



# Mississippi Mills: Transportation Master Plan Committee of the Whole



1823 - 2023  
Mississippi  
Mills

August 13, 2024 - 6:00pm

# Mississippi Mills: Transportation Master Plan

## AGENDA

- General Introduction
- Roads
- Active Transportation
- Transit and Ridesharing
- Supporting Policies
- Capital Costs
- Questions?



# Mississippi Mills 2048

Our Community, Our Future



## Setting the Stage

### What is a Transportation Master Plan (TMP)?

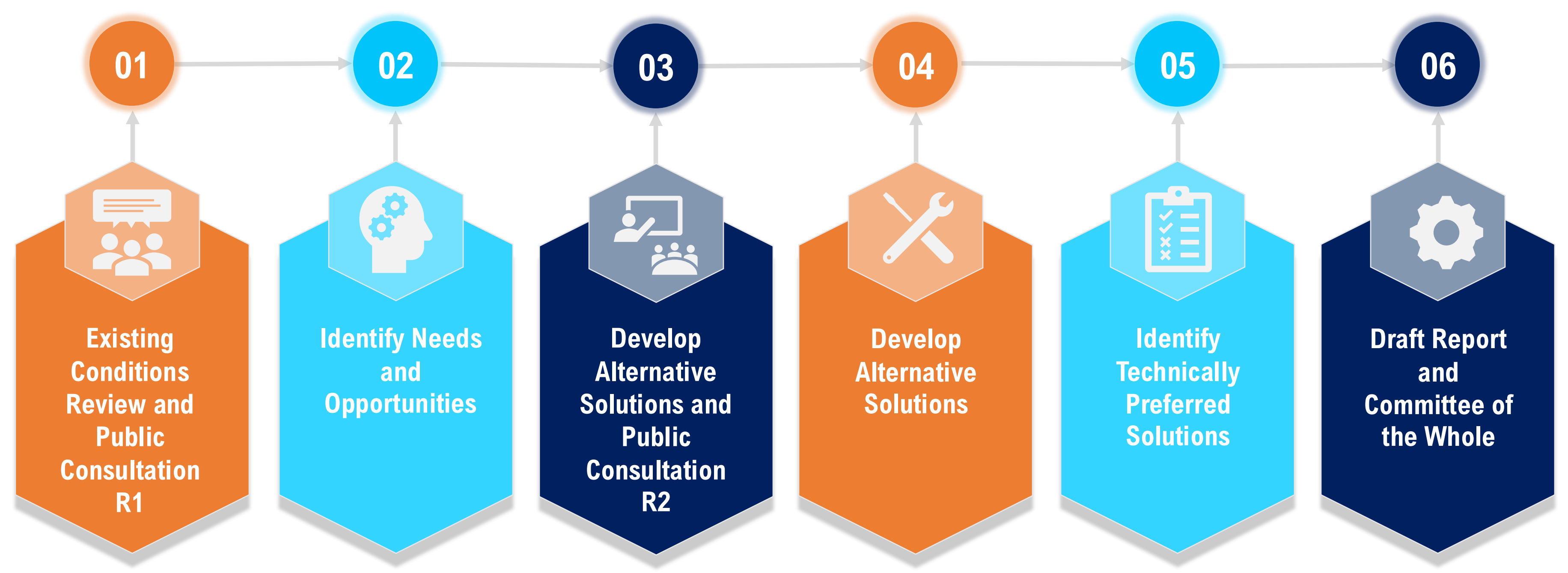
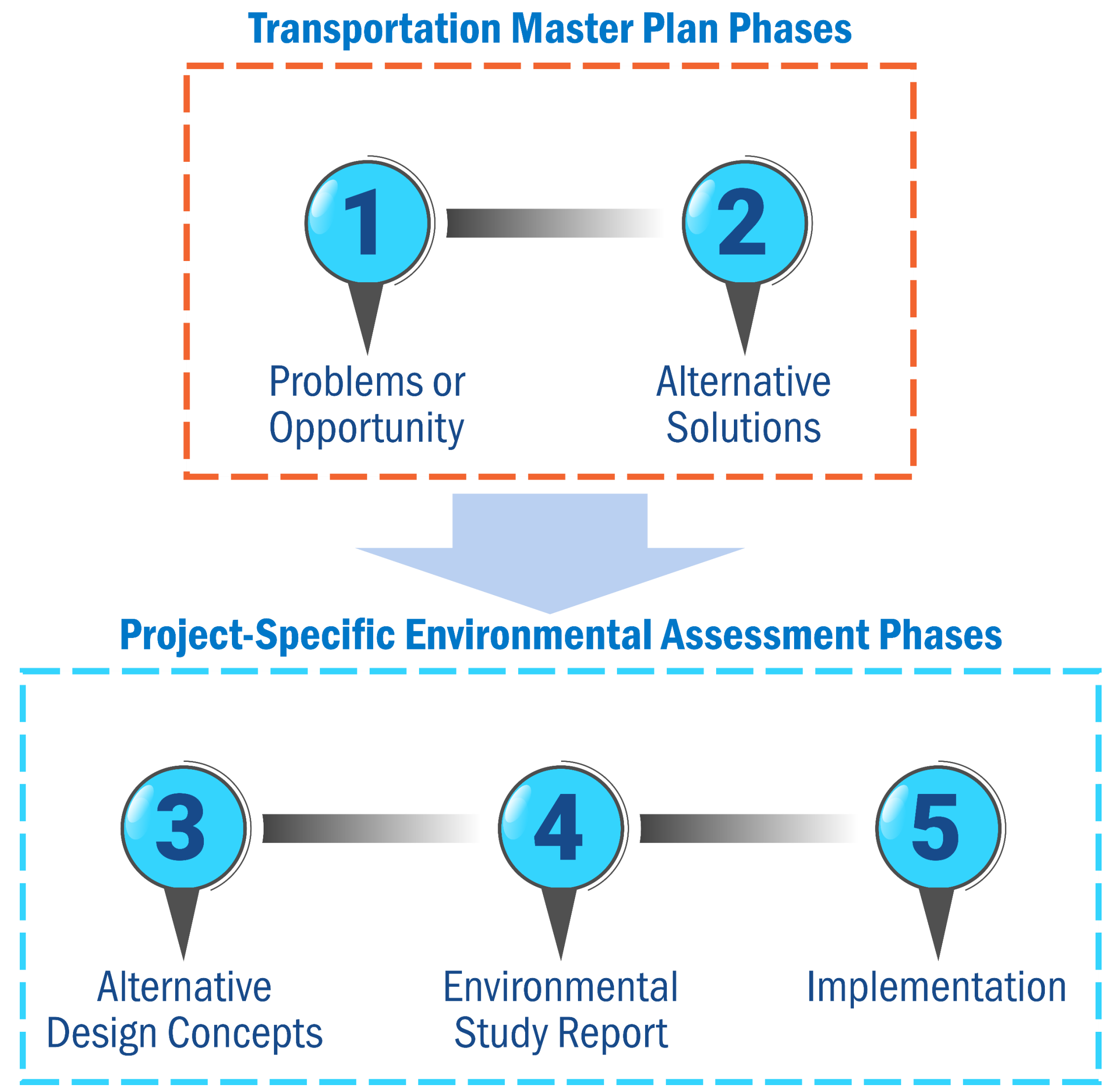
A TMP is a blueprint to guide investments in the transportation system over the next 25 years to meet the needs of all modes of transportation.

### The Environmental Assessment Process

The TMP was prepared following the Master Planning process following “Approach #1” as outlined by the Municipal Engineers Association which is an approved process under the Environmental Assessment Act.

The MCEA process provides a transparent approach that includes public and stakeholder participation throughout.

In undertaking the consultation process with stakeholders, specific engagement was made with **Indigenous communities and inherent rights and treaty holders.**





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## Long-Term Growth Projections

