

Lakefield Road Network Transportation Master Plan

Peterborough County

Public Information Centre 1
October 28, 2025
5:00 p.m. to 7:00 p.m.



Welcome!

The purpose of this Public Information Centre (PIC) is to:

- Introduce the study, provide background information, and outline the study process
- Provide an overview of existing study area conditions
- Present preliminary potential locations for a second crossing of the Otonabee River
- Communicate next steps in the study process

While you are here, please fill out a comment form!



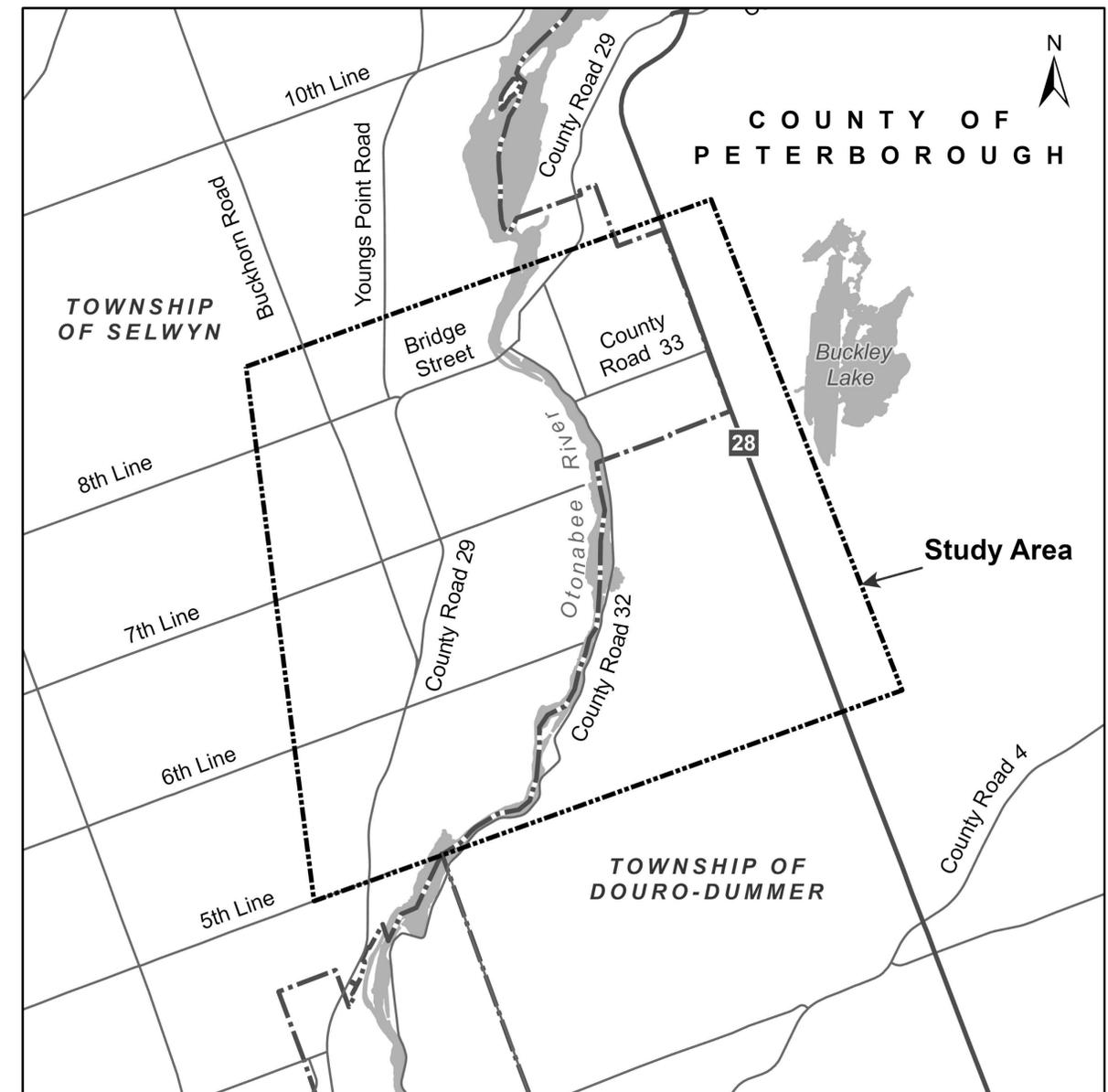
**Questions? Please ask any member of our study team in attendance.
We are happy to assist!**

Study Area and Purpose

The County is undertaking a Transportation Master Plan (TMP) for the Lakefield area road network to identify transportation infrastructure improvements required to accommodate growth in the community of Lakefield.

As part of this study, the County will:

- Assess the long-term need for a second crossing of the Otonabee River
- Explore the potential location of a second crossing of the Otonabee River
- Identify and protect a corridor for a suitable route that provides an additional connection from County Road 29 to Highway 28
- Recommend interim traffic improvements to accommodate near-term traffic growth



Study Process

This study is being undertaken in accordance with Approach #1 of the Master Planning process, as outlined in the Municipal Class Environmental Assessment document (2024).

