

McINTOSH PERRY

egis
GROUP

Concept Dash

WELCOME

City of Kawartha Lakes

Phase 1 Public Information Centre

November 28th and 29th, 2023

TRANSPORTATION MASTER PLAN UPDATE

Kawartha Lakes





We want to hear from you as your involvement is key to the success of the Transportation Master Plan (TMP) update.



The Public Information Centre #1 will be used to present information about the TMP update, provide you with the chance to have your say, speak with the project team and learn more about transportation in the City of Kawartha Lakes.



We want to hear your ideas and concerns about the transportation system. They will be reviewed as part of the study process.

To provide your input during this stage of the TMP, please visit:

<https://jumpinkawarthalakes.ca/transportation-master-plan>

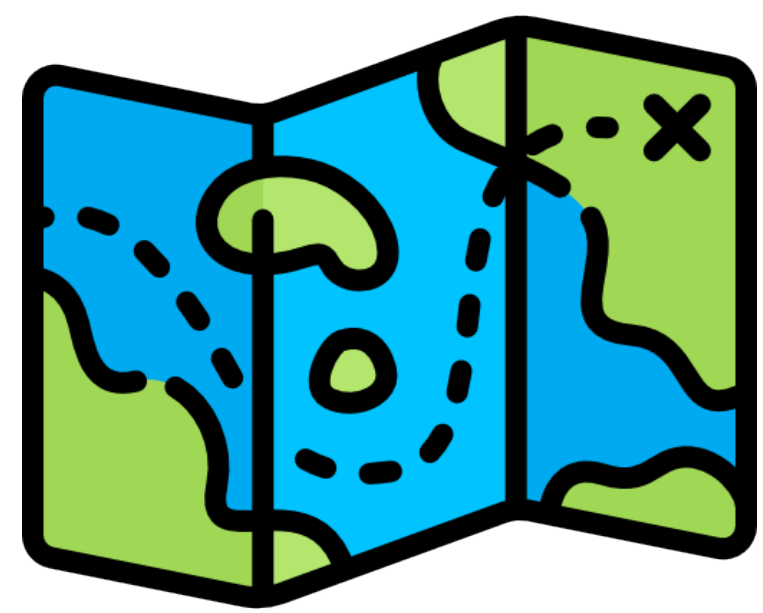
Public Engagement 1 Objectives



Introduce the project and outline the study process



Provide background information



Present the understanding of the study area and existing conditions



Seek input on the existing conditions within the study area



Answer questions about the study



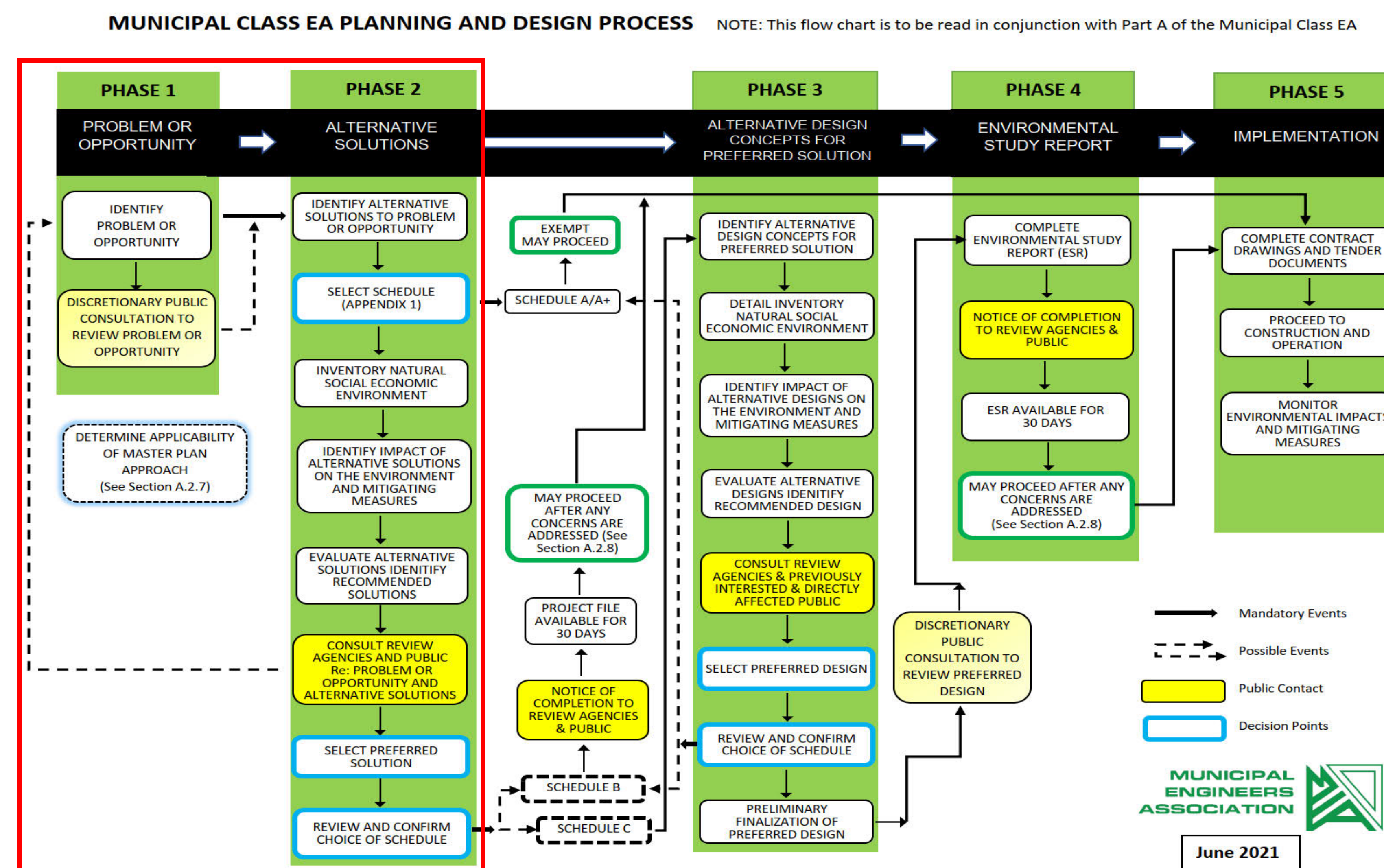
What is a Transportation Master Plan (TMP)?

1. Transportation Master Plan (TMP) is a long-term strategy to guide the planning, expansion, and management of a multi-modal transportation system.
2. TMP will provide strategies and policies that align with the City of Kawartha Lakes growth and support its vision for the future transportation system
3. TMP will be conducted in accordance with the Master Plan process as prescribed in the “Class EA for Municipal Road projects”
4. Addresses Phases 1 and 2 of the five-phase Municipal Class EA Process including a Public Information Center and assessing alternatives

Municipal Class Environmental Assessment Process

The TMP update will be developed in accordance with the Provincial Environmental Assessment (EA) Act, following Approach 1 as outlined in the 2023 Municipal Class Environmental Assessment (MCEA) document. The TMP will cover Phase 1, Problem and Opportunity, and Phase 2, Alternative Solutions, of the MCEA process.

In this way, the comprehensive TMP will satisfy Phases 1 and 2 of the EA process and facilitate streamlining and implementation of recommended capital works.

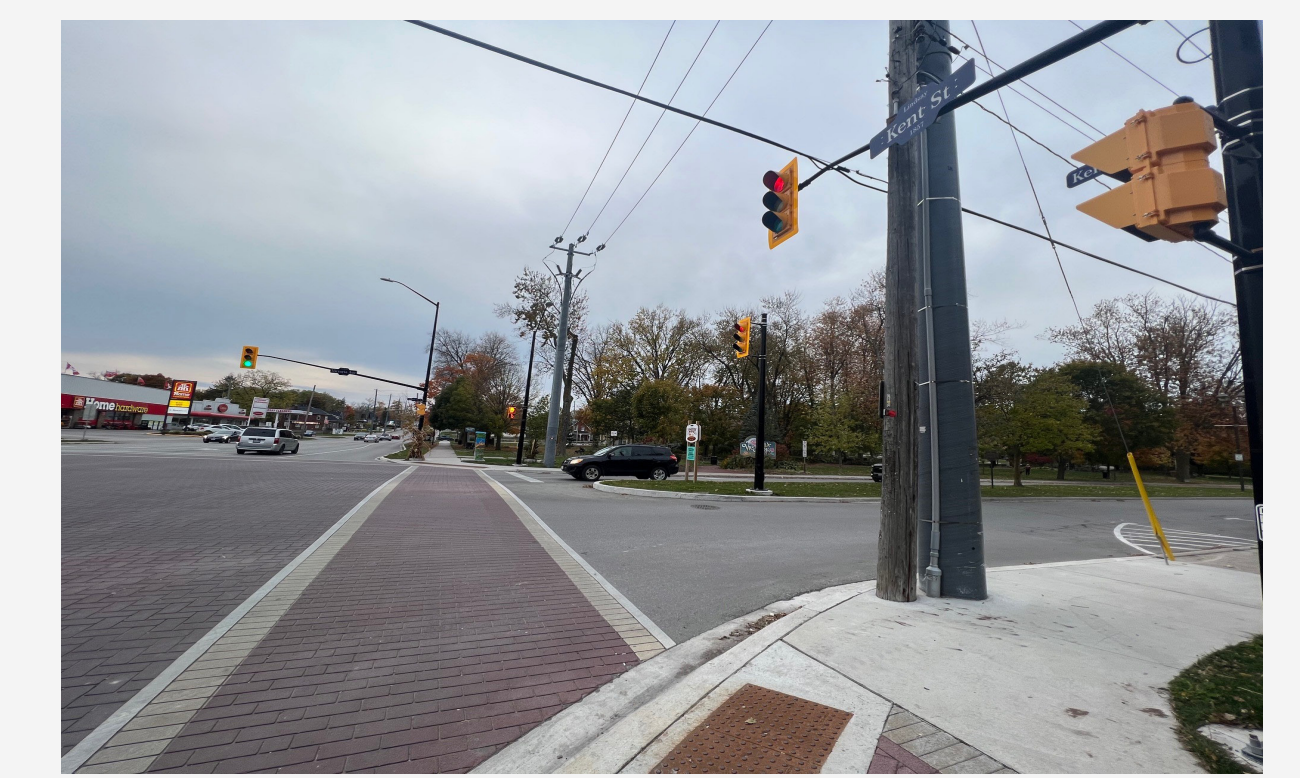


*Completed as part of the TMP process

Why is this TMP Update needed?

This Transportation Master Plan is a response to:

- Increasing emphasis toward an integrated transportation network with focus on sustainability and multi-modal transportation networks
- Significant growth and development pressures – as well as seasonal residents and tourists
- Changing demographics and the changing needs of residents and businesses in downtown and rural areas
- An increasing emphasis on climate change adaptation and mitigation, equity and accessibility, active transportation, goods movement, complete streets, safety and sustainability



Transportation Master Plan Study Process

Phase 1



HERE

PROBLEMS & OPPORTUNITIES

- Project Initiation
- Information Gathering and Background Review
- Existing Conditions Analysis and Identify System Issues and Opportunities
- Road Safety Assessment and Collision Experience
- Public & Stakeholder Engagement 1

Phase 2



TRANSPORTATION ASSESSMENT

- Transportation Modelling and Network Assessment
- Parking Strategy Updates
- Policies and Design Standards Updates
- Incorporating Other Studies (GMS, ATMP)
- Draft Transportation Master plan
- Public and Stakeholder Engagement 2

Phase 3



DOCUMENTATION & FINALIZATION

- Finalize Transportation Assessment
- Final Transportation Master Plan
- Council Presentation

Project Objectives

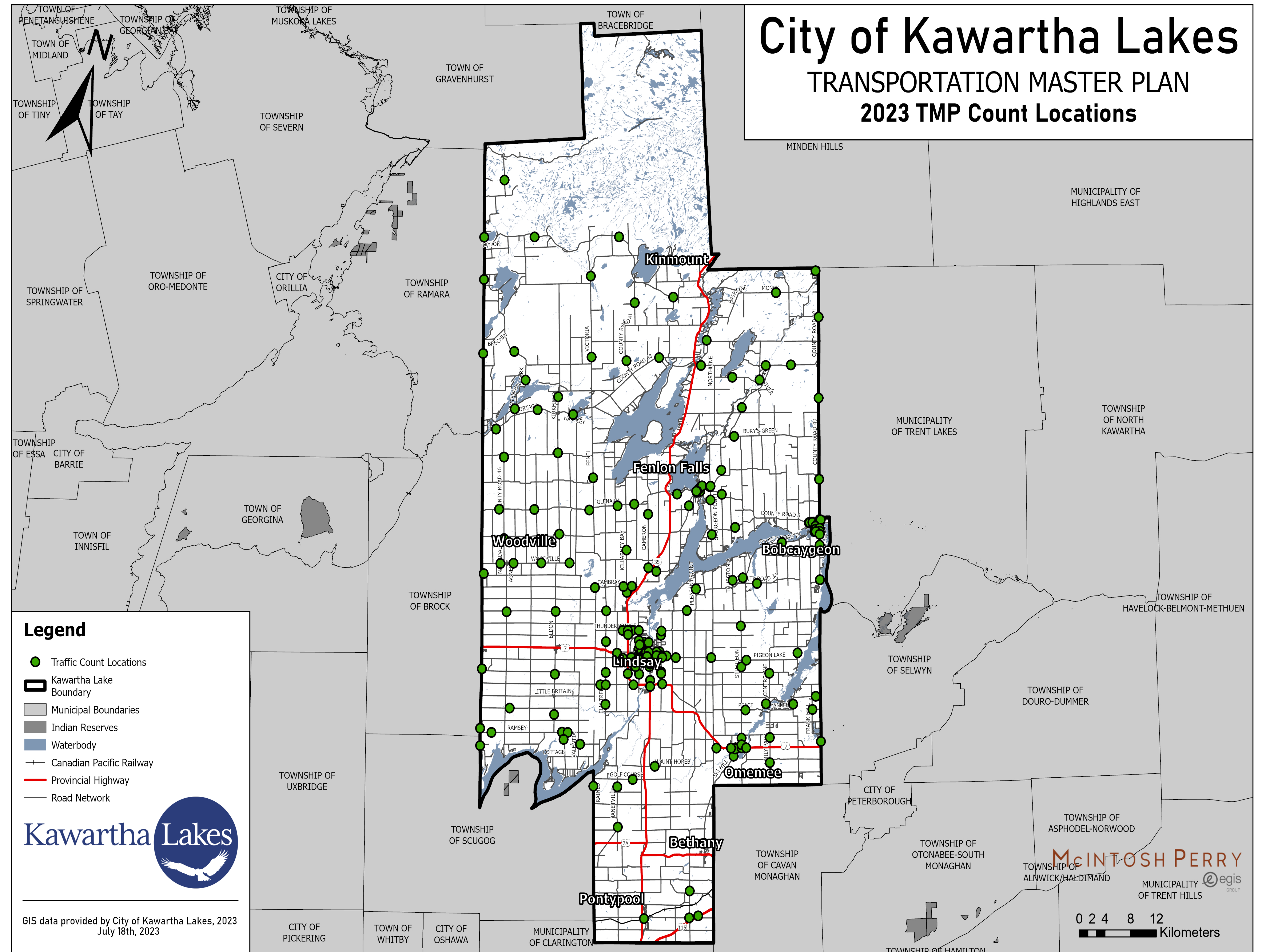
1. The Transportation Master Plan (TMP) update will aid the City in identifying multi-modal transportation facilities, services, and policies required to have enhanced mobility, accessibility and connectivity including proper management of the City's resources while supporting and encouraging growth in a safe, sustainable and forward-thinking manner.
2. Develop a roadmap for multi-modal transportation planning needs to cope with the demands under the 2051 horizon year with a goal of optimizing the performance of existing infrastructure and identifying the most sustainable approach to accommodating new development, in line with growth as reflected in the City's Growth Management Strategy (GMS).



