

Memorandum

To: Corby Purdy
Manager, Infrastructure Design and Construction

From: Alex Wilkinson, P.Eng.

Date: May 15, 2025

Reference: Angeline Street North Reconstruction MCEA
Discussion related to the Active Transportation Master Plan
Ainley File No. 18545-2

This memorandum has been prepared to discuss how the recommendations of the Active Transportation Master Plan (ATMP) relate to the Preliminary Preferred Alternative (PPA) of the separate Municipal Class Environmental Assessment (MCEA) process being completed for the Angeline Street North Reconstruction project.

After identifying the relevant recommendations of the ATMP, this memorandum evaluates the feasibility of their implementation within the PPA at the future detailed design stage.

This document is intended to serve as a reference for the discussion purposes of City of Kawartha Lakes (City) staff associated with the conception and/or implementation of the ATMP and/or PPA.

Background

Starting in 2021, after the commencement of the Angeline Street North Reconstruction MCEA in 2019, the City undertook the establishment of the ATMP. The City's ATMP, also branded as *Kawartha Moves*, states its intent as follows:

- Provide guidance on improving active travel at the City-wide level;
- Identify recommendations to inform future policy development and delivery put high-level policy directions from the Official Plan into action; and,
- Provide guidance to inform implementation tools, tactics, policies and programs.

Per the ATMP, "[it] is not intended to be a stand-alone document; it was developed as a flexible and adaptable tool that can be used by all municipal staff who have a role in the planning, design and implementation of [Active Transportation]-related initiatives... it is an optimistic and aspirational document which provides ambitious targets for infrastructure implementation, policy and program development, and capacity building".

The ATMP was completed such that it satisfies the engagement and technical requirements of the MCEA process (separate from that of the Angeline Street North

Reconstruction project). Therefore, many of the projects identified by it are considered “pre-approved” and able to be implemented immediately, pending municipal budget allocation.

The vision statement of the ATMP was developed, following input from the City’s ATMP Task Force and other stakeholders, as follows:

Active transportation in Kawartha Lakes is planned, designed and implemented with equity, sustainability accessibility and feasibility in mind.

In May 2024, and about the same time as Public Information Centre #2 of the Angeline Street North Reconstruction MCEA presented its PPA, the final ATMP document was published. The PPA is generally as shown by the combination of figures provided as **Appendix A**: Alternative 2B of the “Kent Street Intersection and Main Corridor Alternatives”, and Alternative 3 of the “Colborne Street Intersection Alternatives”.

The Problem Statement of the Angeline Street North Reconstruction MCEA, is as follows:

The City of Kawartha Lakes is projected to be home to an estimated 100,000 residents by 2031, which is an anticipated increase of 33% from 2011 population values.

As a result of the projected growth, the 2012 Transportation Master Plan identified transportation capacity constraints on Kent Street West and Colborne Street West, with recommended improvements. Stand-alone corridor and EA studies for these intersections provided preferred intersection improvements which will be considered as part of this study for the Angeline Street North corridor.

The Opportunity Statement of the Angeline Street North Reconstruction MCEA, is as follows:

The Angeline Street North corridor will be reviewed for potential vehicular traffic improvements to meet the project 2031 traffic demands. In addition, opportunities to incorporate access, improve safety, and enhance other modes of transport for existing and future residents will also be review.

The reconstruction also provides an opportunity to review the condition of and replace watermain, sanitary sewer, and storm sewer infrastructure where warranted.

As outlined by its Problem and Opportunity Statements, the Angeline Street North Reconstruction MCEA’s primary focus is to address the anticipated increase in vehicular traffic demands along the corridor, as originally identified and recommended in previous corridor studies for the intersecting streets that generally bound the project area to the north and south (i.e., Kent Street West and Colborne Street West).

Resultingly, the goal of the MCEA is to evaluate the benefit of design alternatives on their improvement to vehicular traffic conditions.

ATMP Recommendations within MCEA Project Site

The improvements/recommendations envisioned by the ATMP for the subject section of the Angeline Street North corridor, include both walking and biking facilities, as shown on the ATMP figures provided as **Appendix B** and summarized by **Table 1**.

Table 1: Facility Improvements Recommended within MCEA Project Area

Facility Type	Proposed Improvement	Location
Cycling	Multi-Use Path	Entirety of Project Area with the exception of the east leg of the Kent Street West intersection
	Separated Bicycle Lane	East leg of the Kent Street West intersection
Walking	Walkability Improvement	Entirety of subject section of Angeline Street North
	Intersection Improvement	- Colborne Street West intersection - Kent Street West intersection
	Sidewalk – One Side	- Angeline Street North between Colborne Street and Chadwin Drive - West leg of the Colborne Street West intersection
	Traffic Calming	West leg of the Colborne Street West intersection

Tables 2A and 2B provide an expanded description of the proposed relevant cycling and walking improvements, respectively, as summarized from Section 4 of the ATMP and its reference materials.

Table 2A: Expanded Description of Recommended Cycling Facility Improvements

Facility Type	Proposed Improvement	Expanded Description
Cycling	Multi-Use Path	• “A two-way path that is horizontally and vertically separated from the travelled portion of the roadway by a curb and buffer.” • Multi-Use Path width: ○ Recommended: 3.5 - 4.0 m ○ Minimum: 3.0 m (<u>2.4 m</u> in constrained areas). • Buffer width between roadway and Multi-Use Path (excl. curb): ○ For two-way facility on ≤ 60 km/h posted speed limited ○ Desired: 1.5 m - 2.5 m ○ Suggested minimum: <u>0.6 m</u> • Resulting absolute min. width requirement: 3.0 m
	Separated Bicycle Lane	• “An on-road facility designated by pavement marking and signage for exclusive use by people riding bikes. Can be marked with a single line, or ‘buffered’ pavement marking to create additional horizontal separation.” • Separated Bicycle Lane width: ○ Recommended: 1.8 m + 1.0 m buffer ○ Minimum: <u>1.5 m + 0.3 m buffer</u> • Resulting absolute min. width requirement: 1.8 m • Note: per the ATMP’s guidance, standard bicycles lanes have the same recommended and minimum lane widths but the buffer is considered options ○ Resulting absolute min. width requirement: 1.5 m

The discussion provided by this memorandum considers the absolute minimum width requirements of the cycling facilities, per **Table 2A**. This is believed to be appropriate in evaluating their feasibility at this stage. Increased widths can be considered at the detailed design stage, where practical.