Phase 1

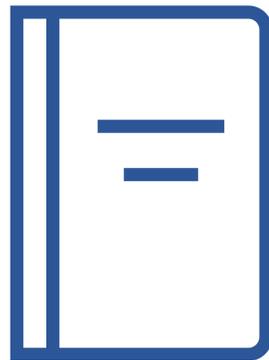
Problem and Opportunity

- Gather information
- Identify Problems and Opportunities

Phase 2

Alternative Solutions

- Identify and Evaluate Alternative Solutions and potential Otonabee River crossing locations
- Prepare Lakefield Road Network Transportation Master Plan Report



CONTINUOUS CONSULTATION

Study Commencement and Public Information Centre 1
(October 2025)

Public Information Centre 2
(Winter 2026)

Notice of Master Plan
(Summer 2026)

Study Background

- County Road 29 (Bridge Street) is the only crossing of the Otonabee River in the Lakefield area
- Alternative crossing locations are at Young's Point and Trent University
- This crossing serves all traffic types, including automobiles, trucks, cyclists, pedestrians, etc.
- Lakefield experiences seasonal congestion
- Existing active transportation infrastructure on the existing crossing is limited
- Road expansion options are limited within the built-up area of downtown Lakefield



Study Background

2014 Transportation Master Plan Update

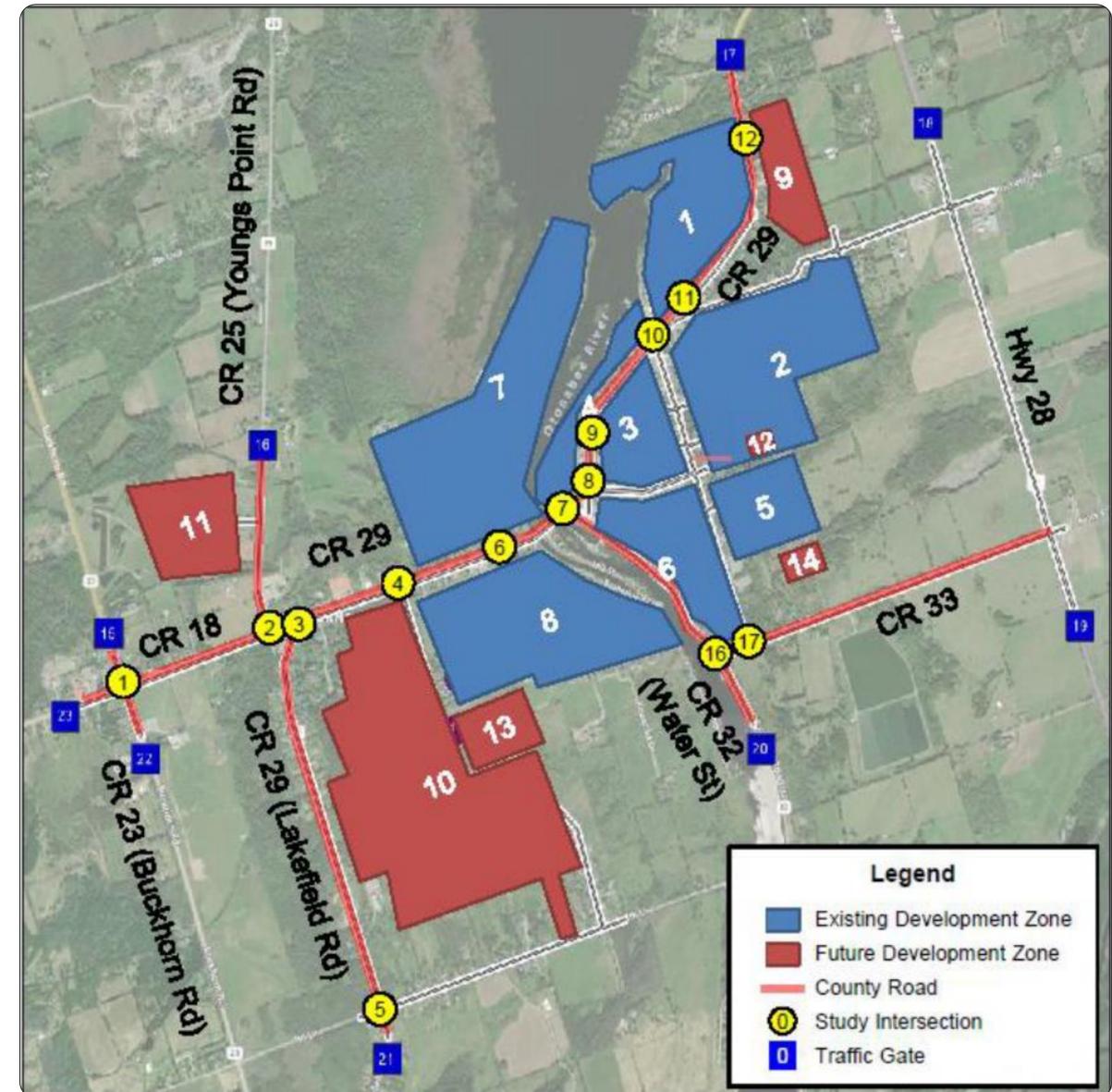
- Travel demands on County Road 29 were forecast to exceed capacity by 2031
- The widening of County Road 29, between County Road 18 and Bridge Street, was compared to providing a new 2-lane arterial road with a new crossing south of the village
- A new crossing of the Otonabee River was recommended to be incorporated into the development plans for the Lakefield South area, but further study was needed to identify a preferred location

2022 Transportation Master Plan Update

- Incorporated updated 2051 travel demand forecast
- Analysis confirmed future capacity deficiency by 2051 and need for new crossing of the Otonabee River
- Recommended a future study be completed to identify a location for a new 2-lane arterial road and bridge crossing the Otonabee River