Data Collection Summary

Data collected for this TMP update included the following:

1. Traffic Volume Data:
 - 36 Turning Movement Counts collected
 - 167 Automatic Traffic Recorder (ATR) Counts provided by Ontario Traffic Inc.
2. Background Studies and Documents provided by Kawartha Lakes
3. GIS Shapefiles for mapping purposes provided by Kawartha Lakes



Major Projects & 2012 TMP Recommended Actions Update

2012 TMP Recommended Actions Update Summary

2012 TMP Recommended Improvement		Status
SHORT TERM		
Lindsay	Lindsay Street at Kent Street	Completed through downtown reconstruction project
	Angeline Street at Kent Street	Undergoing detailed EA for reconstruction. See: https://www.kawarthalakes.ca/en/municipal-services/major-projects.aspx
	Mary Street at Lindsay Street	Priority will be updated in the TMP update
MEDIUM TERM		
Lindsay	Angeline Street at Mary Street	Priority will be updated in the TMP update
	Angeline Street at Orchard Park Drive	Interim all-way stop planned. Other improvements will be reviewed in the TMP update
	Angeline Street at Colborne Street	Undergoing detailed EA for reconstruction. LINK from major projects
	Colborne Street at William Street	Undergoing detailed EA for reconstruction to be completed 2024. See: https://www.kawarthalakes.ca/en/municipal-services/major-projects.aspx
	Scugog River Crossing (Location and Limits to be Determined)	Undergoing detailed EA for reconstruction to be completed 2024. See: https://www.kawarthalakes.ca/en/municipal-services/major-projects.aspx
	Angeline Street from Highway 7/35 to North of Orchard Park Road	Priority will be updated in the TMP update
	Work by Others (MTO):	
	Angeline Street at Highway 7/35	Currently underway
	Colborne Street at Highway 35	Subject to Provincial prioritization
	Kent Street at Highway 35	Subject to Provincial prioritization
LONG TERM		
Lindsay	Colborne Street at Albert Street	Complete through Phase 1 of Colborne St reconstruction
	Colborne Street at Highway/Highway 36	Priority will be updated in the TMP update
	Wellington Street at Lindsay Street S	Priority will be updated in the TMP update
	Wellington Street at William Street N	Priority will be updated in the TMP update
	Queen Street at David Street	Priority will be updated in the TMP update
	Reconstruct Thunder Bridge Road at Angeline Street	Priority will be updated in the TMP update
	Colborne Street from Highway 35 to Albert Street	Colborne St W from St Charles to Hwy 35 detailed design completion 2023. Balance will be future phases
	Reconstruct Colborne Street from Highway 7 to Highway 35	Priority will be updated in the TMP update
	Reconstruct Thunderbridge Road from Elm Tree Road to Highway 35	Priority will be updated in the TMP update
	Work by Others (MTO):	
	Highway 35 from Highway 7 to Thunder Bridge Road	Subject to Provincial prioritization
	East Street S at Cedartree Lane / Duke Street	Ongoing, currently doing detailed design
	Main Street at Duke Street	Priority will be updated in the TMP update
Bobcaygeon	West Street at North Street / CKL Road 8	Priority will be updated in the TMP update
	East Street at Boyd Street / Canal Street	Ongoing, currently doing detailed design
	East Street at Mill Street	Priority will be updated in the TMP update
	Bond Street at CKL Road 121/8	Actually Helen and 121/8. Ongoing major project. See: https://www.kawarthalakes.ca/en/municipal-services/major-projects.aspx
Fenelon Falls	Fenelon River Crossing	Ongoing major project. See: https://www.kawarthalakes.ca/en/municipal-services/major-projects.aspx
	King Street/Highway 7 at Sturgeon Road	Priority will be updated in the TMP update
Omemee	King Street/Highway 7 at Sibley Avenue	Priority will be updated in the TMP update
	King Street/Highway 7 at Deane Street	Priority will be updated in the TMP update
	King Street/Highway 7 at Queen Street	Priority will be updated in the TMP update

Please see below additional links to PIC presentation video, slides and comment form for the Water and Wastewater Servicing & Capacity Master Plan Update:

- Presentation video link: https://www.youtube.com/watch?v=O_geWXPI_Vk
- Presentation slides link: https://www.kawarthalakes.ca/en/news/resources/Water-Wastewater-PIC-1-presentation_accessible_final.pdf
- Comment form link: <https://kawarthalakes.formbuilder.ca/Engineering-Bree/PIC-Comment-Sheet>

Fenelon Falls Corridor Study/Class EA of Lindsay Street & Colborne Street			
	Deficiency	Preferred Solution	Status
Pedestrian Accessibility	Lindsay Street from West Street to Greeb Street	Purchase 3 metre R.O.W and Construct Sidewalk on East Side	Ongoing. Currently acquiring property
	Fenelon Falls Secondary School Pedestrian Traffic	Provide Pedestrian Activated Traffic Signal	Ongoing. Designed
	Fenelon Area Independent Living Association Pedestrian Traffic	Provide Pedestrian Activated Traffic Signal	Completed
	Pedestrian Access across River and Canal & Water Street Pedestrian Crossing	Minor Sidewalk and Curb Adjustments	Tied to bridge rehab. See: https://www.kawarthalakes.ca/en/municipal-services/major-projects.aspx
	North of Princes' Street	Pave Shoulder as Short Term Solution & Eventual Provision of Sidewalk on Urbanized Cross Section in the Long Term	Addressed through future resurfacing plans
Road Geometry	Colborne Street and Princes' Street	Increased Signage & Lighting	Addressed through future resurfacing plans
Left Turn Lanes	Colborne Street at Francis Street	Upgrade Traffic Signals, Increase Turning Lane Storage	Completed through downtown reconstruction project
	Colborne Street at Helen Street	Upgrade Traffic Signals and Add Auxiliary Turning Lanes	Ongoing major project. See: https://www.kawarthalakes.ca/en/municipal-services/major-projects.aspx

List of Major Projects

Project Name	Study Status	Project Status
Bobcaygeon		
Bobcaygeon Water Tank Project	Completed	Completed
Bobcaygeon Beach Park Redevelopment	Completed	On-going
Canal Street Reconstruction	Completed	On-going
Intersection Design - East St and Cedartree Lane/Duke Street	On-going	On-going
Fenelon Falls		
Fenelon Falls Second Crossing	Completed	On-going
Colbrone Street Reconstruction	Completed	Completed
Fenlon Falls Bridge Replacement	On-going	On-going
Lindsay		
Colbrone Street West Reconstruction	Completed	On-going
King Street Reconstruction	On-going	On-going
Hillside Drive Reconstruction	Completed	On-going
Rainbow Pedestrian Bridge Replacement	Completed	On-going
St. James Street & Dominion Drive Reconstruction	Completed	On-going
Downtown Lindsay Reconstruction	Completed	On-going
Lindsay Recreational Complex - Ice Pad Renovations	Completed	Completed
Wilson Fields Trail Upgrades	Completed	On-going
Lindsay Trail Connection (Albert Street-Adelaide Street)	Completed	Completed
Angeline Street North Reconstruction EA	Completed	On-going
Watermain Replacement, Caroline Street, Lindsay	Completed	On-going
Lindsay Water Pollution Control Plant upgrade and expansion	Completed	Completed
Omemee		
Omemee Wastewater Treatment Upgrade	Completed	Completed
King Street Reconstruction	Completed	On-going
City-Wide		
Transportation Master Plan update	On-going	On-going
Urban/Arterial Road Resurfacing	Completed	Completed
Water and Wastewater Servicing and Capacity Master Plan	On-going	On-going
Future Waste Disposal Study	Completed	Completed
Development Charges Study	Completed	Completed
Aggregate Policy Review (OPA 11)	Completed	On-going
Comprehensive Zoning By-Law Review	Completed	On-going
Downtown Parking Strategy	Completed	Completed
Heritage Inventory	Completed	On-going



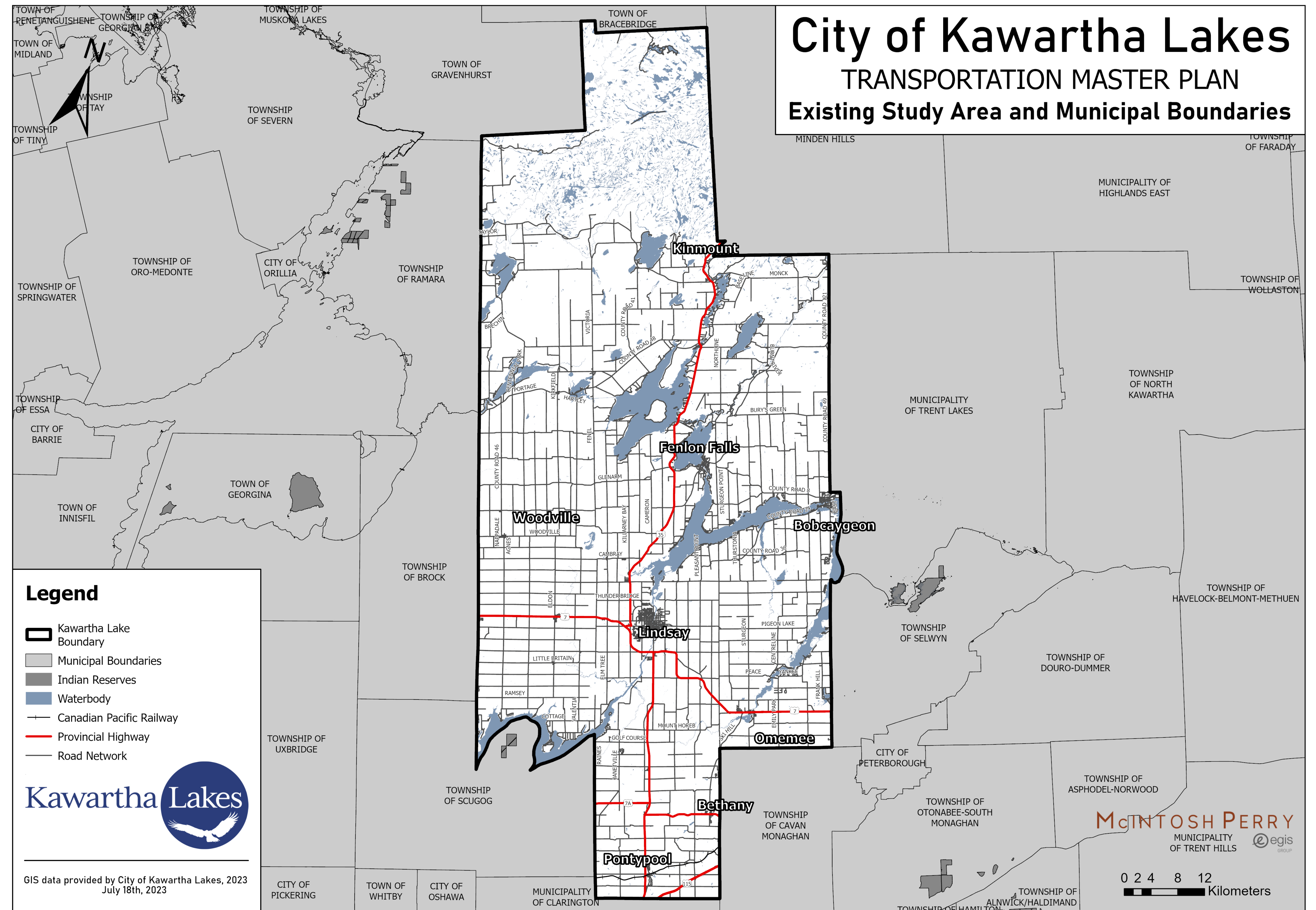
Learn more about completed and on-going major projects in Kawartha Lakes by visiting the following website for more details

<https://www.kawarthalakes.ca/en/municipal-services/major-projects.aspx>

Study Area

The City of Kawartha Lakes has commissioned this TMP Update as a means of identifying improvements of transportation operations, via assessments of existing and future conditions.

Transportation related issues and opportunities will be identified, which will be used to develop recommendations for improvements that build on previously completed studies for Kawartha Lakes.



Project Overview

Background



Kawartha Lakes is a single-tier municipality in central Ontario, located north-east of the Greater Toronto and Hamilton Area.

According to Statistics Canada, 2021 Census of Population, the land area of Kawartha Lakes is **3,033.66 square kilometres** and the population density was reported to be **26.1 people per square kilometre**



Kawartha Lakes is a primary tourist and recreational destination with activities for all seasons



Major provincial highways **7/7A, 115, and 35** owned by the Ministry of Transportation (MTO) run through the City



Kawartha Lakes is primarily rural with a total population of about **80,000**

+5.1% growth in population from approximately **75,423 people in 2016** to **79,247 people in 2021**. Based on the City's Growth Management Strategy, population forecasted to reach **117,000 people and 39,000 jobs by 2051**



Planning and Policy Connections

The Transportation Master Plan (TMP) study is informed by various local, regional and provincial plans and policies, and requires a coordinated approach between land use planning and transportation system planning. This will ensure the TMP meaningfully reflects the multi-municipal context of the City and conforms to direction by the Province.

1

City of Kawartha Lakes Official Plan

The Official Plan provides policy guidance to manage the use of land and resources desired to maintain and improve the quality of the environment and the quality of life for City residents. Currently, various sections of the City's Official Plan continue to be under appeal.

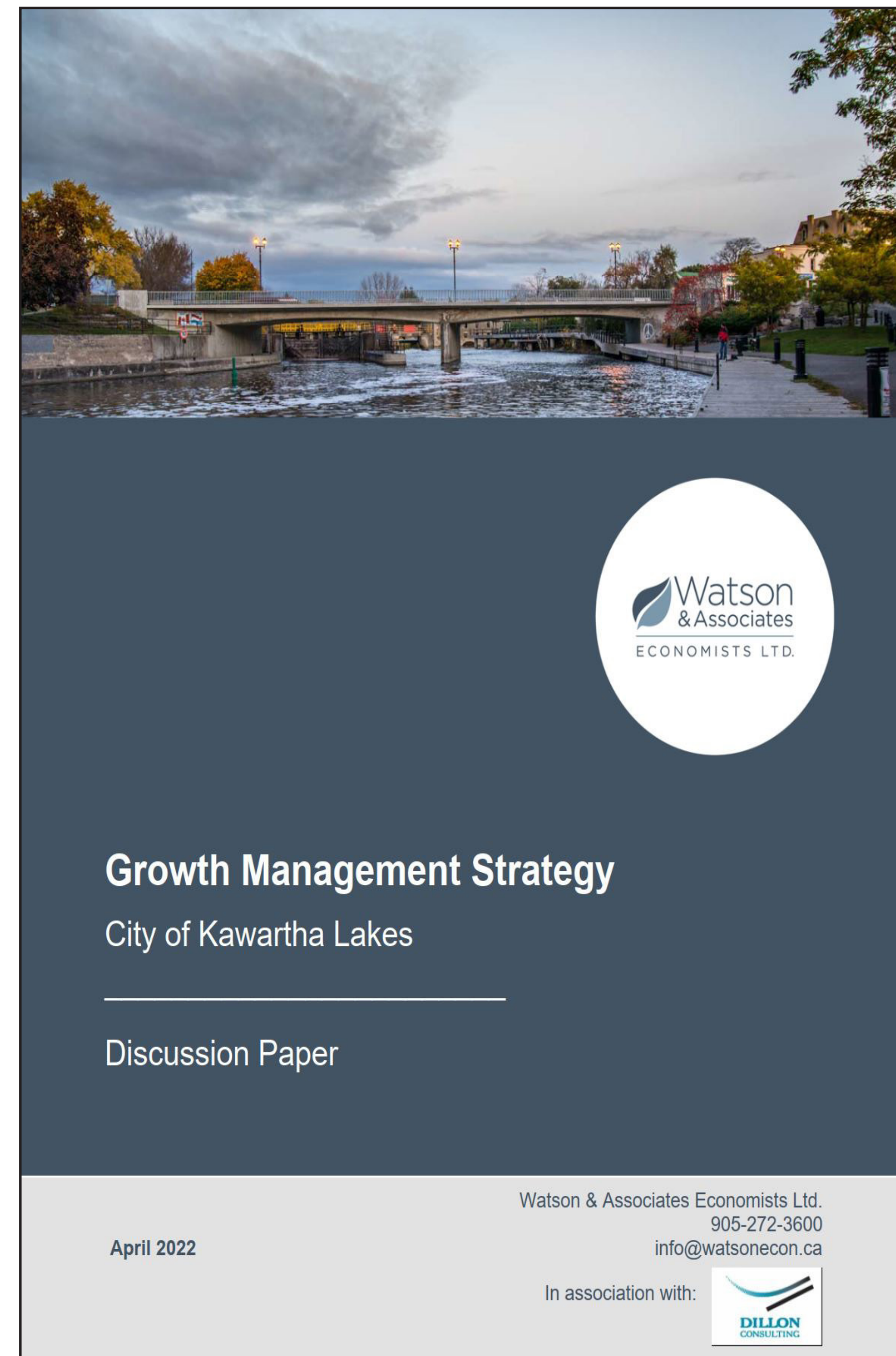
2

Growth Management Strategy (GMS)

The City's Planning Division commenced a new Growth Management Strategy (GMS). This is the second GMS exercise the City is administering; the City's first GMS was completed in 2010 and updated in 2011. The City of Kawartha Lakes new GMS will plan for population growth, housing and employment needs, and coordinate with infrastructure investments to the year 2051. The new GMS establishes a foundation for the forthcoming update of the City's Official Plan, which is also referred to as the Municipal Comprehensive Review (MCR).

JumpIn link for GMS:

<https://jumpinkawarthalakes.ca/growthmanagementstrategy>



3

Kawartha Lakes Strategic Plan

This document provides a holistic view of community through a sustainability approach that considers the natural environment, the economy and the community. It provides guidance for developing services to meet expectations of Kawartha Lakes' residents and sets strategic priorities over the short, medium and long term.

4

Active Transportation Master Plan Update

The City of Kawartha Lakes is currently updating their Active Transportation Master Plan (ATMP) which will consider how the City can improve active and accessible transportation experiences that accommodate safe trips for people of all ages. The TMP update will integrate and consider the recommendations being implemented in the ATMP plan in order to successfully develop a sustainable and connected multi-modal transportation network. The updated Active Transportation Master Plan (ATMP) is planned to be completed in 2023.