- 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

**!** Assumptions were made on possible long-term growth areas to inform the TMP

### Short-Term (5-Year)

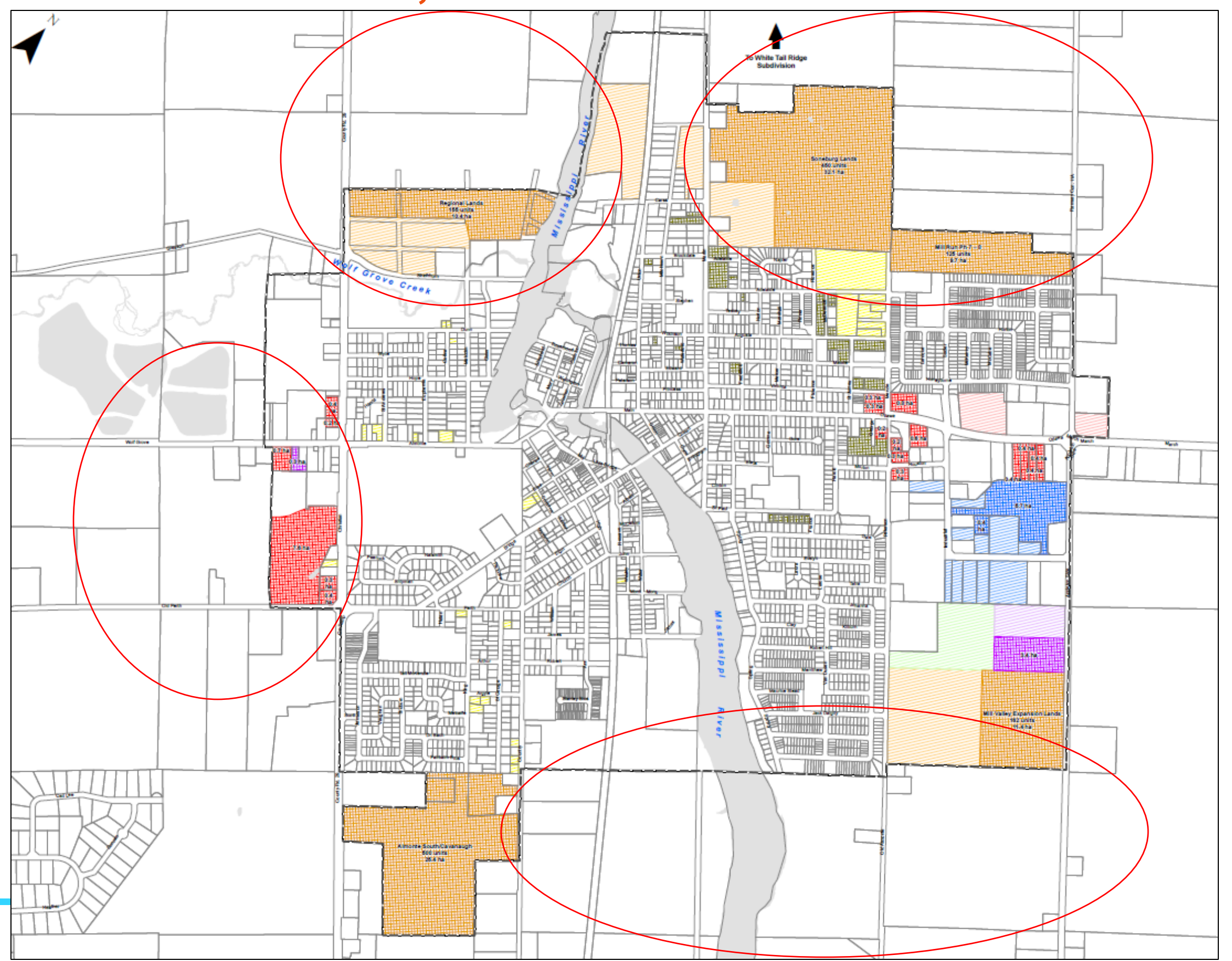
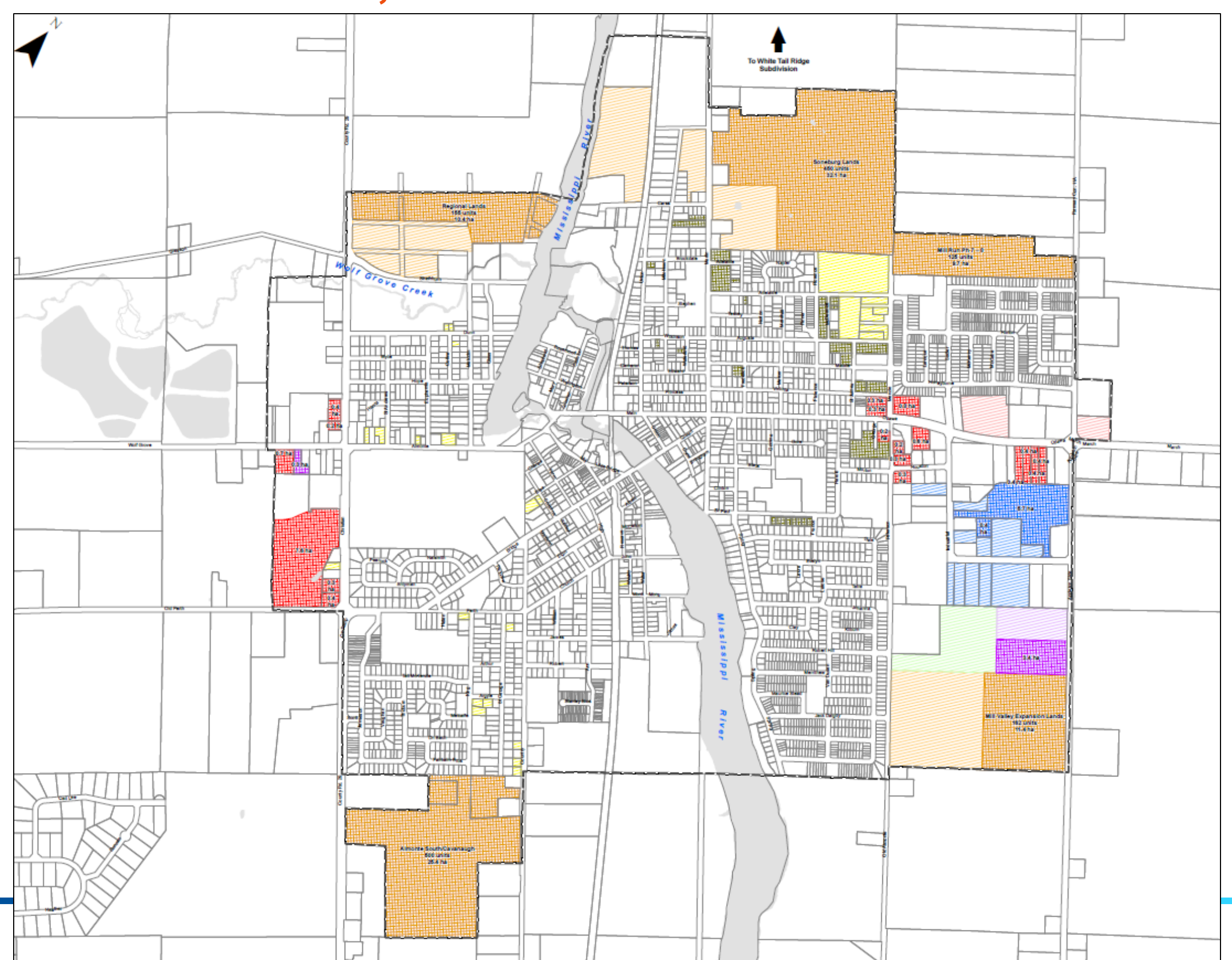
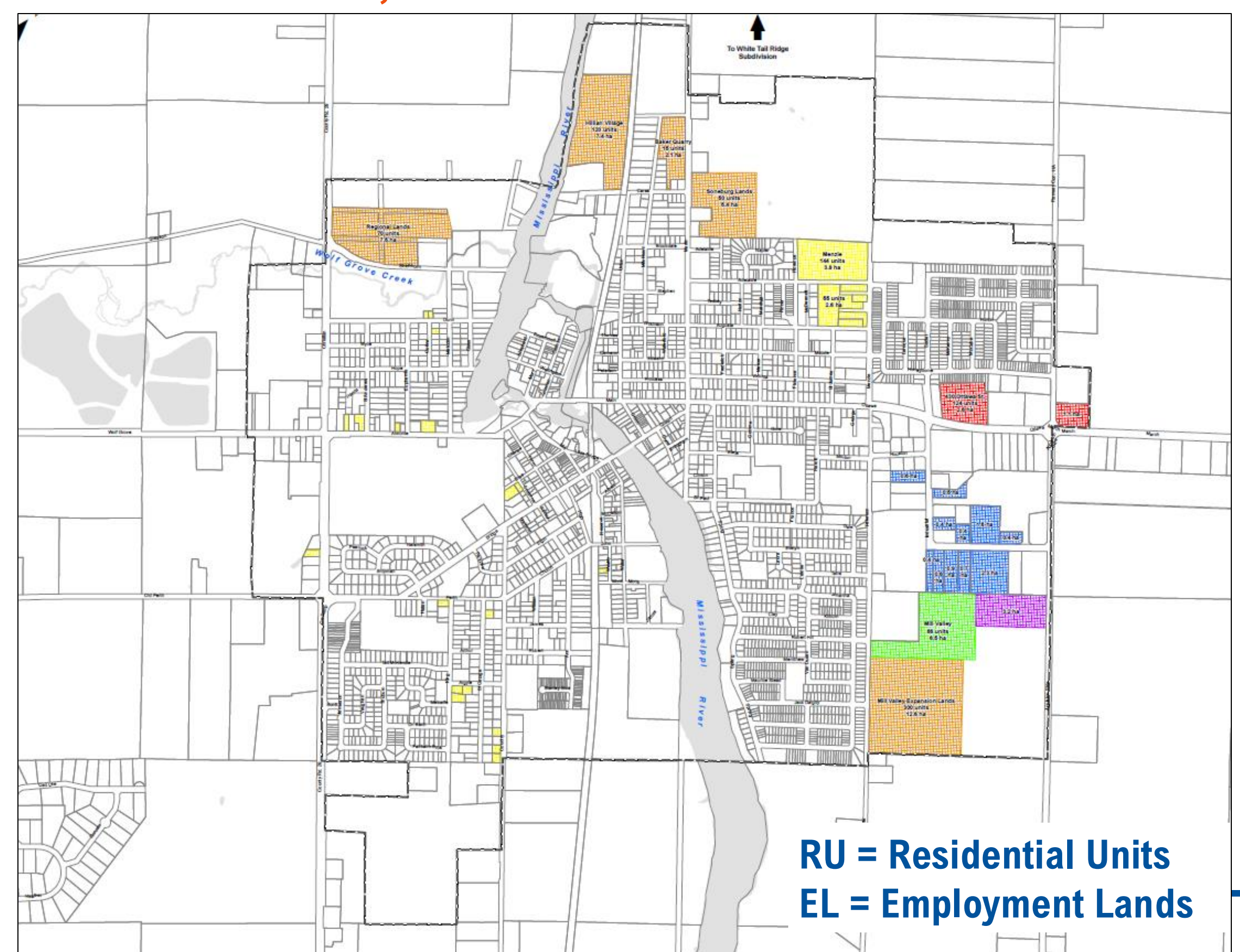
+ 1,005 RU / + 15.7 ha of EL

### Medium-Term (15-Year)

+ 1,465 RU / + 18.1 ha of EL

### Long-Term (25-Year)

+ 1,521 RU / + 31.6 ha of EL



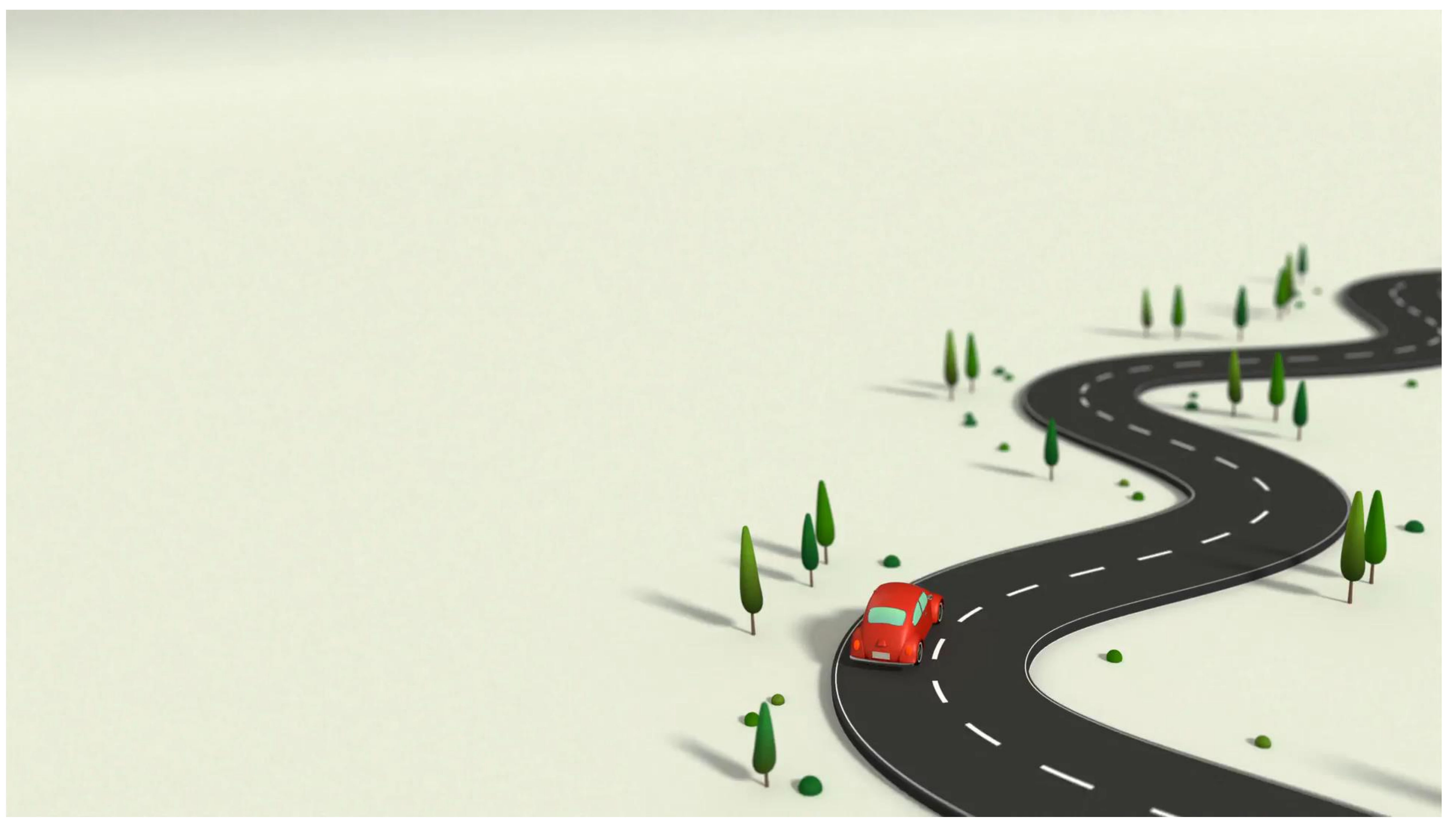
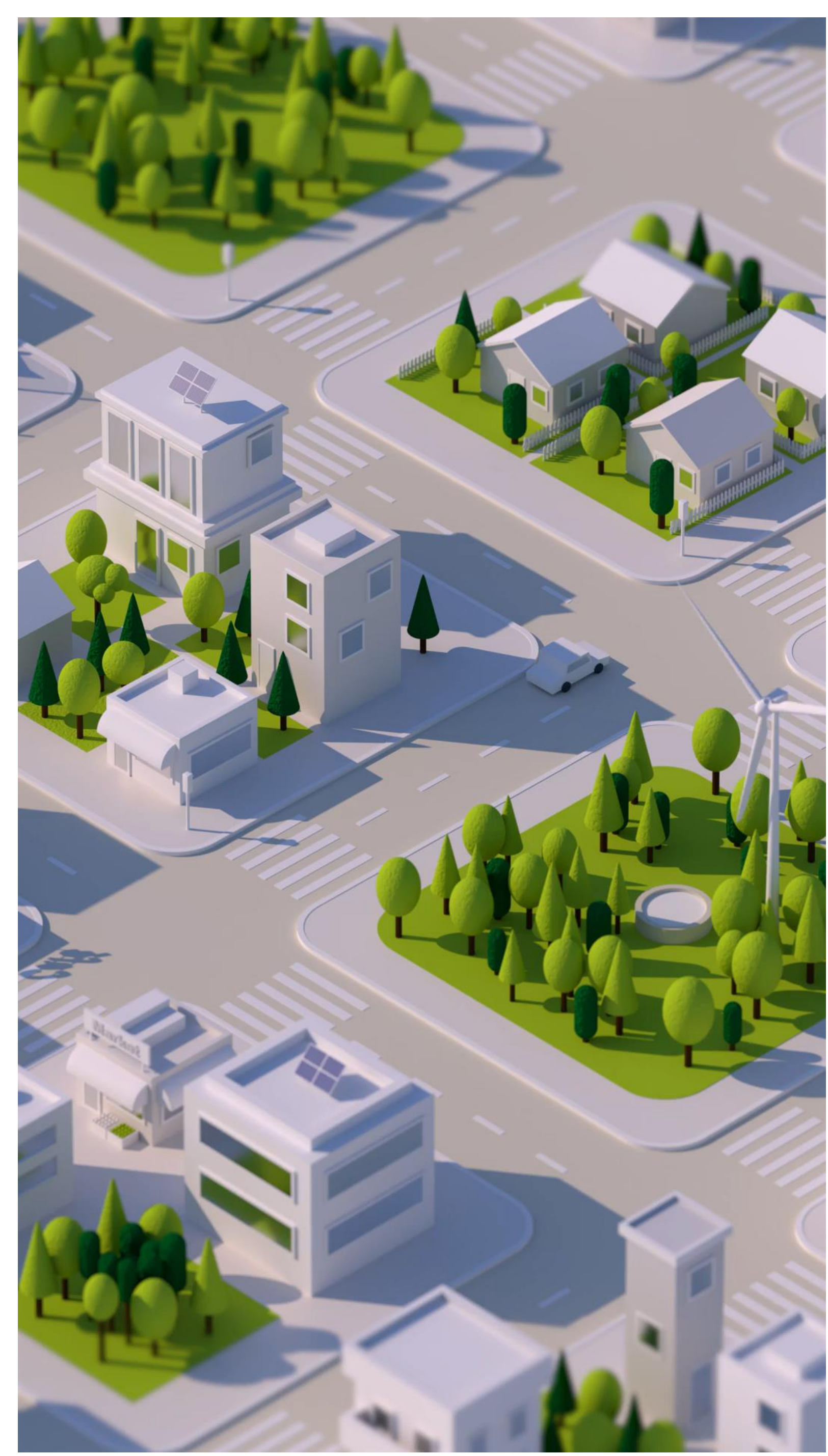