Table 2B: Expanded Description of Recommended Walking Facility Improvements

Facility Type	Proposed Improvement	Expanded Description
Walking	Walkability Improvement	• “Consist of enhanced design treatments to accommodate the safe and comfortable movement of pedestrians. These features may vary depending on the space that is available and the length of the corridor.” • Street furniture – benches, waste bins, bike racks, planters, lighting, signage/wayfinding, public art. • Landscaping – trees, grass, other plantings. • Increased separation between sidewalks and roads, wider sidewalks • Accessibility improvements.
	Intersection Improvement	• Enhanced pavement markings (e.g., ladder crosswalks), intersection cycling treatments (e.g., cross-rides, bicycle signals, conflict zone markings, bike boxes), tighter curb radii at corners, curb extensions, pedestrian refuges/centre medians/median extensions, accessibility features (e.g., tactile surfaces, audible pedestrian signals, curb cuts/ramps, signal timing adjustments). • Identified location should also be studied for other controlled crossing improvements, based on traffic and other multi-modal needs, and implemented as appropriate based on these broader transportation goals.
	Sidewalk – One Side	• Should consist of a pedestrian through zone, or clear width, of no less than 1.5 m, with no obstructions at any point, and wider (1.8 m+) where feasible, especially where higher numbers of pedestrians are anticipated.
	Traffic Calming	• “Measures along roadways to manage and slow the speed of motor vehicles. Reduced traffic speeds increase safety for all road users, especially vulnerable pedestrians and cyclists, improving visibility, decreasing the likelihood of serious collisions and injuries, while also contributing to a more comfortable atmosphere for walking and cycling.” • Examples: speed humps/cushions/tables, reduced speed limits, automated speed enforcement, raised crossings/intersections, curb extensions to narrow roadway or create chicanes, traffic islands or circles, signage (e.g., dynamic speed signs).

The Angeline Street North Reconstruction MCEA endeavours to implement its recommendations to the greatest degree feasible, while recognizing that the ATMP “is an optimistic and aspirational document which provides ambitious targets”. Also, as previously mentioned, the primary objective of the Angeline Street North Reconstruction MCEA is to address vehicular traffic demands along the corridor.

For the current MCEA project, site constraints and project objectives are expected to preclude the implementation of some of the ATMP’s recommendations. **Table 3** on Pages 8-11 provides discussion and assessment of the anticipated feasibility of implementing each of the ATMP’s recommendations as part of the PPA. It should be understood that the discussion provided herein is subject to confirmation at the detailed design stage.

Summary of Evaluation

In review of **Table 3**, incorporation of the following ATMP features into the PPA appears to be feasible, pending confirmation at the detailed design stage:

- Increased sidewalk widths throughout the project area, and additional sidewalk along the west side of Angeline Street North (between Colborne Street West and Chadwin Drive);
- Street furniture and landscaping outside of intersection areas (note: may be beyond scope of current reconstruction efforts but PPA is anticipated to accommodate future installation, if necessary, without major revisions);
- Accessibility features, and crossing pavement markings at the Colborne Street West and Kent Street West intersections;
- Relatively tighter curb radii at the Colborne Street West intersection (to the extent currently envisioned by the PPA); and,
- MUPs at the following locations:
 - Each leg of the Colborne Street West intersection;
 - The west leg of the Kent Street West intersection; and,
 - Along Angeline Street North, to the north of the Kent Street West intersection.

Of these ATMP features, the MUPs are the only aspects expected to significantly alter the design envisioned by the proposed PPA; the others are expected to be accommodated through relatively minor revision.

The locations within the project area where the MUPs appear to be viable, represent only a portion of those which were recommended by the ATMP. Within the north and south legs of the Kent Street West intersection, MUPs are not believed to be feasible (nor the separated bicycle lane within the east leg). The ATMP envisioned an inter-connected network of MUPs at a community-wide level, comprised of links such as those

recommended within the project area. The absence of MUPs at the Kent Street intersection may therefore significantly reduce the overall connectivity of the planned network.

The MUP along Angeline Street North appears to be feasible for either side of the right-of-way to a south limit near the “Province of Ontario Building” (322 Kent Street West) and ambulance bay entrance of Ross Memorial Hospital. Perhaps termination of the MUP at this location is acceptable to the City as it still provides connectivity to major features along the corridor such as Ross Memorial Hospital, the Town & Country Centre and the residential area at Chadwin Drive; implementing the planned network to the greatest degree feasible. However, terminating the MUP abruptly with no connection to other ATMPs may yield safety concerns or other implications. Beyond the current MCEA process, there may be future opportunities to extend the MUP from the location described above through Site Plan Control processes. Additional connections through/along adjacent properties could be secured as part of the requirements of future planning applications. The limit to which the MUP extends south along the Angeline Street North corridor would require determination by City staff through evaluation of these considerations, potentially for both immediate reconstruction and ultimate development timeframes.

Further considerations are also required for the MUP-feasible locations, including, but not limited to:

- In almost all MUP-feasible locations, the absolute minimum MUP and buffer widths, 2.4 m and 0.6 m, respectively, are expected to be necessary.
- No existing cycling facilities are believed to be located adjacent to the project area and available with which to connect.
- East leg of Colborne Street West intersection
 - Previous corridor study did not recommend an MUP
 - North side – impact to existing entrances and property features, and potential conflict with public transit
 - South side – relocation of hydro poles required
- Main Angeline Street North corridor:
 - West side – restoration of the Town & Country Centre (T&CC) parking lot, or relocation of hydro poles required, and potential difficulties for users of the shared entrance between the T&CC and medical professional building.
 - East side – minor road realignment from that shown in PPA required.

Closure and Next Steps

The PPA of the Angeline Street North Reconstruction MCEA process, is subject recommendations from the ATMP. It is believed that the incorporation of only a portion of the ATMP recommendations into the PPA is feasible from the evaluation provided by **Table 3**.

Most notably, only a portion of the recommended locations for MUPs within the project are believed to be feasible. For the locations that are expected to be feasible, conditions may not be as desirable as that anticipated by the ATMP.

In addition to general comments, it is requested that City staff provide direction specifically on the desired level/strategy of implementation for the active transportation elements within the project area, in consideration of the discussion provided herein.

