

Welcome to Public Information Centre No. 1

Welcome to Public Information Centre No. 1 for the Ward Street Class Environmental Assessment (EA)

**Tuesday February 20, 2024
5:30 pm to 7:30 pm
Bridgenorth Community Hall**

**Please come in and
remember to:**

- ◆ **Sign in at the door**
- ◆ **Review the information at your
leisure**
- ◆ **Talk to the project team members if
you have questions**
- ◆ **Complete a comment sheet**

Welcome

Thank you for attending the first of two planned Public Information Centres that will take place in the first half of 2024. We look forward to your feedback on the project.

The purpose of tonight is to:

- ◆ **Introduce the Ward Street project to the public**
- ◆ **Present the project objectives**
- ◆ **Identify issues and opportunities**
- ◆ **Collect feedback on the preliminary alternatives under consideration**

Please take your time to review the displays. Members of the Project Team including County of Peterborough, Township of Selwyn and Engage Engineering staff are on hand to answer your questions.

What is a Class Environmental Assessment?

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In Ontario, Class Environmental Assessments (Class EAs) serve as a standardized framework for evaluating and planning a broad range of municipal infrastructure projects. Divided into different classes based on project complexity and potential environmental impacts, Class EAs streamline the assessment process by providing predefined procedures and requirements.

The goal is to ensure that proposed projects, such as municipal infrastructure improvements or expansions, are thoroughly assessed for environmental, social, and economic considerations. Class EAs involve stages such as problem definition, alternative assessment, public consultation, and approval. Each class is tailored to specific project types, with the process designed to balance the growing infrastructure needs with environmental protection and community interests.



Which Schedule of Class Environmental Assessment is Ward Street?

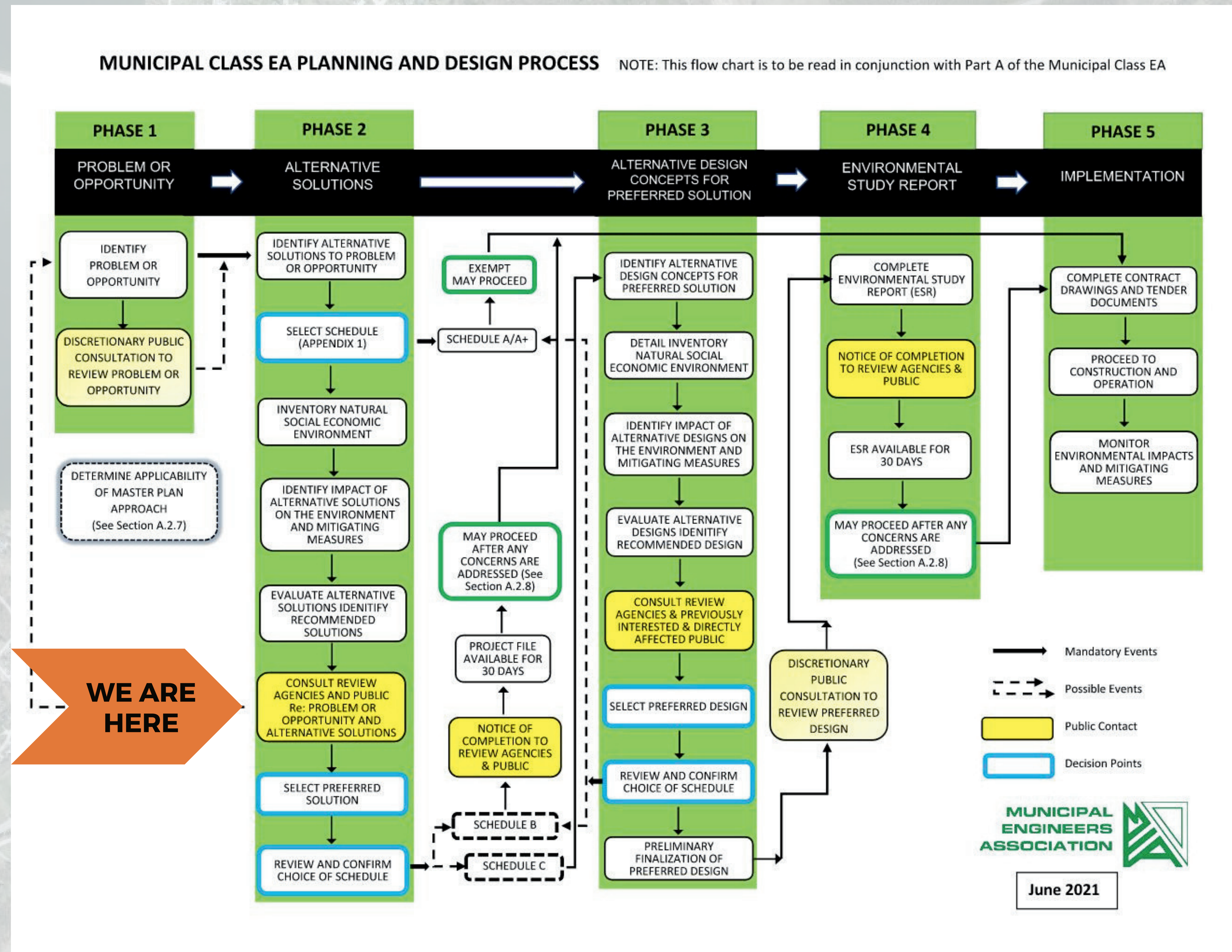
There are a total of four classes within the 2023 Class Environmental Assessment framework. Ward Street is considered a **Schedule C Class Environmental Assessment** given the potential for a major expansion to an existing facility.

