PIC Summary

SUBJECT: Fenelon Falls EA PIC 1 Summary

Fenelon Falls Public Information Centre (PIC)

The first PIC took place between 6pm and 8pm on Monday May 27, 2019. A total of 86 individuals signed in at the welcome desk, although there may have been more attendees present who did not sign in as some people turned up early and others later.



Following the presentation, the attendees worked their way around 4 activity stations. A summary of each activity and the input received at the activity stations is presented below.

Summary of What We Heard

During the PIC, the project team received a lot of input on the project. This included input on the background of the project, potential solutions to the project, key issues and important things to consider while working through the project. During our conversations a number of key themes emerged which were echoed at all of the different workstations. A summary of the key details we heard is provided below as well as a summary of each of the activity stations.

Overall Summary

- Local residents do not use the town center on weekends during the peak seasons due to the traffic congestion.
- The intersection around Tim Hortons and Sobeys creates significant issues in the town. There is a backup of traffic trying to make left hand turns into and out of the Tim Hortons.
- Traffic congestion also occurs on the streets which intersect the main street. There is concern about the impact of additional traffic trying to take shortcuts around the congestion through the surrounding residential streets.
- Safety is a key priority for a number of people. Pedestrians experience safety concerns while crossing the bridge (single sidewalk) or the main street (truck traffic).
- There is a strong desire among residents to have a solution to the traffic congestion issue as soon as possible. Community members talked about how the issues in Fenelon Falls have been ongoing for many years and despite a number of previous attempts to find a solution, nothing has happened. There is strong desire to have a workable and implantable solution in the immediate future.
- Many residents wanted to know how much the project would cost and where the funding would come from.

- It was expressed that any solution would need to ensure that local businesses on Colbourne and Lindsay Streets continue to receive business.

Activity Station Summaries

Station 1 – Issues and Opportunities
Key issues raised at this station included the intersection around Tim Hortons, the number of trucks travelling through town, the bottlekneck across the bridge, safety issues for pedestrians and the inaccessible nature of the main street on summer weekends. The opportunities identified included improving the intersection on the southern side of the bridge to allow for better traffic flow, removing through traffic from the downtown to enhance the main street experience and beautifying the downtown area.

Station 2 – Heat Mapping
The heat mapping station confirmed that the bridge is the main route for most residents in Fenelon Falls.Due to the high traffic volume on the bridge and subsequent queuing up and down Colbourne and Lindsay Street, it was clear on the maps that people often use side streets to try and divert around the traffic. Other high traffic routes that were identified included Francis Street East, Louisa Street, Clifton Street, Helen Street, Bond Street, Elgin Street and Concession Road.

Station 3 – Key Criteria
A number of different criteria were identified by participants under 12 separate headings. A number of the key criteria mirrored the issues and opportunities that were brought up in activity 1. Key criteria included the following: the cost of the project and the tradeoff between a bridge rehabilitation and a bypass/second crossing; congestion is only one of the issues and others, such as noise, truck traffic, and air quality should be considered; excessive vehicular traffic should be removed from the main street area but there were calls to maintain business traffic; there should be as little impact to residents as possible to maintain character; and there should be better connectivity for cyclists and pedestrians.

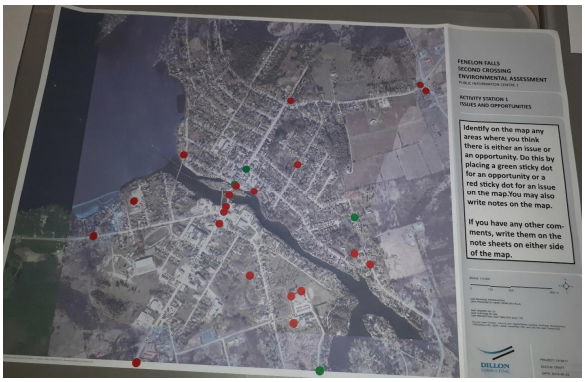
Station 4 – Potential Solutions
There were a number of different solutions suggested by participants. These solutions included in-town crossings, bypass routes and traffic improvements. Nobody suggested a do-nothing approach. There was a fairly even split between those who suggested a bypass route versus those who suggested an in-town option. The most popular option was a crossing over the Burnt River along 3rd Concession, followed by crossings in town along Wychwood or Clifton Street.