Area Development Planning

- Developments proposed within Lakefield were used to forecast future travel demands on County Road 29 (2022 Transportation Master Plan)
- Build out of the Lilacs Community (Zone 9) is largely complete
- Much of the future growth is expected within and east of the Lakefield South Secondary Plan Area (Zones 10 and 13)
- Opportunity to provide a new road connection to a second bridge as envisioned within the 2014 Transportation Master Plan may be impacted by development planned within the Lakefield South area (Zone 10)



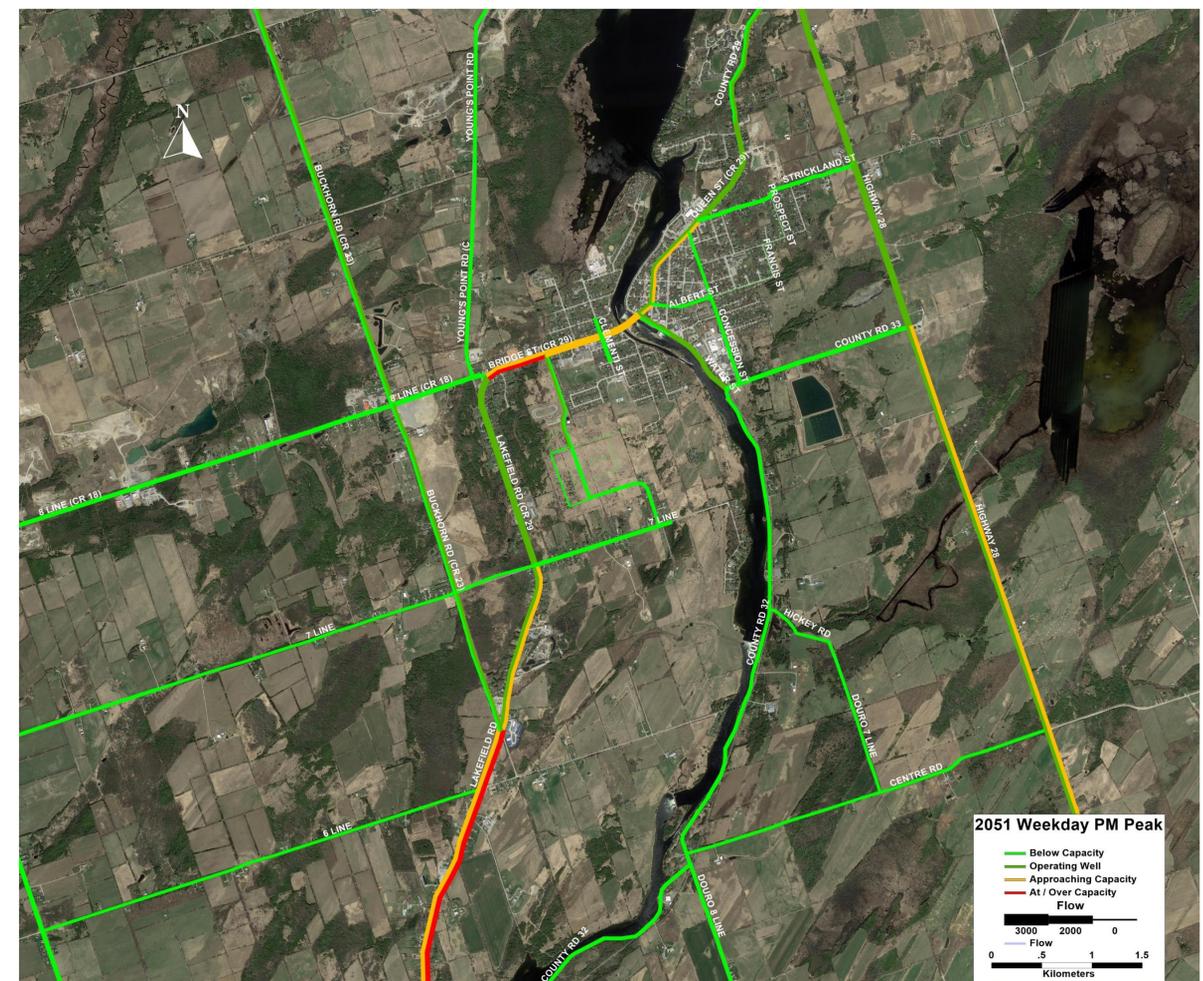
Transportation Needs Assessment

Current Daily Truck Volumes

- Approximately 700 trucks use Bridge Street each day to access businesses in Lakefield or continue through to Highway 28
- Continued growth in Peterborough and Selwyn will result in a modest growth in truck demand