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# Roads

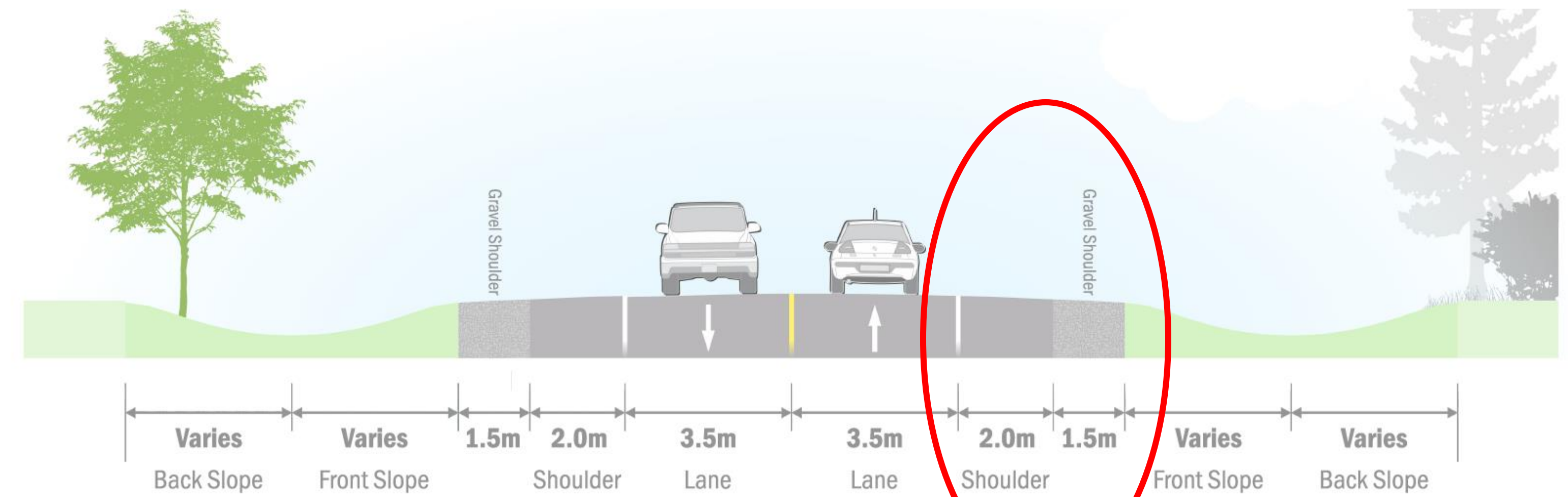
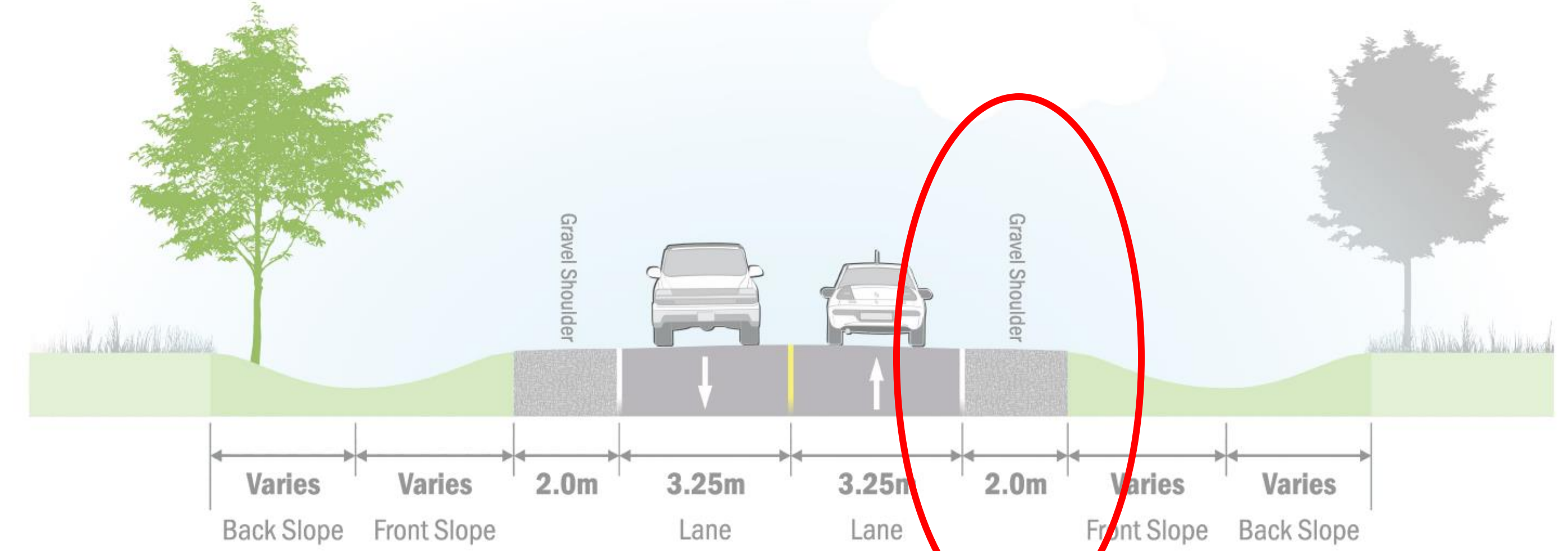


## Village and Rural Municipality Supporting Road Policy Solutions



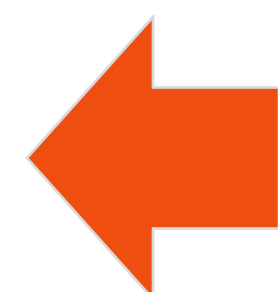
### Recommendations include:

- **Updated Rural Road Classifications**
- **Updated Standard Rural Cross-Sections**
- **Updated Rural Road Design Criteria**
- **Rural Speed Management and Traffic Calming Guidance**
- **Reference to latest Provincial policies regarding maintenance practices**



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

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



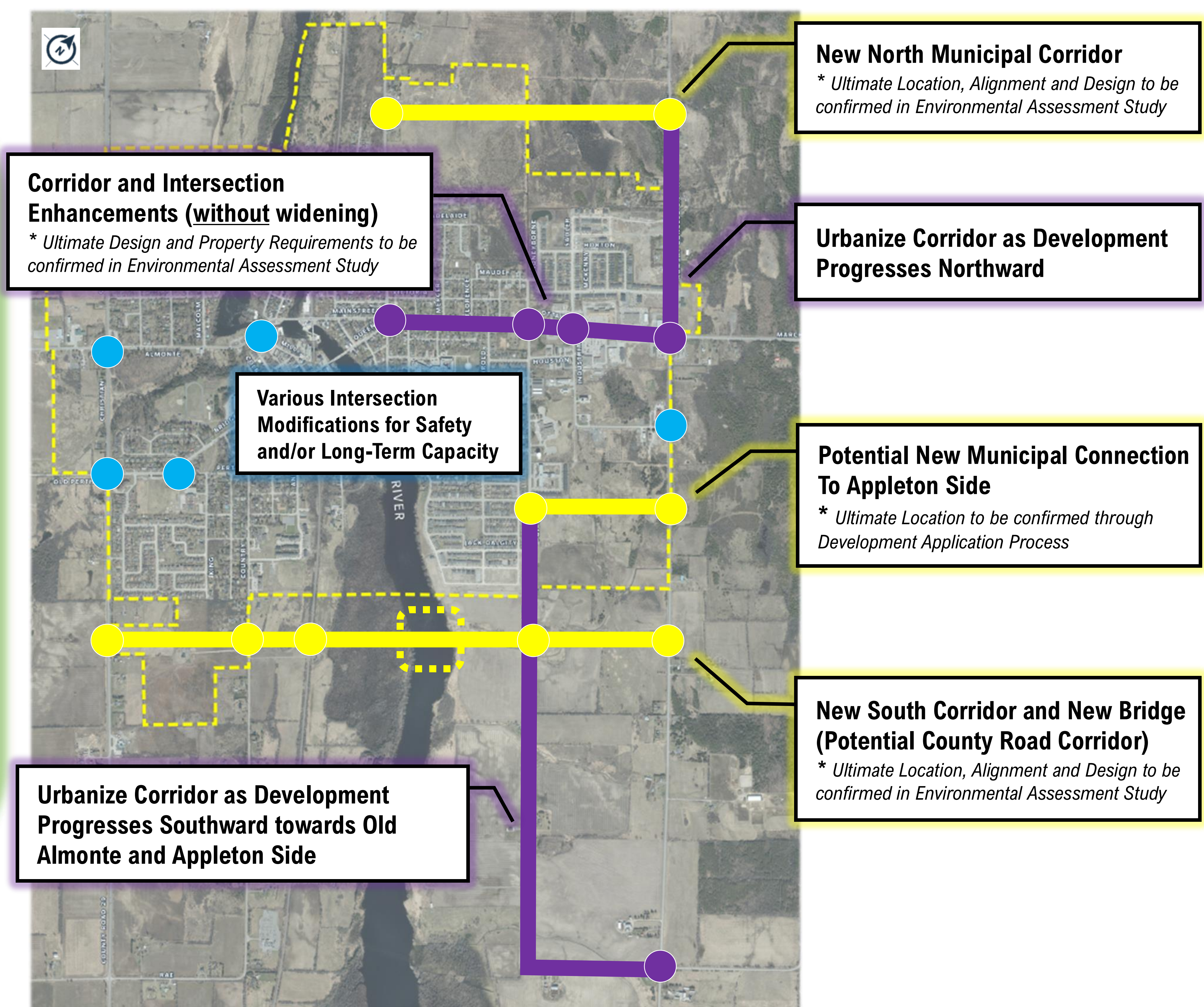


## Road Network Preferred Solution

### Ottawa St Corridor

**Conclusions and recommendations include:**

- **A north bridge and new road connection in NW quadrant not needed.**
- **New corridors and a south bridge mitigate the need to widen of Ottawa St and offers alternative truck route opportunity.**
- **Further design studies required for new corridors.**
- **Urbanizing rural roads in future growth areas (e.g. Old Almonte and Ram Conn 11A) supports future development; opportunity for multi-modal integration.**
- **Various local intersection optimizations needed; intersections on Ottawa St require further study to identify potential property implications.**
- **These solutions mitigate the need to widen Ottawa St in the long-term horizon.**



