egis

Concept Dash

Kawartha Lakes

October 8th & 9th , 2024

WELCOME

City of Kawartha Lakes

Transportation Master Plan Update



Phase 2 Public Information Centre (PIC)

Welcome to Phase 2 of Public Consultation



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



The Public Information Centre #2 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:
Transportation Master Plan Study | Jump In Kawartha Lakes

Image source: flaticon.com

Phase 1 Consultation Recap

What We Heard?

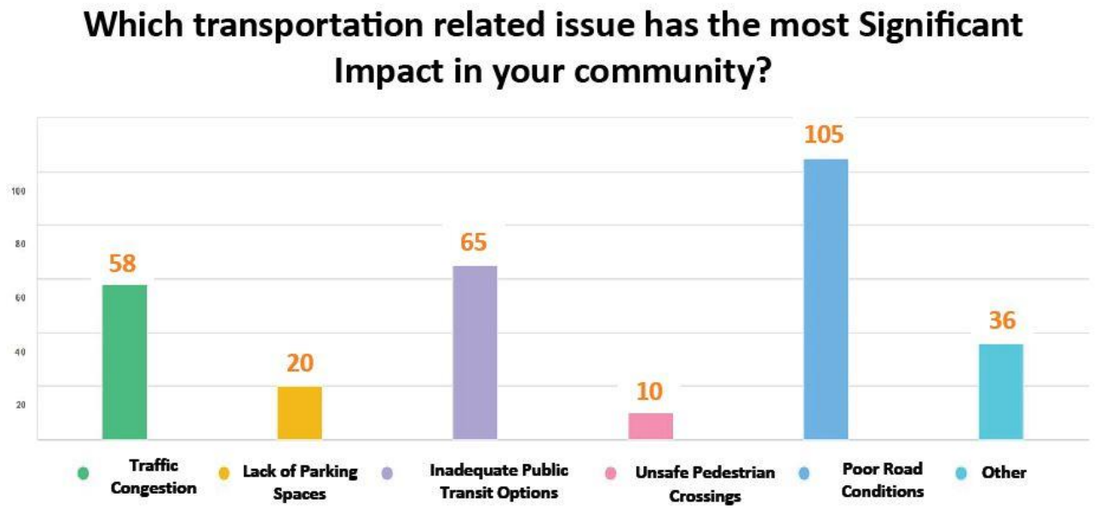
PIC #1 was held from November 28th to 29th, 2023 in Lindsay and Fenelon Falls. Key messages we heard from residents included:

- Traffic Congestion (Downtown Fenelon Falls, Downtown Lindsay, Kent Street & Angeline Street)
- Inadequate Public Transit Options
- Poor Road Conditions
- Local Operations/Roadway Capacity (Traffic Signals, Widenings, etc.)
- By-pass bridge and In-Town crossing needs to be improved. During Summer season traffic on bridge is high and potentially impacts emergency services. (Highway 21 to 8)



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





Phase 1 Consultation Recap

What We Heard?

Comment/Question	Response
How will you guarantee the TMP you propose will be backed by politicians and be approved?	Addressed in TMP
Will the TMP address seasonal and off-peak and peak conditions	Addressed in TMP. (Trails traffic, Weekend. Weekday peak season, & seasonal season)
Resident expressed concern over 'Second Bridge Crossing' and asked team how accurate the data being collected by Egis is?	Addressed in TMP. Egis obtains up to date data for TMP to supplement previous EA. Fenelon Falls Second Crossing | Jump In Kawartha Lakes
Number of master plans are revisited every 5-10 years; do we make updates to other plans besides TMP?	Yes, the City does
Comment/Question	**Response**
City to experience anticipated growth due to MZO's and population growth. How do we service that growth?	Through a TMP Update. (Addressed in TMP)
Will the City of Kawartha Lakes get grants from the provincial or federal government?	Addressed in TMP. Eligible funds will be available which are subject to city reaching growth targets
What are you going to do when TMP is completed?	Addressed in TMP. (Future Budgeting, DC studies to reflect on TMP study. Improve from 2012 TMP short, medium and long term recommendations)
Where are we at with the second crossing? (This is the Fenelon Falls by-pass on Somerville 3rd Conc.) Will the TMP stall that process?	Council already endorsed the study for the third concession by-pass and will see that after budget delivery Council has now discussed. Project to start in 2025





Public Engagement #2 Objectives

Introduce project to provide recap and outline the study process

Present preliminary recommendations for all modes of transportation (i.e., cycling, transit, and roads improvements)

Present the understanding of the study area and future conditions of the City's transportation system and discuss recommended strategies for, transit, traffic safety, moving goods and more.

Gather feedback on the future conditions within the study area including transportation issues, needs and opportunities

Answer questions about the study and provide information on how to get involved in the study

egis Kawartha Lakes

Image source: flaticon.com

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 kilometers**

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.**

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

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

Vision Statement

"To foster thriving and growing communities by creating an inclusive, sustainable, and barrier-free multi-modal transportation network. The TMP aims to enhance mobility and accessibility for all residents and visitors while preserving the natural environment. This approach will establish an integrated transportation system that meets the needs of a growing population and promotes a connected multi-modal network through the year 2051."