Class Environmental Assessment Process

The Ward Street project is following the Municipal Class Environmental Assessment (Class EA) Process as a Schedule C Project.

Schedule C projects must complete all five (5) phases of the Class EA process as outlined in the flow chart. The project is currently in Phase 2 of the Class EA process.

Once all phases are completed the study will result in a final Environmental Study Report (ESR) which will include a recommended solution.

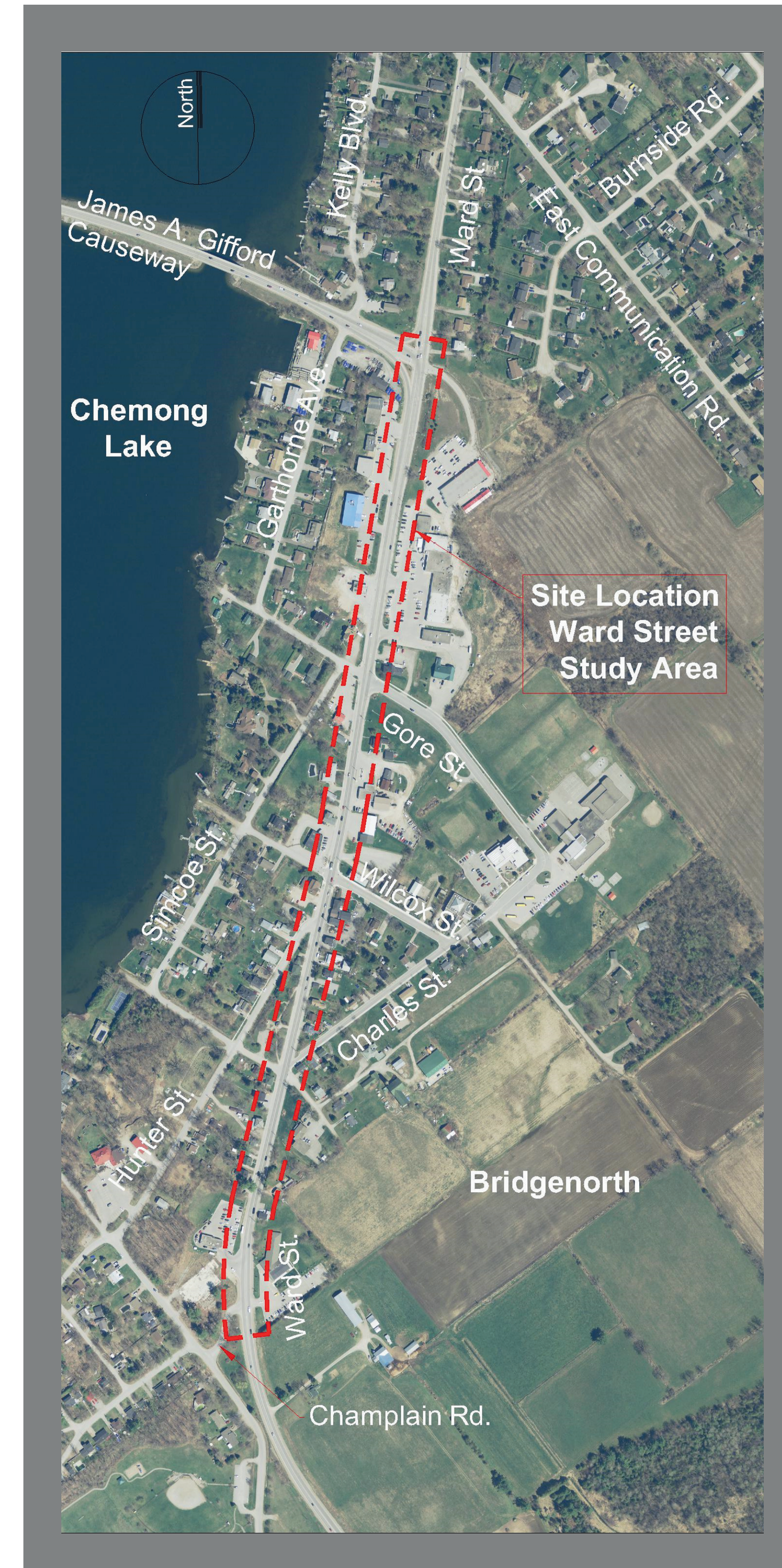


Study Background

- Ward serves as the 'main street' in the settlement area of Bridgenorth, providing access to both homes and businesses
- Ward Street also serves as a major arterial link in the County road network, providing connectivity from the City of Peterborough to northern portions of the County such as Bridgenorth, Ennismore and Selwyn
- Historic traffic volumes increased steadily on Ward Street peaking in 2017. Since 2017, traffic volumes have decreased
- Over the period of 2041 (horizon year of this study) it is expected that the Ward Street corridor will have capacity for through traffic, but local turning movements at certain intersections and entrances will experience delays
- Competing with the need for enhanced traffic capacity and circulation in the corridor are the needs of local residents and businesses for improved pedestrian connectivity and safety
- The Township of Selwyn completed a Community Improvement Plan (CIP) in 2012 which identified streetscape improvements for Bridgenorth that also need to be considered
- A Technical Advisory Committee was assembled to advance the Class Environmental Assessment. The committee includes members from the County of Peterborough, Township of Selwyn and Consultant team

Project Background and Limits

The Ward Street Schedule C Class EA project includes the section of the Ward Street corridor from Champlain Road to the James A. Gifford Causeway intersection. The project encompasses the majority of downtown Bridgenorth. The project limits can be seen on the adjacent map.



