

Welcome to Public Information Centre No. 2

Welcome to Public Information Centre No. 2 for the Ward Street Class Environmental Assessment (EA)

**Tuesday October 15, 2024
5:00 pm to 6:30 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 second and final Public Information Centre for the Ward Street Environmental Assessment. We look forward to your feedback on the project.

The purpose of tonight is to:

- ◆ **Introduce the Ward Street alternative design concepts**
- ◆ **Identify impacts of alternative design concepts**
- ◆ **Introduce the recommended design**
- ◆ **Collect feedback on the recommended design to finalize the preferred design**

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?

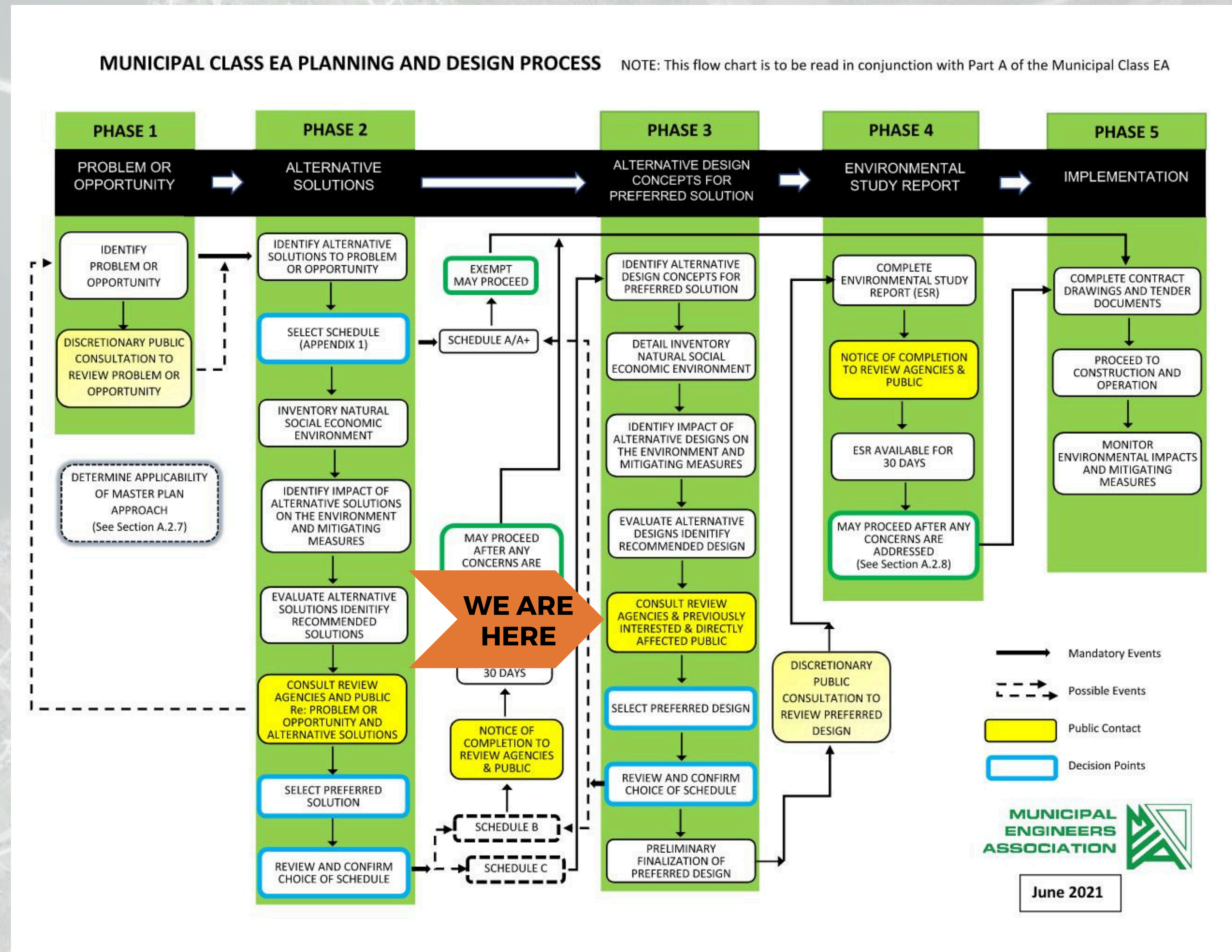
There are a total of four classes within the 2023 Class Environmental Assessment framework. Ward Street is considered a **Schedule C Class Environmental Assessment** given the potential for a major expansion to an existing facility.