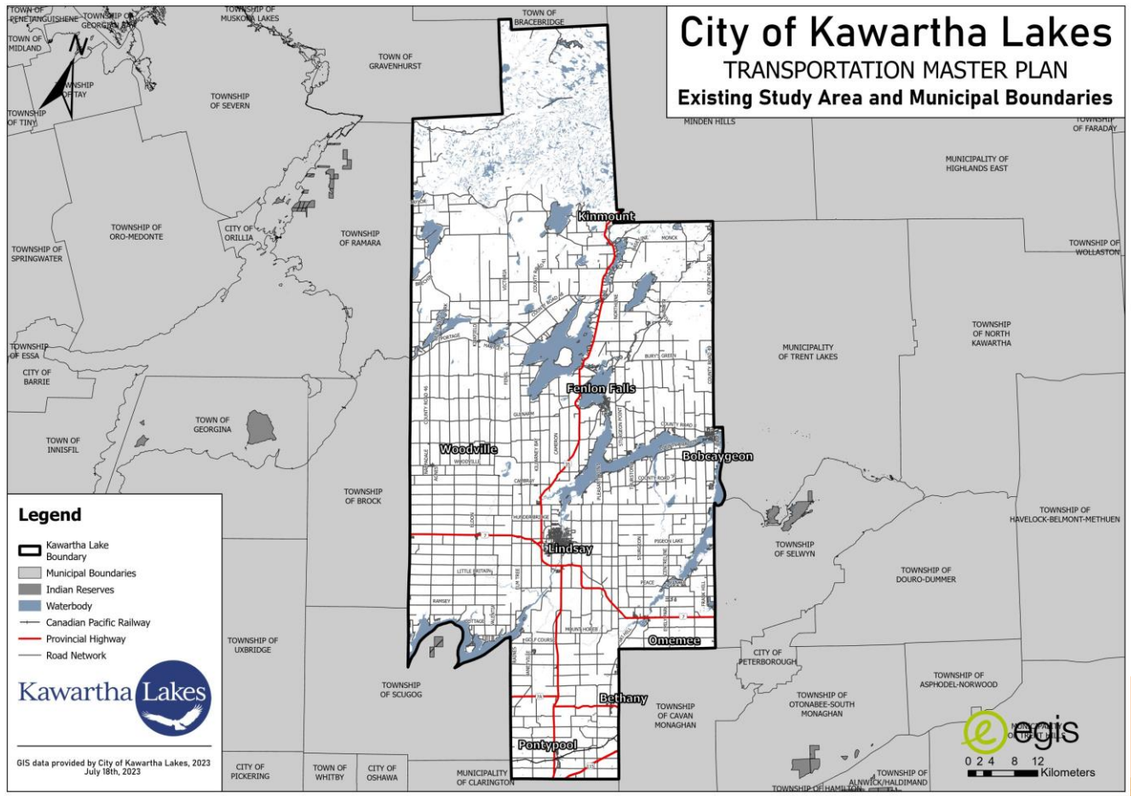


Image source: flaticon.com

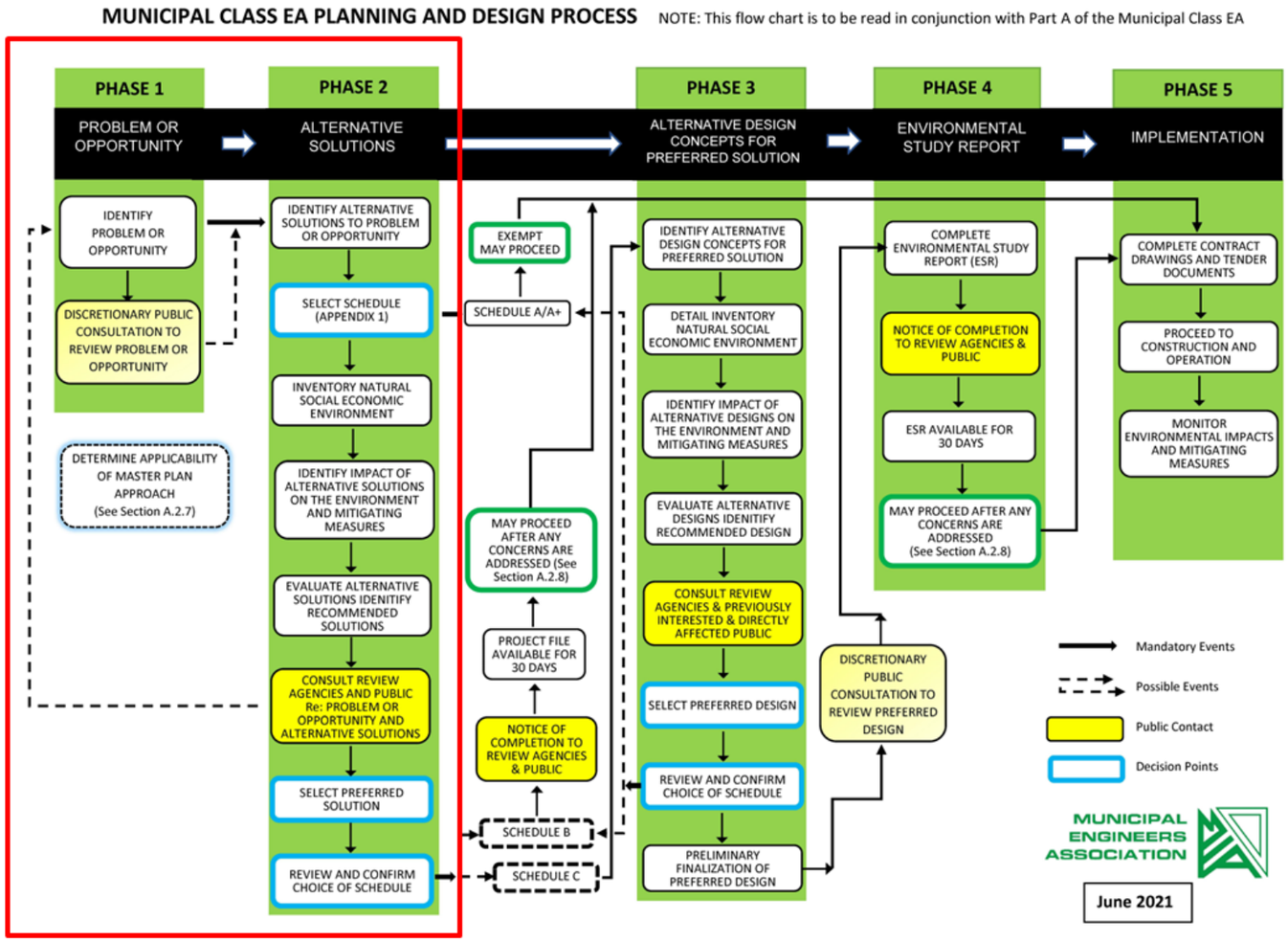
Municipal Class Environmental Assessment Master Planning Process

What is a Transportation Master Plan (TMP) ?

A Transportation Master Plan (TMP) is a long-term strategy for managing a multi-modal transportation system that would align with the City of Kawartha Lakes' growth and vision.

Municipal Class Environmental Assessment Master Planning Process

This TMP update will follow the "Class EA for Municipal Road Projects," covering Phases 1 and 2 of the Municipal Class Environmental Assessment Process, including a Public Information Centre and evaluation of alternatives. 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

TMP Study 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).

egis Kawartha Lakes

Image source: flaticon.com

Study Process

Transportation Master Plan Study Process



Here

Existing Conditions Assessment

- 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

Identification of Alternative & Solutions

- 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

Documentation & Finalization

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

TMP Horizon Years

2028 – Short Term
2038 – Medium Term
2051 – Long Term

Image source: flaticon.com

Major Projects Update

2012 TMP Recommended Improvements		Recommended Improvements being considered for TMP Update	Current Status	Priority (Y/N)	Link to Website for Major EA Project's
SHORT TERM - 2028					
Lindsay	Lindsay Street at Kent Street	Improvements completed through downtown reconstruction project	Completed	Yes	
	Angeline Street at Kent Street	Kent St corridor study completed (lindsay to highway 35) details EA and design on going for intersection improvements.	Completed	Yes	Major Projects - City of Kawartha Lakes
	Mary Street at Lindsay Street	New traffic lights were installed	Completed	Yes	
MEDIUM TERM - 2038					
Lindsay	Angeline Street at Mary Street	Priority will be updated in TMP Update			
	Angeline Street at Orchard Park Drive	All way stop installed, planning for future design for traffic lights	Completed	Yes	
	Angeline Street at Colborne Street	Colborne St corridor study completed (William St to highway 35) and detailed design on going	On-going	Yes	Major Projects - City of Kawartha Lakes
	Colborne Street and William Street	Recommendations for improvements through Colborne St coorridor study. Currently part of a EA and detailed design for new bridge crossing over Scugog river. Also, interim all-way stop will be installed fall 2024, future signal to be installed too.	On-going	Yes	Major Projects - City of Kawartha Lakes
	Scugog River Crossing	Location has been selected by City council. It is at the Colborne Street East. EA and detailed design ongoing.	On-going	Yes	Major Projects - City of Kawartha Lakes
	Angeline Street from Highway 7/35 to North Orchard Park Road	Priority will be updated in TMP Update			
	Work by Others (MTO):				
	Angeline St N and Orchard Park Rd	Interim All-way stop installed	Completed	Yes	
	Angeline St/Thunderbridge Rd at Highway 7/35	Works being completed by MTO completion date 2025	On-going	Yes	
	Colborne Street at Highway 35	Detailed design being jointly completed with MTO and adjacent development	On-going	Yes	
	Kent Street at Highway 35	Provincial EA done MTO to plan out works	On-going	Yes	
LONG TERM - 2051					
Lindsay	Colborne Street at Albert Street	Was a recommendation from colborne St corridor study and new traffic lights installed as part of the reconstruction of all colborne st from William st to Albert Street	Completed	Yes	
	Colborne St at CKL Rd 36	Priority will be updated in TMP Update. Future development of this location will drive timing of project (Flato development)	On-going	Yes	
	Wellington Street at Lindsay Street S	Priority will be updated in TMP Update			
	Wellington Street at William Street N	Priority will be updated in TMP Update			
	Queen Street and St. David Street	Priority will be updated in TMP Update			
	Reconstruct Thunder Bridge at St.David St	Colborne St W from St Charles to Hwy 35 detailed design completion 2023. Balance will be future phases.			
	Colborne Street from Highway 35 to Albert Street	Colborne Street corridor study completed, gave recommendations for improvements detailed design for improvements being jointly done between city and craft development. Implementation from Highway 35 Charles Street proposed in 2025	On-going	Yes	
	Reconstruct Thunderbridge Road from Elm Tree Road to Highway 35	Priority will be updated in TMP Update			
	Work by Others (MTO):				
	Highway 35 from Highway 7 to Thunder Bridge Road	Detailed design being done jointly with mto and development	On-going	Yes	
Bobcaygeon	East Street at Cedartree Lane/Duke Street	EA and detailed design complete. Implementation of traffic signal with re-design of Helen St to a cul-de-sac to be completed.	On-going	Yes	Major Projects - City of Kawartha Lakes
	Main Street and Duke Street	Priority will be updated in TMP update			
	West Street at North Street/CKL Road 8	Priority will be updated in TMP Update			
	East Street and Boyd Street/ Canal Street	EA and detailed design complete. Traffic signal to be installed 2024-2025	On-going	Yes	Major Projects - City of Kawartha Lakes
	East Street and Mill Street	Priority will be updated in TMP update	On-going	Yes	
Fenelon Falls	Bond Street at CKL Road 121/8	Actually Helen and 121/8. On-going major project.	On-going	Yes	Major Projects - City of Kawartha Lakes
	Fenelon River Crossing	Fenelon falls 121 corridor study completed. EA for secondary crossing completed with recommendations. Detailed design for replacement of at same location of the existing main bridge crossing completed. Reconstruction of the downtown Fenelon area completed. Improvements to the traffic lights at intersection of Francis Street and colborne Street in fenelon completed.	Completed	Yes	Major Projects - City of Kawartha Lakes
Omemee	King Street/Highway 7 at Sturgeon Road	Improvements to the intersection and traffic lights done through omemee downtown reconstruction project	Completed	Yes	
	King Street/Highway 7 at Sibley Avenue	Priority will be updated in TMP Update			
	Deane St/Ski Hill Rd	Priority will be updated in TMP Update			
	King Street/Highway 7 at Deane Street/Ski Hill Rd	Priority will be updated in TMP Update			
	King Street/Highway 7 at Queen Street	Priority will be updated in TMP Update			

Growth Trends & Issues

Growth Trends

The City's Planning Division commenced a new Growth Management Strategy (GMS) scheduled for completion in Fall 2024. This GMS will plan for population growth, housing, employment needs, and coordinate infrastructure investments to 2051.

Table 1
City of Kawartha Lakes – Population Forecast Employment Forecast

Population 2016	Population Forecast 2051	Annual Population Growth Rate (%)	Employment 2016	Employment Forecast 2051	Annual Employment Growth Rate (%)
75,423	117,000	1.58%	25,640	39,000	1.49%

Source: A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, Schedule 3 – Distribution of Population and Employment for the Greater Golden Horseshoe to 2051.

