

Welcome

to

Public Information Centre No. 1

for the

Ward Street Widening

Class Environmental

Assessment (EA)

Wednesday, September 20, 2017

5:30 pm to 8:00 pm

Chemong Public School

Please sign in and let any of the
Project Team Members know if you
have any questions at all.

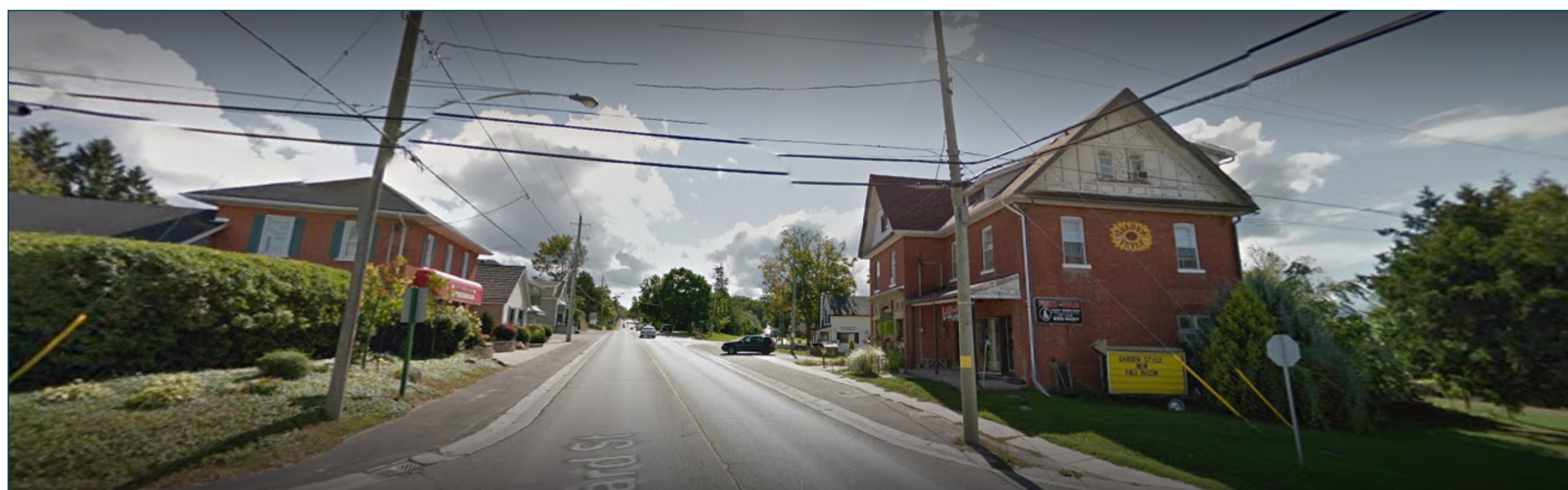


Welcome

Thank you for coming to one of two planned Public Information Centres over the coming months where we want to get your feedback on this project.

The purpose of tonight is to introduce the Ward Street Widening project to the public, present the project objectives, identify issues and opportunities, and obtain feedback on some of the preliminary design alternatives under consideration.

Please take your time to review the displays. Members of the Project Team are on hand to answer your questions.



Class Environmental Assessment
Ward Street Widening



Study Background

Ward Street is a two lane arterial road that serves a dual function. Ward Street is the “main street” in the settlement area of Bridgenorth, providing access to homes and businesses. At the same time, Ward Street is a major arterial link in the County road network, providing connectivity from the City of Peterborough to northern portions of the County.

Traffic volume has steadily increased on Ward Street. Current traffic data suggest that Ward Street is approaching the capacity for a two-lane road, during peak periods and summer months. This high traffic volume combined with the large number of turning movements into and out of the side streets and commercial areas creates significant delays.

Over the period of 2031 (horizon year of this study) it is expected that Ward Street will reach capacity resulting in further delays to through traffic and congestion in the corridor. With no definite horizon for the Causeway Link/ Bridgenorth By-Pass, traffic has no alternative but to utilize Ward Street.

Competing with the need for additional traffic capacity in the corridor are the needs of local residents for enhanced pedestrian connectivity. The Township of Selwyn completed a Community Improvement Plan (CIP) in 2012 which identified streetscape improvements for Bridgenorth including sidewalks on both sides, enhanced boulevard and plants and streetscaping features.

