



## Committee of the Whole Report

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**Report Number:** ENG2025-007

**Meeting Date:** February 4, 2025

**Title:** **2025 Transportation Master Plan Update – Study Completion**

**Description:** This report outlines the finding of the 2025 Transportation Master Plan Update, and provides a guide to the City in planning for infrastructure and financial requirements to support growth.

**Author and Title:** Joseph Kelly, Traffic Management Supervisor

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### **Recommendation(s):**

**That** Report ENG2025-007 , **2025 Transportation Master Plan Update – Study Completion**, be received;

**That** the 2025 Transportation Master Plan Update in the form attached as Appendix A to Report ENG2025-007 be endorsed by Council as the City of Kawartha Lakes’ long-term transportation strategy and policy direction; and

**THAT** Staff be authorized to publish the notice of completion of the Municipal Class Environmental Assessment (Class ER) Planning and Design process for the 2025 Transportation Master Plan Update, and file the Class EA file Project File Report for the legislated 30-day comment period; 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:**

Growth Management Strategies are developed in advance of various Master Plans to determine the forecasted growth within the City over the next 20 to 30 years and to provide baseline information for the Master Plans. For example, the conclusions in the 2010 Growth Management Strategy provided detailed baseline growth forecasts for the 2012 Municipal Servicing Master Plan, the 2012 Transportation Master Plan, and the 2012 Solid Waste Management Master Plan.

The 2012 Transportation Master Plan (TMP) is a baseline document that provided comprehensive recommendations for policies, guidelines, improvements and implementation strategies to assist the City in accommodating growth through multi-modal transportation options in a healthy and sustainable manner. Implementation of the Plan's objectives and policies were to be staged and incorporated into the City's long-term capital and operating budgeting plans and goals up to the year 2031. Many of the short and medium-term recommendations from this plan are completed or ongoing.

In 2021, the City commenced work on a new Growth Management Strategy (GMS). Although the City still has ongoing and future projects resulting from the 2012 TMP recommendations, it is appropriate to update the TMP based on conclusions from the new GMS.

In mid-2023, Council awarded McIntosh Perry Consulting Engineers Ltd. (now Egis Canada Ltd.) the contract to update the Transportation Master Plan following the Municipal Class Environmental Assessment process for master plans.

This process includes providing the necessary notice and consultation with the public, stakeholder, the municipality's agency partners, and Indigenous Communities. Public and stakeholder comments were continuously accepted through the Jump In page, via direct email, and through Public Information Centres (PICs).

The first of two PICs were held in November 2023 in Lindsay and Fenelon Falls. PIC 1 introduced the Transportation Master Plan process and outlined current conditions.

The second PIC occurred in October 2024 in Lindsay and Fenelon Falls. PIC 2 presented analysis of future conditions and proposed future infrastructure improvement recommendations along with recommended policy. The intent of PIC 2 was to provide insight into what the final TMP update document will contain and receive feedback.

At the Council Meeting of December 10, 2024, Council adopted the following resolution:

**CR2024-704**

**That** the presentation by Joseph Kelly, Traffic Management Supervisor, and Kassel Prince, EGIS Group, **regarding the Transportation Master Plan Update**, be received.

The 2025 Transportation Master Plan document has now been finalized and this report provides a summary of the conclusions and recommendations. A link to the complete document is in Appendix A. A printed version can be viewed at the Clerks Department and the Lindsay Public Library.

### **Rationale:**

This 2025 Transportation Master Plan Update (2025 TMP Update) is the result of using conclusions from the 2024 GMS Technical Analysis to review ongoing and future recommendations from the 2012 TMP, amending the recommendations where needed, and to develop new transportation related recommendations to accommodate growth to 2051.

### **Traffic Policy, Guidelines, and Frameworks**

The 2025 TMP Update includes key policies, guidelines, and frameworks that the City is encouraged to consider or work towards. These are provided as reference documents and represent the building blocks of a holistic approach to a safer, more efficient transportation system.