Year	Population			Housing By Type[1, 2]				
	Reference	High	Low	Singles/ Semis	Rows	Accessory Units	Apartments	Total
2011	75,000	75,000	75,000	25,800	300	400	3,200	29,700
2016	77,000	77,000	77,000	27,200	700	400	2,800	31,100
2021	83,000	83,000	83,000	28,400	700	500	2,800	32,400
2031	95,000	95,000	94,000	33,600	1,000	600	3,400	38,600
2041	106,000	107,000	104,000	38,700	1,400	700	3,900	44,700
2051	117,000	119,000	114,000	42,500	1,600	800	4,300	49,200
2016-51 Growth	40,000	42,000	37,000	15,300	900	400	1,500	18,100
Year	**Employment**			**Employment By Type**				
	Reference	High	Low	Major Office	Pop-Related	Emp. Land	Rural	Total
2011	25,000	25,000	25,000	-	13,000	6,000	6,000	25,000
2016	26,000	26,000	26,000	-	13,000	6,000	7,000	26,000
2021	26,000	26,000	26,000	-	14,000	6,000	7,000	26,000
2031	31,000	31,000	31,000	-	16,000	7,000	8,000	31,000
2041	35,000	36,000	35,000	-	18,000	8,000	9,000	35,000
2051	39,000	40,000	38,000	-	21,000	9,000	10,000	39,000
2016-51 Growth	13,000	14,000	12,000	-	7,000	3,000	3,000	13,000

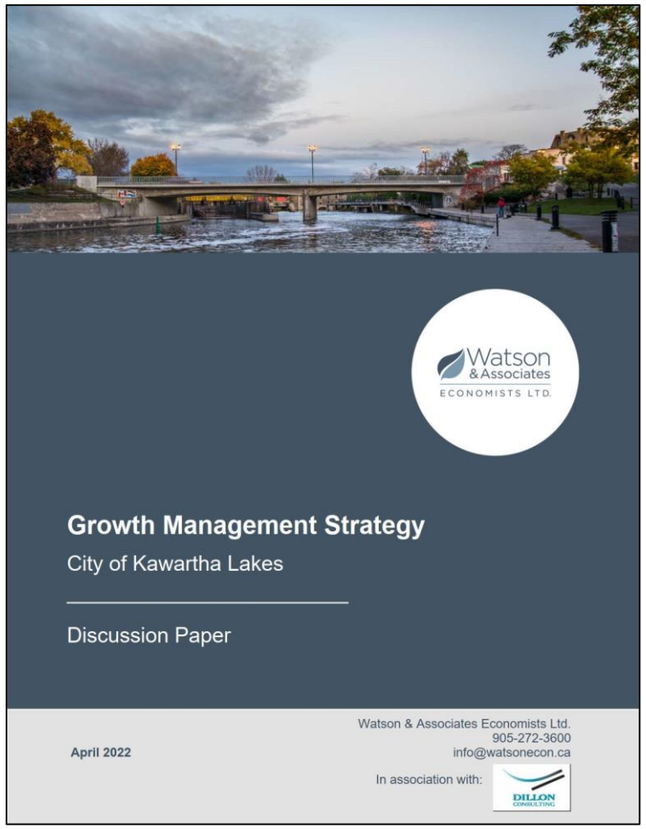
1. The housing forecast does not replicate/predict the housing mix that would be determined through each municipality's APTG conformity work. Planned housing mixes will continue to be decided by municipalities through their local planning processes.
2. Singles/Semis includes single-detached and semi-detached houses as well as movable dwellings as defined by Statistics Canada for the Census. Singles/Semis also includes existing houses where an accessory unit has been added. Rows are row houses as defined for the Census. Accessory Units are apartments added to an existing single-detached or semi-detached house. Apartments comprise all apartment buildings, whether greater than or less than 5 storeys.

Growth Issues

Growth of Urbanization – While significant growth is anticipated for the City, the majority of growth is anticipated along the City's primary settlement areas.

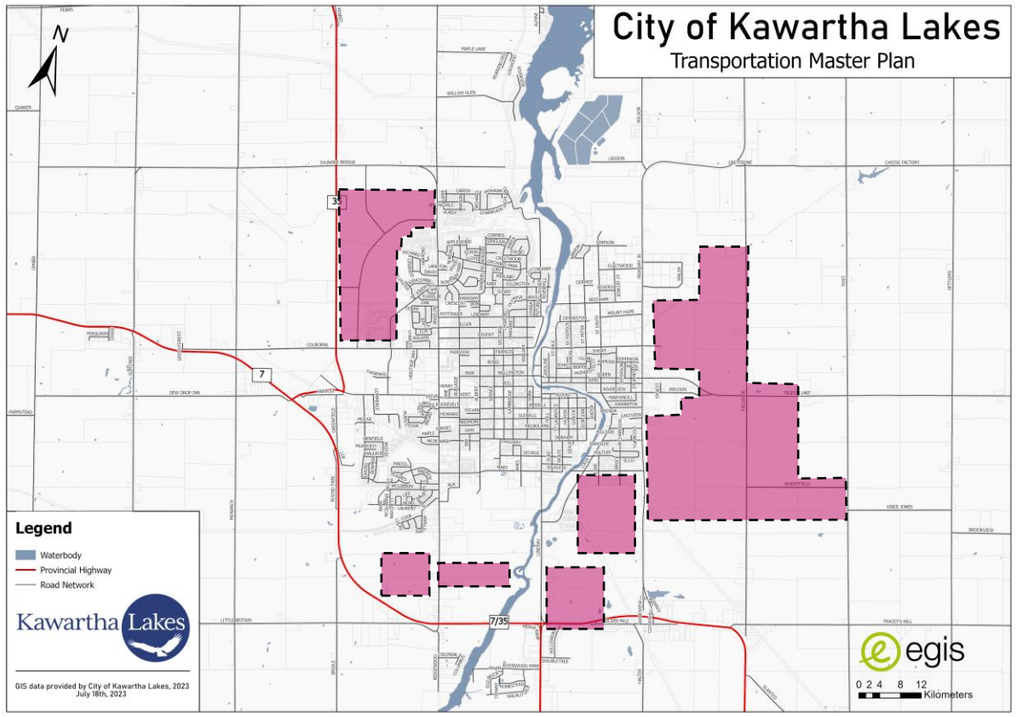
Aggregate Production – Continues to be a key economic driver within the City. Much of the heavy vehicle traffic is destined for the provincial highway network where the most residential and commercial growth is anticipated.

Growth of Pedestrian and Cycling Activity - Active transportation and transit continues to be a critical component of the transportation network. These services and facilities will need to keep pace with the growing population.



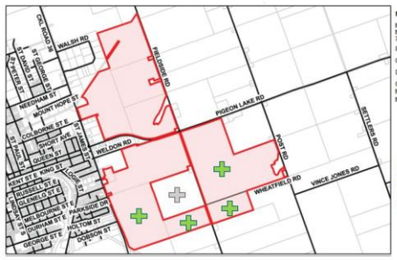
Future Development/MZO Lands

Lindsay



FLATO MZO Amendment 4

Kawartha Lakes Jump In



Details
202 ha
Up to 4,000 additional dwelling units (+ 500)