Class Environmental Assessment Process

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

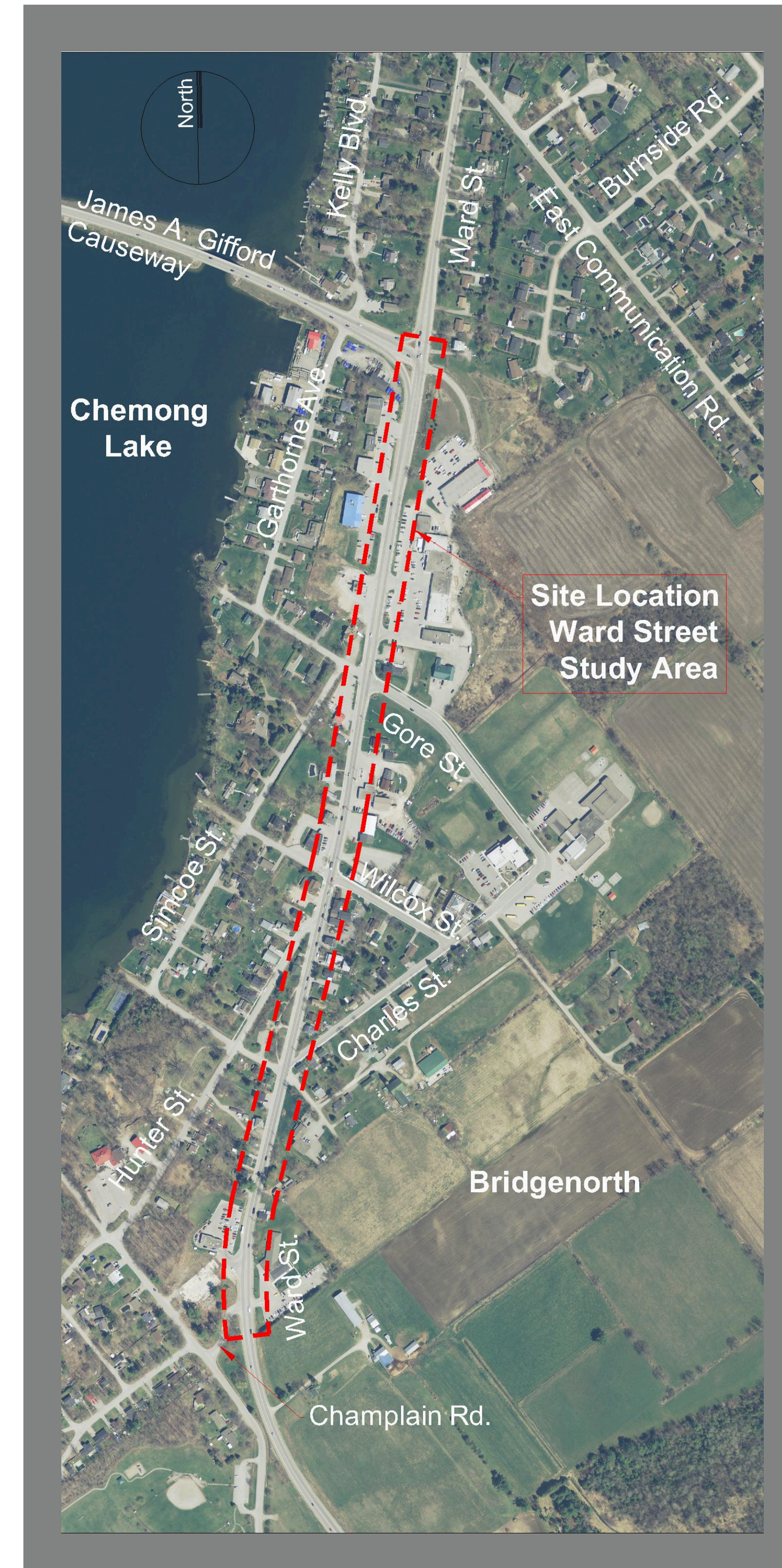
Schedule C projects must complete all five (5) phases of the Class EA process at outlined in the flow chart. The project is currently in Phase 2 of the Class EA process.

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



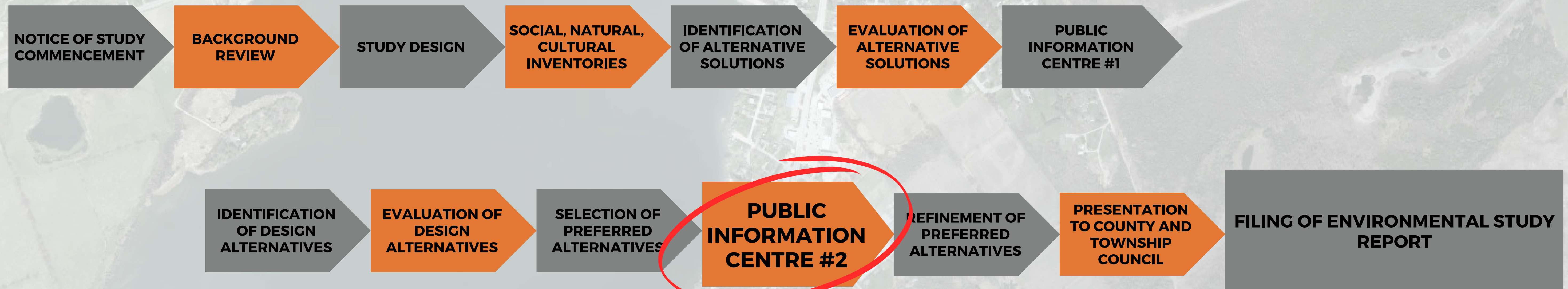
Project Limits

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.



Study Timeline

The Ward Street Class EA was initiated in January 2023. The Public Information Centre #1 was held in February 2024. The study will be complete by the end of 2024 and is outlined below:



The following milestones have been completed to date:

- Study Design & Background Traffic Analysis
- Environmental Inventories
- Public Information Centre #1 (February 2024)
- Identification of Alternative Design Concepts
- Evaluation and Selection of Recommended Design



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**



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

Alternatives Summary from Public Information Centre #1

The first Public Information Centre was held in February 2024. At that meeting preliminary alternatives were evaluated and presented. The alternatives were reviewed and ranked by the Technical advisory committee and alternatives that ranked low were not carried forward. The alternatives below were considered; and only two were carried forward into the next phase of the project.