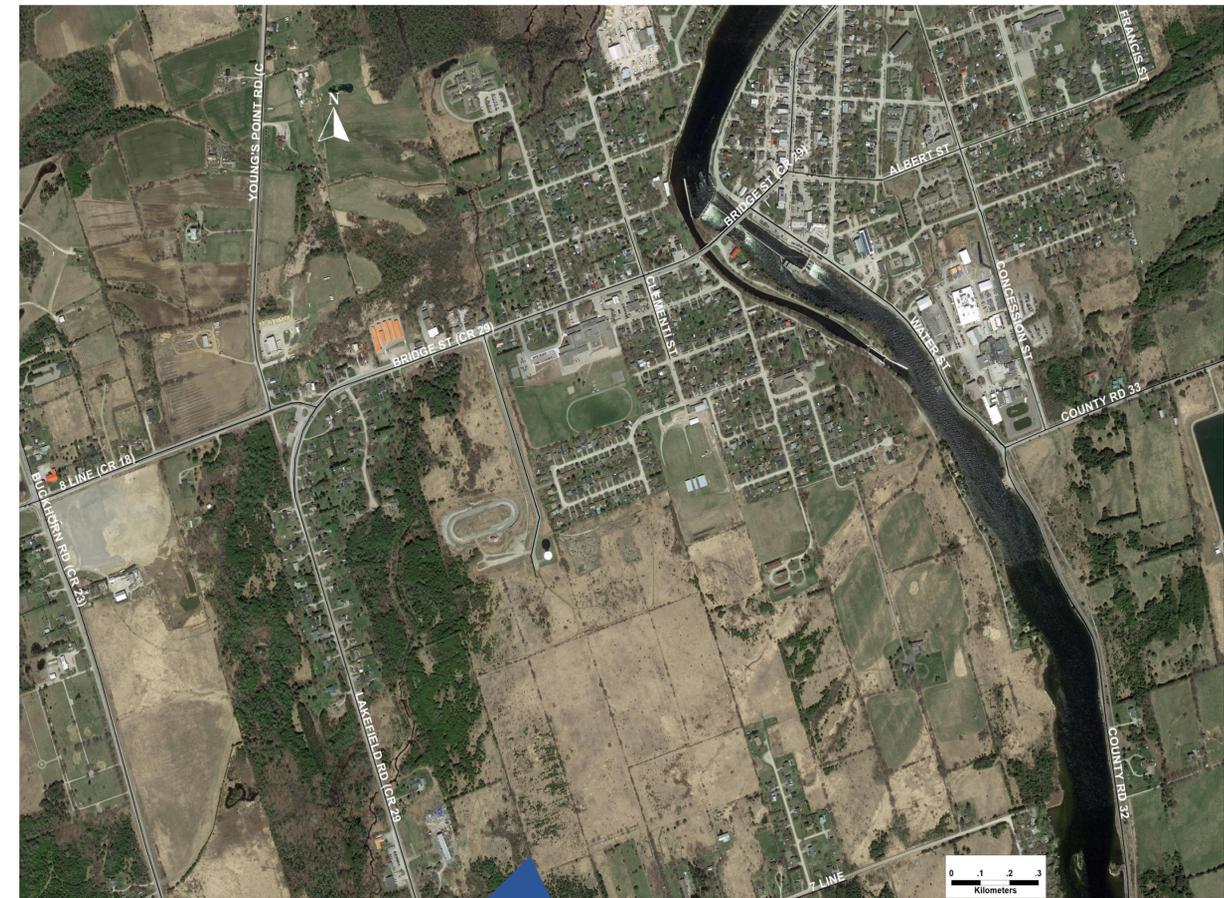
2051 Weekday PM Peak Hour Traffic Volumes

- By 2051 the Lakefield area is expected to be home to over 3,500 new residents
- Future travel demands for the 2051 PM peak period indicate that Bridge Street (CR 29) will be operating at or over capacity if no improvements are made



Problems and Opportunities

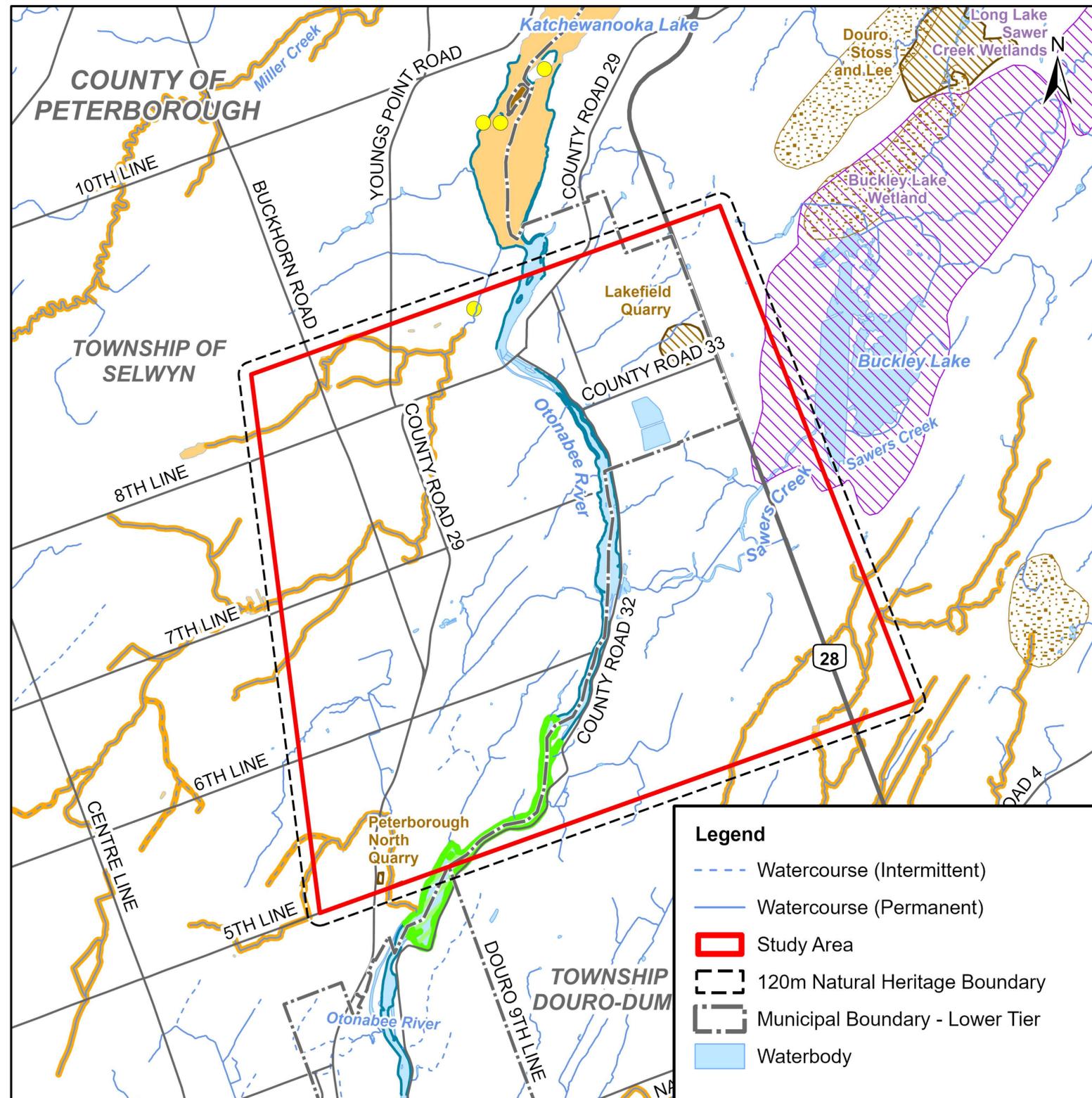
- The County Road 29 bridge crossing of the Otonabee River will be operating over capacity by 2051 based on planned growth in Lakefield and the surrounding area
 - Opportunities to widen County Road 29 are constrained by the proximity of the buildings, especially at Bridge Street/Queen Street/Albert Street intersection
- Truck traffic using County Road 29 is anticipated to continue to grow
 - The existing County Road 29 connection through downtown Lakefield is not suitable for a heavy truck route
- Lack of comfortable cycling facilities crossing the Otonabee River
- Any impacts to the existing crossing (i.e. closure) would sever the community and impact emergency response



