision probability that is expected to increase at least two to three folds once the traffic signal is operational.

- At this time it was appropriate to initiate an assessment using the Municipal Class Environmental Assessment (MCEA)– Schedule A+ framework.



Municipal Class Environmental Assessment

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MCEA Key Principles

- Identify problem and opportunity
- Consultation with affected parties
- Consideration of a reasonable range of alternatives
- Systematic evaluation of alternatives in terms of the advantages and disadvantages associated with each
- Documentation of the process followed

Municipal Class Environmental Assessment

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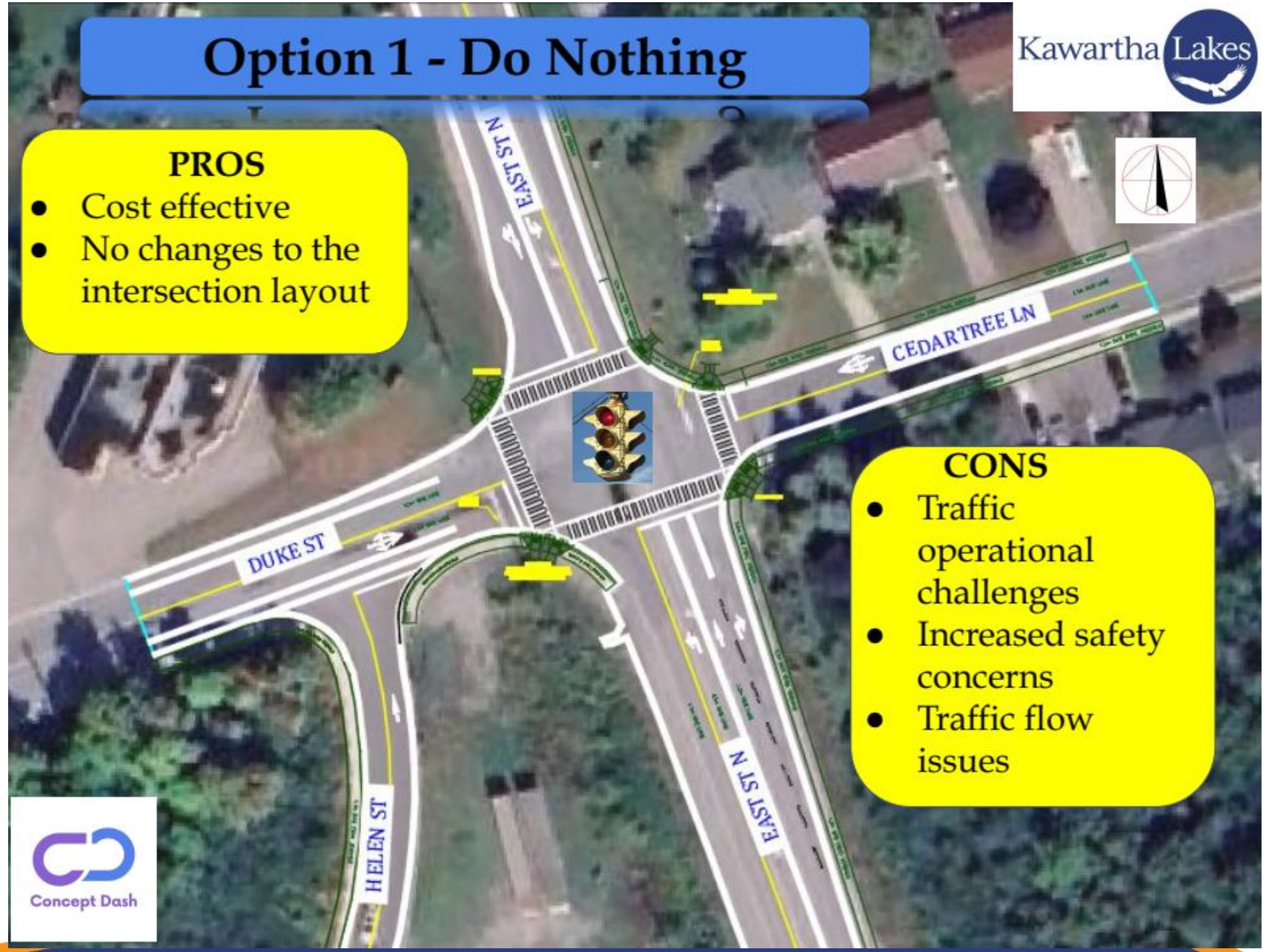
Public Information Centre (PIC)