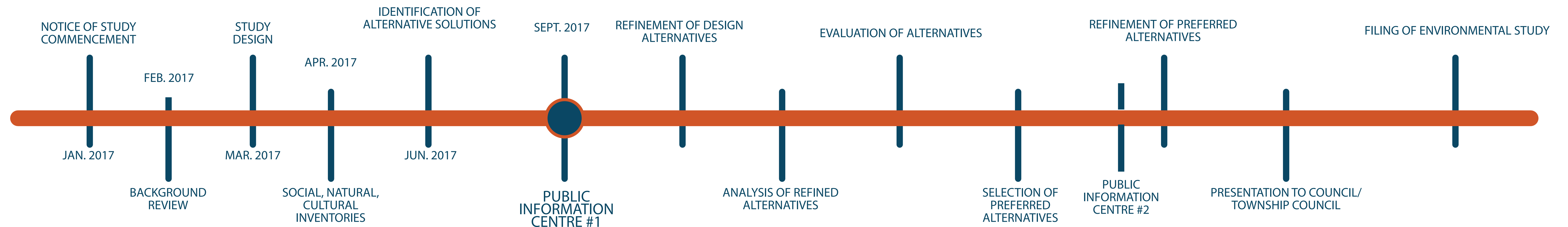
Project Background & Limits

The Ward Street Widening Class EA includes Ward Street from Champlain Road north to the James A. Gifford Causeway and encompasses the majority of downtown Bridgenorth. The project limits are shown on the map below.



Study Timeline

The Ward Street Widening EA was initiated in January 2017. The study timeline is outlined below:



The following milestones have been completed to date:

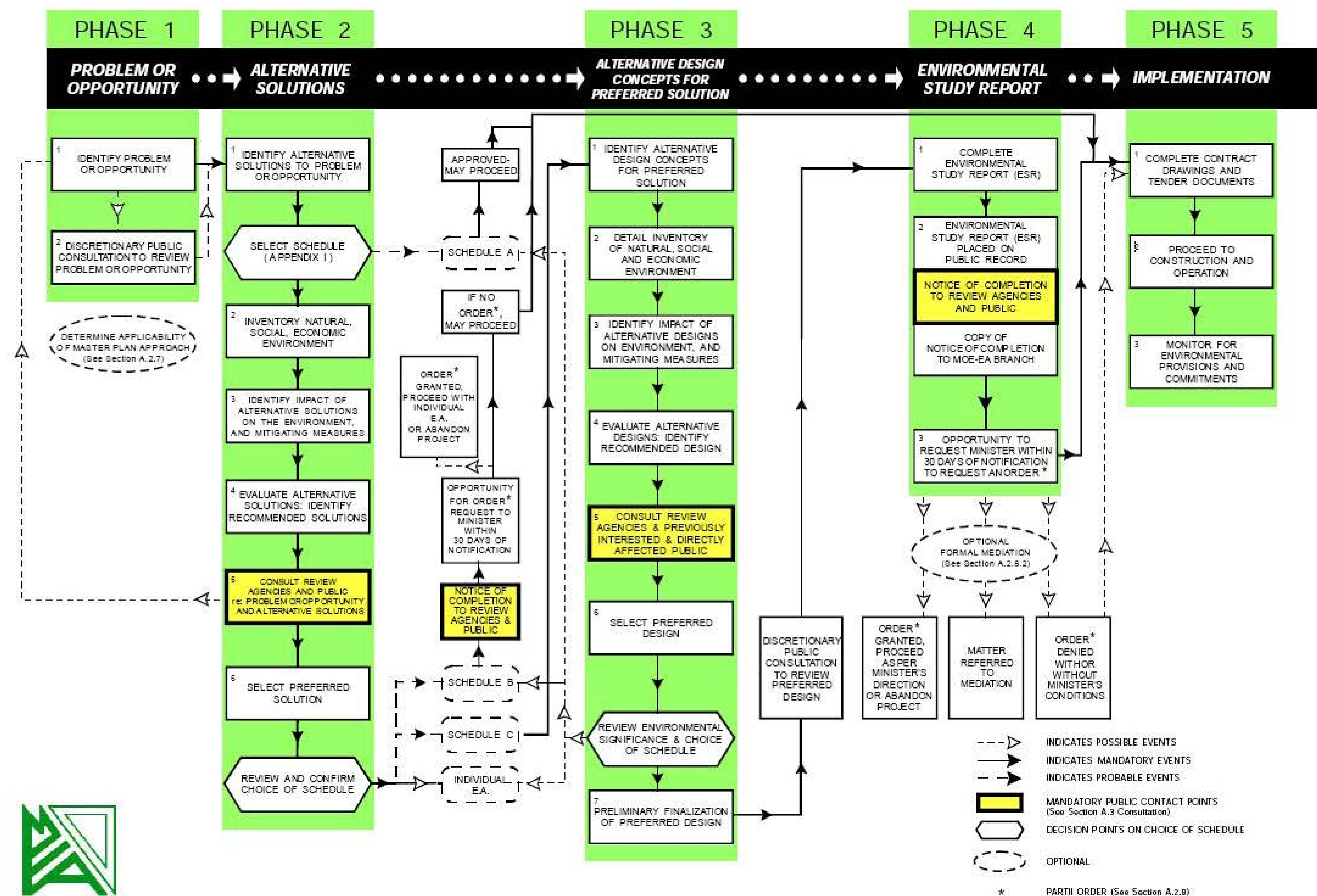
- Study Design
- Background and Traffic Analysis
- Environmental Inventories
- Identification of Alternative Solutions