Have we missed anything?
Please add your comments to the map!



Existing Environment



- Suitable foundation conditions, shallow bedrock
- Fish spawning areas along shores of Otonabee River
- Critical habitat for Fish Species at Risk within south portion
- Otonabee River is part of Trent-Severn Waterway, Federally designated National Historic Site
- Lakefield Greenway Trail along east side of river and County Road 32



Potential Crossing Locations

Option 1

- Widen the existing County Road 29 (Bridge Street) structure to 4 lanes

Option 2

- Construct new bridge (and potential new road alignment) at County Roads 32/33

Option 3

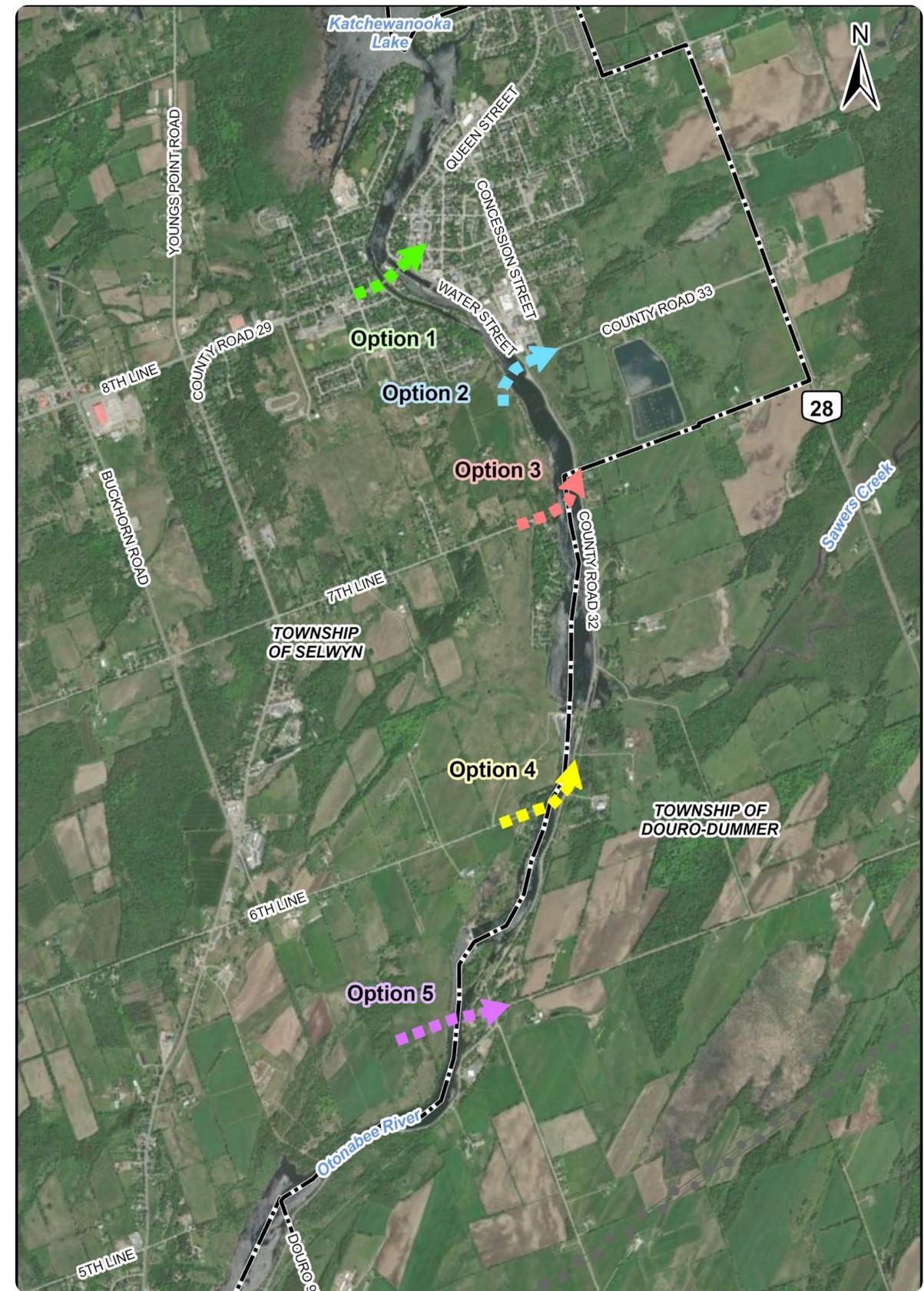
- Construct new bridge between 7th Line and County Road 32