1. **Vision Zero Plan** – Vision Zero is grounded in the belief that while drivers may make errors, the road system itself should not. It prioritizes life and health over other societal benefits, advocating for comprehensive strategies encompassing education, enforcement, engineering, evaluation, and engagement with the ultimate goal of eliminating death and serious injuries on the roads.
2. **Traffic Calming Policy** – A systematic procedure for the initiation, investigation, evaluation, and implementation of traffic calming measures for existing and future roadways in CKL.
3. **Speed Limit Policy** – Guidelines for determining speed limits based on thorough assessment of road conditions, traffic patterns, and community needs, aiming to create a safe and reliable transportation network while fostering a culture of responsible driving behavior.
4. **All-Way Stop Warrant Policy** – Aims to enhance intersection safety by determining the appropriateness of all-way stop controls based on established criteria.
5. **Goods Movement Strategy** - Provides guidance in managing truck haul activities and balancing operation needs with community impact.
6. **Road Infrastructure Guidelines** – A revision to guidelines which outline road design preferences for new roads proposed through development applications.

- 7. **Transportation Impact Assessment Guidelines** – A structural framework that outlines the expectations and requirements of a traffic impact study in development applications.

**Implementation Plan**

Table 1 summarizes the status of improvements recommended by the 2012 TMP. The “Priority updated” status indicates that the 2025 TMP has identified new recommendations related to the improvement and/or has adjusted the recommended timeline based on the new analysis.

Tables 2 to 4 show improvements recommended by the 2025 TMP, featuring both new recommendations and those updated from the 2012 TMP.

To facilitate alignment of multiple projects throughout the City into the long-term financial plan, tables are sorted by horizon period.

**Table 1 – 2012 TMP Recommendations Status**

Community	Improvement Area	Status
<b>Short-Term (2012-2013)</b>		
Lindsay	Lindsay St at Kent St	Completed
	Angeline St at Kent St	Undergoing detailed EA
	Mary St and Lindsay St	Priority updated
<b>Medium-Term (2013-2021)</b>		
Lindsay	Angeline St at Mary St	Priority updated
	Angeline St at Orchard Park Dr	Ongoing
	Angeline St at Colborne St	Undergoing detailed EA
	Colborne St at William St	Undergoing detailed EA
	Scugog River Crossing	Undergoing detailed EA
	Angeline St from Hwy 7/35 to north of Orchard Park Rd	Undergoing EA for northern part. Priority updated for rest
<b>Long-Term (2021-2031)</b>		
Lindsay	Colborne St at Albert St	Completed
	Colborne St at CKL Rd 36	Priority Updated
	Wellington St at Lindsay St	Priority Updated
	Wellington St at William St	Priority Updated
	Queen St at St David St	Priority Updated
	Thunder Bridge Rd at Angeline St	Priority Updated
	Colborne St from Hwy 35 to Albert St	Ongoing

Lindsay	Thunder Bridge Rd from Elm Tree Rd to Hwy 35	Priority Updated
Bobcaygeon	East St at Cedartree Lane/Duke St	Ongoing
	Main St at Duke St	Priority Updated
	West St at North St/CKL Rd 8	Priority Updated
	Est St at Boyd St/Canal St	Ongoing
	East St at Mill St	Priority Updated
Fenelon Falls	Helen St at CKL Rd 121/8	Ongoing
	Fenelon River Crossing	Ongoing
Omemeesee	King St at Sturgeon St	Completed
	King St at Sibley Ave	Priority Updated
	Kind St at Deane St/Ski Hill Rd	Priority Updated
	Kind St at Queen St	Priority Updated

**Table 2 – 2025 TMP Short-Term Improvements (to 2031)**

Community	Improvement Area	New Recommendation	Estimated Capital Cost
Lindsay	Angeline St and Kent St	Continue with ongoing EA.	\$2,575,000
	Colborne St at William St	Continue with ongoing bridge and signal EA.	\$16,800,000
	Scugog River Crossing		
	CKL Rd 36 (Verulam Rd) at Colborne St	Signalize	\$550,000
	Kent St and St. Joseph Rd	Optimization of phase (split) lengths while maintaining existing cycle length	\$3,500
	CKL Rd 36 (Verulam St S) at Weldon Rd/Riverview Rd	Signalize	\$550,000
	Kent St	Increase link capacity from Hwy 35 to Adelaide St. Further review if capacity is required to Lindsay S	\$775,000

