

Mississippi Mills 2048

Our Community, Our Future



Welcome!

The **Transportation Master Plan (TMP)** is the Municipality’s blueprint for planning, developing and operating its transportation system over the next 25 years. The TMP will identify policies and infrastructure investments to meet the needs of all modes of transportation including walking, cycling, transit, trucks and general traffic.

We appreciate your participation in the second and final Public Information Centre for the Mississippi Mills TMP!

Please help shape the future of transportation in Mississippi Mills by:

- Asking us a question, or
- Submitting a comment

Event Objectives

- Share alternative transportation infrastructure solutions
- Share alternative transportation supporting strategies
- Get YOUR feedback to these ideas!

Transportation Master Plan Vision

“The Municipality of Mississippi Mills will have a transportation system that is inclusive, accessible, and safe for all users. The transportation system will be environmentally sustainable and support the local economy by continuing the efficient movement of people and goods within the municipality and to adjoining regions. These qualities reflect the rural and small-municipal character with its rich cultural history while promoting a healthy and vibrant community”

For more information on the study and to provide feedback, please visit our website:

<https://www.mississippimills.ca/en/how-we-go.aspx>



Contact the Project Managers:

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Progress to Date

History

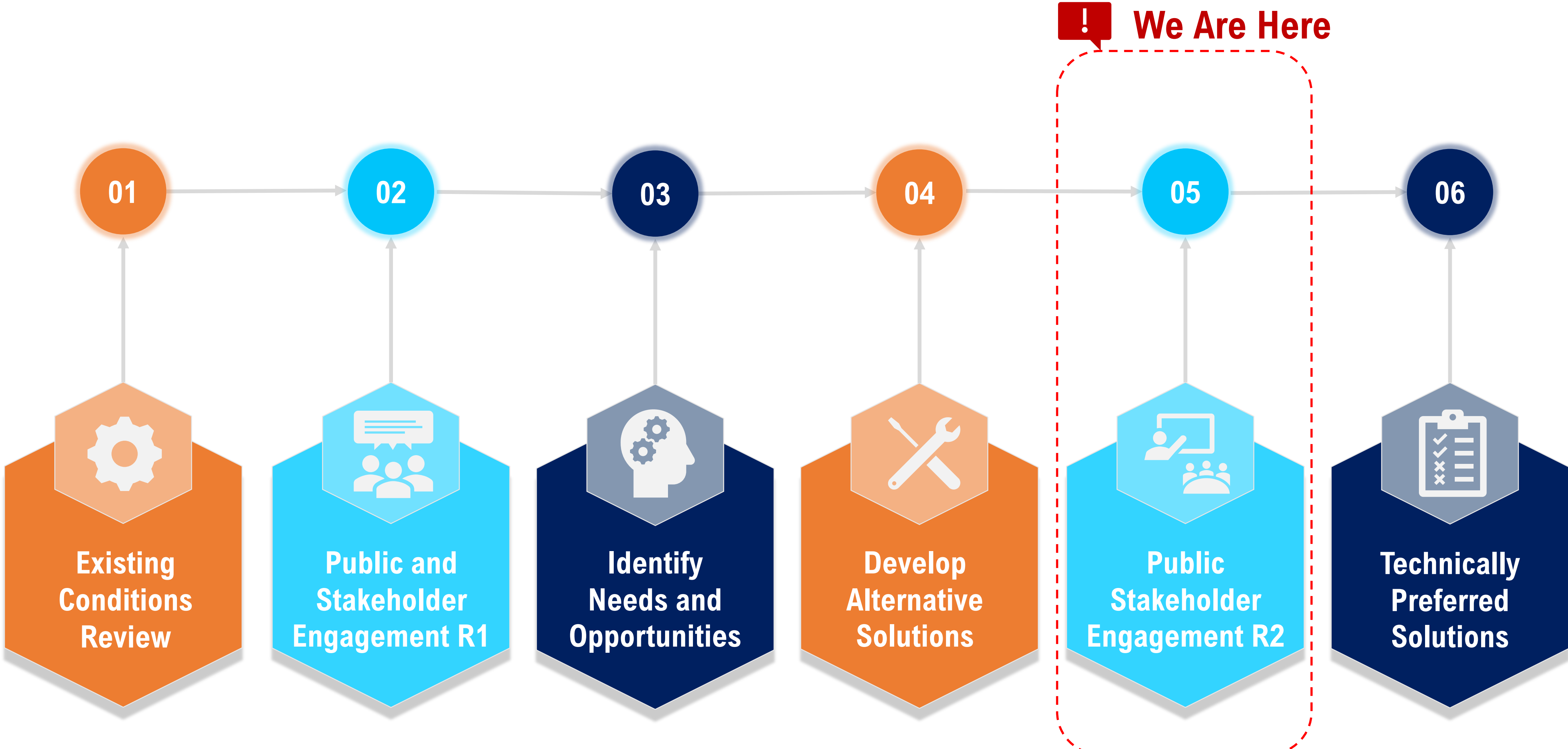
Mississippi Mills initiated the TMP in February 2023. The initial consultation process began with an Online Community Survey open to the public from March 16, 2023, to April 17, 2023. The first Public Information Centre was held April 13, 2023. Working Group Meetings with key agency and business stakeholders were held April 11, 2023, and December 13, 2023

In undertaking the consultation process with stakeholders, specific engagement was made with Indigenous communities and inherent rights and treaty holders to ensure an inclusive and holistic engagement process that promotes indigenous sovereignty and well-being.

Municipal Class EA Process

The TMP is being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment process (following “Approach #1”) under the Environmental Assessment Act.

The Class Environmental Assessment process provides a transparent approach to planning and building municipal infrastructure which includes public and stakeholder participation throughout.





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Background

Long-Term Growth Projections

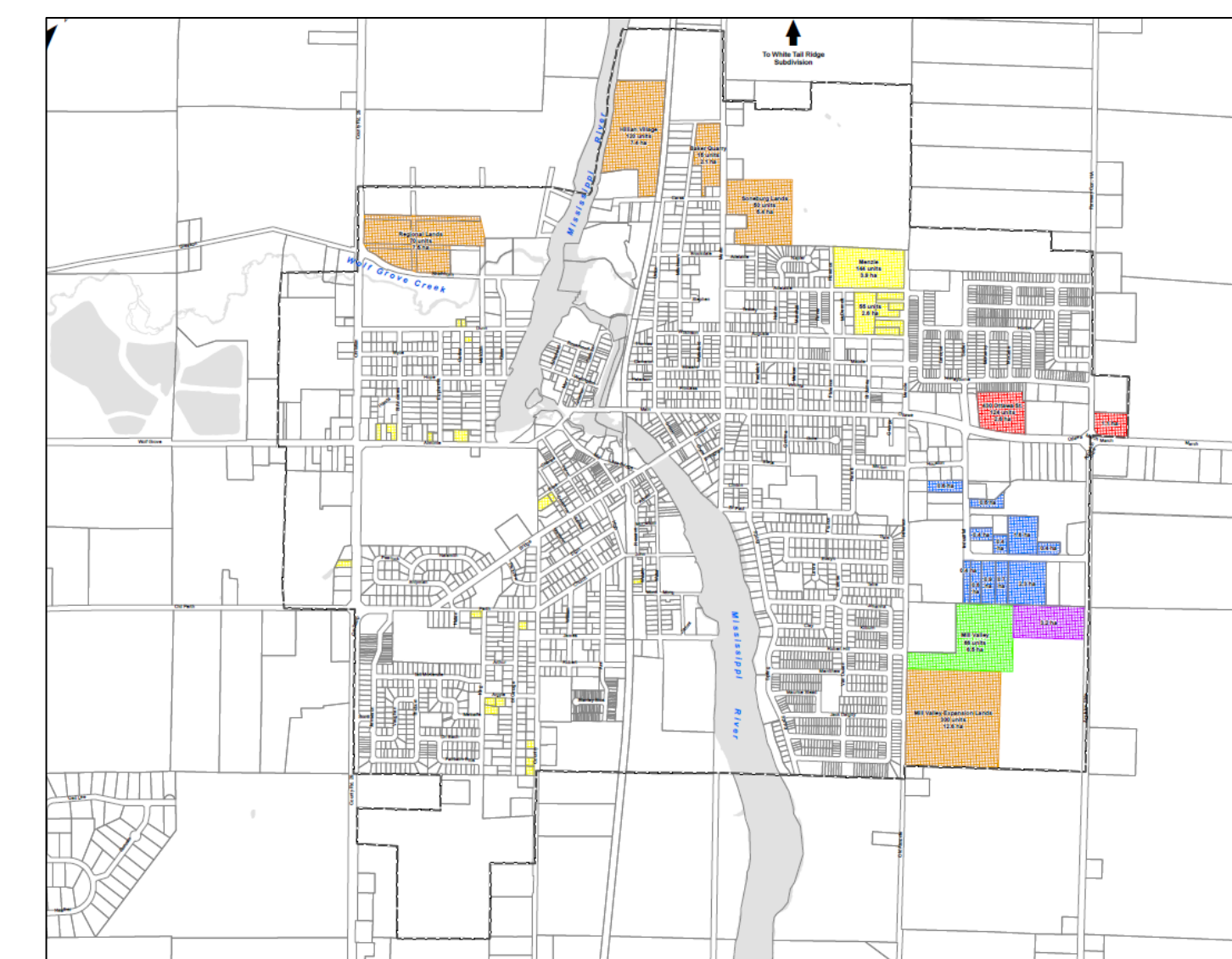
Long-term growth projections for Residential Units (RU) and Employment Lands (EL) were developed for the municipality as part of the Water and Wastewater Master Servicing Plan. These assumptions are critical elements that informed key outcomes and decisions in the TMP.

- ➔ Three future growth projections developed: **5-year, 15-year and 25-year**
- ➔ Roughly **4,000 new RU** and **65.4 ha of EL** projected in Almonte alone over the next 25-years
- ➔ Roughly **1,700 new RU** in the rural municipality (including Villages) – distributed roughly evenly
- ➔ **70%** of total population growth expected in Almonte and **30%** in the rural municipality
- ➔ **100%** of employment growth in Almonte

Almonte Growth Areas

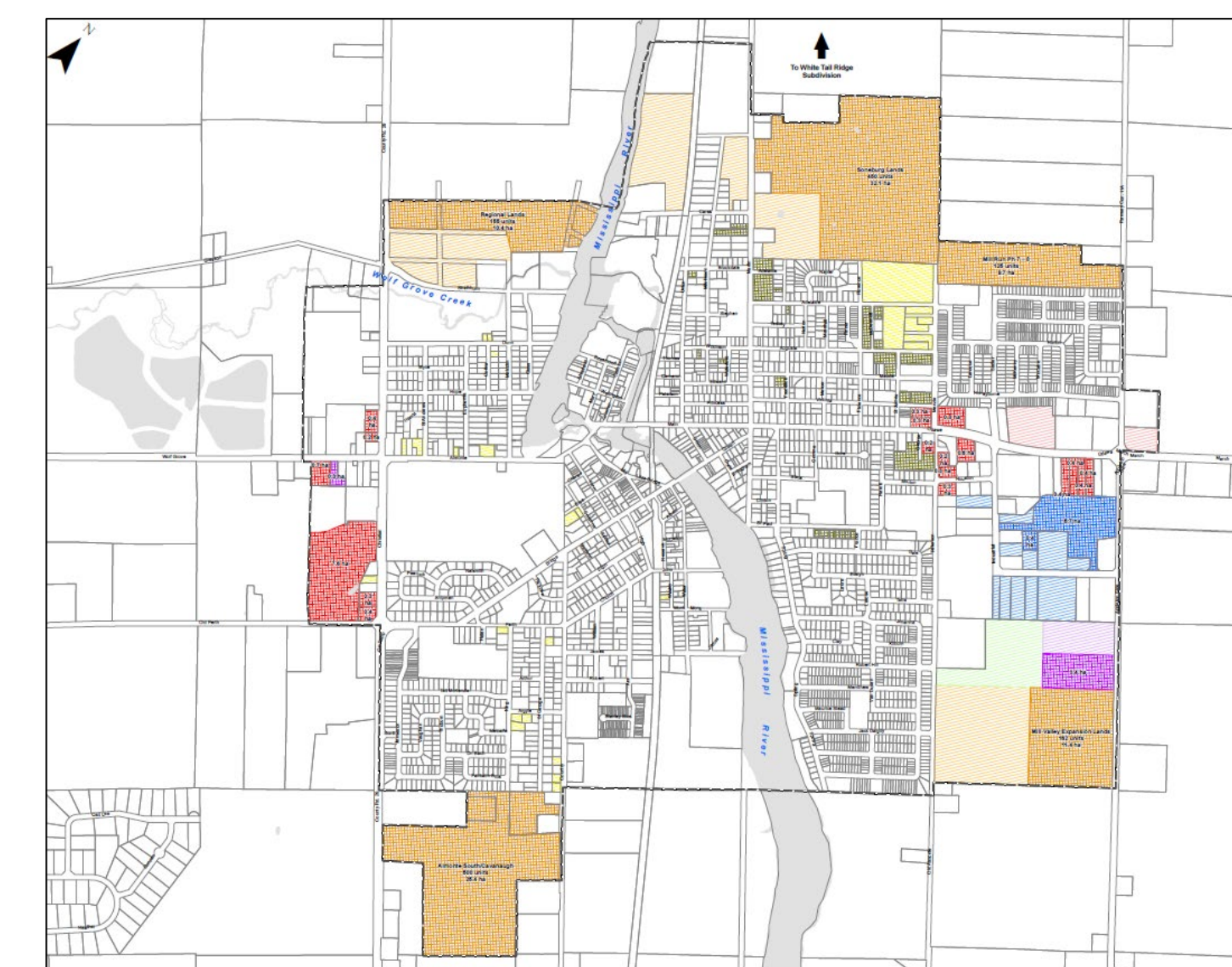
5-Year

+ 1,005 RU / + 15.7 ha of EL



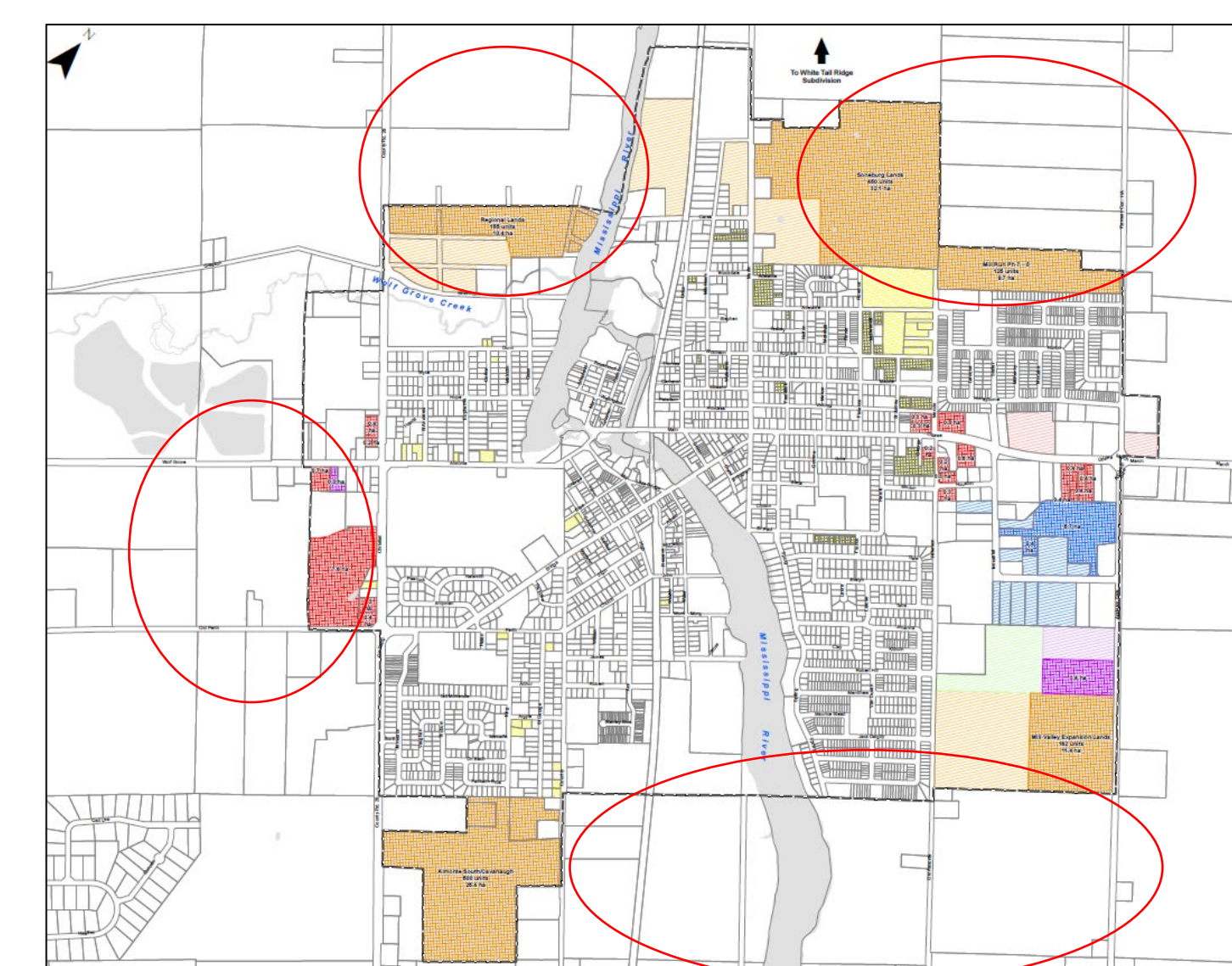
15-Year

+ 1,465 RU / + 18.1 ha of EL

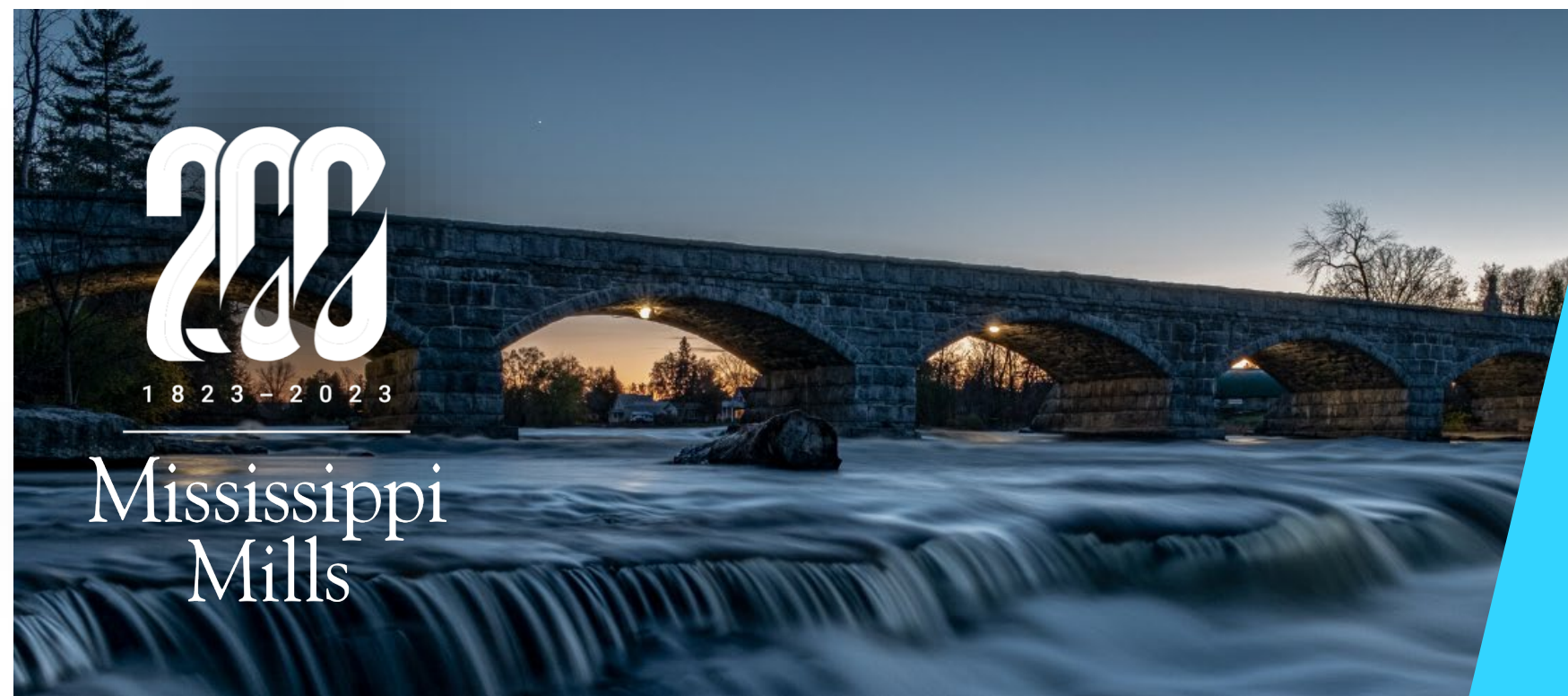


25-Year

+ 1,521 RU / + 31.6 ha of EL



Assumptions were made on possible 25-Year growth areas to inform the TMP.



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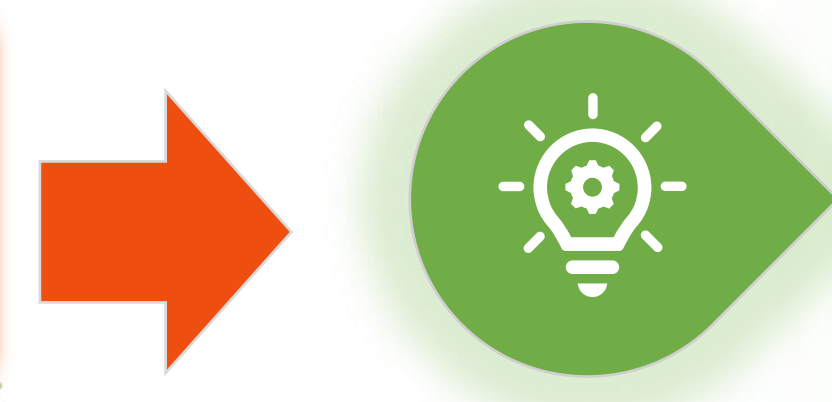
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Villages and Rural Road Network

Needs and Opportunities

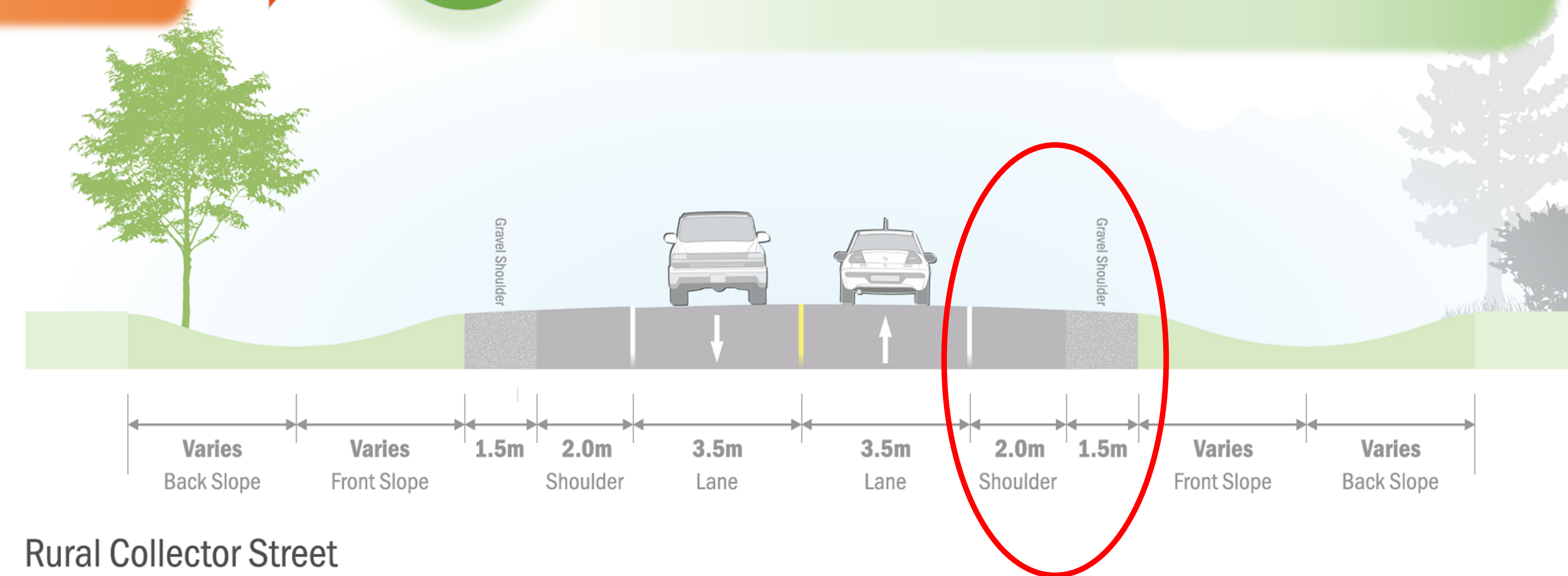
- 1. Consideration for All Vehicles (including farm vehicles)
- 2. General Safety



No Major Infrastructure Solutions Needed
Supporting Rural Road Policy Solutions Considered

Potential Supporting Rural Road Policy Solutions

- Review Rural Road Classifications
- Update Standard Rural Cross-Sections
- Update Rural Design Criteria
- Provide Rural Speed Management and Traffic Calming Guidance
- Ensure Maintenance Practices reflect latest Provincial Policies



Wider shoulder provisions on rural roads proposed in the 2023 TMP align with national road design standards, and better accommodate rural vehicles (e.g., farm vehicles).

Contemporary approaches to rural traffic calming will be highlighted in the 2023 TMP.





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Almonte Road Network

Needs and Opportunities

01

Ottawa St: Insufficient Long-Term Corridor Capacity

02

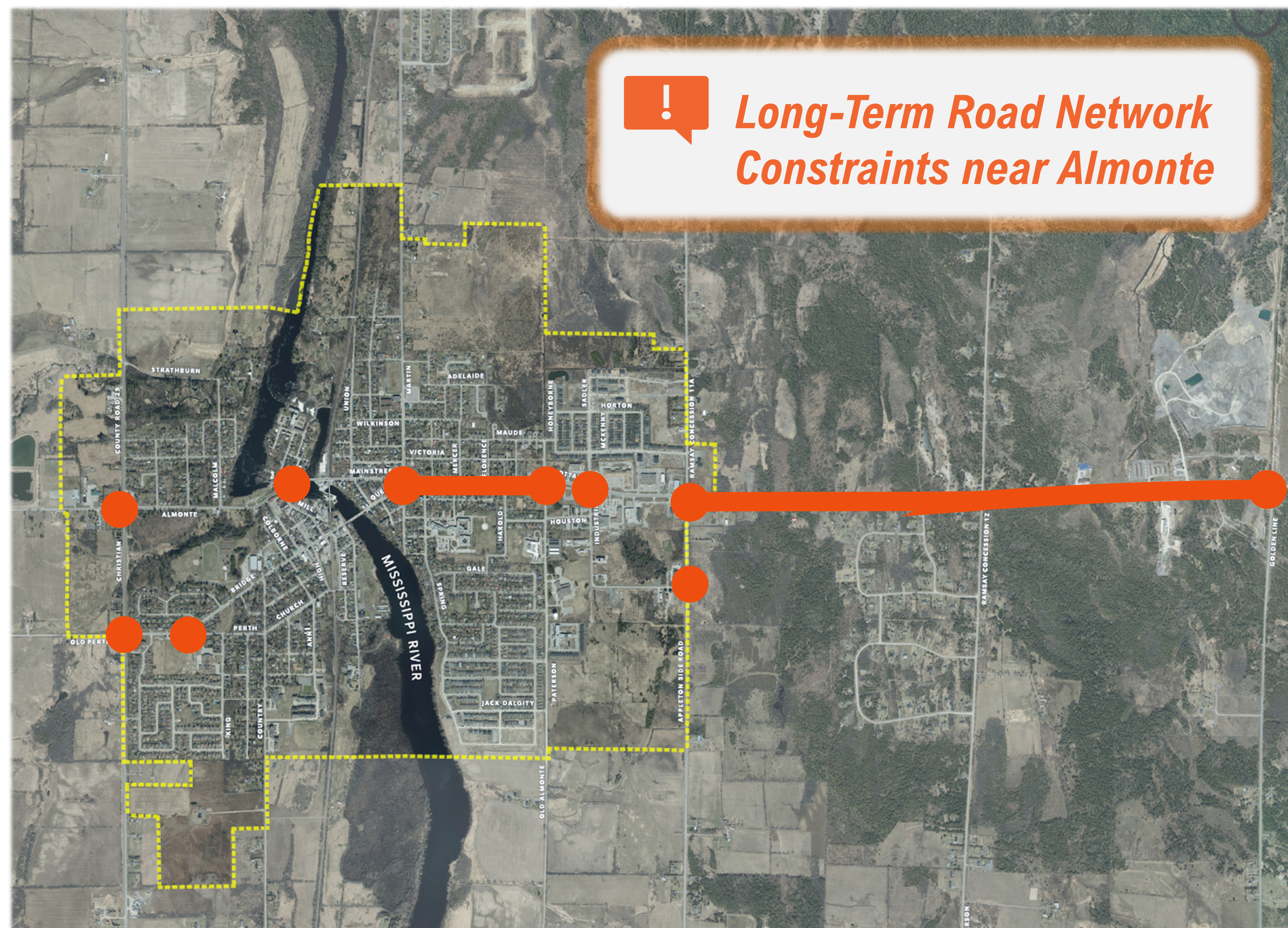
March Rd: Insufficient Long-Term Corridor Capacity

03

Various Intersections: Insufficient Long-Term Capacity

04

General Safety at Major Intersections



Infrastructure and Supporting Road Policy Solutions Considered



Almonte Road Network

Ottawa St and March Rd Corridors: Alternative Solution Approaches

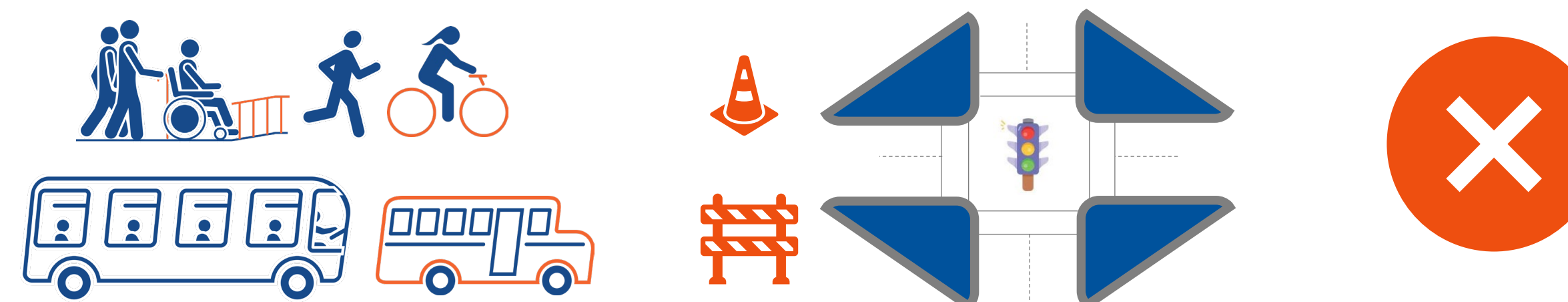
01 Do Nothing



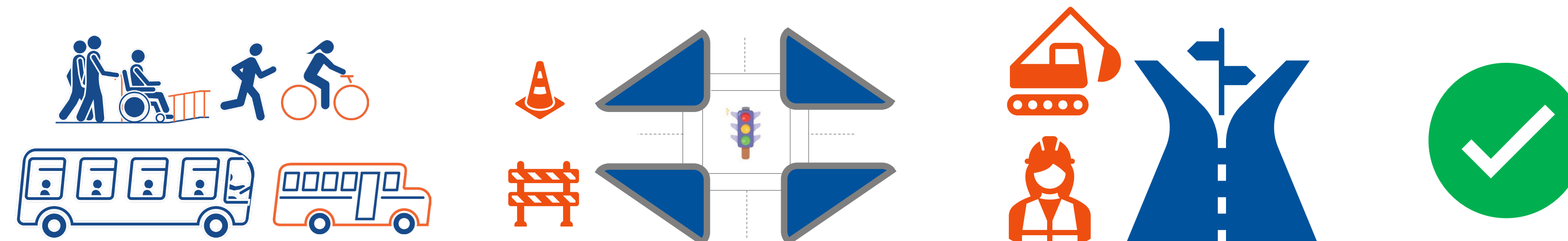
02 Invest in Sustainable Modes Alone



03 Sustainable Modes + Local Intersection Optimizations



04 Sust Modes + Local Optimizations + Expand Road Network Capacity



! Applying a balanced approach to mitigating the anticipated corridor constraints was shown to be most effective in managing long-term growth.

Almonte Road Network

How do we expand the road network?