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

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 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'

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.

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.

Traffic Summary from Public Information Centre #1

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 out to the study limit date of 2041. Refer to adjacent bar graph.

Traffic Operations

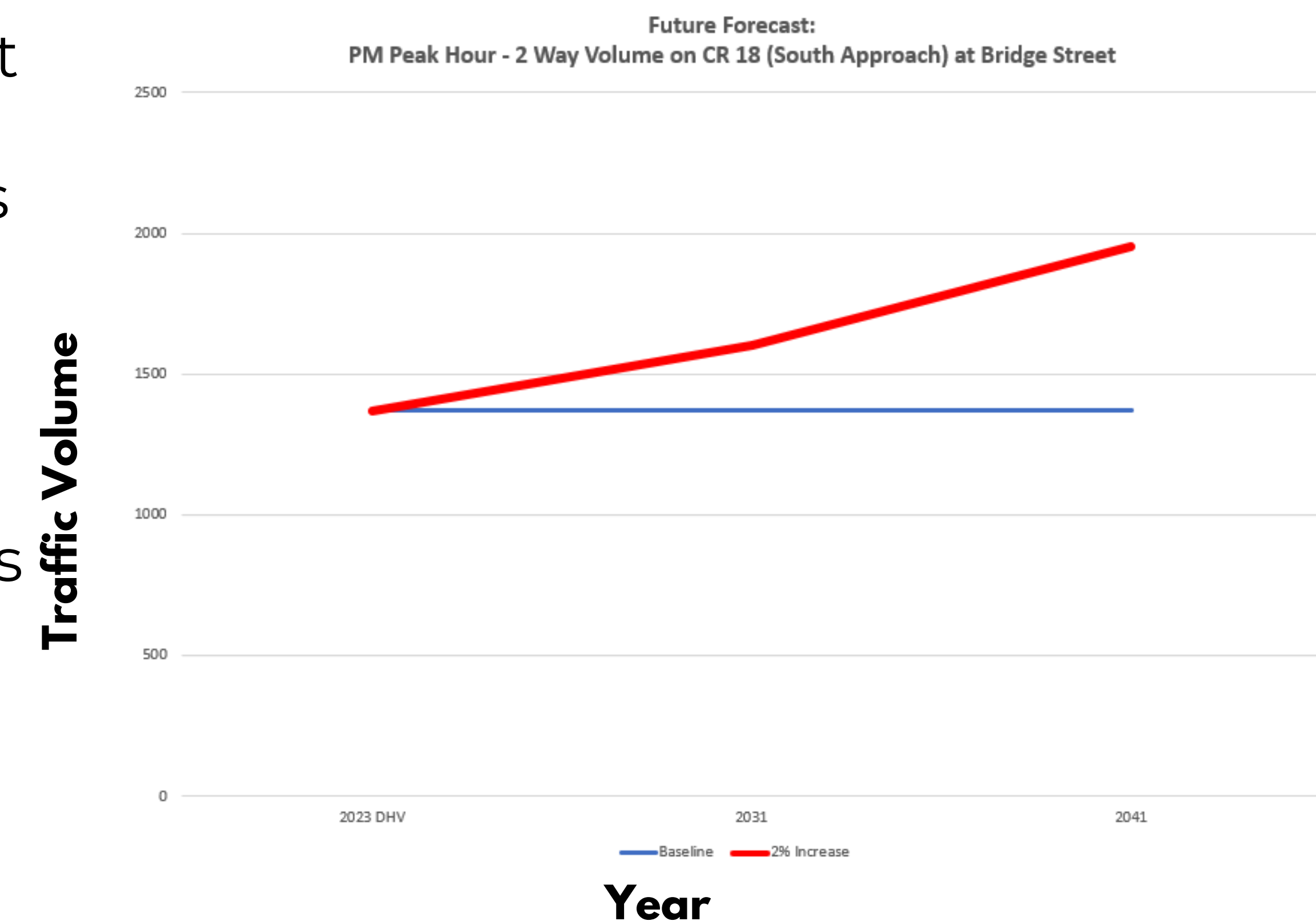
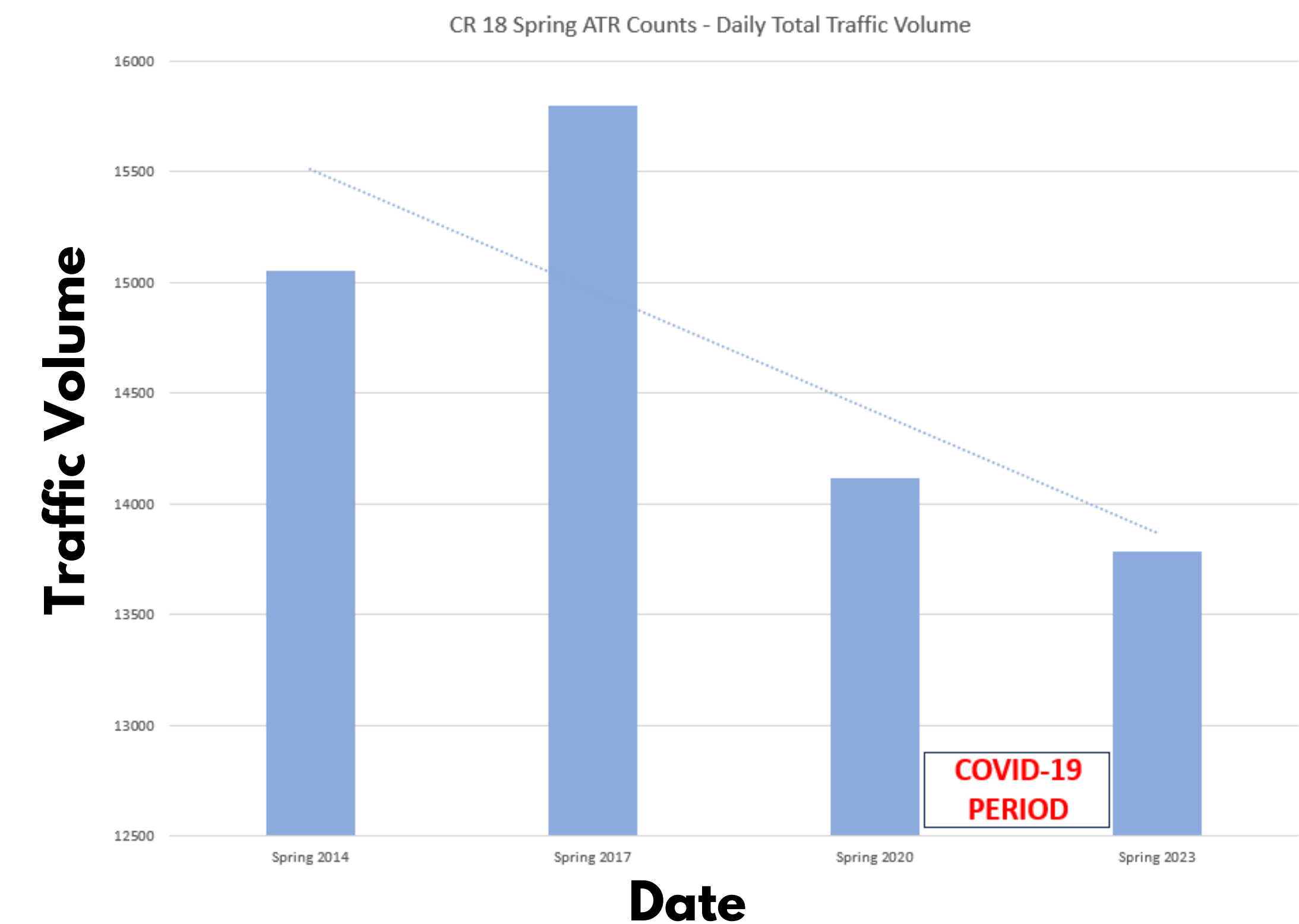
Turning movements to/from side streets and entrances are experiencing some delays during peak periods. To review traffic operations in the Ward Street corridor a traffic model was created using Synchro software. The model is used to analyze Ward Street and all intersections to investigate how they perform through a Level of Service ranking between A to F.