Project Background and Limits

The Ward Street Class EA was initiated in January 2023. The study timeline is outlined below:



The following milestones have been completed to date:

- ◆ Study Design
- ◆ Background Traffic Analysis
- ◆ Environmental Inventories
- ◆ Identification of Alternative Solutions



Study Objectives

The County and Township have identified the following objectives for this study:

- **Provide enhanced traffic capacity to improve levels of service in the short (2031) to medium term (2041) horizons**
- **Optimize traffic circulation and access to side streets and commercial properties to improve levels of service**
- **Provide improved active transportation facilities for both pedestrians and cyclists on both sides of Ward Street for the full length of the corridor**
- **Provide space within the corridor for implementation of items outlined in the Selwyn Community Improvement Plan for streetscaping and built form**



Existing Conditions - Ward Street Constraints

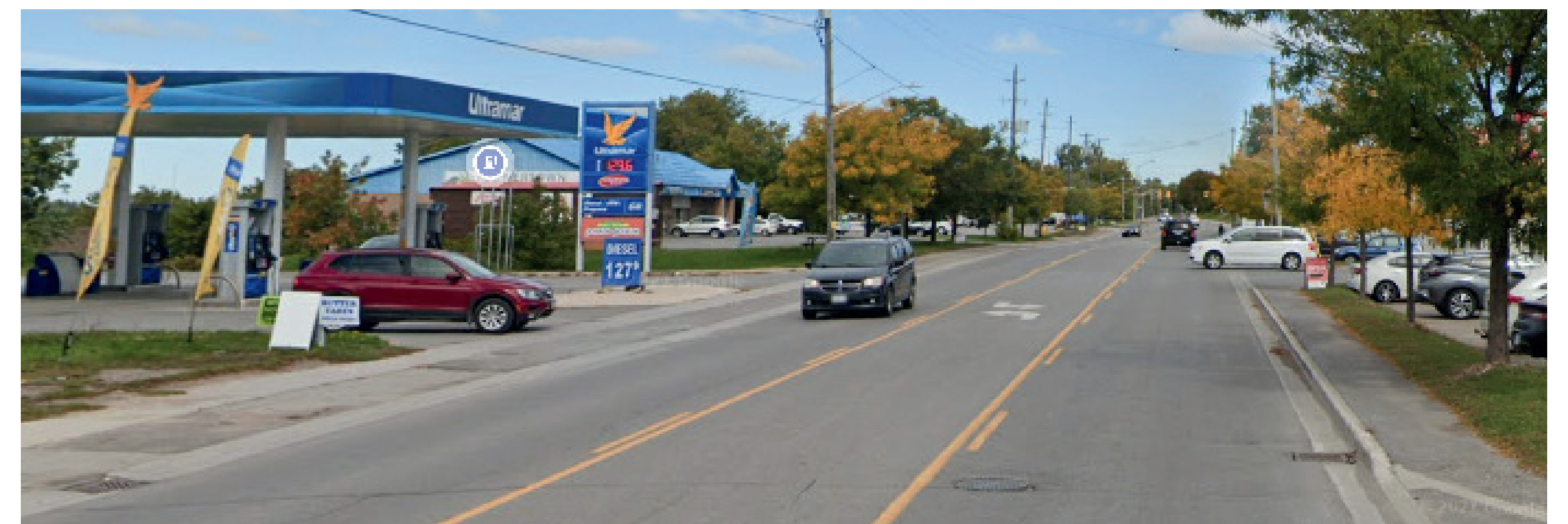
Pedestrian Environment

- Ward Street currently has inconsistent pedestrian facilities with a mixture of sidewalk and paved boulevard.
- The corridor is not pedestrian friendly with limited buffer between travel lanes of the road and pedestrian facilities. The concrete sidewalk is inconsistent and the paved boulevard is used for both parking and walking.
- Pedestrian facilities do not clearly identify crossings at roadways and commercial entrances