JumpIn link for ATMP: <https://jumpinkawarthalakes.ca/activetransportation>

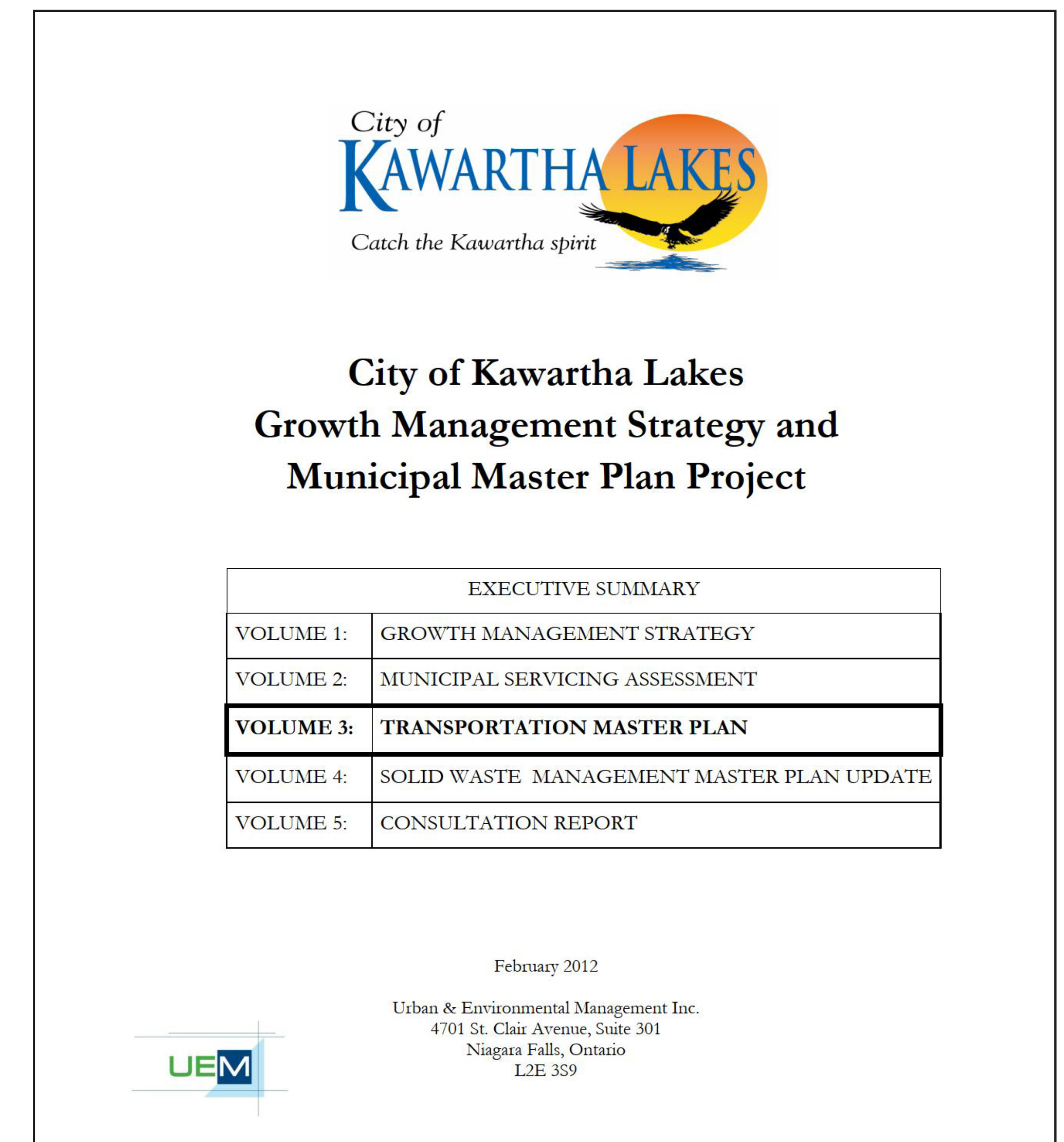
5

City of Kawartha Lakes Transportation Master Plan (February 2012)

The City of Kawartha Lakes' previous TMP was adopted in February 2012. It outlined and defined policies, programs and infrastructure improvements needed to manage both existing and future transportation demands. It also focused on all modes of transportation to promote a safe, efficient and sustainable transportation network.

Key Trends between 2012 and 2023:

1. Travel primarily in the City by private automobile by residents remains the same. However, home to work trips within Kawartha Lakes dropped by 6% and external trips increased by 5%.
2. Kent Street and Angeline Street was identified in the 2012 TMP as an intersection operating at a Level of Service D. Based on recent data, this intersection has become an area of concern, which is now experiencing capacity and operational issues. The intersection is operating at a Level of Service E in 2023.



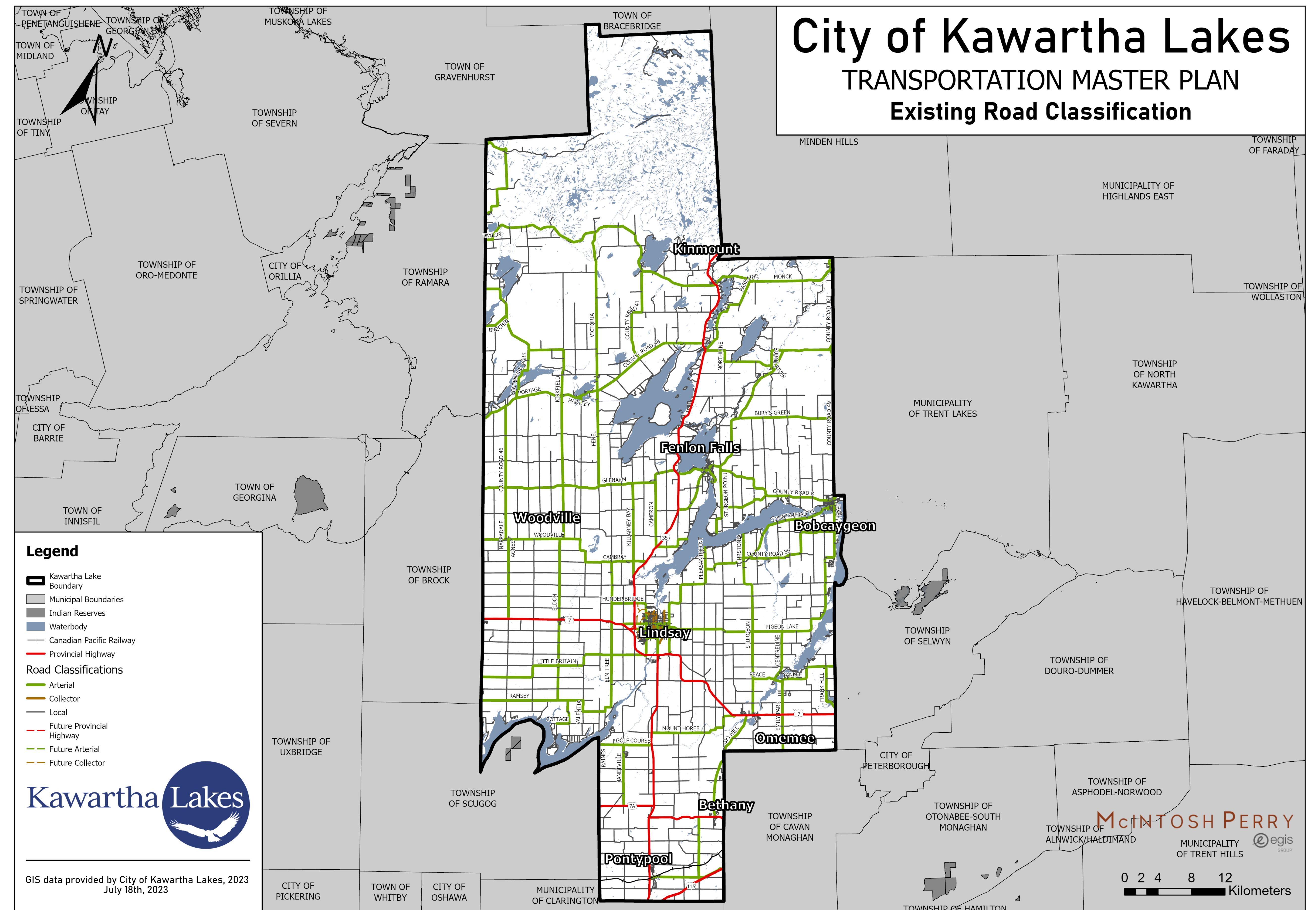
Road Network

Provincial Highways: Fall under the jurisdiction of the Ministry of Transportation of Ontario (MTO) and serves high traffic volumes at high speed for long distance and inter-urban travel. These include Highway 7/7A, 115, and Highway 35.

Arterial Roads: Arterial roads are major roads designed to carry high volumes of traffic. Notable examples include Angeline Street, Kent Street, and Colborne Street in Lindsay. These vital roadways facilitate regional and long-distance travel, supporting economic growth and connectivity.

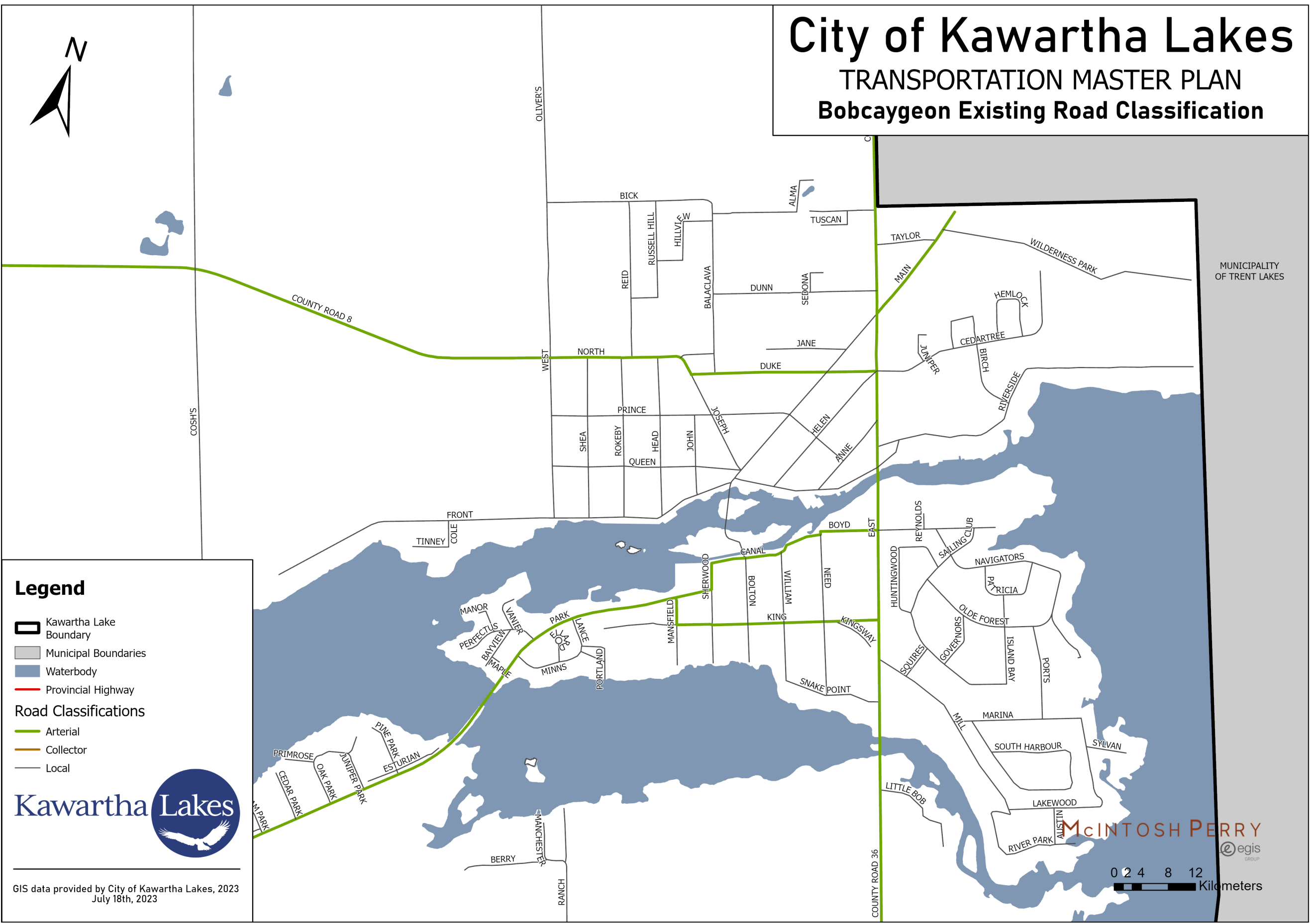
Collector Roads: Collector roads form the backbone of Kawartha Lakes local transportation system, providing essential connections between arterial roads and local streets.

Local Roads: Local streets typically have lower speed limits, fewer lanes, and are intended for local traffic within neighborhoods or communities.