Environmental Assessment Process

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

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

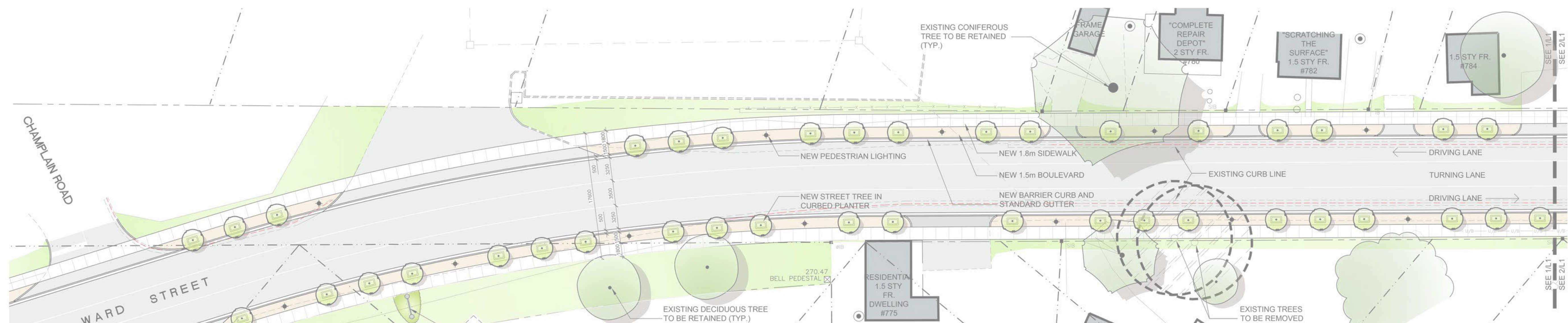
The study will result in an Environmental Study Report (ESR) which includes a recommended solution.



Study Objectives

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

- Provide additional traffic capacity to improve levels of service in the corridor
- Improve traffic flow and access to side streets and commercial properties
- Provide enhanced pedestrian facilities on both sides of Ward Street for the full length of the corridor
- Provide space to accommodate improvements outlined in the Selwyn CIP to improve streetscape and built-form of the corridor



Opportunities and Constraints

Right of Way (ROW)

- Ward Street has a narrow ROW (18.5 m) which limits the space available to widen the road and implement streetscaping
- Some properties encroach within the ROW or have minimal setback
- Utility relocation will be required for any road widening



Pedestrian and Active Transportation

- Opportunity to provide enhanced pedestrian facilities throughout the corridor on both sides of Ward Street
- Design should incorporate recommendations of the County Active Transportation Master Plan (ATMP) for cycling infrastructure