01

**Road Widening Alone
(2-Lanes to 4-Lanes)**

02

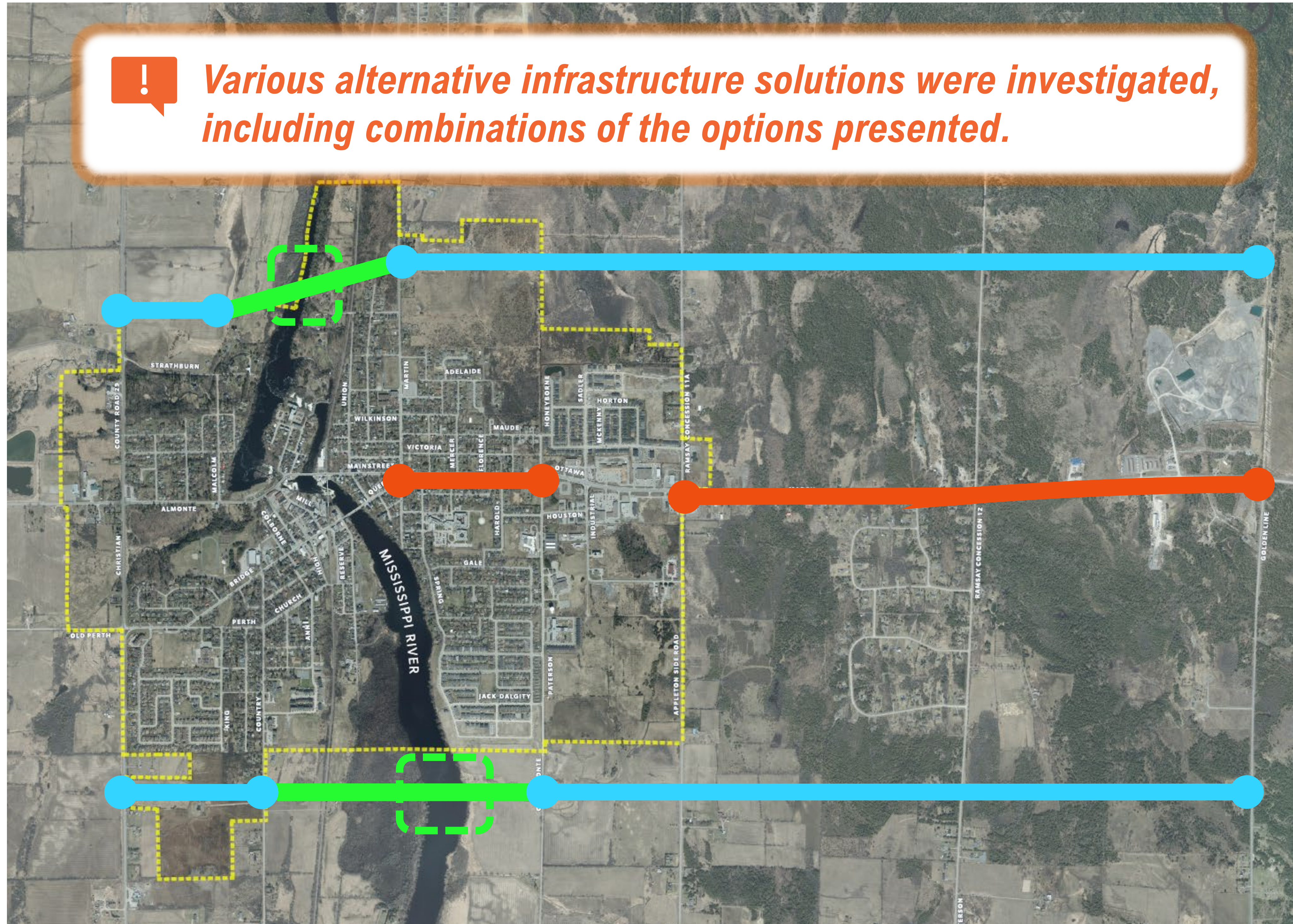
**New East–West Corridor(s)
Alone**

03

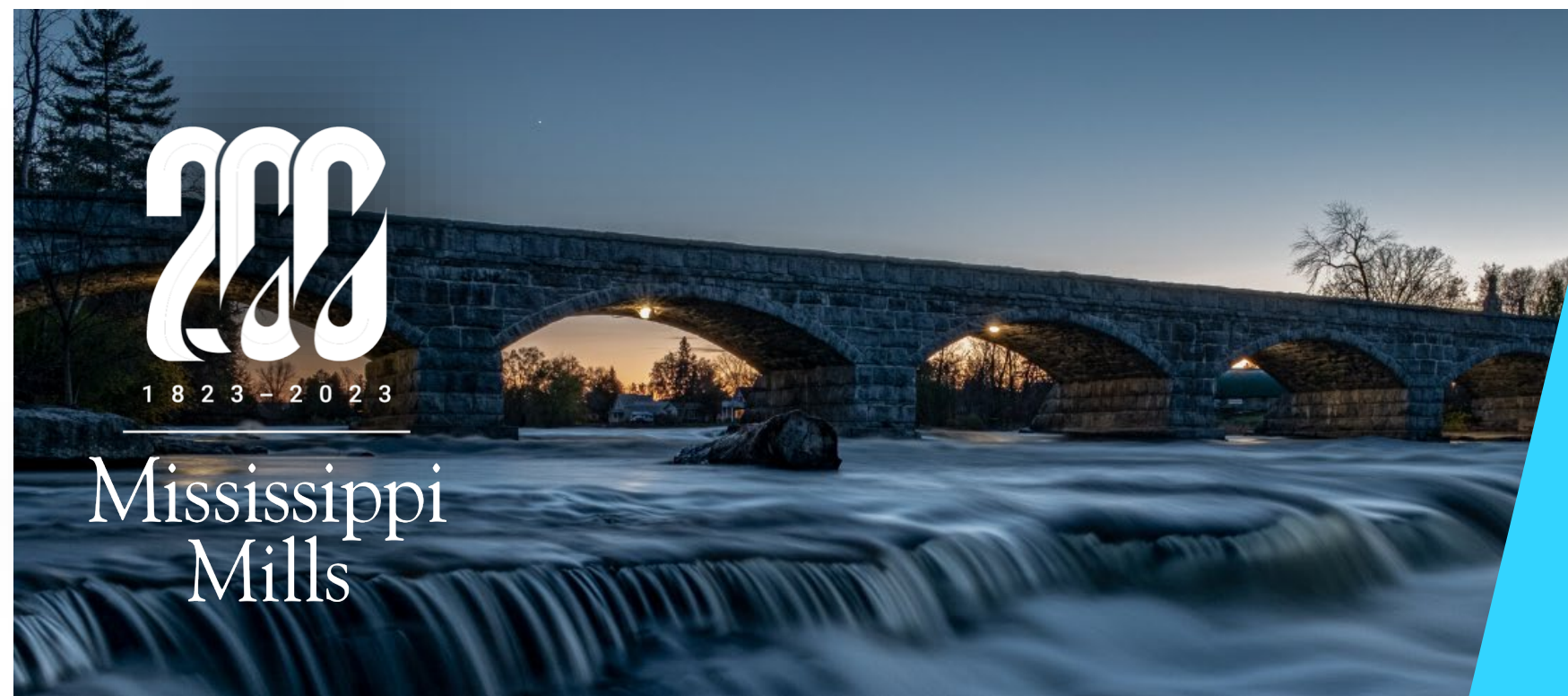
**New East–West Street(s) +
New Vehicle Bridge(s) over
Mississippi**



Various alternative infrastructure solutions were investigated, including combinations of the options presented.



Note: The location and alignment of new corridors and bridges shown above are **hypothetical** and are subject to further study.



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Property Implications to Road Widening

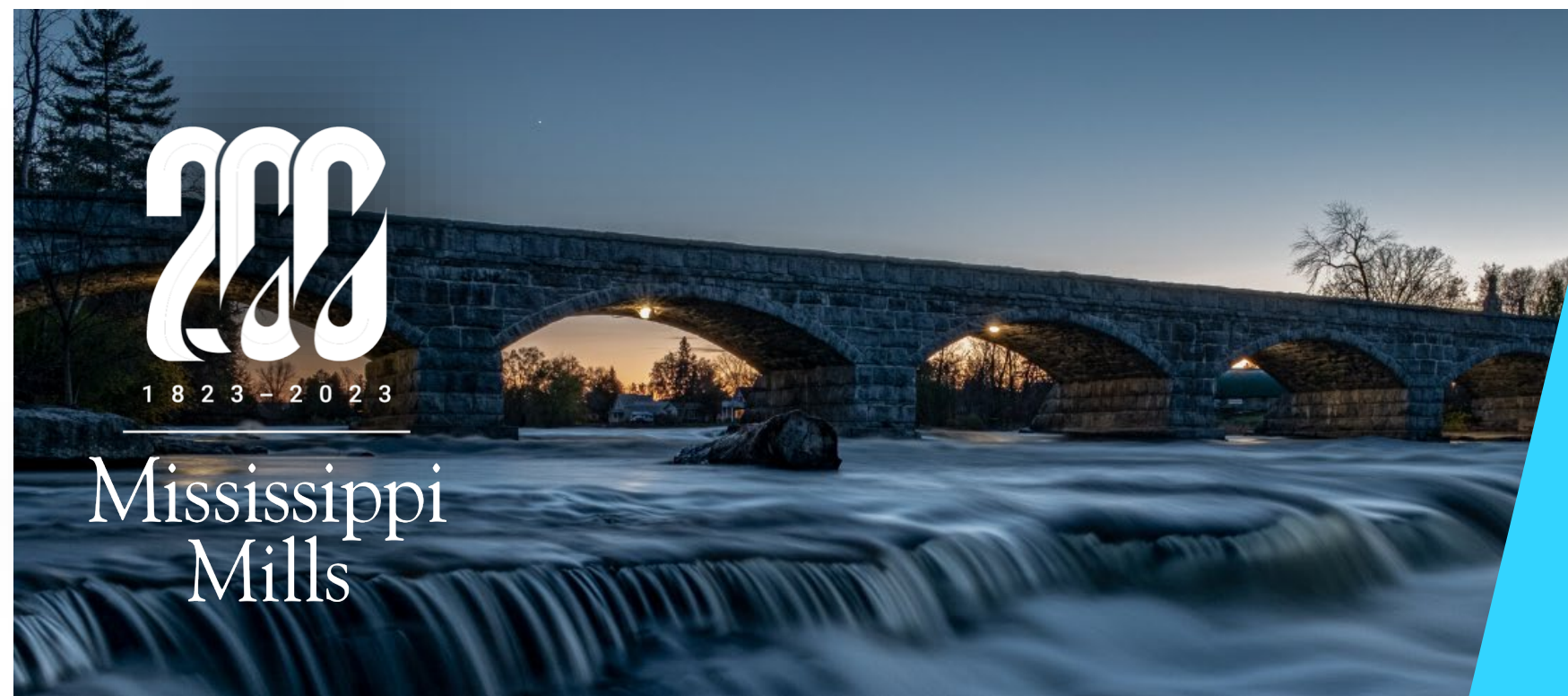
! Over 50 property parcels on Ottawa St impacted if widening was implemented. A significant social impact.

01 Road Widening Alone (2-Lanes to 4-Lanes)



! Potential property implications on March Rd if widening was implemented. Lower social impact.





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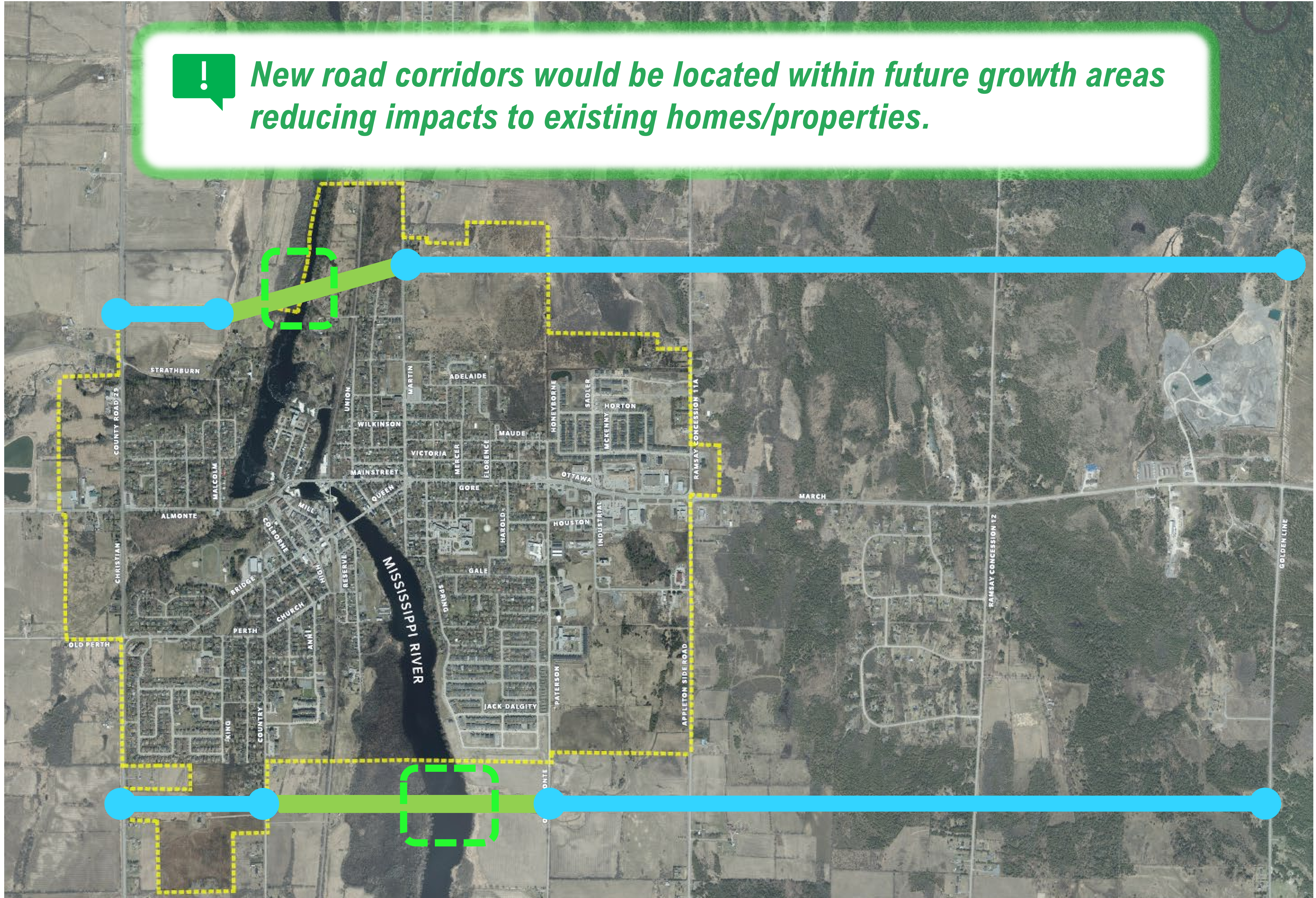


Property Implications with New Road Corridors

! *New road corridors would be located within future growth areas reducing impacts to existing homes/properties.*

02 **New East–West Corridor(s) Alone**

03 **New East–West Street(s) + New Vehicle Bridge(s) over Mississippi**



Note: The location and alignment of new corridors and bridges shown above are hypothetical and are subject to further study.

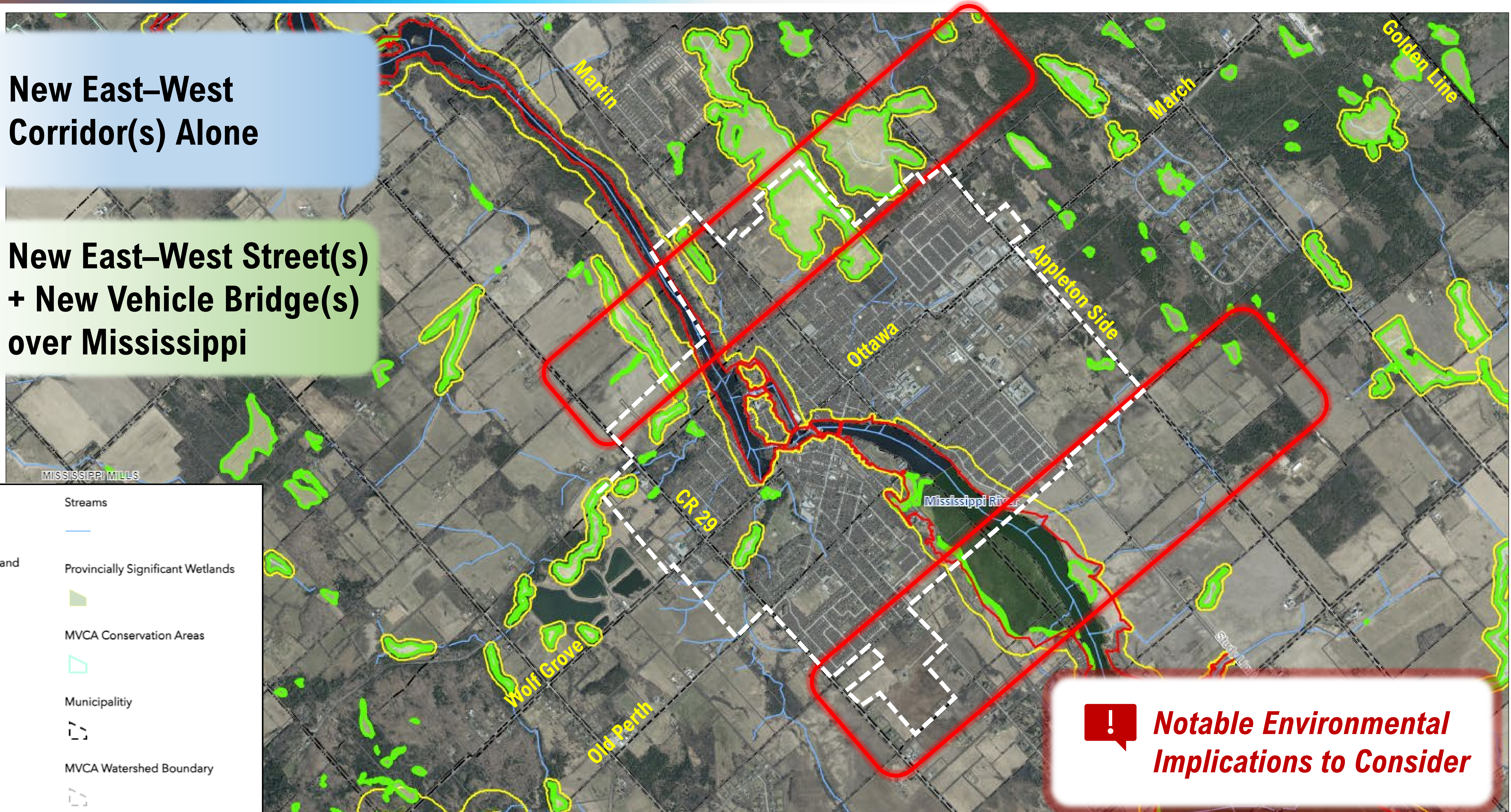
Significant Wetland Implications with New Road Corridors

02

New East–West Corridor(s) Alone

03

New East–West Street(s) + New Vehicle Bridge(s) over Mississippi



1:100 Year Floodplain	Streams
MVCA Non Evaluated Wetland	Provincially Significant Wetlands
MVCA Regulation Limit	MVCA Conservation Areas
Parcels_2023	Municipality
Lot & Concession	MVCA Watershed Boundary

! Notable Environmental Implications to Consider



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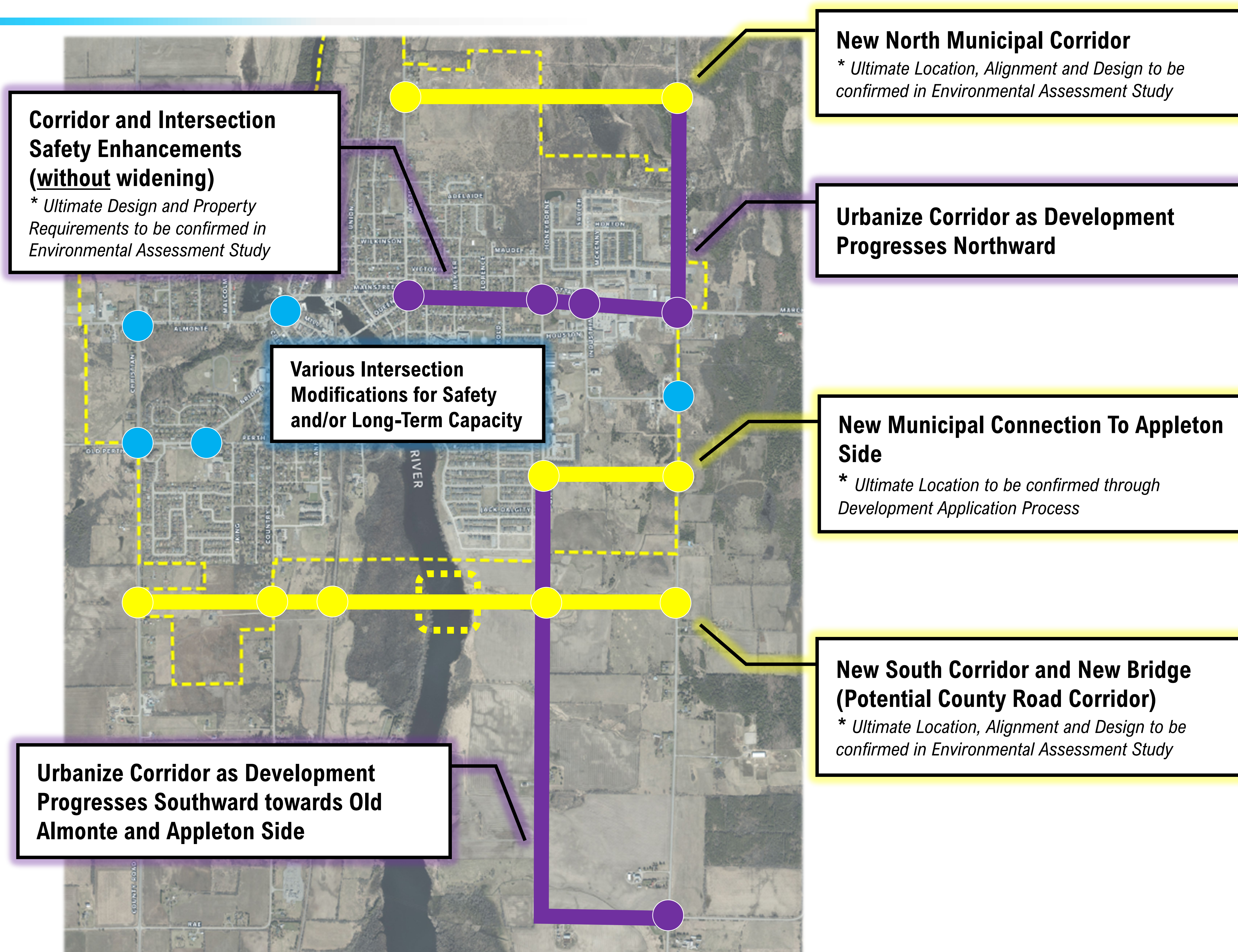


Potential Ottawa St Capacity Solution

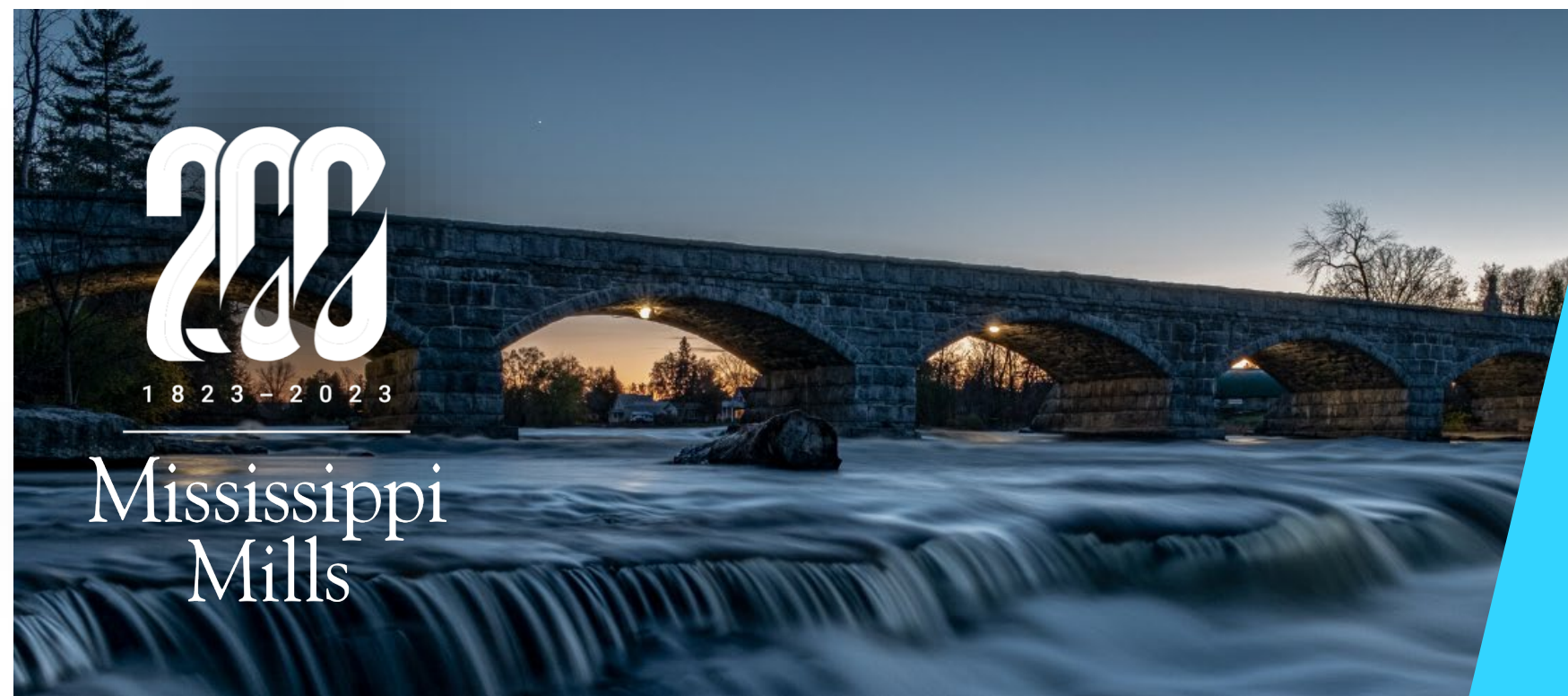
Vehicle Traffic Needs Alone



- **North Bridge and new road connection in NW quadrant not needed**
- **New Corridors and South Bridge avoid widening of Ottawa St**
- **New South Corridor offers alternative truck route opportunity**
- **Enhancing Old Almonte Rd to Appleton Side Rd supports future development; opportunity for multi-modal integration**
- **Local intersection optimizations on Ottawa St needed, but must identify property implications**
- **Further design studies required**



Note: The location and alignment of new corridors and bridges shown are **hypothetical** and are subject to further study.



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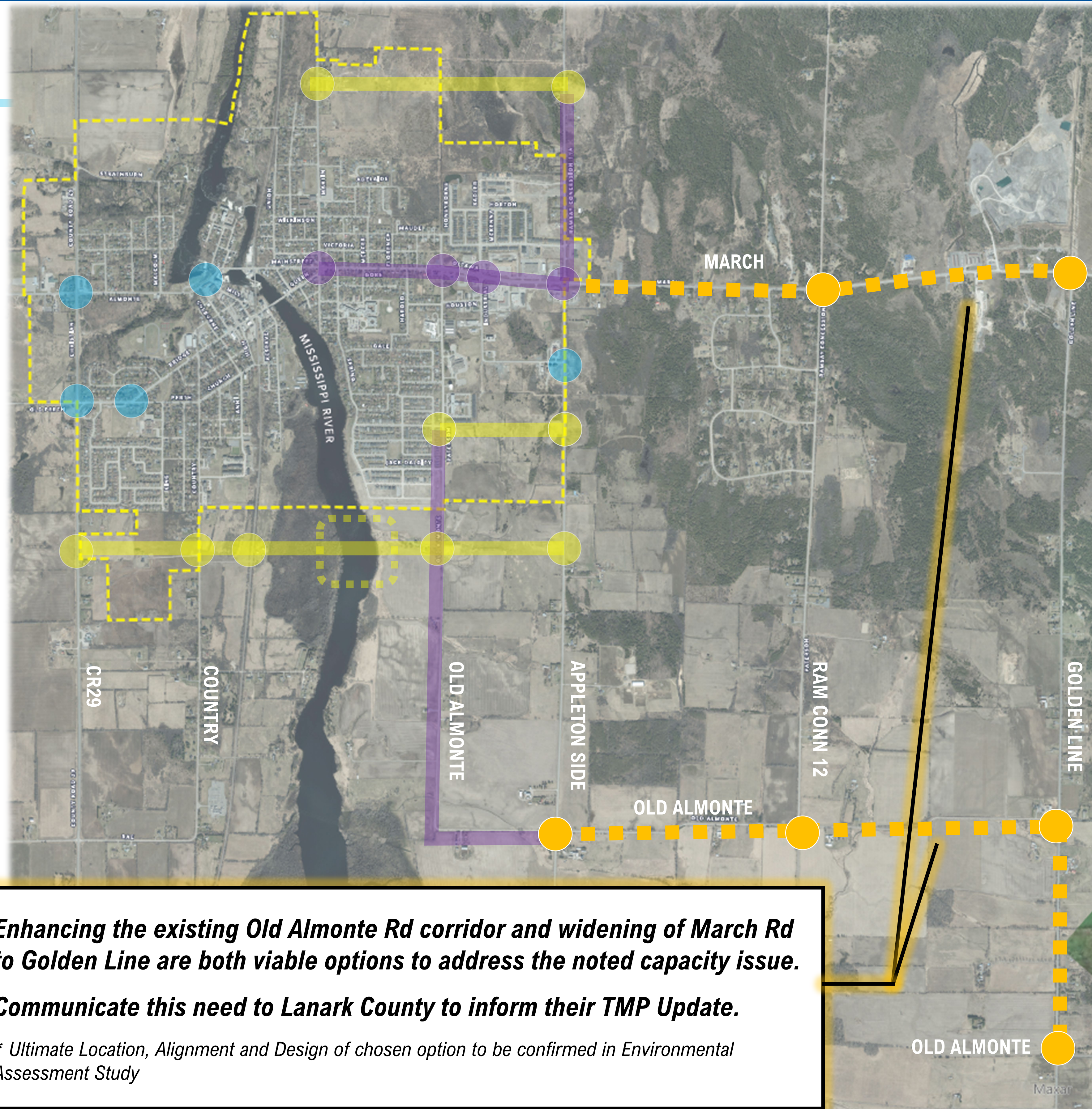


Potential March Rd Capacity Solutions

Vehicle Traffic Needs Alone



- *Old Almonte Rd provides an alternative connection to the City of Ottawa*
- *Old Almonte Rd is an opportunity to leverage an existing road corridor as a secondary vehicle connection, providing relief to the March Rd corridor*
- *Alternatively, March Rd could be widened to 4-lanes to address the corridor constraint, however this requires County approval and funding*
- *Both options are expected to trigger limited property acquisition, but have low social and environmental implications*
- *Further design study and coordination with Lanark County required; revisit this specific need in next TMP update*



Enhancing the existing Old Almonte Rd corridor and widening of March Rd to Golden Line are both viable options to address the noted capacity issue. Communicate this need to Lanark County to inform their TMP Update.

** Ultimate Location, Alignment and Design of chosen option to be confirmed in Environmental Assessment Study*

Note: The location and alignment of new corridors and bridges shown are hypothetical and are subject to further study.