Bromont MZO Order 1

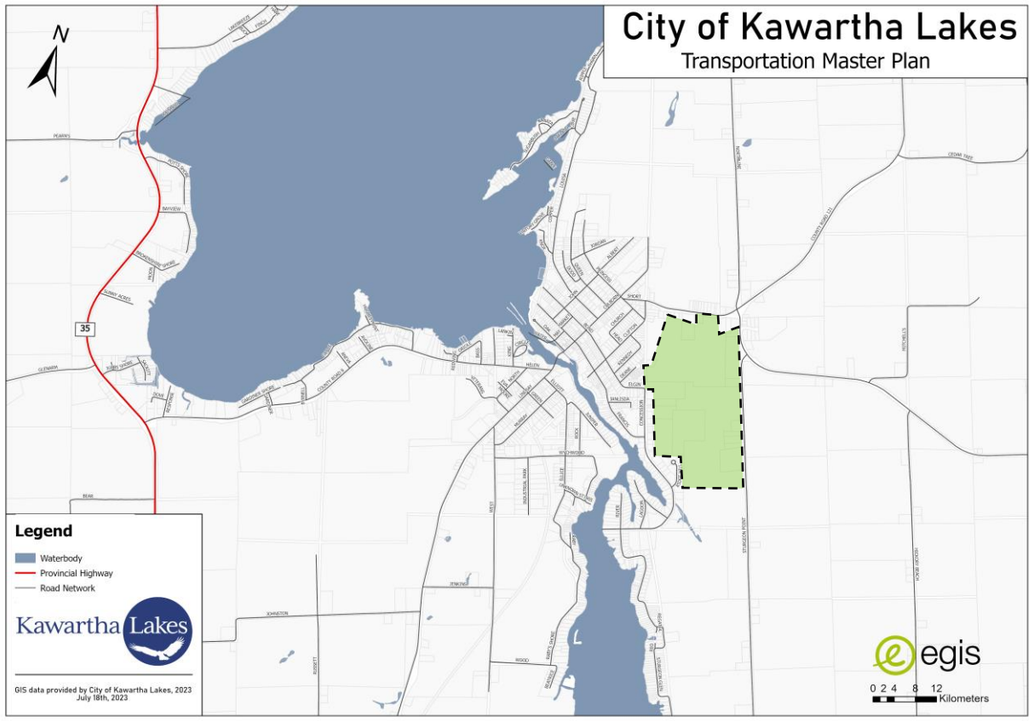
Kawartha Lakes Jump In



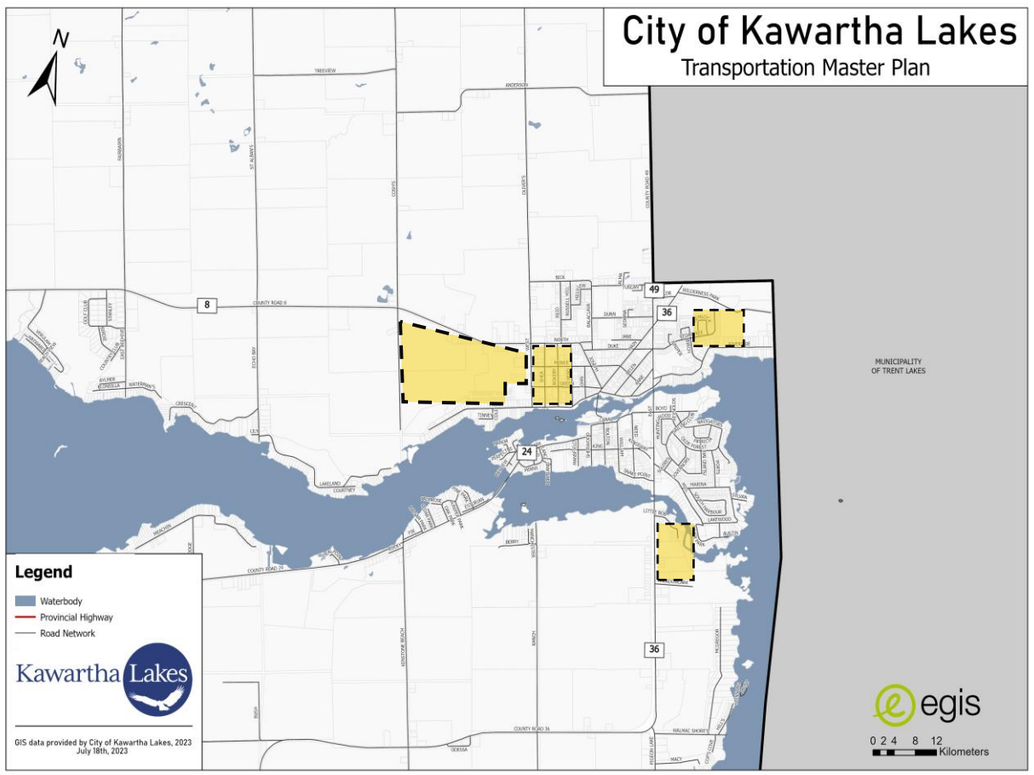
Details
130 ha (up to 144 ha)
2,250 dwelling units

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Fenelon Falls

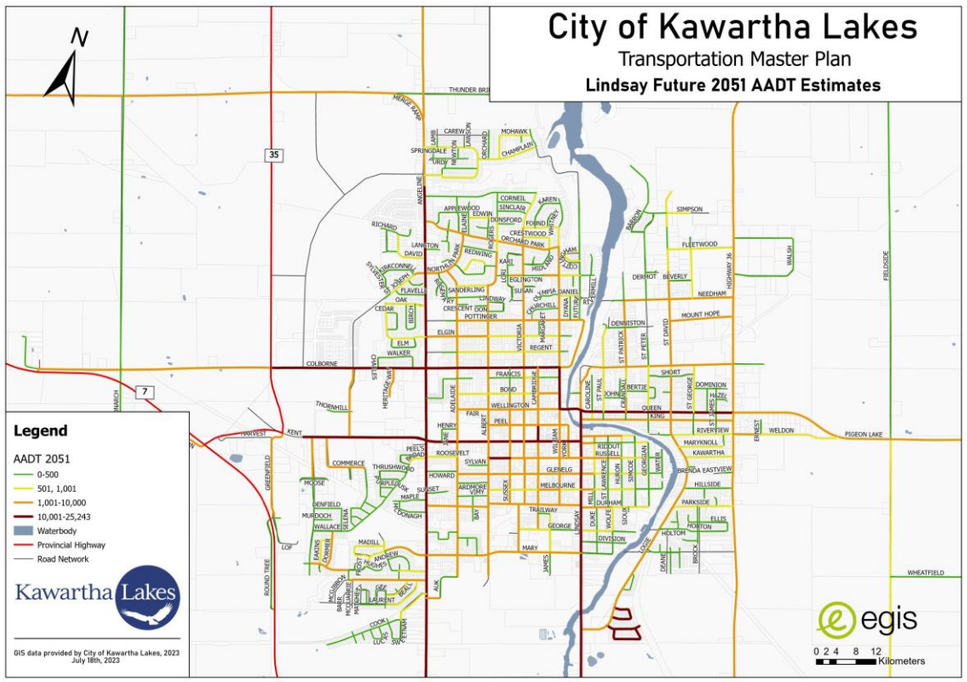


Bobcaygeon

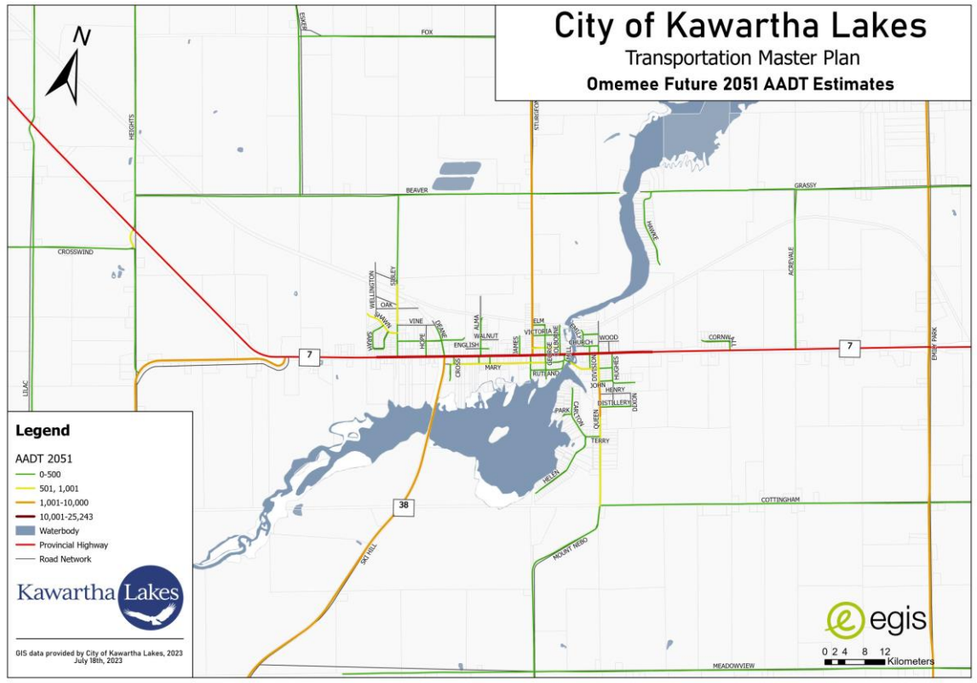


Future Forecasted Traffic Volumes (2051)