Table 3: Assessment of the Feasibility of the Active Transportation Master Plan’s Recommendations in Relation to the Preliminary Preferred Alternative

Facility Type	Proposed Improvement	Location	Feasibility	Discussion
Cycling	Multi-Use Path	West and East legs of the Colborne Street West intersection	Likely	Adequate space appears to exist within the right-of-way (ROW) limits of these intersection legs to accommodate the additional width of a multi-use path (MUP). It should be noted that while the previously completed corridor study (2020) for Colborne Street West proposed the construction of an MUP extending westerly from the Angeline Street north intersection, it did not recommend a bicycle path or MUP easterly from the Angeline Street North intersection towards Victoria Street. For the west leg, the likely location of the MUP is along the south side of the roadway as it will result in fewer removed trees and impacts to private property features (e.g., driveways, stairways, retaining walls) relative to the north side. For the east leg, the MUP could be located along the north side if the potential conflict with the existing public transit stop located there is considered acceptable; further to the east, restoration of existing driveways would be required as well as the removal of existing landscaping features within the ROW (114 Colborne Street West). Construction of the MUP along the south side is also possible but may increase the grade of the already steep entrances of Colborne Lodge; further to the east, conflicts with utility poles may require their relocation (increasing construction costs and complexities).
		North leg of the Colborne Street West intersection	Likely	The increased width associated with an MUP, relative to the sidewalk currently proposed by the PPA, is expected to be accommodated along the east side of the roadway, without requiring additional property. An MUP along the west side of the roadway is less desirable: the number of properties subject to land expropriation would be increased from that currently anticipated by the PPA, up to three trees would need to be removed, and the existing commercial business (Economy Wheels Nissan/ National Car Rental) would likely lose several parking spaces for a lot that appears to already be operating near its capacity.
		South leg of Colborne Street West intersection, and main Angeline Street North corridor	Likely	It’s believed that an MUP could be supported on either side of the roadway for a majority of the project corridor’s length without significantly worsening impacts to private landowners from that anticipated by the PPA. The preferred side would mostly be governed by the conditions at the bounding intersections. Within the south leg of the Colborne Street West intersection, the west side of the roadway could accommodate the MUP without increasing the property requirements of the PPA. An MUP along the east side maybe able to maintain the current extent and number of private landowners subject to land expropriation if the roadways alignment is shifted minorly to the west of that shown by the PPA. The addition of an MUP along the west side of the main Angline Street South corridor may shift the limit of the roadway’s cross-section further into the parking lot of the Town & Country Centre (T&CC) that fronts Angeline Street North. As a result, where existing parking spaces were expected to be maintained by the PPA through the installation of a toe wall, the parking spaces would need to be relocated to accommodate an MUP. From precursory review of the T&CC, site, it appears that the parking spaces could be translated westerly within the parking lot while still maintaining an adequate driving aisle width to access them. The addition of the MUP along the west side of Angeline Street North is therefore expected to increase impacts to the T&CC, but the impacts could likely be mitigated through a greater degree of site restoration. The MUP could be constructed closer to the curb but would require the relocation of the existing hydro poles located there. Regardless, an MUP along the west side of Angeline Street would increase the project’s construction costs and complexities. The T&CC and medical professional building to its north share an entrance along the west ide of Angeline Street North. Comments were received from members of the public during the consultation efforts for the MCEA, related to the shared entrance and how its use is sometimes found to be difficult given its configuration. The construction of an MUP across this shared entrance may worsen these concerns from existing conditions. It should be noted, however, that Site Plan Approval is currently being sought for the property located across from the shared entrance and a median may possibly be installed in front of it. The median may alleviate some of the observed difficulties with this shared entrance, possibly to a degree great enough to offset that resulting from an MUP being constructed across it.

Table 3 (cont.): Assessment of the Feasibility of the Active Transportation Master Plan's Recommendations in Relation to the Preliminary Preferred Alternative

Facility Type	Proposed Improvement	Location	Feasibility	Discussion
Cycling (cont.)	Multi-Use Path (cont.)	North leg of the Kent Street West intersection	Unlikely	The spatial constraints along both sides of the roadway are significant with the sidewalk widths currently envisioned by the PPA, prior to considering the increased width of a potential MUP. Along the east side, the increased width of an MUP would be expected to severely impact the access of emergency vehicles into the ambulance bay area of Ross Memorial Hospital. The detailed design of the current PPA will require careful mitigation of potential decrease in the already narrow asphalt width within this area; the MUP may decrease the width to an unmitigable degree. Along the west side, the current PPA expects to be able to maintain the parking lot entrance of Dentistry on Kent; however, to maintain an acceptable grade for the entrance, the loss of 1-2 parking spaces is anticipated. To accommodate the increased width of an MUP, more parking spaces may need to be removed, in addition to expanding the land requirements from the private property. The additional land requirements would also increase the ROW to a width greater than the uniform one planned along the remainder of the corridor. Sometimes, a roadway can accommodate an MUP along one of its sides within the same overall width as a roadway having a sidewalk on each side, as the combined width of two sidewalks is generally equal to the width of one MUP. The issue is that the roadway is not able to be shifted easterly or westerly to maintain the same location within the ROW for this leg. For the subject leg, its position is governed by the need to maintain alignment with the south leg. A major consideration of the MCEA process, and as discussed in the following section of this table, the range of alignments available to the south leg are limited due to the conflict with the underground parking structure of Ambassador Apartments at the southeast corner of the intersection.
		South leg of the Kent Street West intersection	Unlikely	The east sidewalk of the PPA extends into land that is currently private property and over top of the existing underground parking structure. To mitigate the potential for its increased loading on the underground parking structure, the sidewalk is proposed to be constructed over a cantilevered concrete slab extending outwards from the ROW. The increased width associated of an MUP would subject a greater amount of the underground structure to the already considerable technical and property/easement requirements within this quadrant. Similarly, this is mostly what governs the PPA's alignment for the south leg. The west sidewalk is anticipated to extend into land that is currently private property and require a significant portion of the existing front-yard and driveway areas. The increased width associated with an MUP is expected to further increase driveway grades and reduce available front-yard areas. Further south of the intersection, the increased width of an MUP along the west side of the road may require the modification/removal of existing retaining walls to accommodate it; at this stage, the removal/modification of these existing walls is expected to be avoided.
		West leg of the Kent Street West intersection	Likely	An ample amount of area appears to be available along either side of the roadway to accommodate an MUP. In light of the discussion provided above, a lack of connectivity with other feasible MUP locations is anticipated.
	Separated Bicycle Lane	East leg of the Kent Street West intersection	Unlikely	Along the south side of the roadway, exists a small surface-level parking area used by Ambassador Apartments. The existing parking area is likely sub-standard by its depth from the roadway and lack a driving aisle, but appears to be well-used for the building's short-term parking purposes. The increased asphalt width required to support an eastbound bicycle lane, would be require shifting the sidewalk further into this parking area, thereby jeopardizing use of the parking area. Along the north side of the roadway, expropriation of a portion of the Ross Memorial Hospital lands, and the loss of 2-3 of its parking spaces, is anticipated to support the current PPA. Expropriation is generally limited to the area of the curb radius in the adjacent northeast intersection quadrant. The increased asphalt width required to support a westbound bicycle lane, would be expected to result in the loss of 2-3 more parking spaces. Additionally, the length of frontage subject to expropriation would increase by 25-30 m.