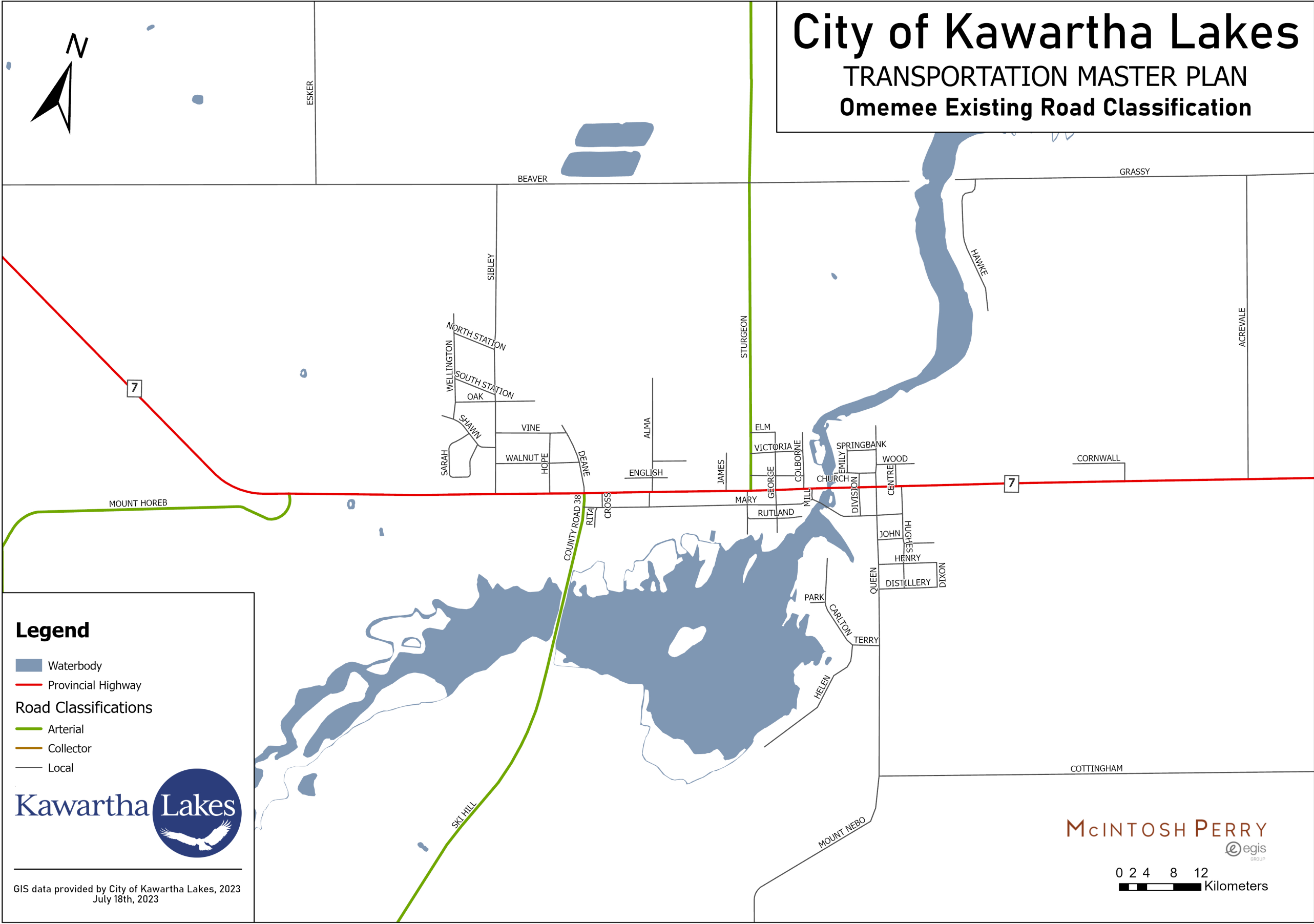


Existing Road Classification

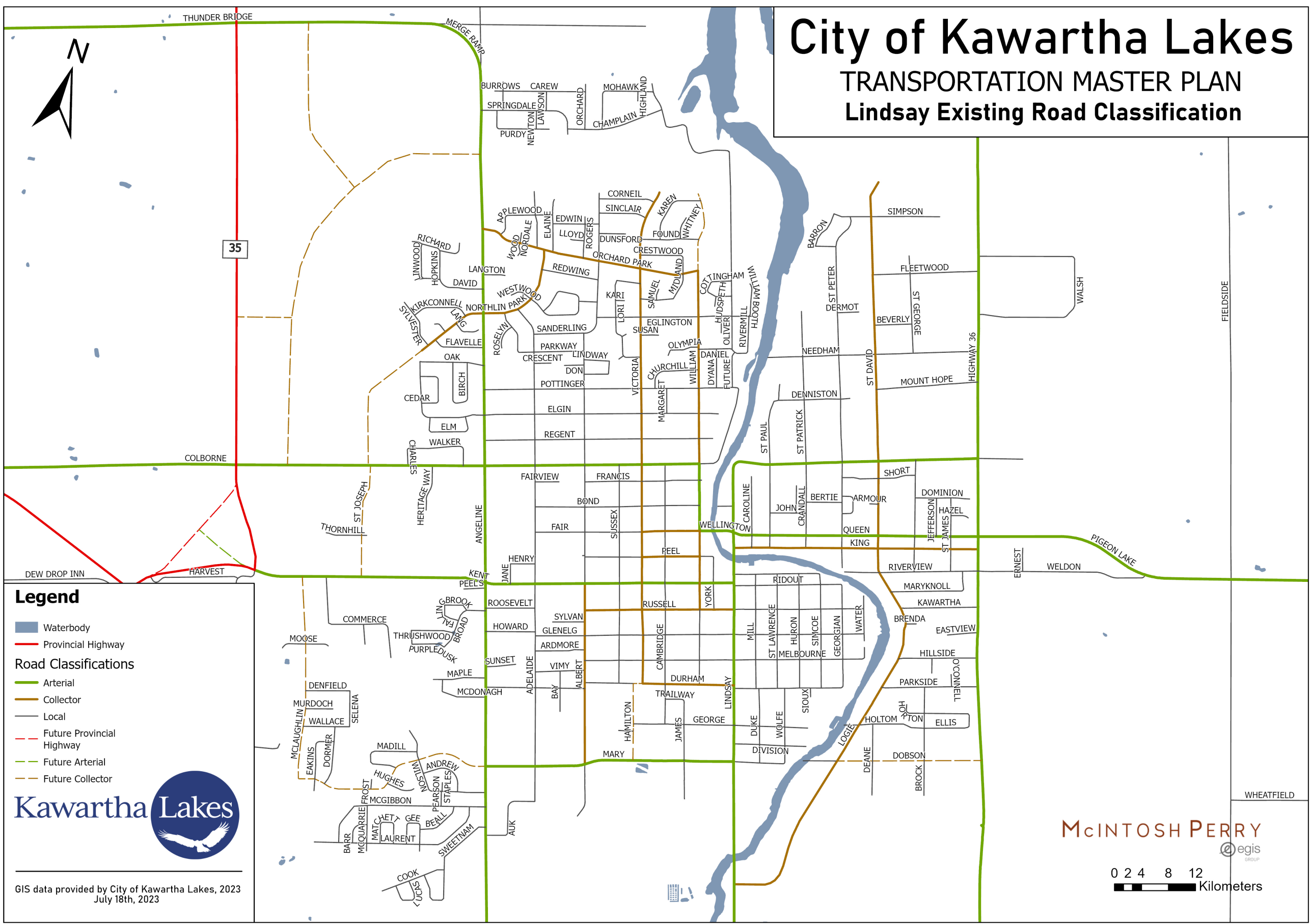
Bobcaygeon



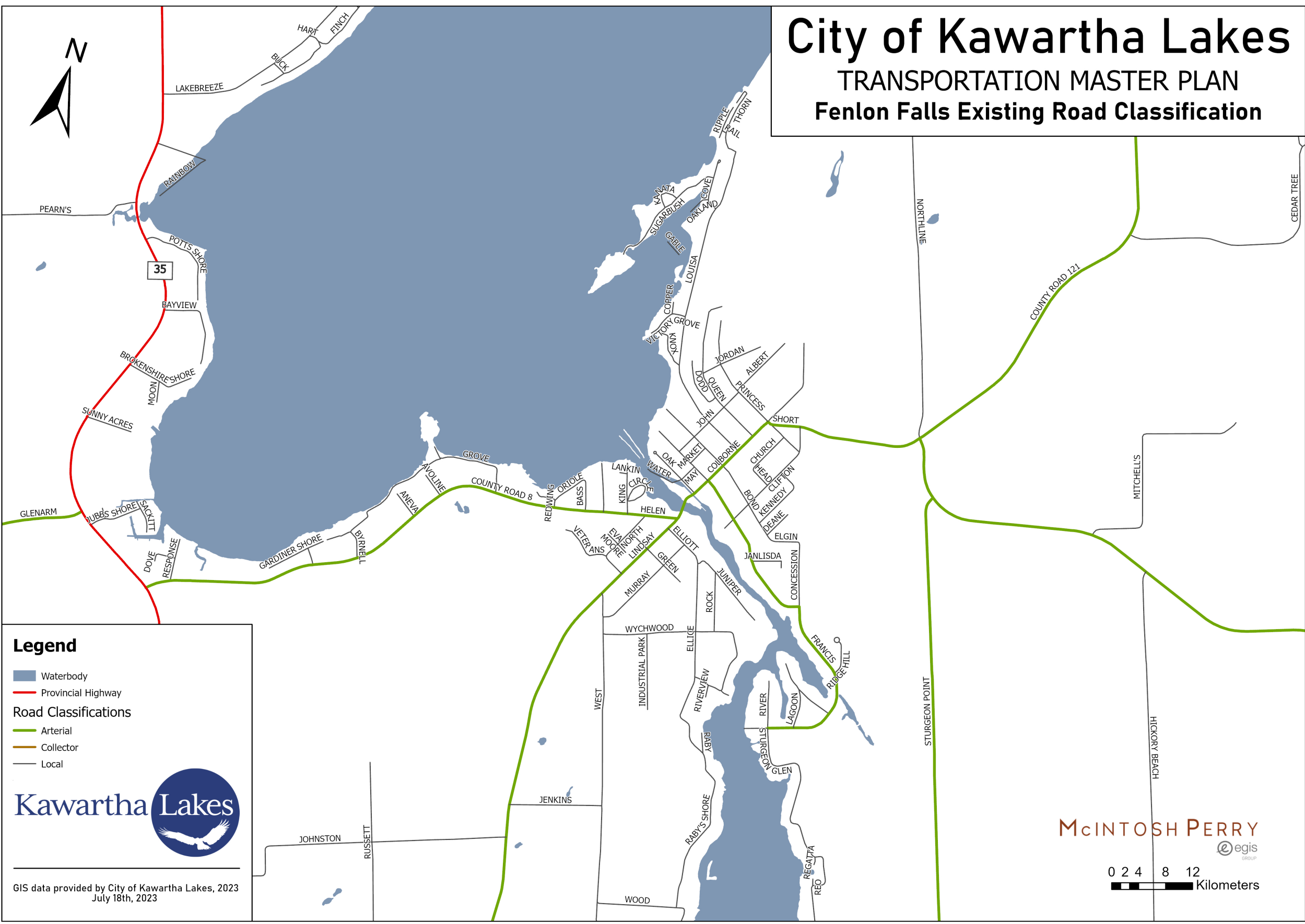
Omeme



Lindsay



Fenelon Falls

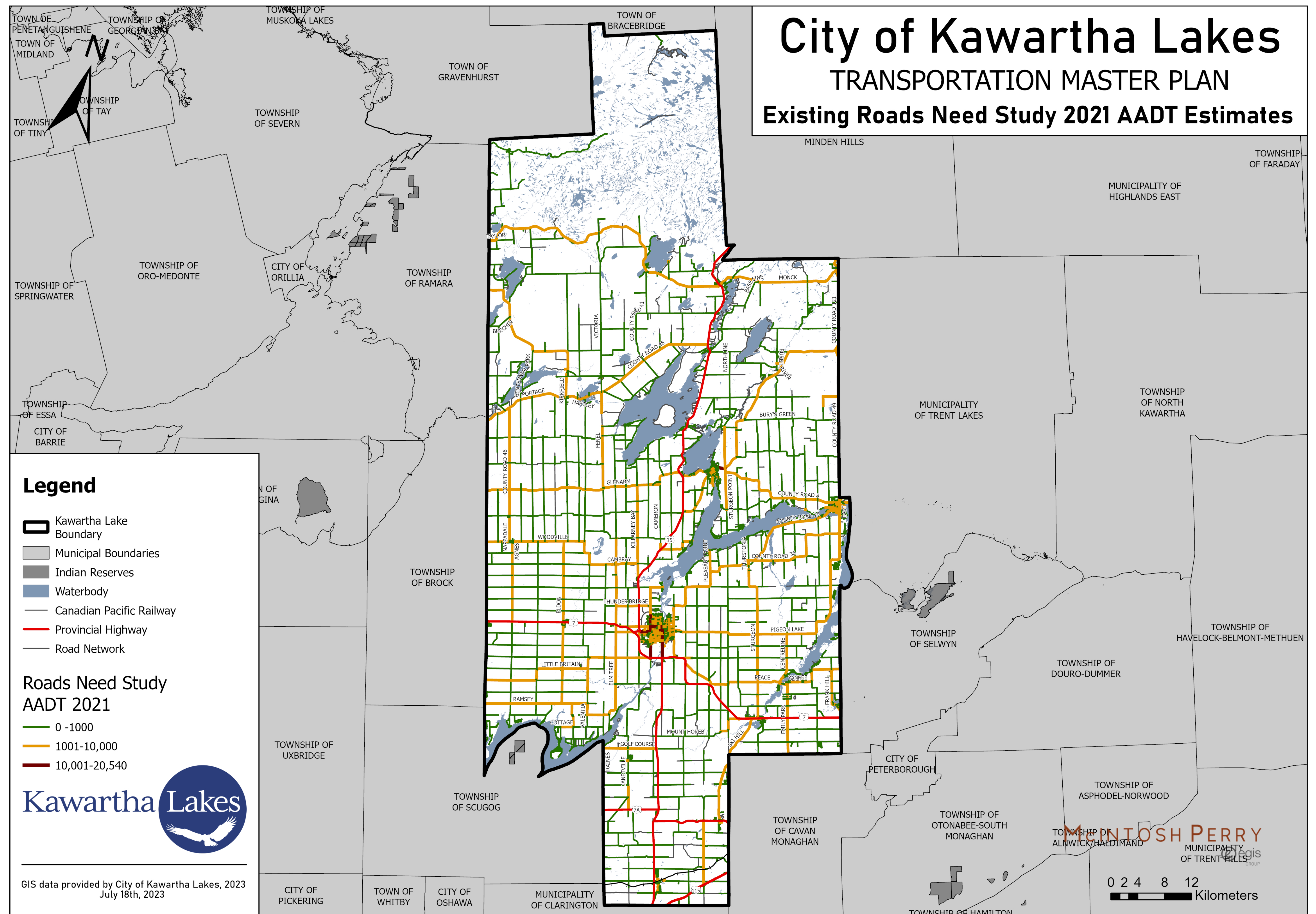


Traffic Volumes

The Annual Average Daily Traffic (AADT) 2021 estimates were obtained from the 2021 Roads Need Study.

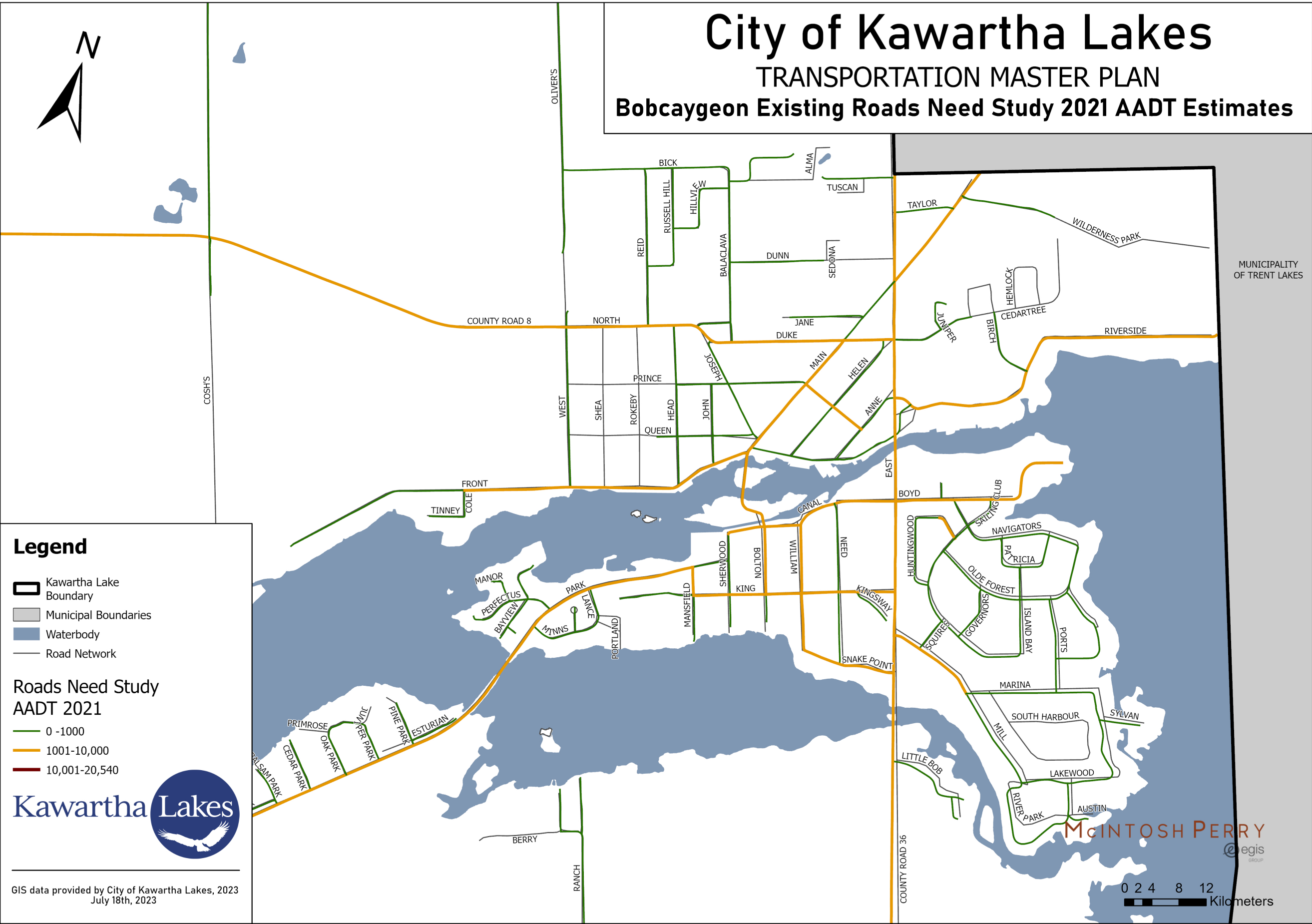
AADT is an essential factor in the analysis of the road network, including:

- Establishing adequacy of the available roadway capacity in comparison to the roadways traffic demand and its Level of Service (LOS);
- Establishing design and maintenance classifications for the roadway; and
- Establishing the relative priority for maintenance, reconstruction, and rehabilitation.