Lindsay

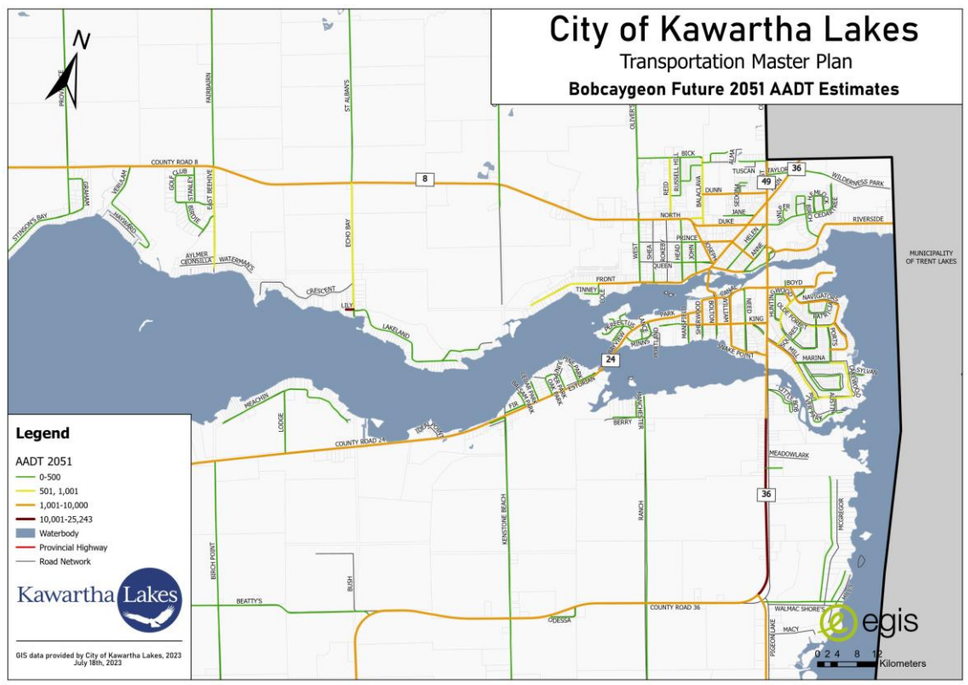


Omemee

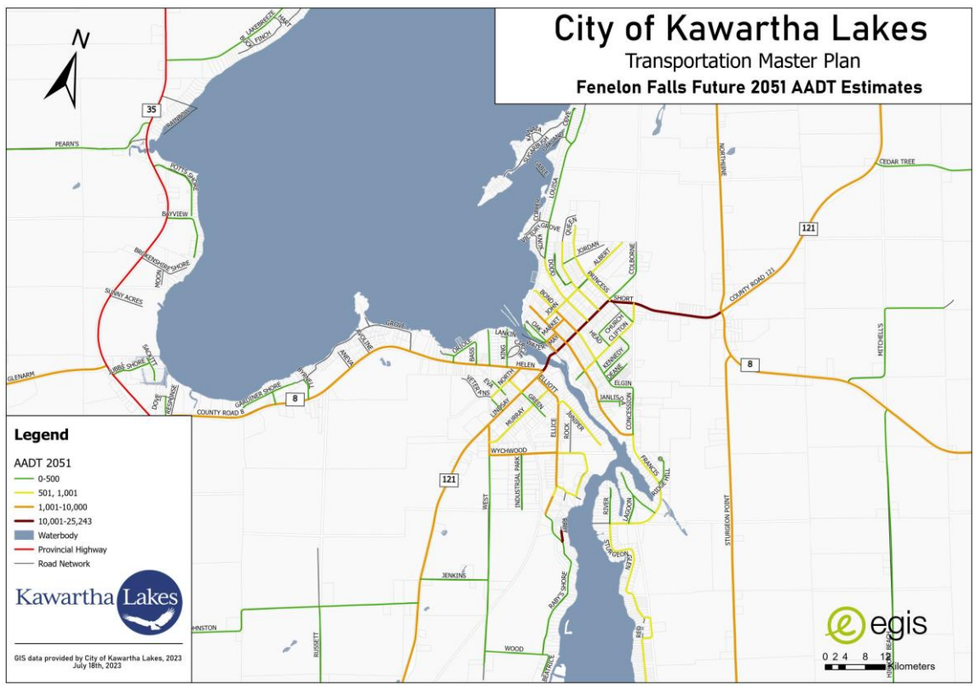


Note: Hwy 7 through Omemee is a "Connecting Link"

Bobcaygeon



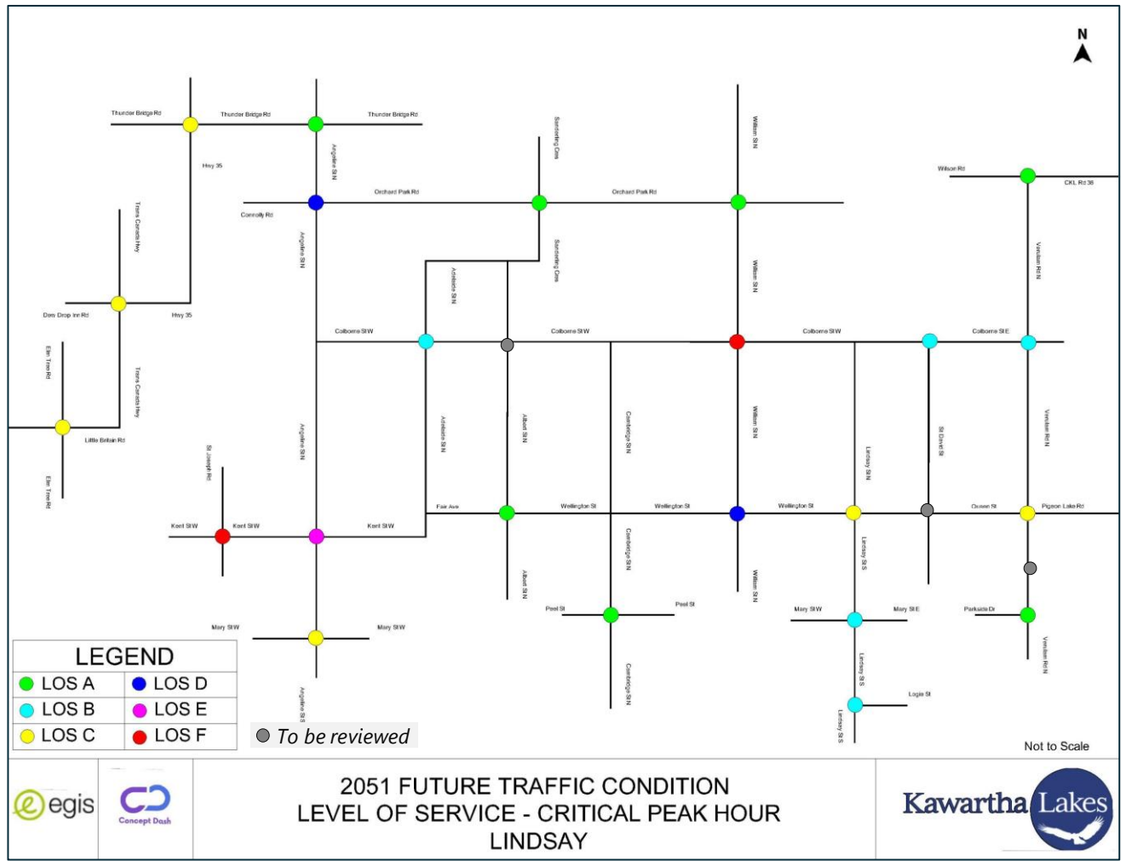
Fenelon Falls



** Please note forecasted volumes may potentially change in final TMP report due to on-going analysis.*

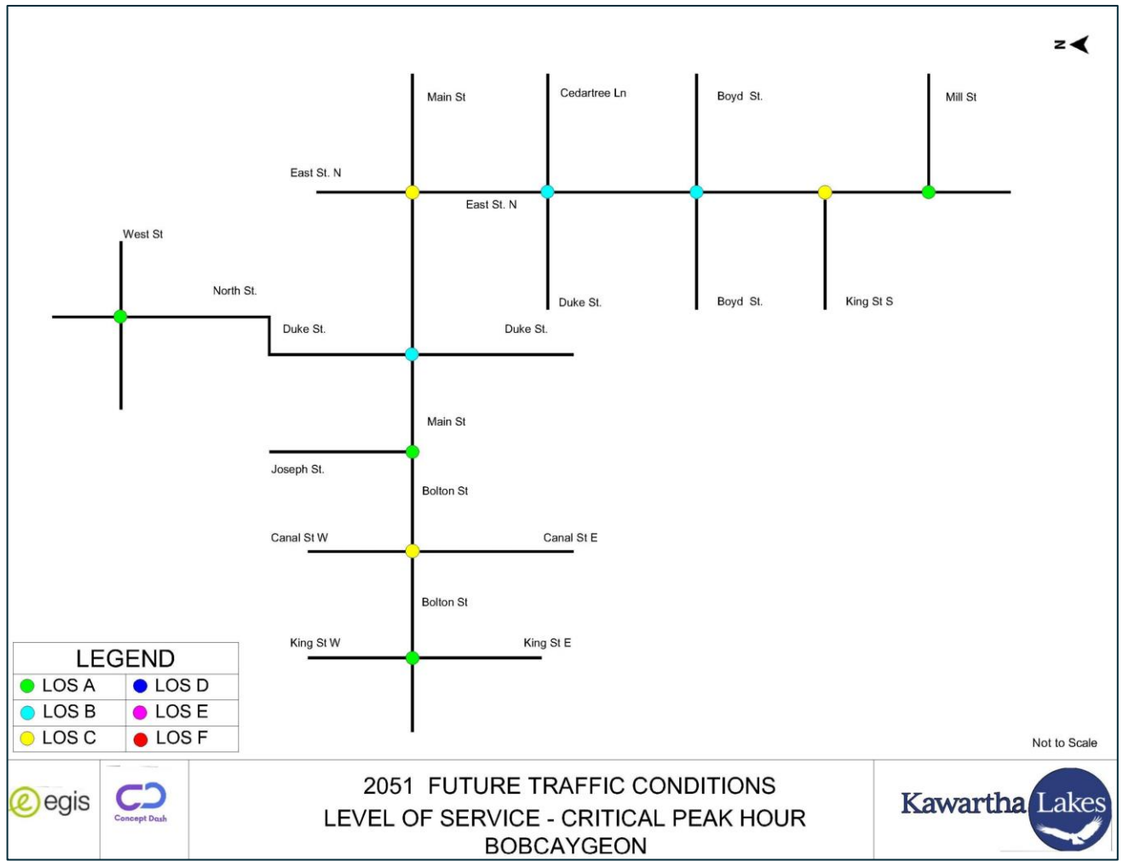
Future Traffic Operations & Analysis (2051)