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

## Road Network Preferred Solution

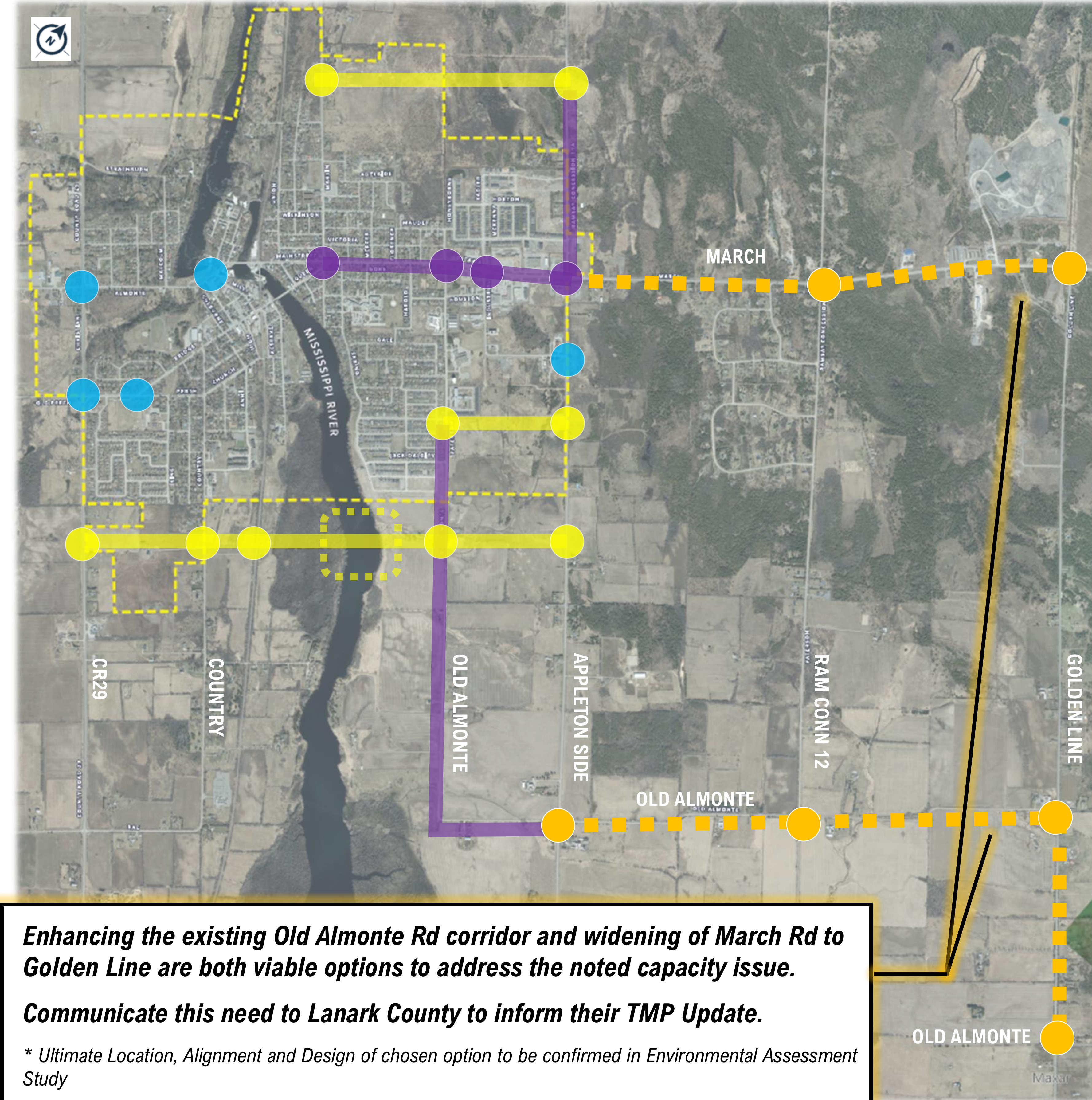
### March Rd Corridor



#### Conclusions and recommendations include:

- **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; and coordination with County and City of Ottawa for full benefit.**
- **Both options are expected to trigger limited property acquisition but have low social and environmental implications.**
- **Both options mitigate the long-term March Road need.**
- **Further study and coordination with Lanark County and the City of Ottawa required; recommend to continue discussions and revisit need in next TMP update.**

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





## Interim and Ultimate Road Networks

**LEGEND**

- Almonte Boundary
  - Municipal Road
  - County Road
- Short Term Horizon (5 Years)**
- Retrofit - Widen Shoulders
  - Retrofit - Reduce Vehicle Lane Width for Wider Bike Lanes
  - Add Sidewalk on One or Both Sides (Assumes Custom Drainage Solution)
  - Bridge Enhancement (Shared Road Treatments)
  - Intersection Modification
- Medium Term Horizon (15 Years)**
- Upgrade Paths to Sidewalks with Shared Road Treatments
  - Retrofit - Reduce Vehicle Lane Width to Add Multi-Use Pathway on One Side and Widen Sidewalk where applicable
  - Retrofit - Add Multi-Use Pathway on Both Sides
  - Retrofit - Double Surface Treatment or Pave Road Surface
  - New 2-Lane Urban Collector Road
  - New 2-Lane Urban Arterial Road
  - Intersection Modification
  - New Intersection
- Other Features**
- Parkland and Open Space
  - Downtown District Area
  - Ottawa Valley Recreational Trail

See page 262 of the TMP for full map



**Notes:**  
The location and alignment of new road corridors are conceptual only and subject to change based on the required Municipal Class Environmental Assessment Schedule 'C' Study recommendations.

**Interim Road Network**

**LEGEND**

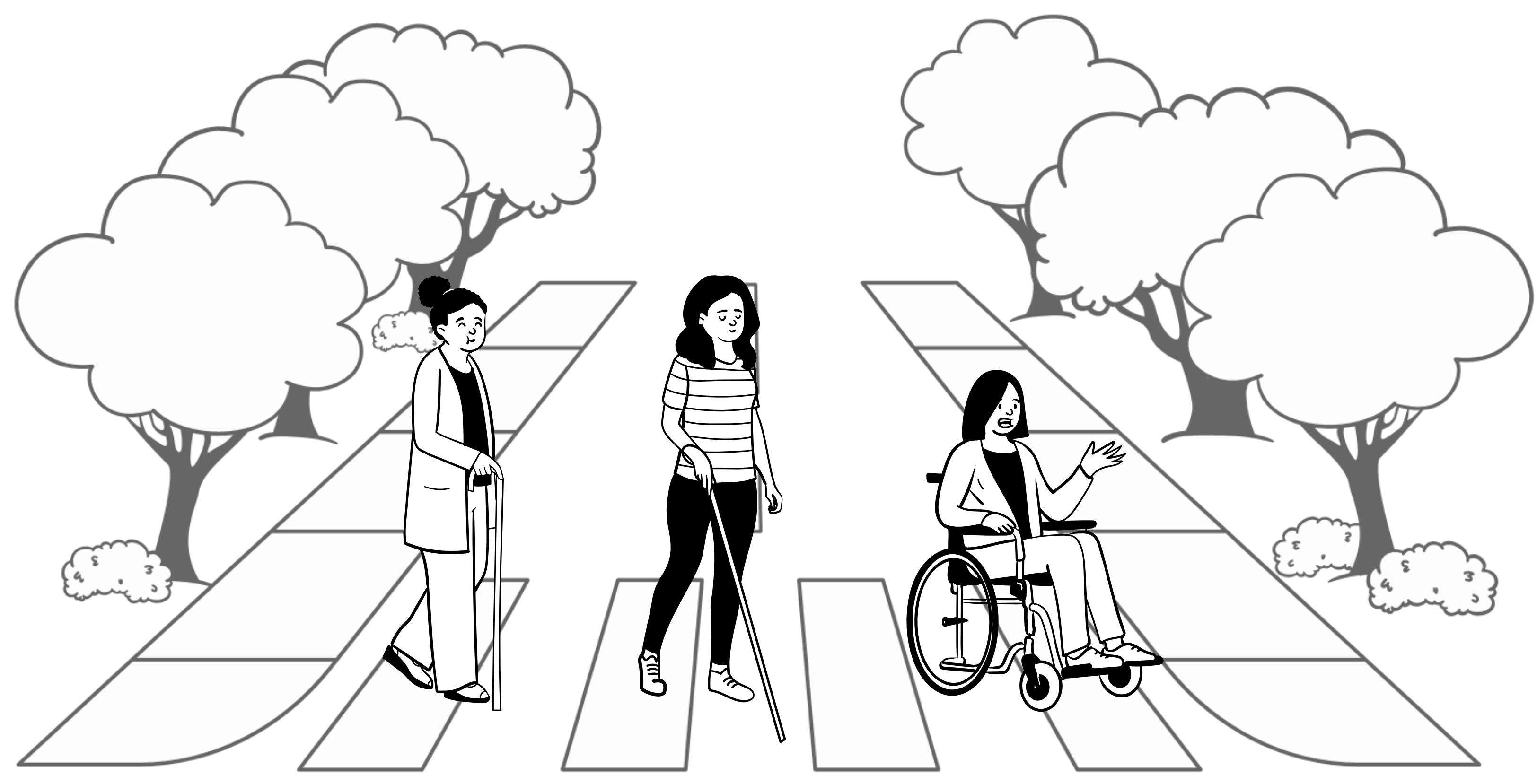
- Almonte Boundary
  - Municipal Road
  - County Road
  - Maintain Interim Enhancements
- Long Term Horizon (25 Years)**
- Retrofit - Add Multi-Use Pathways on One or Both Sides and Replace Sidewalks where applicable
  - Retrofit - Reduce Travel Lane Width for Wider Bike Lanes and Sidewalks
  - Retrofit - Reduce Travel Lane Width for Cycle Tracks with Widened Sidewalks where applicable
  - Retrofit - Increase Travel Lane Width, add Cycle Tracks and Wider Sidewalks on Both Sides
  - Full Road Reconstruction (2-Lane Urban Collector Road)
  - Partial Road Reconstruction - West Side Only (2-Lane Urban Collector Road)
  - New 2-Lane Urban Collector Road
  - New 2-Lane Urban Arterial Road
  - New Multi-Modal Bridge
  - Intersection Modification
  - New Crossing
  - Review Property Implications for Proper Cycling Integration, Safety and Accessibility
- Other Features**
- Parkland and Open Space
  - Downtown District Area
  - Ottawa Valley Recreational Trail

See page 263 of the TMP for full map

**Note:**  
New road corridor location and alignment are conceptual only and subject to change based on the required Municipal Class Environmental Assessment Schedule 'C' Study recommendations.