Bobcaygeon	CKL Rd 36 (East St N) at CKL Rd 8 (Duke St)/Cedartree Ln	Continue with ongoing upgrade	\$700,000
	CKL Rd 36 (East St N) at Boyd St	Continue with ongoing upgrade	\$550,000
Fenelon Falls	Fenelon River Crossing	By-Pass: Continue EA assessment for by-pass crossing.	\$1,400,000
Omeme	King St (Hwy 7) at Sturgeon Rd	Optimization of phase (split) lengths while maintaining existing cycle lengths	\$3,500
<b>Short-Term Capital Cost</b>			<b>\$23,907,000</b>

**Table 3 – 2025 TMP Medium-Term Improvements (2031-2041)**

Community	Improvement Area	New Recommendation	Estimated Capital Cost
Lindsay	Angeline St N at Connolly Rd/Orchard Park Rd	Signalize when warrant met	\$550,000
	Colborne St W at Albert St	Construction of eastbound left and westbound left advance and adjust signal timing.	\$20,000
	Colborne St W at St David St	Signalize	\$550,000
	William St N at Wellington St	Optimization of phase (split) lengths while maintaining existing cycle lengths	\$3,500
	Queen St at St David St	Signalize	\$550,000
	Angeline St S at Mary St	Construction of westbound left-turn lane	\$330,125
	Wellington St and Queen St	Increase cycle length to 80 sec and optimize signal timing.	\$3,500
	Lindsay St	Corridor EA Study	\$200,000
	Angeline St N	Corridor EA Study	\$200,000
	Angeline St S	Corridor EA Study	\$200,000
Bobcaygeon	West St and North St	Signalize with eastbound and westbound left-turn lanes. Upgrades driven by	\$957,400

		demands of future area development	
Bobcaygeon	Bolton St and Canal St	Review signal times for optimization based on traffic patterns and bridge crossing	\$3,500
	East St (CKL Rd 36)	Corridor EA Study	\$200,000
	North St/Duke (CKL RD 8)	Corridor EA Study	\$200,000
Fenelon Falls	CKL Rd 121 (Lindsay St) at CKL Rd 8 (Helen St)	Introduce eastbound protected left-turn lane phase and optimize signal timing	\$20,000
	CKL Rd 121 (Colborne St) and CKL Rd 22 (Francis St)	Increase cycle length to 90 sec and optimize signal timing.	\$3,500
	CKL Rd 121 (Colborne St) at Bond St	Signalize	\$550,000
	CKL Rd 121 at CKL Rd 8/Northline Rd	Monitor intersection for signalization. Signal warrant should be conducted annually or as deemed appropriate.	\$2,000 (per warrant)
	Fenelon River In-Town Crossing	Implement medium-long term	\$15-20 Million
Omemees	King St (Hwy 7) at CKL Rd 38 (Ski Hill Rd)	Monitor intersection for signalization. Signal warrant should be conducted annually or as deemed appropriate.	\$2,000 (per warrant)
<b>Medium-Term Capital Cost</b>			<b>\$24,545,525*</b>

\*Less \$20 million should Fenelon Falls in-town bridge be deferred to long term

**Table 4 – 2025 TMP Long-Term Improvements (2041-2051)**

Community	Improvement Area	New Recommendation	Estimated Capital Cost
Lindsay	Elm Tree Rd at Little Britain Rd	Signalize	\$550,000
	Colborne St W at Adelaide St	Construction of eastbound left and westbound left lanes and optimize signal timing.	\$660,250