Table 3 (cont.): Assessment of the Feasibility of the Active Transportation Master Plan’s Recommendations in Relation to the Preliminary Preferred Alternative

Facility Type	Proposed Improvement	Location	Feasibility	Discussion
Walking	Walkability Improvement	Colborne Street West intersection and Kent Street West intersection	Partial	Likely – Pending detailed design, the increased sidewalk widths are expected to be feasible. Unlikely – As noted previously, spatial constraints exist within these areas and the additional requirements associated with accommodating landscaping and street furniture features, is expected to worsen the impacts to adjacent landowners. For this reason, the feasibility of including the noted features (see Table 2B) at these locations is believed to be unlikely.
		Remainder of Project Area	Likely	A greater degree of space is available within the areas outside of the intersections. The inclusion of street furniture, landscaping and improved sidewalks are expected to be possible, pending confirmation through detailed design. The potential conflict between the spatial requirements of walkability improvement features and MUPs should be considered as part of this confirmation.
	Intersection Improvement	Colborne Street West intersection and Kent Street West Intersection	Partial	Likely The PPA’s road configuration is intended to be supportive of the noted accessibility features (see Table 2B) at both intersections. Pavement markings for ladder crossing and cross-rides are believed to be implementable for the PPA with minor, if any, modification to the intersections’ configurations. The PPA currently includes relatively tight curb radii for the Colborne Street West, primarily as a result of spatial constraints. Further reduction in curb radii is likely not feasible without impacting vehicle maneuvering at the intersection. Unlikely The cycling-related pavement markings (i.e., bicycle box, conflict zones) are not believed to be appropriate for these intersections, as cycling infrastructure is proposed to consist of MUPs, with the exception of the east leg of the Kent Street West intersection. At this leg, a bicycle lane is recommended by the ATMP but, as discussed elsewhere in this table, its feasibility is believed to be limited. At the Kent Street West intersection, the proposed curb radii are the governed by the movement of large design vehicles (e.g., tractor-trailers) through the atypical alignments of the intersection legs; the potential for tighter curb radii is severely limited as a result. The intersections of the PPA are proposed to be signal-controlled so the benefit of median refuges are not considered to be significant; or, in some legs, would require the addition/widening of medians, which have implications to adjacent private property and large vehicle maneuvering, as discussed elsewhere in this table. Curb extensions are typically employed near intersections on roadways that have parking lanes along their sides, and the curb extension utilize the space that the parking lane would otherwise use; visually and physically narrowing the road to reduce pedestrian crossing distances and calming traffic. The PPA does not propose parking lanes within the intersection areas and the addition of parking lanes (or simply the widening of asphalt) to implement curb extensions is expected to have significant impact to the land requirements from neighbouring properties.
	Sidewalk – One Side	Angeline Street North between Colborne Street and Chadwin Drive	Likely	Under existing conditions, a sidewalk exists along the easterly side of Angeline Street North throughout this portion. Along the west side, there is no sidewalk adjacent to the T&CC commercial property. The PPA currently envisions sidewalk being constructed/reconstructed along both the east and west sides of this road section.
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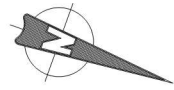
Table 3 (cont.): Assessment of the Feasibility of the Active Transportation Master Plan’s Recommendations in Relation to the Preliminary Preferred Alternative

Walking (cont.)	Sidewalk – One Side (cont.)	West leg of the Colborne Street West intersection	Partial	The addition of a sidewalk along the north side of the roadway would not increase the land expropriation currently envisioned there by the PPA. The driveway of 115 Angeline Street North is currently sloped towards the house, and the addition of a sidewalk would increase the emergency spill elevation for surface runoff draining from the site. Additionally, the grade of the driveway appears to already be considerably steep (and near an intersection), but subject to increase due to the elevation gained, and grading transition distance lost, by the addition of a sidewalk. During detailed design, mitigative measures such as a “French drain” within the boulevard could provide improved flooding relief. There exists a retaining wall within the 115 Angeline Street North property that may be subject to reconstruction in order to support the PPA. The addition of a sidewalk along the north side of the roadway may be possible if the scope of the wall’s restoration is increased. In summary, the potential for a sidewalk along the north side of the roadway is still considerable enough that re-evaluation of its feasibility at the detailed design stage should be considered. In lieu of this, the PPA considers the construction of an MUP along the south side of the roadway which is expected to improve conditions for pedestrian users.
	Traffic Calming	West leg of the Colborne Street West intersection	Unlikely	It should be noted that the PPA relates only to the west leg of the intersection. Some of the traffic calming measures recommended along Colborne Street West by the ATMP may be more appropriate with increased separation from its intersection with Angeline Street North. For example, speed humps/cushions/tables are not considered appropriate within the approach as it may significantly impact the expected performance of the intersection. Similarly, traffic circles and raised intersections/cross-walks are likely not appropriate for the intersection of two arterial-class roadways. The spatial requirements of a roundabout would be significantly greater than that of the intersection configuration envisioned by the PPA. The current posted speed limit for the intersection approach is 40 km/h. Given how relatively low the posted speed limit currently is, it is assumed that the idea for a reduced speed limit is more applicable to the section of road to the west of the subject one where the posted speed limit is greater (50 km/h). Automated speed enforcement and dynamic speed signs could be incorporated into the intersection’s design; however, speeding occurrences are believed to be more characteristic of mid-block areas and the benefit of enforcement infrastructure may be better realized at those locations. The areas appropriate for chicanes are believed to be those outside of the transition areas of intersection approaches containing multiple lanes and are not considered further. A traffic island/median is not required within this leg to accommodate traffic signals. Therefore, the addition of a traffic island/median is expected to increase the road width from that envisioned by the PPA, which has several implications that are believed to preclude it from further consideration. If this additional width was realized along the south side of the roadway, expropriation of the private property located there would be required; this frontage is not expected to be required to support the current PPA. For the north side of the roadway, it is subject to the same issues as were considered for the sidewalk potentially being located there. The City’s priority for either a sidewalk or the traffic island/median would likely need to be decided as the feasibility of one is expected to be limited for one of the features; the inclusion of both is believed to be severely infeasible without major revisions and mitigative considerations. Regardless, the potential implications for the alignment with the opposite, east leg of the intersection, would need to be considered.