The detailed input received at each station and documented below covers all of the input received. There is no emphasis or weighting placed on any of the comments, the notes present purely what was heard.



Activity Station 1 – Issues and Opportunities

A number of key issues and opportunities were raised at this station. Participants expressed these by placing sticky dots on a map to show areas where there are issues/opportunities and wrote down comments. Figure 1 shows the locations of where some of the sticky dots were placed along with a description of the issue and opportunity. A summary of the issues and opportunities raised on the map and on the comment sheets is below:



Issues

- Local residents are unable to use the town on the weekends due to the traffic congestion.
- The Tim Hortons location contributes to a backlog of traffic trying to turn left when heading south and causes further congestion along Elliot Street.
- There are a significant number of trailers with boats parked along Water Street as they have no other place to park. Other vehicles towing boats are unable to park anywhere else and this adds to the congestion in the area.
- High number of heavy equipment traffic on the main roads.
- There may still be issues present with a future crossing as it will just add traffic back to Highway 121.
- Wychwood Crescent was identified as being an issue as it has a school and long term care home. This was seen as an issue should there be a second crossing proposed here.
- Francis Street also has a medical centre on it and access should be easier than it currently is.
- Diverting traffic from the downtown will reduce commerce.
- The issue is not with those coming to town to shop, but those not intending to stop.
- The bridge only has a sidewalk on one side of the bridge.
- The noise from the existing road carries to other areas. This would only get worse if there is another in town crossing.
- Construction will make the situation worse.
- The existing bridge is in need of repair.

Opportunities

- There is an opportunity to enhance the area around the falls.
- Improving traffic could help improve tourism, walking, biking, shopping and the beach area.
- Advanced turn lights could be added at key intersections.
- Maintaining traffic flow through the downtown will improve economic viability
- There is an opportunity to improve the roads to accommodate three lanes.
- The swing bridge should be kept open during the summer for bikes, ATV's and pedestrians.
- There should be better pedestrian infrastructure, including the walking trails along the lake.

Activity Station 2 – Heat Mapping

Participants were asked to identify the primary routes that they take through Fenelon Falls by walking, cycling and car. They achieved this by placing sticky string along their routes on a large map of Fenelon Falls. This allowed the public and project team to visualize the "hot spots" or most frequently used routes for each mode of transportation. Images of the heat maps created at this station are shown in Figure 2. The following is a summary of the findings from this activity:



Car

- Car was the most commonly used form of travel in Fenelon Falls.
- The most commonly used route by car is the one going north/south along CKL Road 121; Short Street; Colburn Street; over the bridge; and then Lindsay Street and Helen Street.
- Other highly used routes included: Going east/west along Francis Street; Going east/west/north along Louisa Street; and going north/south using CKL Road 121 and Northline Road.

Cycling

- The most commonly used cycle route was along the Rail Trail, and to/from the main commercial strip. There were many secondary arterial routes that cyclists took to connect to/from Colburn Street and Lindsay Street.

Walking

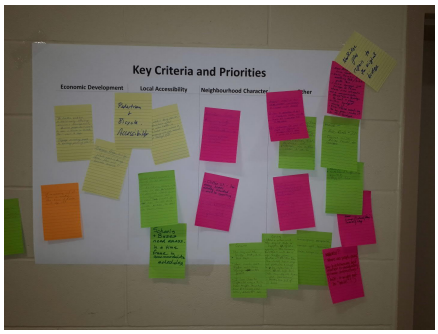
- The network identified by participants for walking was quite extensive, illustrating that many people use walking to get around the Town, and that many different routes are used.
- The most commonly used walking route was along the rail trail, and in/through the main downtown strip along Colburn Street.
- Walking was the preferred choice of travel by many for reasons such as: the lack of parking available, walking being quicker to get to their destinations, and not having to deal with traffic
- Participants identified some challenges with walking including: safety at major crossings and intersections, and the difficulty of walking in winters.