Lindsay Level of Service – Critical Peak Hour



2051 FUTURE TRAFFIC CONDITION
LEVEL OF SERVICE - CRITICAL PEAK HOUR
LINDSAY

Bobcaygeon Level of Service – Critical Peak Hour



2051 FUTURE TRAFFIC CONDITIONS
LEVEL OF SERVICE - CRITICAL PEAK HOUR
BOBCAYGEON

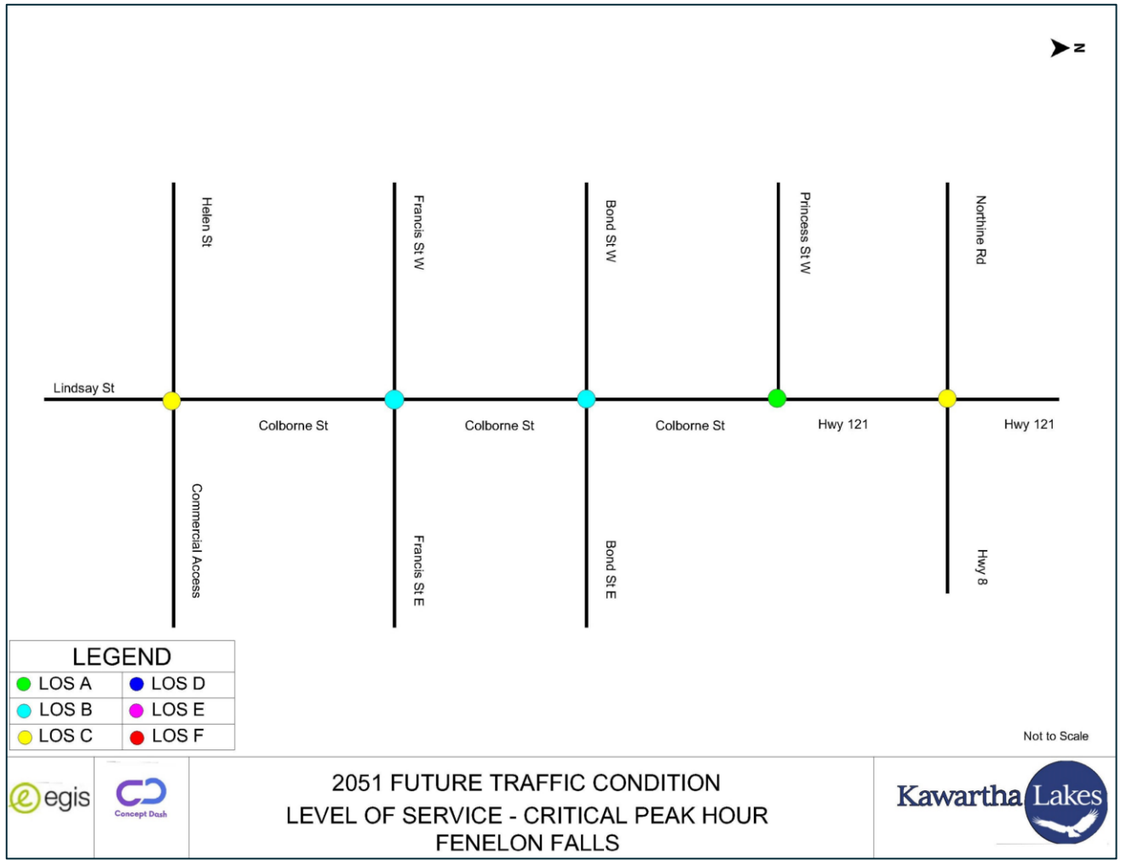
LOS	DESCRIPTION
A	Free-flow operations where vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.
B	Reasonably free flow conditions where the ability to maneuver within the traffic stream is only slightly restricted.
C	Traffic speeds at or near the free-flow speed with noticeable restricted freedom to maneuver within the traffic stream
D	Declining speeds due to increasing flows with seriously limited freedom to maneuver within the traffic stream.
E	Operations at or near capacity which are highly volatile because there are virtually no usable gaps within the traffic stream; unstable with no ability to dissipate even the most minor disruption.
F	Unstable flow with queues forming behind bottlenecks. Breakdowns occur for a number of reasons.

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

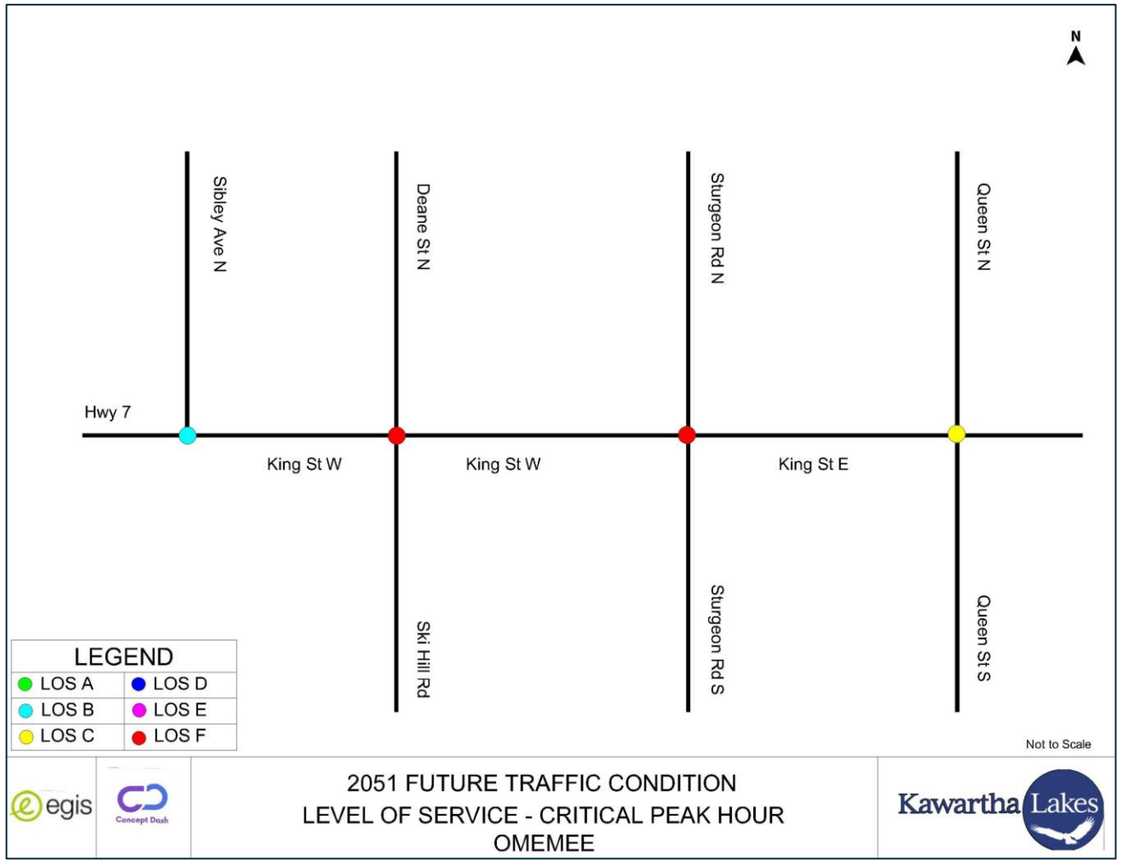
Image source: flaticon.com

Future Traffic Operations & Analysis (2051)

Fenelon Falls Level of Service – Critical Peak Hour



Omemee Level of Service – Critical Peak Hour



LOS	DESCRIPTION
A	Free-flow operations where vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.
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egis Kawartha Lakes

Image source: flaticon.com

Strategies/Policies to improve Transportation

Traffic Calming Policy

Traffic calming refers to design strategies aimed at reducing vehicle speeds and enhancing safety for pedestrians and cyclists, contributing to vibrant and safe communities.

Key strategies include implementing physical measures such as speed bumps or tables, chicanes and curb extensions, raised crosswalks, and roundabouts. Benefits of such measures encompass improved safety for pedestrians and cyclists, and reduction in vehicle speeds and noise.

It is recommended that City apply a systematic and data driven approach to responding to requests for traffic calming and follow industry guidelines for installation of best practices.





Vision Zero Policy

The ultimate goal of Vision Zero is to eliminate deaths or serious injuries on roads. Vision Zero is part of Canada's Road Safety Strategy 2025 and the Ministry of Transportation of Ontario Vision.

This policy prioritizes safety in transportation planning, recognizing that every life lost on the road is unacceptable. Key components include road safety assessments, improving roadway designs for vulnerable users, targeted enforcement, implementing signage and lighting, speed management measures, and providing public education on safe transportation practices. By adopting this approach, Vision Zero aims to ensure that all individuals can travel safely, fostering a culture of responsibility and encouraging active transportation.

It is recommended that the City adopt a collaborative, data-driven approach that engages stakeholders and the community to assess risks and prioritize interventions, ensuring alignment with best practices and industry standards for road safety to create safer streets for everyone.