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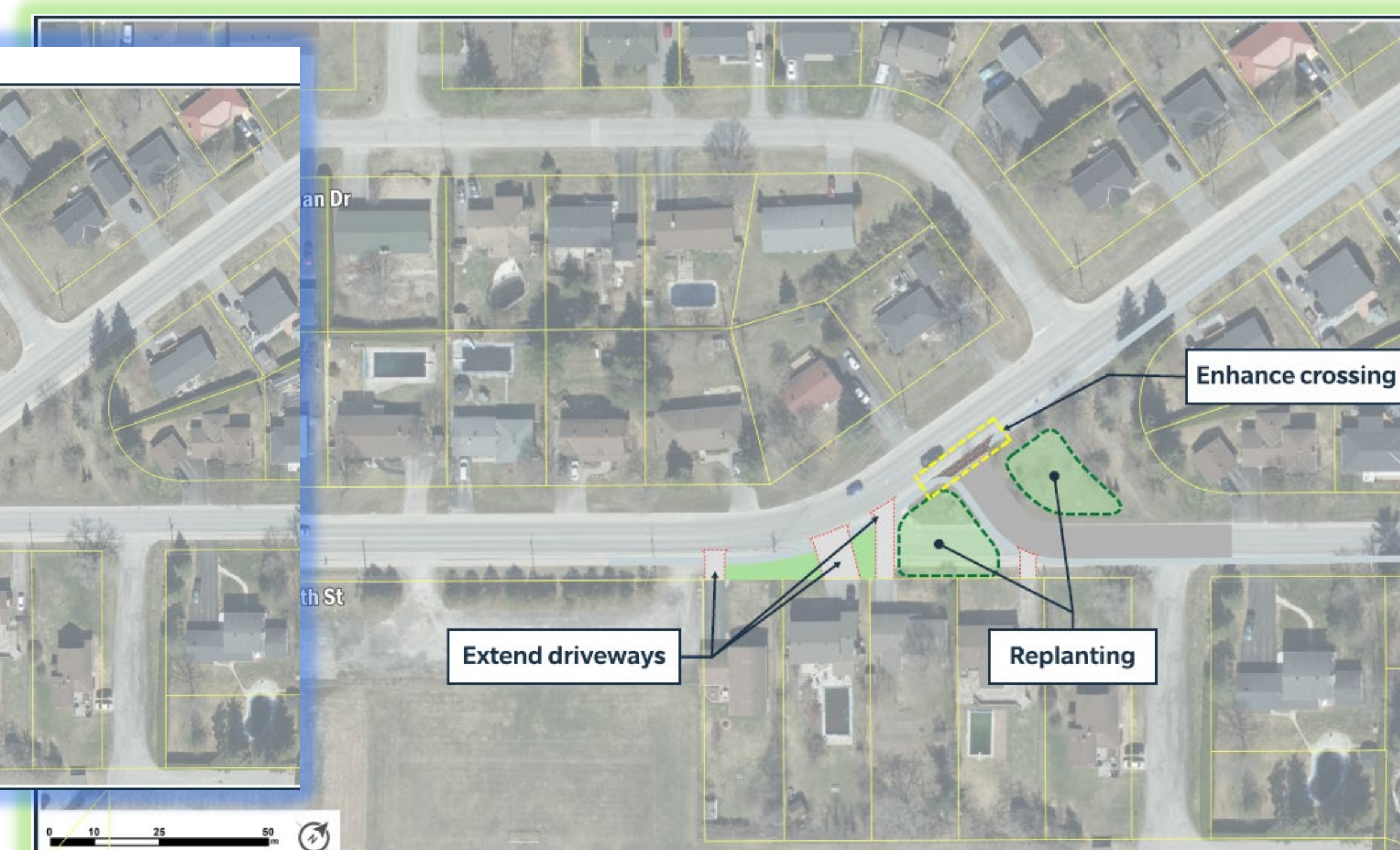
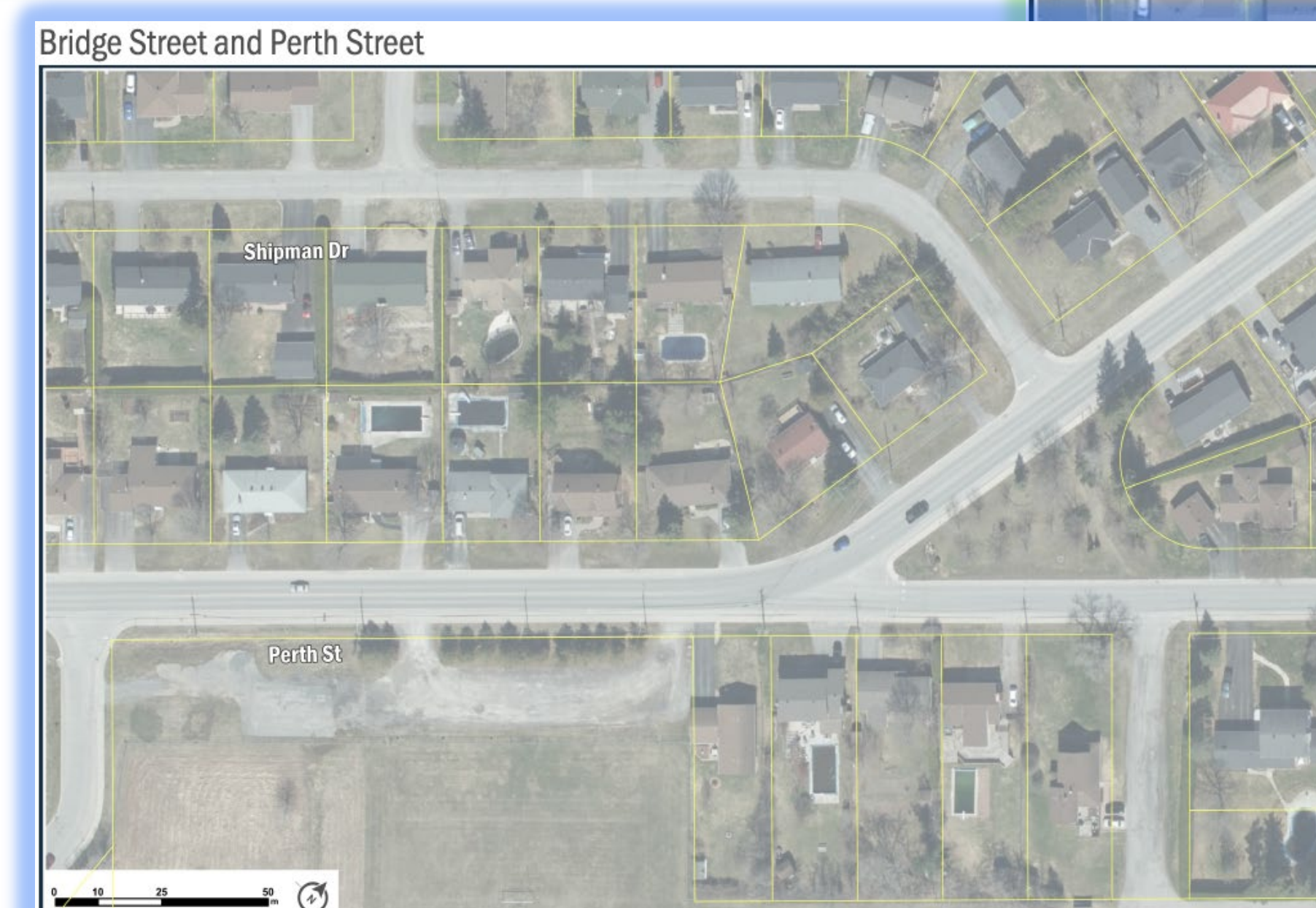
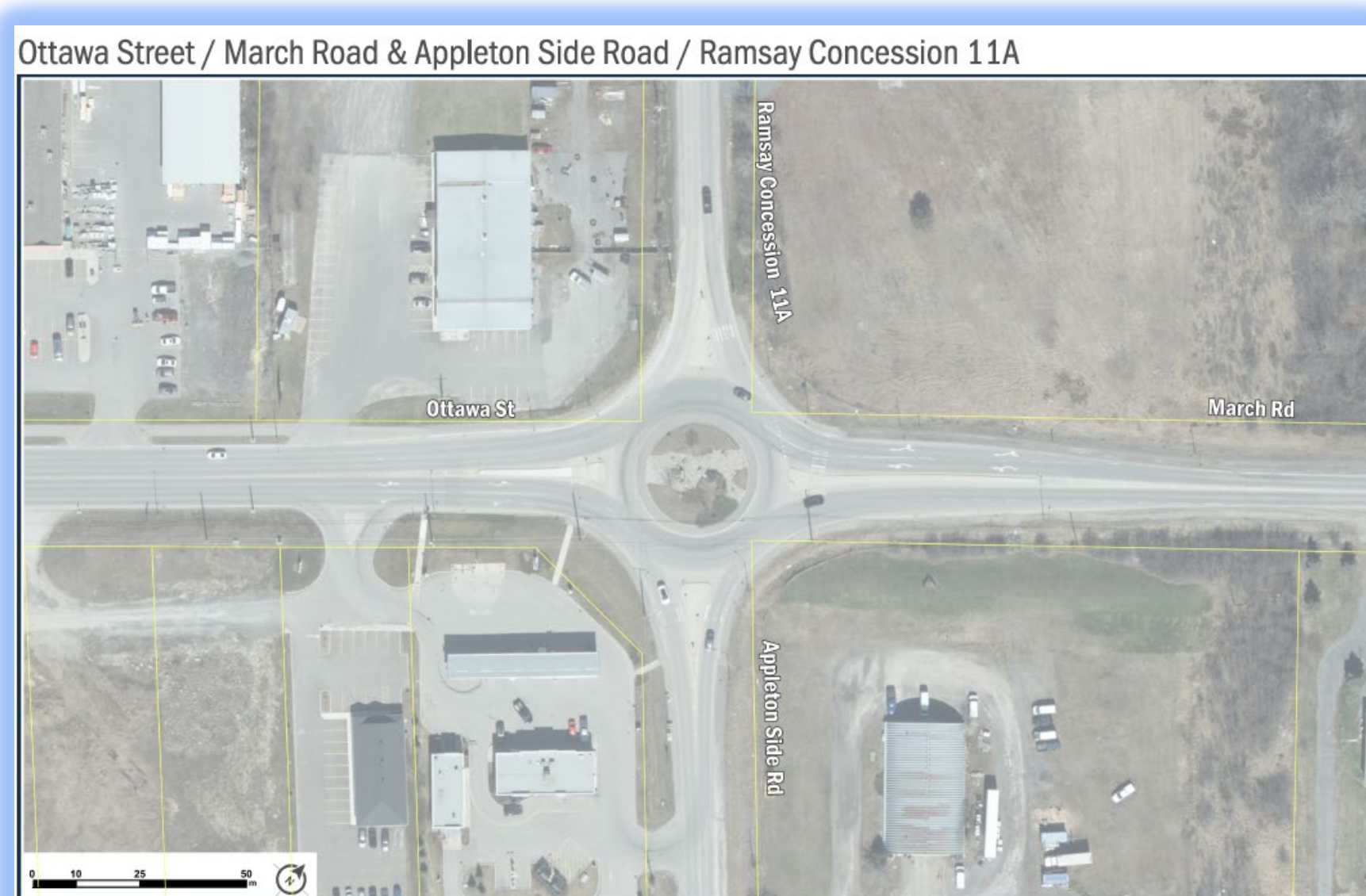
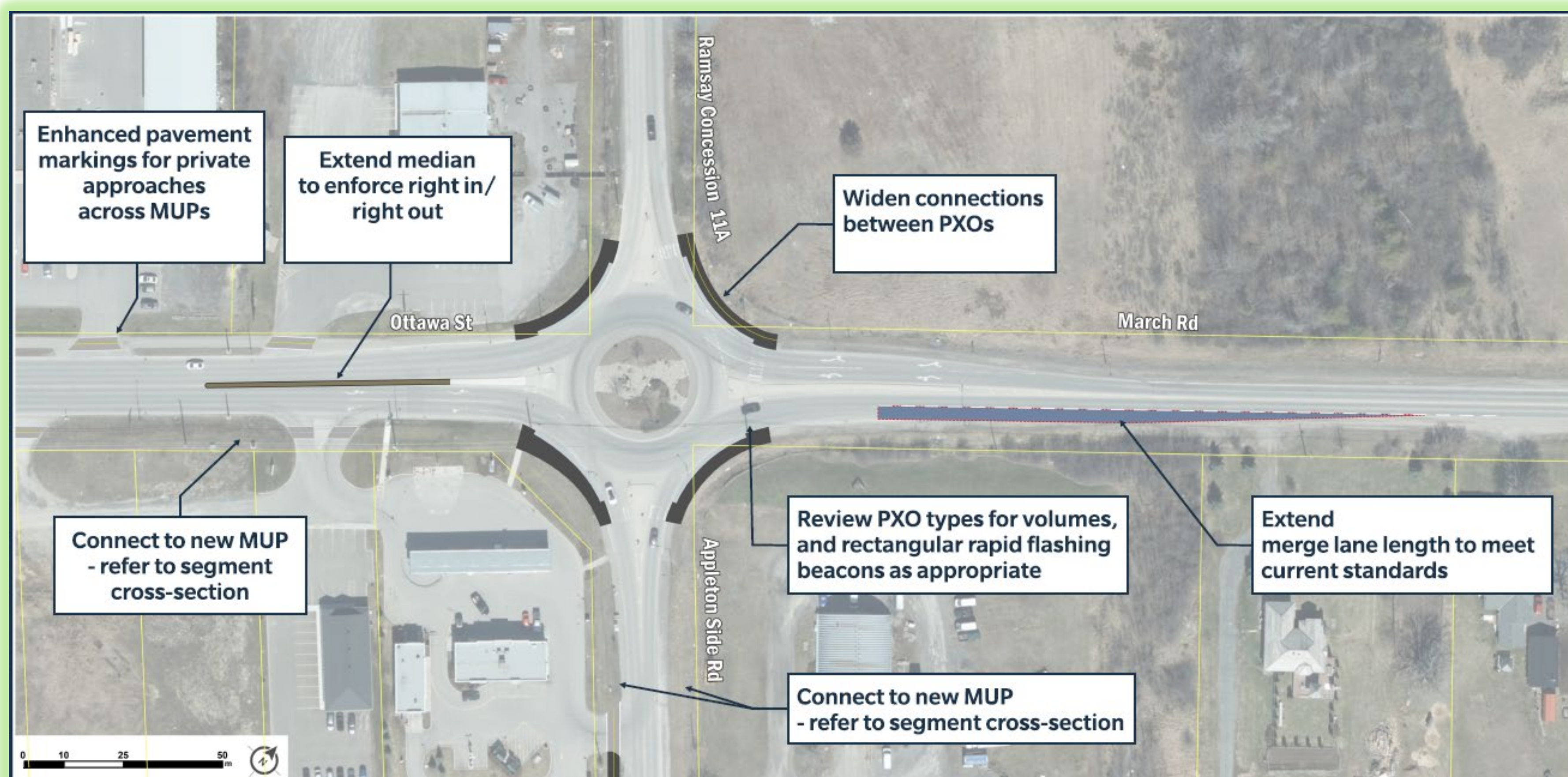


HOW WE GO

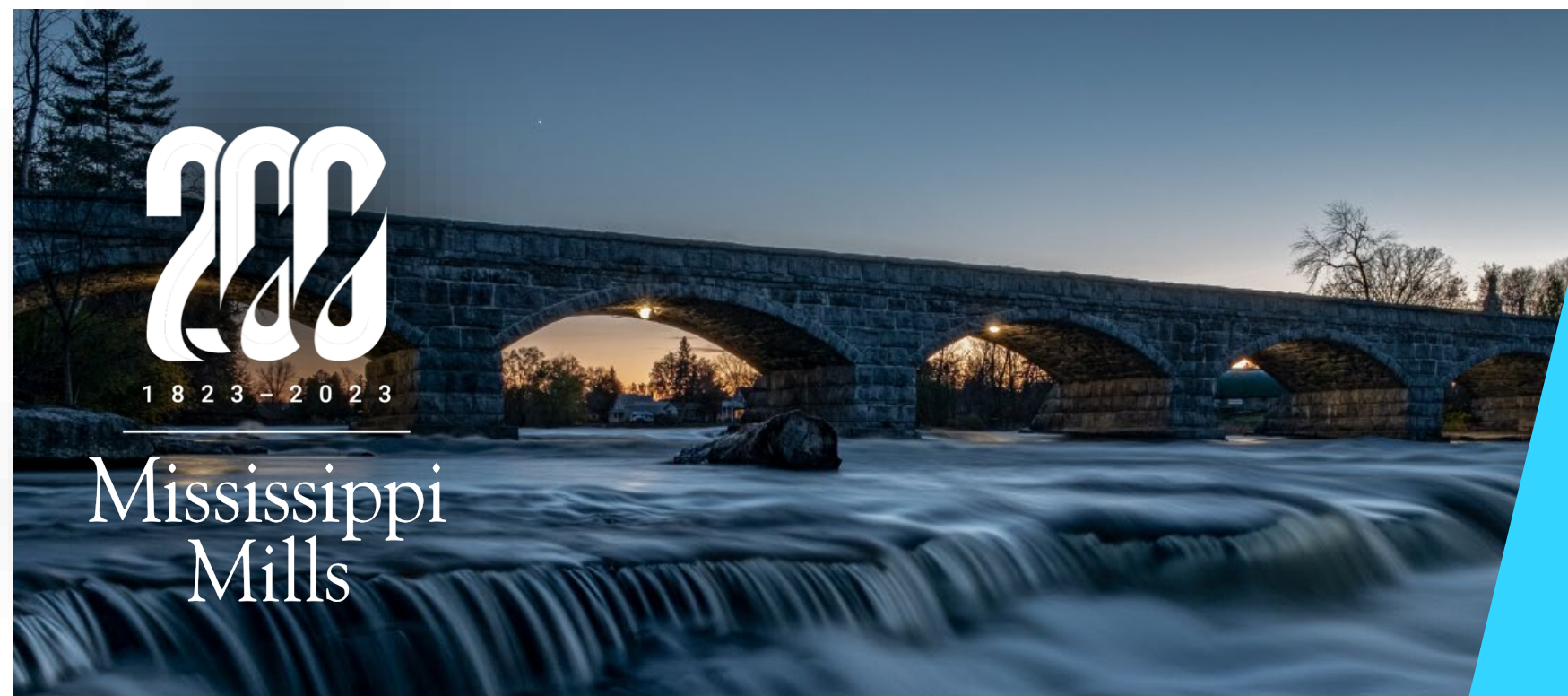
Potential Short-Term Enhancements

BEFORE

AFTER



Note: The draft plan is **Conceptual**; to be validated during the functional and detailed design.



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Active Transportation (AT) Network

What we heard from public engagement to date

- **Courtesy Crossings** should be upgraded to PXOs where applicable (incl. County roads)
- People feel unsafe crossing **Ottawa St**
- **Extend/expand sidewalks** in Pakenham and Appleton, various locations in Almonte
- Better **sidewalk maintenance** (winter, landscaping etc.)
- **Almonte St stressful to walk to downtown** with children
- More **streetlights** needed on streets
- Provide **paved OVRT** within Almonte limits; motorized vehicles feel unsafe to peds/cyclists
- Lack of visibility for **PXO** on Ottawa St at Mill St
- Not enough time to cross at **Tim Hortons pedestrian signal**
- Add or augment **crosswalks along Ottawa St**
- Provide **ped infrastructure around stores and parks**
- Plan for sidewalks and ped walkways for **new developments**
- **Poor road surface** for bikes on various segments
- **Vehicles turning** where **bike lanes** end is unsafe
- **Extend Ottawa St bike lanes** to CR29
- **Paterson St** too narrow with cars parked
- Not enough **paved shoulders** on rural roads
- **Bridges** should have painted bike lanes
- **Painted bike lanes feel unsafe**, need separated facilities
- **Need slower traffic** on Country St due to bike volumes



Villages and Rural Active Transportation Network

Needs and Opportunities

01

Pedestrian and cycling considerations on rural roads

02

Rural road maintenance of popular cycling routes

03

Connecting Villages and Trails



**No Major Infrastructure Solutions Needed
Supporting AT Policy Solutions Considered**



Villages and Rural Active Transportation Network

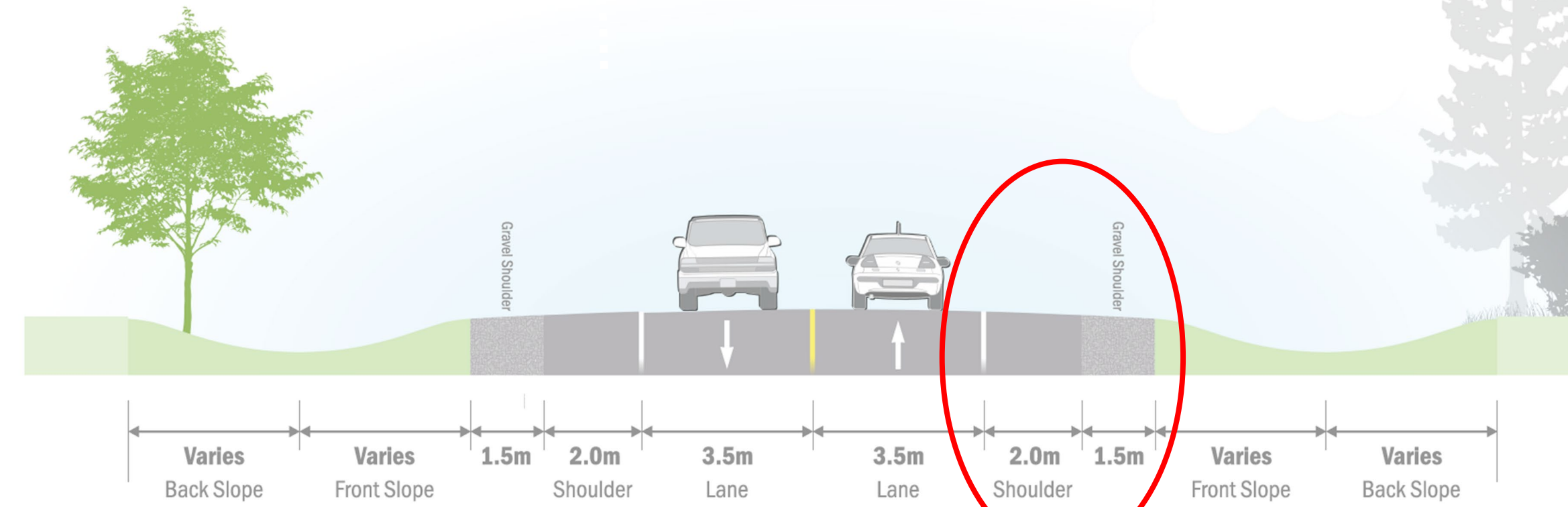
Potential AT Network Solutions



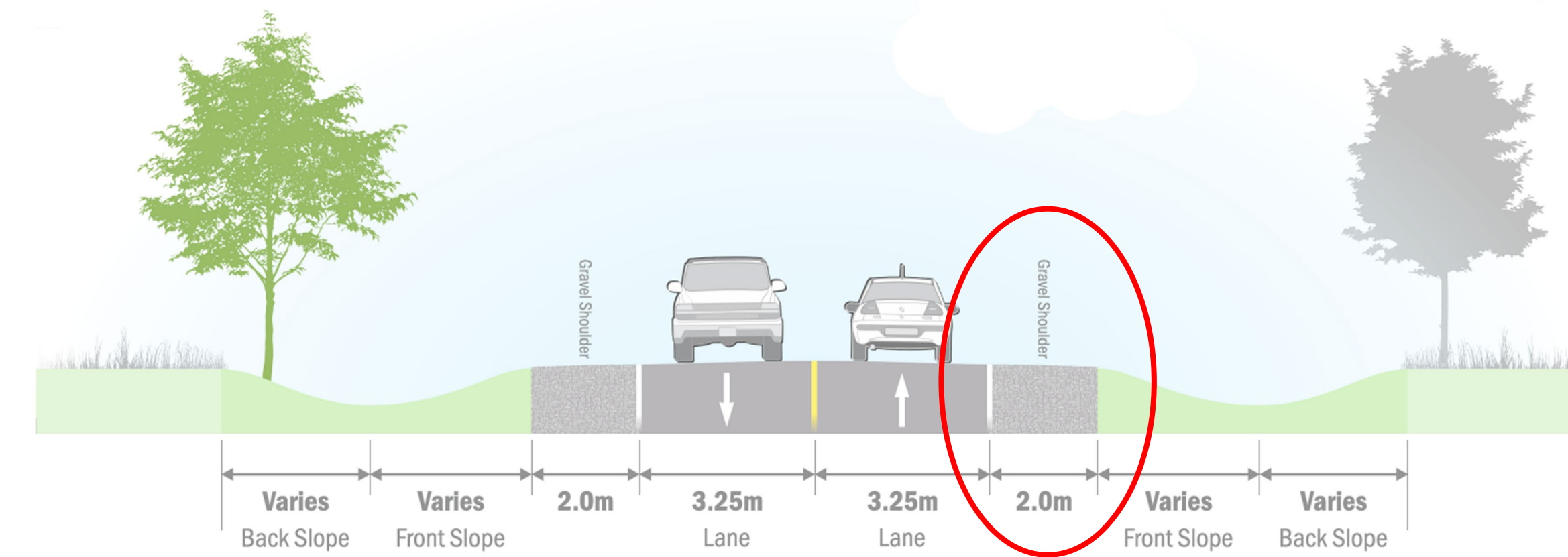
- Adopt updated standard cross-sections for new/retrofit roadways
- Adopt Rural cycling priority system to guide supporting measures and maintenance

Within Villages, look for opportunities to:

- Fill sidewalk gaps, extend facilities where applicable
- Upgrade existing pedestrian facilities to contemporary standards
- Continue to adopt latest provincial maintenance standards



Rural Collector Street



Rural Local Street

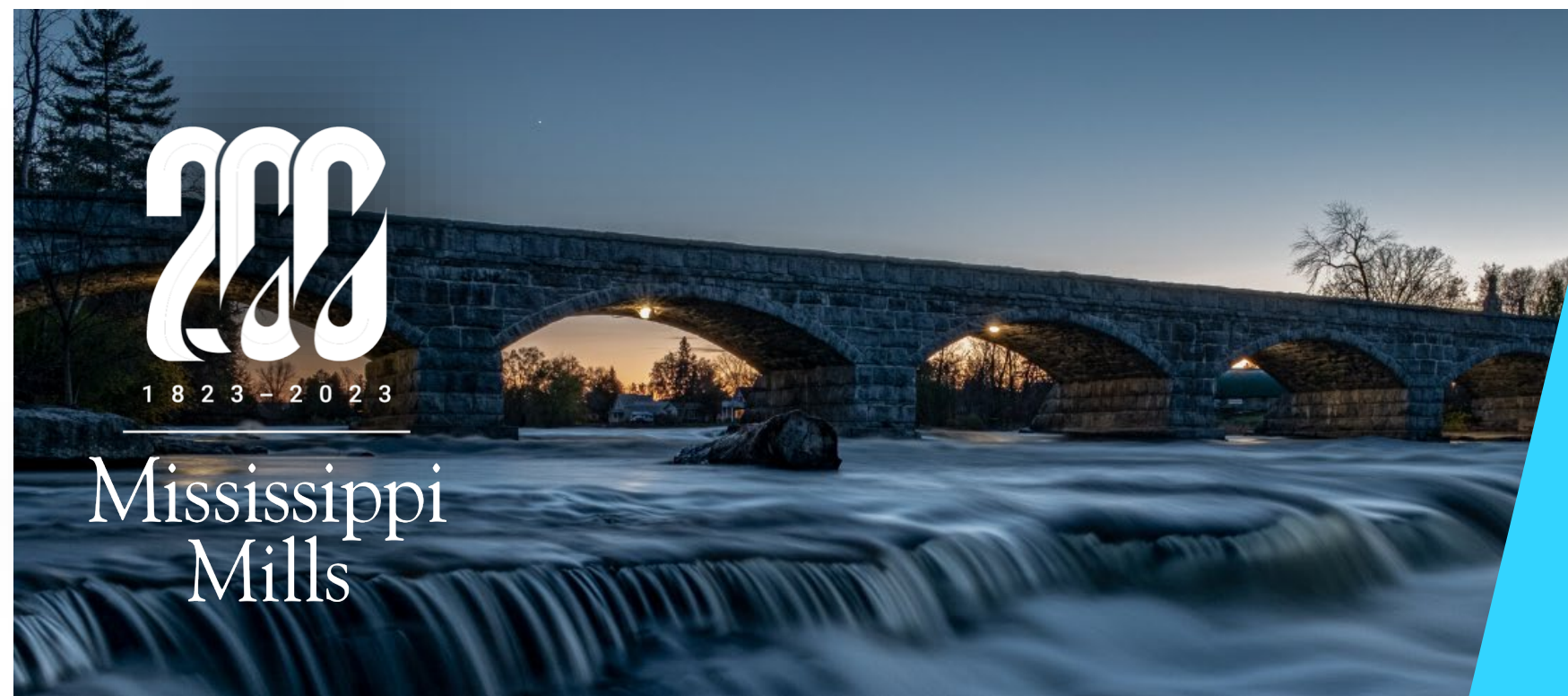


Wider shoulder provisions proposed in the 2023 TMP provide greater comfort and safety for pedestrians and cyclists in rural contexts.



Rural Cycling Priority System





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Almonte Active Transportation Network

Needs and Opportunities

- 01 **Inclusivity: an AT Network for all ages and abilities**
- 02 **Safety and comfort of AT users on high volume streets, intersections and roundabout**
- 03 **Lack of permeability, linking key destinations and amenities**
- 04 **Need for contemporary design standards (e.g., Accessibility)**
- 05 **Maintenance and Landscaping**

! *Active Transportation plays a vital role in promoting and sustaining a healthy community, a vibrant and thriving economy, an engaged and active population, while safeguarding the environment for future generations. This encompasses the Community Values established in the 2023 Strategic Plan.*



 **Infrastructure and Supporting AT Policy Solutions Considered**



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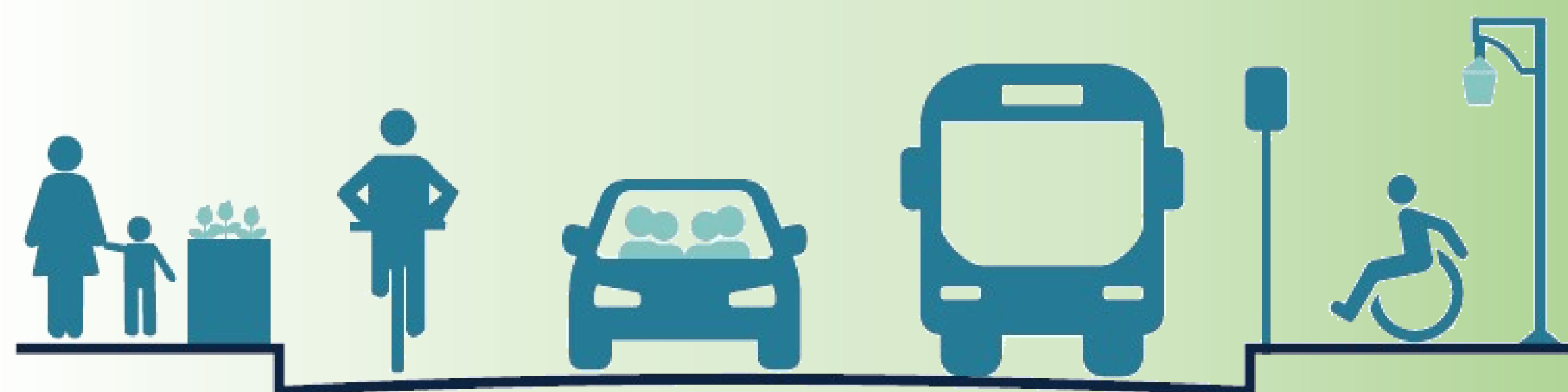


Almonte Active Transportation Network

The Complete Streets Approach



The Complete Streets Approach is a philosophy for designing, operating and maintaining streets with the needs and safety of all road users in mind.



All urban streets should provide a sidewalk on at least one side; both sides if the context warrants it. Target optimal sidewalk width rather than the minimum width.

Different Urban Cycling Facilities Considered

Shared: Fit for low traffic volume and low speed environments.



Dedicated: Flexible option used in retrofit situations.



Separated: Fit for high volume streets; typically, new road construction or renewal situations. Highest quality environment for cyclists.



Which type of facility do you prefer to see in Almonte?

