



DILLON
CONSULTING

MUNICIPALITY OF MISSISSIPPI MILLS
Active Transportation Plan

Final Report

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Introduction

What is Active Transportation?

“Active Transportation refers to all human-powered forms of transportation, in particular, walking and cycling. It includes the use of mobility aids such as wheel chairs, and can also encompass other active transport variations such as in-line skating, skateboarding, cross-country skiing, and even kayaking. Active Transportation describes a form of travel that can include travel from home to work, trips to school, shops, meeting friends, family, and running errands, or a recreational activity such as walking, cycling, or hiking”.

Transport Canada (2011). Active Transportation in Canada.

The Municipality of Mississippi Mills is a diverse community covering over 500 square kilometers of land within County of Lanark. The Municipality consists largely of rural areas however there are four smaller community villages, (Appleton, Blakeney, Clayton and Pakenham) and the urban area of Almonte. The Municipality was created as a result of amalgamation in January 1998 and is made up of the former Township of Ramsay, Township of Pakenham and the Town of Almonte.

Mississippi Mills is a growing Municipality that draws individuals and families from the Ottawa Valley and the City of Ottawa who are seeking an attractive rural lifestyle and sense of community within easy commuting distance to the City of Ottawa. The Municipality’s population is expected to increase at a rate just under two percent annually over the next 20 years, with approximately 65% of the population growth to occur in the Almonte Ward. With this growth, there is a need and desire of the residents to be connected to local amenities and other communities both within the Municipality and to destinations outside of its borders with an emphasis on safe methods of active transportation.

The Municipality of Mississippi Mills initiated the Transportation Master Plan (TMP) in 2014. The TMP exercise included the Active Transportation (AT) Plan as a component of the Plan. Whether it is for leisure, utilitarian travel or tourism purposes, the AT Plan will provide the Municipality with a framework and set of recommendations for improvements that will enable residents, visitors and cycling enthusiast the ability to travel within and around the Municipality of Mississippi Mills.



By developing a strong network of active transportation infrastructure and programming, the Municipality of Mississippi Mills can make it easier for the people of Mississippi Mills to use active modes for recreation, commuting, running errands, and tourism.

This AT Plan brings together a range of interests and priorities in an integrated and balanced strategy. The AT Plan has three objectives:

1. To undertake a needs assessment around the development of additional AT facilities and supports in the Municipality of Mississippi Mills. This is undertaken through a review of existing transportation facilities and structures, as well as through consultation with the Municipality, stakeholder groups, and the public.
2. To develop a prioritized list of recommendations for AT facilities and supports. Recommendations will focus on identifying achievable, impactful, and cost-effective solutions that are cognizant of the Municipality's existing resources and assets.
3. To include a Plan that will create a more accessible and safe environment for people of all ages and abilities, with special attention being paid to the youth and the elderly within the community. This will include complementary implementation considerations around education, promotion, marketing, and programs.