- A key component of the framework is performing a Public Information Centre (PIC) outlining various design options.
- PIC was held on November 20, 2023.
- It was well attended with lively discussion.
- Comments were received and considered (outlined in MCEA Report).

Alternatives Presented at PIC

Option 1
Do nothing

- Cost effective but not recommended

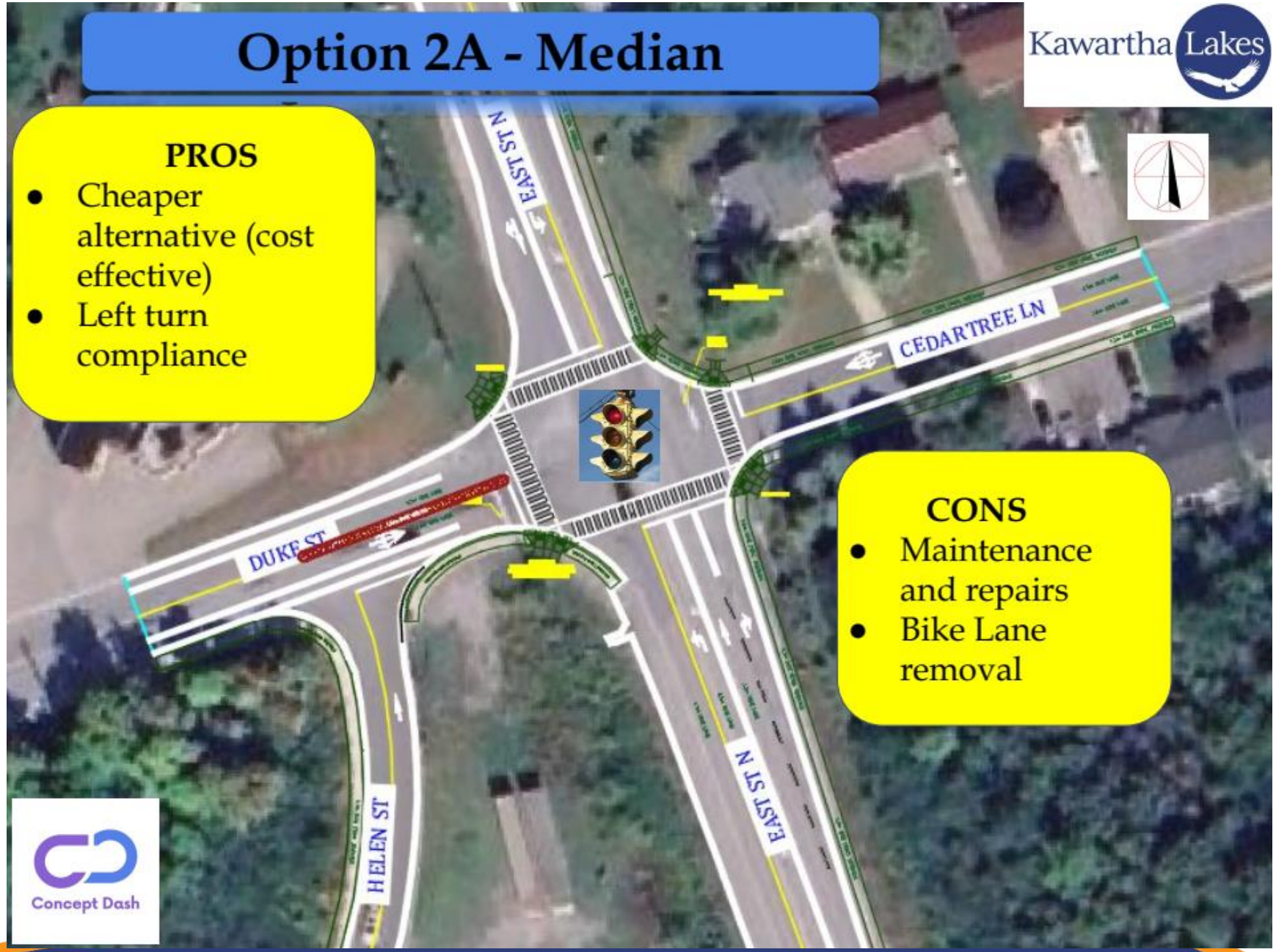


Alternatives Presented at PIC

Turning Restrictions

Option 2A –Median

- Cost effective but presents potential compliance issues
- Reduces, but does not eliminate the new safety concerns