**Ultimate Road Network**

# Active Transportation (AT)





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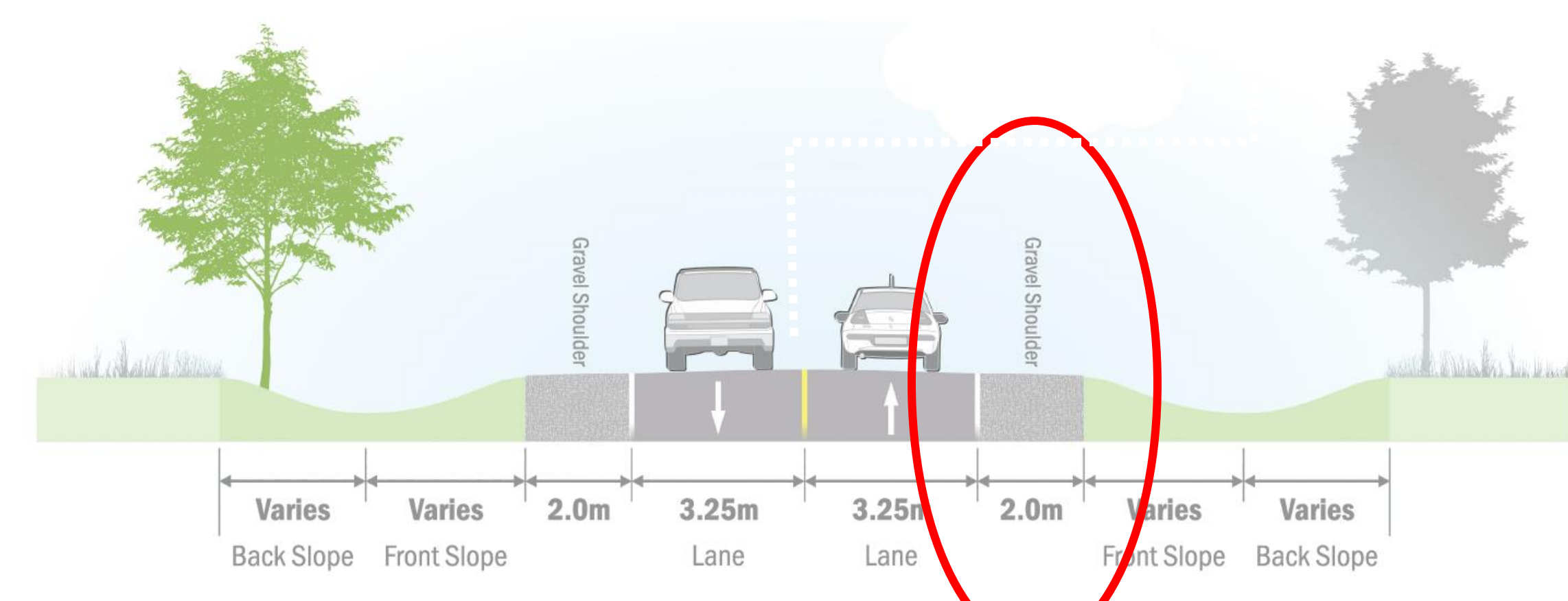
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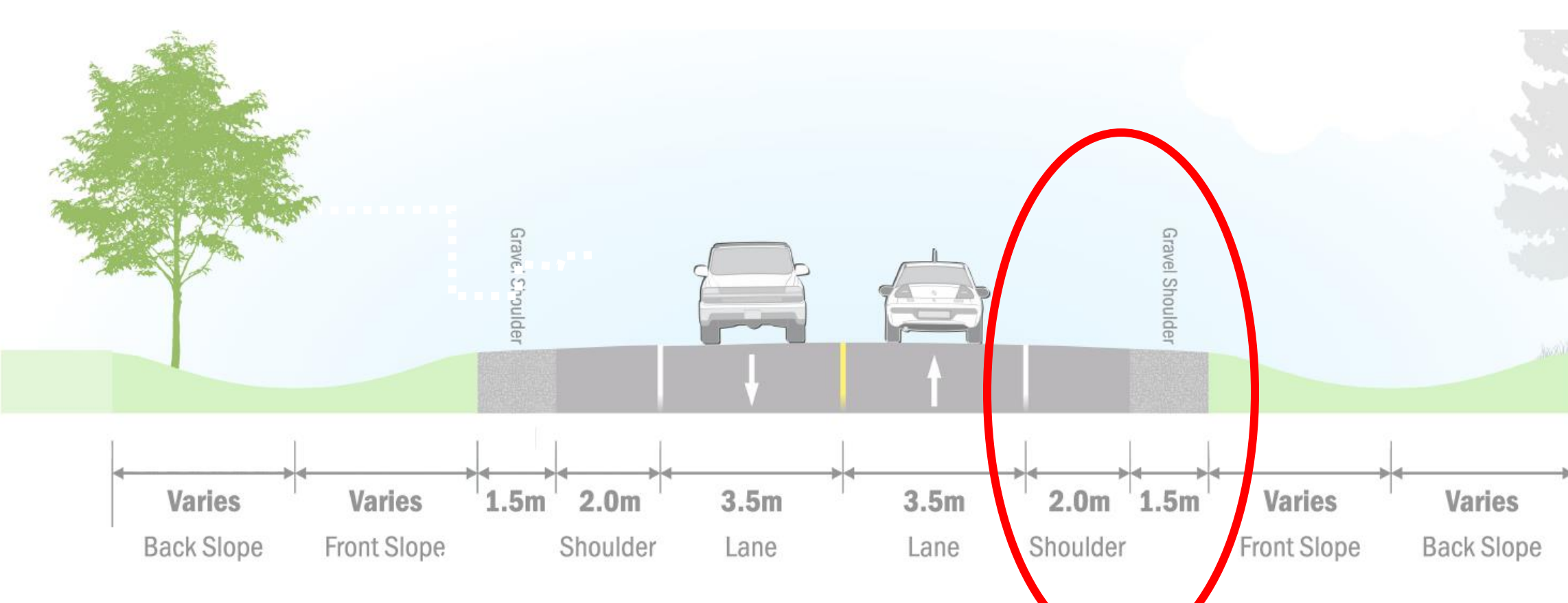
## Village and Rural Municipality AT Network Solutions

### Recommendations include:

- **Adopt updated standard cross-sections for all new and retrofitted roadways**
- **Adopt rural cycling priority system to guide supporting measures and maintenance**
- **Fill sidewalk gaps and extend facilities where applicable**
- **Upgrade existing pedestrian facilities to contemporary standards where applicable**
- **Look for opportunities to increase trail connections to OVRT**
- **Continue to adopt latest provincial maintenance standards**

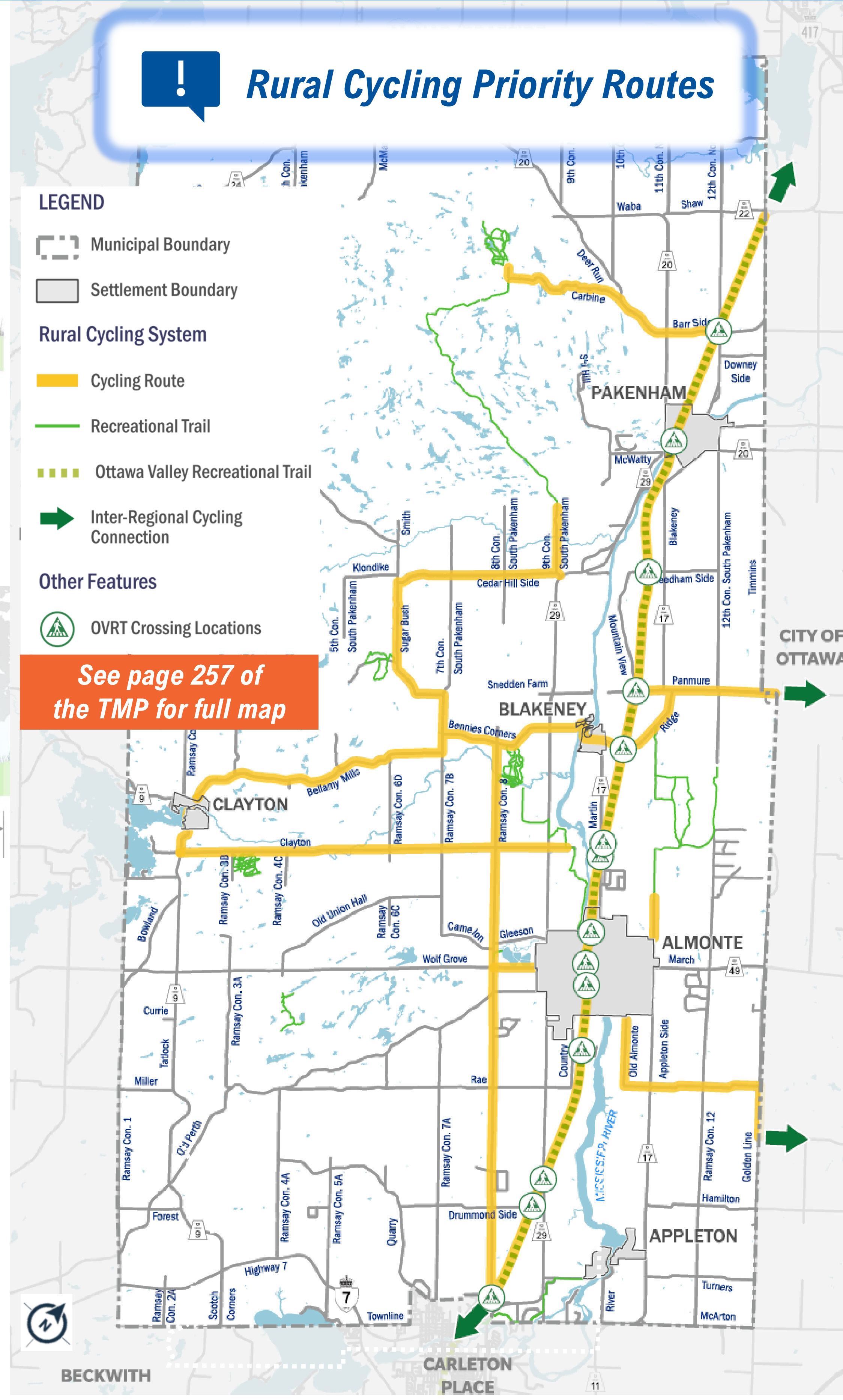


Rural Local Road: 22.0m Right-of-Way



Rural Collector Road: 28.0m Right-of-Way

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

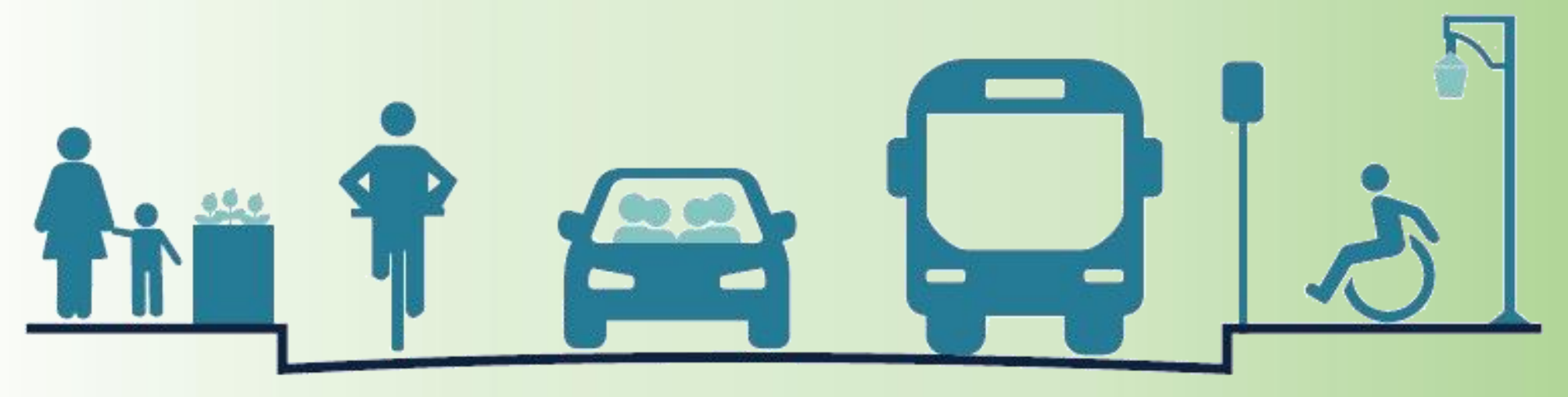


## Almonte

### 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.



### Different Cycling Facility Treatments Considered

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

**Dedicated:** Flexible option in retrofit situations.



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



*All urban streets should provide a sidewalk on at least one side, designed to contemporary standards.*



*All cycling treatments are supported by applicable pavement markings and signage.*