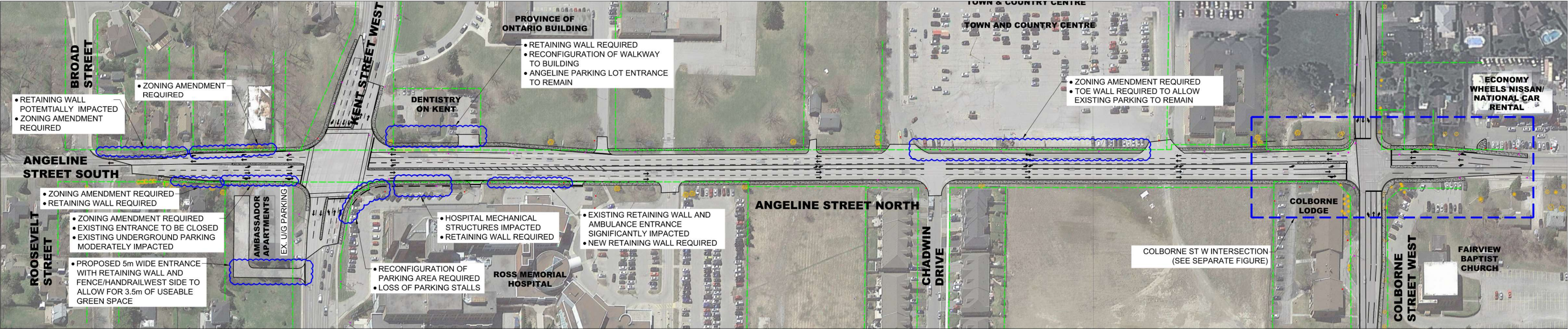
Appendix A

Preliminary Preferred Alternative Figures:

- Kent Street Intersection and Main Corridor Alternatives – Alternative 2B