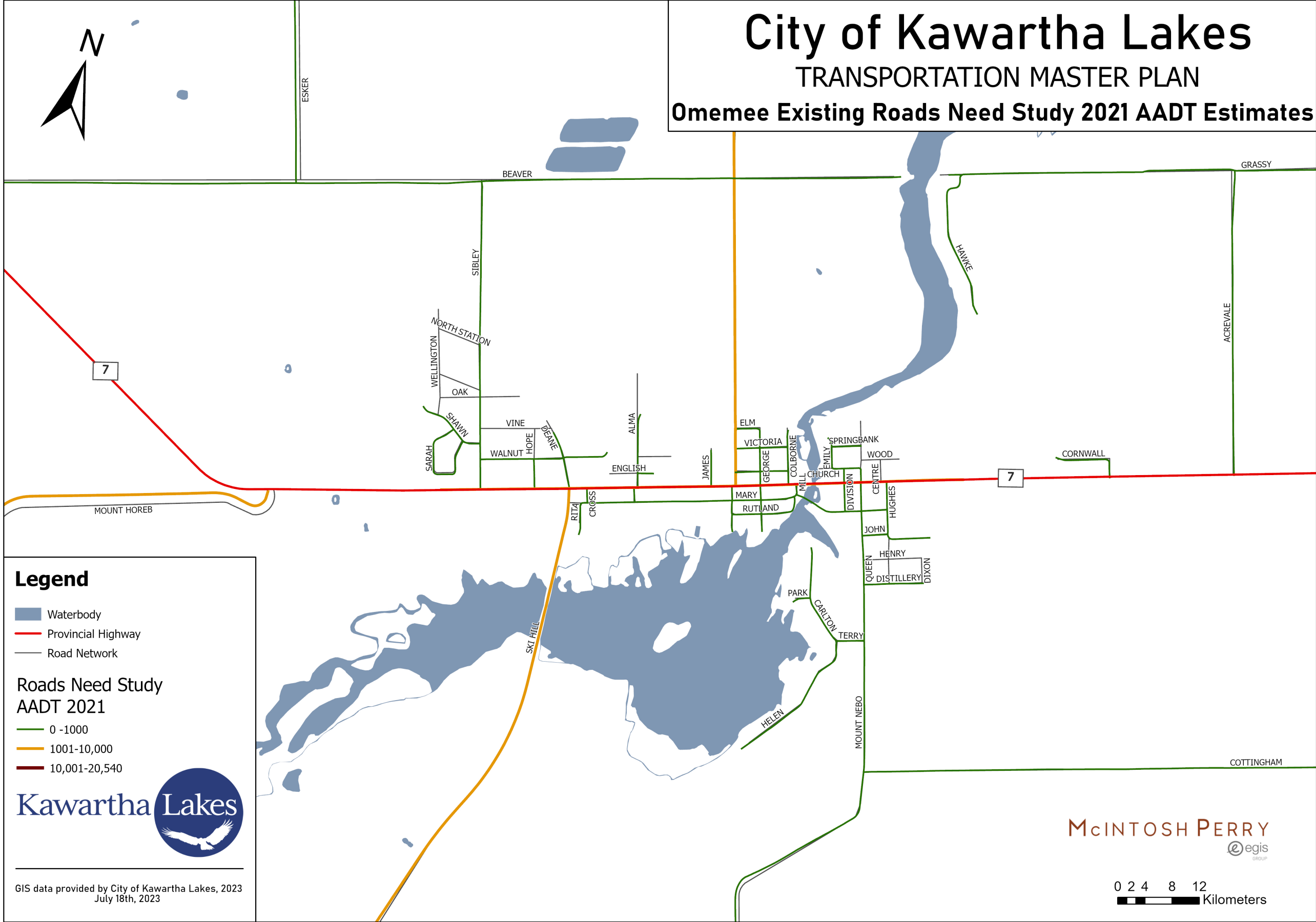


Existing Traffic Volumes

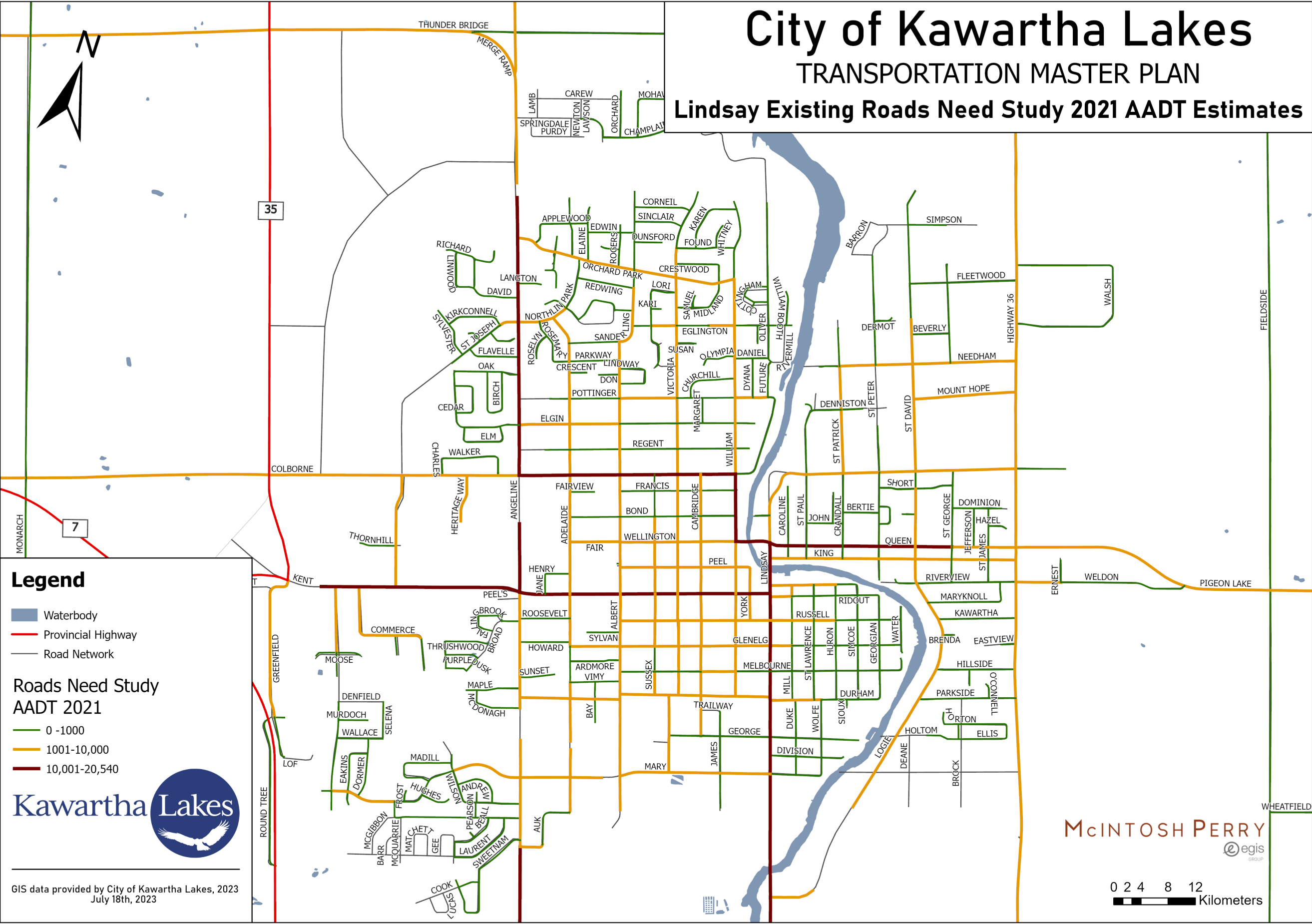
Bobcaygeon



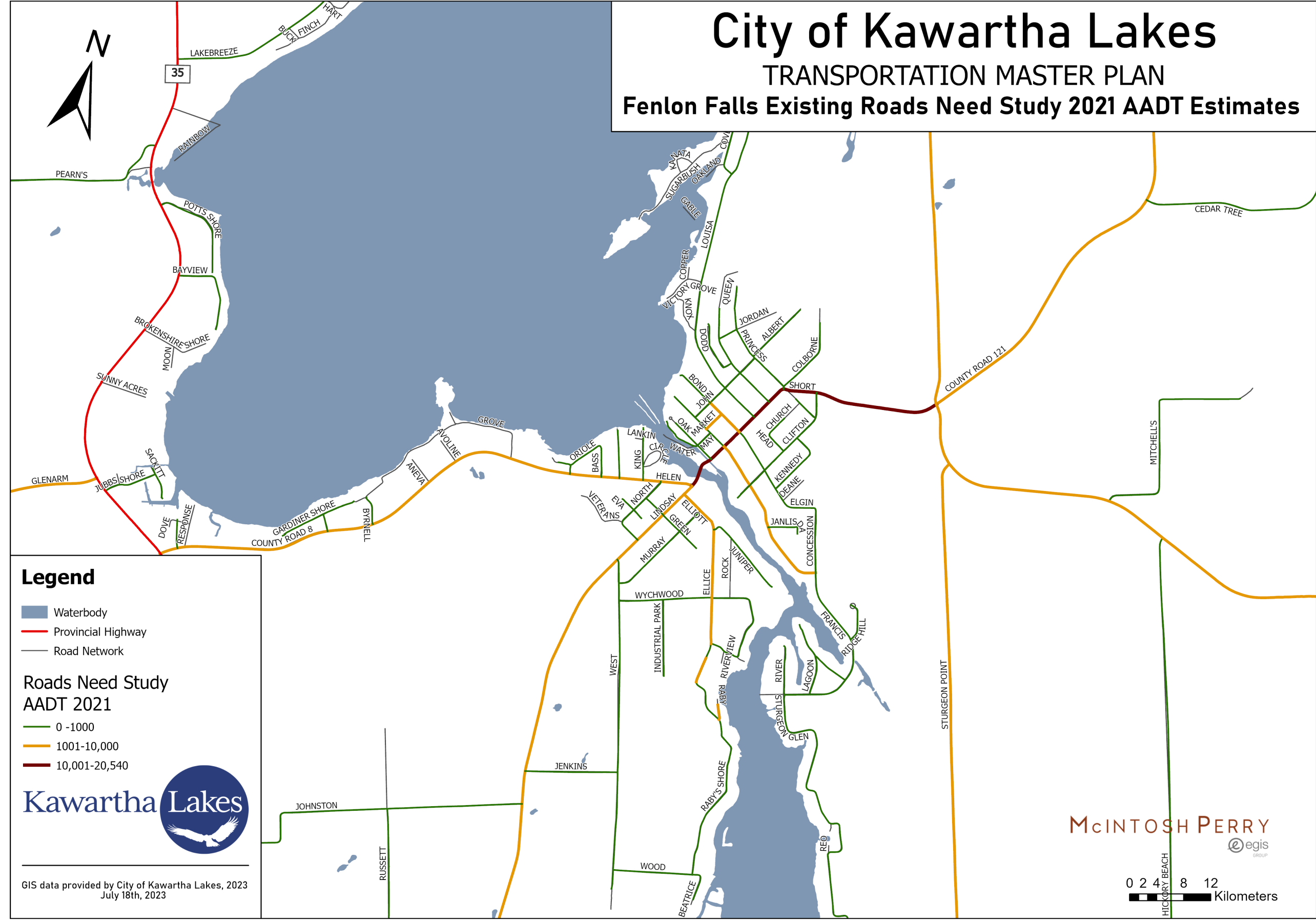
Omeme



Lindsay



Fenelon Falls



Home to Work Daily Trips from Lindsay

Based on the 2016 Transportation Tomorrow Survey (TTS) data, home to work trips from Lindsay to other areas was reviewed. This provided an overview of the internal distribution of trips happening between the settlement areas in Kawartha Lakes' and outside the City's region.

More than 60% of journeys stay within the confines of Kawartha Lakes, showcasing a strong local commuting pattern.

Home to Work Daily Trips from Lindsay to Other Areas within Kawartha Lakes (AM Peak)

Location	TTS Zones	No. of Trips	% of trips
Lindsay to Fenlon Falls	8706	417	4
Lindsay to Bobcaygeon	8707, 8713	1309	13
Lindsay to Omemee	8714, 8715	2674	27
Within Lindsay	8709, 8710, 8711, 8712	5561	56
	Total	9961	100%

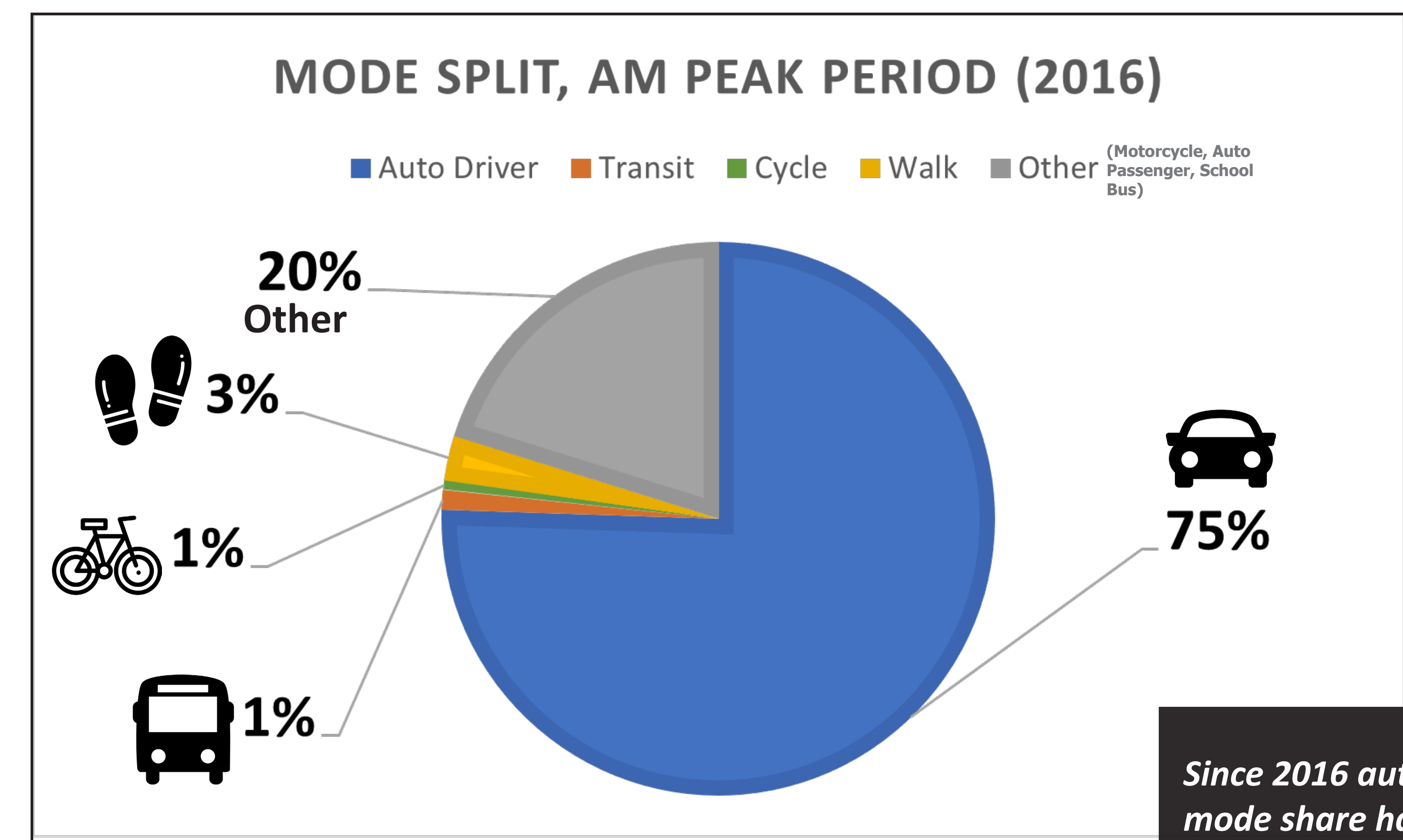
Home to Work Daily Trips outside Kawartha Lakes

35% of all of the trips leaving Kawartha Lakes extend beyond the City and go to neighboring municipalities like Durham and Peterborough. Around 1/3 of people during the AM peak hours leave Kawartha Lakes.

Home to Work Daily Trips from Kawartha Lakes to Outside GTA Zone Areas (AM Peak)

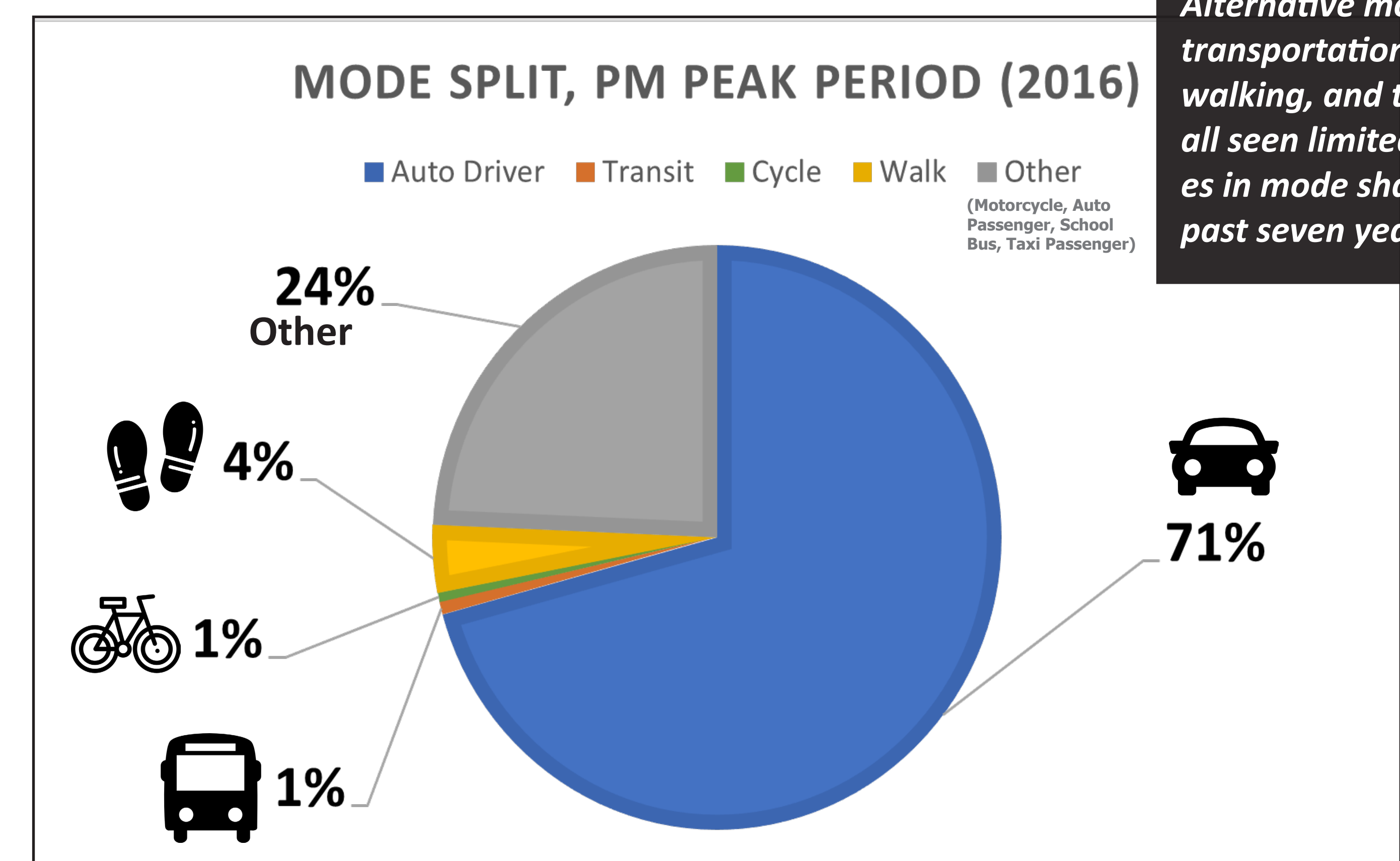
Location	No. of Trips	% of trips
Kawartha Lakes to Toronto	369	7
Kawartha Lakes to Durham	2794	52
Kawartha Lakes to Simcoe	116	2
Kawartha Lakes to Peterborough	1909	36
Kawartha Lakes to Dufferin	30	1
Kawartha Lakes to Orillia	159	3
Total	5377	100%

Mode Split | AM Peak



Since 2016 automobile mode share has remained consistent as the primary mode of travel for over 70% of trips.

Mode Split | PM Peak

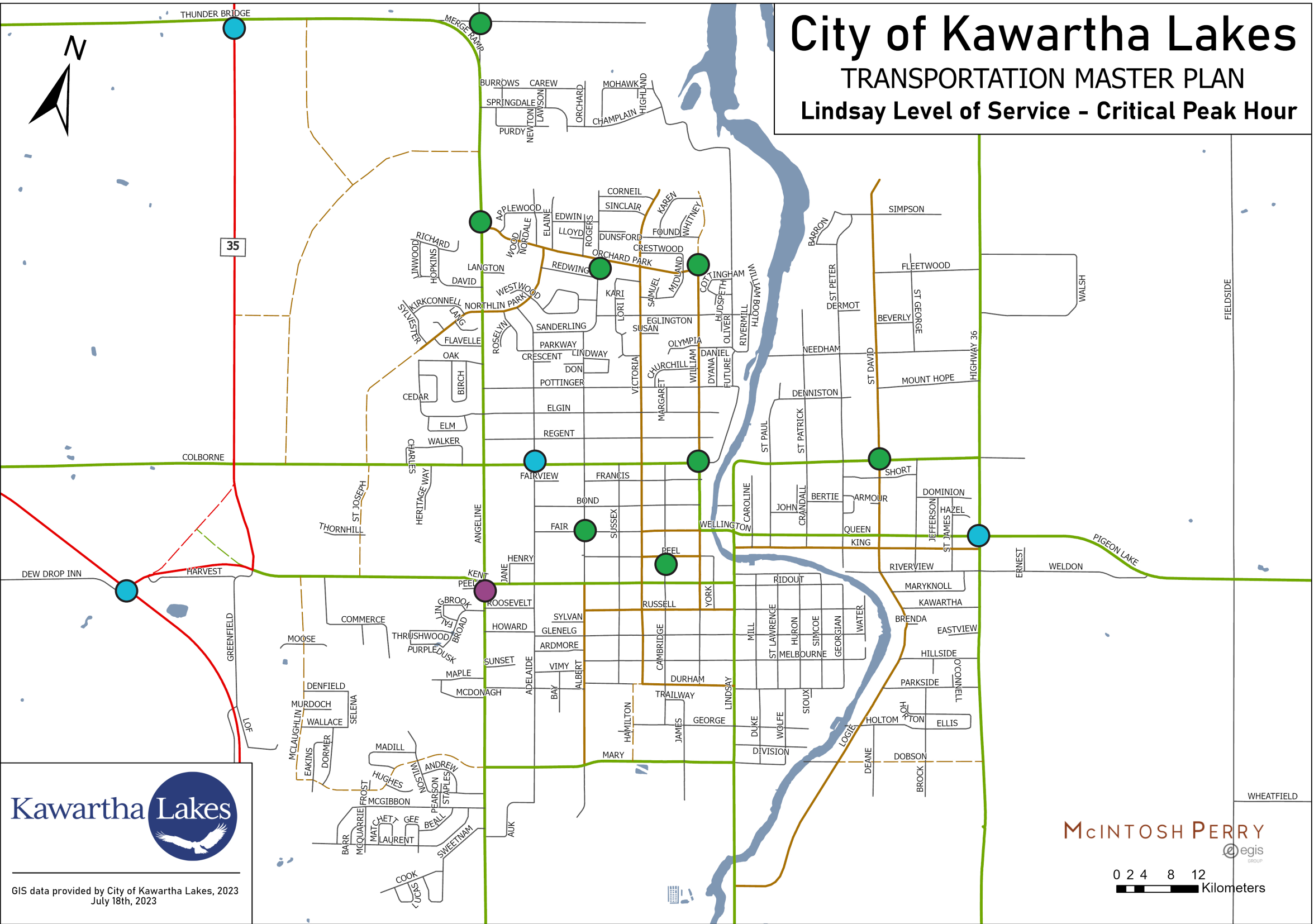


Alternative modes of transportation like cycling, walking, and transit have all seen limited increases in mode share over the past seven years.