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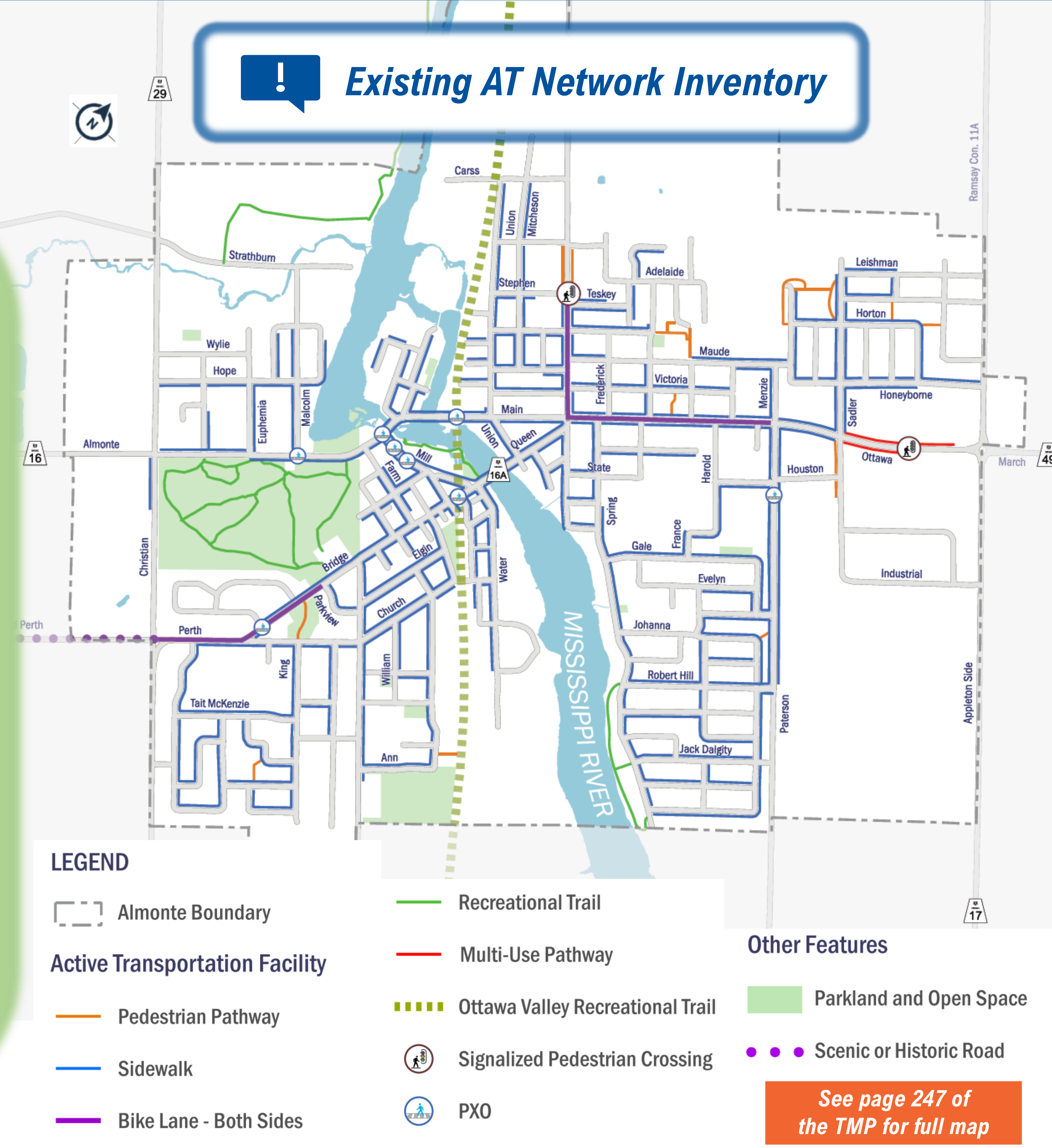
## Almonte

### Pedestrian and Cycling Networks



#### Conclusions and recommendations include:

- **New active transportation infrastructure is needed including sidewalks, pathways, cycling facilities, pedestrian crossing locations and shared road treatments.**
- **Upgrade existing pedestrian and cycling facilities to contemporary standards when opportunities present themselves (e.g. retrofits).**
- **Strengthen AT requirements for new subdivisions within development application process.**
- **Adopt updated standard urban cross-sections.**
- **Continue to update maintenance practices to Provincial standards.**
- **Prepare design studies at critical locations where AT safety require major works and potential property (e.g., Ottawa Street locations).**
- **Consider traffic calming measures and posted speed reductions on shared roads to promote a safer and more comfortable environment for AT users.**
- **Consider special designations for downtown Almonte for AT specific policies.**



See page 247 of the TMP for full map



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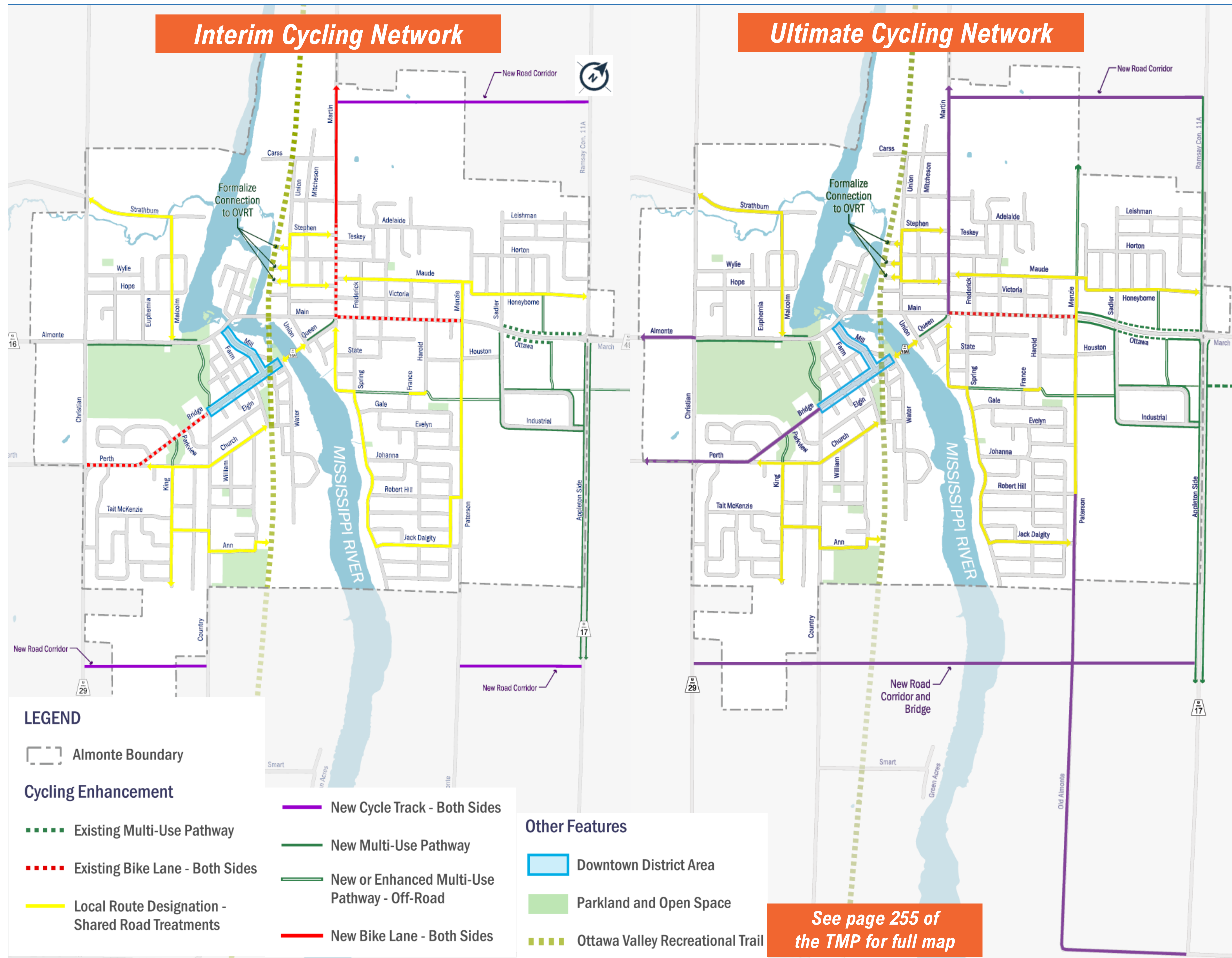
## Almonte Cycling Networks

Higher order cycling facilities are recommended on higher class roadways.

Shared road treatments are acceptable on local streets or streets with notable constraints.

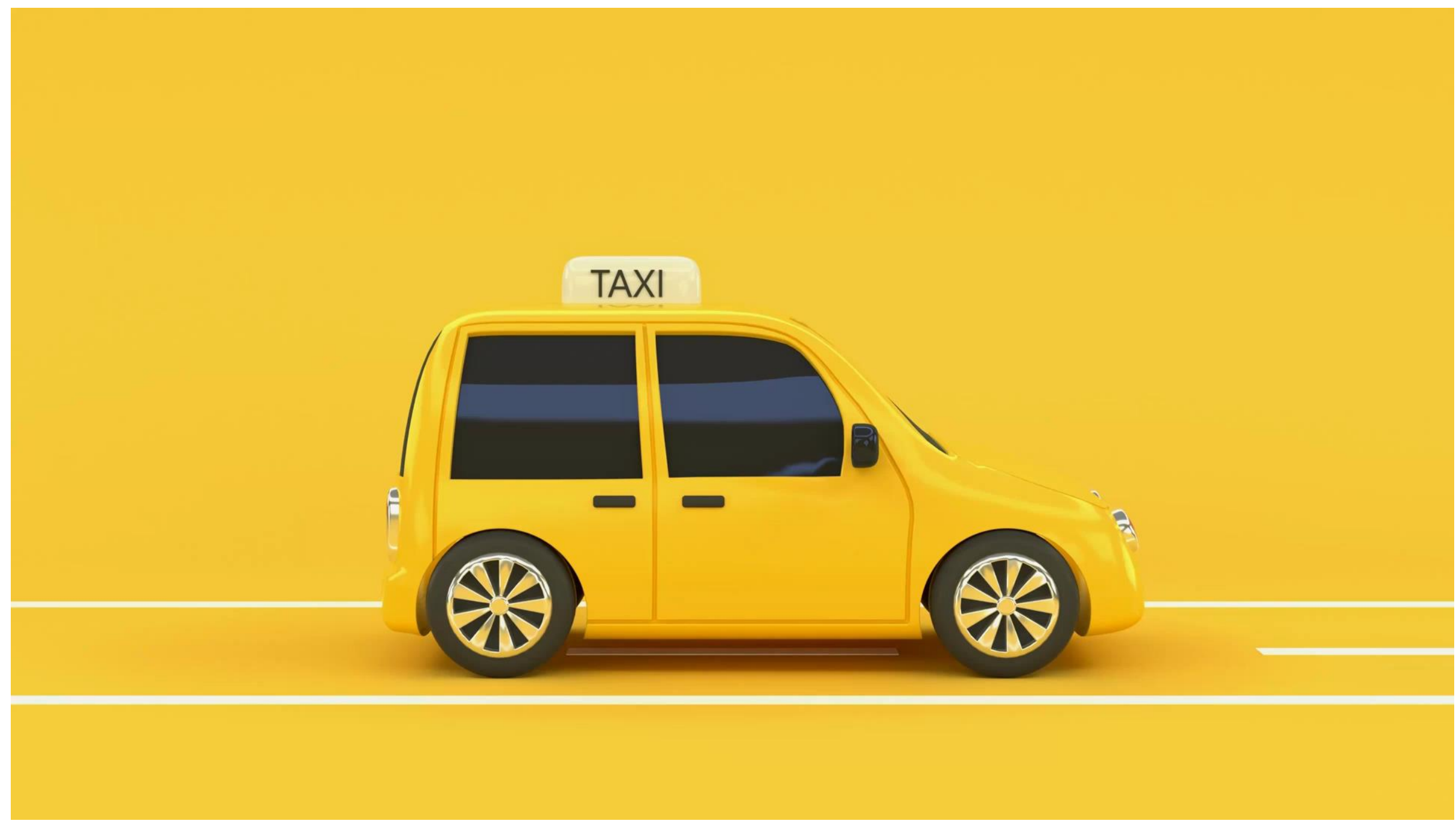
For the latter, supporting measures may be needed, such as traffic calming.

**! Local routes and off-road network should be expanded into future growth areas as development advances.**





# Transit and Ridesharing







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## Transit and Ridesharing

### 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) or ideally downtown Ottawa

### Other Considerations:

- Support the recent expansion of **Ride the LT** to Mississippi Mills
- Engage LTA and other municipalities to explore **contemporary rural transit** options (e.g. on-demand transit) and explore co-funding opportunities
- Explore **carpool and ridesharing** support programs
- Consider **new park and ride** lots near Almonte or Hwy 7 at western limit of municipality (e.g. CR 9 or Conc 4A)
- Consider **incentives and supporting facilities** to encourage transit, ridesharing and carpooling use
- Consider funding a **transit feasibility study** to leverage upcoming opportunities and to evaluate and cost long-term transit options to serve both commuters and local travelers.