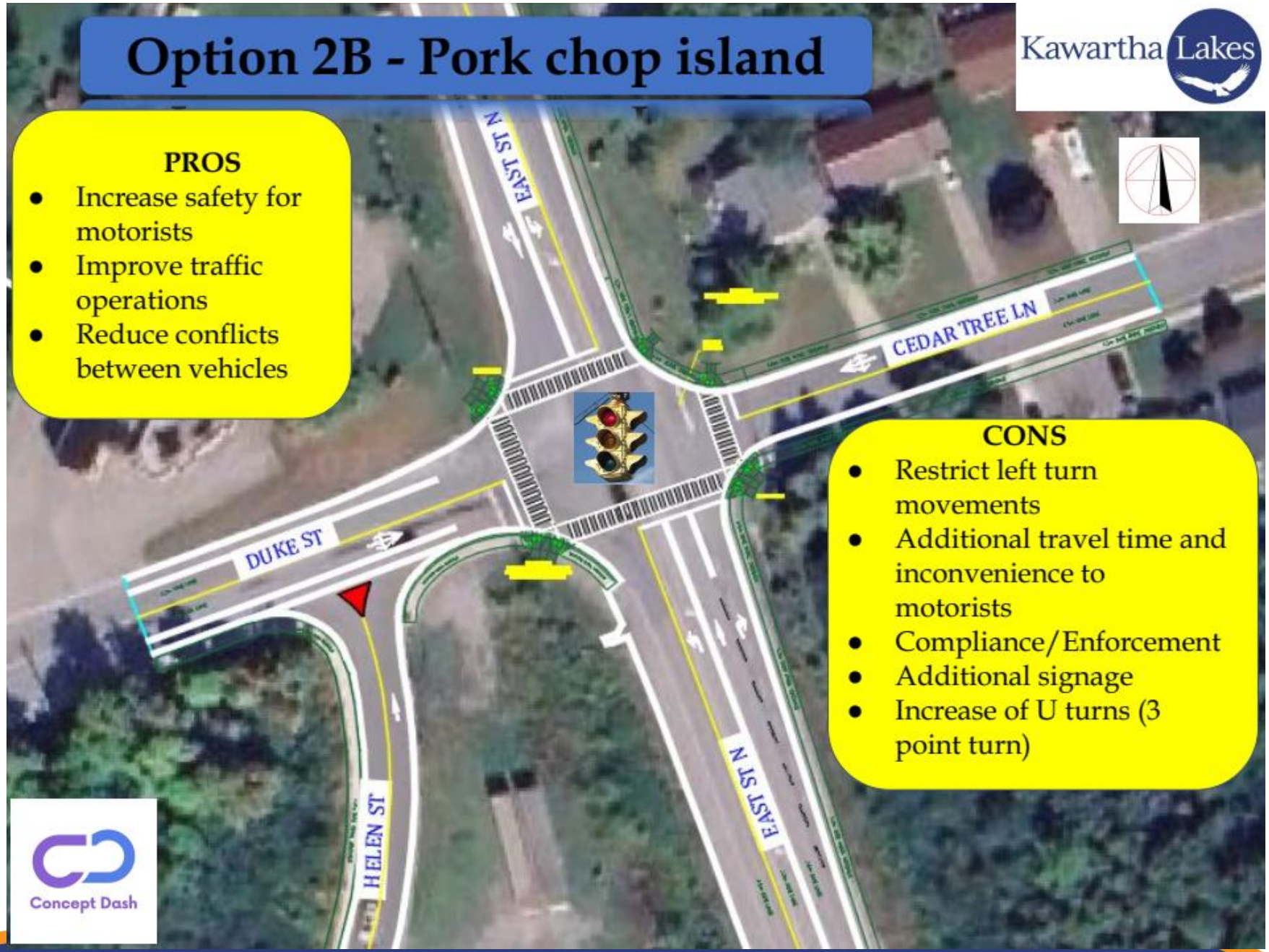


Alternatives Presented at PIC

Turning Restrictions

Option 2B –Island

- Cost effective but presents potential compliance issues
- Reduces, but does not eliminate the new safety concerns