Other Considerations

- Seasonality – participants indicated that their primary mode of travel and their routes change depending on the season. The crossing at the Victoria Rail Trail, for example, which is the main route for both cycling and walking, is closed during certain parts of the year.
- The use of ATVs, snowmobiles and side by sides (ROVs) should be considered in the modes explored in this study. Recent by-law changes have allowed these vehicles to operate on roads and trials in Fenelon Falls.

Activity Station 3 – Key Criteria

Participants created a series of ideas for criteria under 12 different headings. They wrote down something which they identified as being important to consider on a post-it note and then placed it under the appropriate heading on the wall. Each of the different heading categories can be found below. The comments have been reviewed and a summary of each of the headings is provided below (any duplicated ideas have been consolidated into one bullet point):



Cost

- The cost of building a second crossing is a concern for some.
- There is interest in how the project will be financed.
- The current congestion and gridlock has a significant cost for the town.
- The cost of rehabilitation and expansion of the bridge, if cheaper than a bypass or new crossing, may be a viable option.

Natural Environment

- All options should be kept away from the beach, rail trail and walking paths.
- Road salt should be redirected away from the river.
- The project should not just improve congestion, but improve air quality, reduce noise and improve the waterway.
- Consideration needs to be given to the natural habitats of ospreys and fish in the rivers.

Mobility

- Traffic should be removed from the village to improve access to the downtown. Traffic should move, but not detract from businesses.
- There should be a separate entrance/exit to the village before creating a second crossing.
- All mobility problems in town come from the bridge and location of the Tim Hortons.

Heritage

- The Falls and locks are Fenelon's major attraction and the project needs to maintain their integrity.
- The current bridge has poor aesthetics.
- It is important to maintain the history and small town feel of Fenelon.

Tourism

- Gridlock ruins the tourism experience. Better traffic flow allows more people to visit the stores and restaurants.
- The traffic is a deterrent for consumers, tourists, visitors and residents. Better parking will encourage tourism.
- Walking and biking is a key tourism criteria and should be accessible year round.

Safety

- Emergency vehicles need better access (also during construction) around town and along main street.
- Better infrastructure for pedestrians, cyclists and those with strollers to safely cross roads and walk across the bridge.
- Excess traffic leads to more vehicles using side streets.
- The presence of a school, medical centre and care home on Wychwood Crescent presents a safety risk if traffic is diverted that way.
- The traffic signals should be capable of being remotely controlled to better coordinate traffic flow and allow access for emergency vehicles.
- During heavy rain, the bridge has no good drainage, creating safety concerns.
- The existing bridge's condition is a safety hazard.

Boating Experience

- The traffic problems in town need to accommodate boating too as the Trent Severn is the mainstay of the area.
- Cars with boat trailers need to park somewhere. There should be better parking signs around town.

Main Street Experience

- Locals do not go into town or cross the bridge on weekends during the summer.
- There is a lot of noise from trucks using the main street.
- The main street experience is poor for locals and visitors. It needs to be improved.
- There needs to be a better solution for long term parking. Wheelchairs cannot safely cross the bridge nor travel around the main street.

Economic Development

- Improving the traffic issue will encourage more businesses to relocate to Fenelon.
- Adding a bypass crossing outside of Fenelon will cause economic issues for the town.
- How will businesses survive when work is being done?
- Signage should direct people to parking lots which currently exist to allow people to use the downtown shops more.

Local Accessibility

- School buses and emergency vehicles need better access.
- One way traffic could allow better traffic through town if there is a second crossing.
- Local accessibility on side roads suffers when the main street is backed up.
- Diversions should not just create another bottleneck further in town. Traffic should be rerouted to different highways.
- Better pedestrian and cycling connectivity.