**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

### Ride the LT expands to Mississippi Mills: affordable, flexible transit for all

Almonte Route (First and Third Thursdays)

| Stop Location                                    | Departure Time |       |       |
|--|----------------|-------|-------|
| Mississippi Mills Public Library, Almonte Branch | 10:00          | 10:45 | 11:30 |
| Almonte General Hospital                         | 10:10          | 10:55 | 11:40 |
| Shoppers Drug Mart                               | 10:20          | 11:05 | 11:50 |
| Your Independent Grocer                          | 10:25          | 11:10 | 11:55 |
| Tim Hortons                                      | 10:35          | 11:20 | 12:05 |

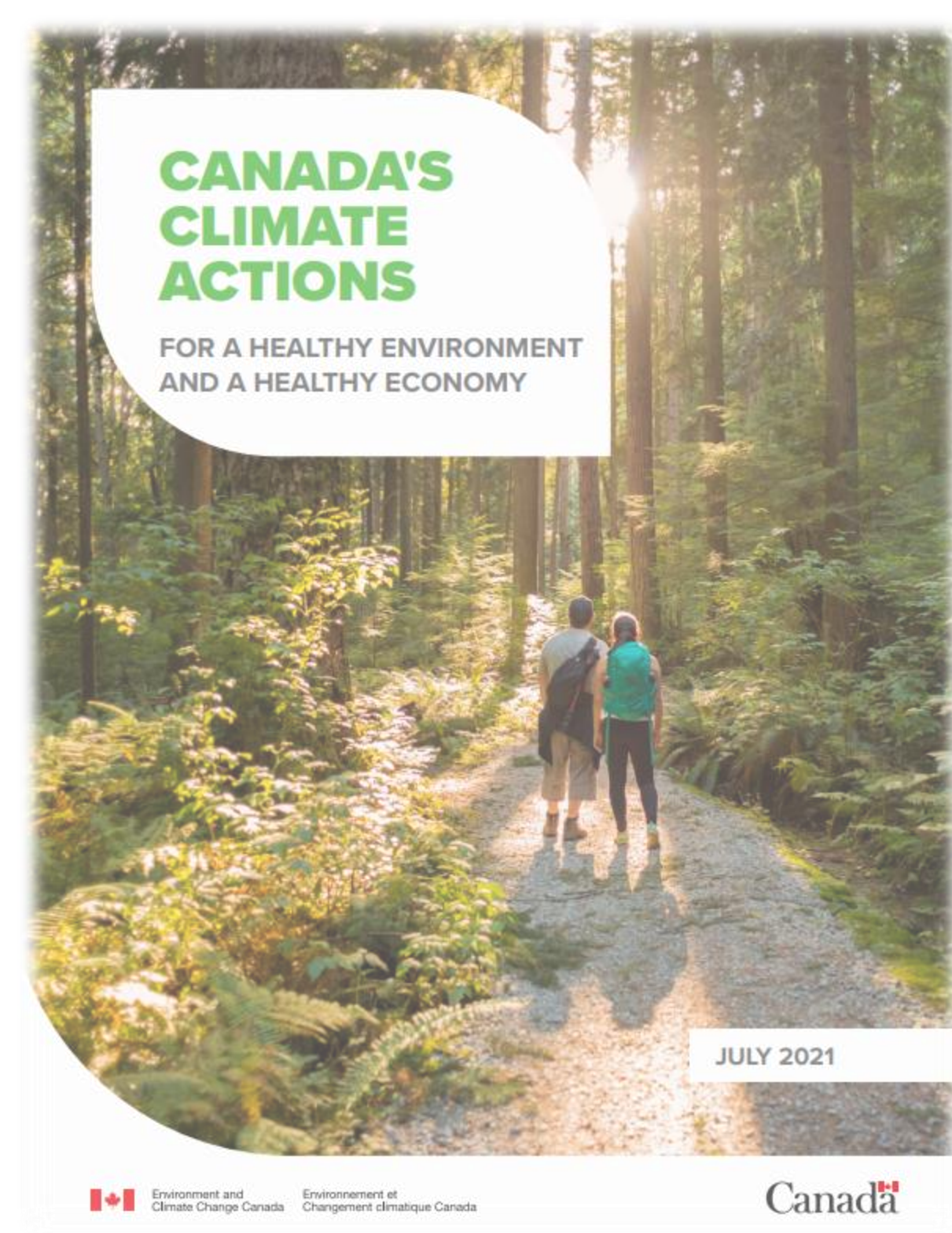
Route begins at the Public Library at 10 a.m., with home pickups occurring prior.

Route ends at the Public Library at 12:15 p.m., with home drop-offs occurring afterwards.

| 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                               |



# Supporting Policies



COMMUNITY SAFETY ZONE FINES INCREASED BEGINS



ACCESSIBILITY FOR ONTARIANS WITH DISABILITIES ACT (AODA)



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## Highlights of Supporting Policies

### Active Transportation Planning and Design Guidance:

- Find opportunities to strengthen policy support
- Include active transportation considerations in all future capital projects
- Target optimal design standards in industry such as the Ontario Traffic Manuals
- Encourage greater active transportation integration with subdivision planning and development applications

### Complete Streets Approach:

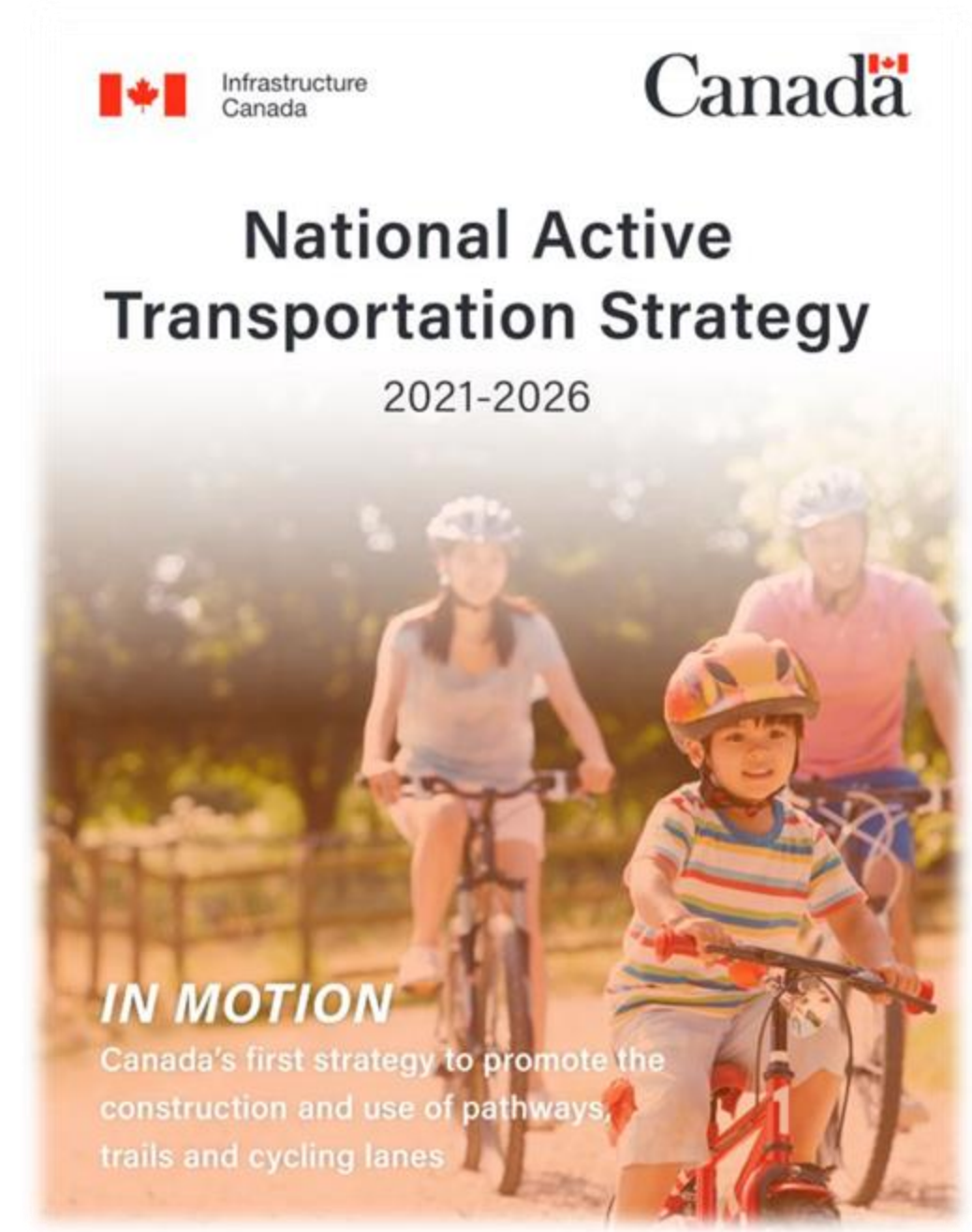
- Provide policy language to adopt in Official Plan, apply philosophy to all new and retrofit road projects

### Road Classification System:

- Update road classification system
- Develop standard cross-sections for new road classes (e.g., urban and rural collector and arterial roads)
- Apply the “complete streets” philosophy where appropriate

### Road Design Criteria:

- Identify basic design criteria for each road class referencing industry standards
- Provide zoning policy guidance to support future road infrastructure



## Highlights of Supporting Policies

### Equity and Inclusion:

- Strive to achieve greater equity and inclusivity in all aspects of the transportation system
- Include Treaty and Inherent Indigenous Rights Holders' considerations

### New Area Specific Policy:

- Recommend the Downtown District designation in Almonte that enables stronger active transportation policies and requirements for future development in the downtown core.