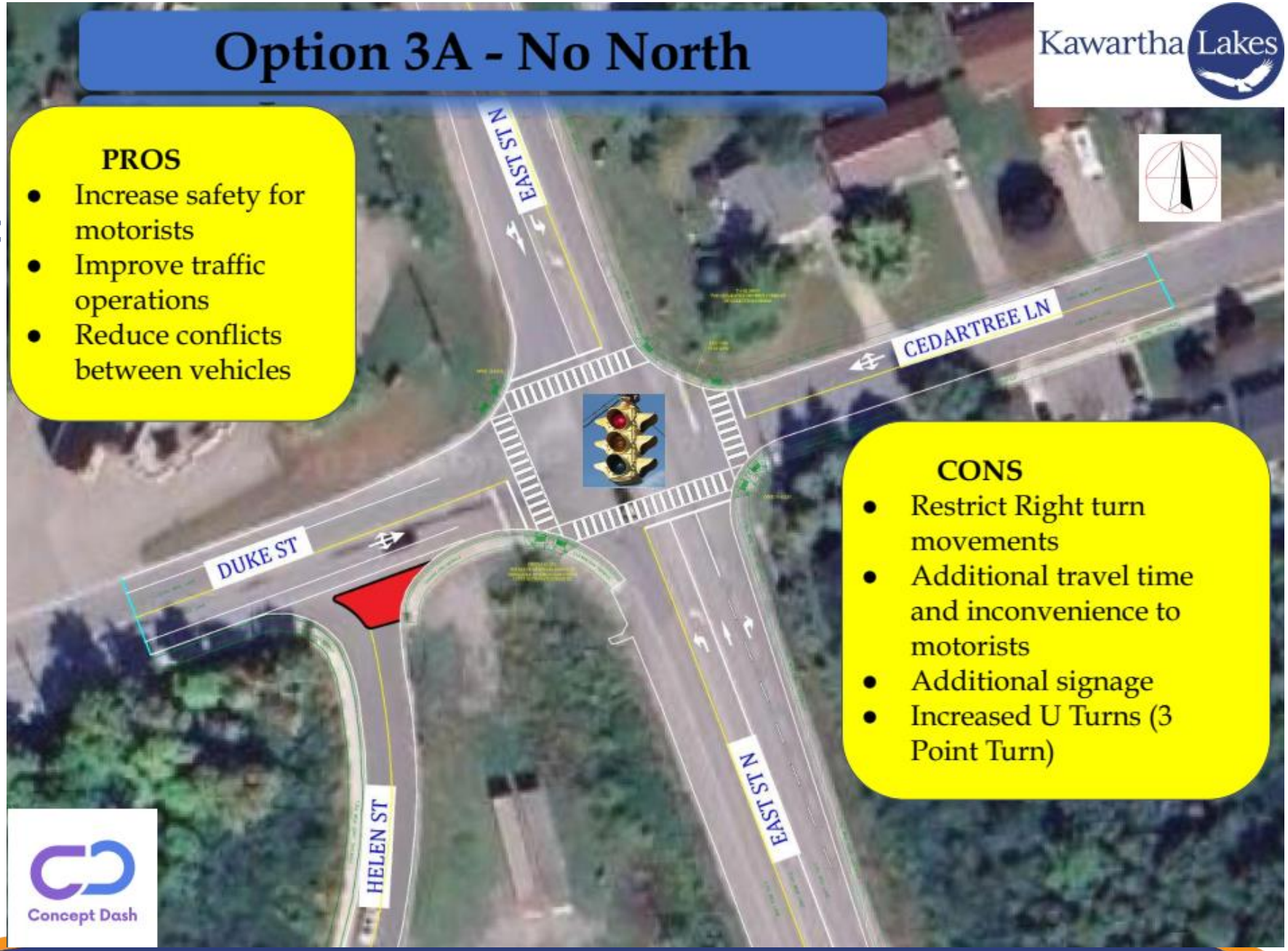


Alternatives Presented at PIC

Prevent Access to Helen St

Option 3A – No North

- Address the safety issue at the cost of increased travel time and inconvenience to motorists
- Potential to add new conflicting movements