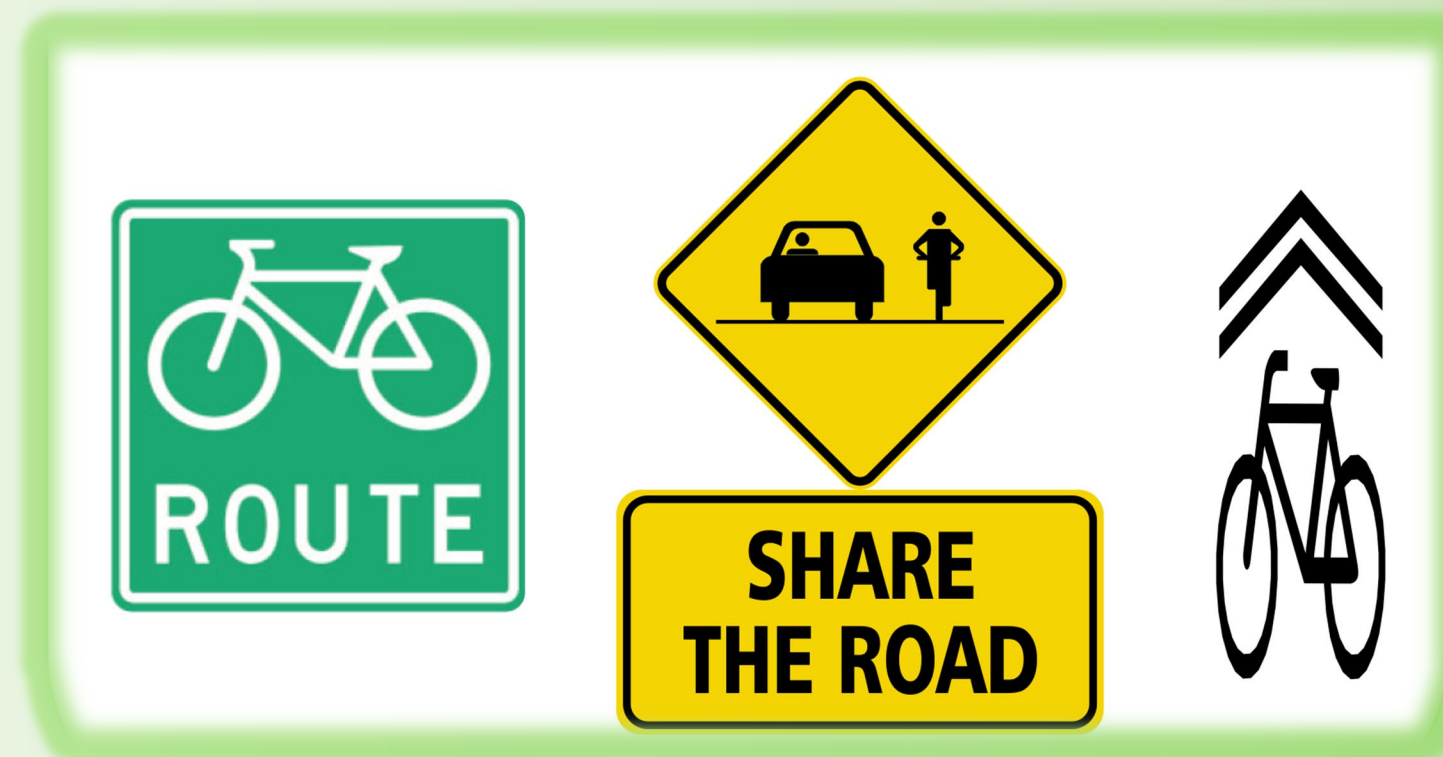
Almonte Active Transportation Network

Almonte Cycling Priority System

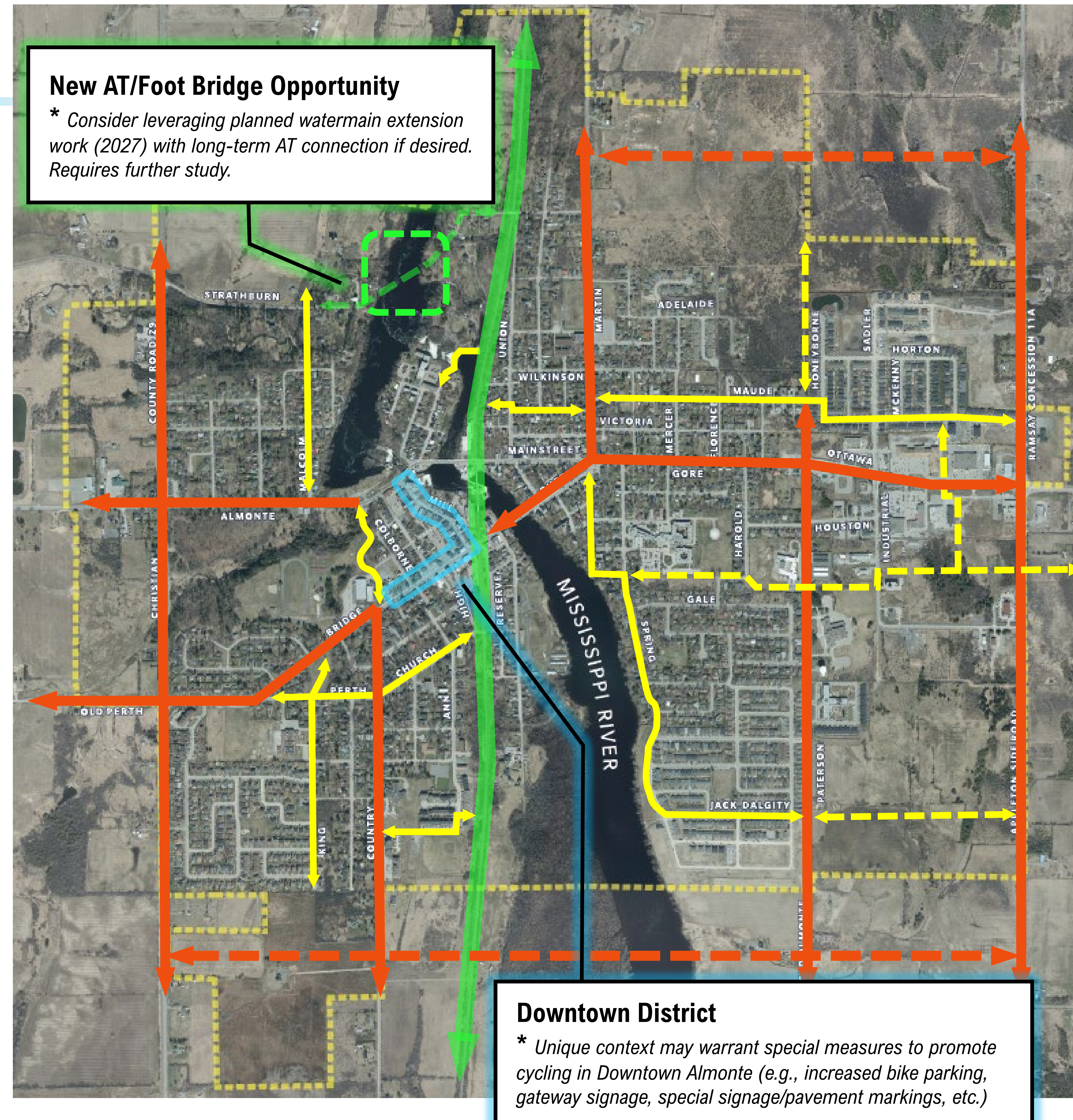


The **Cycling Priority System** is meant to guide investment and maintenance priorities of the cycling network.

Local Routes (Yellow): Shared facilities on low volume, low speed local streets supported by pavement markings, signage and potentially traffic calming measures; intended for more vulnerable or less experienced cyclists.



Commuter Routes (Orange): Separated or dedicated facilities to maximize comfort and safety on higher class (with higher speeds and volumes) roads. Intended for experienced/commuter cyclists.



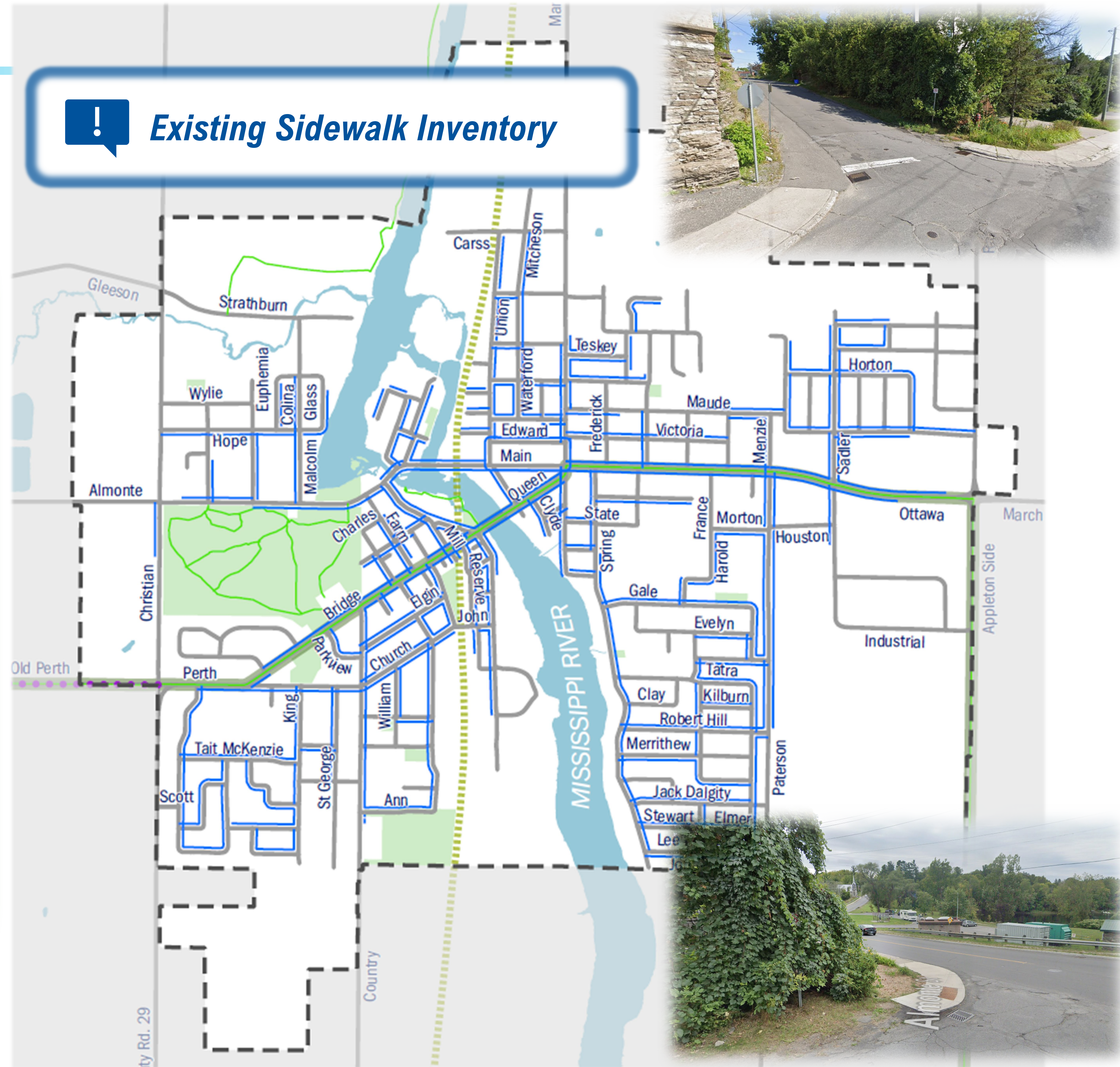
Almonte Active Transportation Network

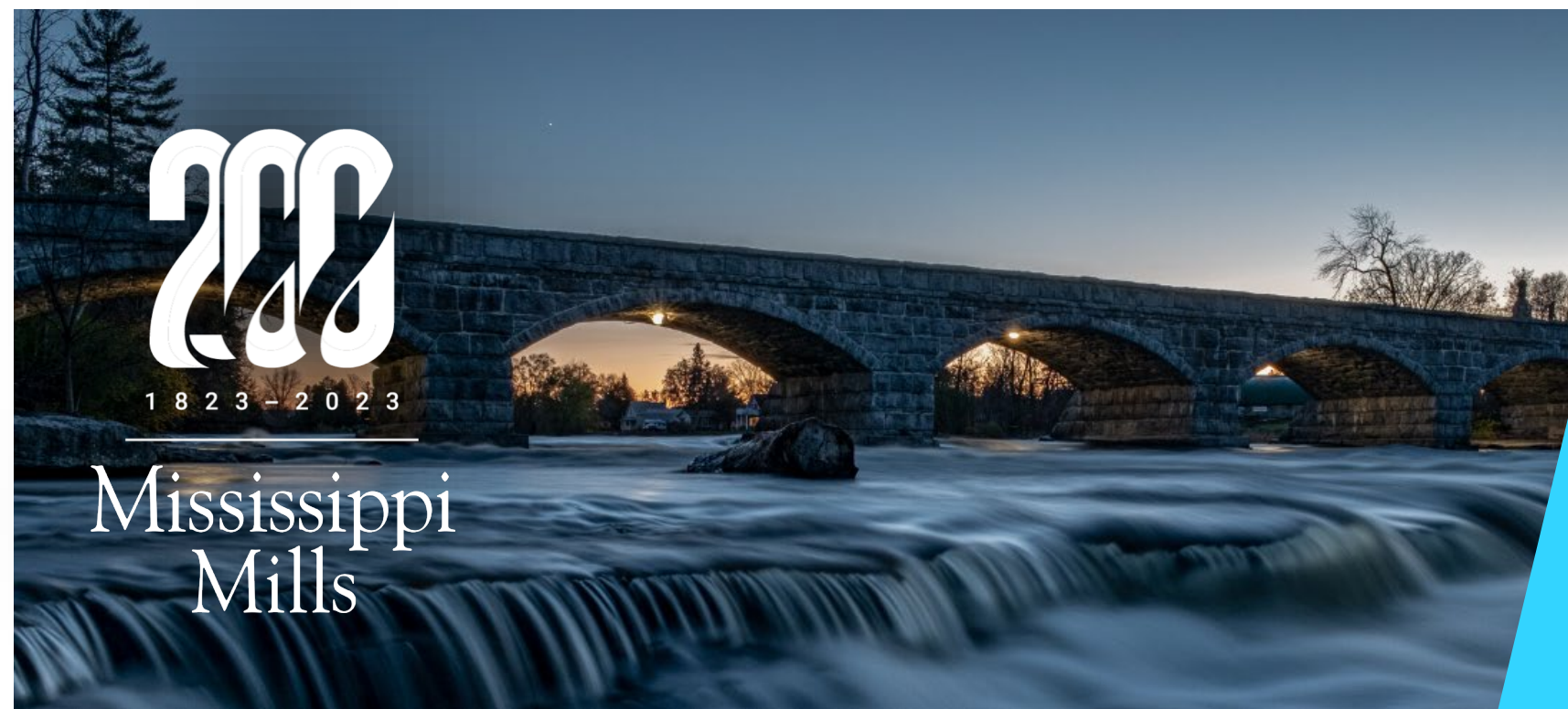
Pedestrian and Cycling Networks



Look for opportunities to:

- *Fill in sidewalk gaps*
- *Upgrade existing pedestrian and cycling facilities to contemporary standards (e.g., target 1.8m sidewalk width)*
- *Incorporate AT permeability in new subdivisions within development application process*
- *Adopt updated standard urban cross-sections and Almonte cycling priority system*
- *Continue to update maintenance practices to Provincial standards*
- *Prepare functional study at critical locations where AT safety require major works and potential property (e.g., Ottawa/Martin)*



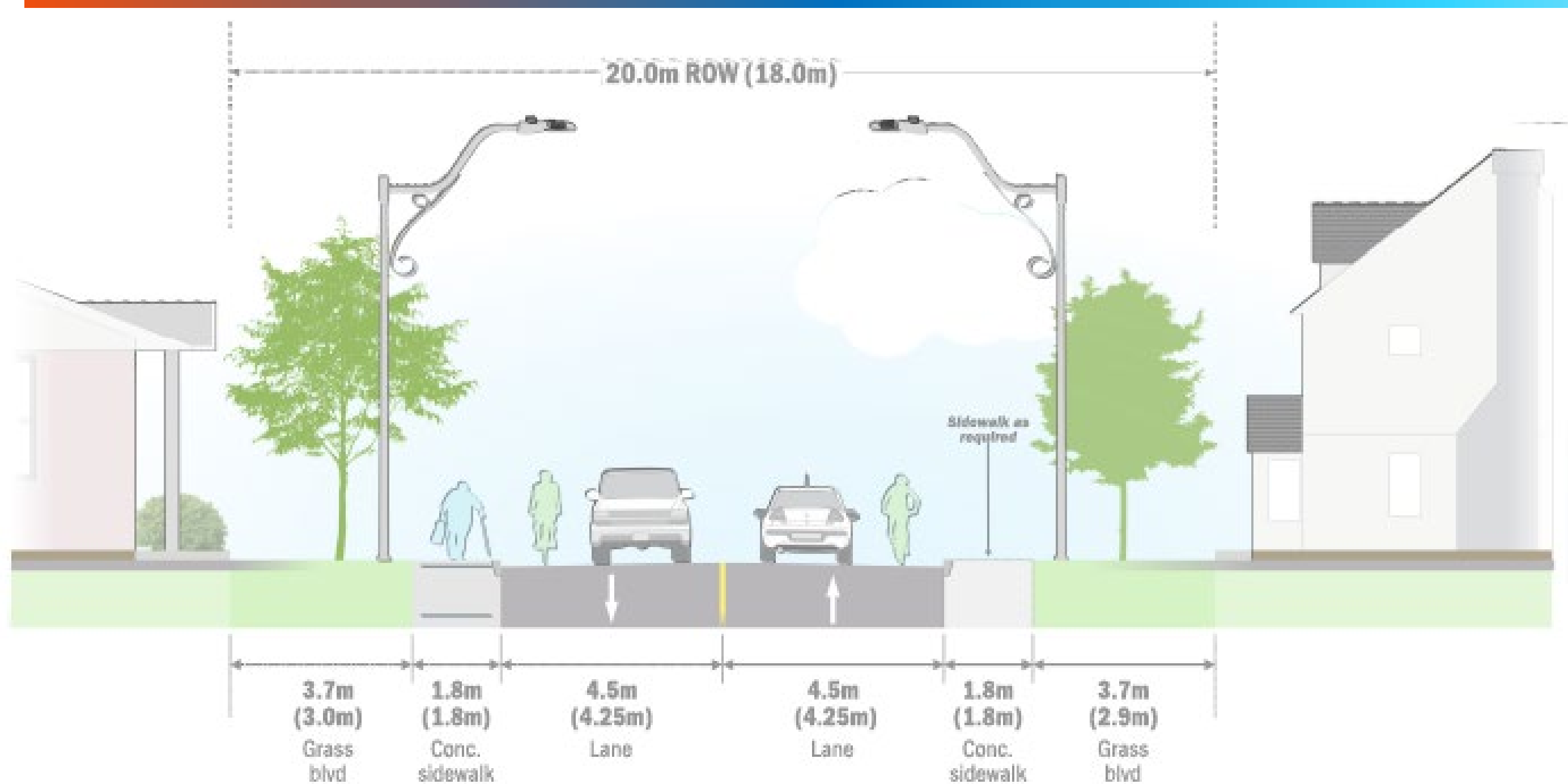


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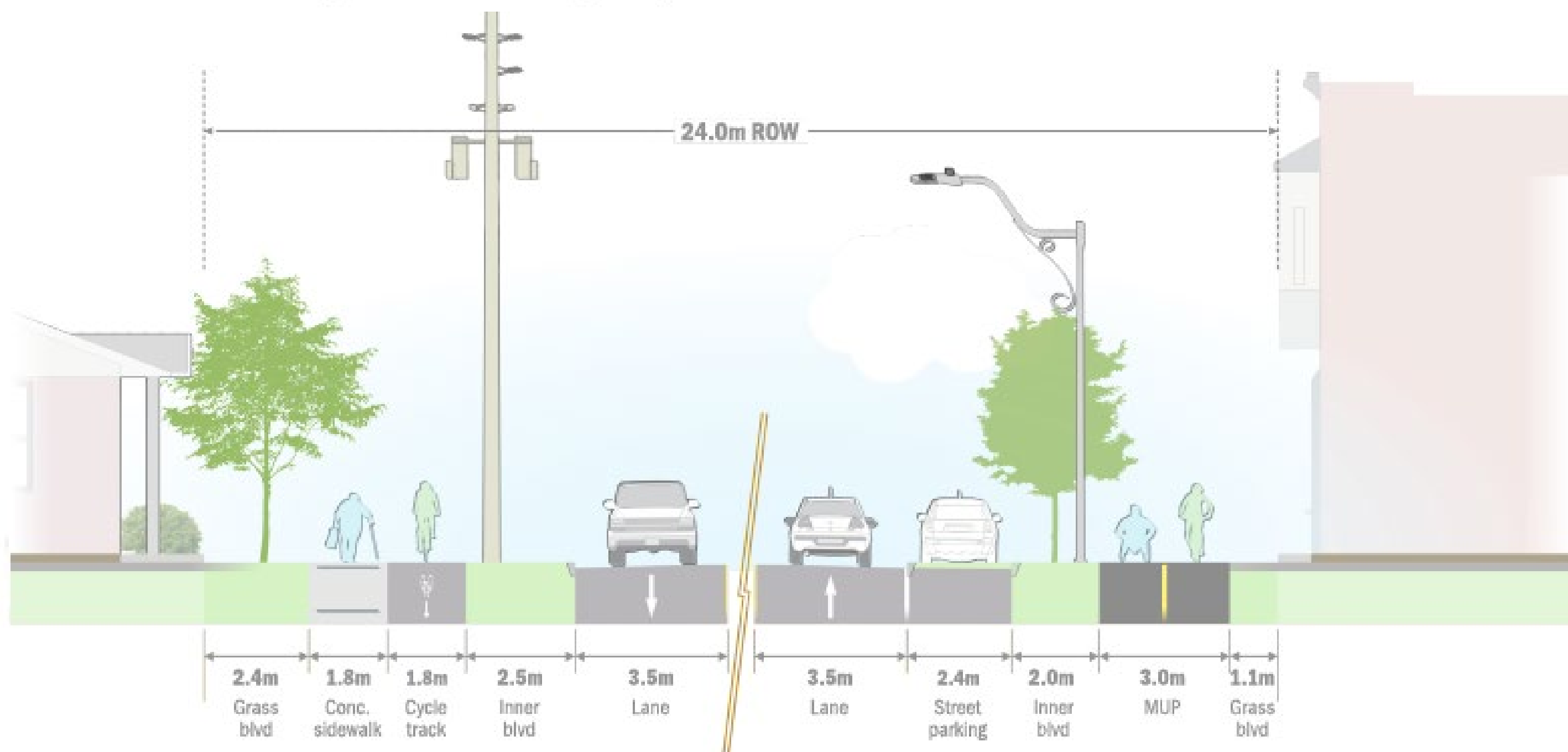
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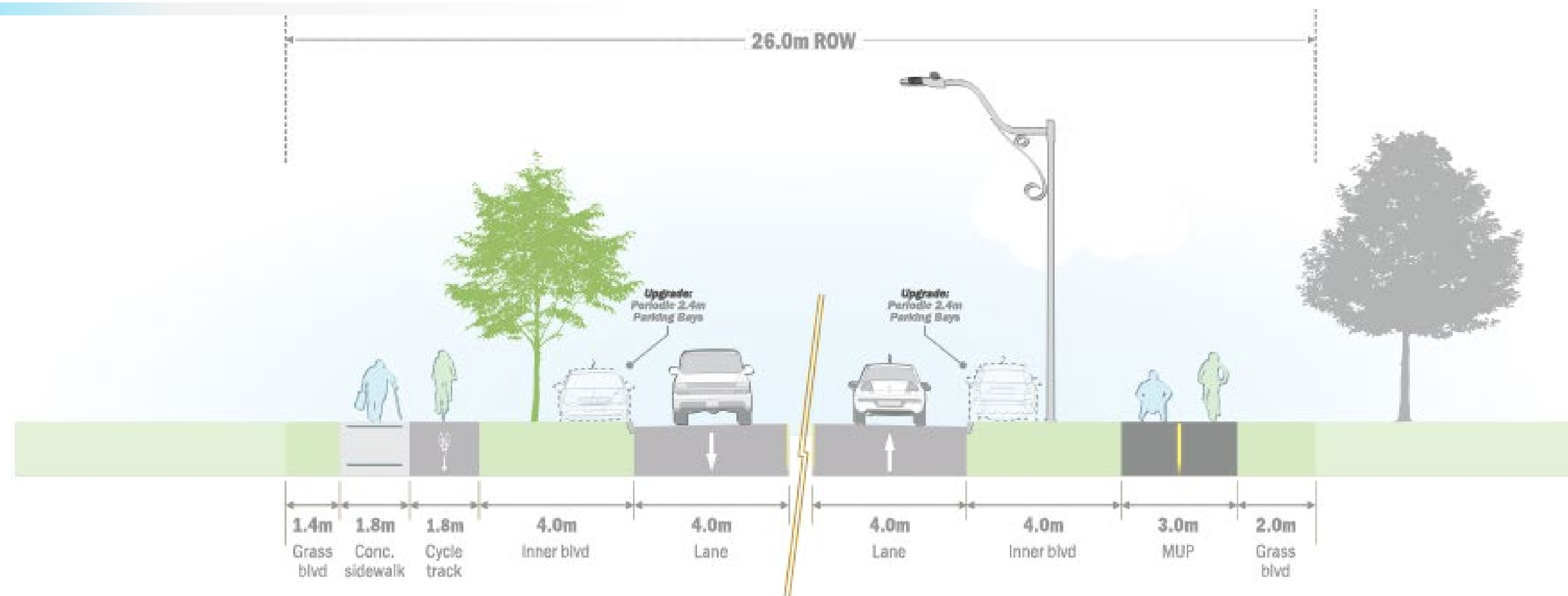
Draft Complete Streets Standard Urban Cross-Sections



Local Street: 20.0m (18.0m) Right-of-Way (Urban)
Sidewalk on one side (both sides as required)

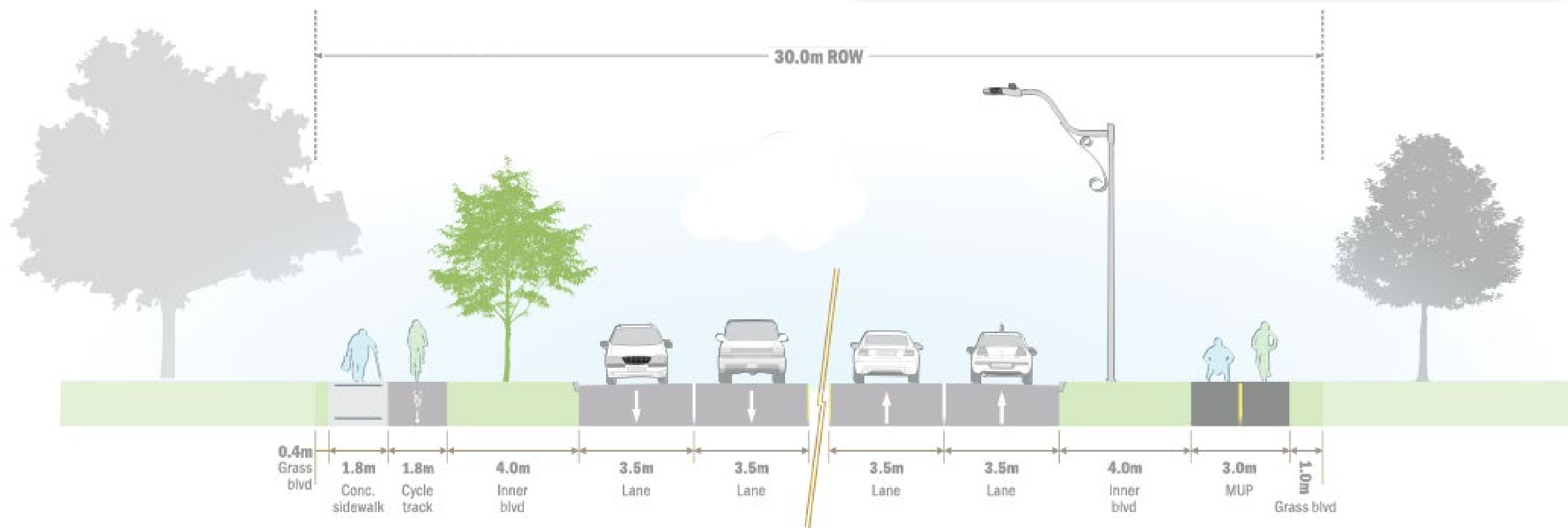


Collector Street: 24.0m Right-of-Way (Urban)
Option 1: Sidewalk with Cycle Track
Option 2: Multi-Use Pathway



Arterial Street: 26.0m Right-of-Way (Urban): 2-Lane Undivided
Option 1: Sidewalk with Cycle Track
Option 2: Multi-Use Pathway

! Do you prefer MUPs or Cycle Tracks? Both or Neither?



Arterial Street: 30.0m Right-of-Way (Urban): 4-Lane Undivided
Option 1: Sidewalk with Cycle Track
Option 2: Multi-Use Pathway

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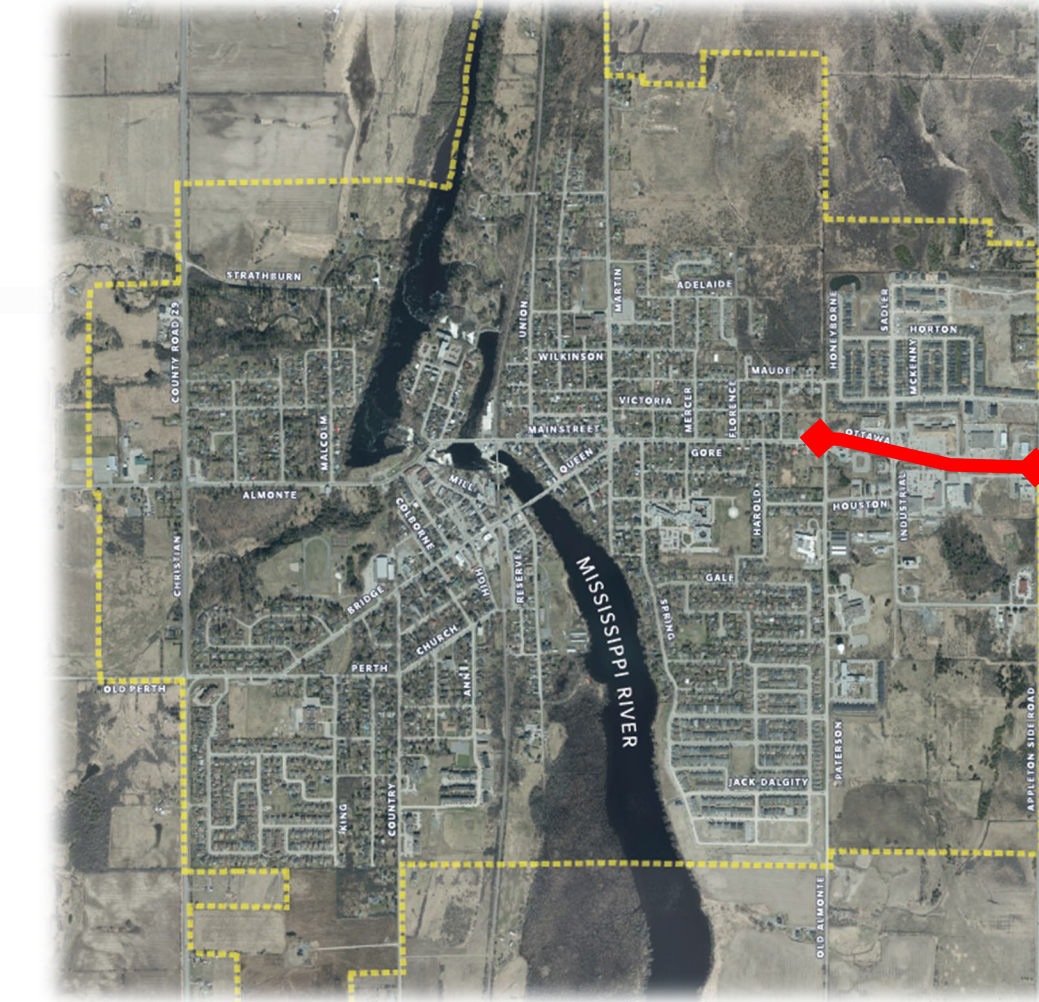