Option 4

- Construct new bridge between 6th Line and County Road 32

Option 5

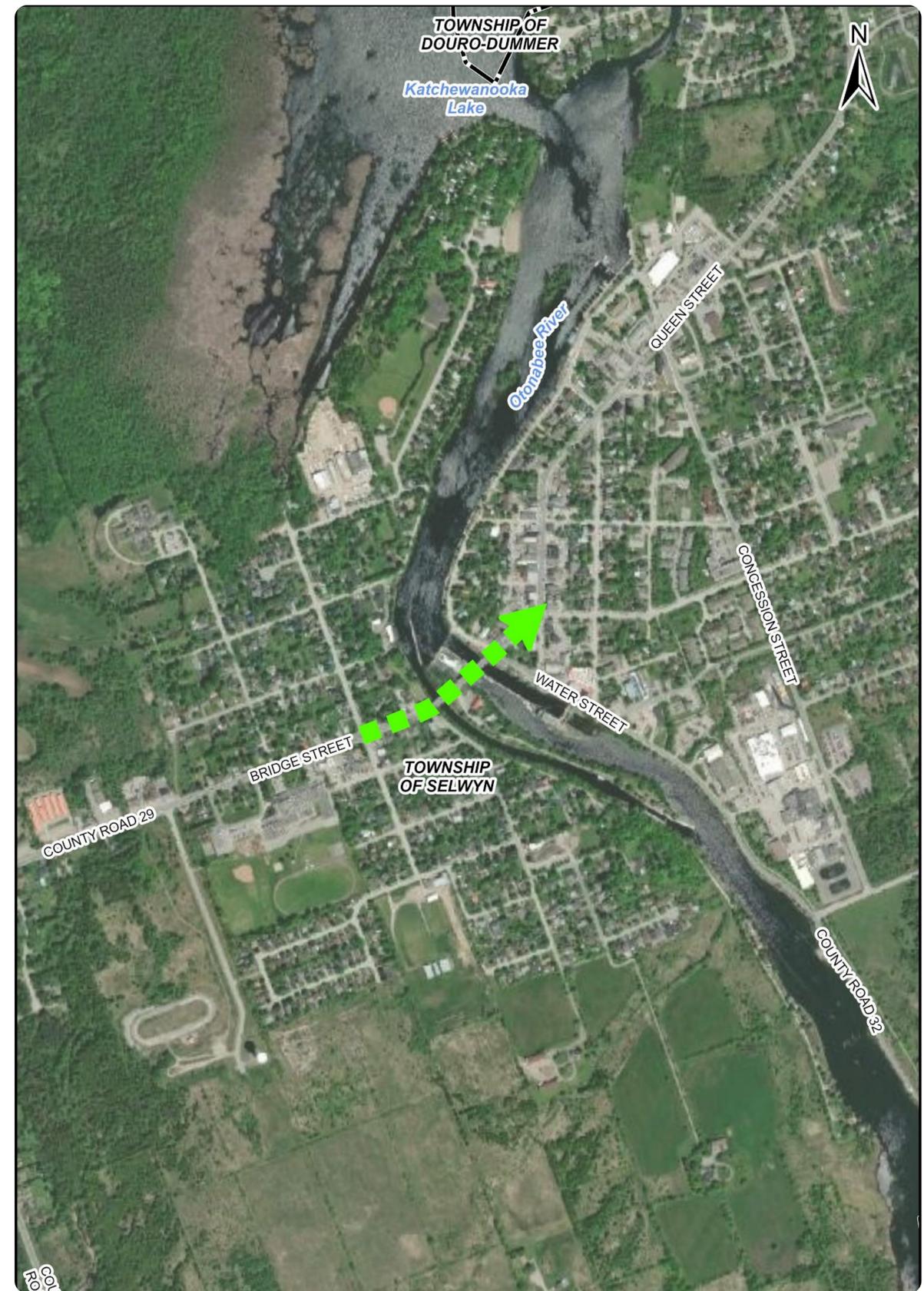
- Construct new bridge (and new road alignment) between County Road 29 (Lakefield Road) and Centre Road



The options shown are for discussion purposes. Please provide your feedback to help identify a preferred crossing location.