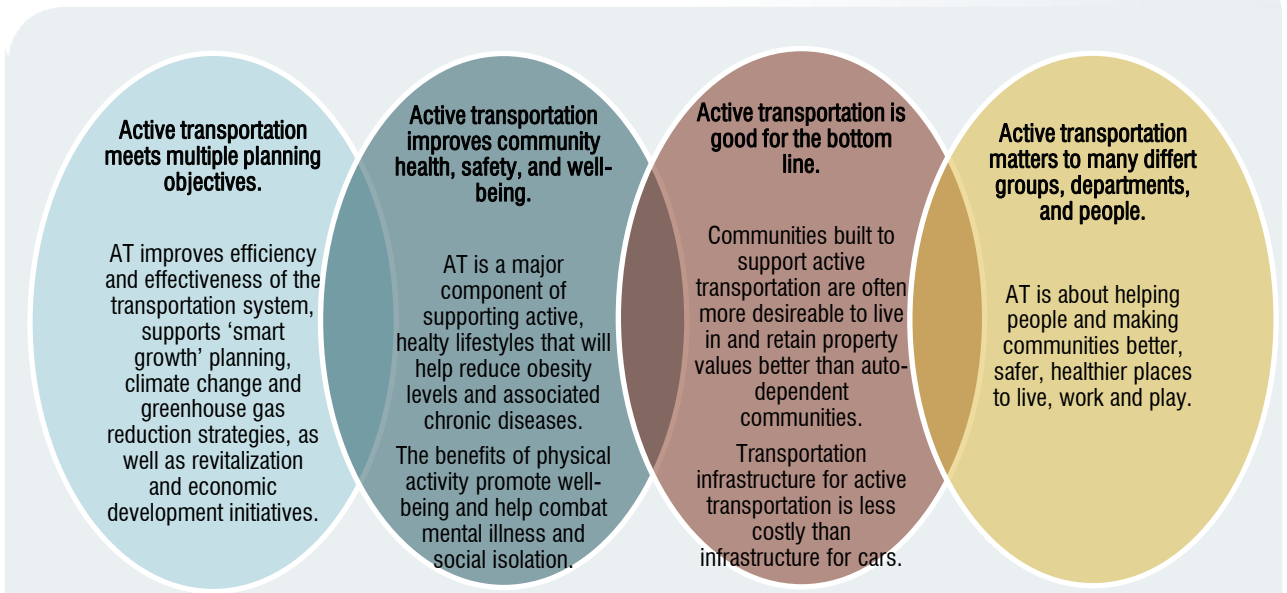
This AT Plan primarily focuses on promoting walking and cycling however offers benefits to in-line skating and skateboarders, the plan however does not address other peripheral modes of transportation such as cross country skiing or kayaking. This plan focuses on the existing network of municipal and/or County roadways. Facilities have not been recommended on private lands outside of the Municipal jurisdiction.

2.0 Why is AT Important?

Municipalities and Health Units across Canada are well aware of the benefits that AT has for their community, and are working hard to encourage it through policy development, regulatory changes, planning and development, and transportation planning and design. The physical fabric of our communities – the location and combination of buildings, parks, schools, and roads that make up the places where we all live, work and play – influence decisions and behaviours that affect our ability to travel, daily physical activity level, and health and well-being. How much physical activity we do, where we shop, how we interact with one another – all of these are influenced by the characteristics of our environment and our ability to access services and amenities. According to the Canadian Heart and Stroke Foundation, current research indicates that:

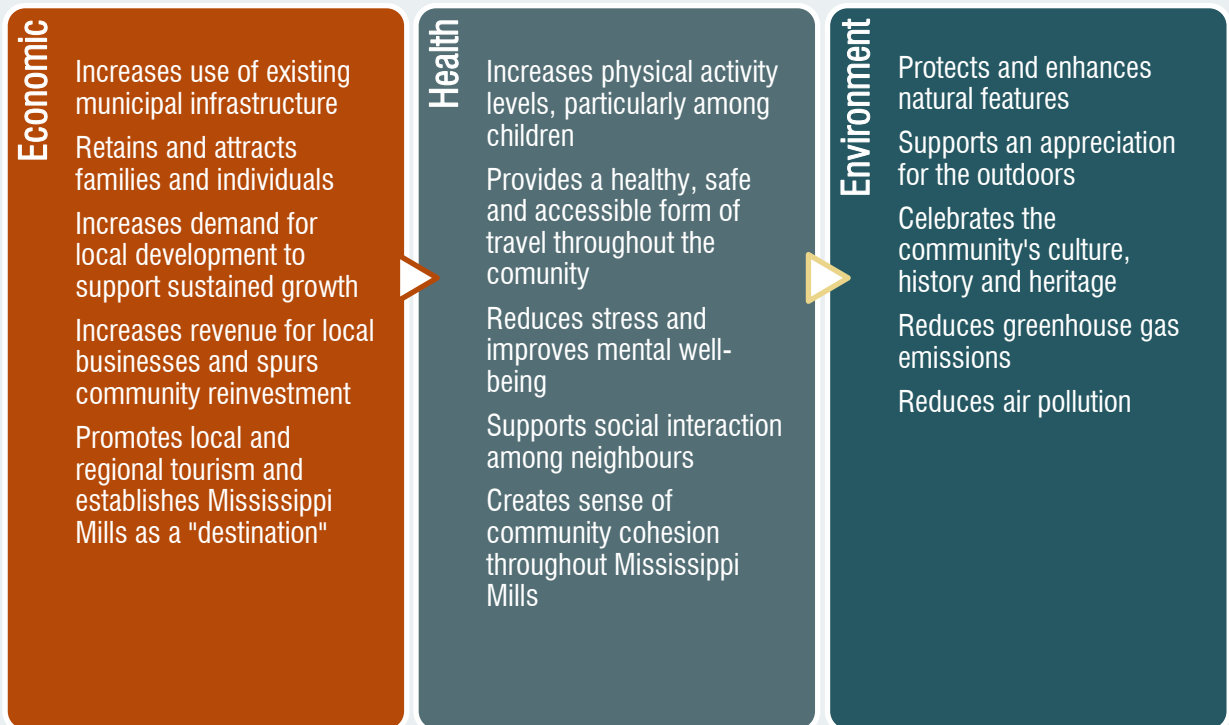
- 60% of Canadian adults and 26% of Canadian children and youth are considered overweight or obese;
- 1 in 3 obese children will be diabetic;
- Risk of obesity goes up 6% for every hour spent in a car each day, while the risk of obesity goes down by almost 5% for every kilometre walked per day;
- 91% of Canadian children and youth and 51% of Canadian adults are not getting the recommended levels of daily physical activity; and,
- Low physical activity rates result in an estimated \$5.3 billion per year in direct and indirect health care costs (Transportation Canada, 2011).