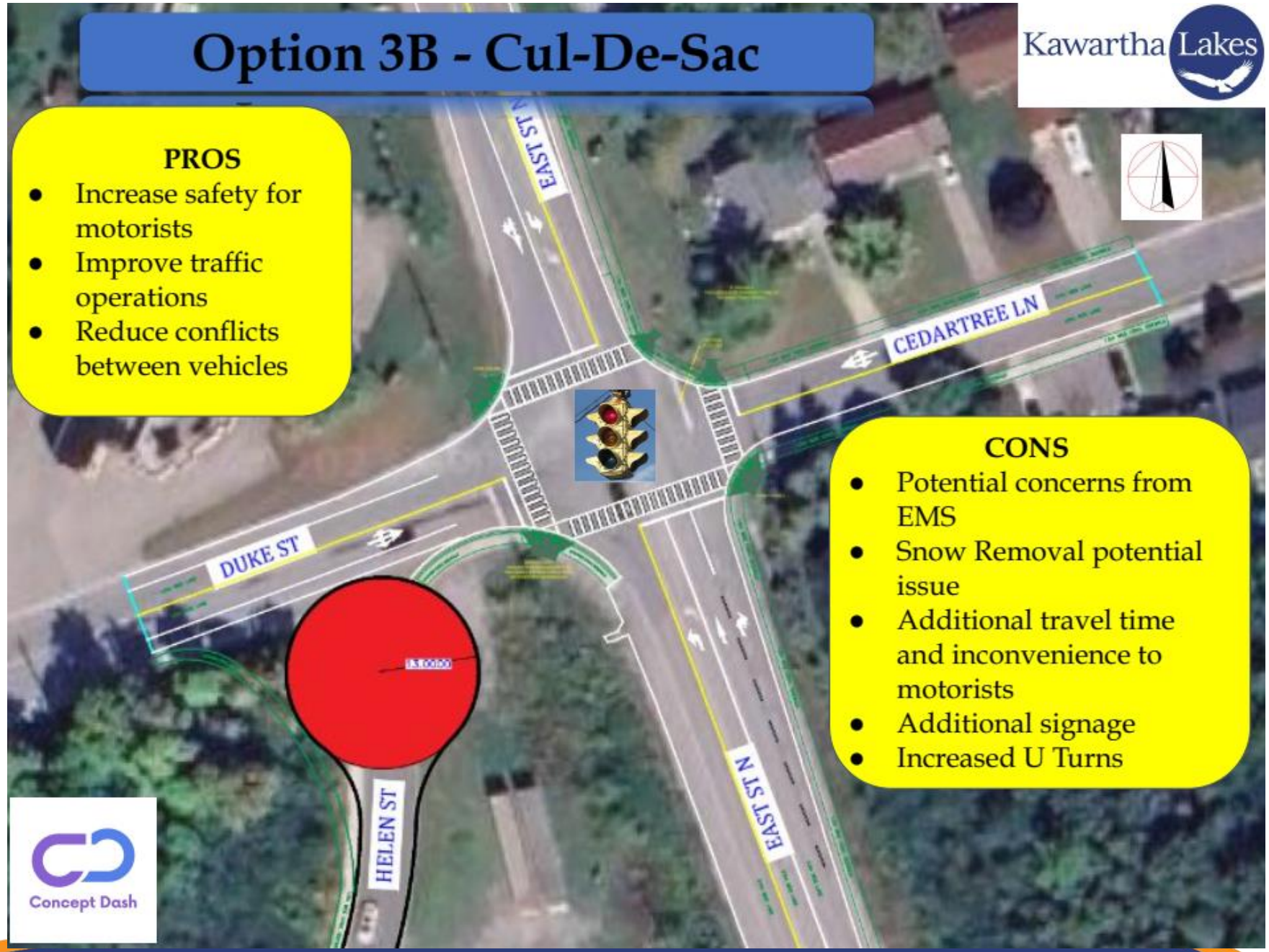


Alternatives Presented at PIC

Prevent Access to Helen St

Option 3B – Cul-De-Sac

- Address the safety issue at the cost of increased travel time and inconvenience to motorists
- Possible land purchase requirements