Traffic Forecasts

The graph to the right shows forecasted traffic volumes starting in 2023 out to the study limit of 2041. A comprehensive traffic count program was completed throughout 2023 and 2023 collected traffic data was selected as the base year. An annual growth rate of 2% was selected to produce the 2031 & 2041 peak volumes. Refer to adjacent line chart.

Traffic Analysis

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. The analysis forecasts traffic volume out to 2041 to determine capacity and levels of service for the corridor through this study period. It analyzed the various alternatives to determine the appropriate recommended design.



Existing Conditions - Ward Street

Pedestrian Environment

Ward Street has inconsistent pedestrian facilities with a mixture of sidewalk and paved boulevard. Pedestrian crossings are not clearly identified at vehicular intersections.

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

Ward Street Right-of-Way (ROW) Conditions

The Ward Street ROW has a narrow width in some locations with multiple property features, such as fencing and gardens located within the Ward Street right-of-way. The existing road surface and associated infrastructure is reaching the end of it's useful life with the last rehabilitation taking place in 1979

Proximity to Chemong Lake

Ward Street storm sewers outlet to Chemong Lake through ditching on various sidestreets.

Ecology

There are no 'at risk' populations of vegetation within the corridor that require protection. No species at risk are present in the corridor.



Opportunities

Traffic Capacity and Access

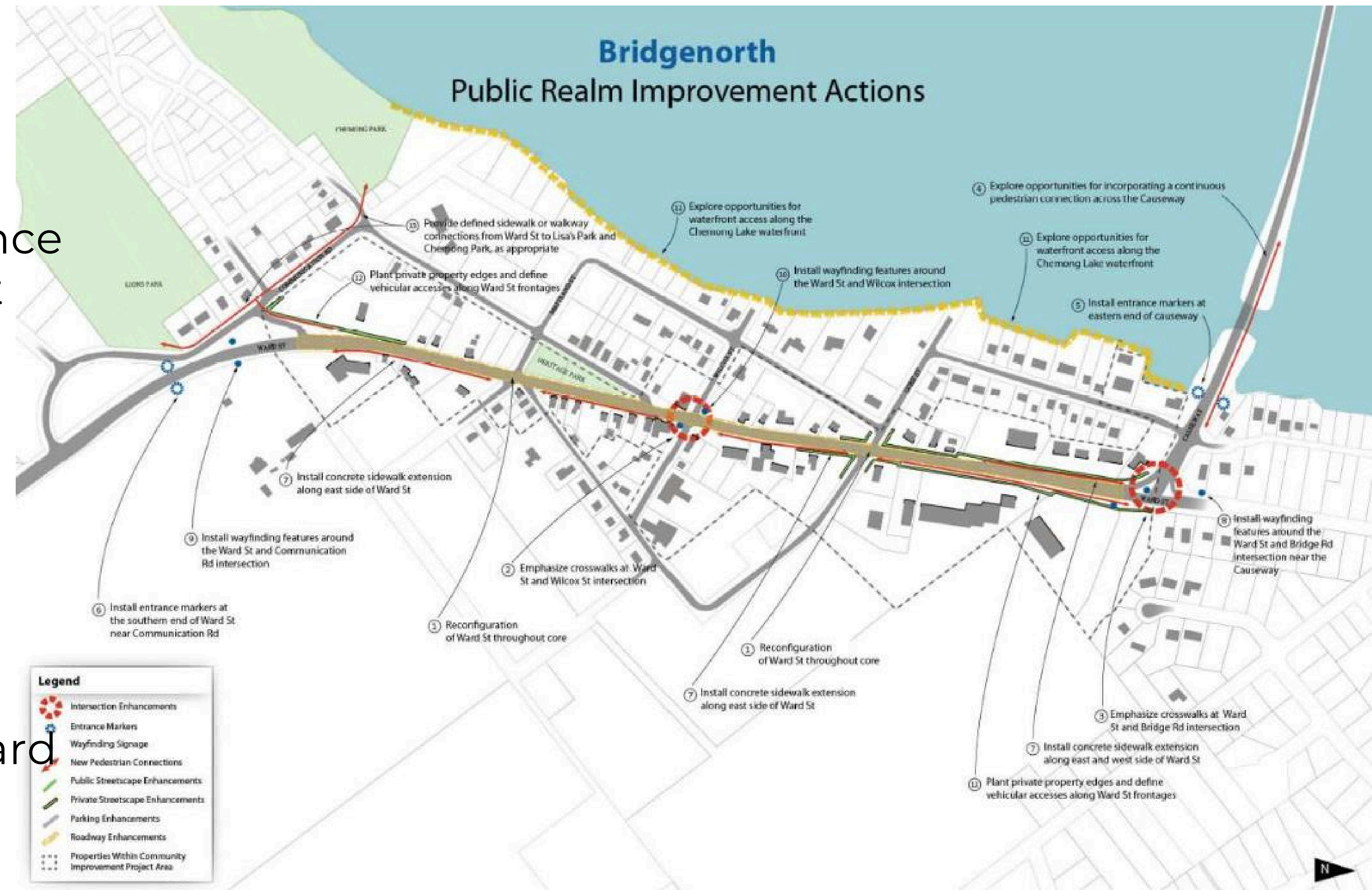
- Opportunity to improve level of service and access to/from side streets and commercial properties

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

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)



Alternative Solutions - Considered

With the alternatives carried forward from Public Information Centre #1 the TAC developed more detailed alternative scenarios to consider enhancing traffic capacity and optimizing traffic circulation. These alternative scenarios considered a number of corridor modifications and were initially evaluated to confirm two traffic results prior to a full evaluation:

- Does the alternative scenario maintain traffic capacity through to 2041
- Does the alternative scenario reduce or maintain the baseline number of turning movements with a Level of Service F out to 2041

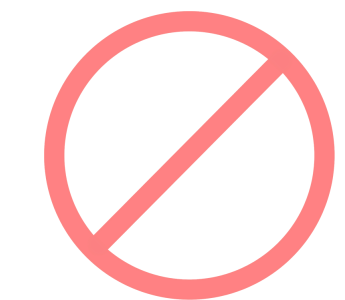
The alternative scenarios are identified below. Two of these alternatives met the required traffic results and were carried through to a full evaluation.



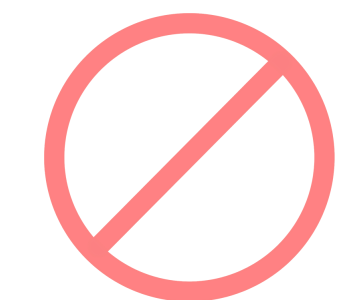
Road Rehabilitation with Localized Improvements



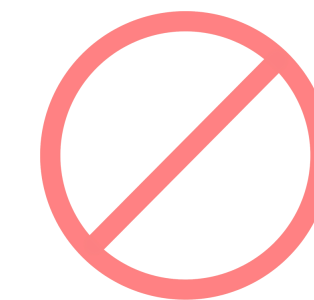
Optimize Signal Timing at Ward & Causeway Intersection with Centre Turn Lane from Gore St. to Tim Hortons



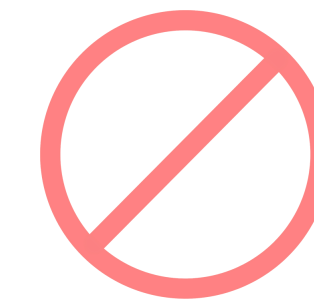
Roundabout at Ward & Causeway Intersection