Neighborhood Character

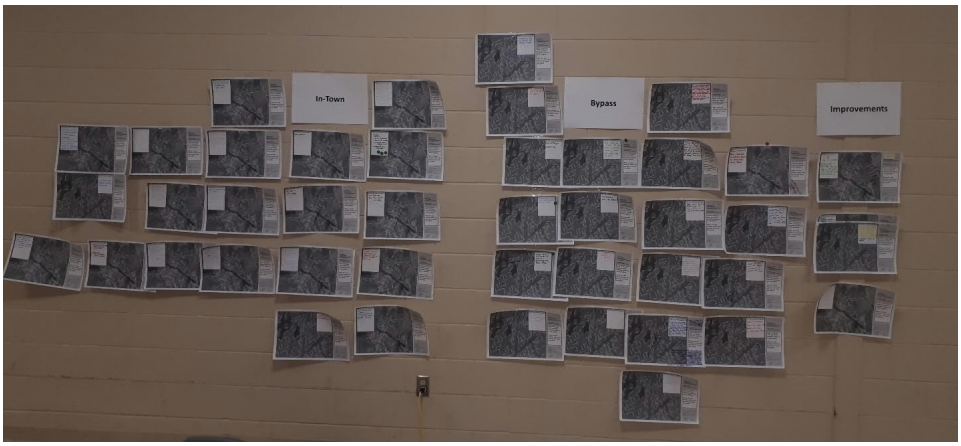
- There should be as little disruption to homeowners as possible.
- Traffic diversion should be kept away from the beaches, rail trail, walking and cycling path.
- Any work on Clifton Street would impact a lot of residents and take away from the community feel.

Other

- New bridge must be a feature and look good in the community.
- Timing is important. This is long overdue.
- Bypass road should be a toll bridge.
- It is important to determine where people are going to best decide where an alternative route should be.

Activity Station 4 – Potential Solutions

Most of the solutions that were created by participants were for an in-town solution or a bypass. Nobody thought 'do nothing' was viable. A summary of each of the potential solutions comments are presented below along with how many people supported the idea:



In-town

- Cross at the narrowest point of the river north of Wychwood and use the open space to connect back to 121. This is based on a survey done in the 70s (x3).
- New crossing at Clifton and turn this new crossing and the existing one to one-way streets (x3)
- New crossing at Clifton Street (x6)
- Old rail trail on waterfront.
- Wychwood Crescent (x6).
- New road south of Wychwood to cross the river.
- New crossing at Wychwood Crescent and improve the existing bridge. Make them one way.

Bypass

- Cross south of Wychwood across to Blythe Shore/Sturgeon Point Road (x5)
- No bypass bringing traffic to northline and 121 as its already a bottlekneck.

- Use 3rd concession over the Burnt River (x13)
- Cross the causeway between Manor Road and Lake Avenue.
- Connect County Road 121 to County Road 30 creating a direct link to Bobcaygeon (x3)
- Divert traffic east north of Rosedale over to 121.
- Divert traffic near Jonston/Jenkins Road across the water and connect where 121 meets 8 (x3)

Traffic Improvements

- Change access to the Sobeys.
- Automate control at the traffic lights along Colborne and Lindsay Street.
- Expand current bridge to 4 lanes (x2)
- Add longer left hand turn signals in town or have a specific left hand turn lane.
- Reconfigure the area around Tim Hortons and Sobeys.

Summary of Q and A session at the end

Below is a list of the questions asked and comments received during the Q and A.

1. The base map is too short and needs to cover a larger area as it needs to show the gravel pits.
2. Doing nothing in the past has not worked.
3. What is the time frame for the project?
4. Is tunneling an option?
5. Extending from 3rd line to 121 should be the main option.
6. The 2025 transportation study says there needs to be a solution by 2025, while this project has been saying by 2027. Why is there a difference?
7. We need to know the destination of the traffic travelling through Fenelon Falls before work goes ahead. Depending on where the traffic is going, this could determine the location of a bypass and/or an in-town solution.
8. What has changed in the last 40 years? It seems to be that there are the same studies being done and it is time to get something done.
9. A number of new development areas are due to be completed before 2025/27. Will the project team be working with the municipality to understand these developments and how they will impact the project?
10. Where will the money for this project be coming from?
11. Will this project be complete, including the construction, by 2027?
12. The rivers and lakes of Fenelon Falls are the lifeblood of its economy. There is an issue presently with excessive road salt ending up in the water. Will the project address this?
13. Will a new council be able to override the decisions made as part of this EA?
14. Is this project a development or a growth issue?
15. Is it possible to review where cars will be going? As this is a cost that the residents of Fenelon Falls will have to bear, is there a way to list this project as a regional issue as it is likely that most of the issues are created by people who are not residents of the area.
16. Will the current bridge still be safe to use in 2027?
17. County Road 121 should not be downgraded as it services quarries. The road should be listed as a highway.