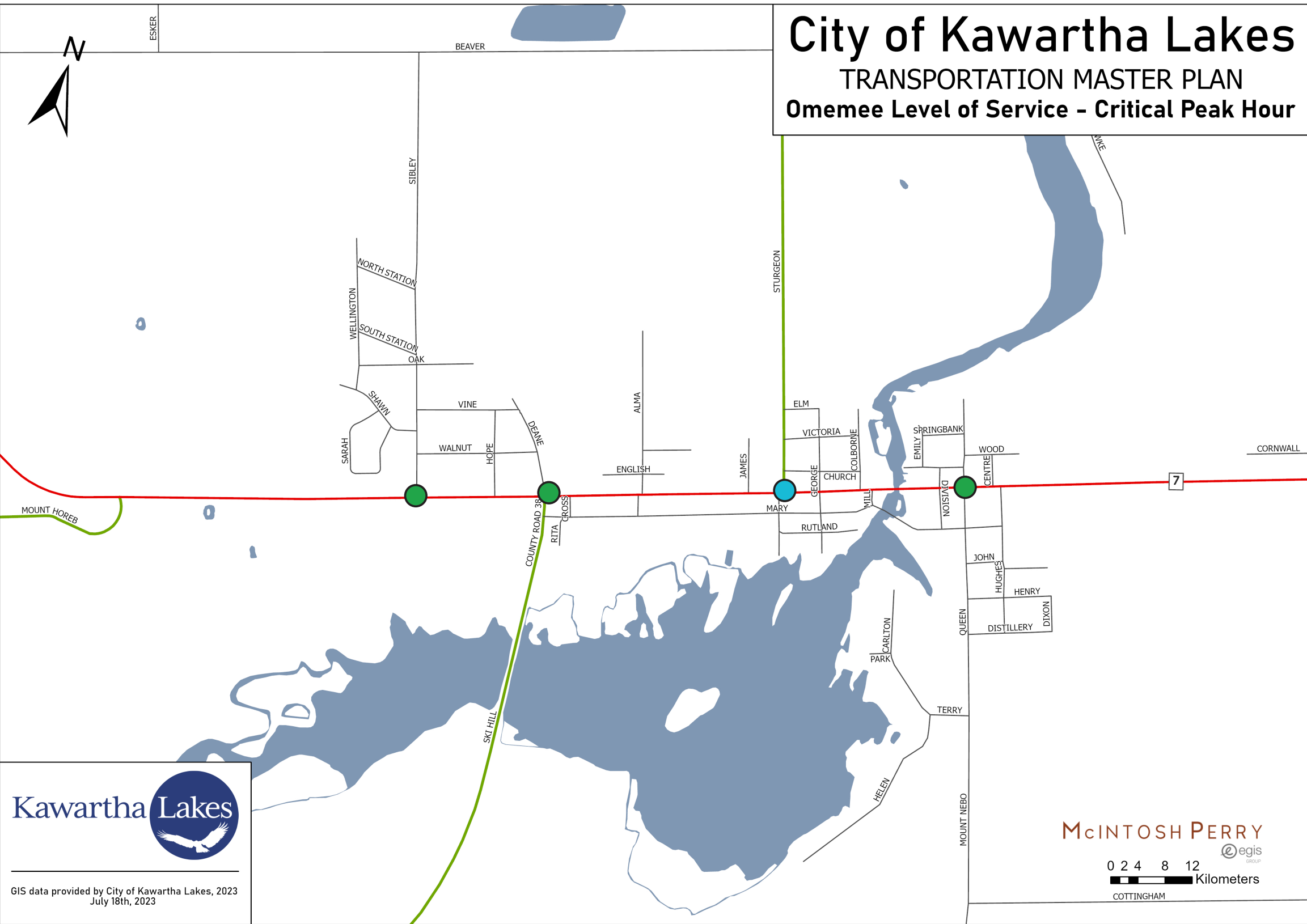


Existing Traffic Operations

Lindsay



Omeme

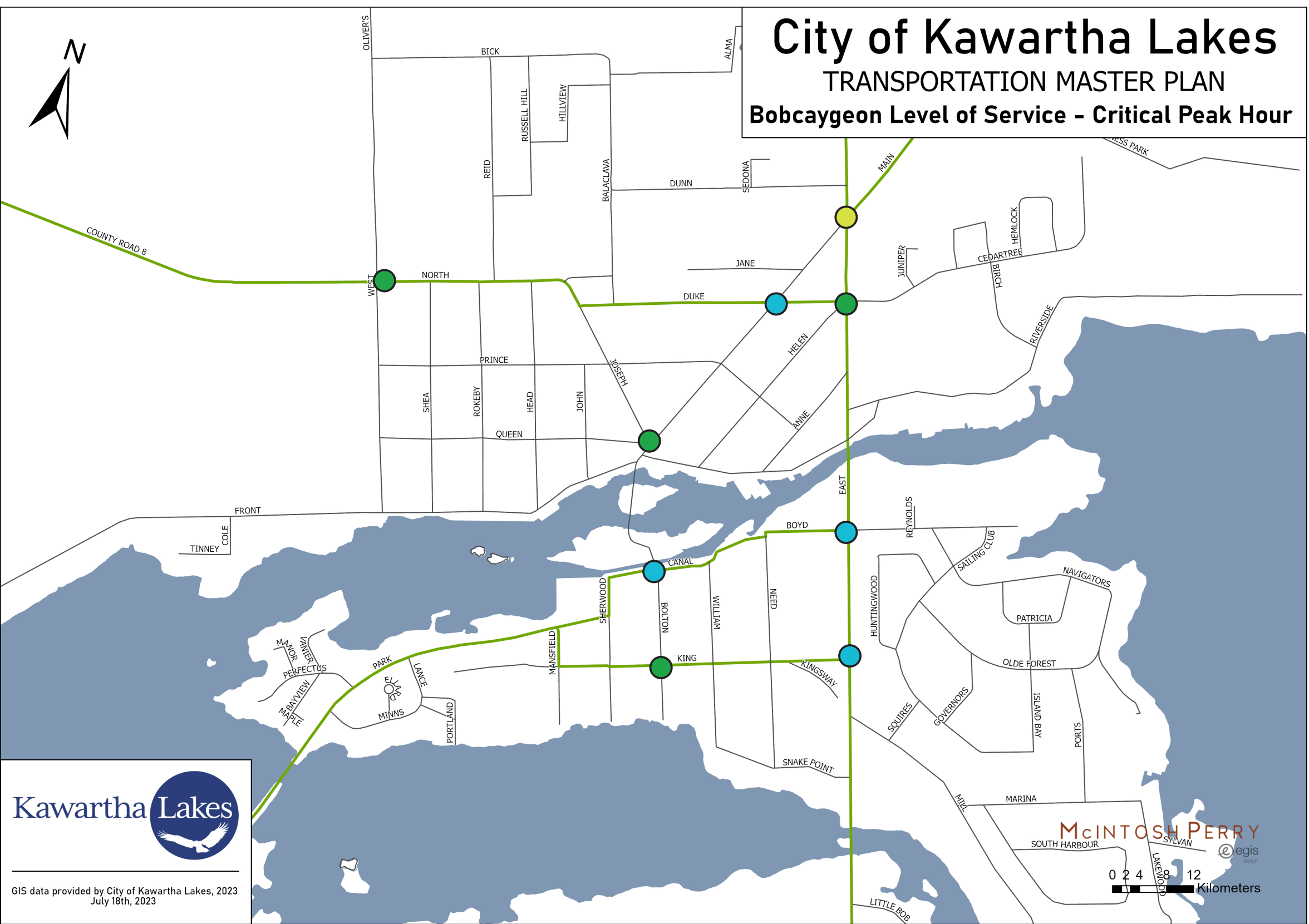


Intersection review was completed and analysis results showing Level of Service for key intersections are shown in the diagrams.

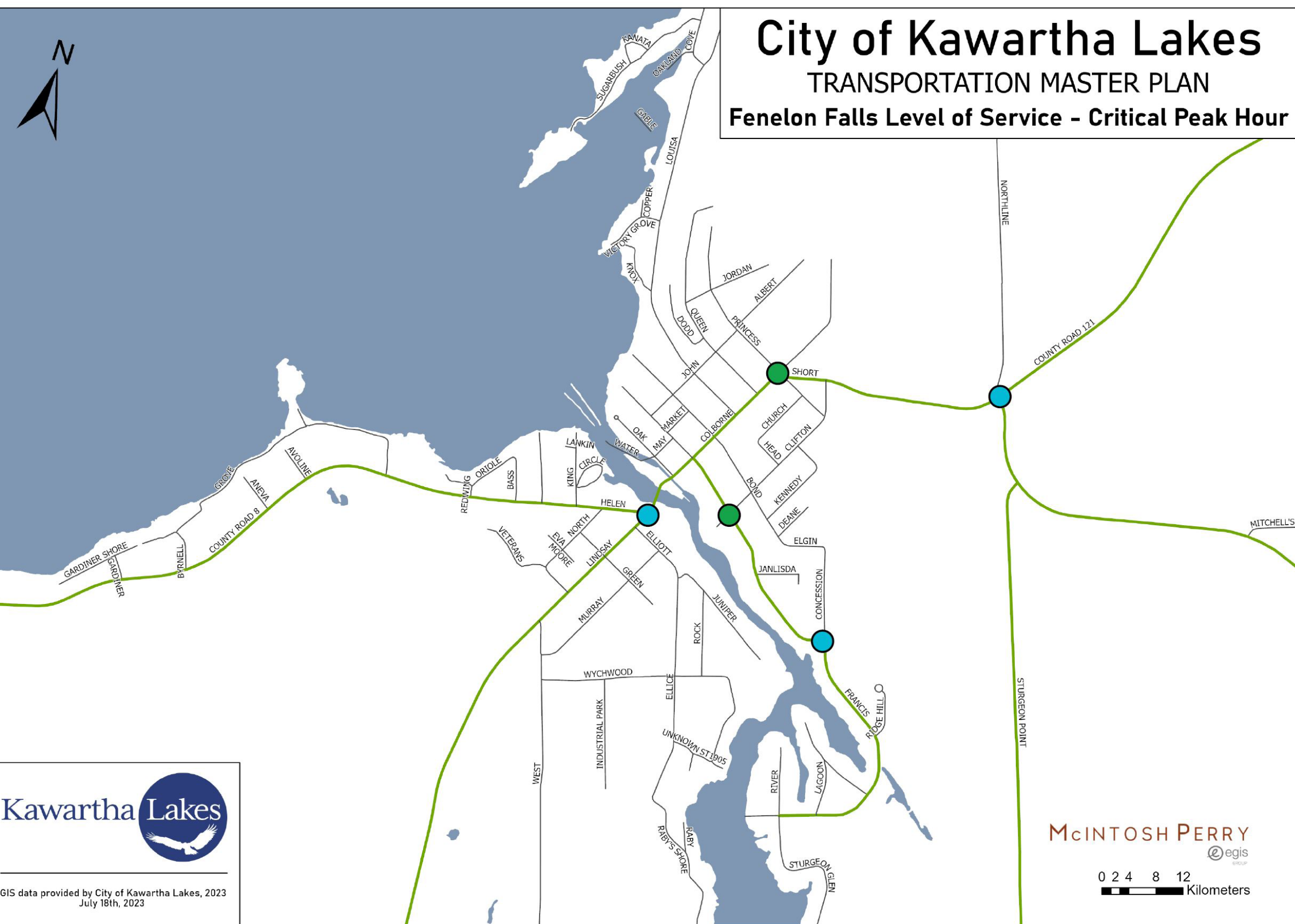
Legend



Bobcaygeon



Fenelon Falls



Level of Service	Intersection Operations	Degree of Delay
A	Free Flow	Negligible Delay
B	Stable Flow	Minimal Delay
C	Stable Flow	Moderate Delay
D	Less Stable Flow	Long Delay
E	Unstable Flow	Substation Delays can Occur
F	Unpredictable Flow / Wait Through Multiple Cycles	Excessive Delays can Occur

LOS	Signalized Intersection	Unsignalized Intersection
A	≤ 10 sec	≤ 10 Sec
B	10-20 sec	10-15 sec
C	20-35 sec	15-25 sec
D	35-55 sec	25-35 sec
E	55-80 sec	35-50 sec
F	> 80 sec	> 50 sec

Collision Analysis

A review of historical collision data was performed based on information provided by the City. The collision analysis covered the period from January 1, 2014, to December 31, 2022, including all corridors and intersections in the urban settlement areas within the City of Kawartha Lakes.

Top 10 Key Hotspots - Intersections

Sl.no	Intersection	Total No. of collisions
1	Kent Street & St. Joseph Road	127
2	Kent Street & Angeline Street	112
3	Kent Street & Commerce Road	36
4	Angeline Street & Colborne Street	34
5	Highway 35 & Highway 7	34
6	Kent Street & William Street	30
7	Lindsay Street & Russell Street	27
8	Victoria Avenue & Kent Street	26
9	Russell Street & William Street	24
10	Kent Street & Cambridge Street	23

Top 10 Key Hotspots - Road Segments

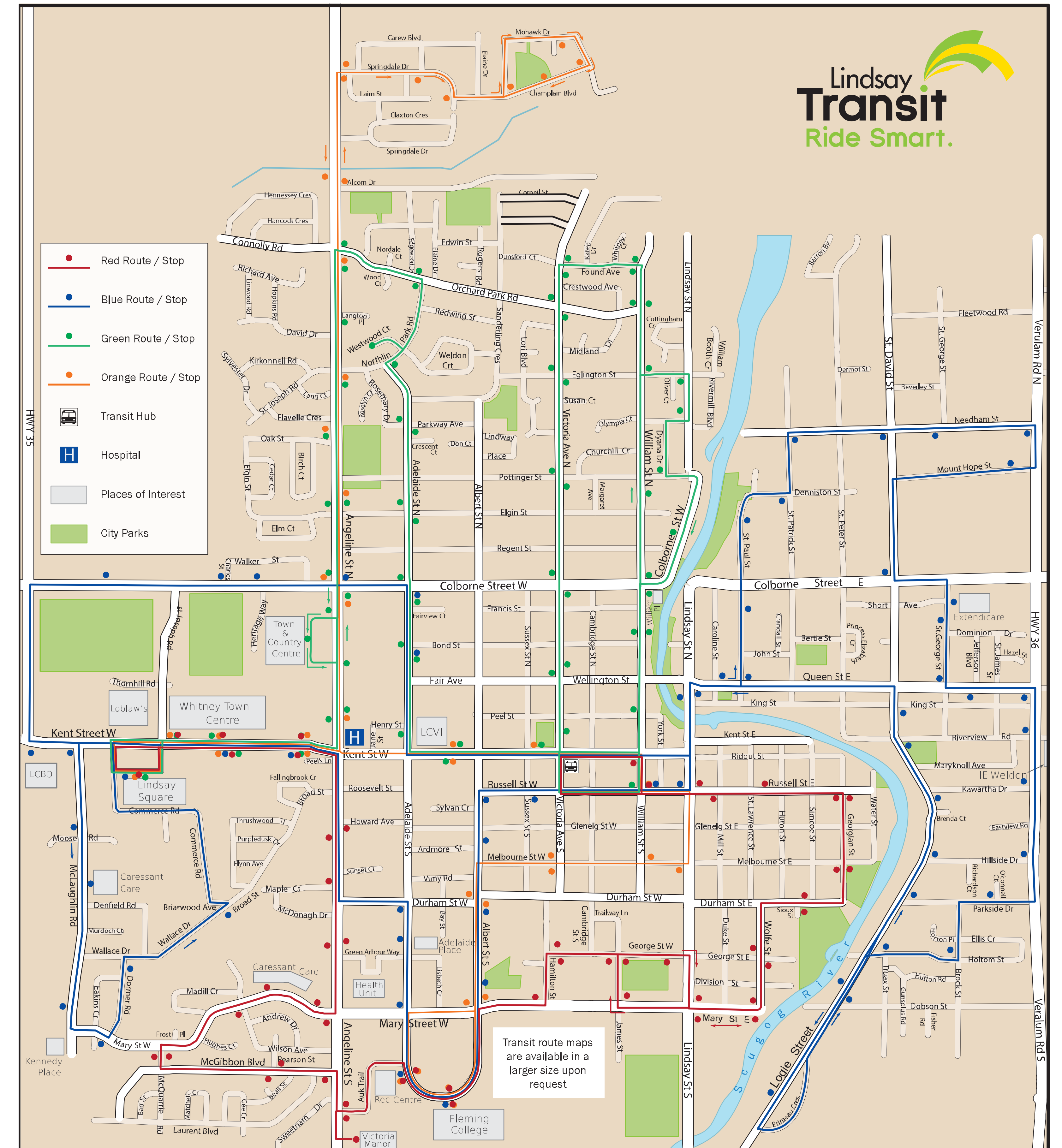
Sl. no	Road Name	Number of collisions
1	Kent Street	908
2	Highway 35	579
3	Highway 7	471
4	Lindsay Street	329
5	Angeline Street	224
6	County Road 121	176
7	County Road 36	164
8	Glenarm Road	155
9	Pigeon Lake Road	147
10	Little Britain Road	143

Lindsay Transit

A City-wide Transit Master Plan was completed for the next 10 years (2018-2027). Currently, Lindsay Transit is the only available transit service within Kawartha Lakes.

Lindsay Transit operates four transit routes (Red, Blue, Orange, and Green Routes). The Orange route is one of Lindsay's fourth newest route. The Orange Route brings Lindsay Transit to the Springdale Gardens area and offers a direct route from the Transit Hub to Lindsay Square Mall. Service on the new route began on February 23, 2023. Currently, no service is available on statutory holidays and all routes operate Monday to Saturday from 7am to 7pm, and Sunday from 9am to 4pm.