- Colborne Street Intersection Alternatives – Alternative 3

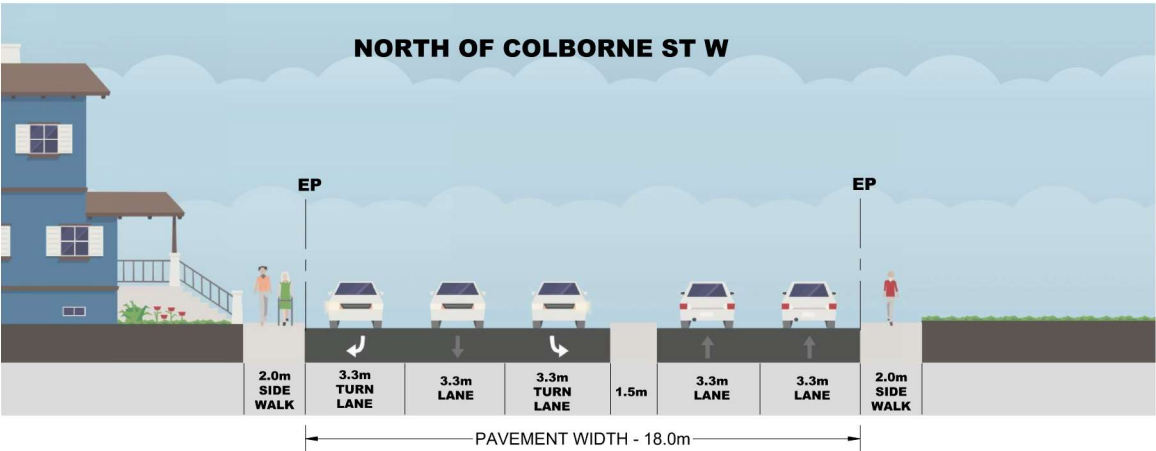
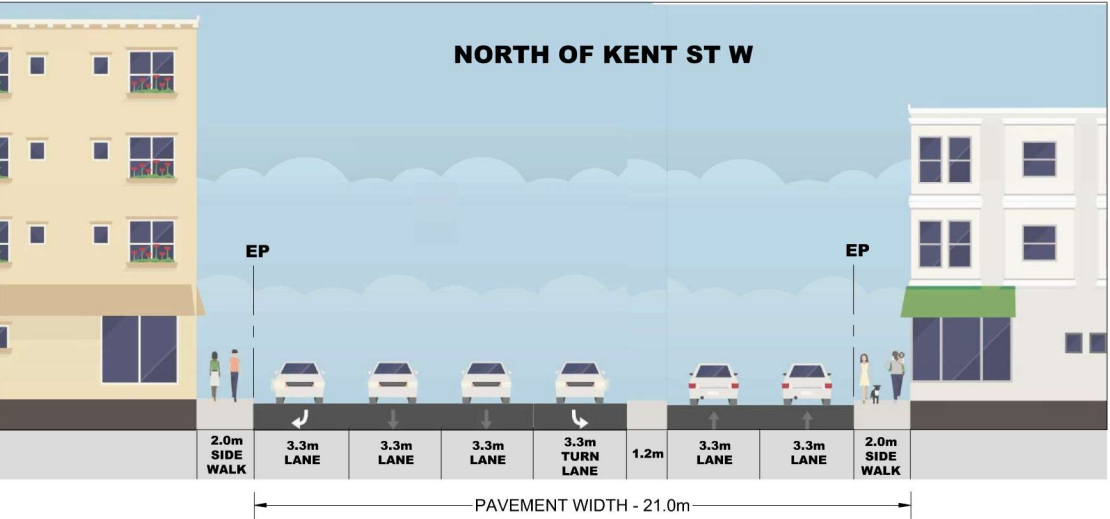
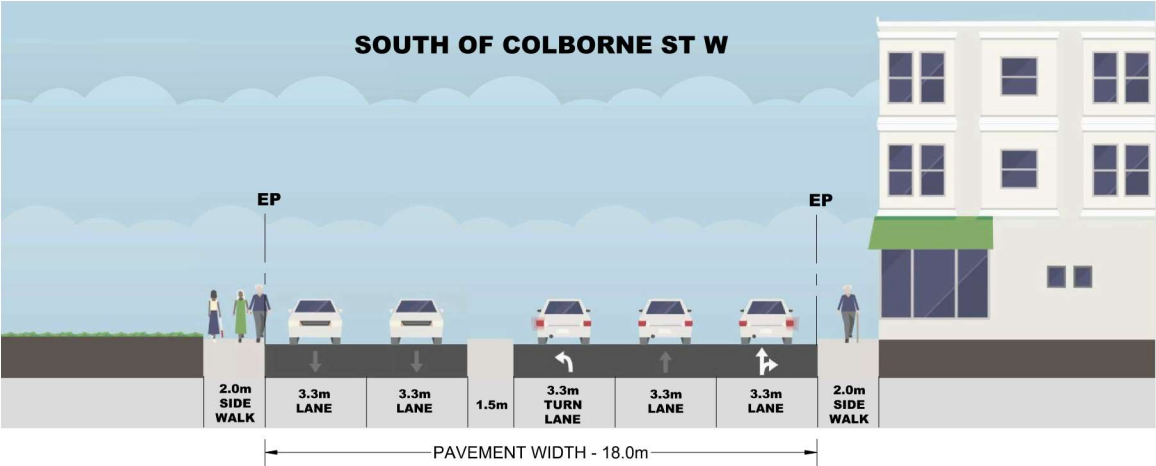
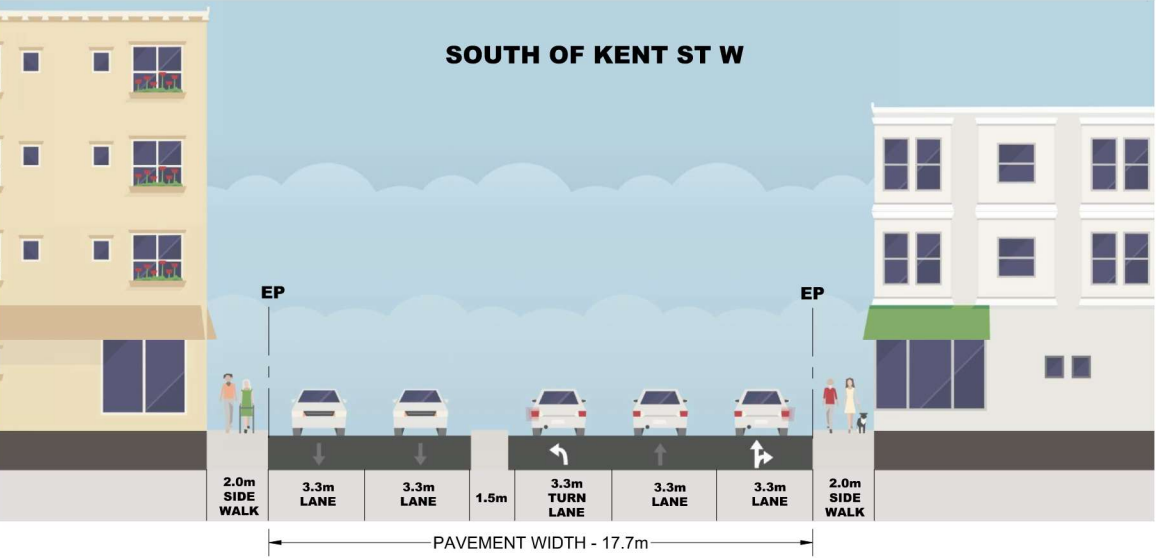