FENLON FALLS
SECOND CROSSING
ENVIRONMENTAL ASSESSMENT

PUBLIC INFORMATION CENTRE 1

FIGURE 1
ISSUES AND OPPORTUNITIES SUMMARY

The waterfront area is an asset of the town. There is an opportunity to improve connectivity for active transportation here.

There is already existing parking available that doesn't get used, like at the Curling CLub.

Boat trailers are parked along this street making access harder.

Traffic is often back logged up to this point.

Difficulty making left hand turns on Colbourne Street.

There is an opportunity to improve traffic signals on Colbourne Street and to make traffic improvements.

There is an opportunity to make the old rail line a better pedestrian and cycling crossing.

Many residential properties would be impacted by a crossing on Clifton Street.

Concession Road could be used as a bypass in conjunction with a crossing at Wychwood.

There is an ooprtunity to rehabilitate the bridge and to improve its operation.

Traffic is often backed up along this road.

The health centre would be imapcted by a second crossing here.

Intersection near Tim Hortons creates significant traffic challenges. Left hand turns are difficult.

The bridge needs repairs and is very difficult to cross by any mode of transport.

There are few residential properties along Wychwood making it a good crossing opportunity.

There is an opportunity to improve this intersection so there are fewer vehicle conflicts.

Land use issues. The school and long-term care home would be impacted by a second crossing here.

ALBERT ST.
JORDAN ST.
PRINCES' ST. W
COLBORNE ST.
SHORT ST.
CKL RD. 121
PRINCES' ST. E.
NORTHLINE RD.
CKL RD. 8
LOUISA ST.
BOND ST. W.
MARKET ST.
FRANCIS ST. W.
OAK ST.
WATER ST.
HEAD ST.
CLIFTON ST.
KING ST.
WEST ST. N.
BASS ST.
GLENARM RD.
HELEN ST.
REDWING AVE.
LINDSAY ST.
ELLICE ST.
WYCHWOOD CRES.
WEST ST. S.
MURRAY ST.
INDUSTRIAL PARK DR.
CONCESSION RD.
RIDGE HILL COURT
LAGOON DR.
RIVER DR.
WYCHWOOD DR. E.