Strategies/Policies to improve Transportation



Speed Limit Policy

Reduced speed limit signs should be considered where streets warrant lower limits based on surrounding land use and local context. The Speed Limit Policy aims to enhance roadway safety by establishing appropriate speed limits that reflect these factors. Reduced speed limits are particularly essential in areas with high pedestrian activity, vulnerable road users, or unique environmental features. Key strategies include assessing roadway conditions, gathering community input, and aligning speed limits with traffic calming measures to promote safer streets. The benefits of this policy include improved safety for all users, reduced collision rates, and increased encouragement of active transportation.

It is recommended that the City adopt a systematic approach to speed limit evaluations, ensuring alignment with best practices and community needs to create a safer and more vibrant environment for everyone.







All-Way Stop Warrant Policy

The All-Way Stop Warrant Policy aims to enhance intersection safety by determining the appropriateness of all-way stop controls based on established criteria. All-way stop signs should be considered at intersections where traffic volumes, accident history, and pedestrian activity warrant their installation.

Key strategies include conducting traffic assessments, analyzing collision data, and engaging community input to ensure that all-way stops are placed where they can effectively improve safety. Benefits of this policy include reduced collision rates, enhanced visibility for all road users, and improved pedestrian crossings.

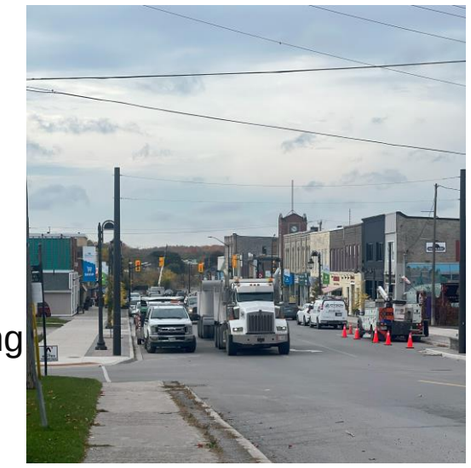
It is recommended that the City adopt a systematic approach to all-way stop evaluations, ensuring alignment with best practices and community needs to create safer intersections for everyone.





Strategies/Policies to improve Transportation

Goods Movement Policy



The Goods Movement Policy aims to enhance the efficiency and safety of freight transportation within the City. This policy focuses on optimizing the movement of goods by identifying key corridors, assessing infrastructure needs, and promoting multimodal solutions.

Key strategies include evaluating freight traffic patterns, coordinating with local businesses, and ensuring that road designs accommodate larger vehicles. Benefits of this policy include improved reliability for businesses, reduced congestion, and enhanced safety for all road users.

It is recommended that the City adopt a proactive approach to goods movement planning, aligning with best practices and community needs to create a more efficient and sustainable transportation network.

Parking Strategy

In 2019, the City completed a Parking Strategy to assess current and future parking needs in Lindsay, Fenelon Falls, and Bobcaygeon. This study will inform the ongoing update of the Transportation Master Plan (TMP) for the City of Kawartha Lakes. Its findings will be integrated into the final TMP report, ensuring that parking solutions align with the City's broader transportation goals and that key recommendations are included, promoting a cohesive approach to transportation and parking solutions.

Traffic Impact Assessment Guidelines

The Traffic Impact Assessment (TIA) Guideline provides a framework for evaluating the effects of proposed developments on the transportation network. This guideline is to ensure that potential traffic impacts are systematically analyzed to enhance safety and mobility within the City. Key strategies include assessing existing traffic conditions, estimating future traffic volumes, and identifying necessary mitigation measures. Benefits of this guideline include improved traffic flow, enhanced safety for all users, and informed decision-making for development approvals.

It is recommended that the City adopt these TIA guidelines to align with best practices and community needs, fostering a sustainable and efficient transportation system.

Infrastructure Guidelines

The Infrastructure Guideline Policy provides a comprehensive framework for the planning, design, and maintenance of transportation facilities within the City. This policy emphasizes safety, accessibility, and efficiency in all infrastructure projects. Key components include establishing design standards for sight triangles, road widths, and intersection visibility to ensure safe and efficient movement for all users. The guidelines also address the integration of multimodal transportation options and the consideration of environmental impacts. Benefits of this policy include improved safety at intersections, enhanced connectivity, and better support for active transportation.

It is recommended that the City adopt the Infrastructure Guidelines as part of the TMP update to align with best practices and community needs, thereby creating a safe and functional transportation network for everyone.

Image source: flaticon.com

TMP Integration with Active Transportation Master Plan

The recently completed Active Transportation Master Plan (ATMP) will inform the on-going update of the Transportation Master Plan (TMP) for the City of Kawartha Lakes. This integration will ensure that the key principles and recommendations of the ATMP are incorporated into the TMP Update.

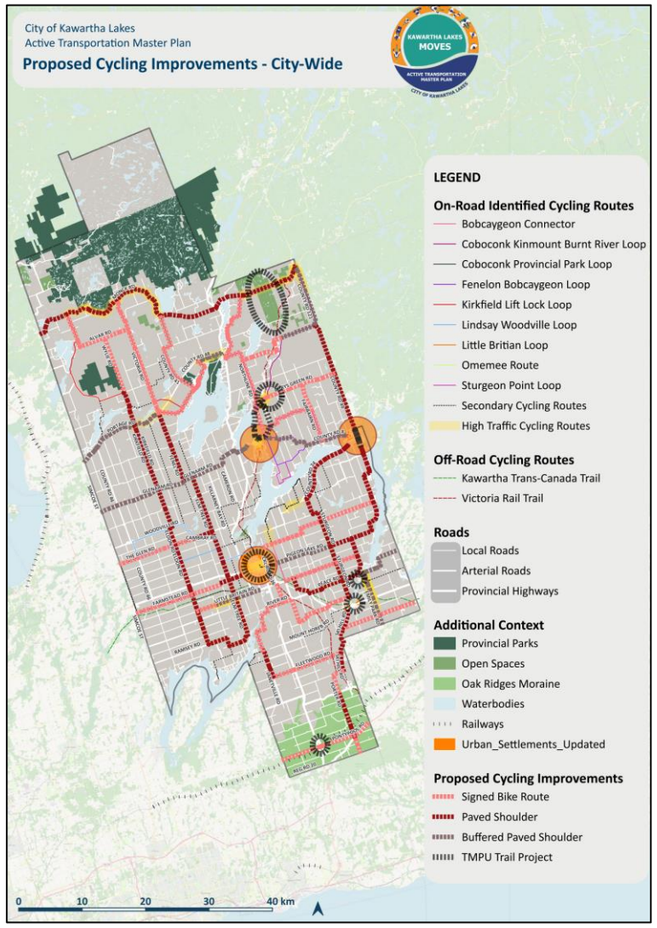
The ATMP refers to a number of TMP project outcomes that will influence and support active transportation efforts, including but not limited to:

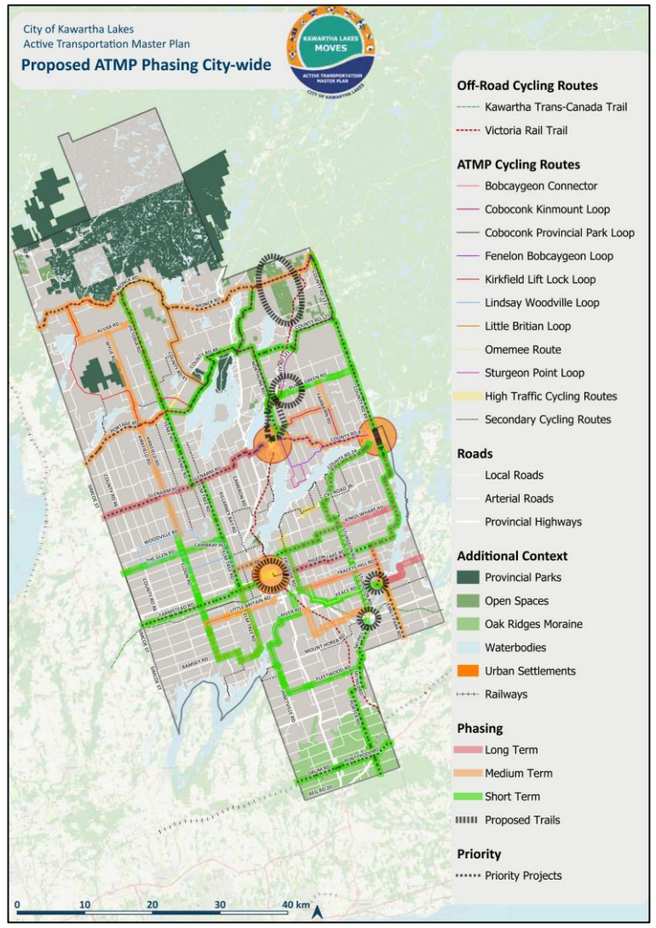
Complete Streets policies – supporting the consideration and design for all street users with safety and comfort in mind.

Vision Zero / road safety approaches – finding opportunities for strategic improvements to enhance overall safety for all road users.

Revisiting of municipal road classifications – investigating how roads are classified throughout the municipality from both a land-use and road function perspective, ensuring that there is consideration for and accommodation of all users.

Capital project planning – the identification of proposed infrastructure improvements and associated budgeting over the course of a 5, 10 or 15-year horizon.





There are a total of **763 km** of Active Transportation routes and facilities proposed throughout the City of Kawartha Lakes.