Potential Corridor Specific Enhancement Alternatives

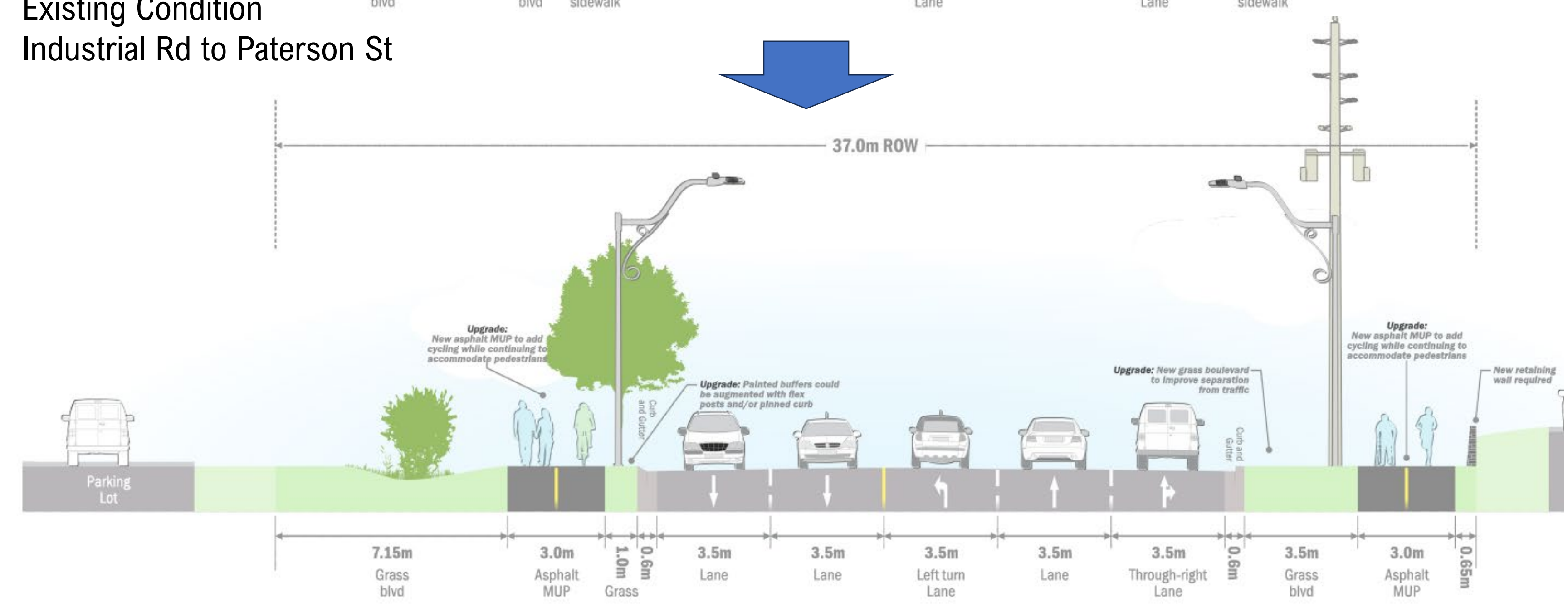
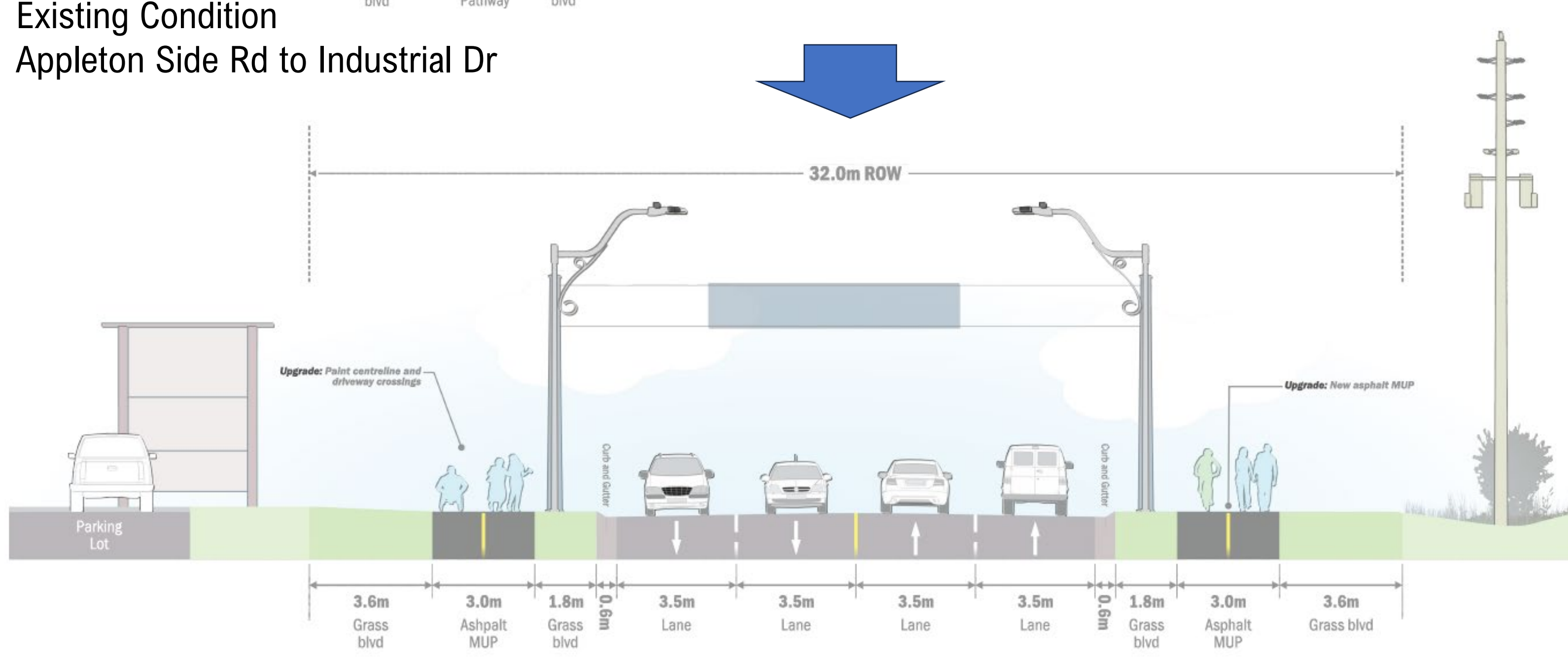
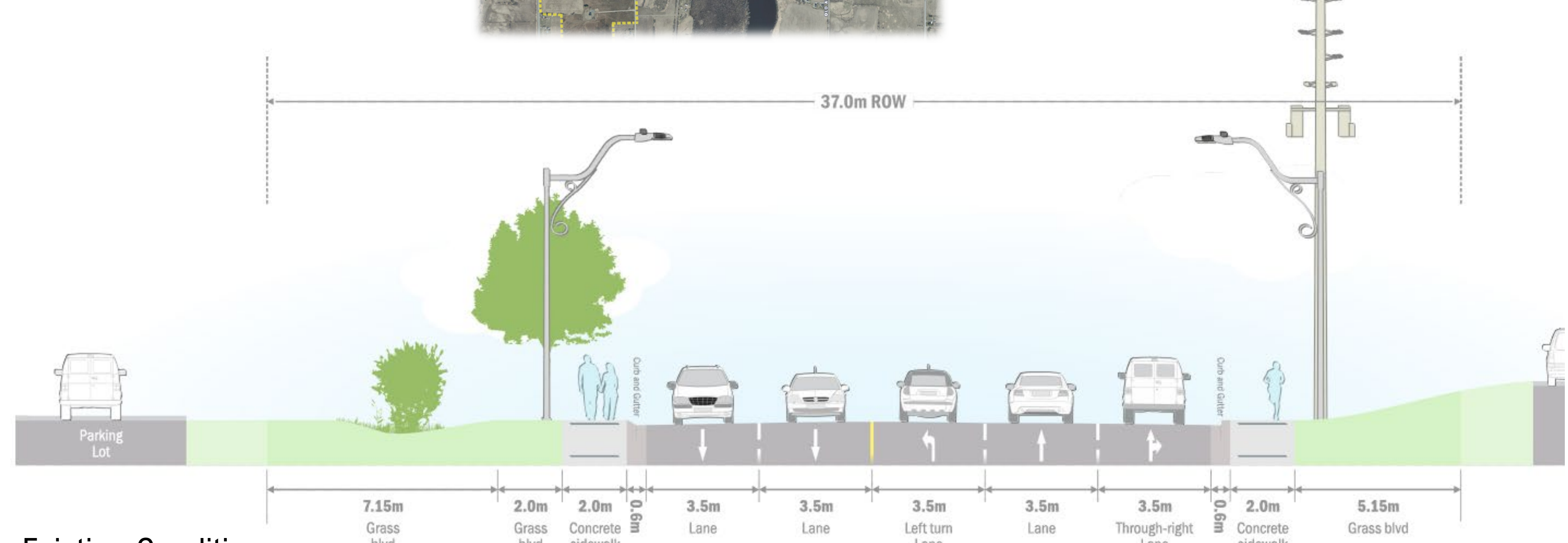
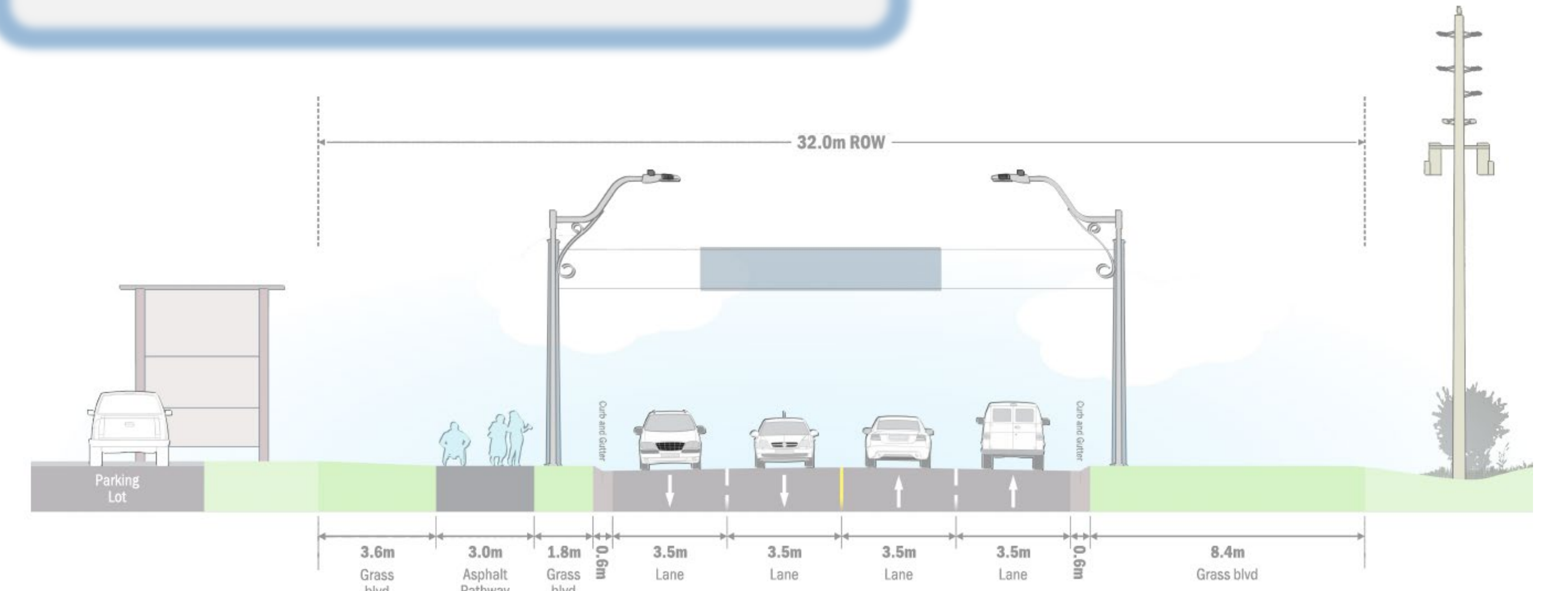
Ottawa St: Appleton Side Rd to Paterson St



Share your thoughts on these potential enhancements!



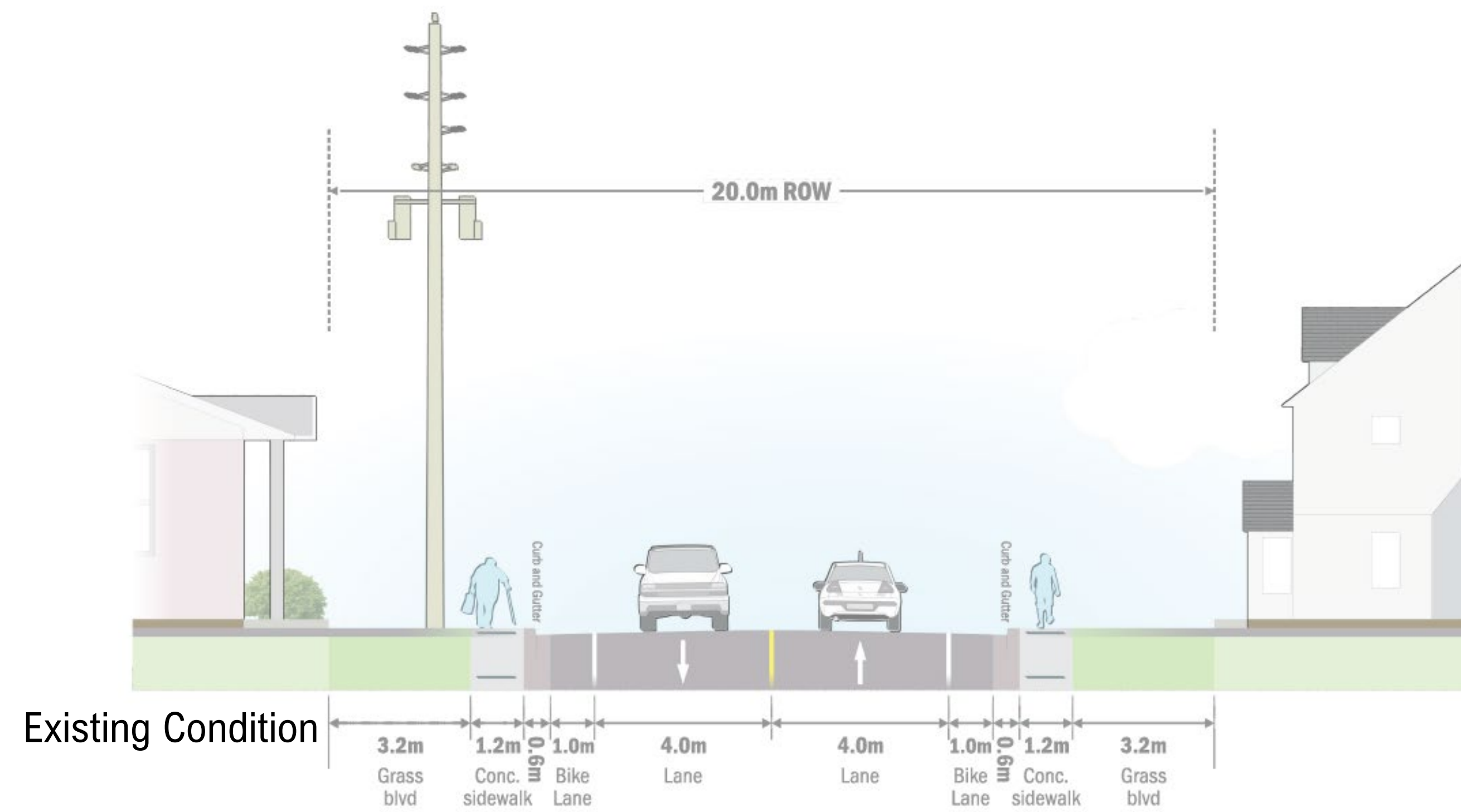
Note: These cross-sections are **Conceptual** and would need to be validated through a functional design study.



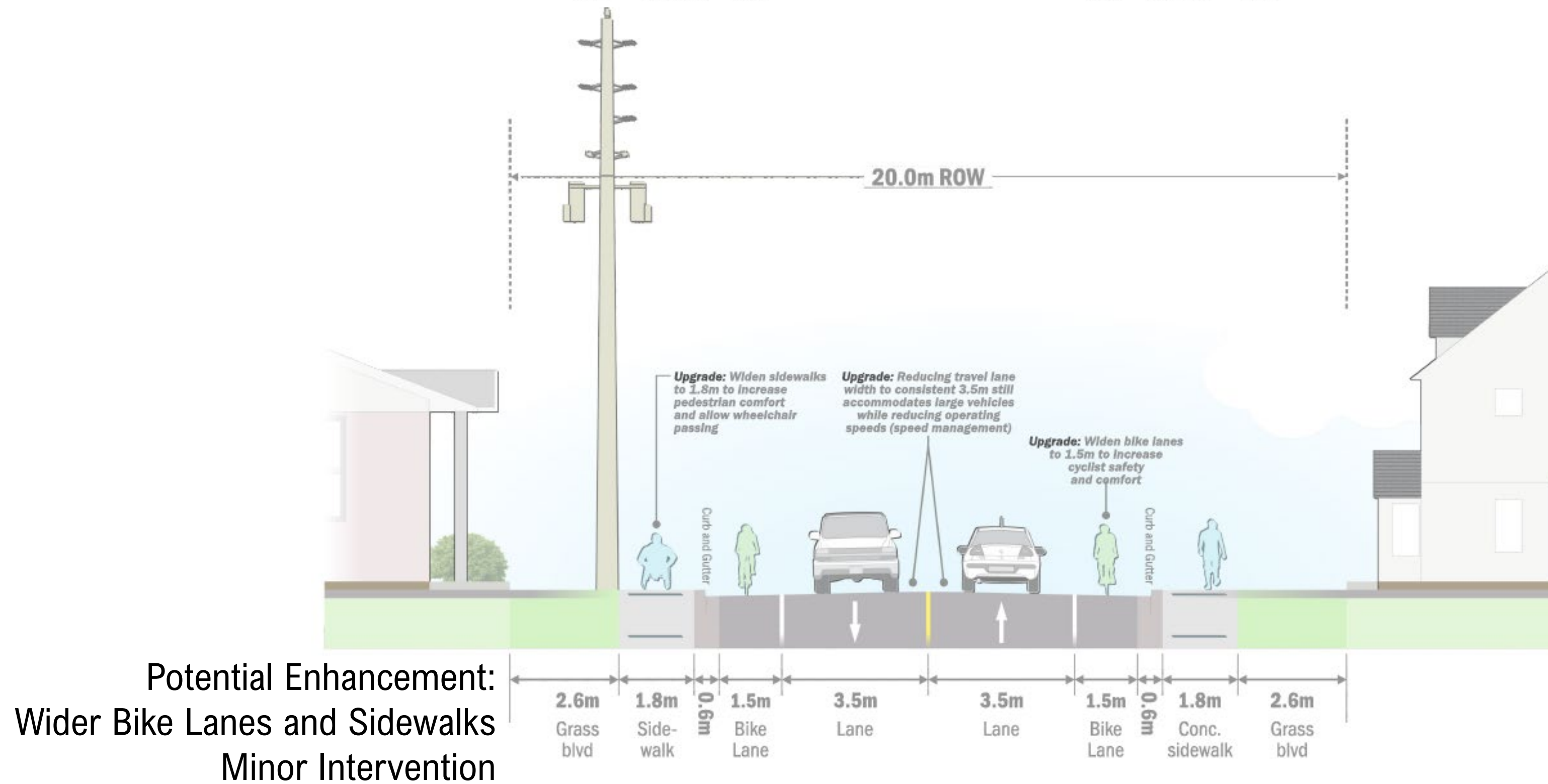
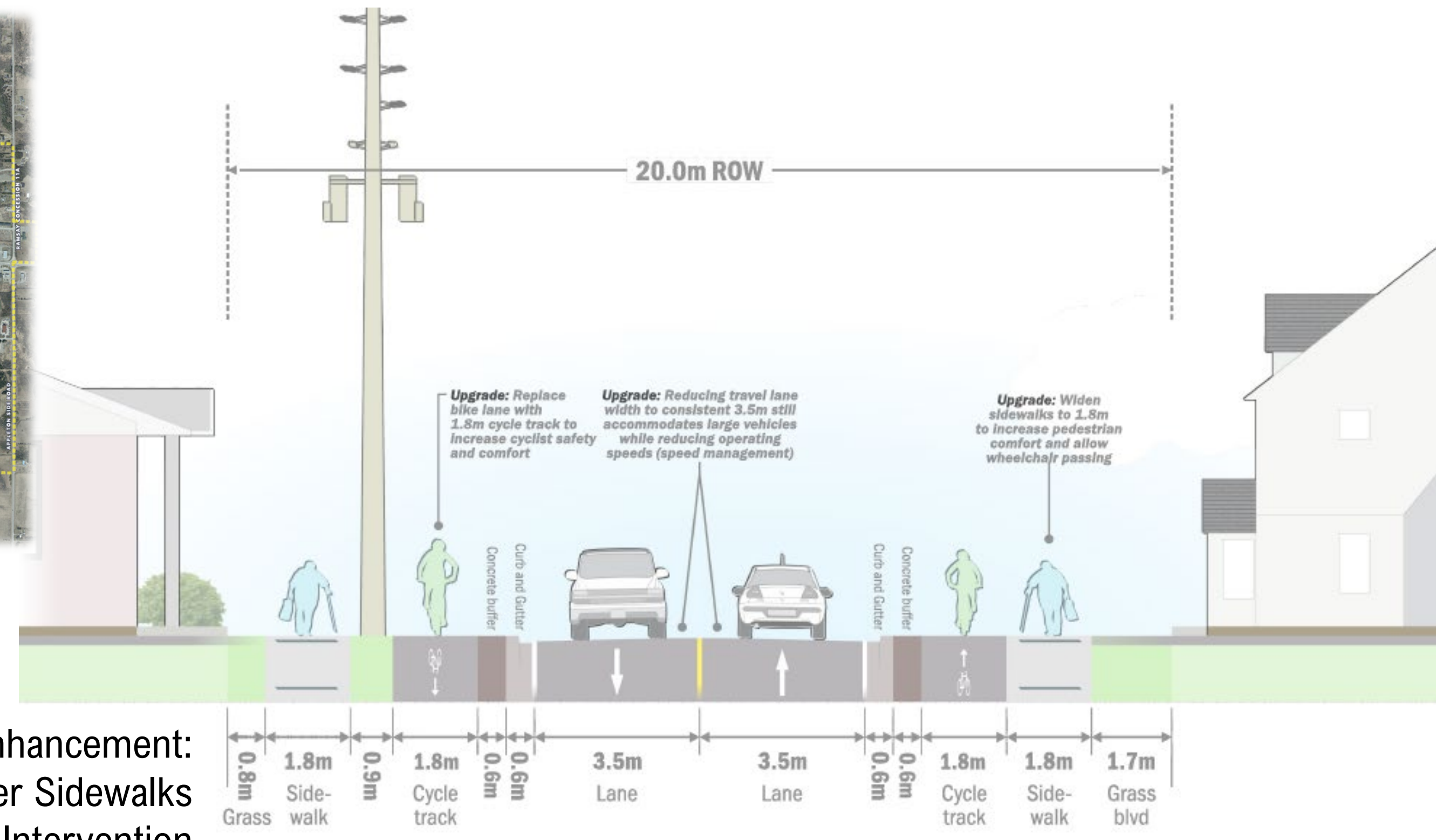
Potential Corridor Specific Enhancement Alternatives

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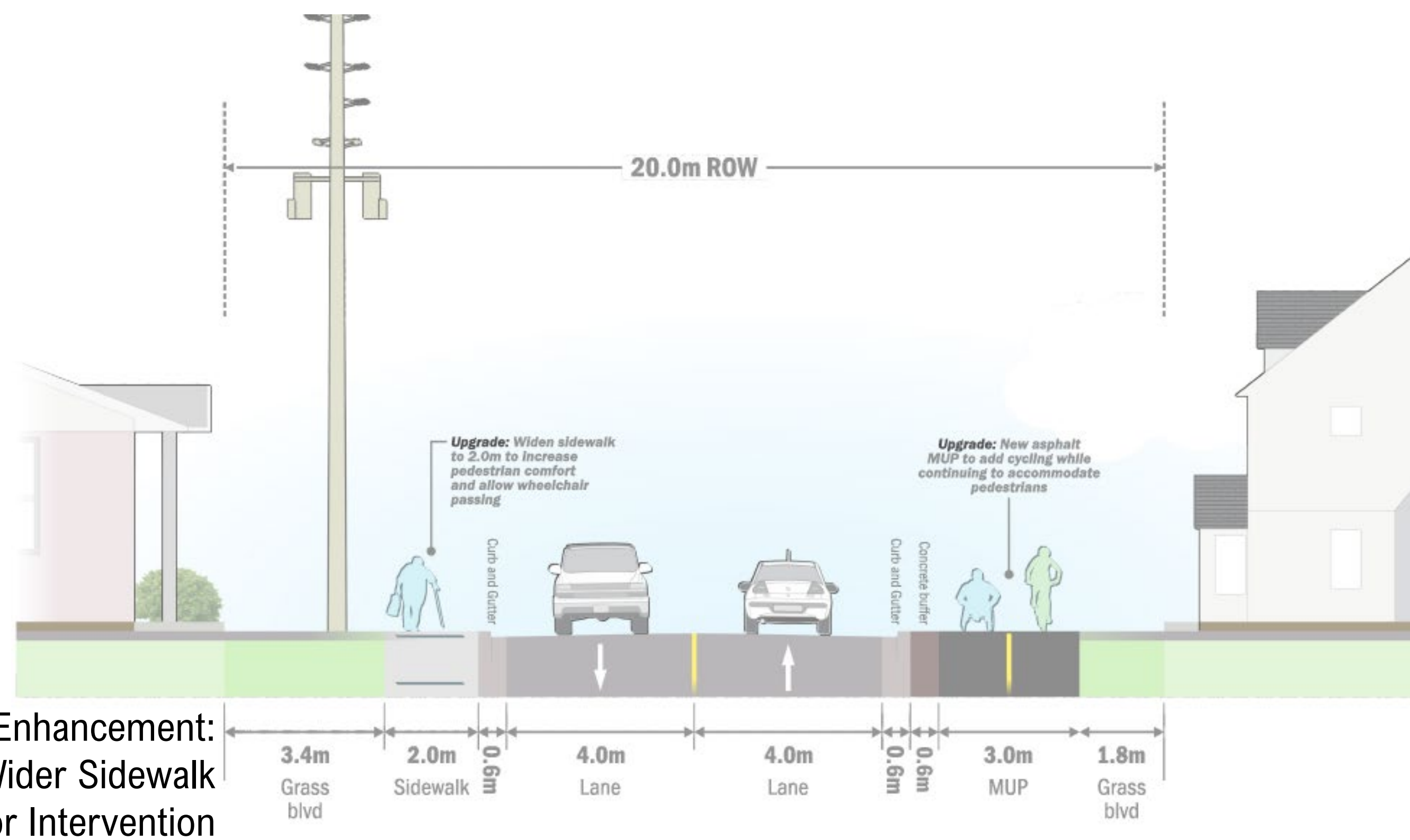
Ottawa St: Paterson St to Martin St



Potential Enhancement: Cycle Track and Wider Sidewalks Major Intervention



Potential Enhancement: Multi-Use Pathway and Wider Sidewalk Major Intervention



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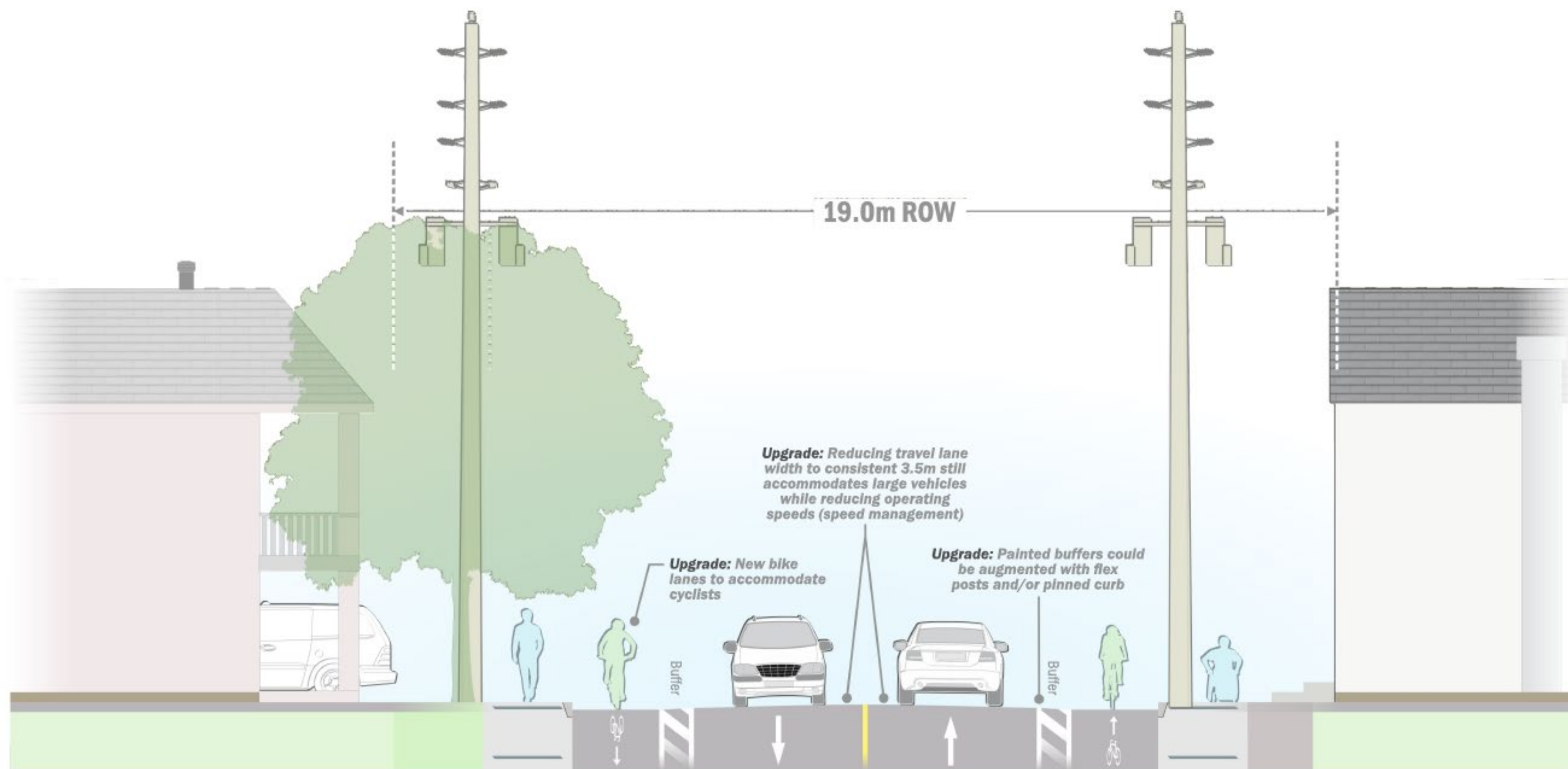
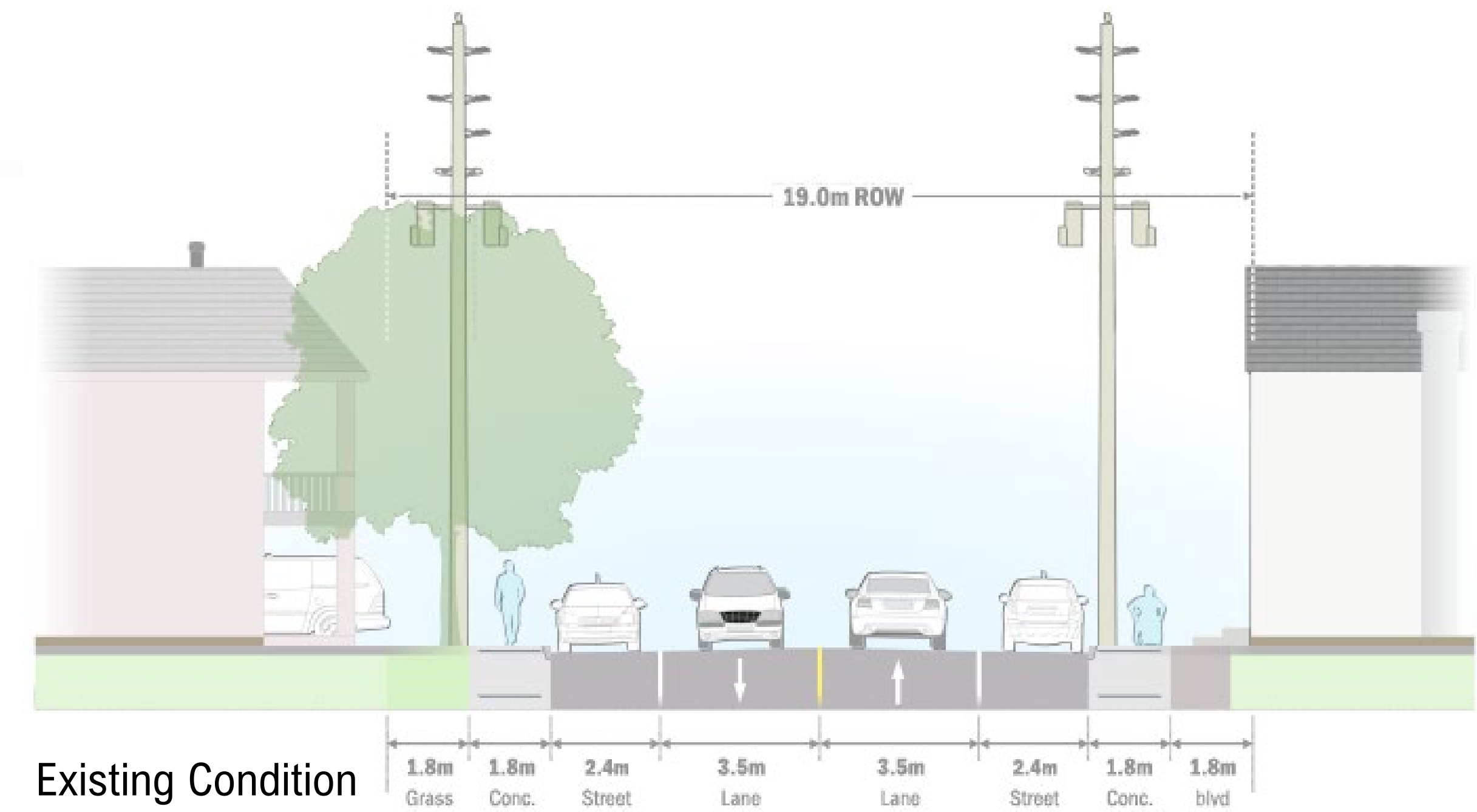
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Potential Corridor Specific Enhancement Alternatives

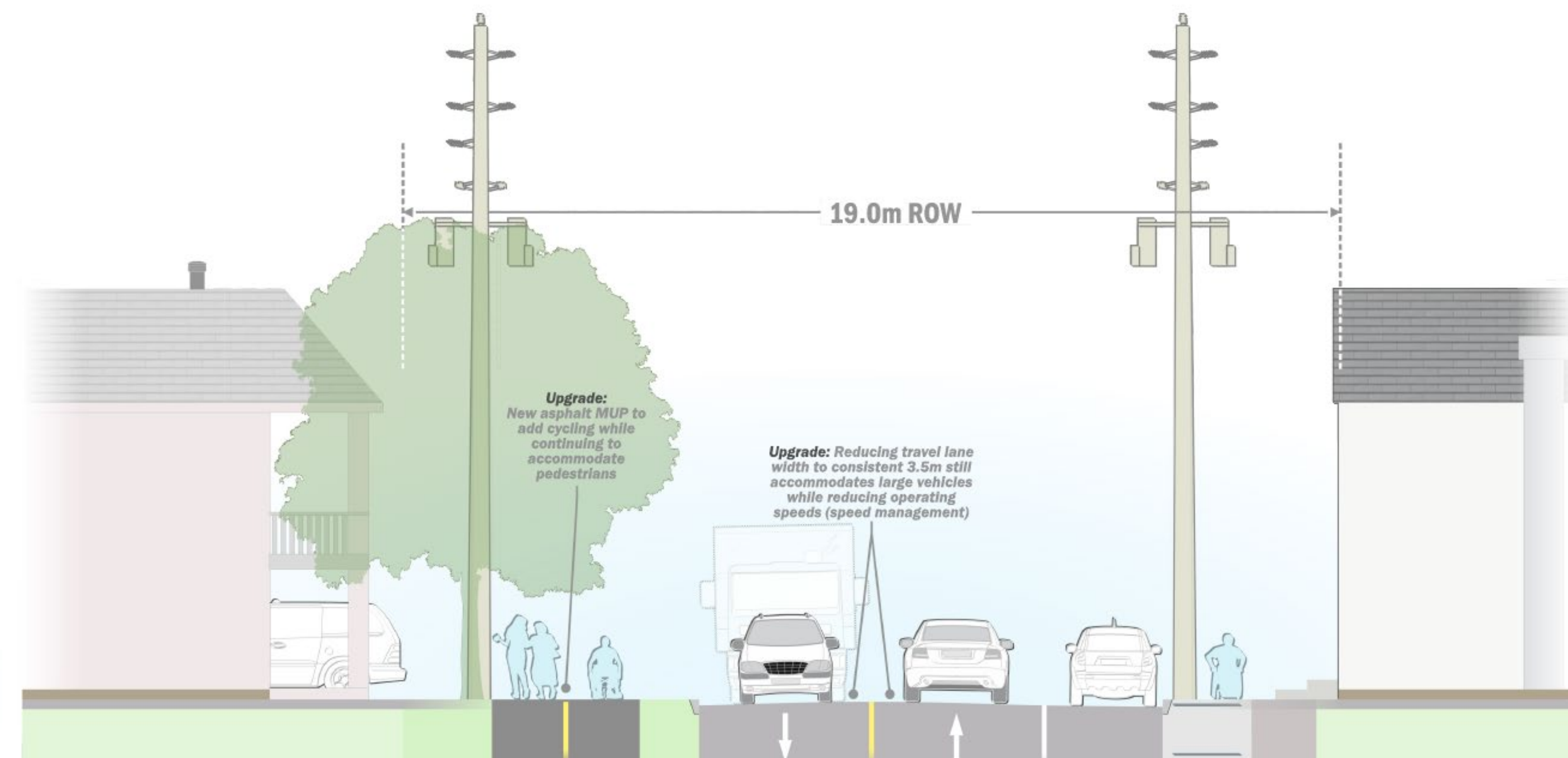
Queen St: Ottawa St to Water St

Note: These cross-sections are **Conceptual** and would need to be validated through a functional design study.