KENT STREET INTERSECTION AND MAIN CORRIDOR ALTERNATIVES



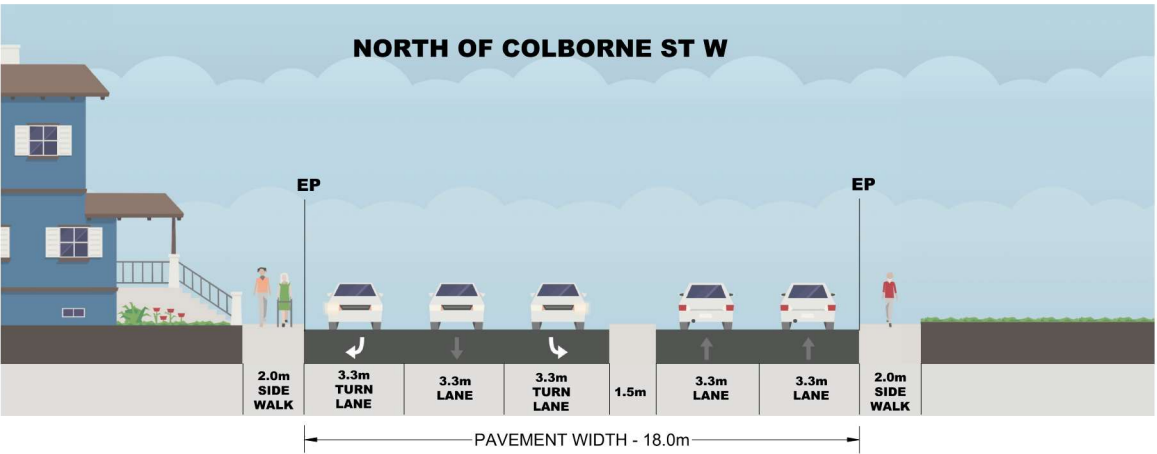
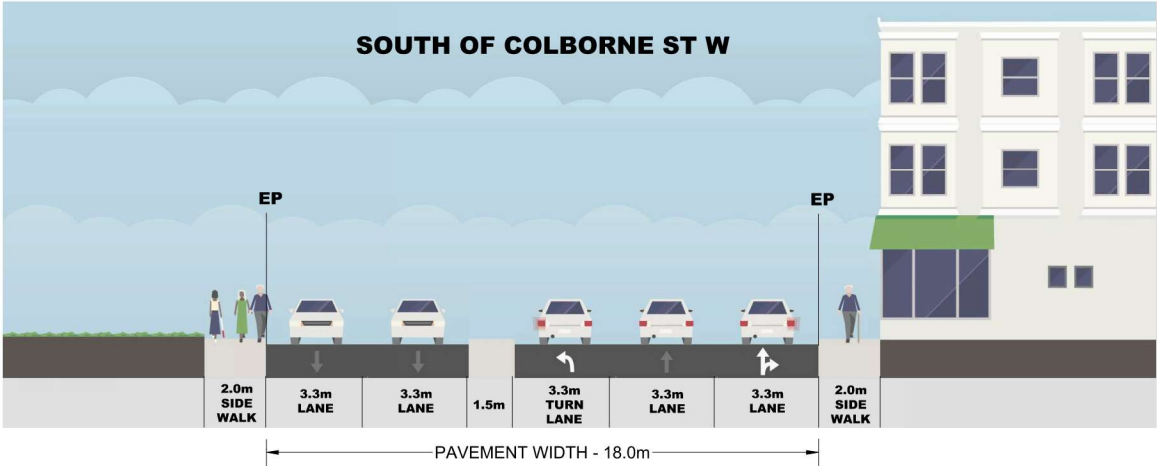
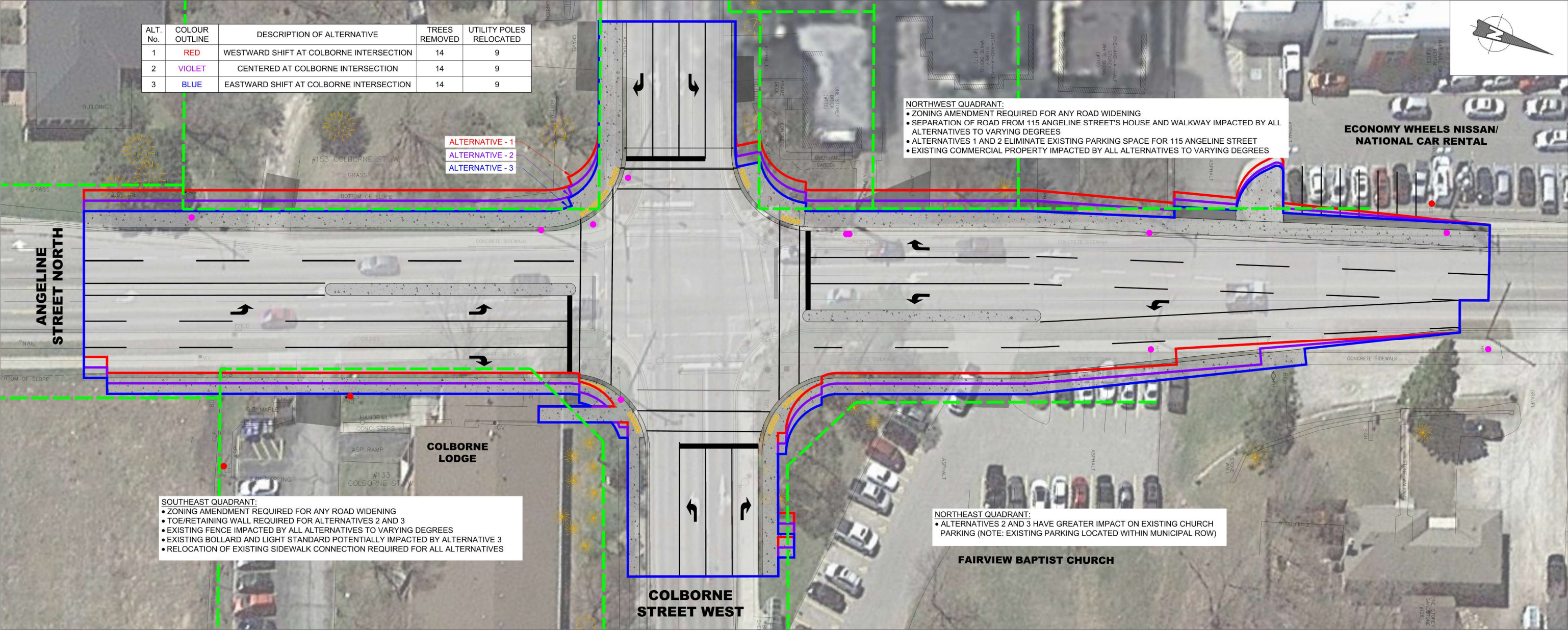
ALTERNATIVE 2B

SOUTH OF COLBORNE STREET W INTERSECTION:
TREES REMOVED = 52 + 2 CEDAR HEDGES
UTILITY POLES RELOCATED = 21*
*9 POTENTIALLY MAINTAINED THROUGH DETAILED DESIGN
LIGHT STANDARDS RELOCATED = 4



*TYPICAL SECTION ALTERNATIVES WERE CREATED USING STREETMIX AND ARE LICENSED UNDER CREATIVE COMMONS (CC BY-SA 4.0).

COLBORNE STREET INTERSECTION ALTERNATIVES



*TYPICAL SECTION ALTERNATIVES WERE CREATED USING STREETMIX AND ARE LICENSED UNDER CREATIVE COMMONS (CC BY-SA 4.0).

Appendix B

Active Transportation Master Plan Figures:

- Proposed Cycling Facilities - Lindsay
- Proposed Walking Facilities - Lindsay

Proposed Cycling Facilities - Lindsay



LEGEND

Boundaries

- Population Centre Boundary
- Urban Settlements
- Property Fabric

Existing Active Transportation Routes

- Sidewalks
- Trails
- Cycling Facilities

Destinations

- Sport fields
- Schools
- Schools
- Religious Institutions
- Museums/libraries
- Community Centres
- Cemeteries
- Boat Launches
- Arenas
- Beaches
- Hospitals
- Parks