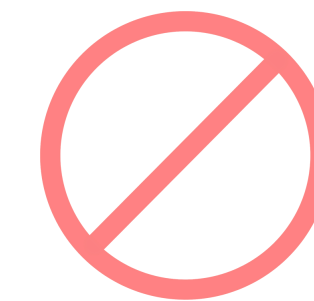
Roundabout at Ward & Causeway Intersection with Centre Turn Lane from Gore St. to Tim Hortons



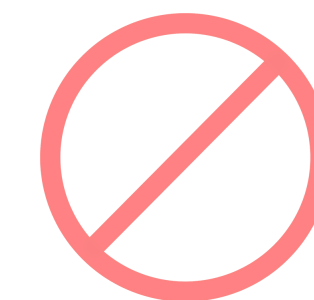
Roundabout at Ward & Causeway Intersection and Traffic Signals at Tim Hortons



Optimize Signal Timing at Ward/Causeway Intersection



Optimize Signal Timing at Ward & Causeway Intersection and add Traffic Signals at Tim Hortons



Shift Traffic Signals from Ward and Wilcox to Ward and Gore Street

Alternative Solutions - Evaluated

As part of the Class Environmental Assessment, the Technical Advisory Committee identified two of the considered alternatives to be further evaluated to select the **Recommended Alternative**.

The two alternatives were evaluated against the following criteria:

Land Use and Socio-Economic Impact

- Property impacts
- Community improvement
- Project Costs
- Environmental

Traffic and Transportation

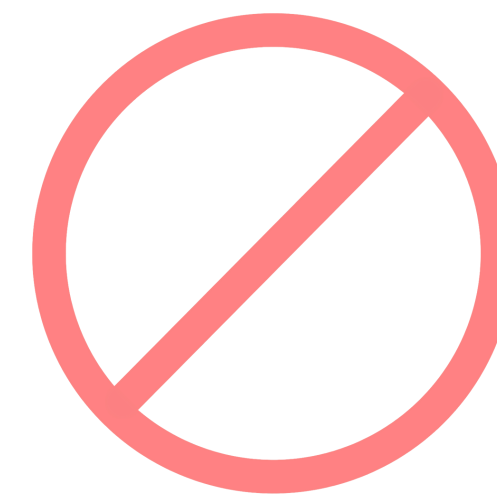
- Corridor capacity
- Corridor safety
- Public Transportation
- Active Transportation (non-vehicular)

Given that adding a centre turn lane did not provide significant improvements to corridor capacity or level of service it was concluded that the additional costs associated with the alternative were unnecessary.



Road Rehabilitation with Localized Improvements

Baseline results with road rehabilitation



Optimize Signal Timing at Ward & Causeway Intersection with Centre Turn Lane from Gore St. to Tim Hortons

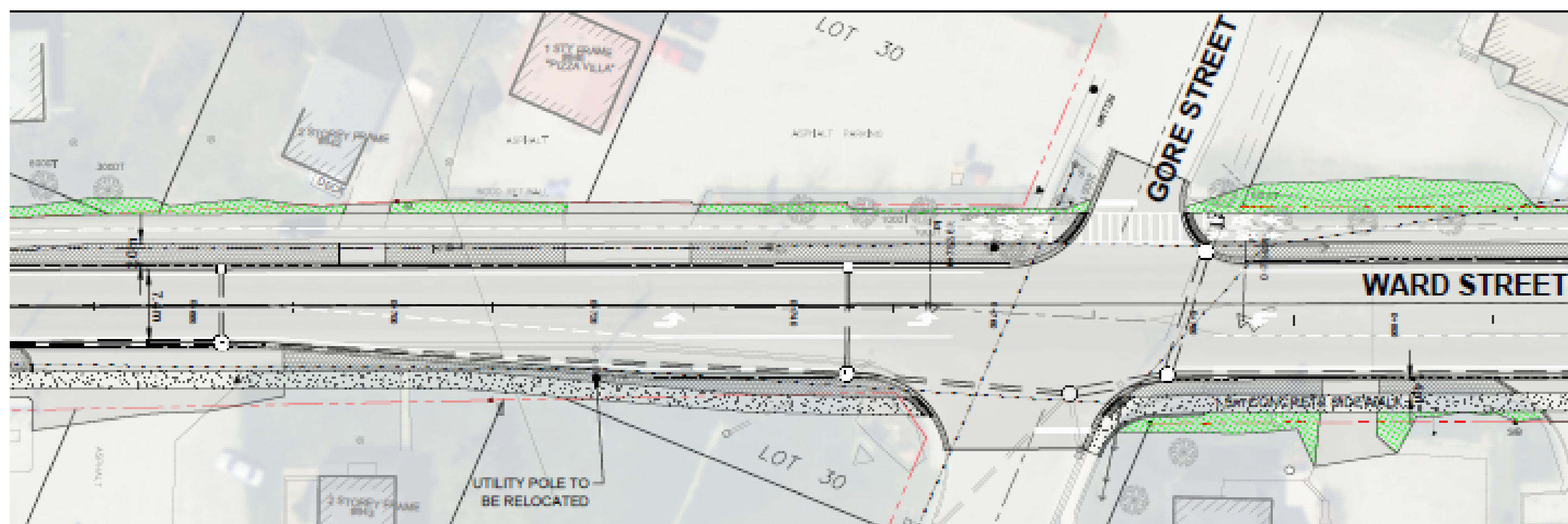
Includes signal timing optimization at the Ward & Causeway intersection and a centre turn lane extension from Gore St. to Tim Hortons