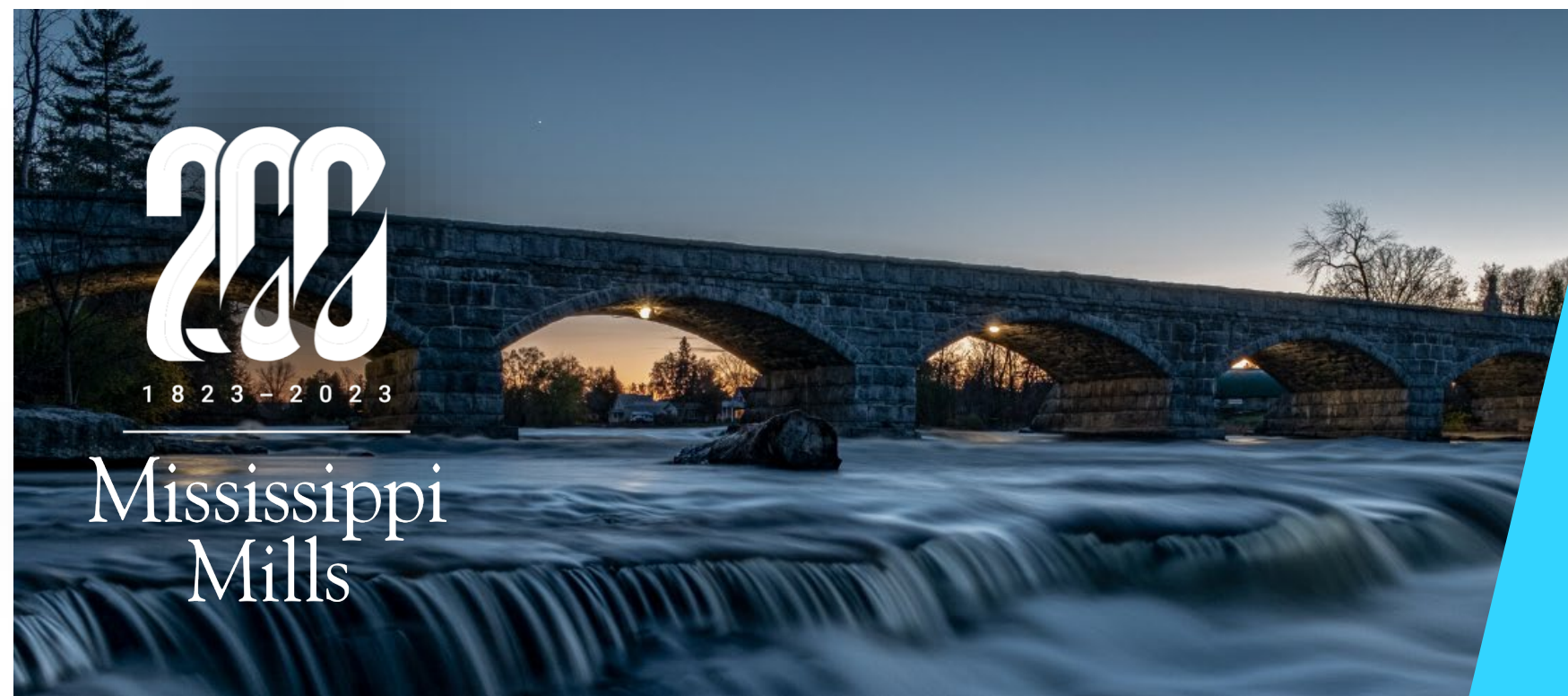
Potential Enhancement: Full Bike Lanes (No Parking) Minor Intervention

*Parking loss likely too prohibitive



Potential Enhancement: Multi-Use Pathway (North Side) Major Intervention

*Maintains parking on one side



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Potential Corridor Specific Enhancement Alternatives

Note: These cross-sections are **Conceptual** and would need to be validated through a functional design study.

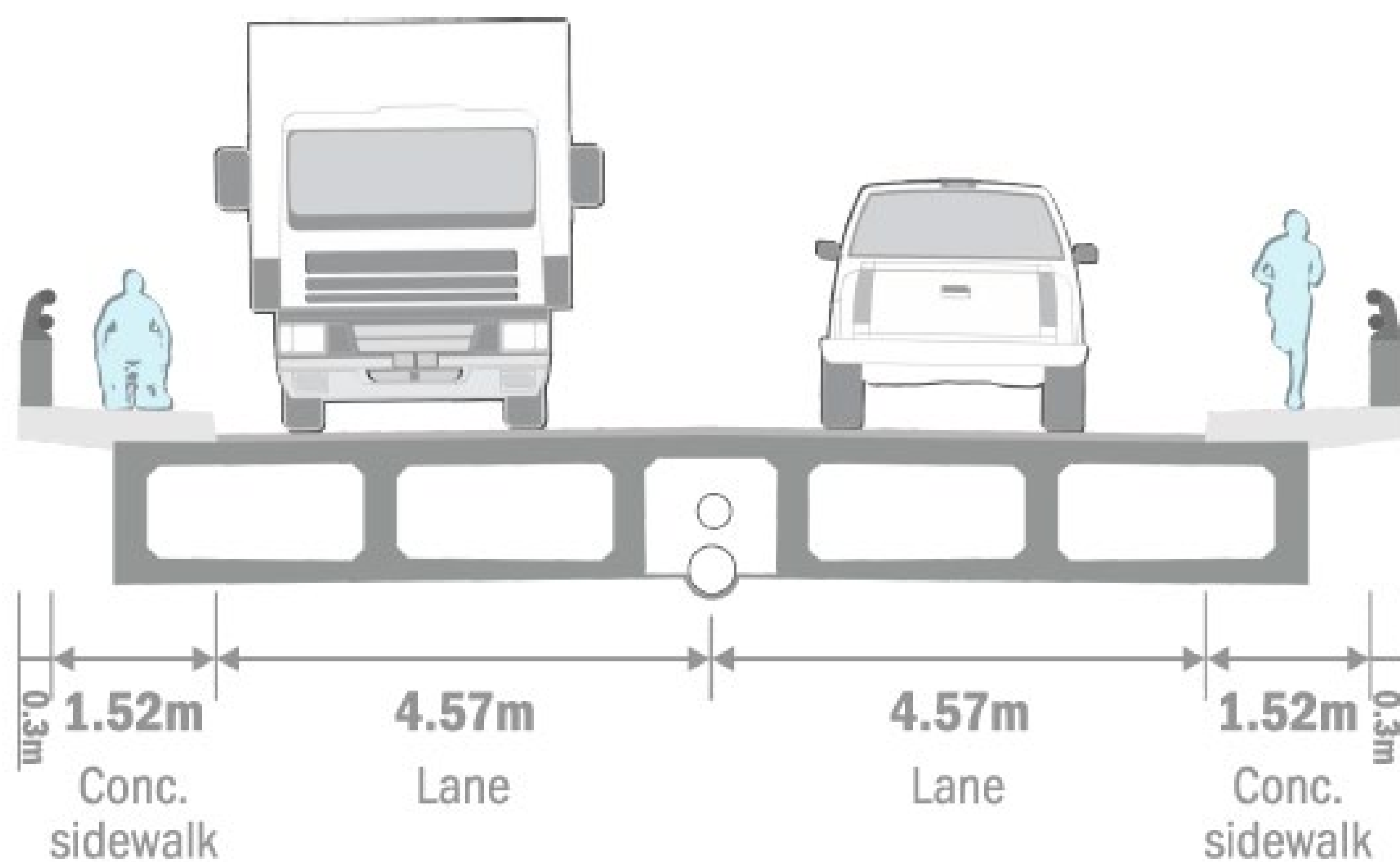
Queen St Bridge



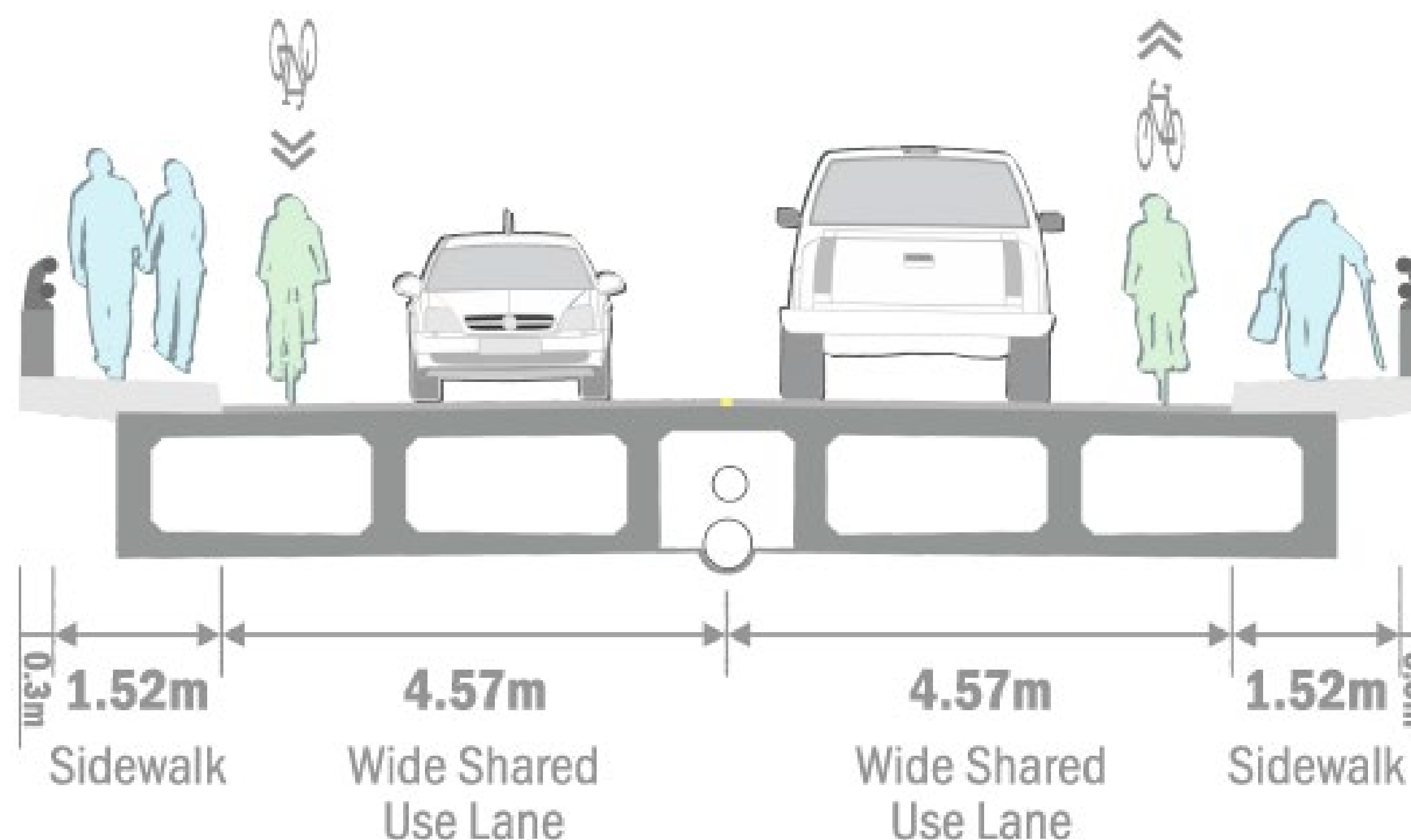
Note: Traffic volumes and speeds higher than recommended for shared use lanes, however increasing driver awareness may help with cyclist safety.

Consider speed management measures.

! Stronger active transportation enhancements can be considered at the next lifecycle renewal period for the Queen St bridge.



Existing Condition



Potential Enhancement:
Shared Use Treatments
Minor Intervention

Note: These cross-sections are **Conceptual**; they would be validated during the functional and detailed design.

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1823-2023

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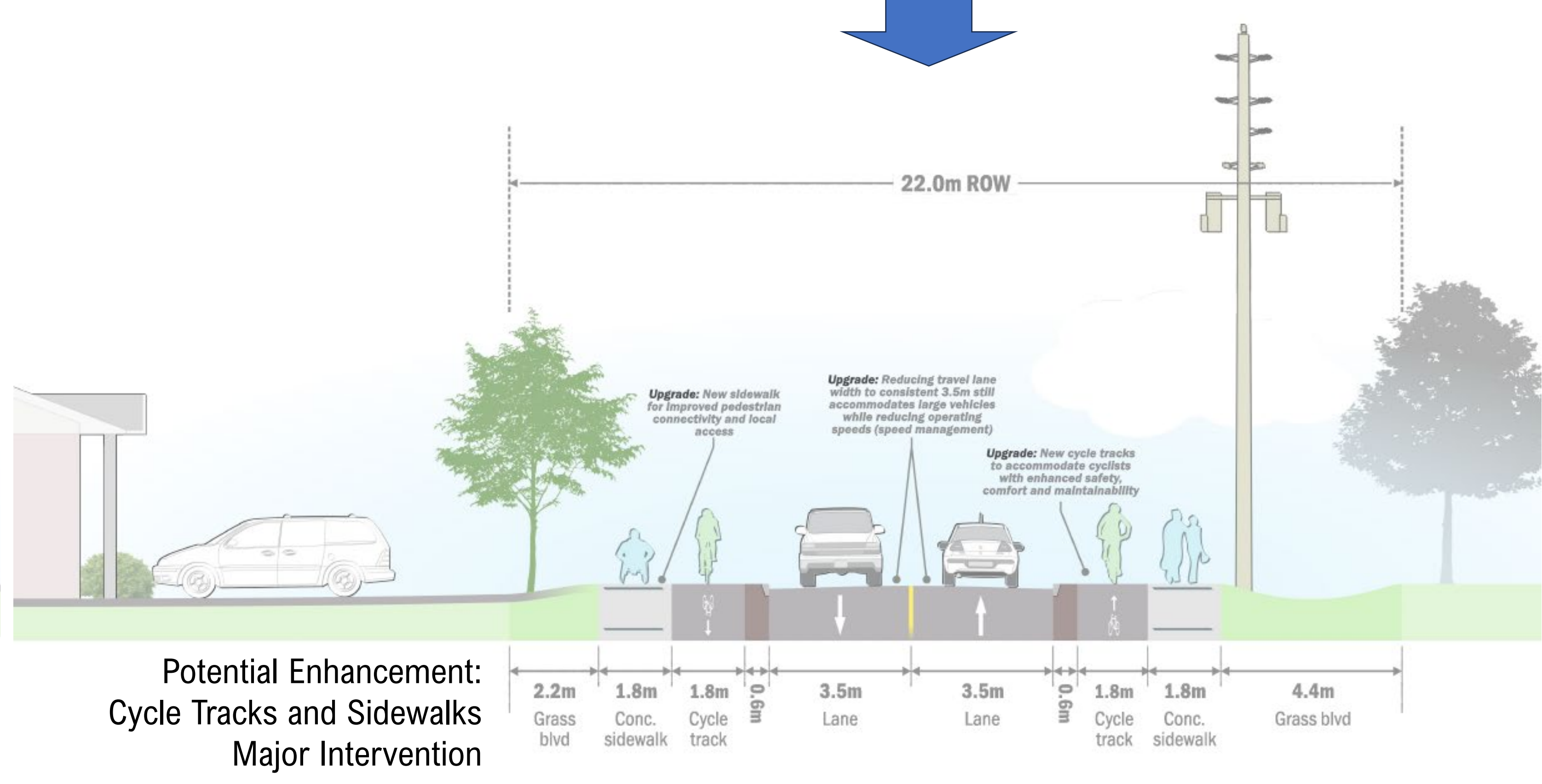
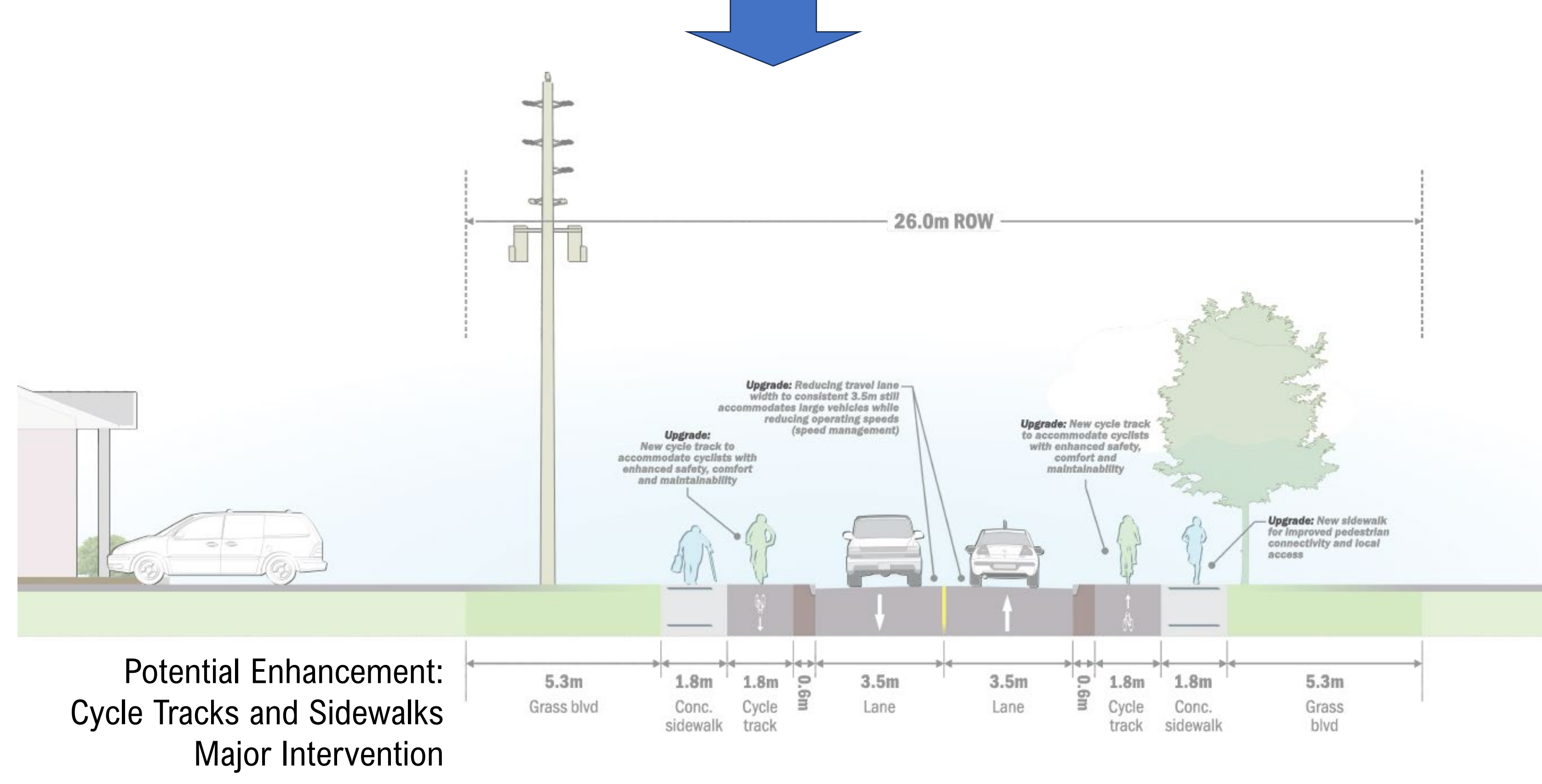
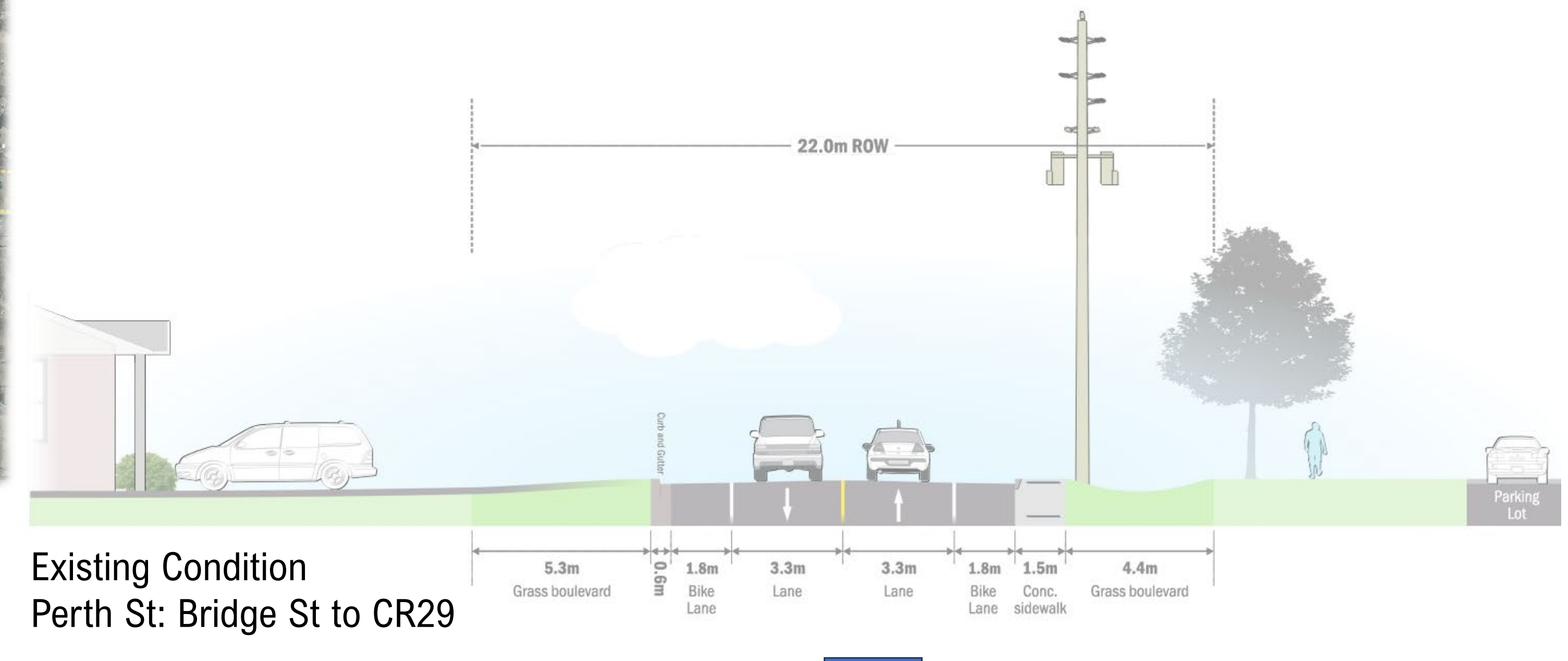
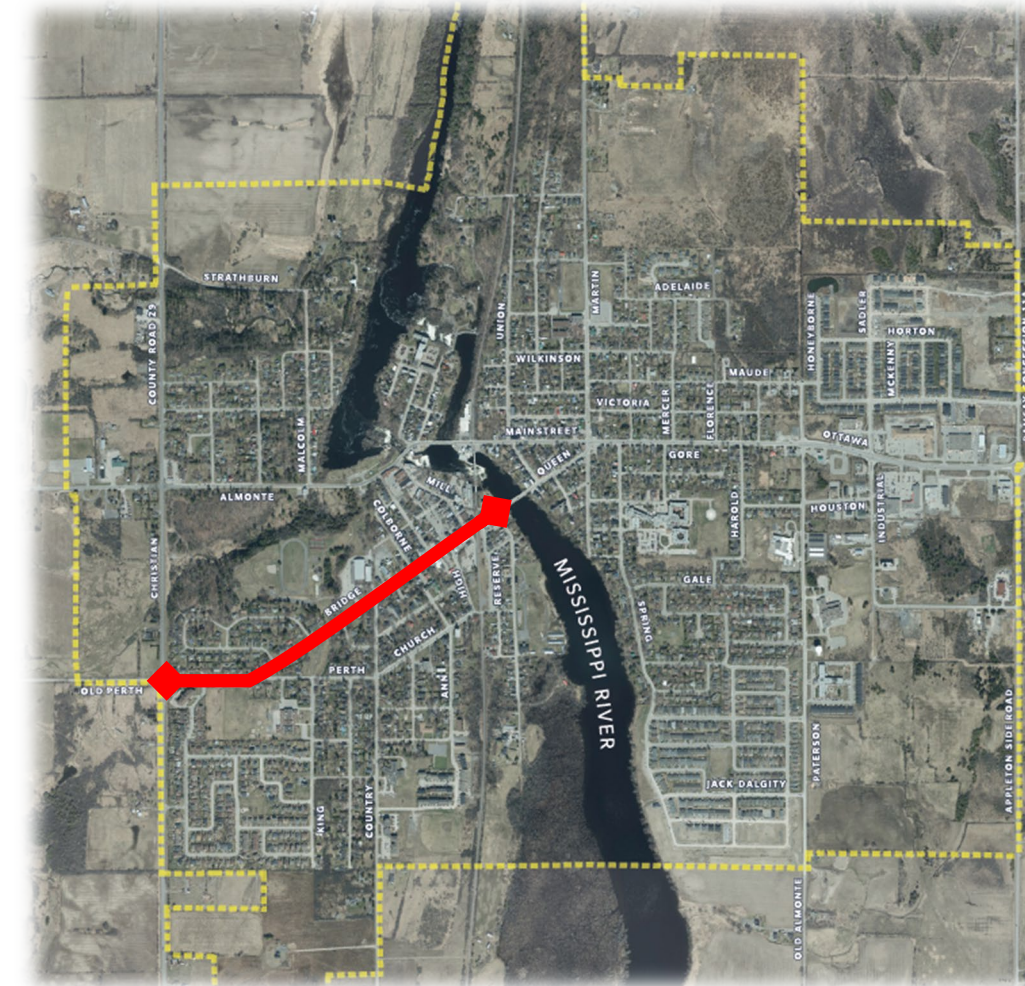
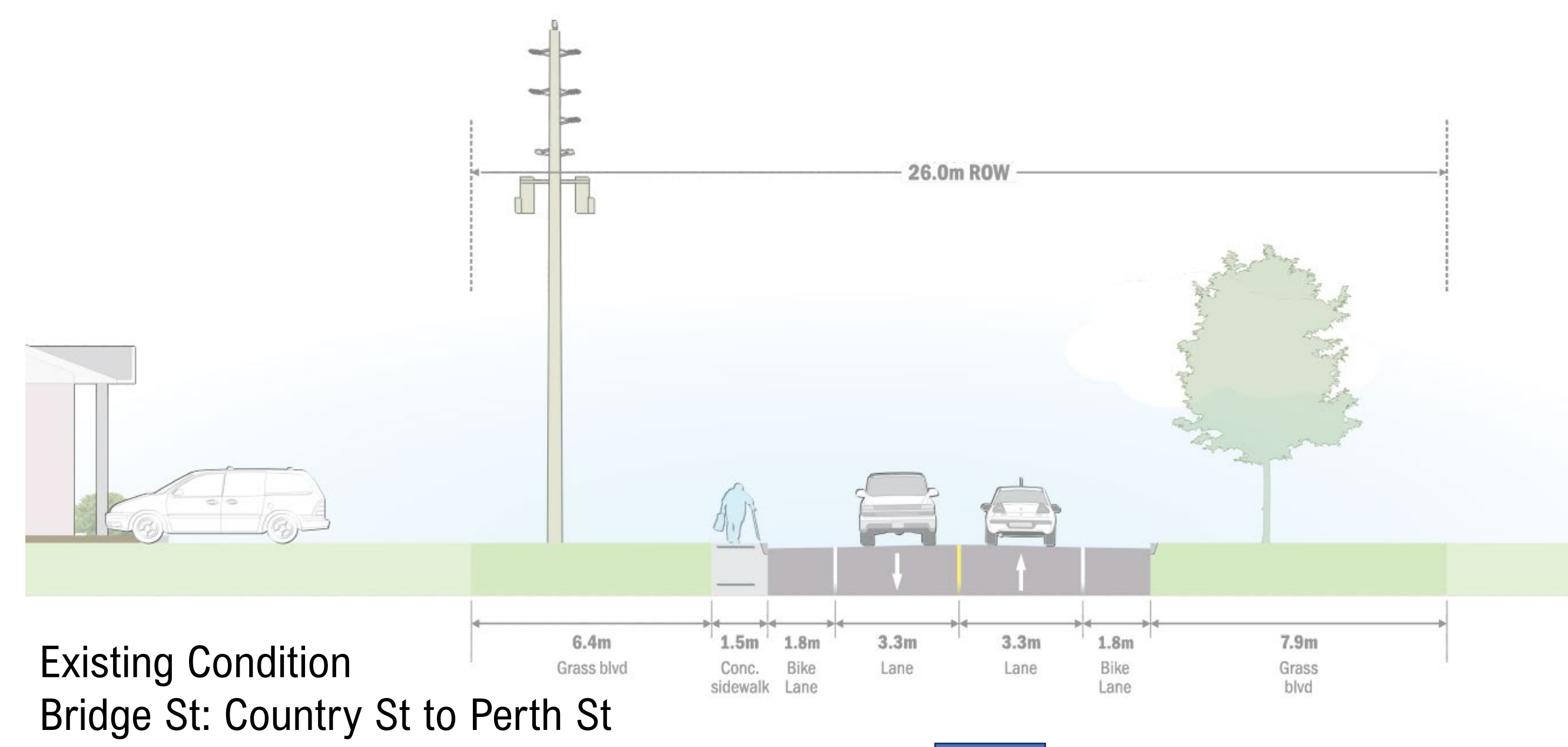
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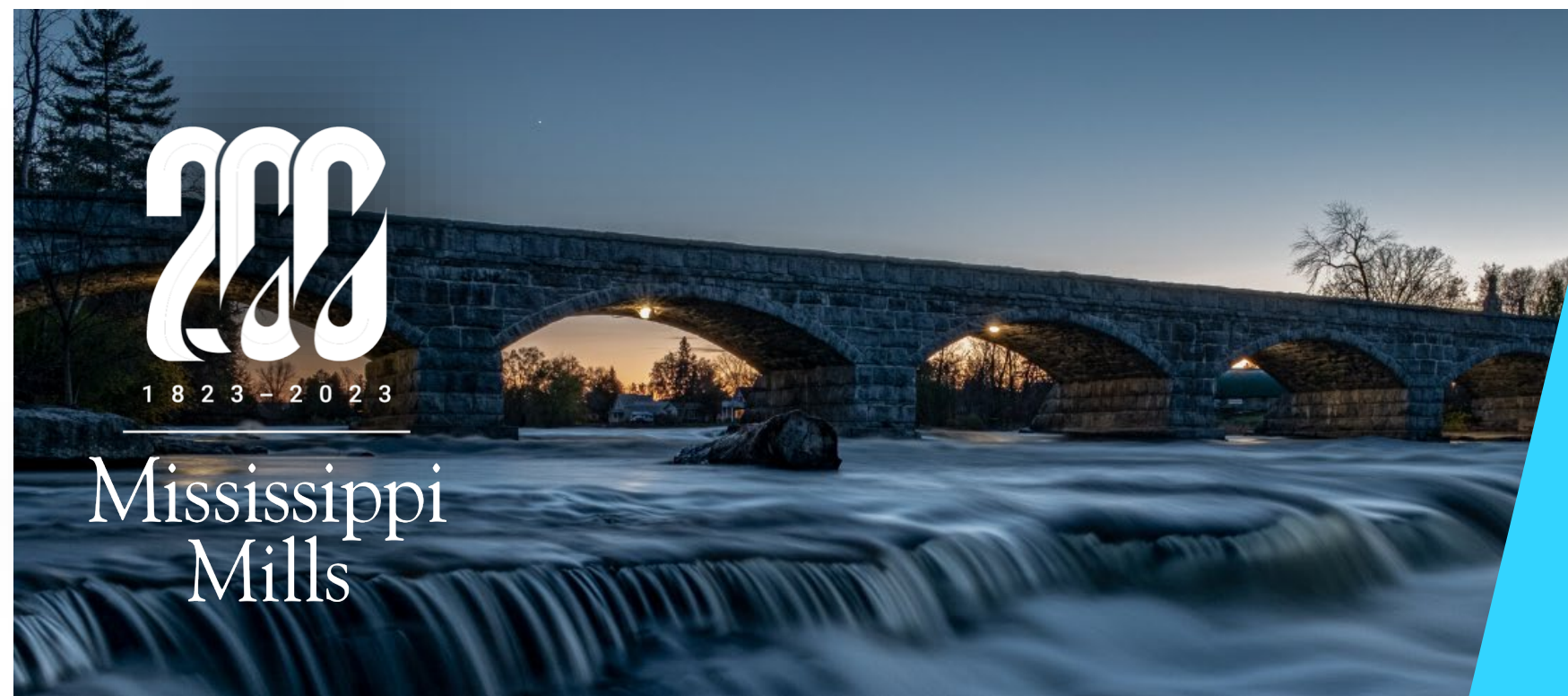


Potential Corridor Specific Enhancement Alternatives

Note: These cross-sections are **Conceptual** and would need to be validated through a functional design study.