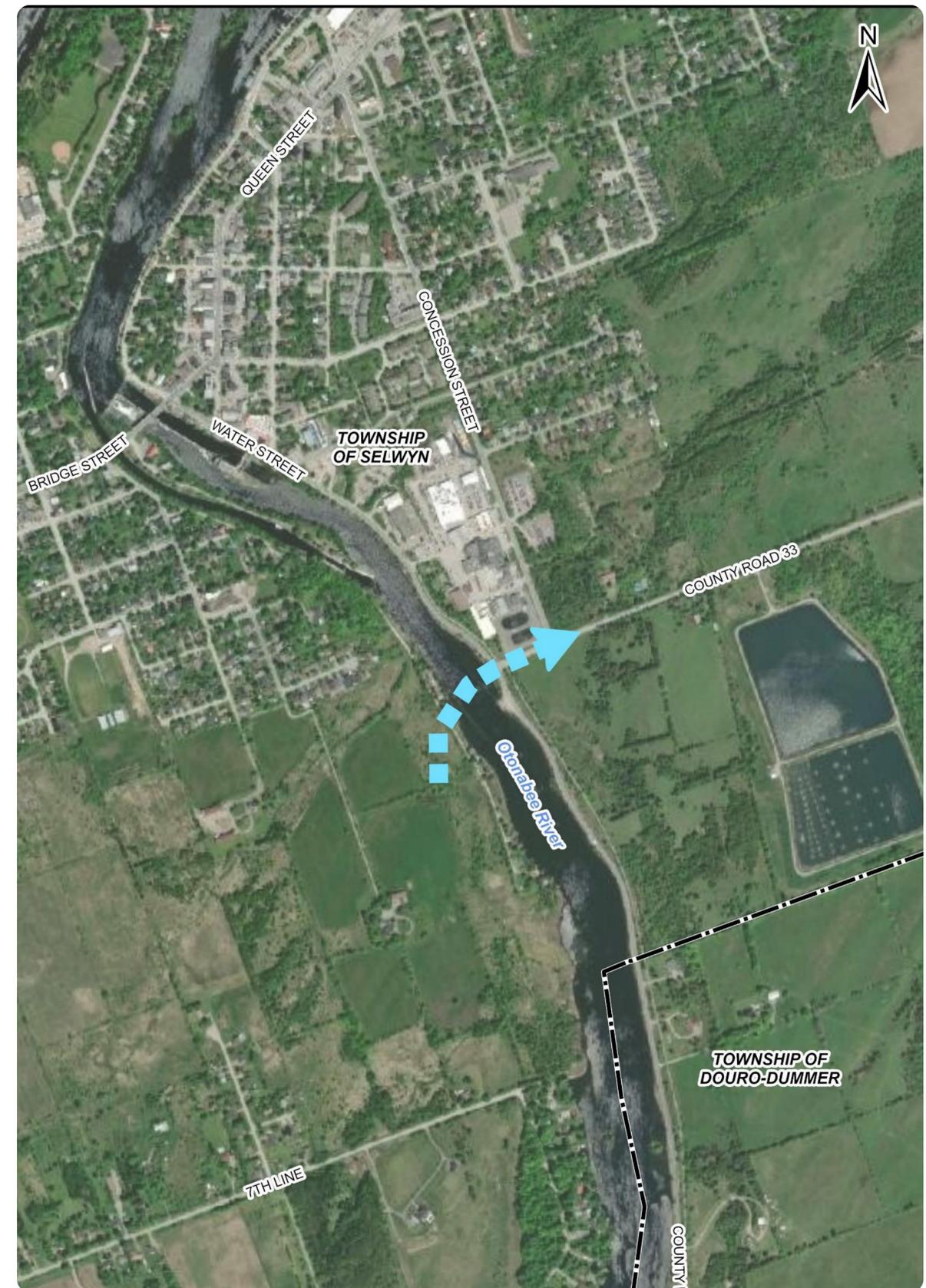
Potential Crossing Location Option 1

- Requires widening County Road 29 (Bridge Street) to 4 lanes
- Would require widening of Queen Street to 4 lanes
- Existing business operations significantly impacted by removal of on-street parking
- May impact designated Environmental Constraint Area
- May directly impact Provincially designated built heritage resources (Lakefield Post Office, Memorial Hall)



Potential Crossing Location Option 2

- Requires approximately 125 m structure with 2 in-water piers
- Access to new crossing from west would require new road connection to 7th Line
- May displace and/or significantly impact at least 4-5 existing residences
- Traverses designated fish spawning area
- May impact designated environmental constraint, recreation open space and Otonabee Regional Conservation Authority regulated areas



Potential Crossing Location Option 3

- Requires approximately 135 m structure with 2 in-water piers
- Requires connection to County Road 32 or new road to Highway 28
- May displace/significantly impact at least 2-4 residences on west side of Otonabee River and 2-3 residential/farm properties on east side of Otonabee River
- Traverses designated fish spawning area
- May impact designated Environmental Constraint Area and Natural Heritage System