Opportunities and Constraints

Traffic Capacity and Access

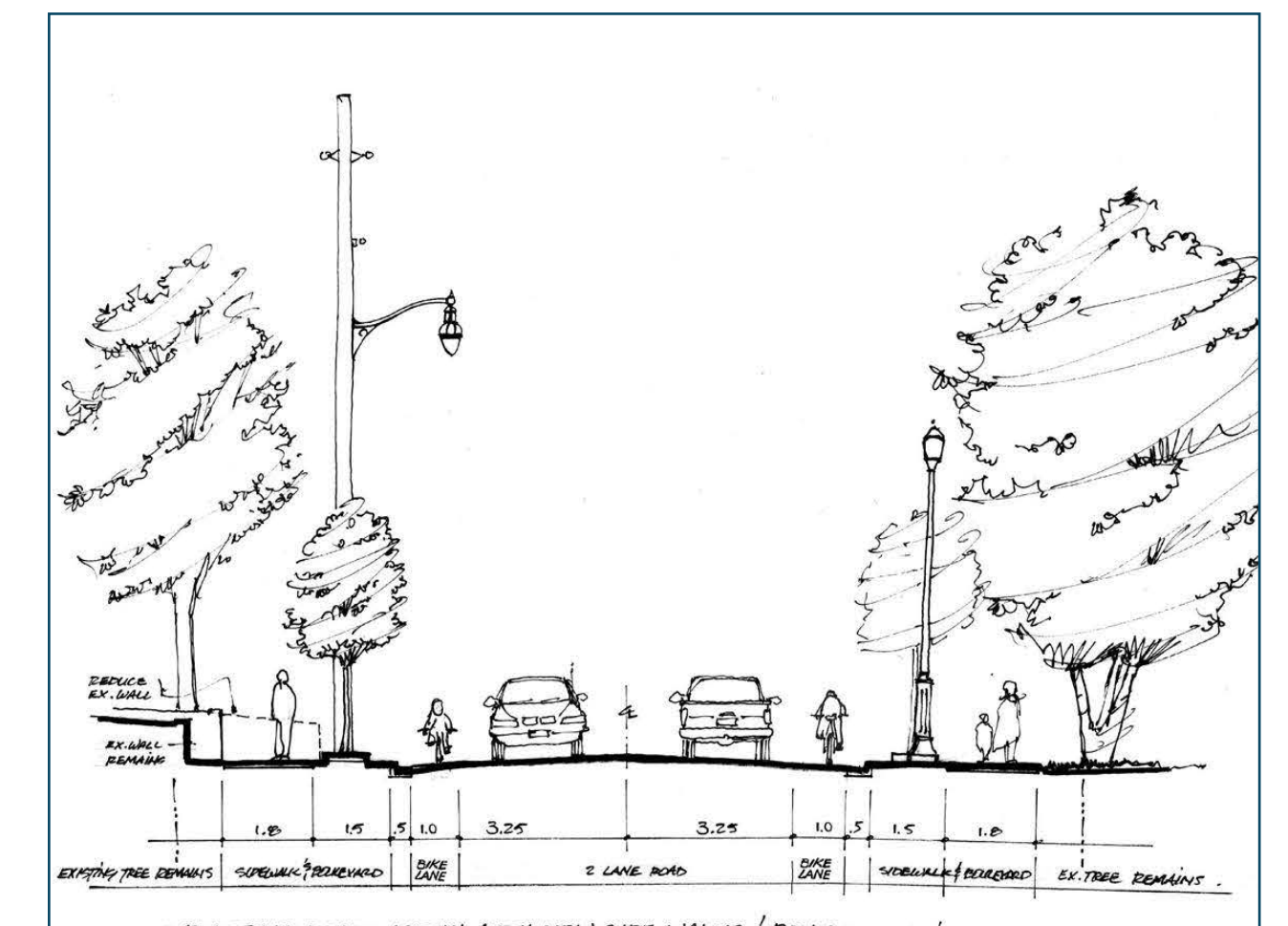
- Improve through capacity in the corridor and reduce delays
- Improve access to/from side streets and commercial areas

Selwyn Community Improvement Plan (CIP)

- The Selwyn CIP identifies improvements to enhance the character and form of the Ward Street corridor
- Improvements include sidewalk on both sides of Ward, landscaped boulevards and streetscaping throughout the corridor
- CIP elements will compete with road widenings for space within the ROW

Balance Competing Needs

- Ward Street serves dual function as a small town main street and as a high volume arterial road



Existing Environmental Conditions

Proximity to Chemong Lake

- Ward Street storm sewers outlet to Chemong Lake (via ditches on sidestreets)
- Changes to Ward Street could affect both quantity and quality of runoff

Ecology

- No significant population of vegetative species within the corridor that require protection
- Widening will result in removal of some trees and will reduce green space
- Streetscape improvements may offset greenspace reduction by providing space for plantings
- No species at risk are present in the corridor