Bridge St / Perth St: Country St to CR29





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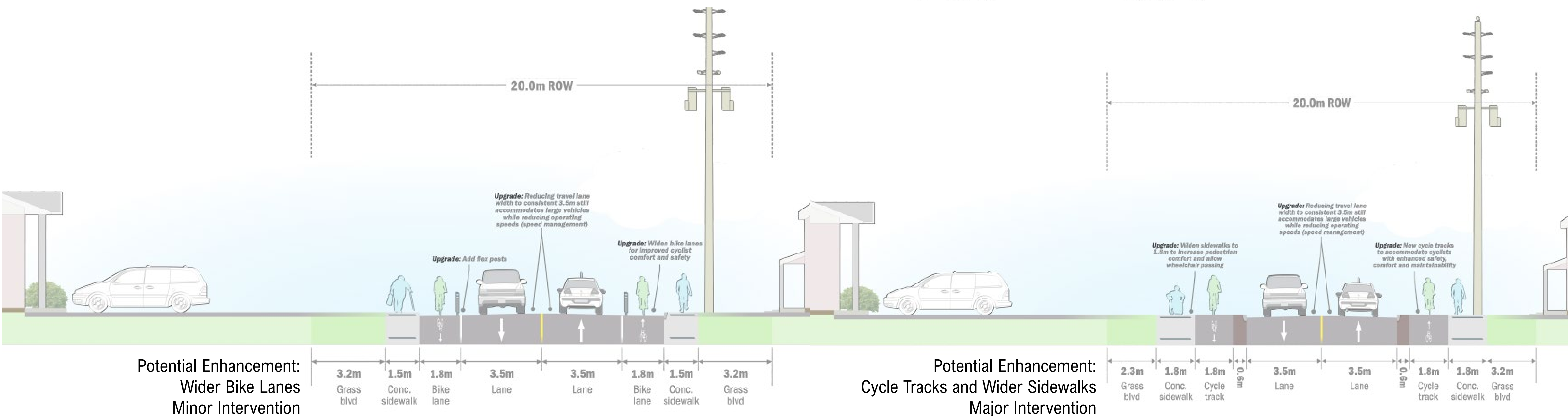
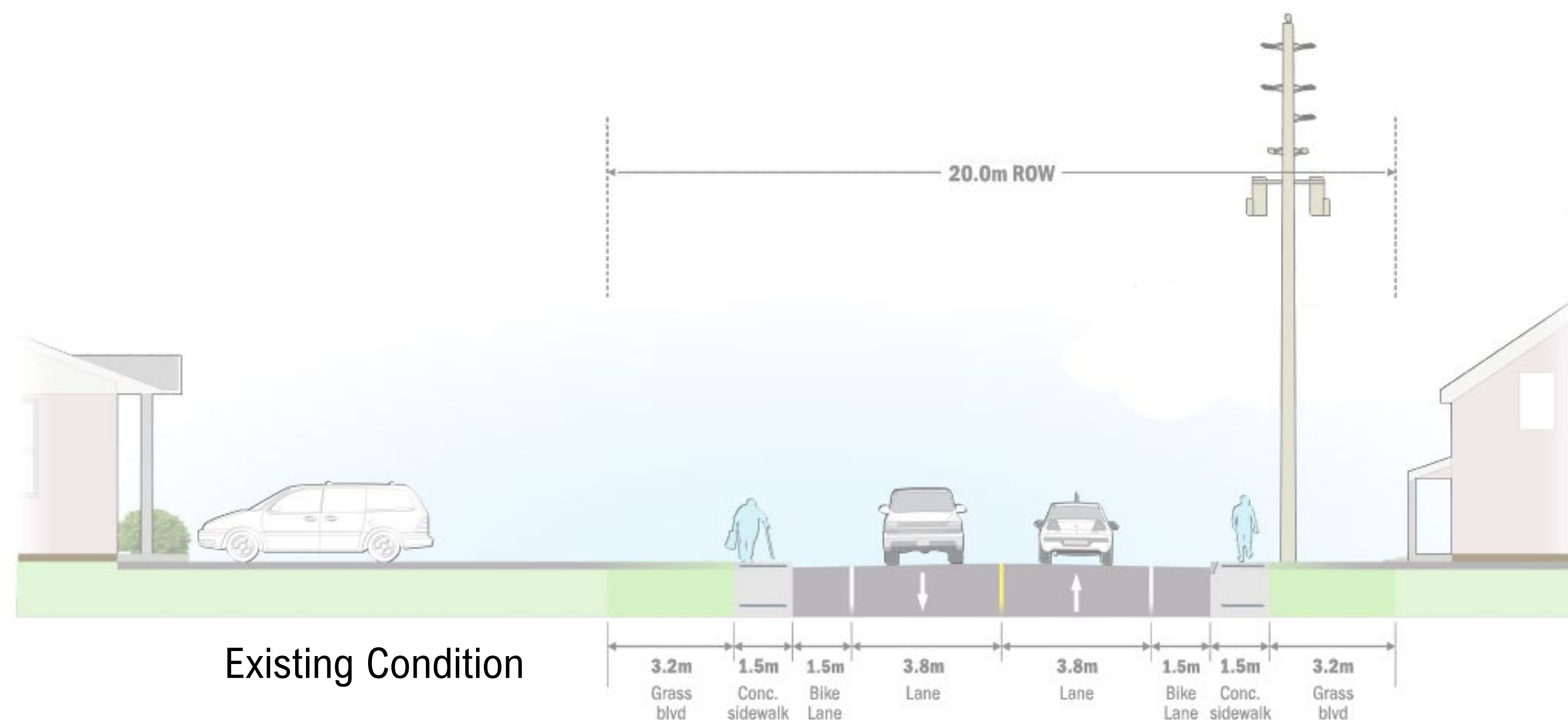
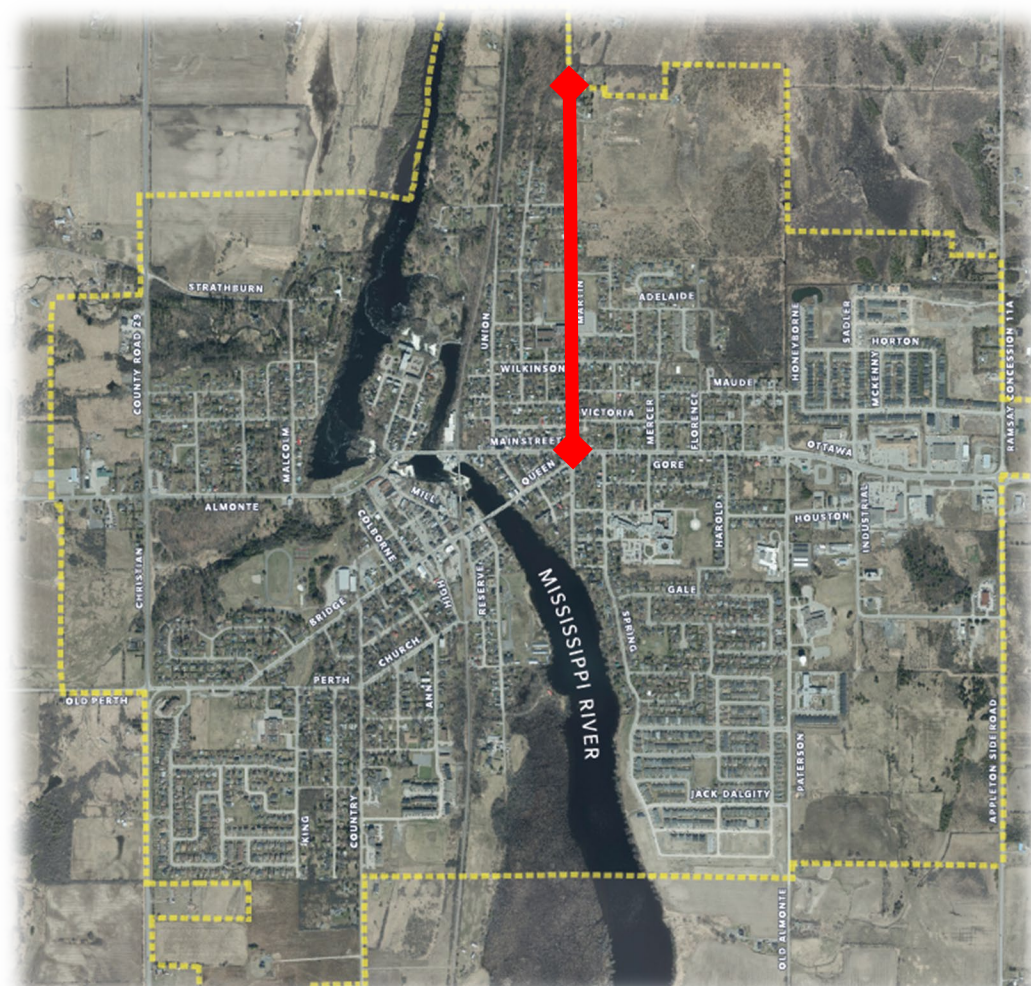
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Potential Corridor Specific Enhancement Alternatives

Note: These cross-sections are **Conceptual** and would need to be validated through a functional design study.

Martin St: Ottawa St to Town Boundary



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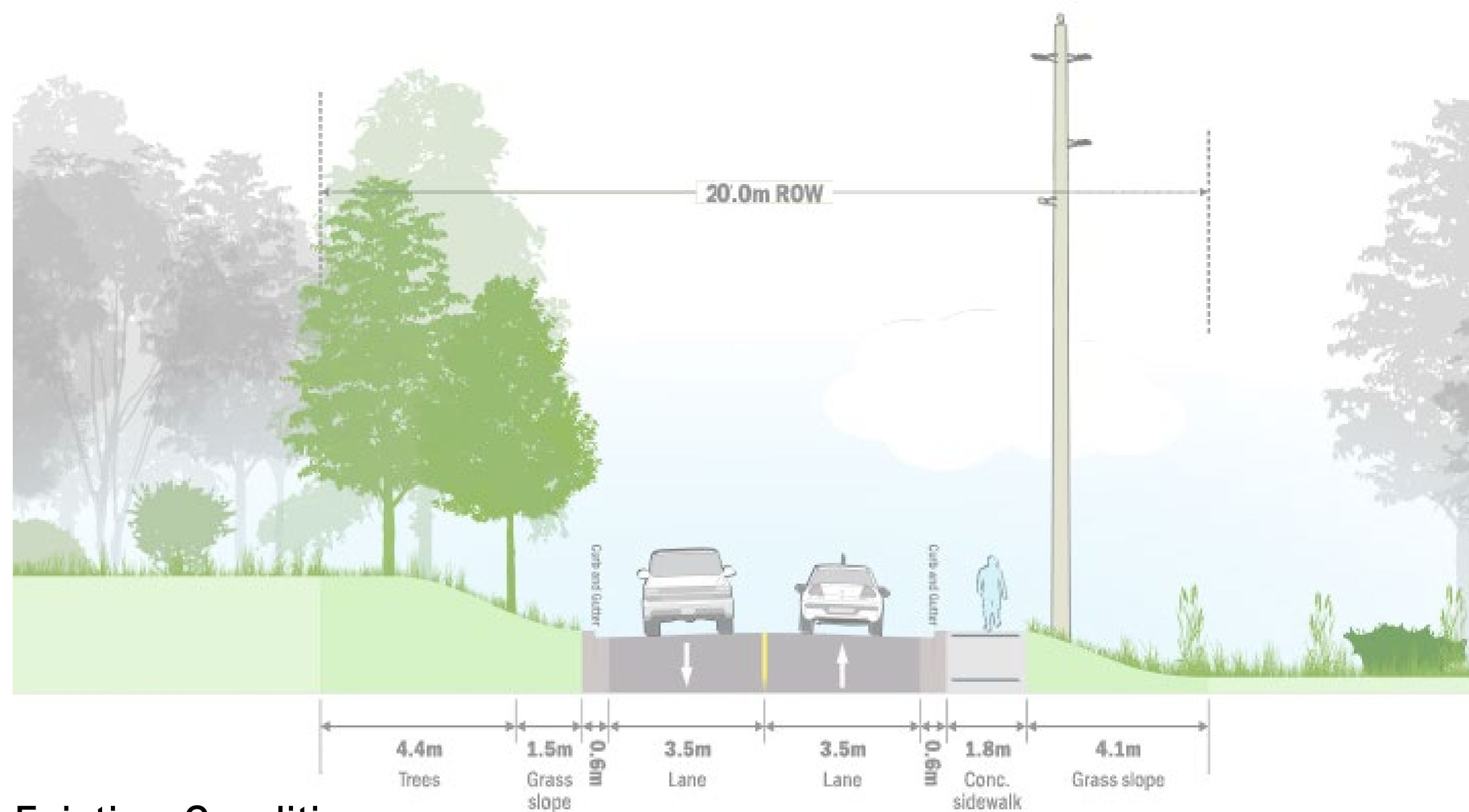
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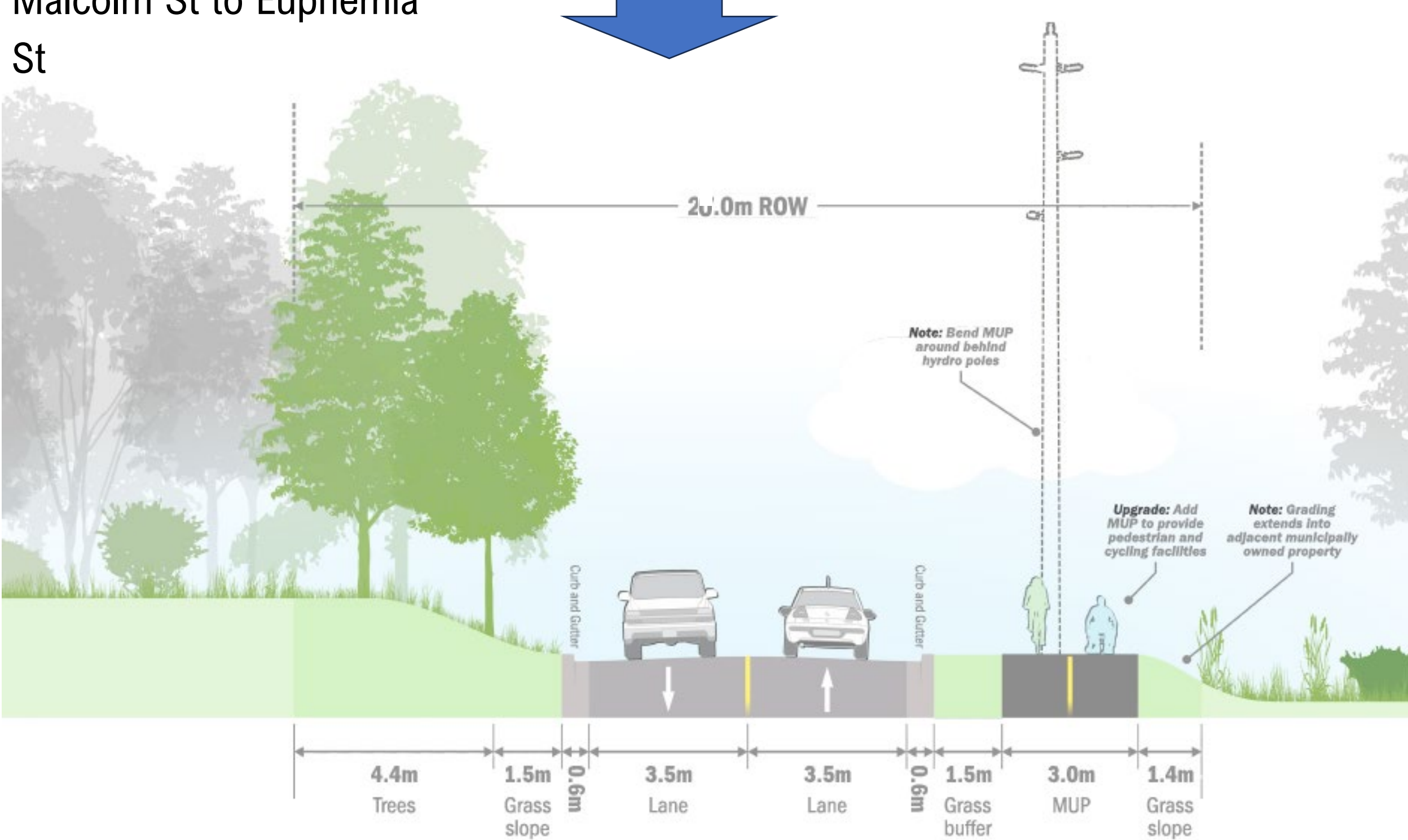
Potential Corridor Specific Enhancement Alternatives

Note: These cross-sections are **Conceptual** and would need to be validated through a functional design study.

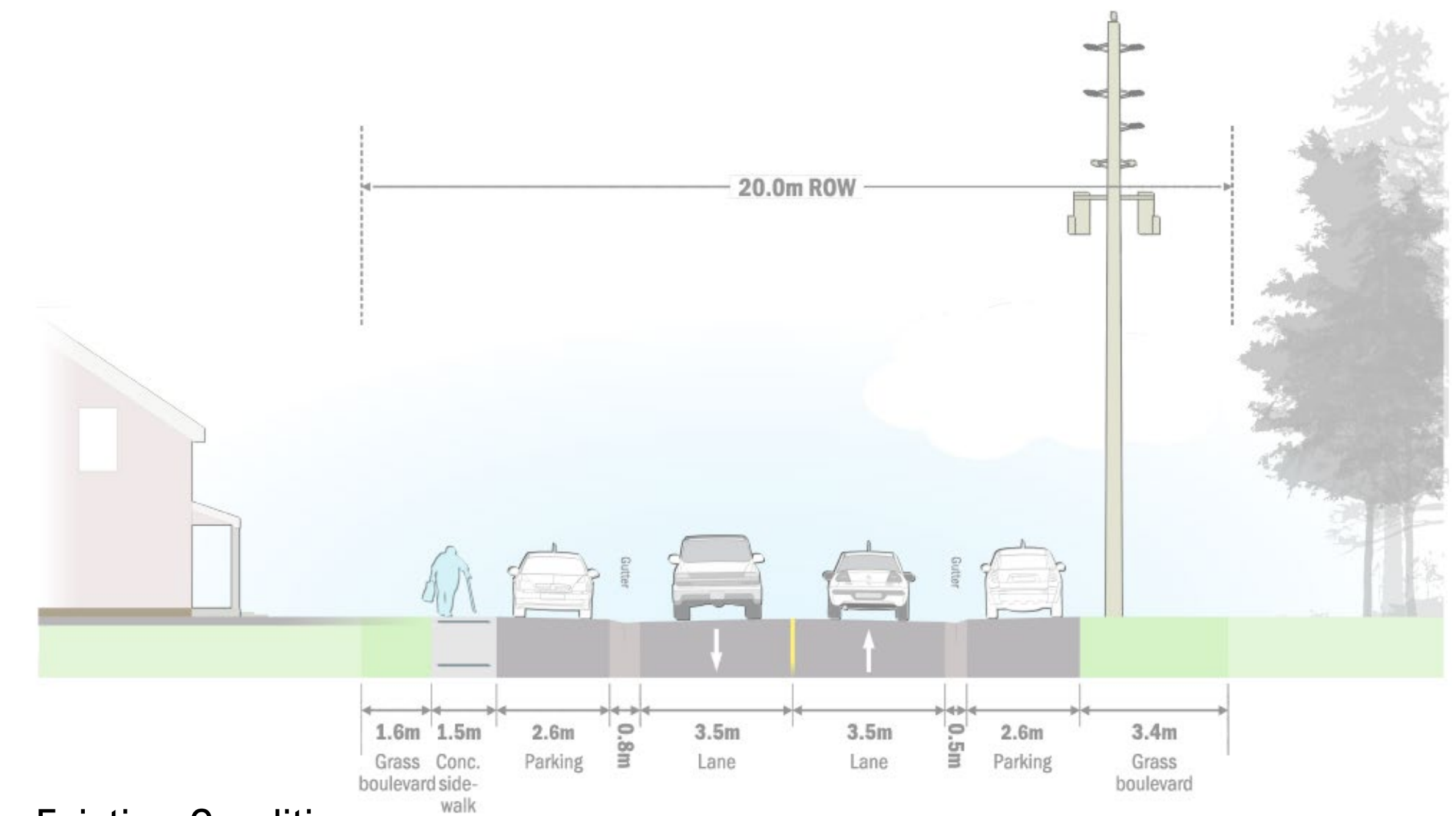
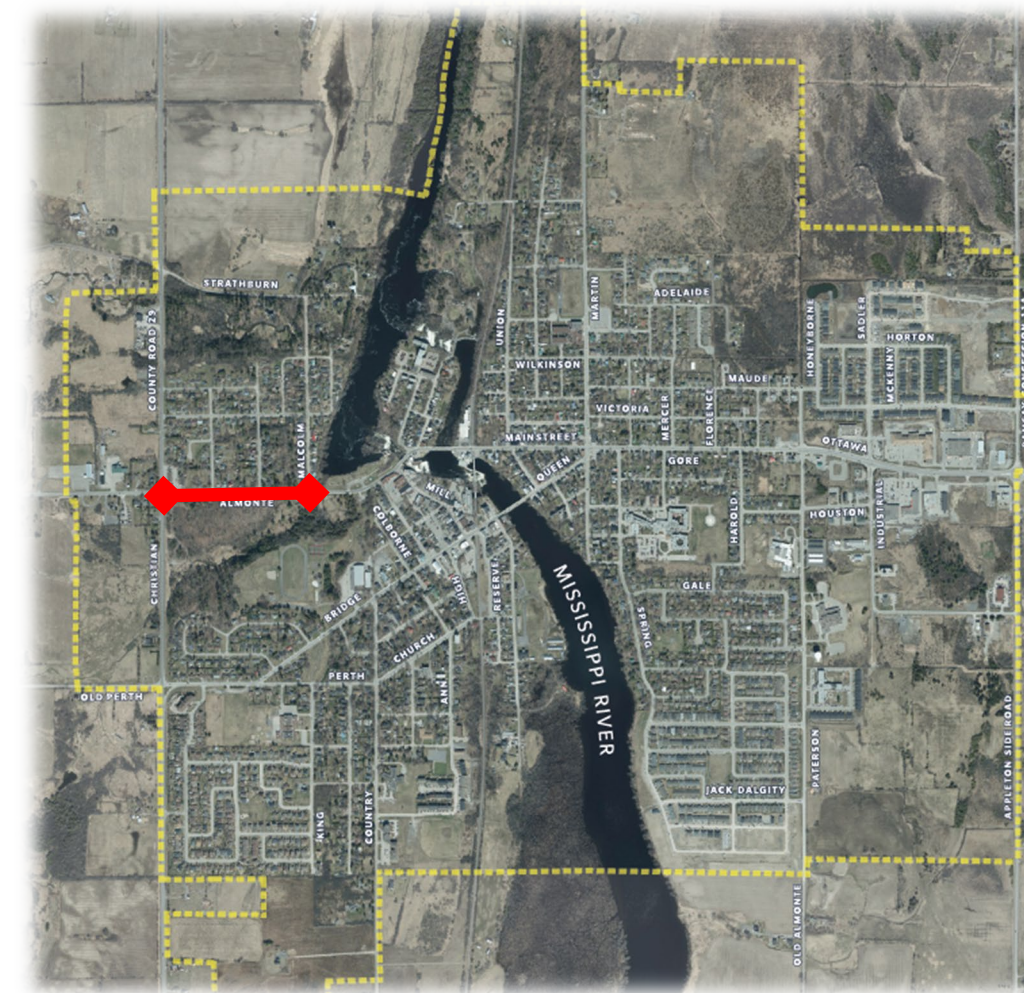
Almonte St: Euphemia St to CR 29



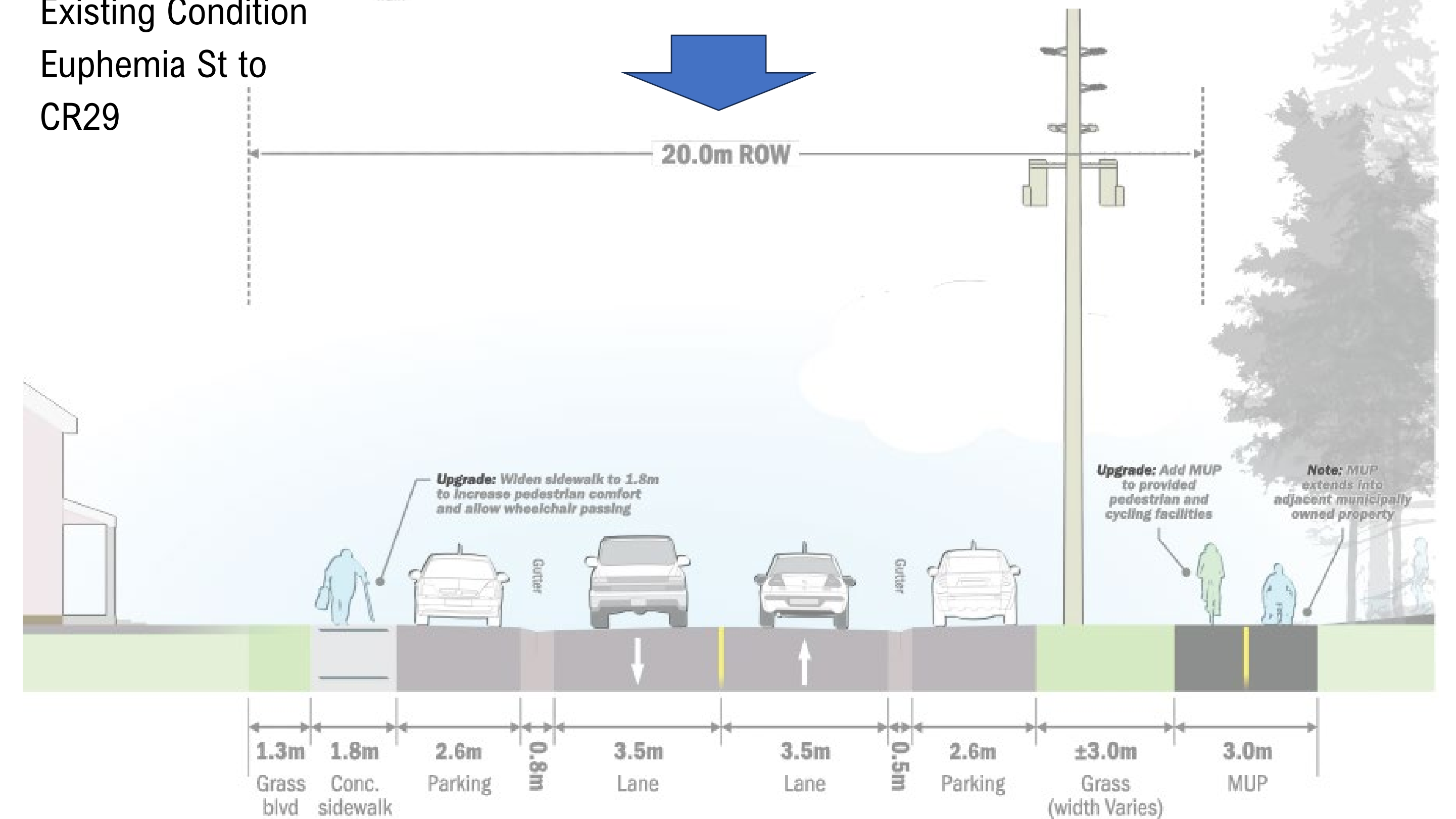
Existing Condition
Malcolm St to Euphemia St



Potential Enhancement: Multi-Use Pathway (South)
Major Intervention



Existing Condition
Euphemia St to CR29



Potential Enhancement: Multi-Use Pathway (South)
Major Intervention



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Transit and Ridesharing

Needs and Opportunities

What We Heard:

- Many complaints about **lack of public transit** (internally and to/from other municipalities)
- Develop **shuttle service** for local trips / appointments
- **Taxis too expensive**
- **Not enough affordable transportation options** for seniors or low income
- Alternate travel modes needed, particularly **public transit for winter**
- Develop or incentivize **carpooling** service/programs
- Consider new **Park and Ride locations** (e.g. Conc 4A & Hwy 7)

What We Have Learned:

- **Lanark Transportation Authority (LTA)** is slowly resuming pre-covid “Ride the LT” service, including Carleton Place, Perth and is looking to expand to Almonte.
LTA is focused on service within the County.
- **Leduc Bus Lines Ltd**, a private commuter transit operator is engaging the public to potentially resume service.
- **Ottawa Stage 2 LRT** – Confederation Line West is expected to be completed in 2025, with the last station at Moodie Dr.