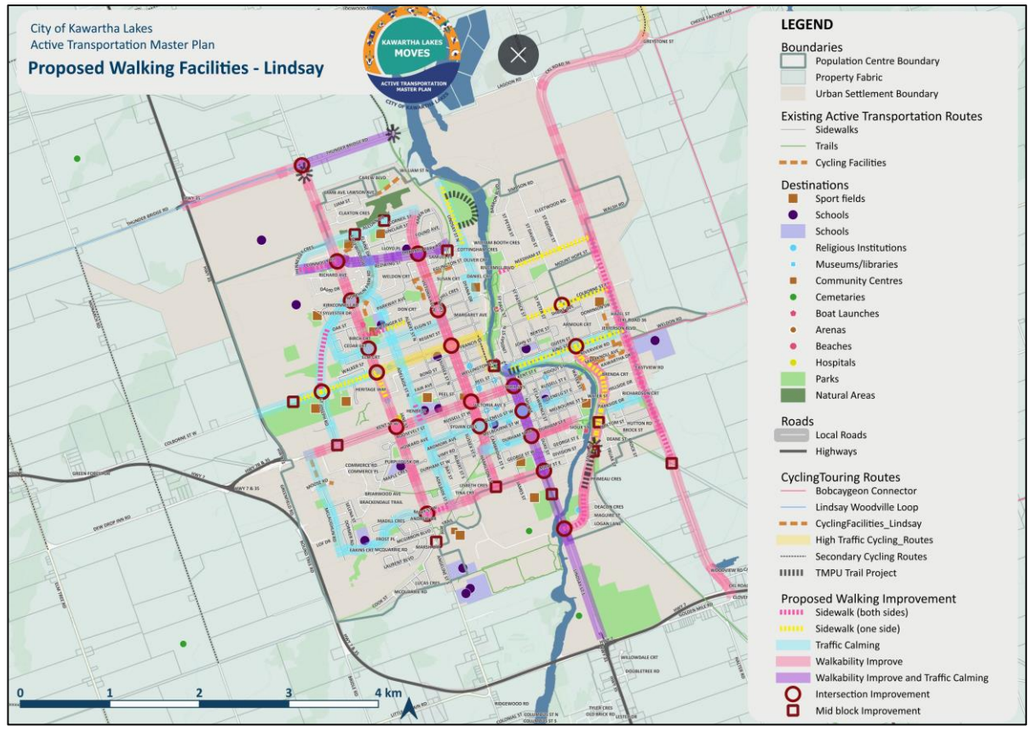


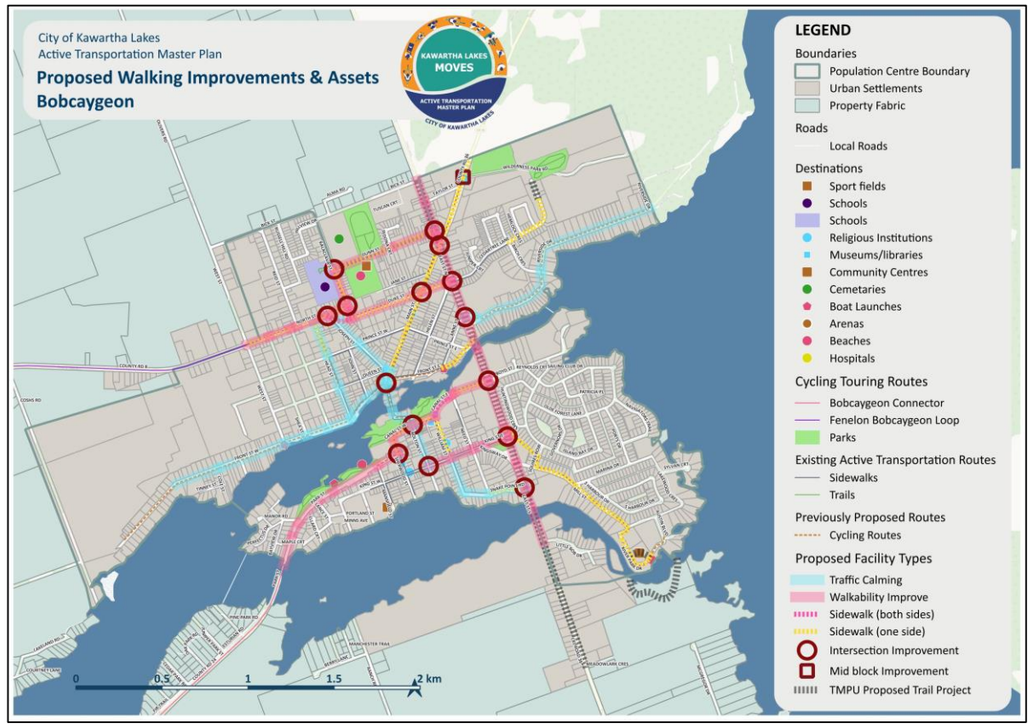
Area	Cycling	Walking	Total
Bobcaygeon	21 km	15 km	36 km
Lindsay	54 km	51 km	105 km
Fenelon Falls	13 km	8 km	22 km
City-wide	601 km	N/A	601 km
Total	689 km	74 km	763 km

Image source: flaticon.com

TMP Integration with Active Transportation Master Plan







Identification of Alternative Solutions

Alternative 1: Do Nothing

Maintain the current City's transportation network and policy/programming. This alternative would not include further development of roads under the jurisdiction of the City but all City improvements would proceed as planned.

Alternative 2: Status Quo

The City would continue infrastructure development and expansion at its current pace with new or refined policies/programming. New infrastructure development would continue to be based on recommendations within previous TMP and have incremental enhancements in response to local development.

Alternative 3: Road Network Strategy

The City would focus investment on local traffic operation improvements, ensuring to close gaps in the road network, and improve safety through traffic calming measures, and identifying haul routes. Roads would prioritize active transportation facilities such as sidewalks and multi-use pathways. No additional policies/programming would be provided for sustainable travel modes.

Alternative 4: Multi-Modal Network Strategy (PREFERED ALTERNATIVE)

Focus is placed on strategic road network capacity improvements, promoting and enhancing the active transportation network, transit opportunities, and Transportation Demand Management (TDM) strategies. Takes a multi-modal approach, which includes a balance of traditional road network improvements and sustainable modes through policy and investment.

Evaluation of Alternative Solutions

Alternative strategies were reviewed to identify which solution best aligns to meet the City's strategic goals and transportation vision. Based on the following 5 criteria that were set, **Alternative 4 – Multi-Modal Network Strategy** was the preferred alternative:

1. Transportation

a. Moves people and goods efficiently and safely
b. Provides efficient connections within the City's settlement areas
c. Improves connections to/from surrounding municipalities
d. Enhances Active transportation facilities
e. Provides a diversity of travel choices, including walking, cycling, and transit through the design of complete streets
f. Providing multiple transportation modes can alleviate traffic congestion by encouraging shifts away from single-occupancy vehicle use.
g. A multi-modal approach often emphasizes safety features, reducing conflicts between different types of road users and enhancing overall safety

2. Policy

a. Supports provincial policies and supports City of Kawartha Lakes Planning policies
b. Supports the City's Strategic and Official Plan

3. Economic Feasibility

a. Minimizes capital costs and minimizes maintenance and operating costs

4. Environmental

a. Minimizes impacts to the natural environment
b. Network encourages low-emission transportation modes

5. Socio-Economic Environmental

a. Supports existing and future population areas
b. Provides opportunities for planned growth
c. Reduced Carbon Footprint by promoting active transportation and public transit



Image source: flaticon.com

egis Kawartha Lakes

Recommended Network Strategies

Road Network

- Implement a complete streets approach that ensures all users: pedestrians, cyclists, public transit, and vehicles, can navigate safely and comfortably. This includes the addition of sidewalks, bike lanes, and safe crossings in key areas.
- Conduct regular road safety audits and assessments to identify high-risk locations and implement targeted interventions based on data-driven analysis.
- Utilize data from traffic collisions and community feedback to inform the planning and design of transportation infrastructure, ensuring alignment with best practices for road safety.



Active Transportation Network

- Develop and expand dedicated cycling paths and pedestrian walkways to promote walking and biking, connecting neighborhoods and community facilities, and enhancing overall mobility.
- First and last mile considerations (i.e. connections to transit)



Transit Network

- Implementation of Frequent Transit Network Corridors (15-min or better service) to support connections to Transit Priority Corridors and neighboring transit services
- Expanding on-demand and local routes to accommodate a greater service area/population
- Enhancing service for key growth areas
- Implementation of rideshare initiatives
- Partnerships with other transit agencies such as Metrolink



Image source: flaticon.com

Next Steps

Following this round of consultation we will:



1. Review your feedback to understand if any changes to the draft recommendations are needed
2. Finalize the future road network and transit network recommendations
3. Confirm phased implementation plan for various transportation system components
4. Finalize supporting strategies and policies
5. Prepare Transportation Master Plan final report (expected for public to view in December 2024)

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

- Project Website: Transportation Master Plan Study | Jump In Kawartha Lakes
- Please provide feedback to the project team during the comment period October 8th, 2024 to October 25th, 2024 by contacting one of the project team members or by completing the online survey by visiting the project website.

Thank you for attending PIC 2!

Contact Us

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Image source: flaticon.com