Roads

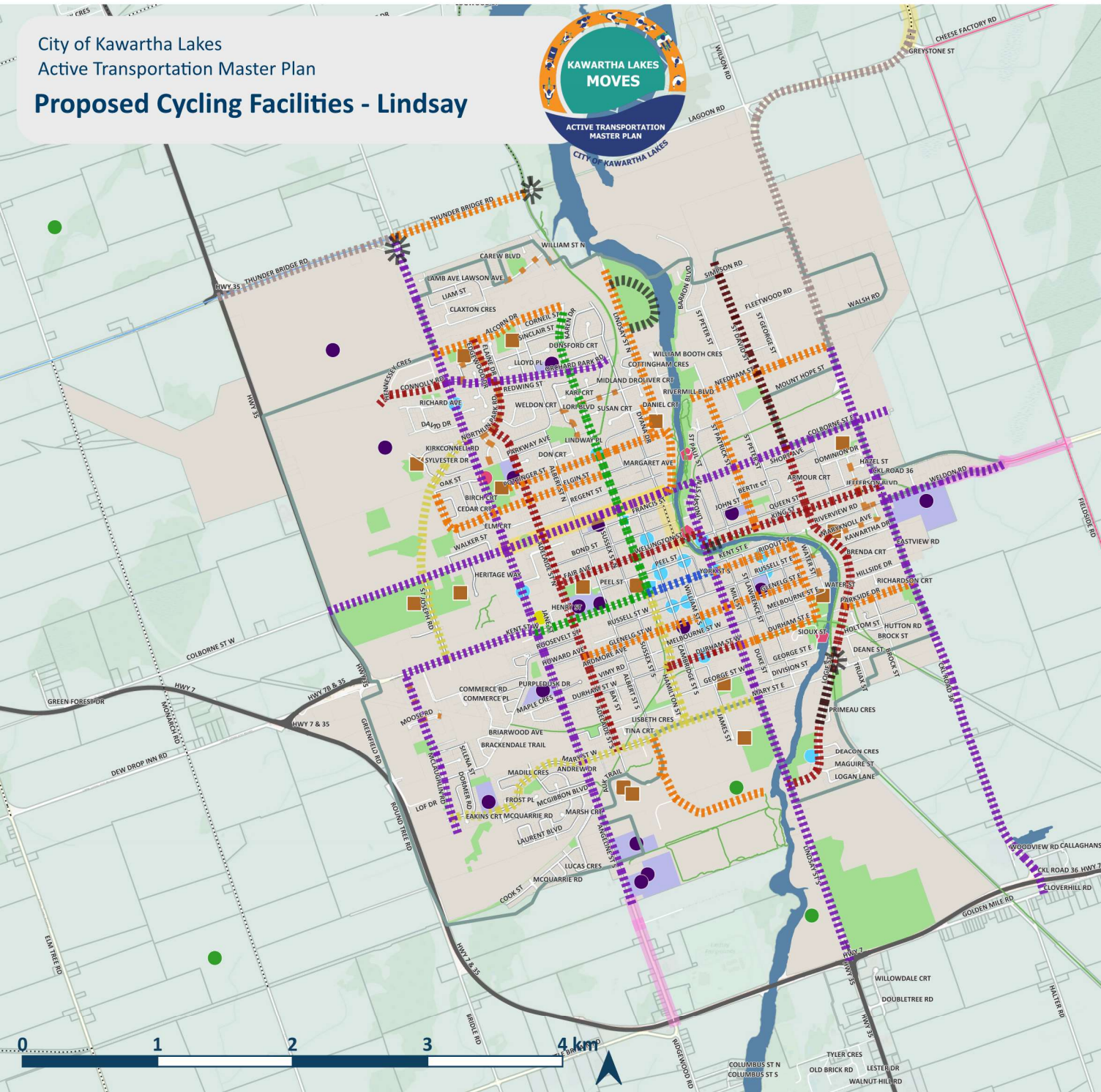
- Local Roads
- Highways

Cycling Touring Routes

- Bobcaygeon Connector
- Lindsay Woodville Loop
- Cycling Facilities_Lindsay
- High Traffic Cycling_Routes
- Secondary Cycling Routes
- TMPU Trail Project

Proposed Cycling Improvement

- Multi-use Pathway
- Cycle Track
- Separated Bike Lane
- Bike Lane
- Neighbourhood Bikeway / Signed Bike Route
- Advisory Bike Lane
- Paved Shoulder
- Buffered Paved Shoulder
- Dependent on Development



Proposed Walking Facilities - Lindsay



LEGEND

Boundaries

- Population Centre Boundary
- Property Fabric
- Urban Settlement Boundary

Existing Active Transportation Routes

- Sidewalks
- Trails
- Cycling Facilities

Destinations

- Sport fields
- Schools
- Schools
- Religious Institutions
- Museums/libraries
- Community Centres
- Cemeteries
- Boat Launches
- Arenas
- Beaches
- Hospitals
- Parks
- Natural Areas

Roads

- Local Roads
- Highways

Cycling/Touring Routes

- Bobcaygeon Connector
- Lindsay Woodville Loop
- Cycling Facilities_Lindsay
- High Traffic Cycling_Routes
- Secondary Cycling Routes
- TMPU Trail Project

Proposed Walking Improvement

- Sidewalk (both sides)
- Sidewalk (one side)
- Traffic Calming
- Walkability Improve
- Walkability Improve and Traffic Calming
- Intersection Improvement
- Mid block Improvement



Staff Memo

A message from Mark Jull, Supervisor of Policy Planning

Date: May 28, 2025

To: Corby Purdy, Manager of Infrastructure, Design and Construction

From: Mark Jull, Supervisor of Policy Planning

Re: Comments on Angeline Street North Reconstruction MECA Memo dated May 15, 2025

Comments

Thank you for circulating the above noted memo regarding potential active transportation infrastructure to be incorporated into Angeline Street North Reconstruction project and discussing it at our Active Transportation Implementation Group meeting on May 21, 2025.

Policy Planning offers the following comments:

1. We appreciate the flexibility to explore implementing recommendations from the Active Transportation Master Plan, which was endorsed by Council in 2024, even though the Angeline Street North Reconstruction project commenced in 2019.
2. The Memo explains the recommendations and role of the Active Transportation Master Plan. We can offer the following comments with regard to the City's Official Plan:
 - a. Under the General Principles of Growth Management within the City's Official Plan are policies specific to increasing the modal share for transit, walking, and cycling.
 - b. One of the Objectives of the Urban Settlement Designation is to provide active transportation, and within this Designation is direction to enhance infrastructure and maximize opportunities for active transportation.
 - c. Within the policies for transportation in the Urban Settlement Designation are cohesive set of Active Transportation policies including encouraging the expansion and improvement of the cycling network and that reconstruction of roads shall include safe, convenient, and attractive pedestrian systems.

3. There is policy support for all active transportation facilities and features bulleted under "Summary of Evaluation" on page 6 of the Memo.
4. We would prefer to see the MUP extend to Kent Street, but understand there are limitations on the feasibility. We accept the Memo's suggestions for where the MUP would terminate. While it may terminate 'abruptly,' we see this as progress towards implementing the broader network.
5. Implementing the MUP on the east side of Angeline appears preferable to the west side to reduce potential conflicts with driveways.
6. We would appreciate an opportunity to comment at the detailed design stage. Ideally, drawings could be brought to a future Active Transportation Implementation Group meeting.

Thank you for the opportunity to comment. Please let me know if you have any questions.



Mark Jull
Supervisor, Policy Planning