AT has a multitude of benefits as illustrated in **Figure 1** and **Figure 2**.



Source: Transport Canada (2011). Active Transportation in Canada.

FIGURE 1: BENEFITS OF AT



Source: Transport Canada (2011). Active Transportation in Canada.

FIGURE 2: THE BENEFITS OF AT FOR MISSISSIPPI MILLS

2.1 Alignment with Other Municipal Plans

The AT Plan provides a strong alignment with other municipal plans, including the Official Plan, the Recreational Plan and the Accessibility Plan. These plans contain a number of recommendations that can provide further impetus in supporting the AT Plan, which are outlined in **Figure 3**.

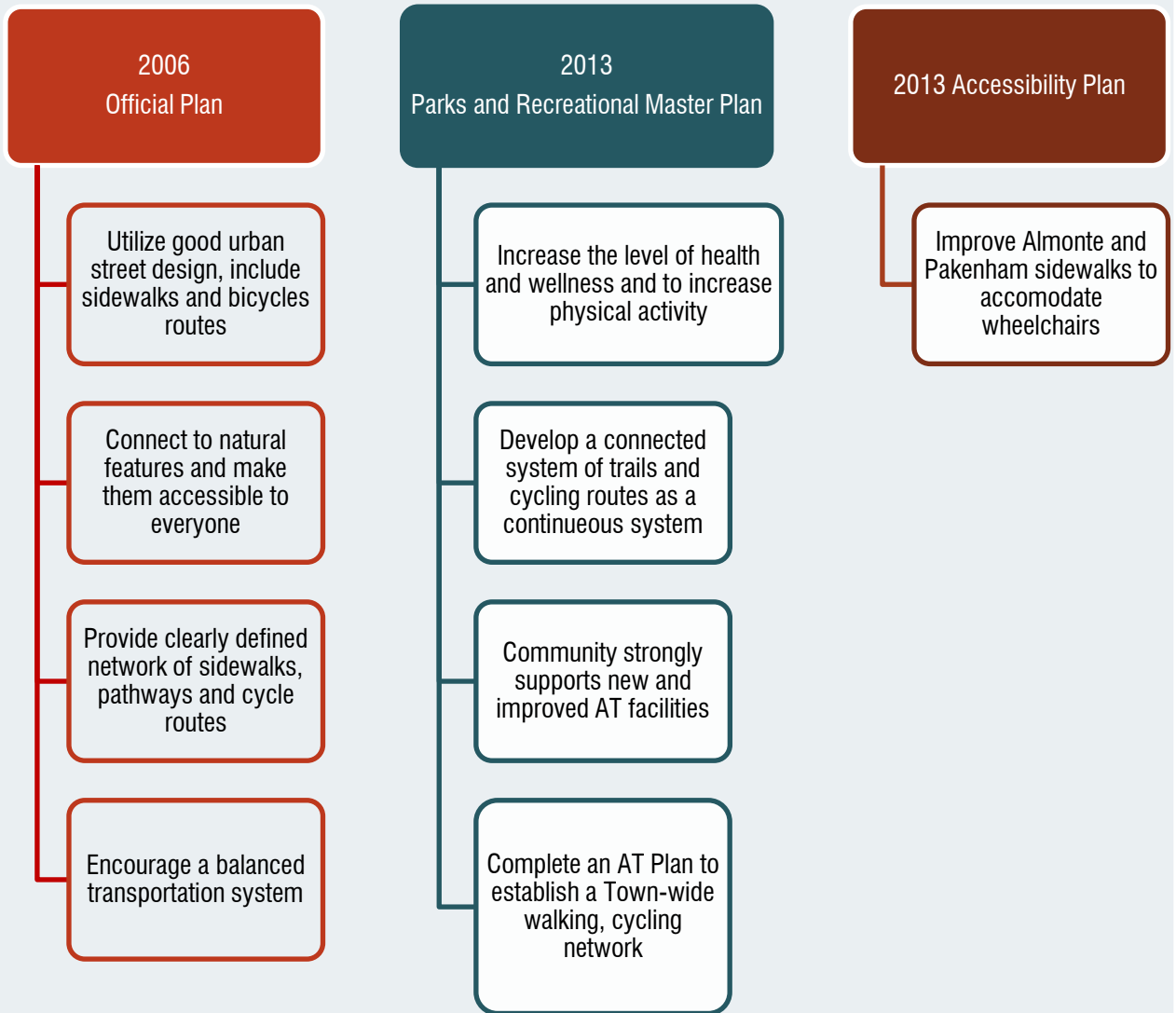


FIGURE 3: PRIORITY ACTION IN MUNICIPAL PLANS ALIGNING WITH THE AT PLAN

3.0 AT in the Municipality of Mississippi Mills

The Municipality of Mississippi Mills has a strong culture of AT yet relatively limited formal cycling infrastructure. AT infrastructure typically include:

- Sidewalks and Trails
- Multi-Use Pathways
- Cross Walks
- Cycling facilities (Signed Cycling Routes, On Road Shared lanes, bicycle lanes, and separated bicycle lanes/cycle tracks)
- Signage
- Bike racks
- Paved Shoulders

Key inputs into this report have been provided by stakeholder and public consultation, through an e-survey, an AT workshop and through two Public Information Centres. These consultations revealed high levels of community interest in supporting AT as well as priorities for infrastructure investments.



3.1 Existing AT Infrastructure

The Municipality of Mississippi Mills and the County of Lanark existing road network provide a backbone structure to support the AT network within the villages, Almonte and the rural area. The existing Pedestrian and Cycling Networks are discussed in the subsections below:

3.1.1 Pedestrian Network