Summary of key issues and opportunities

- Opportunity
- Issue

SCALE 1:4,000

0 125 250 500 m

N W E S

MAP DRAWING INFORMATION:
DATA PROVIDED BY MNRF, FENELON FALLS

MAP CREATED BY: LK
MAP CHECKED BY: GM
MAP PROJECTION: NAD 1983 UTM Zone 17N

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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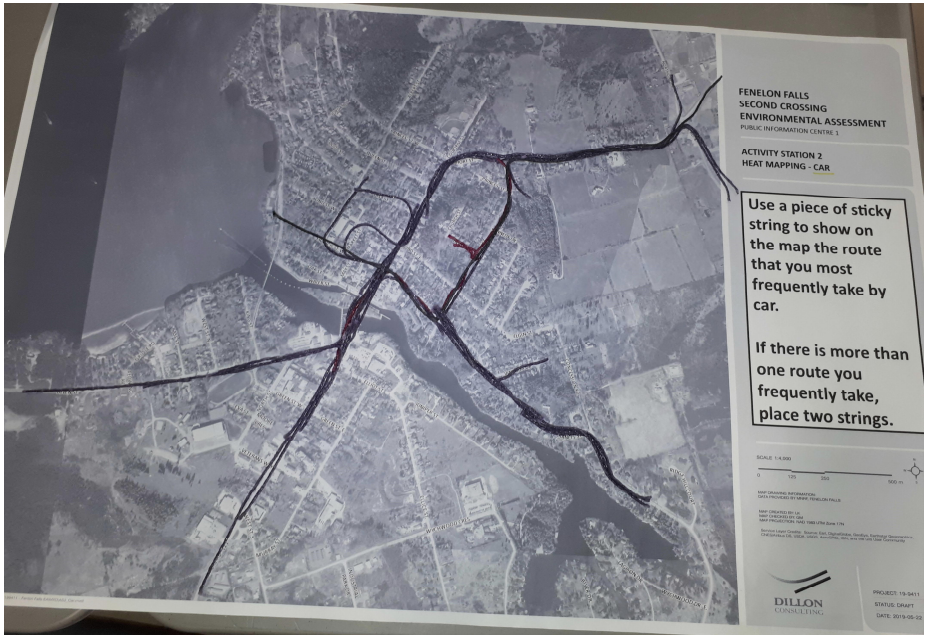
PROJECT: 19-9411
STATUS: DRAFT
DATE: 2019-05-22

FILE LOCATION: \\30dilloricad\CAD\2019\19411 - Fenlon Falls EA\MXD\AS1_IssuesAndOpportunities.mxd