Lindsay Transit also operates a Specialized Transit system called LIMO that provides accessible door to door transportation within Lindsay.



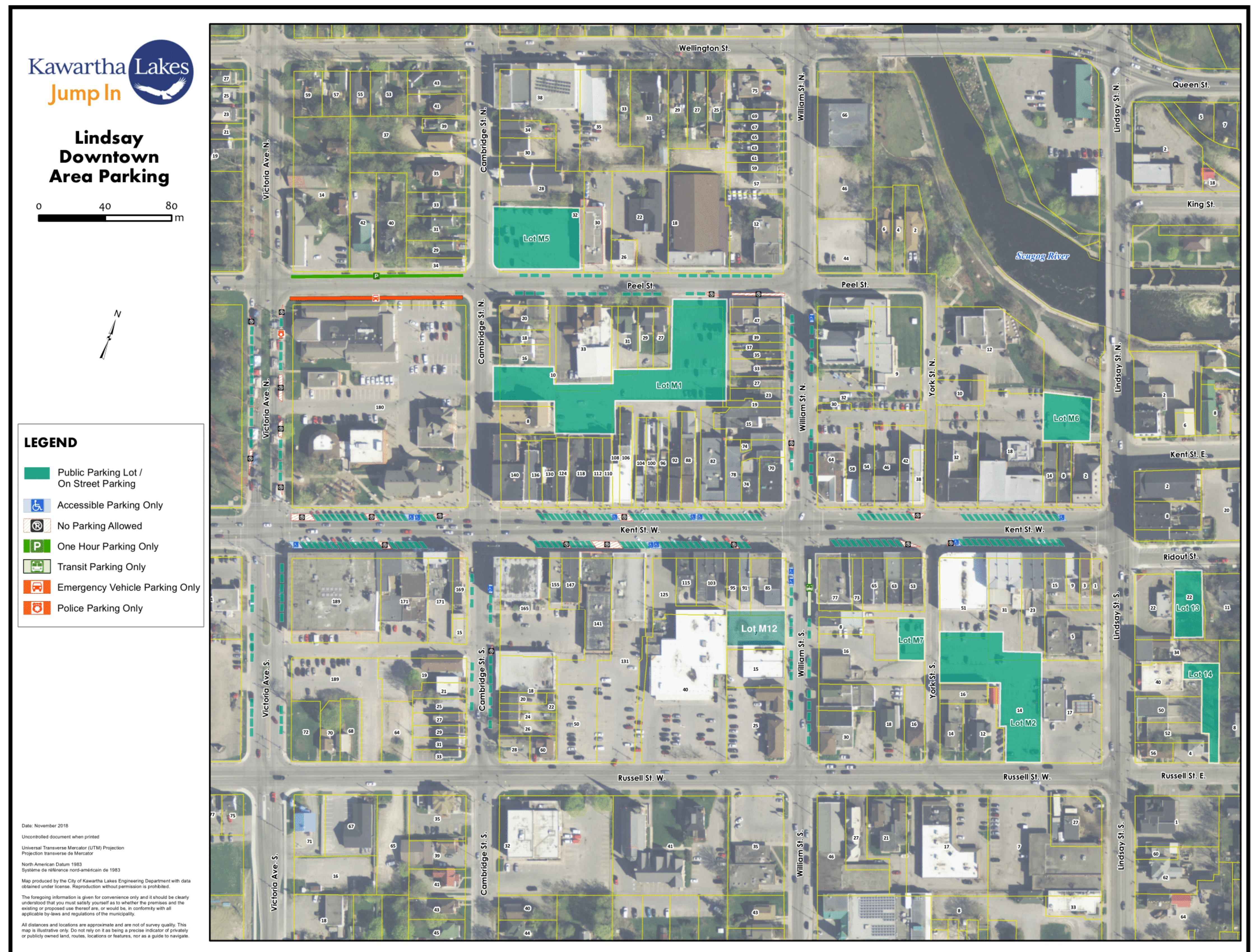
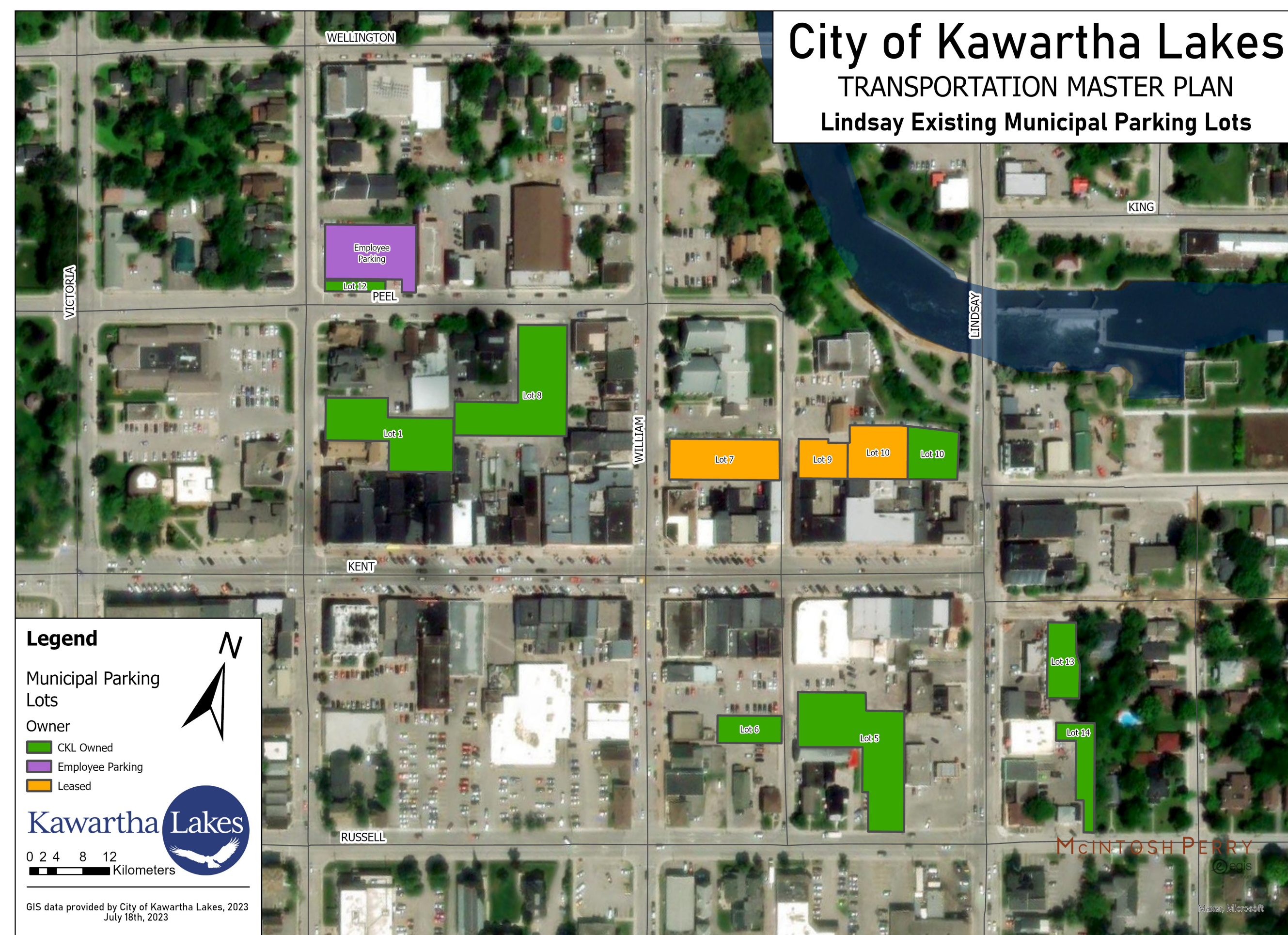
Existing Parking Conditions

A City-wide parking strategy was completed to examine current and future parking requirements in the downtown areas of Lindsay, Fenelon Falls and Bobcaygeon. The study identified solutions to optimize parking in the defined areas. This will help inform the development of the Transportation Master Plan update.

Lindsay Parking

The existing parking in Lindsay are shown in the following figures.

According to the City of Kawartha Lakes Downtown Parking Strategy, there are no shortages of parking,



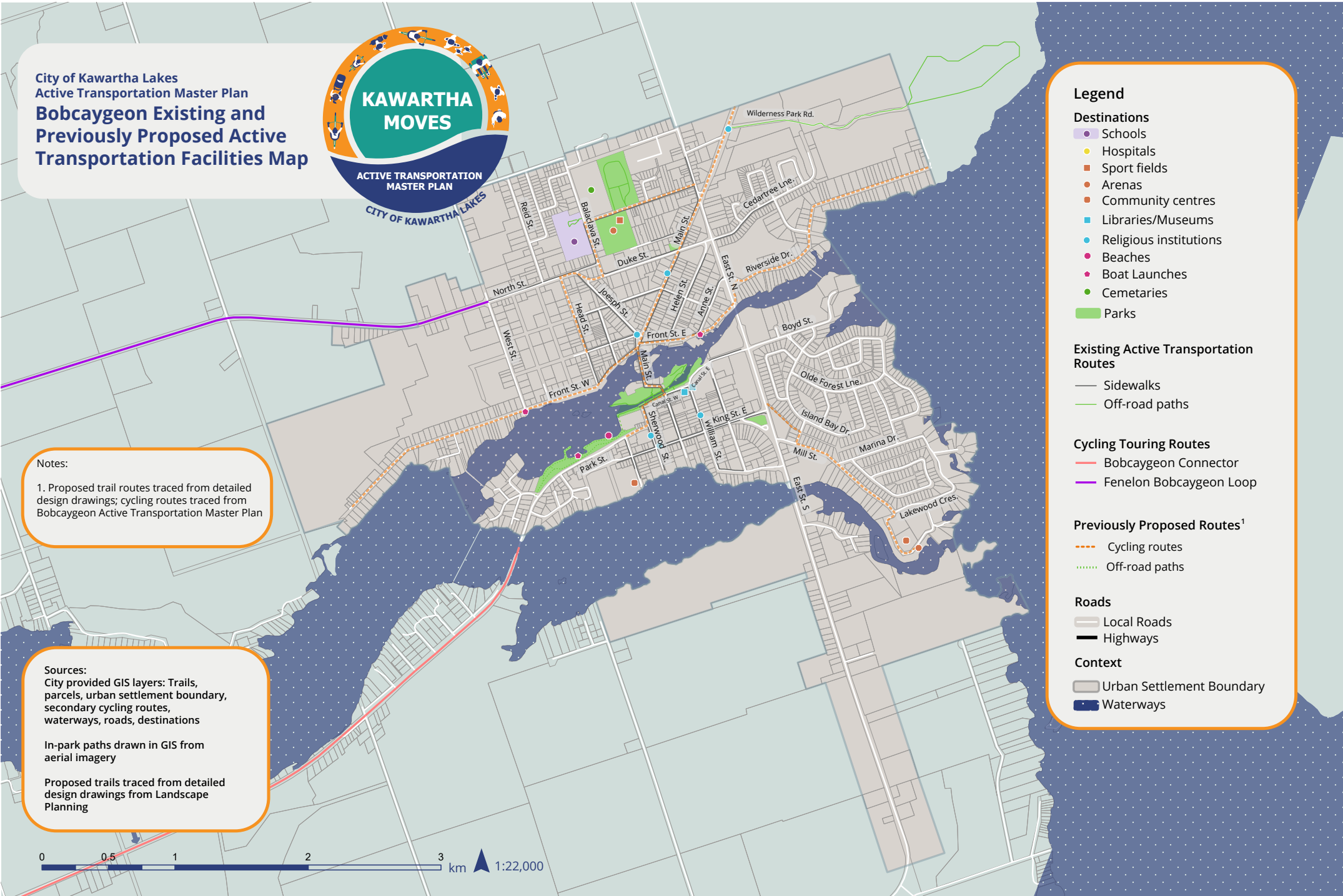
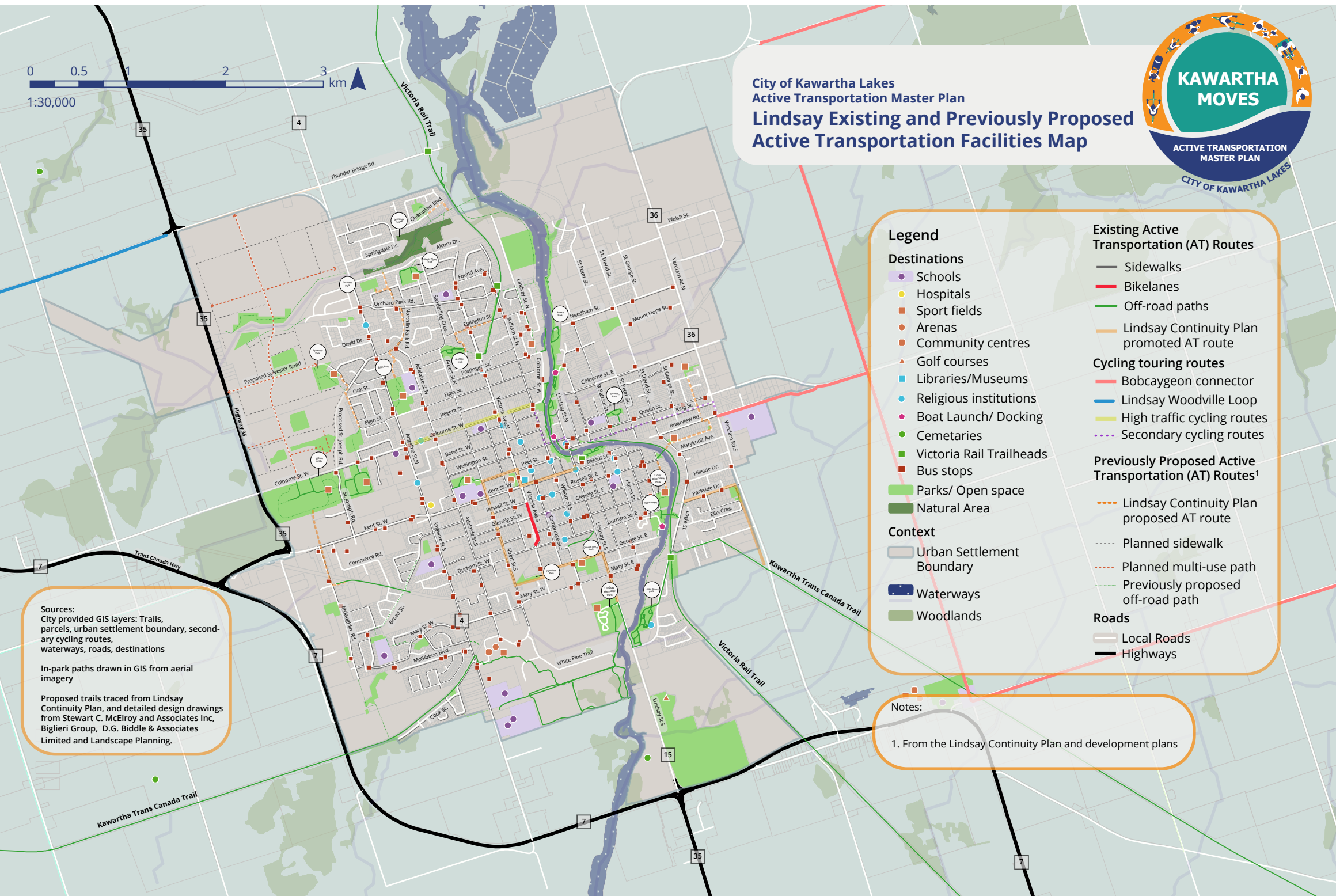
Learn more by visiting the following websites for more details:

<https://www.kawarthalakes.ca/en/municipal-services/major-projects.aspx>

Downtown Parking Strategy JumpIn Link: <https://www.kawarthalakes.ca/en/municipal-services/downtown-parking-strategy.aspx>

Cycling and Trails

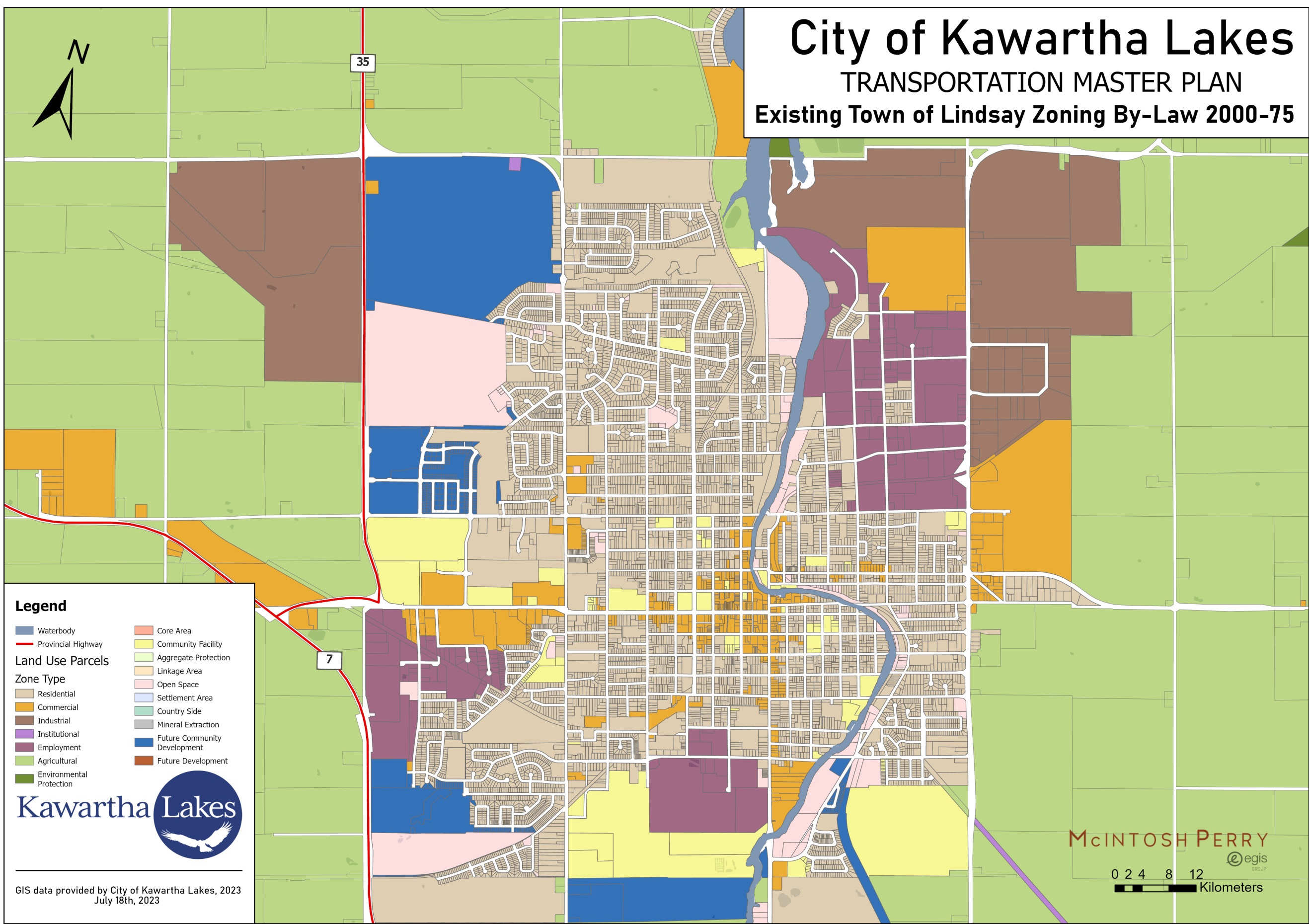
The following figures show existing trails in Kawartha Lakes and Active Transortation infrastructure in the urban settlement areas of Bobcaygeon, Fenelon Falls, and Lindsay.