Main Street Function

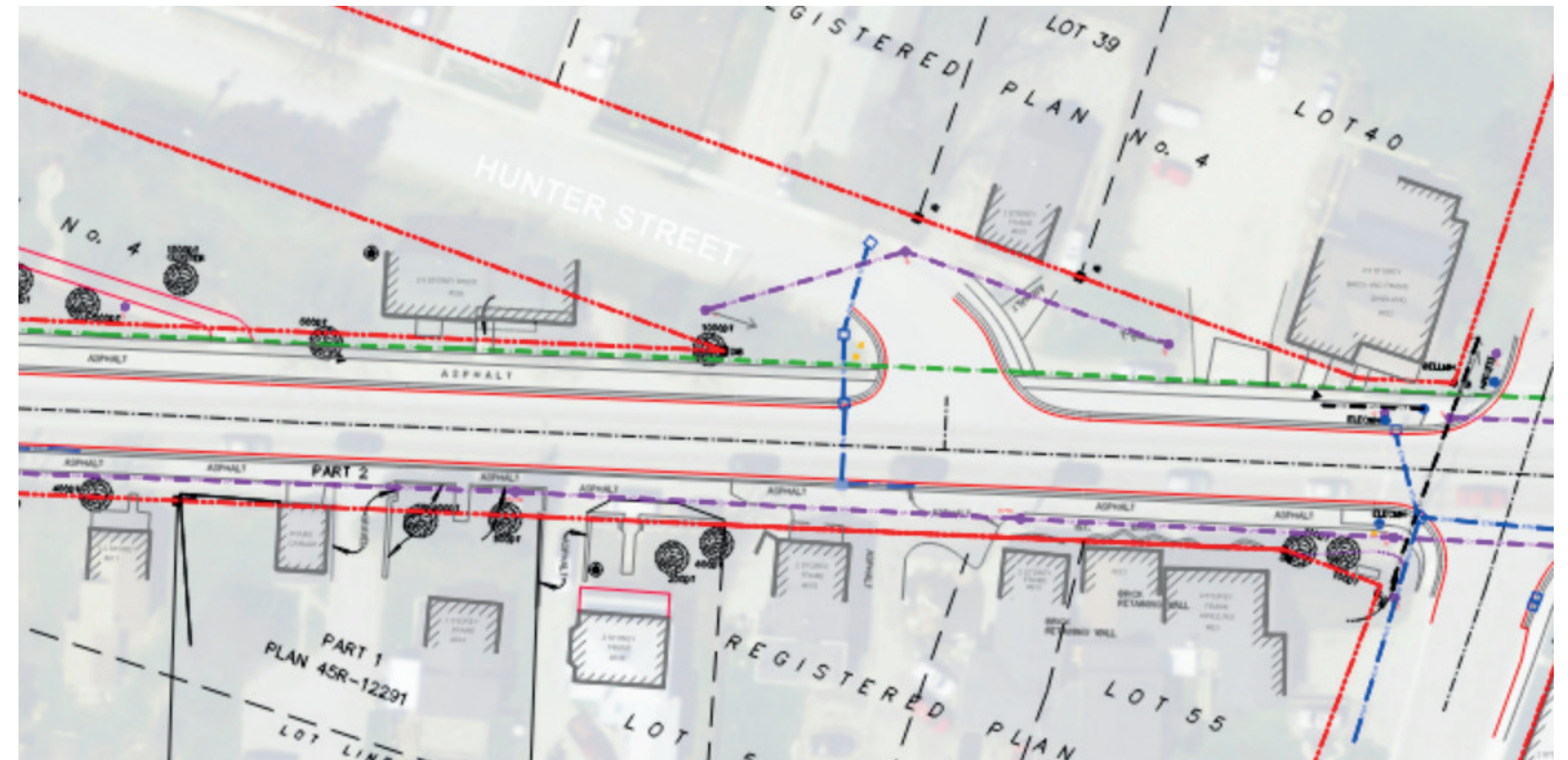
- In addition to its arterial road status as a County Road, Ward Street also functions as the 'Main Street' in Bridgenorth providing access to commercial and residential properties



Existing Conditions - Ward Street Constraints

Ward Street Right-of-Way (ROW) Conditions

- The Ward Street ROW has a narrow width of 18.5m in some locations
- Several property features, such as fencing and gardens are located within the Ward Street right-of-way, may need to be shifted to accommodate new roadway features
- The existing road surface and associated infrastructure is reaching the end of its useful life with the last reconstruction taking place in 1979



Utilities

- The corridor has overhead and underground utilities that must be accommodated with any proposed changes
- Overhead hydro will need to be relocated underground to meet current hydro safety requirements



Existing Environmental Conditions

Proximity to Chemong Lake

- Ward Street storm sewers outlet to Chemong Lake through ditching on various sidestreets
- Changes to the Ward Street corridor could change both quantity and quality of runoff



Ecology

- There are no 'at risk' populations of vegetation within the corridor that require protection
- Widening Ward Street or adding additional pedestrian facilities will result in the removal of trees and vegetation
- Streetscape improvements will provide additional areas for greenspace and plantings
- No species at risk are present in the corridor



Opportunities

Traffic Capacity and Access

- Opportunity to enhance traffic capacity to reduce delays
- Opportunity to improve level of service and access to/from side streets and commercial properties

Selwyn Community Improvement Plan (CIP)

- The Selwyn CIP suggests improvements to enhance the streetscape and built form of the Ward Street corridor
- Opportunity to implement the CIP and include sidewalks on both sides of Ward Street with landscaped boulevards
- CIP elements will compete with any road widenings for space within the corridor

Pedestrian and Active Transportation

- Opportunity to provide enhanced pedestrian facilities through the corridor on both sides of Ward Street
- Opportunity to include recommendations of the County Active Transportation Master Plan (ATMP)



Existing Traffic Conditions

Traffic Volumes and Capacity

- Traffic volume on Ward Street has decreased since the Ward Street Environmental Assessment was last updated in 2017, 2023 traffic data shows additional capacity available for the two-lane road

Traffic Operations

- Turning movements to/from side streets and commercial entrances are experiencing delays during peak periods

On-Street Parking

- Paved boulevards throughout the village provide extensive opportunities for on-street parking. However, observations during the study indicate this parking is seldom used as there is ample parking in commercial properties