Recommended Alternative

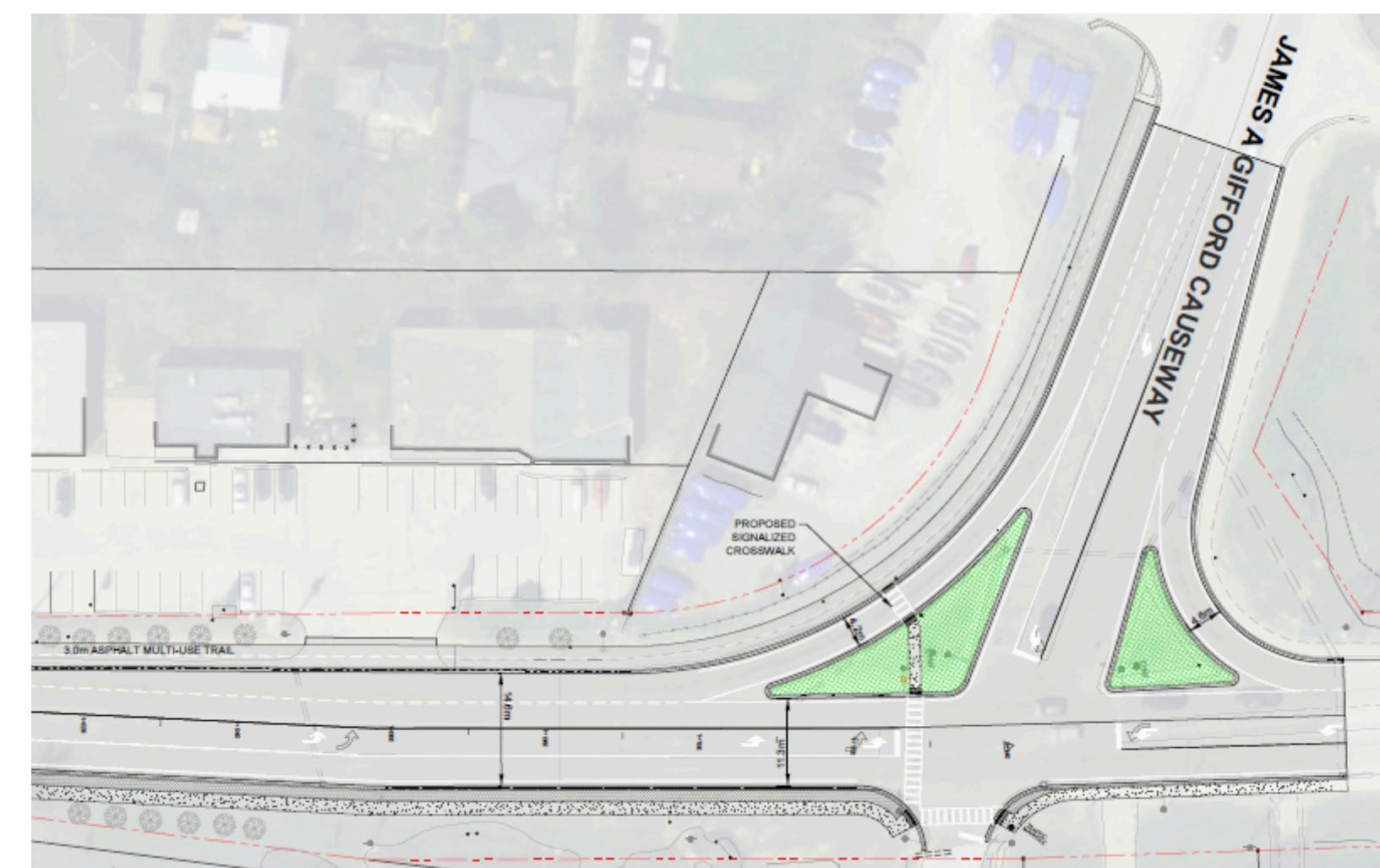
The Recommended Alternative for the Ward Street Study Corridor is a Road Rehabilitation with specific Localized Improvements. The corridor will be repaired and reconstructed to its current configuration with the following localized improvements:

1. A new three-lane to two-lane transition at the Gore Street intersection. This improvement will provide a smoother transition for vehicles and increase the intersections safety.
2. Upgraded pedestrian crossing facilities at the Ward and Causeway intersection that will improve pedestrian access and safety.
3. A 3m multi-use path on the west side of Ward Street, extending from Champlain Road to Garthorne Avenue, will improve active transportation and safety.
4. A Continuous 1.8m concrete sidewalk on the east side of Ward Street, extending from Champlain Road to the Causeway, for better pedestrian connectivity and increased safety.
5. Additional Stormwater water quality treatment using Oil Grit Separators and/or Bioretention Filtration units will improve the quality of water reaching Chemong Lake.