The Municipality has an existing sidewalk network in Almonte, Pakenham, and Clayton. The sidewalk network in Almonte is extensive but in some places the sidewalks do not meet current best-practices for accessibility due to width obstructions (i.e. hydro poles are in the sidewalk) or the sidewalks do not have adequate depressed curbs at intersections to accommodate strollers and wheelchairs. In addition, many sidewalks are not cleared of snow in the winter, forcing pedestrians onto the roadway. In many cases, pedestrians and vehicles can easily and safely share the road, however a problem may arise where traffic volumes are high or sightlines are short due to curves or hills.

Key pedestrian areas include:

- the downtown of Almonte;
- the connection between downtown Almonte and the commercial area on Ottawa Street;

- the main roadways through other settlement areas (Pakenham, Clayton, Blakeney, and Appleton); and
- the areas around schools, daycares, senior’s residences, parks, and other key community facilities.

These areas should be provided with pedestrian facilities. There are a number of key intersections in these areas that could also be enhanced to make it easier for pedestrians to cross the roads.

What makes a good pedestrian route in Mississippi Mills:

Through the AT e-survey, we asked people what made the biggest difference for them in deciding whether or not to walk to a destination.

The following are the most important factors that were identified by residents:

- People are more likely to walk if:
 - There are sidewalks on the major roads and crosswalks at major intersections; and/or,
 - There is an off-road alternative for all or part of the route.
- People are less likely to walk if:
 - The route has poor conditions such as uneven sidewalks, debris, or uncleared snow/ice;
 - The trip involves cargo or passengers; and/or,
 - The trip covers long distances.

3.1.2 Cycling Network

The only formal cycling facility in the Municipality is approximately 700m of on-road bicycle lanes that runs along both sides of County owned Perth Street (CR 16A) and Bridge Street (CR 16A) from Christian Street (CR 29) to Country Street in Almonte.