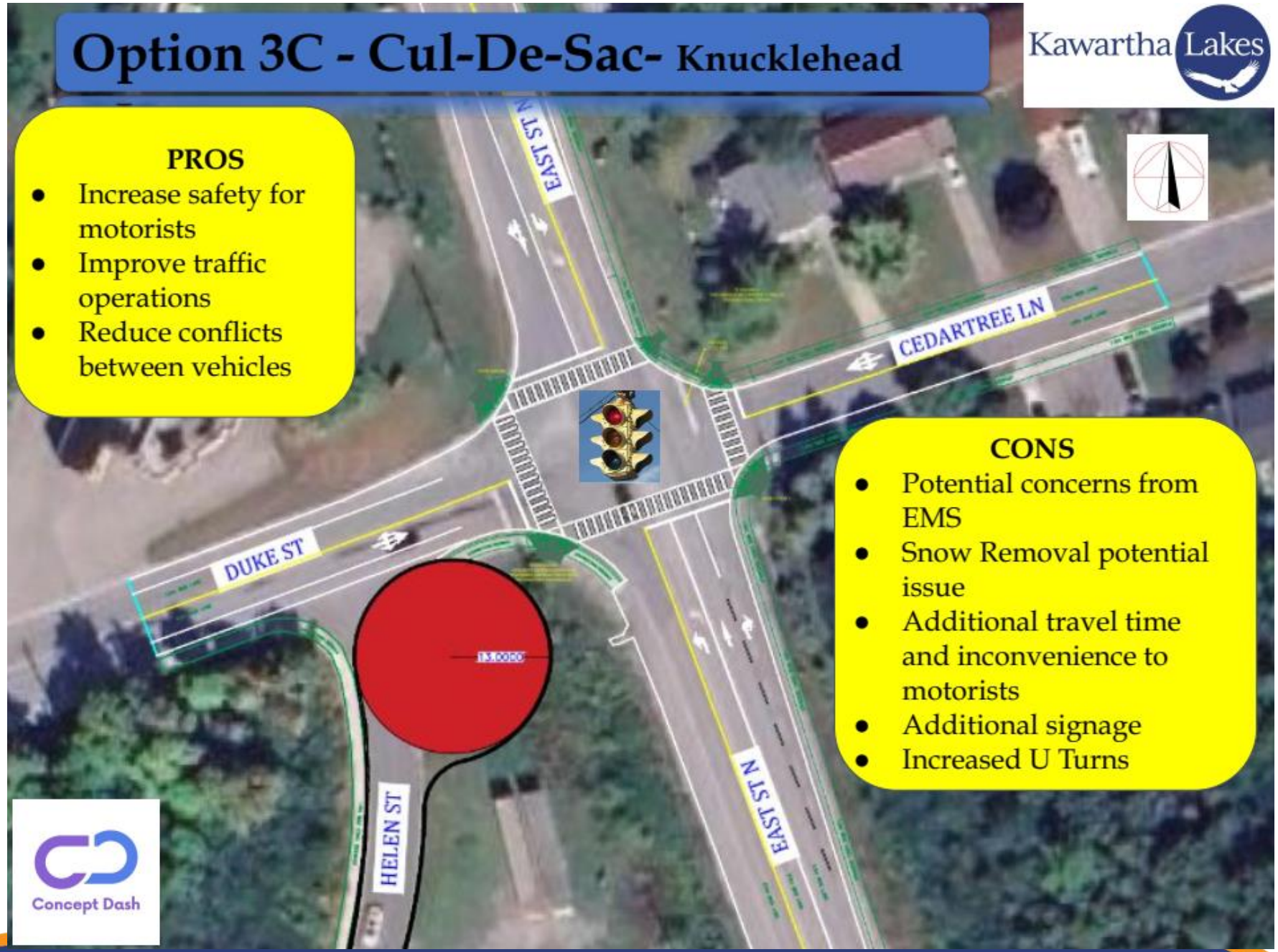


Alternatives Presented at PIC

Prevent Access to Helen St

Option 3C – Cul-De-Sac (Knucklehead)