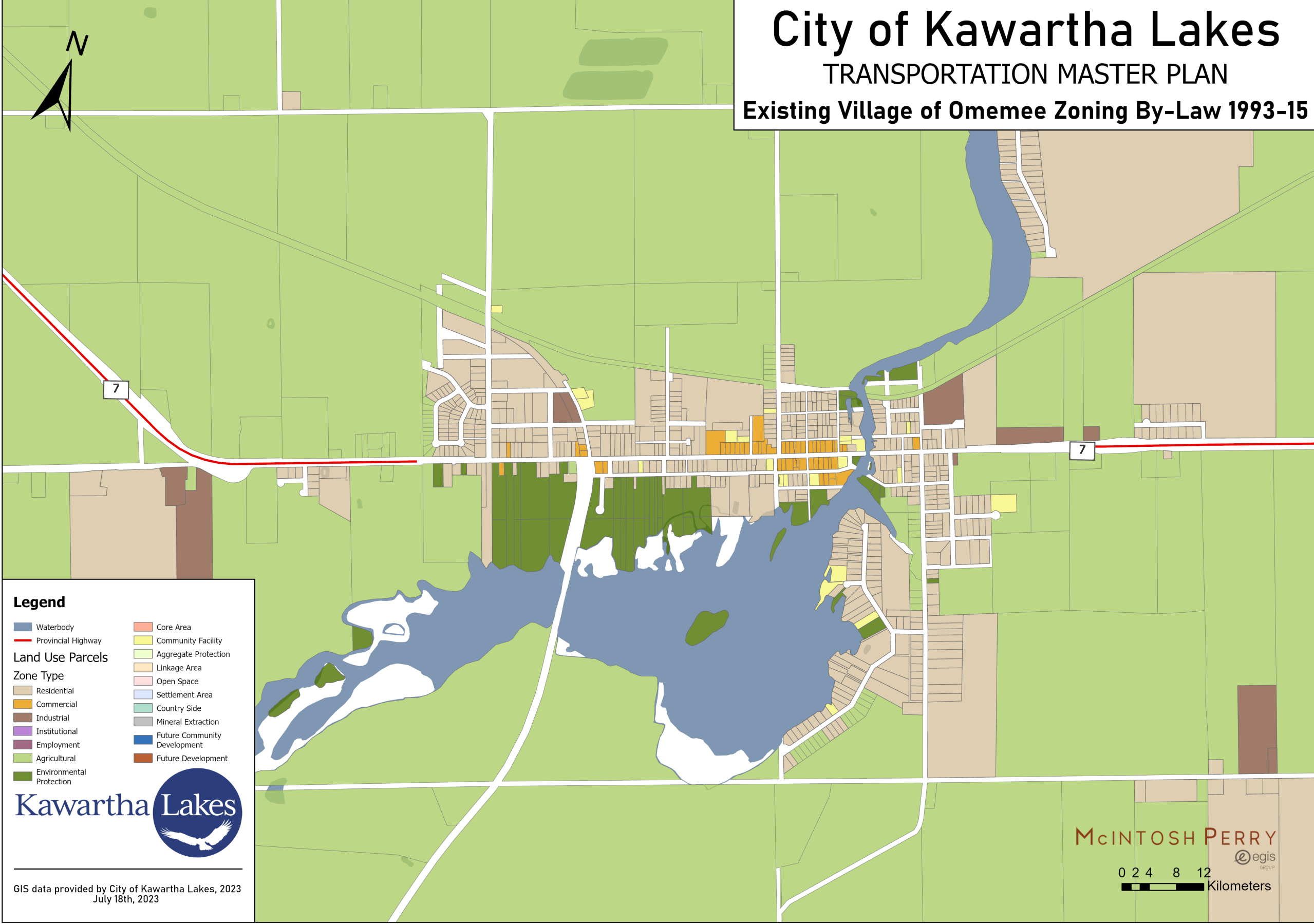
There are more than **600 km** of trails spread across Kawartha Lakes. The Ganaraska Trail, Kawartha Trans Canada Trail and Victoria Rail Trail Corridor have several access points in different areas of Kawartha Lakes.

Existing Zoning

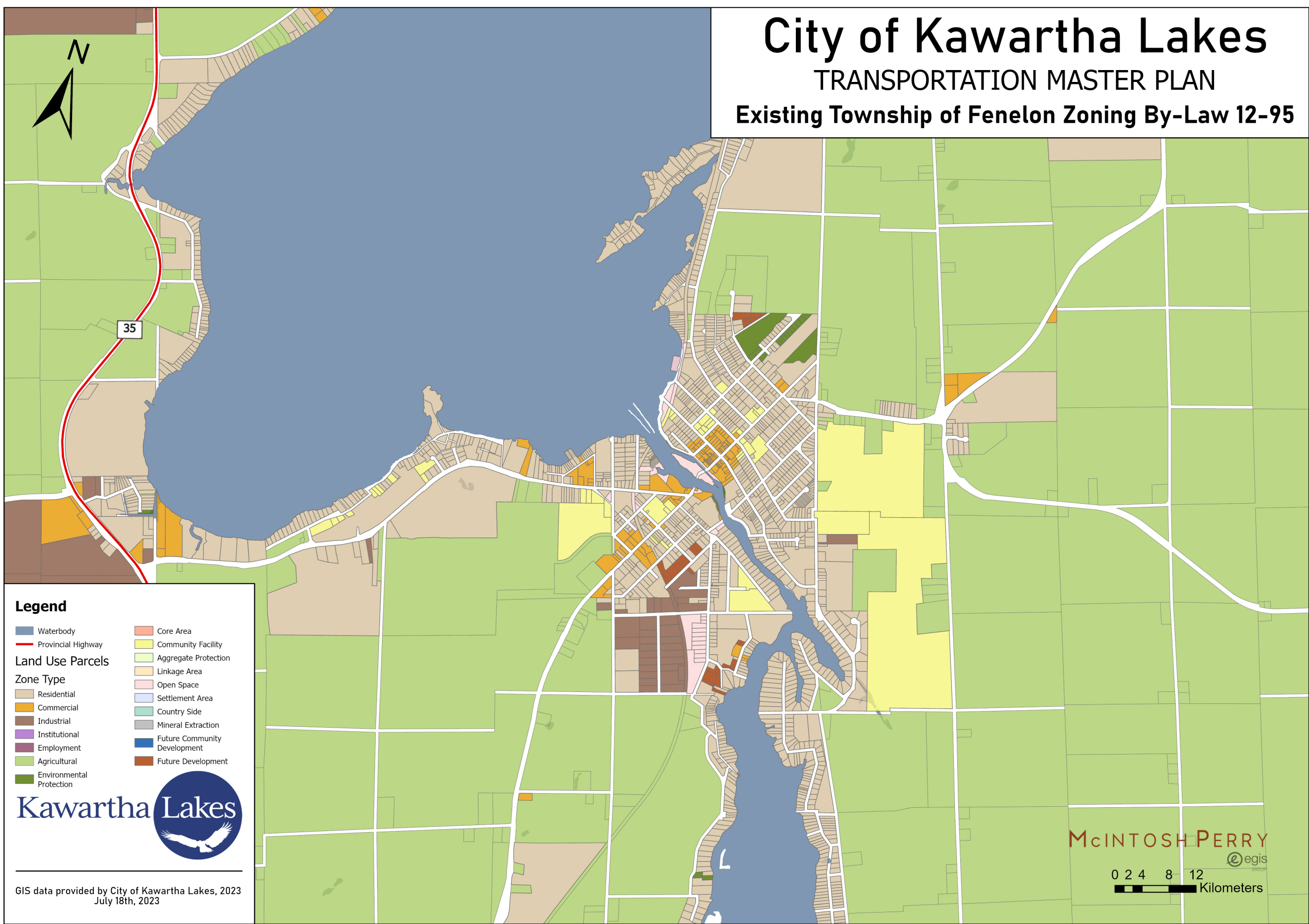
Lindsay



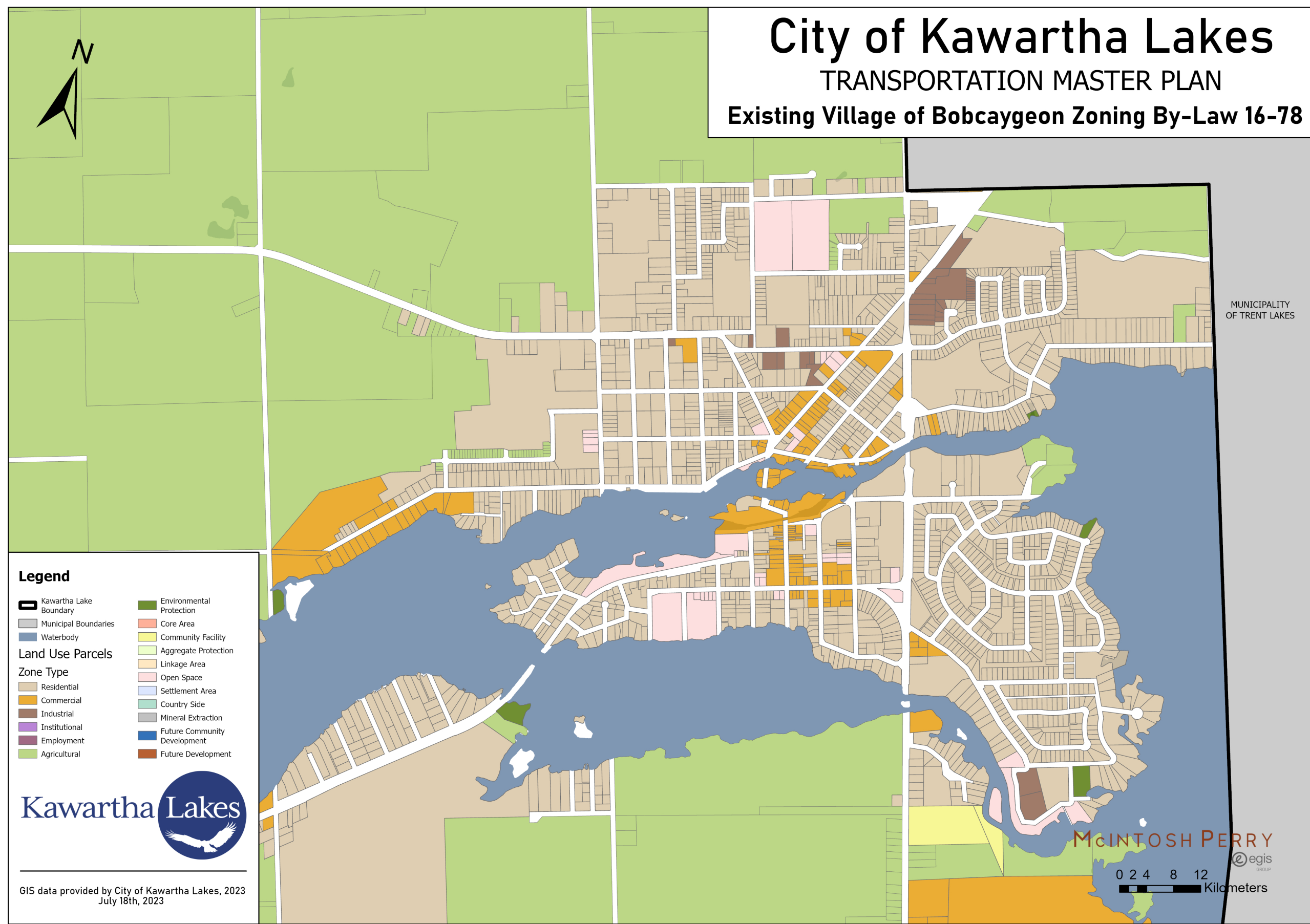
Omeme



Fenelon Falls



Bobcaygeon



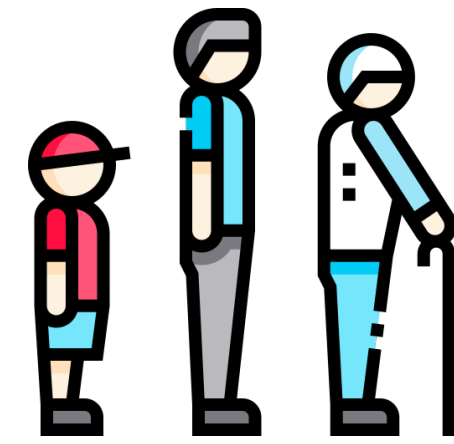
Online Survey Overview



Conducted from September 22nd to October 31st, 2023



644 people visited project website and 258 respondents completed the survey

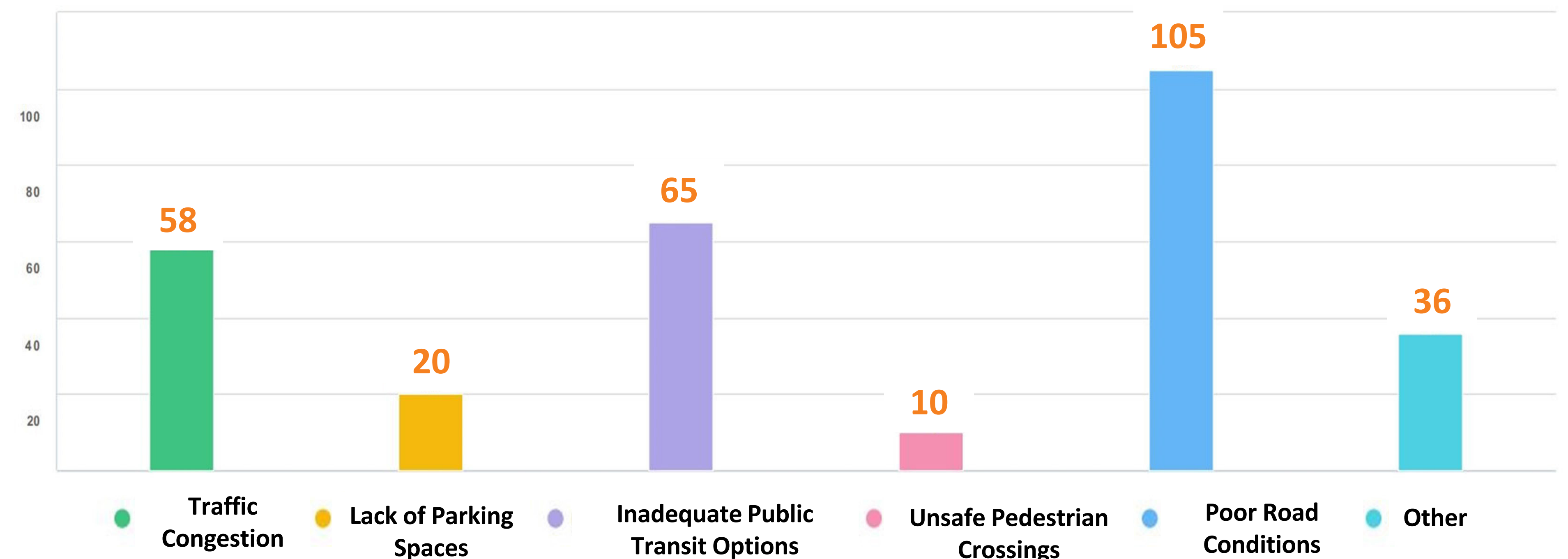


Wide range of age groups between 18 and 65+ participated in survey

Main Issues Identified by Respondents

1. Traffic Congestion (Downtown Fenelon Falls, Downtown Lindsay, Kent Street & Angeline Street)
2. Inadequate Public Transit Options
3. Poor Road Conditions
4. Local Operations/Roadway Capacity (Traffic Signals, Widenings, etc.)

Which transportation related issue has the most Significant Impact in your community?



Following this round of consultation we will:

1. Review your feedback to better understand your needs and priorities
2. Outline the transportation needs, issues and opportunities, and building on your input
3. Develop supporting policies and strategies
4. Present recommendations at the second round of public consultation

Please see below link to the project website for the Transportation Master Plan study:

- Project Website: <https://jumpinkawarthalakes.ca/transportation-master-plan>



Contact Us

For further information, please contact the study team:

Mehemed Delibasic, P.Eng.
Consultant Project Manager
McIntosh Perry Consulting Engineers
Phone: 647-463-7993
m.delibasic@mcintoshperry.com

Micheal Farquhar
Project Manager
City of Kawartha Lakes
Phone: 705-324-9411x1156
mfarquhar@kawarthalakes.ca

Joseph Kelly, CET
Traffic Lead
City of Kawartha Lakes
Phone: 705-324-9411x1168
jkelly@kawarthalakes.ca

Thank you for attending the first PIC!