There is an informal network of bicycle routes that have been identified by the Mississippi Mills Bike Month group with some sponsorship from the Municipality for printing route maps. These routes are not part of any formal network developed by the Municipality, but did provide a starting point for discussions at the AT Workshop.

Key cycling destinations or connections include:

- Core urban area and villages:
 - Almonte
 - Pakenham
 - Clayton
 - Blakeney
 - Appleton



- Recreational & Nature Viewing Destinations such as:
 - Mill of Kintail Conservation Area
 - Lookouts onto the Mississippi River
- Schools, retail areas, and community and recreation facilities.
- Surrounding communities including:
 - Town of Arnprior;
 - City of Ottawa;
 - Carleton Place; and,
 - Communities to the north and west and farther afield.

What makes a good bicycle route in Mississippi Mills:

Through the AT e-survey, we asked people what made the biggest difference for them in deciding whether or not to cycle to a destination.

The following are the most important factors that were identified by residents:

- People are more likely to cycle if:
 - There are paved shoulders on the major roads;
 - There are separated or designated bike lanes on the major roads; and/or,
 - There are bicycle parking facilities at the destination.
- People are less likely to bicycle if:
 - There is inadequate safe cycling space;
 - The trip involves cargo or passengers.

3.1.2.1

Neighbouring Agency AT Infrastructure

County of Lanark

The County Transportation Master Plan recommends that paved shoulders be constructed on roads being rehabilitated, and to delineate bike lanes in urban areas. The Master Plan also calls for the installation of signage and parking facilities for cyclists where cycling paths are constructed and to implement operational measures that support cycling at intersections.

Priority cycling routes within Mississippi Mills were identified as:

- County Road 11- (Wilson Street) through the Village of Appleton
- County Road 17 - Martin Street North;
- County Road 17 - Appleton Side Road (Appleton to Almonte);
- County Road 16 - Wolf Grove Road (Hopetown to Almonte Ward boundary); and
- County Road 49 - March Road (Almonte Ward boundary to City of Ottawa boundary).

The County has initiated their paved rural County Road program by paving shoulders on Martin Street North. In addition, urban cycling lanes have been added on a section of Perth Street and Bridge Street within Almonte.

City of Ottawa

The existing City of Ottawa AT network connects to Mississippi Mills via the Trans Canada Trail. The Ultimate Cycling Network also provides a cycling connection to Mississippi Mills along March Road which is designated as a Spine Route. A local cycling route also currently exists which connects Corkery Road at March Road approximately 5 km east of the Mississippi Mills boundary to Old Almonte Road and Richardson Side Road. The implementation of rural cycling networks within the City of Ottawa typically involves paving the shoulders and integrating cycling facilities at intersections as the facility is resurfaced as part of regular maintenance.

3.2 AT Initiatives

The Municipality as well as a number of community groups have been working hard in recent years to promote and advance AT in Mississippi Mills. This plan will build on the community's existing and substantial momentum.

Some examples of recent AT initiatives in Mississippi Mills include:

- In May 2014, Mississippi Mills hosted the Eastern Ontario AT Summit.
- Mississippi Mills received an "Honourable Mention" in response to an application to be designated as a bicycle friendly community by Share the Road (Spring 2014).
- Mississippi Mills Bicycle Month, held every year in June promotes bicycling through a variety of events such as the Slow Race and the Silver Chain Challenge.
- Completion of the *Recreation Master Plan* (2013) to provide direction for Parks and Recreation initiatives as an economic development initiative.
- Commitment made by County of Lanark to pave the shoulders when they resurface county roads. This was one of the key AT initiatives that emerged from the County of Lanark Transportation Master Plan.
- The Almonte Skatepark Committee is working to develop a skatepark within Almonte.
- The Mississippi Riverwatchers has been working to improve canoe/kayak routes in partnership with the Mississippi Valley Conservation Authority.
- The Almonte Riverwalk was established in 2005.

3.3 Mandate for an AT Plan

The desire for an AT plan was identified through the production of the *Parks and Recreation Master Plan* (2013). The plan identified a community desire to expand opportunities for AT and identified a goal of developing a connected and continuous system of trails and cycling routes with linkages to community services and recreation opportunities. The Parks and Recreation Master Plan recommended the creation of an AT plan.