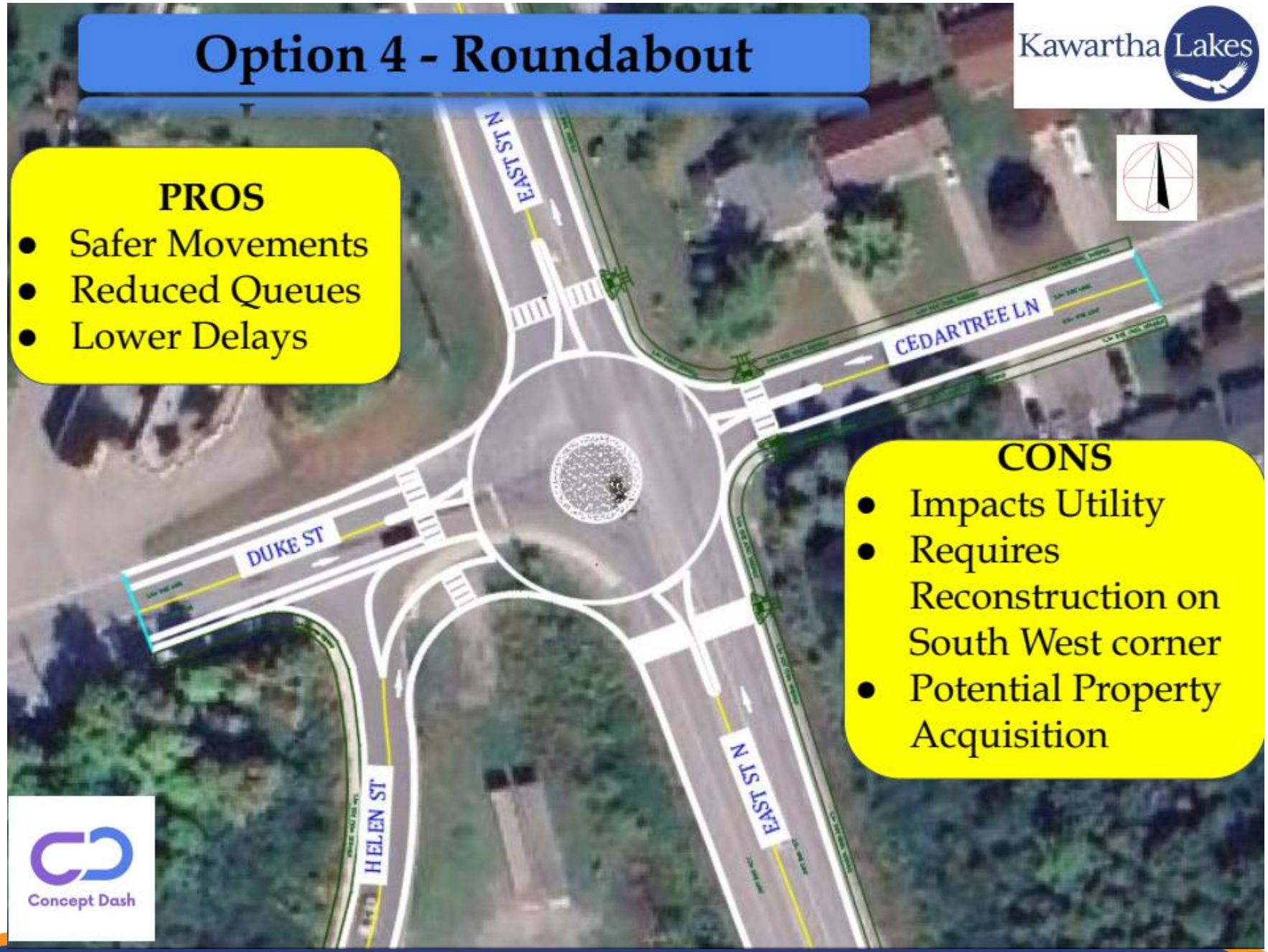
- Address the safety issue at the cost of increased travel time and inconvenience to motorists



Alternatives Presented at PIC

Option 4 – Roundabout

- Safer Movement
- Reduced queues and delays
- Overwhelmingly disliked by public



PIC
Comments Summary

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Strong Opinions on Roundabouts

- Those in favour felt strongly about the improved traffic flow and decreased delay in the summer but…
- Outnumbered by "anything but a roundabout" comments indicating they were very fearful of the crossing complexities

Helen St Residents

- Generally in support of a cul-de-sac option
- Commented that closing Helen St would make it "quieter and safer"

Summary of the Comments Received						
Options	**2A**	**2B**	**3A**	**3B/3C**	**4 Preferred**	**4 Not Preferred**
Number	6	9	5	18	6	10
Remarks	MAJORITY OF THE PEOPLE CHOSE 3B/3C (CUL-DE-SAC) OPTION					
Rank	4	3	6	1	4	2

General Cost

Option	Estimated Cost
Do Nothing*	$314 000
2A – Median*	$380 000
2B – Island*	$340 000
3A – North Lane Closure*	$370 000
3B Cul-de-sac*	$465 000 plus unknown land costs
3C – Cul-de-sac (knucklehead)*	$465 000
4 – Roundabout**	$650 000

* Includes cost of traffic signal installation

** In replacement of signal installation costs

Recommendations

All options other than do nothing are viable options.

Concept Dash and CKL Staff recommend fully eliminating the safety issues at Helen St/Duke St introduced by the new traffic signal by closing the north access of Helen St via a knucklehead style cul-de-sac (Option 3C).

If endorsed, a by-law for the closure of Helen St will be brought to Council for approval at the time of construction.

Thank you