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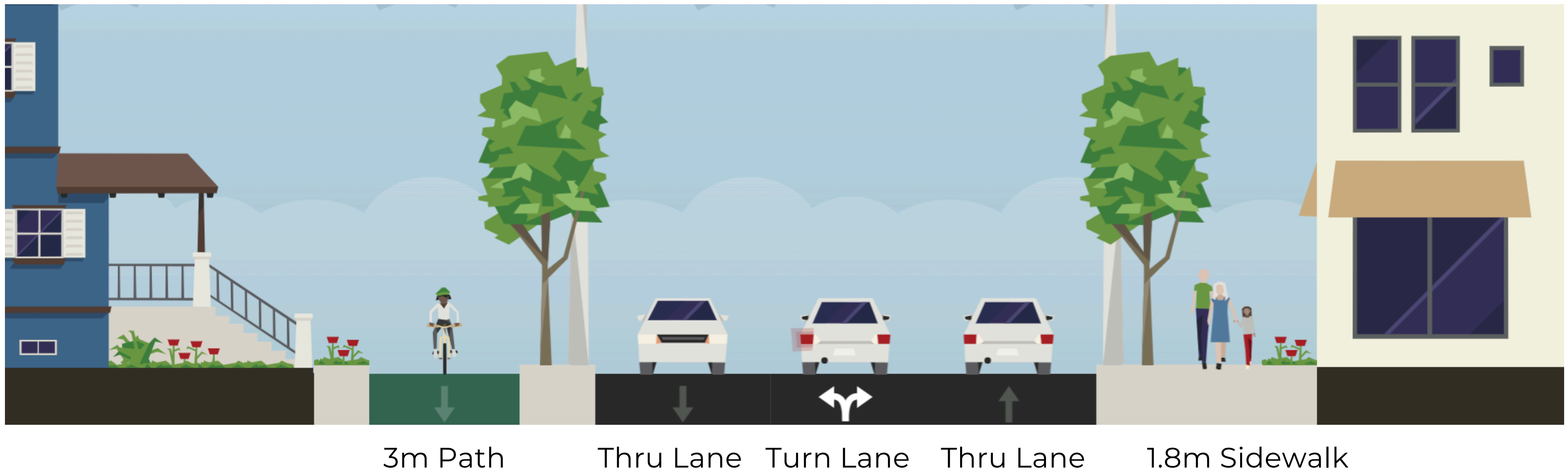


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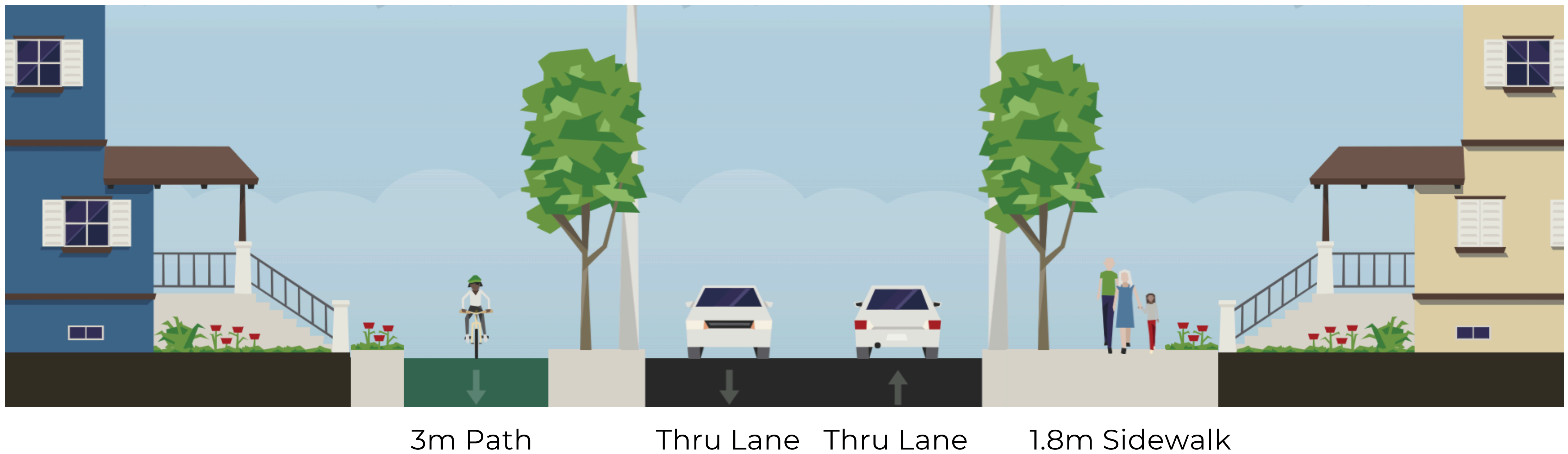


Recommended Alternative - Typical Cross Section

Typical Cross Section from the Causeway to Gore Street



Typical Cross Section from Gore Street to Champlain Road



Proposed Next Steps for Ward Street

Ward Street Class Environmental Assessment Completed	2024
Ward Street Detailed Engineering Design	2025
Utility Relocations (if required)	2026
Road Rehabilitation Construction	2027



Next Steps in the Study

- The Study Team will collect and review all comments and suggestions from community stakeholders
- We encourage you to fill out a comment sheet, we are looking for community feedback on what you support and don't support. We need comments to inform further design refinements.
- The study team will further refine the recommended design into the preferred alternative

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 October 30th 2024

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Thank You For Coming!