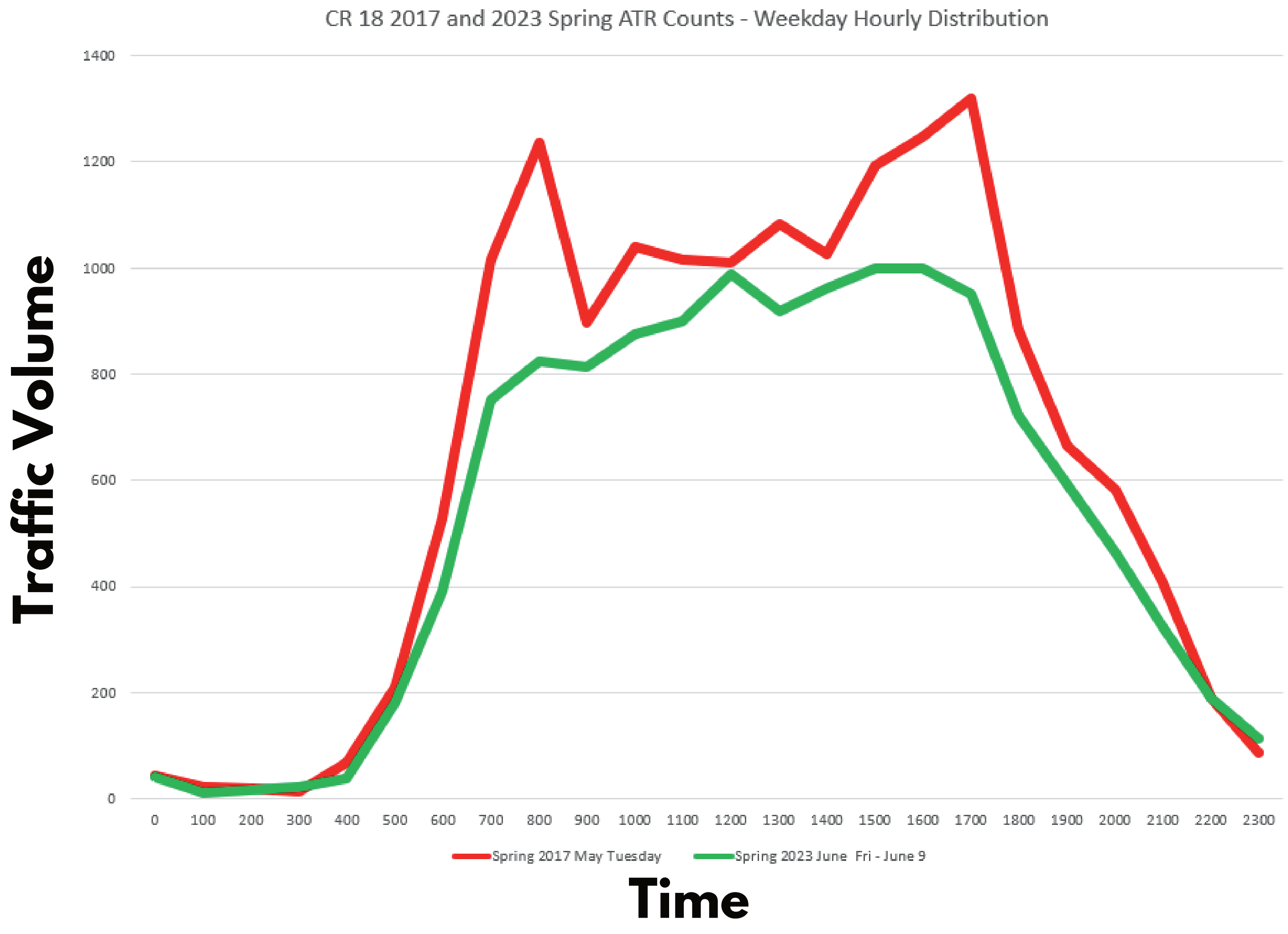
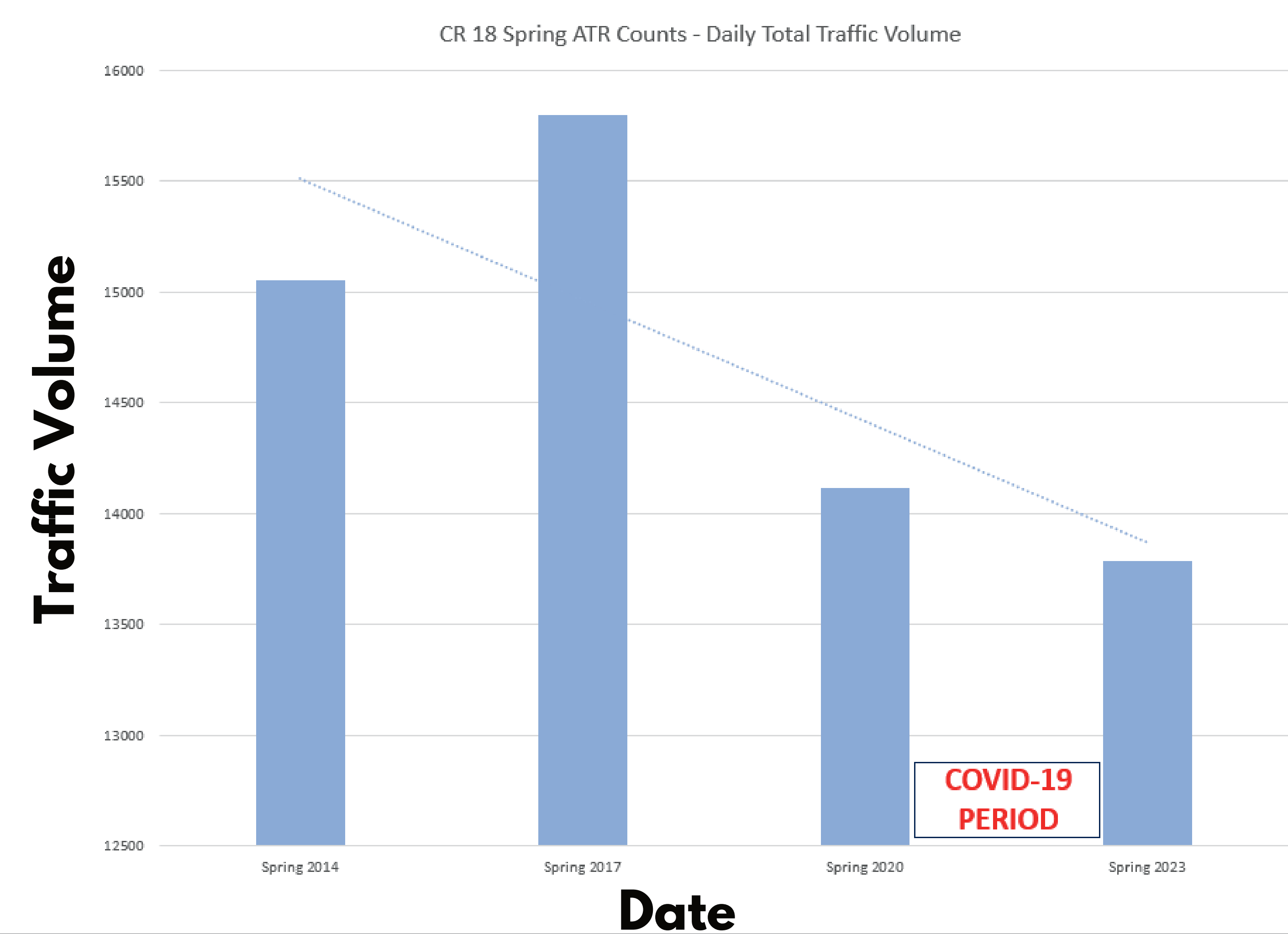
Historical Traffic Data