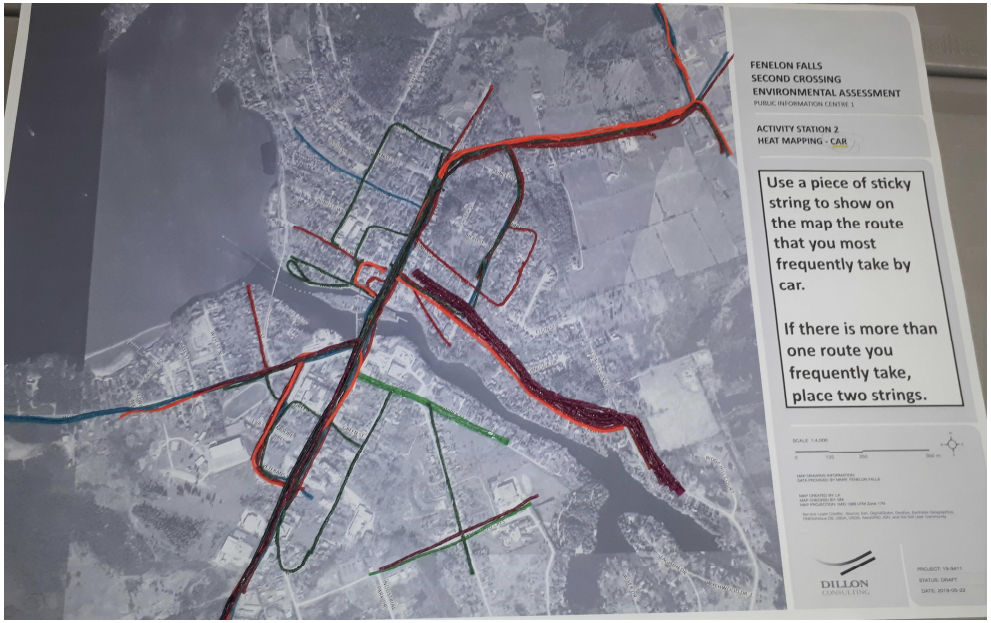
Figure 2



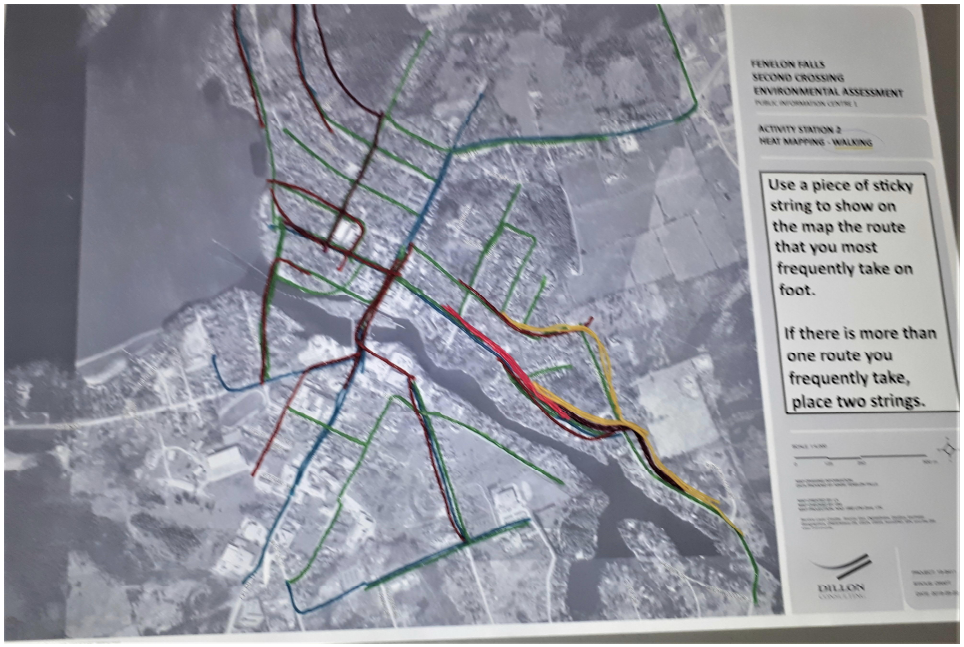
Car Map 1: Highest volumes along Colbourne and Lindsay Street. Other high volume streets shown include Francis St (E and W), Louisa Street and Clifton Street



Car Map 2: Highest volumes along Colbourne and Lindsay Street. Other high volume streets include Francis Street E and Clifton Street.



Car Map 3: Highest volumes along Colbourne and Lindsay Street and Francis Street E.



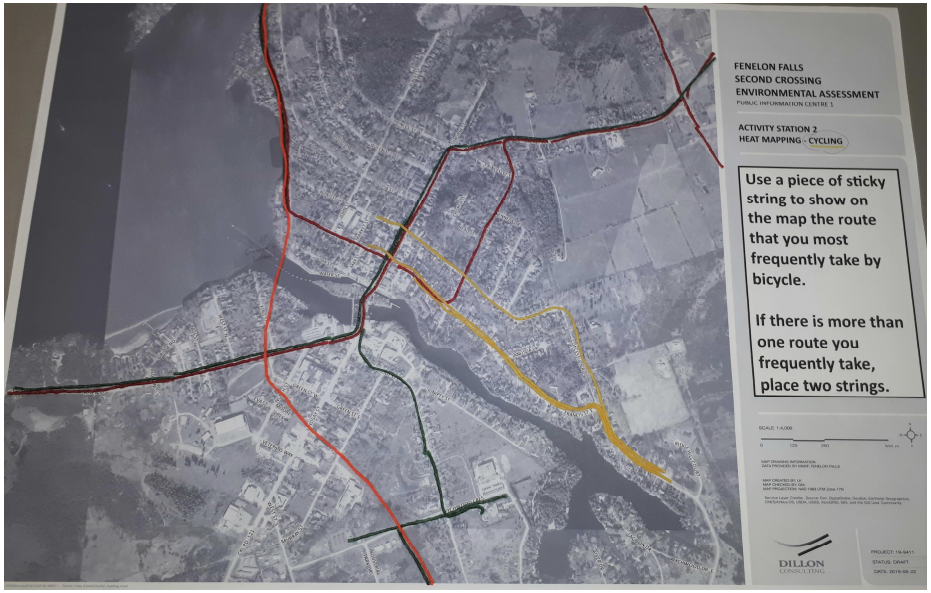
Walking Map 1: Highest volumes along Francis Street E and across the bridge. Other high volume areas include Ellice Street and along the waterfront.



Walking Map 2: Highest volumes along Francis Street E and W, Water Street, Oak Street, and along the waterfront.



Cycling Map 1: Highest volumes across the bridge, Water Street and along the waterfront.



Cycling Map 2: Highest volumes across the bridge, Francis Street and Colbourne and Lindsay Street.