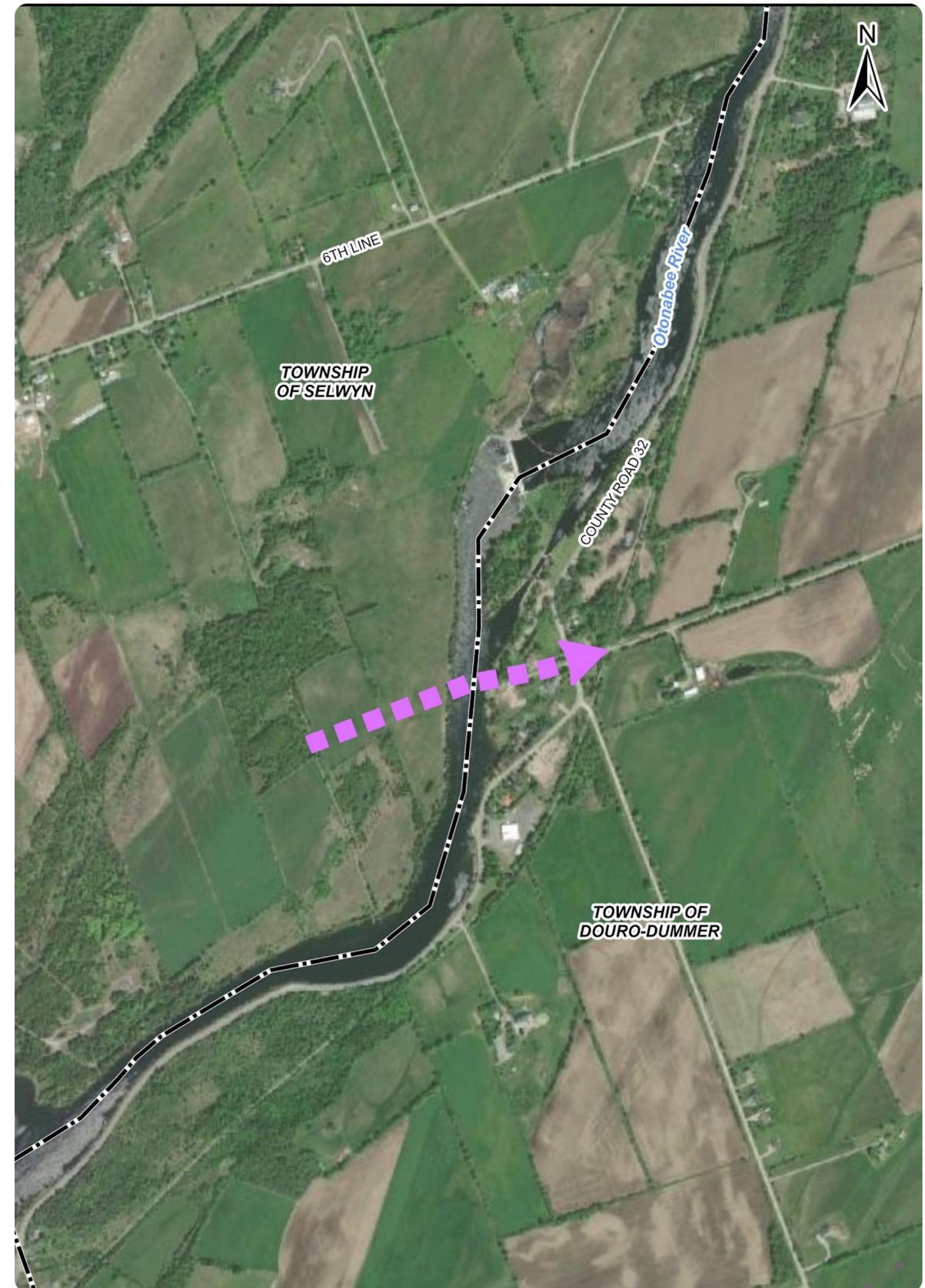
Potential Crossing Location Option 4

- Requires approximately 126 m skewed or 108 m perpendicular structure with 2 in-water piers
- Would require upgrades to County Road 32 or new road connection to Highway 28
- May displace and/or significantly impact at least 5-6 existing residences
- Traverse Source Water Protection Area Intake Protection Zone
- Impacts designated Natural Heritage System
- Traverses buffer surrounding closed waste management site



Potential Crossing Location Option 5

- Requires approximately 108 m skewed structure with 2 in-water piers or 85 m perpendicular structure with 1 in-water pier
- Would require new road connection between County Road 29 and crossing location
- May displace and/or significantly impact at least 6-8 existing residences
- Impacts designated Natural Heritage System
- Traverses Source Water Protection Area Intake Protection Zone
- May impact portion of Otonabee River that supports fish species at risk



Proposed Evaluation Criteria

Transportation/Technical

- Ability to improve travel times
- Ability to accommodate future travel demands and reduce seasonal congestion
- Ability to improve safety for all users
- Ability to improve active transportation connectivity and encourage users
- Relative capital and maintenance cost
- Construction feasibility/complexity
- Potential to extend services/utilities

Cultural Environment

- Potential to impact archaeological resources
- Potential to effect cultural heritage properties
- Impacts to existing views/landscapes

Natural Environment

- Potential effects on fish habitat
- Potential effects on vegetation/woodland areas
- Potential effects on designated natural areas

Socio-Economic Environment

- Potential impacts to private/residential property
- Potential effects on local businesses/business operations
- Potential impacts to agricultural land
- Impacts to trails and open space areas
- Compatibility with existing and proposed developments
- Potential changes in traffic noise

Climate Change

- Impacts on climate change
- Resiliency to climate change

Have we missed anything?
Please add your comments to the board!

Next Steps

- Review comments following Public Information Centre 1
- Complete technical and environmental reviews (Fall 2025)
- Confirm recommended crossing location(s) and identify and evaluate conceptual alignments/crossing design options (Winter 2025)
- Hold Public Information Centre 2 to present and gather feedback on the evaluation of alternative crossing alignments, recommended road network improvements and conceptual design of second Otonabee River crossing (Winter 2026)
- Finalize recommendations (Spring 2026)
- Prepare Transportation Master Plan report (Spring 2026)
- Issue Notice of Master Plan (Spring 2026)
- 30-Day public comment period (Spring 2026)
- Present to Council for approval

Thank you for attending!



Your input is very important to us, and there are several ways for you to provide your comments



You can fill out and return a comment form or provide comments on the study website using the QR code here →



You can also contact one of the following team members:

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We would appreciate receiving your comments or questions by
November 14, 2025.