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Transit and Ridesharing

General Considerations

- **If Leduc resumes private commuter service:**
 - Establish a bus stop in Almonte on west side of river
 - Consider a park and ride lot near the Almonte bus stop
 - Ensure final stop is at least Moodie LRT Station (by 2025)



NEWS

'Game changer:' New Lanark County community carpool program shifts into gear

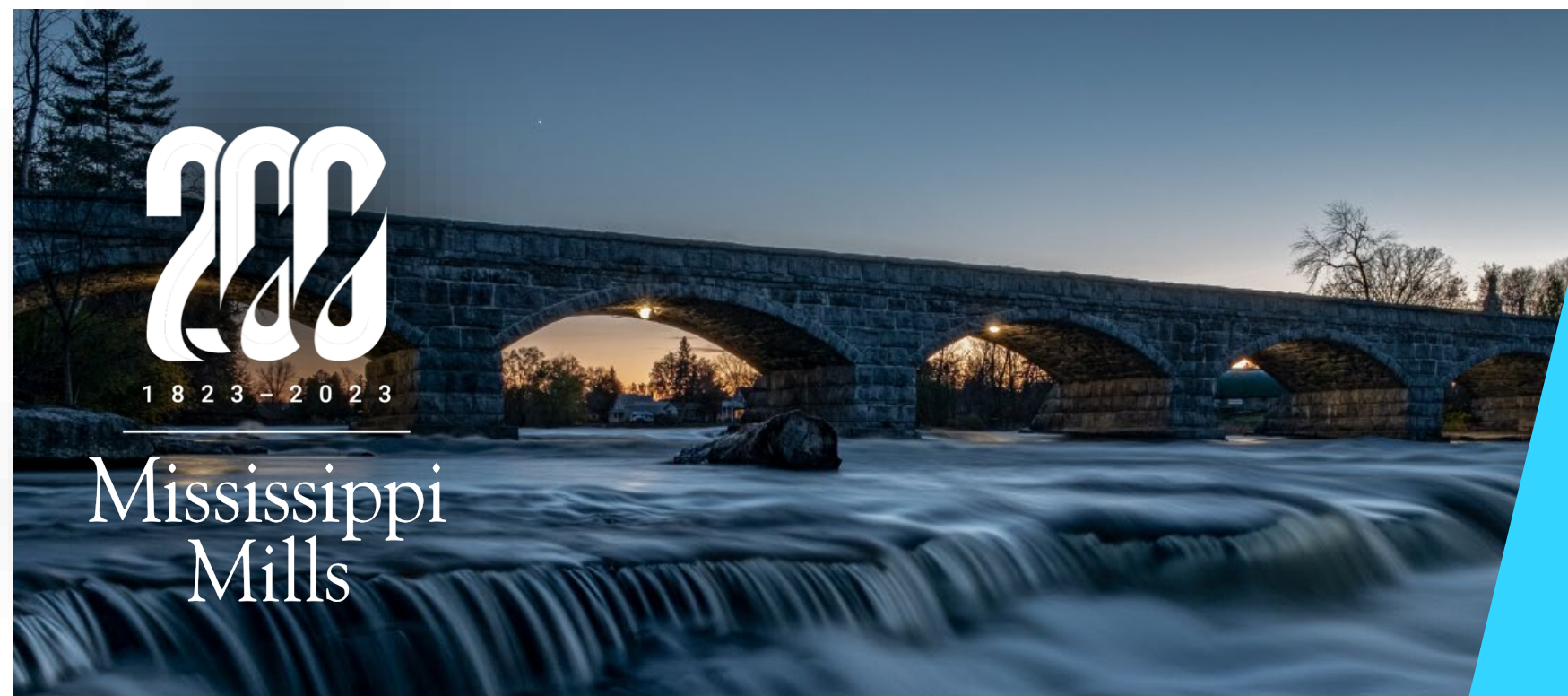
Residents of Lanark County can connect to share rides to increase transportation accessibility and reduce their carbon footprint with a new initiative

- **Other Considerations:**

- Explore **carpool and ridesharing programs**
- Consider **new park and ride** lots near Almonte or Hwy 7 at western limit of municipality (e.g. CR 9 or Conc 4A)
- Engage LTA and other municipalities to explore **contemporary rural transit** options (e.g. on-demand transit) and explore co-funding opportunities
- Fund a **transit feasibility study** to leverage upcoming opportunities and to evaluate and cost long-term transit options for the Municipality. The study should consider all contemporary transit offerings to serve both **commuters and local travellers**

Drop-Off/Pick-Up	Distance (km)/Time (m)	Number of routes / Peak Headways	Number of transfers to Downtown
Carp Park n Ride	25kms/20 min	1 route, 30 mins	2
CTP Park n Ride	28kms/22 min	3 routes, 30 mins	2
Terry Fox Park n Ride	30kms/25 min	9 routes, ~5 mins	2
Moodie LRT Station (Future)	37kms/26 min	LRT, ~5 mins	1





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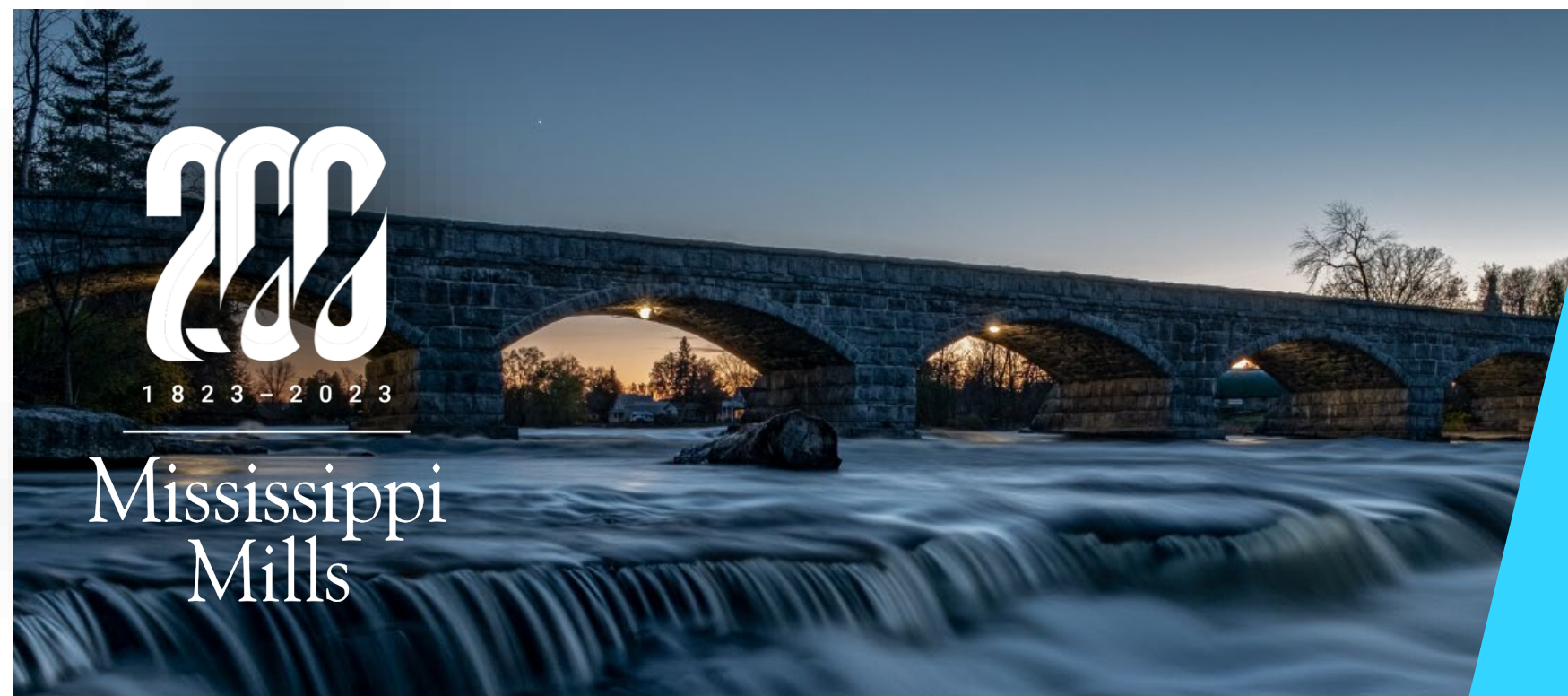


Potential Supporting Strategies/Policies Being Developed

- **Complete Streets Approach** – General policy support; link transportation to land-use planning by **integrating “complete streets” principles** into future planning documents (Community Official Plan, etc.); **update municipal design standards/guidelines** include accommodations for all users on all streets; adopt **complete streets cross-sections** on all new and retrofit streets to encourage more human powered transport
- **Active Transportation** – Define minimum and optimal standards based on industry **best practice** (e.g., sidewalk width, cycling facility type, intersection treatments, etc.); encourage a **coordinated planning approach** to future development activity that ensures network **“permeability”** for active users; identify and protect property needed for future **“missing links”**; provide policy support, strategies and guidance towards **education and promotion**.
- **Climate Change** – Align TMP with **Lanark County climate change priorities**; leverage active transportation to reduce transportation-related emissions for local trips (e.g., intra-village trips); **reduce single-occupancy non-local vehicle trips** (e.g., inter-regional trips) through transportation demand management.



Climate Action Plan Quick Reference Guide



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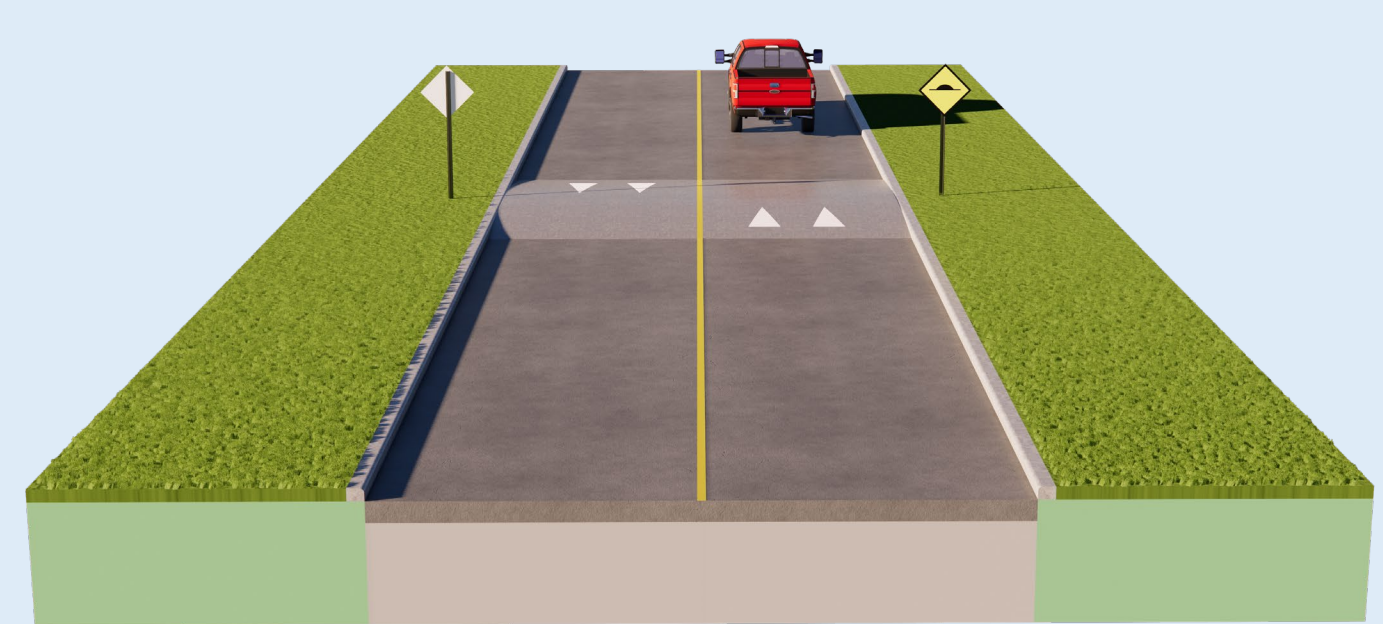
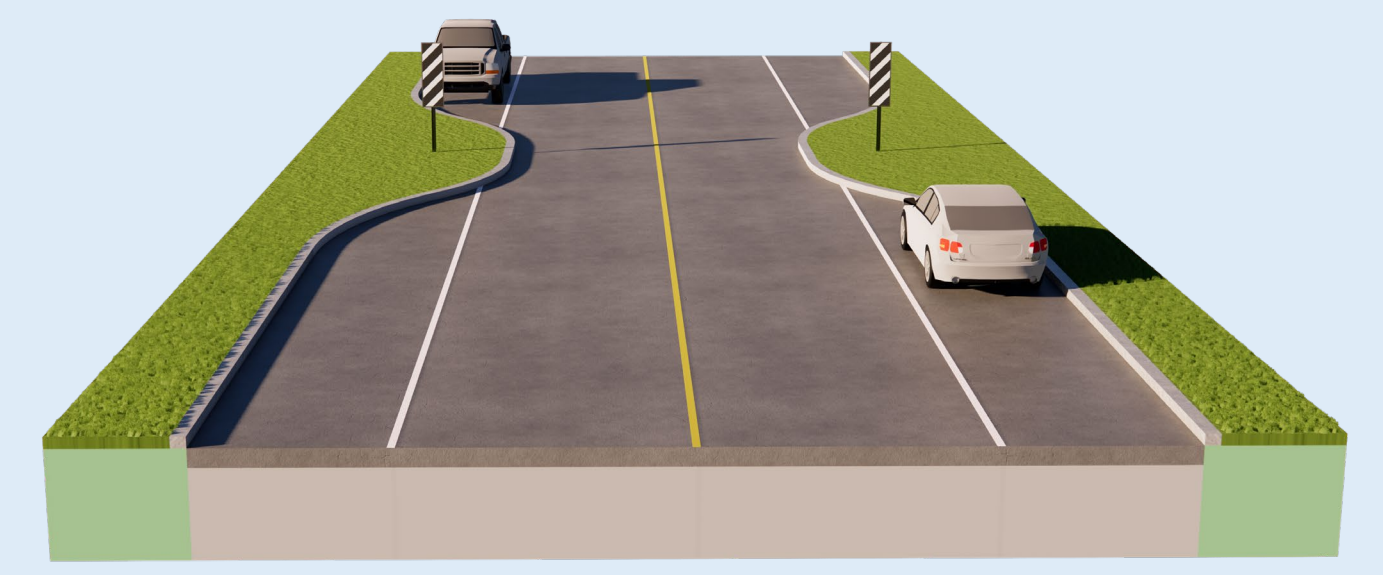
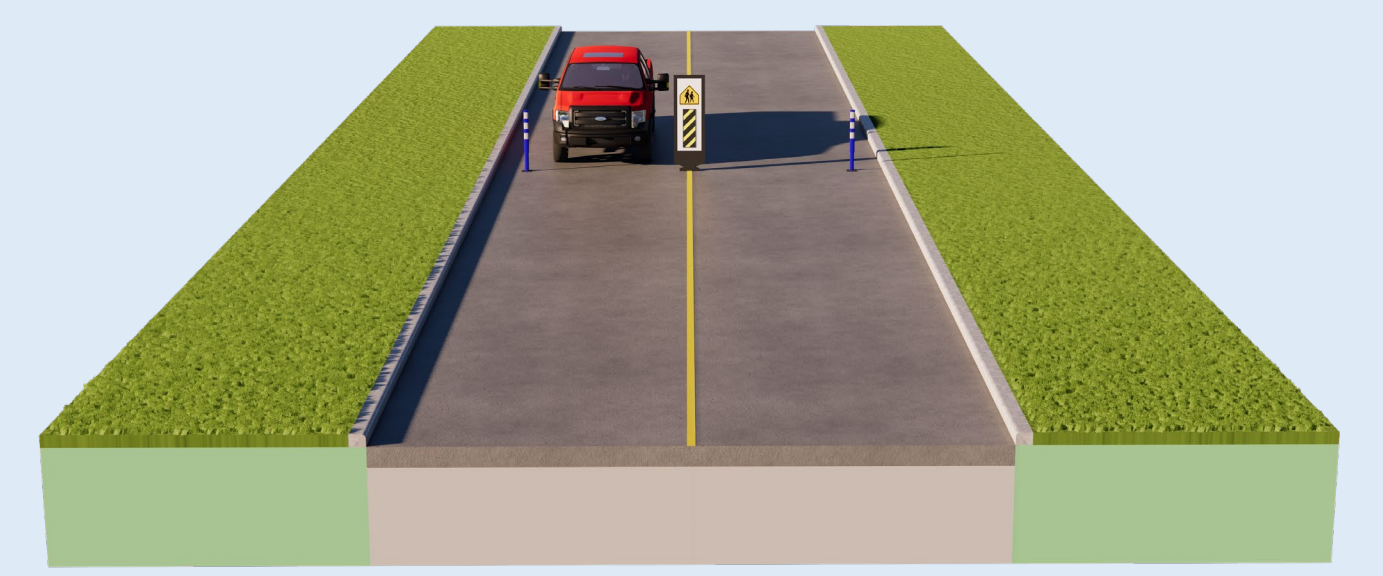


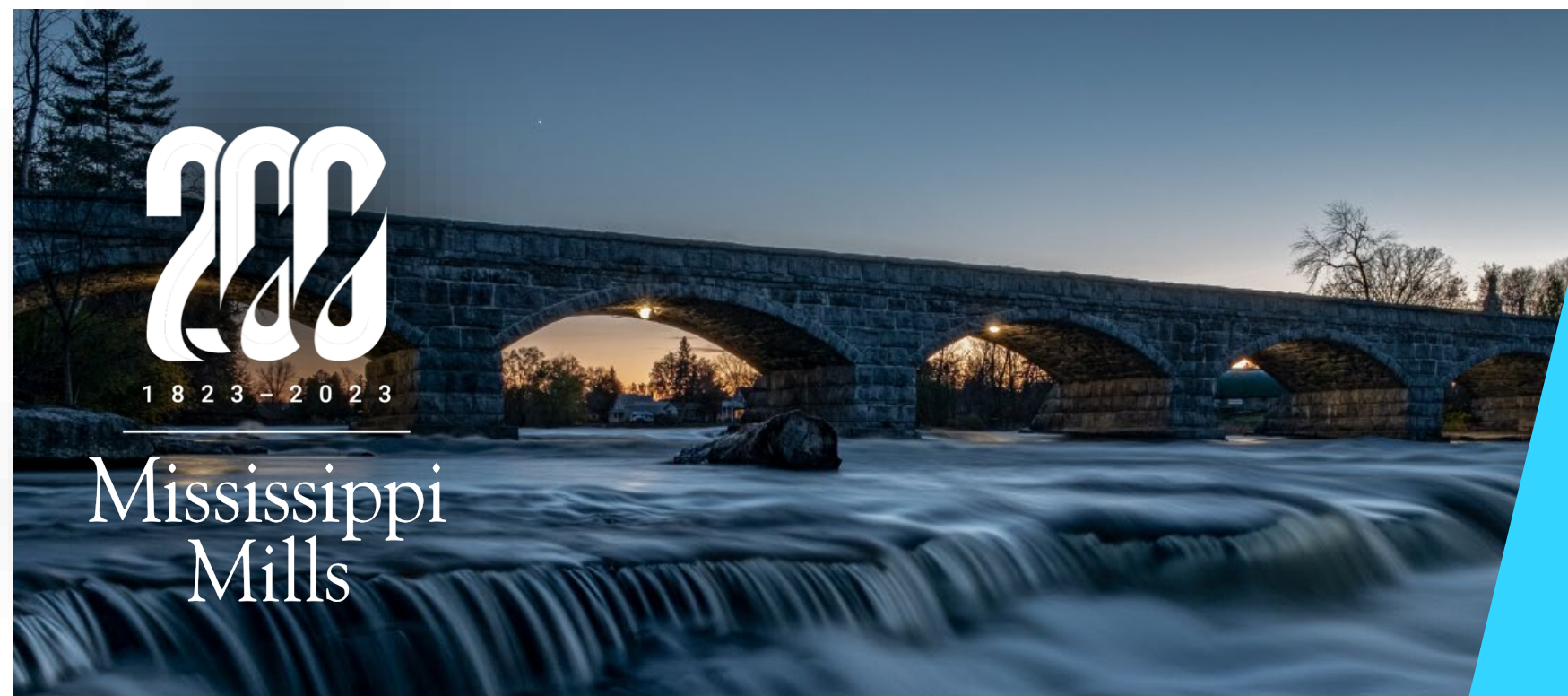
Potential Supporting Strategies/Policies Being Developed

- **Road Classification System** – Review existing road classification system in both **urban and rural** environments; refine standard cross-sections for different road classes; provide guidance for future planning policy, development approval, distinguishing between “local” and “collector/arterial” roads to **better match land-use contexts with transportation functions**
- **Road Design Criteria** – Identify basic design criteria for each road class to **guide future road infrastructure** e.g., limit the number of private approaches on arterial roads; leverage current provincial & national road design standards; consider adopting greater **paved shoulder widths** in rural contexts
- **Safety** – Establish an overall approach to **traffic calming** (as per 2020-2023 Strategic Plan); review **best practices** from other municipalities (e.g., Vision Zero); consider opportunities to **improve rural traffic calming** such as “gateway” features in urban/rural transition zones; conduct **high-level review of specific concerns** heard and provide basic input on possible mitigation

Traffic Calming

Contemporary road network planning and design often consider traffic calming measures with the goal of improving quality of life and safety for all road users.





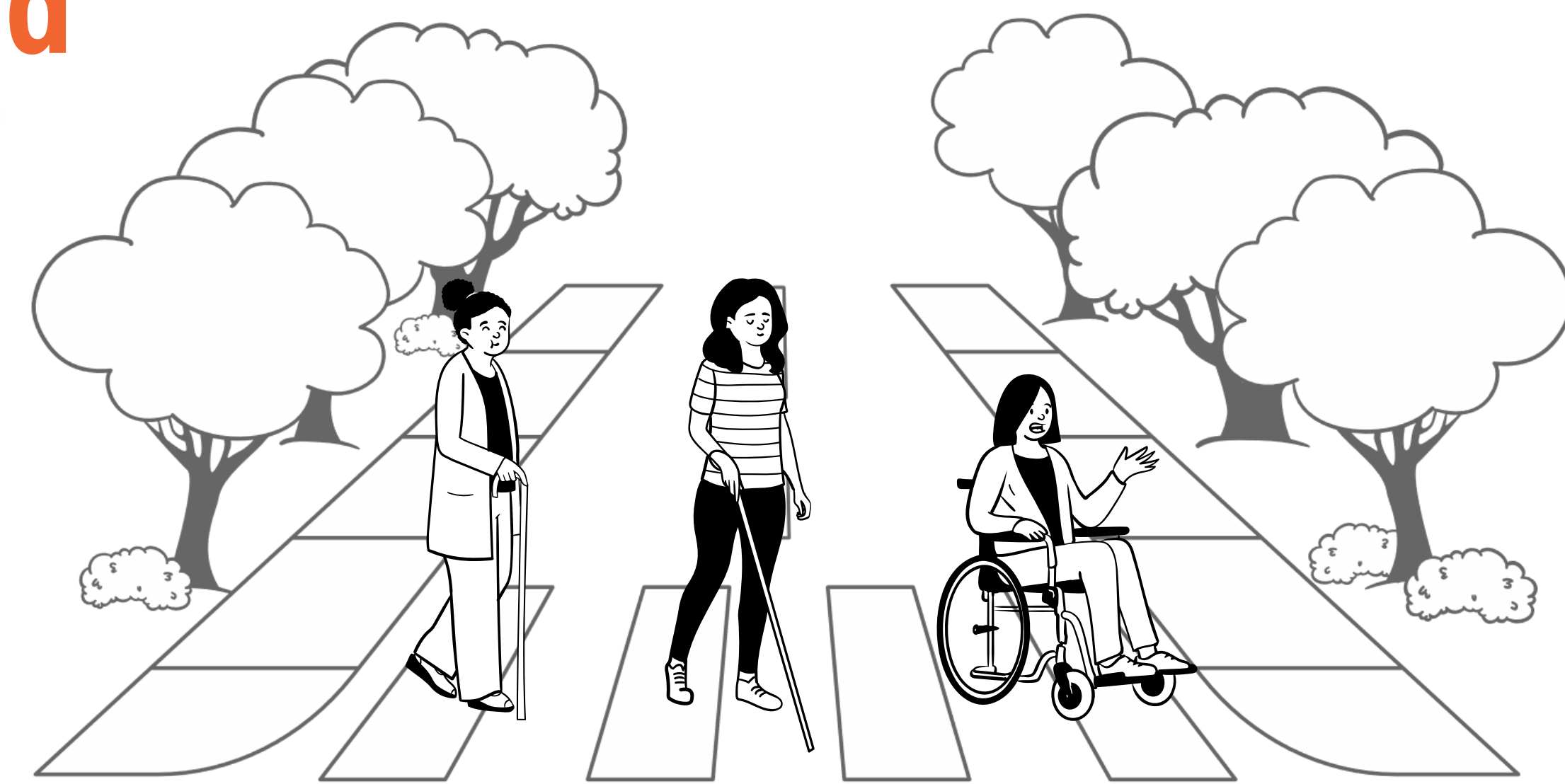
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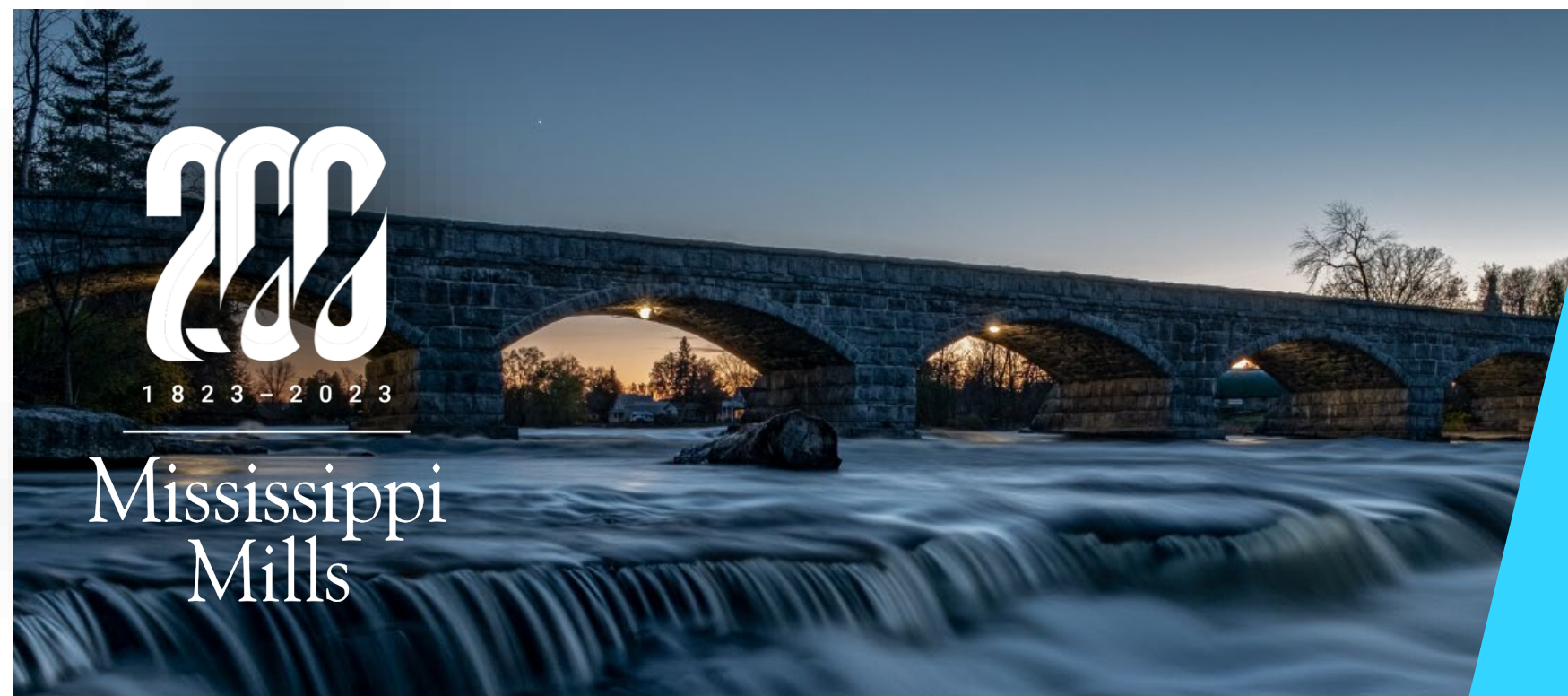
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Potential Supporting Strategies/Policies Being Developed

- **Accessibility** – Remove accessibility barriers from pedestrian facilities (including intersections) in accordance with provincial and regional policies; apply **contemporary design principles** (e.g., “Eight-to-Eighty”) to transportation infrastructure that ensure high levels of accessibility across all age groups; provide high-level guidance on the provision of **street-furnishing** (i.e., benches, etc.) at minimum intervals as per relevant accessibility guidelines, explore options for increasing the **density of “rest-areas”** along key road, pathway corridors.
- **Maintenance** – Reference latest provincial requirements; apply a lens of **sustainability**, lifecycle costs to transportation infrastructure planning and investment.
- **Transportation Demand Management** – Acknowledge importance of **reducing single occupant vehicles**; identify potential strategies and potential programs to encourage **sustainable modes of travel**





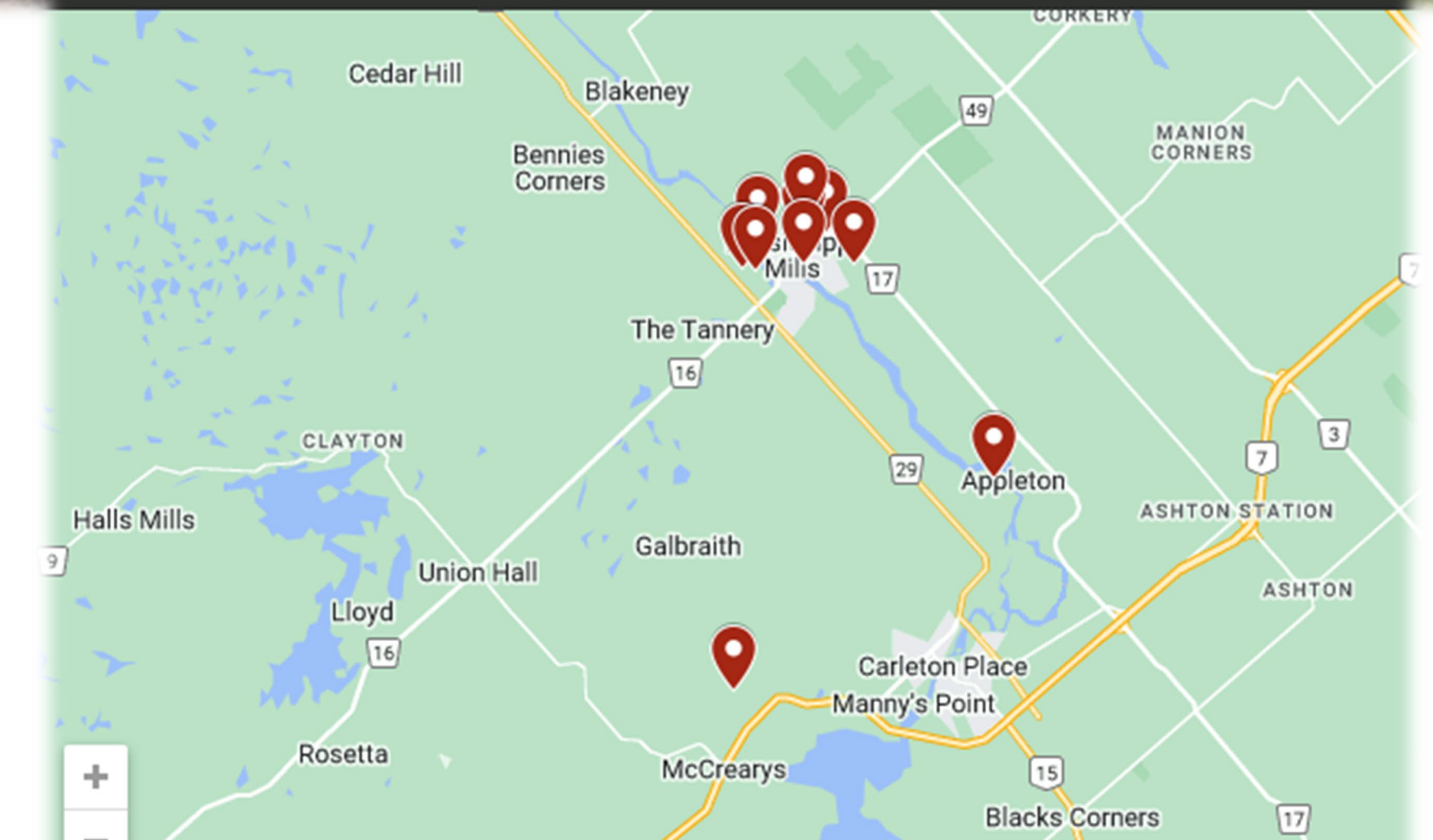
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Potential Supporting Strategies/Policies Being Developed

- **Transportation Impact Assessment Guidelines** – Develop a **framework**, identify general triggers and processes to support the application process for new developments/ subdivisions
- **Transit and Ridesharing** – General policy suggestions if commuter transit service resumes; highlight the importance of **cooperation** between private operators, adjacent municipalities and the County; develop strategies to **promote ridesharing**
- **Funding, Promotion and Monitoring** – Provide high-level considerations and identify potential opportunities to support TMP recommendations



Rural Transit Solutions Fund

\$250 million

This Fund supports locally-driven transit solutions for rural and remote communities, with flexibility for different local transit system innovations from fixed route to on-demand services to ride-shares.

Zero Emission Transit Fund

\$2.75 billion

This Fund supports public transit and school bus operators plan for electrification, supports the purchase of 5,000 zero emission buses and build supporting infrastructure.

Active Transportation Fund

\$400 million

This Fund invests in projects that build new and expanded networks of pathways, bike lanes, trails and pedestrian bridges, in addition to supporting active transportation planning activities.



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Share Your Thoughts!

Help us Shape the Future of Transportation in the Municipality



Use a Sticky and tell us what you think about the TMP, and the information presented today. Was anything missed? Be as general or specific as you like!



THANK YOU FOR PARTICIPATING!

What is next for the TMP?

The study team will:

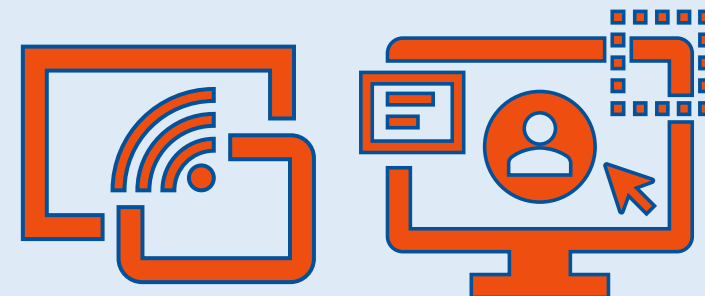
- ➔ Review and incorporate feedback received at PIC #2.
- ➔ Confirm Technically Preferred Solutions, develop the Implementation Plan with cost estimates, and prepare the draft TMP Report in Q1 2024 for public review.
- ➔ For more information, questions or comments, please contact the team.

Before You Leave!



- ➔ Please fill out a **Comment Sheet** if you have further input or more detailed comments for us to consider.

Stay Connected!



Visit the TMP Webpage for updates and additional information about the study.

<https://www.mississippimills.ca/en/how-we-go.aspx>