### Transit and Ridesharing:

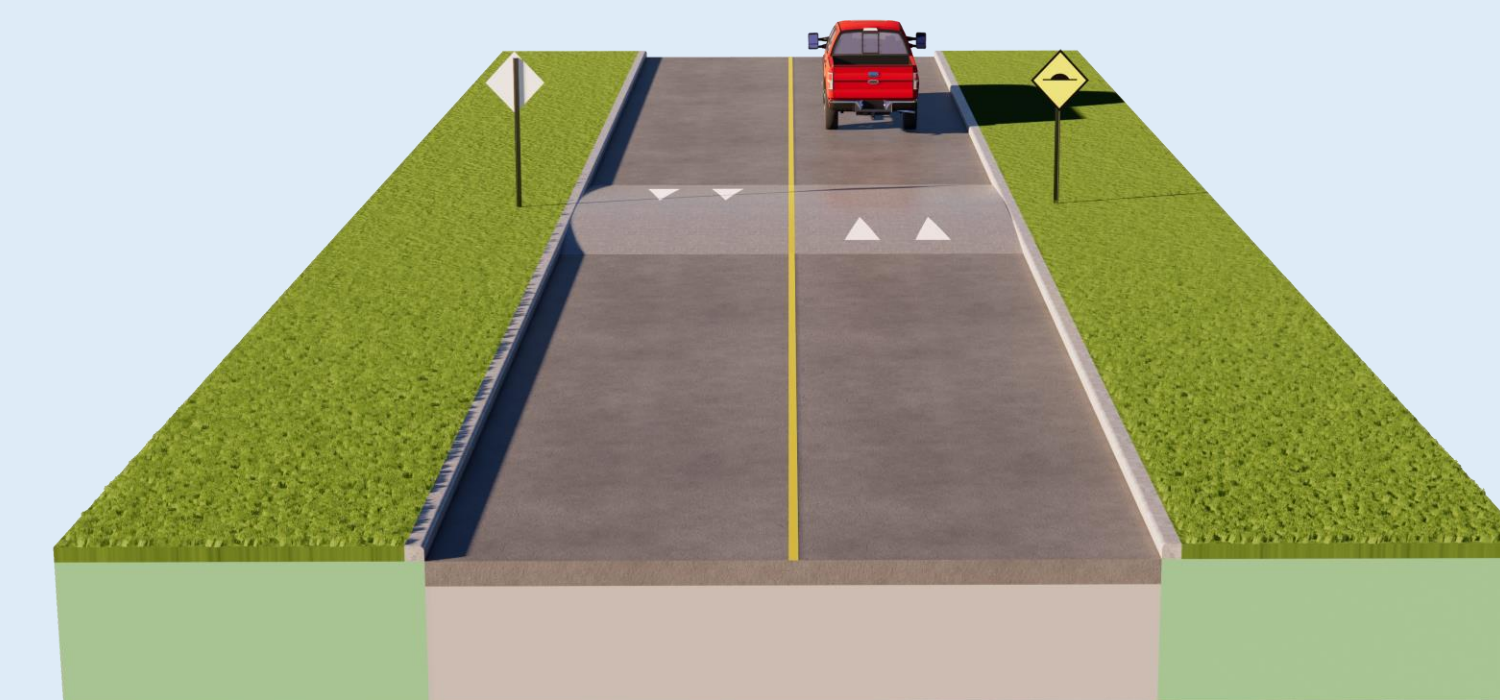
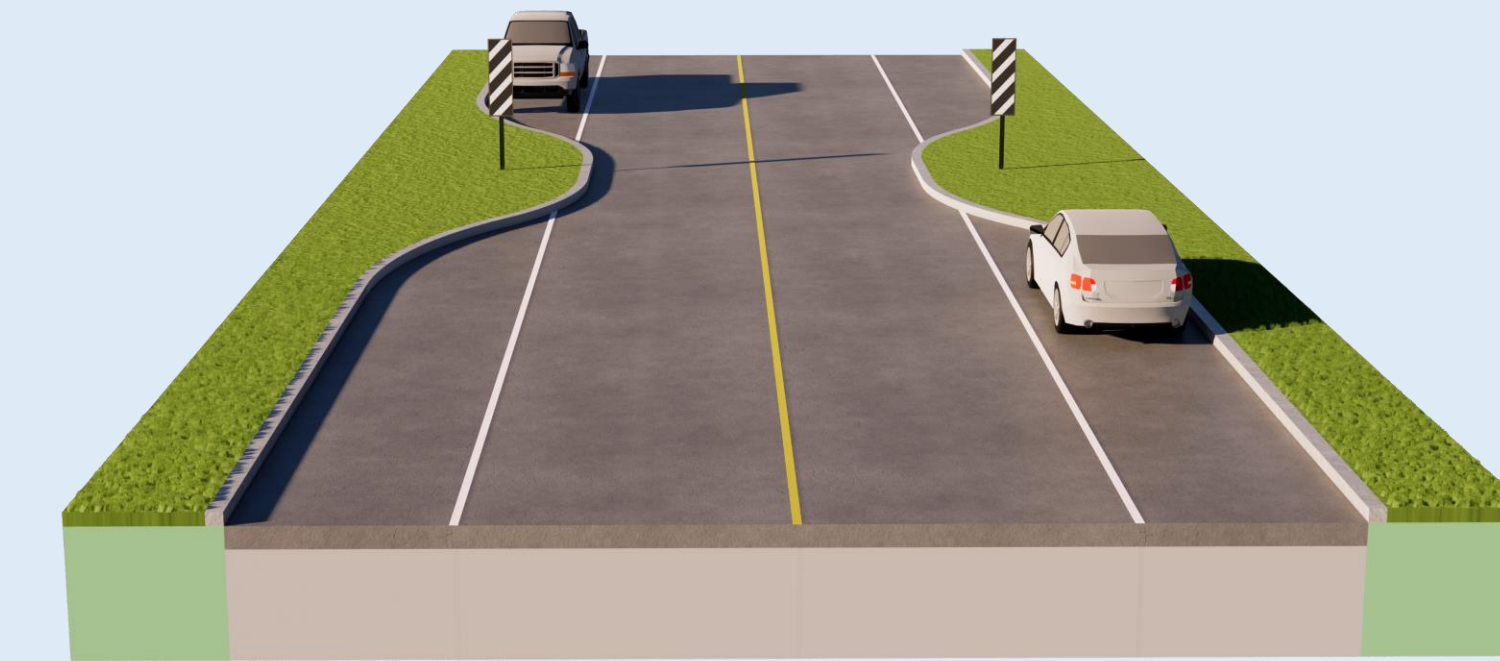
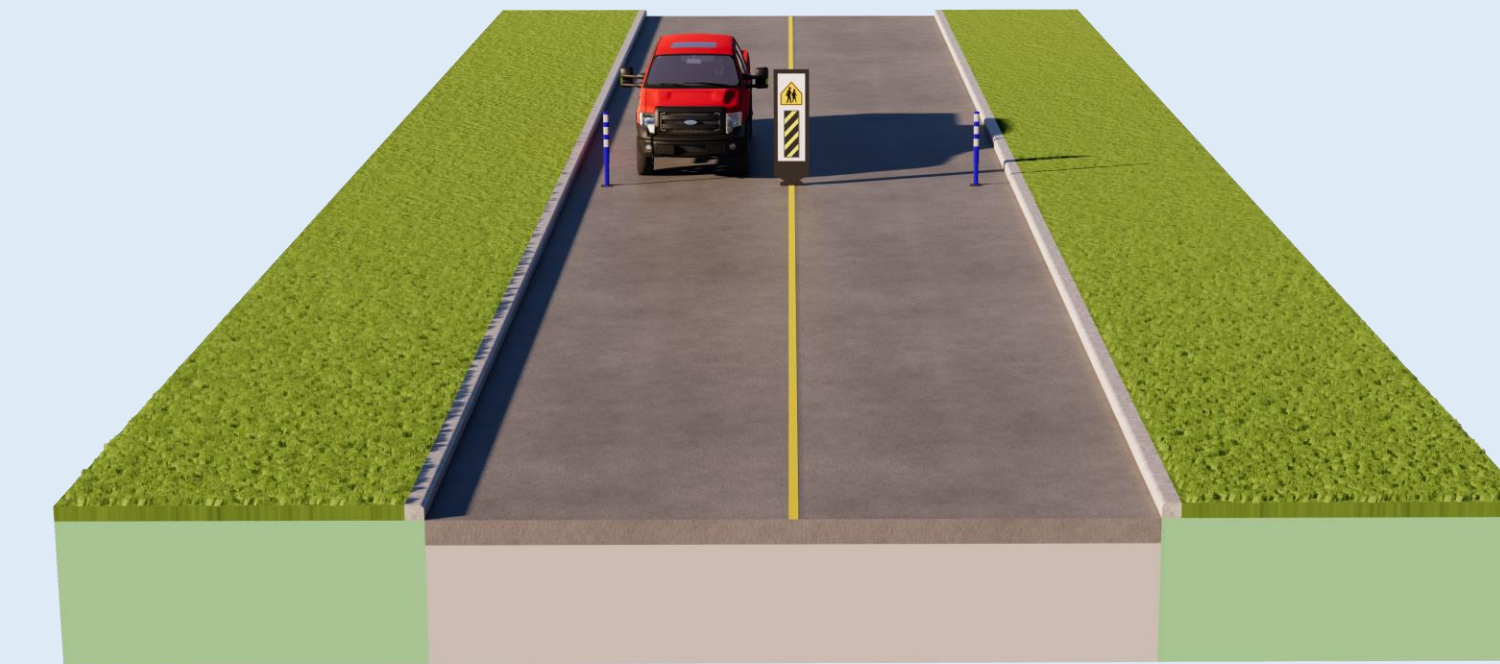
- Various transit and ridesharing supportive policy suggestions
- Recommended action items and additional study as needed if commuter transit service resumes

### Safety:

- Review best practices (e.g. Vision Zero)
- Update policies related to Accessibility, Traffic Calming, and Speed Management
- Include a 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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## Highlights of Supporting Policies

### Seasonal Maintenance:

- Reference latest provincial requirements.

### Transportation Impact Study (TIS) Guidelines:

- Develop a TIS framework
- Identify general triggers and processes to support the municipal development application process.

### Climate Change:

- Align TMP with Lanark County climate change priorities and consider adopting targets in the County policy.

### Transportation Demand Management:

- Acknowledge importance of reducing single occupant vehicles; general policy suggestions

### Emerging Technology:

- Continue EV supporting infrastructure; investigate new innovations to support the transportation system.

### Funding, Promotion and Monitoring:

- Identify federal and provincial funding sources, educational and promotional guidance, recommendations for monitoring and updating the TMP.



**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

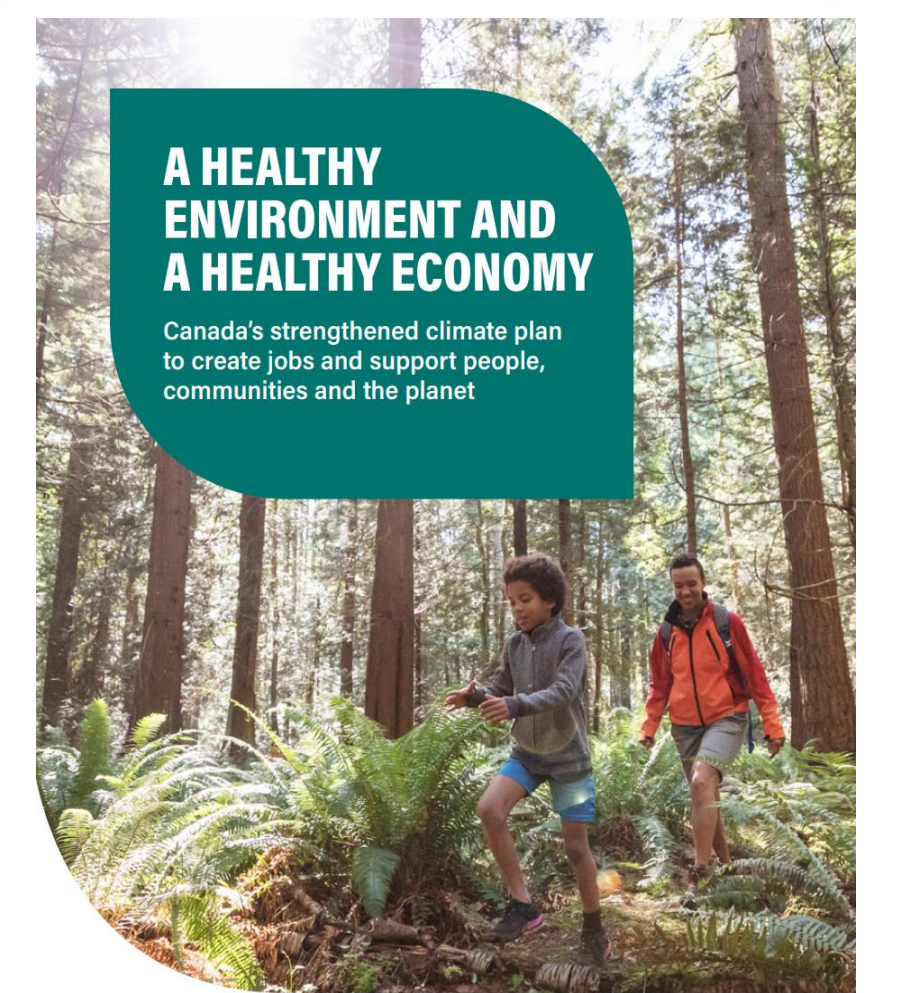
This Fund supports public transit and school bus operators plan for electrification, supports the purchase of 5,000 zero emission buses and build supporting infrastructure.

**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.

**Backgrounder: Federal government launches the Canada Public Transit Fund, investing in public transit needs across Canada**

### LANARK COUNTY Climate Action Plan



# Capital Costs





## Capital Cost

The total municipal capital cost for all transportation infrastructure projects and design studies in the TMP is estimated to be **\$200.4M** over the next 25 years.

### Breakdown by Horizon:

Short-term (< 5 years) = **\$7.1M**

Medium-term (5 to 15 years) = **\$48.6M**

Long-term (15 to 25 years) = **\$144.7M**

### Breakdown by Project Type:

Road Related Projects = **\$183.3M**

AT Specific Projects = **\$17.1M**

**!** The capital costs reflect optimal solutions, but there may be opportunities for custom solutions that are more affordable. Some of these options are outlined in the TMP, and it will be to the discretion of municipal staff of which solution is implemented.

The estimated costs must be reviewed and revised accordingly during the detailed design process, and timing of these infrastructure investments will be further refined through the municipal annual capital budgeting process.

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Transportation Master Plan

QUESTIONS?