Lindsay	Albert St at Fair Ave	Monitor intersection for signalization. Signal warrant should be conducted annually or as deemed appropriate.	\$2,000 (per warrant)
	Wellington St/Queen St at Lindsay St	Construction of southbound left-turn lane and optimize signal timing.	\$330,125
	Queen St at CKL Rd 36 (Verulam Rd)	Add dedicated eastbound left, eastbound right and westbound left lanes. Twin southbound. Adjust signal timing.	\$924,350
	CKL Rd 36 (Verulam Rd) at Parkside Dr	Construction of eastbound left-turn and right-turn lanes	\$594,200
	Lindsay St S and Logie St	Construction of southbound left-turn lane and optimize signal timing	\$495,000
	CKL Rd 36 (Verulam)	Corridor EA Study	\$200,000
Bobcaygeon	East St (CKL Rd 36) and King St	Increase cycle length to 90 sec and optimize signal timing	\$3,500
	CKL Rd 8 (Duke St) and Main St	Monitor intersection for signalization. Signal warrant should be conducted annually or as deemed appropriate.	\$2,000 (per warrant)
	East St N and Main St	All-way stop operating an acceptable LOS for long-term conditions. Recommend a detail intersection study to identify geometric intersection improvements	\$20,000
Fenelon Falls	Fenelon River In-Town Crossing	Implement medium-long term	\$15-20 Million
Omeme	King St (Hwy 7) and Sturgeon Rd (CKL Rd 7)	Construct left-turn lane in the northbound direction.	\$330,125
<b>Long-Term Capital Cost</b>			<b>\$24,111,550*</b>

\*Less \$20 million should Fenelon Falls in-town bridge be implemented in medium-term



The projections and recommendations of this Master Plan Update are based on data and assumptions that are influenced by a wide range of circumstances. Unpredicted changes to growth, development, and travel demand would alter the recommendations and timelines. As such, this document will be continually reviewed for how it integrates into the long-term financial plan.

### **Other Alternatives Considered:**

No other alternative is being considered as the information produced through the Master Plan Update will be used to develop a long-term strategy, and generate both the future capital budget requirements and the growth requirements that are partially recoverable through Development Charges (DC). Deferring the approval of the Master Plan Update document could result in delays in the preparation of the City's DC Study, as well as other large projects. Undertaking these plans will ensure current and future transportation projects are sustainable, cost effective and able to meet future growth demands.

### **Alignment to Strategic Priorities**

The 2025 Transportation Master Plan Update supports all of the City's strategic priorities.

Healthy Environment – The 2025 TMP Update features long-term consideration for multi-model transportation that promotes a healthy environment.

An Exceptional Quality of Life – Improving mobility across all transportation modes that is safe, connected, sustainable, affordable, and accessible for residents of all ages and abilities is a key objective of the 2025 TMP Update.

A Vibrant and Growing Economy – The 2025 TMP Update recognizes the strategy of balancing community impact while supporting goods movement, tourism, and growth.

Good Government – Both the public engagement and the sustainable, transparent long-term financial planning that a master plan affords is the heart of good government.

### **Financial/Operation Impacts:**

This report has no direct financial implications. The Master Plan documents will help guide the City in its policy initiatives and infrastructure investments. The Master Plan will be used to update the City's Development Charge Background Study process and ultimately set the future requirement for the Development Charges to be endorsed by Council, and support immediate and long-term Capital and Operational budgeting for

the City. Projects or initiatives identified in the Master Plan document will still be subject to the budget approval process.

**Consultations:**

Director of Engineering and Cooperate Assets, CKL  
Director of Development Services, CKL  
Manager of Technical Services, CKL  
Manager of Corporate Assets  
Supervisor of Environmental Capital Project Management, CKL  
Egis Canada Ltd.

**Attachments:**

Appendix A –2025 Transportation Master Plan



Adobe Acrobat  
Document

A printed version can be viewed at the Clerks Department and the Lindsay Public Library.

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**Department Head:** Juan Rojas, Director of Engineering & Corporate Assets

**Department File:** Engineering and Corporate Assets