The study team reviewed traffic data for the Ward Street corridor dating back to 2003.

The historical traffic data shows traffic volumes increasing with a peak in 2017. After 2017 collected traffic data shows a drop in volumes of approximately 13%.

The bar graph identifies historical Automatic Traffic Recorder (ATR) traffic data from 2014 to 2023 with a clear peak in 2017.

The line graph identifies hourly totals. The 2014 and 2017 data shows specific peaks in the AM & PM trips. Data from 2020 onwards shows more consistent hourly traffic with the AM & PM peaks less pronounced.



Traffic Analysis

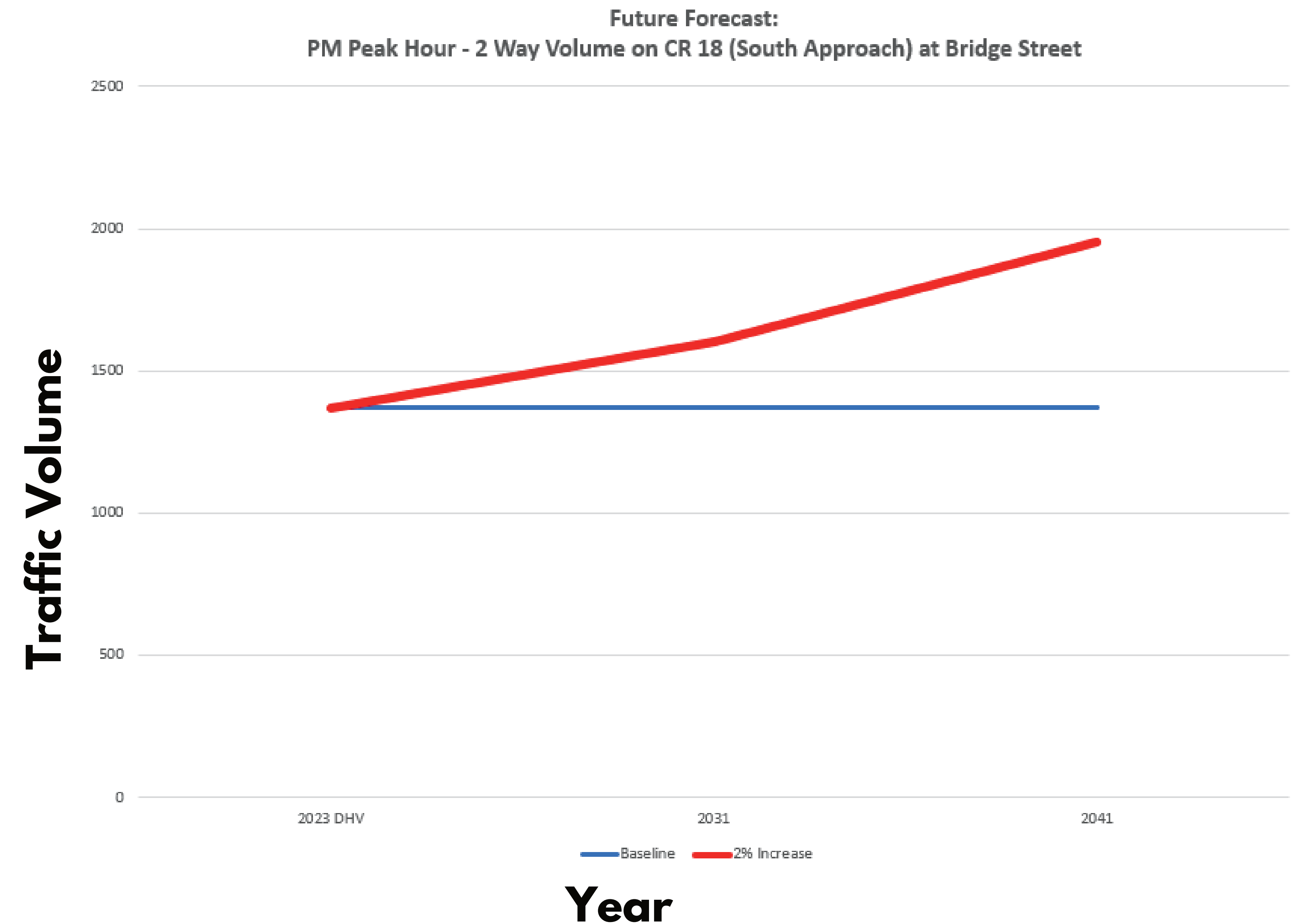
Improving levels of service and enhancing corridor capacity are two of the primary objectives for this study. A thorough traffic forecasting and analysis program has been completed as part of the detailed study to:

- Identify peak traffic volumes and turning movements for Ward Street 2023
- Forecast future traffic volumes and turning movements for the corridor out to 2041
- Analyse the corridor to determine capacity and levels of service for 2024, 2031 & 2041 to identify constraints and deficiencies
- Analyze various design alternatives to determine which alternative provides the best level of service for the corridor



Traffic Forecasts

- The graphs to the right show forecasted traffic volumes starting in 2023 out to the study limit of 2041
- A comprehensive traffic count program was completed through the spring and summer of 2023
- 2023 collected traffic data was selected as the base year
- An annual growth rate of 2% was selected
- The 2023 data was expanded at the selected annual growth rate to produce the 2031 & 2041 peak volumes



Traffic - Level of Service

To review traffic operations in the Ward Street corridor a traffic model was created using Synchro software.

The model is used to analyze Ward Street and all intersections to investigate how they perform.

Intersection performance is quantified by a Level of Service ranking which ranges from A to F as seen in the table.

The acceptable Level of Service standard in the County of Peterborough is A - E.

The traffic model identified that the Level of Service will deteriorate at intersections throughout the corridor to below acceptable levels by 2041 if improvements are not implemented.

Level of Service Criteria for Intersections

Level of Service	Average Control Delay (seconds/vehicle)	
	Unsignalized intersection	Signalized Intersection
A	0-10	0-10
B	>10-15	>10-20
C	>15-25	>15-35
D	>25-35	>35-55
E	>35-50	>55-80
F	>50	>80



Evaluation Criteria

As part of the Class Environmental Assessment, the Technical Advisory Committee identified a total of five alternative solutions to be considered.

Each alternative solution is evaluated against the following criteria:

Land Use and Socio-Economic Impact

- **Property impacts**
- **Property access**
- **Impact on local economy**
- **Community improvement**
- **Environmental**

Traffic and Transportation

- **Corridor capacity**
- **Corridor safety**
- **Public Transportation**
- **Active Transportation (non-vehicular)**



Alternative Solutions - Not Carried Forward

Five alternatives were evaluated against the evaluation criteria by the Technical Advisory Committee. Alternatives that ranked low against the alternatives were not carried forward. The three alternatives below will no longer be considered in the next steps of the study:

Alternative 1 - Do Nothing

Maintains the current Ward Street Corridor in it's current configuration and condition. Does not implement any improvements or address any need for future traffic, active transportation or community improvements

Alternative 2 - Corridor Expansion (Additional Through Lanes)

Expand the Ward Street corridor through the construction of additional thru lanes of traffic. Improve traffic flow through the Ward street corridor to meet current and future traffic demands of the community.

Alternative 5 - Alternative Alignment

Review the opportunity to provide an alternative roadway alignment to direct traffic away from the Ward Street corridor and reduce the traffic volumes to the corridor.

This Alternative has been Pre-Screened due to prior Council Resolution No. 81-2022, an excerpt of the decision is provided below

'Bridgenorth Bypass be removed from the Transportation Master Plan'



Alternative Solutions - Carried Forward

Five alternatives were evaluated against the evaluation criteria by the Technical Advisory Committee. Alternatives that ranked high against the alternatives were carried forward. The two alternatives below will be carried forward into the next steps of the study:

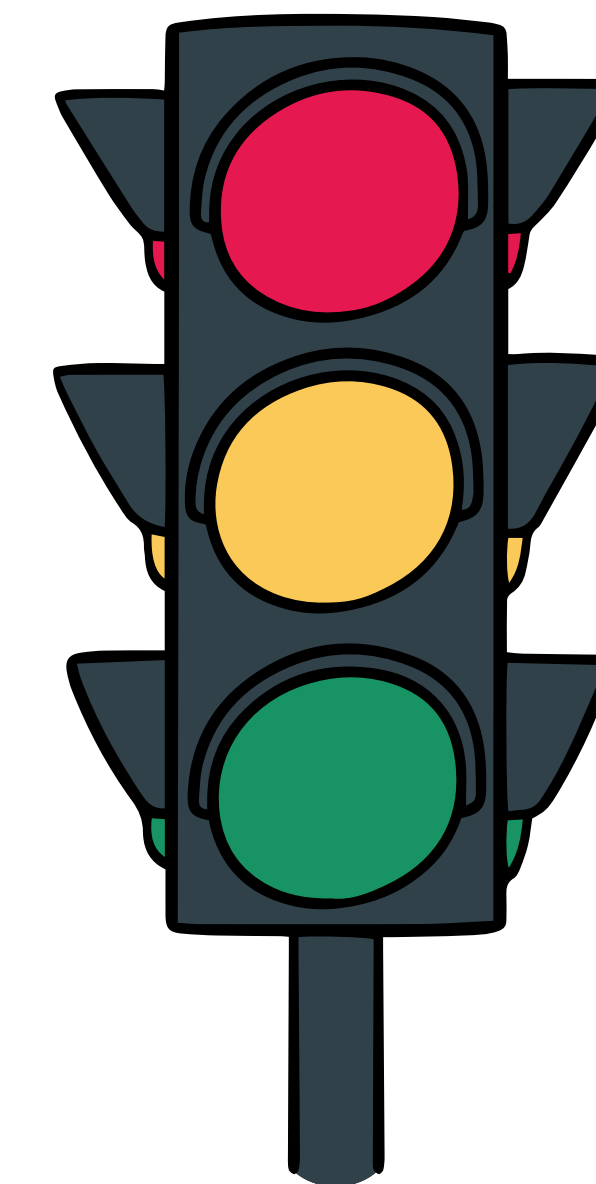
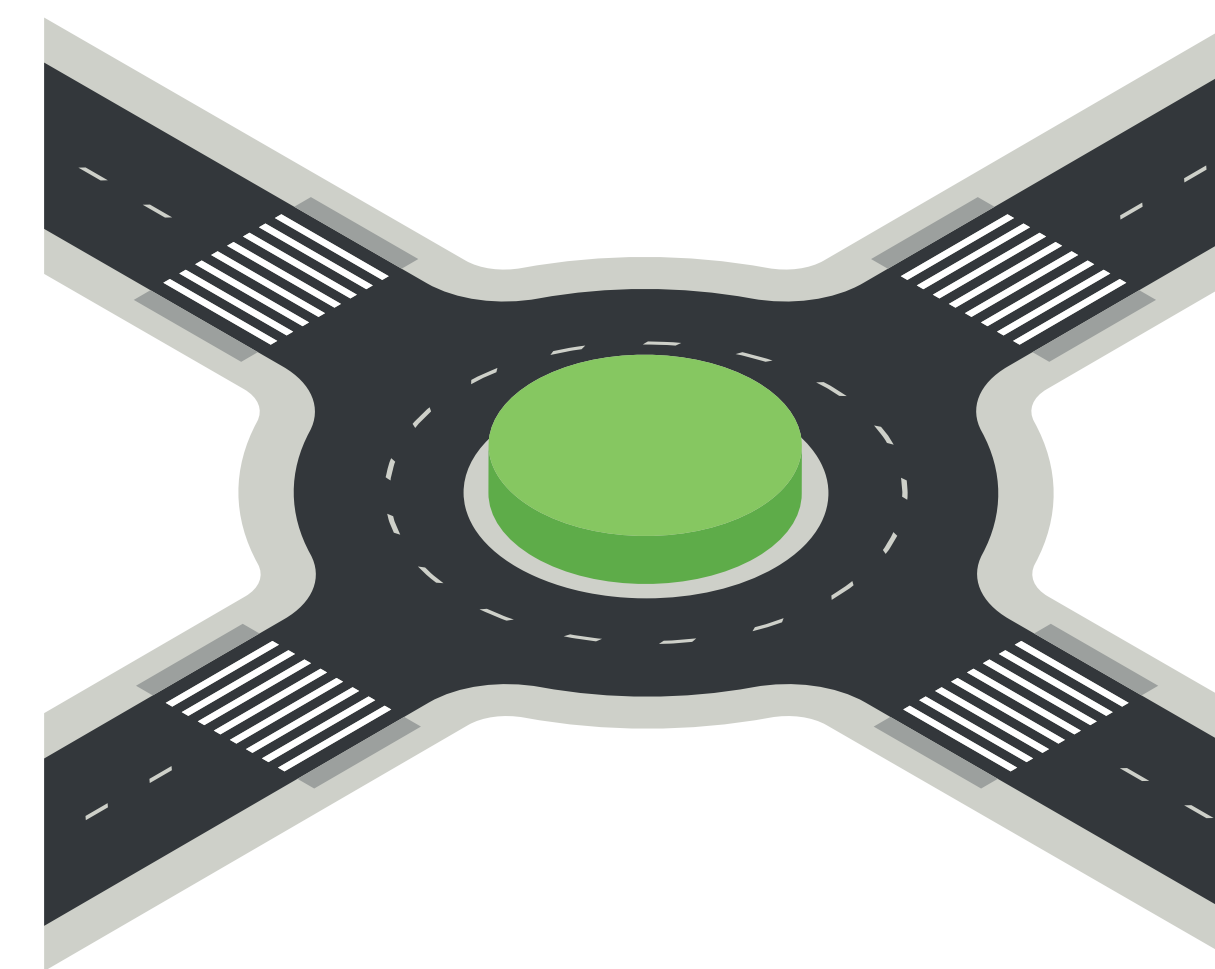
Alternative 3 - Transportation Demand Management (TDM) (Active Transportation/ Public Transit)

Includes the review of alternative methods of travel outside of personal vehicle use. Alternative methods could include providing enhanced pedestrian and/or cycling facilities or improving the public transit opportunities for the community.



Alternative 4 - Transportation Systems Management (TSM) (Intersections, Turning Lane, Entrances, Signage)

Includes the review of operational strategies and technology to increase the safety and efficiency of the Ward Street corridor. Strategies include the review of turning lanes, intersection controls, property entrance configurations, additional signage.



Next Steps

- The Study Team will collect and review all comments and suggestions from community stakeholders
- The study team will further evaluate and refine the specific design details to include elements of the remaining alternatives.
- The detailed traffic analysis will be further refined to confirm the preferred design
- The preferred design will be presented at Public Information Centre #2 which is planned for summer 2024 and will combine elements of the two alternatives that best suit the project objective.

How can you comment and stay involved in the project?

- Fill out a comment sheet and leave it in the comment box, or email comments directly to the project contacts listed on the comment sheet.
- Comments should be provided no later than March 5th 2024

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Thank You For Coming!