Through the development of this AT plan, a public survey was undertaken and a stakeholder workshop was conducted.

3.3.1 Consultation Findings

To further our understanding of AT in Mississippi Mills, an E-Survey was conducted. The survey asked people in Mississippi Mills about what kinds of active modes they use, why and how often they use them, and what changes should be made to increase the use of AT in Mississippi Mills. The survey was advertised on the Municipality of Mississippi Mills website and Facebook page as well as in the Millstone newspaper. The online survey was available and advertised from Wednesday, November 12, 2014 until Tuesday, November 25, 2014. A copy of the survey and responses is contained within **Appendix A**.

In total, we received 207 responses to the survey. Almost half of the respondents also took the time to provide written comments on what they believe are the key routes and missing links for AT in Mississippi Mills.

Of survey respondents, the two most popular forms of recreational AT were walking and cycling. Hiking/jogging/running, cross country skiing, snowshoeing, and paddle sports were also represented. More respondents use active modes of transportation for recreation than for utilitarian purposes (such as commuting or completing chores). Of the survey respondents:

- 158 said they walk at least a few times per week.
- 122 said they bicycle at least a few times per week.
- 90% of the survey respondents who were residents, business owners, and/or ratepayers of the Municipality thought that the AT improvements should be made.
- 65% of respondents went further saying they would be willing to accept an increase in municipal taxes to support these improvements.
- There were however some respondents who felt strongly that this should not be an area that the Municipality invests in.

While these responses show a strong mandate for AT, it is important to remember that most of the people who would take the time to complete an AT survey would likely be supporters or users of AT.

3.3.2 Issues, Opportunities & Barriers to AT in the Mississippi Mills Network

The following summarizes the issues, opportunities and barriers relating to AT in Mississippi Mills that have been identified through public consultation, discussions with staff, and direct observations. This list was used to inform the recommendations of this AT Plan found in **Section 6**. A more detailed list along with specific locational information is contained within **Appendix B**.

Issue/Opportunity/Barriers	
Pedestrian network is discontinuous and/or fragmented	<p>There are a number of roadways with discontinuous sidewalks, i.e. a street may have a sidewalk however it may be missing over one or more block segments <u>OR</u> neighbourhood streets may have many sidewalks however a key pedestrian linkage may be missing.</p> <p>There is a desire to provide connections between communities and nearby remote subdivisions.</p> <p>An opportunity exists to include the requirement for new sidewalks and the need to extend existing sidewalks within the development process.</p>
Provision of safe and convenient pedestrian crosswalks.	<p>There are insufficient pedestrian crossings of major roadways, while some existing crossings may not provide adequate crossing protection.</p>
Improve AT connections to schools and other community facilities	<p>The lack of sidewalks in proximity to schools results in fewer students walking to school and increases safety concern of parents.</p> <p>Pedestrian facilities should be provided to connect community features such as postal facilities, community buildings and senior's residences.</p> <p>Provide connections to/through parks.</p>
Rest Locations	<p>There is a desire to have locations for people to stop along their walk, to rest or enjoy the passing of time.</p>
Improve sidewalk accessibility	<p>There are a number of older sidewalks that do not include drop curbs at intersection corners; and, sidewalk widths in some locations are narrow or impacted by the placement of utility poles.</p>
Not all sidewalks are maintained in the winter	<p>Many of the existing sidewalks are not maintained year round. The existing sidewalk maintenance policy could be reviewed to improve winter maintenance.</p>
Improve pedestrian access on narrow bridges	<p>The older narrow bridges do not provide pedestrian facilities.</p>
Pedestrian Safety Concerns	<p>In some rural areas, the lack of pedestrian facilities and poor sightlines create safety concerns for pedestrians walking along the roadway.</p> <p>Lack of street lighting was also identified as a safety concern.</p>
Improve trails and signage	<p>A desire was expressed for additional off-road trails and route markers.</p>
Cycling Safety Concerns	<p>The cycling community indicated that many of the higher volume, higher speed County roadways were unsafe to ride on. In many cases, cyclists have been riding on adjacent lower volume municipal roadways due to safety concerns.</p> <p>Many parents expressed concern that roadways do not provide adequate dedicated space for their children to cycle, thus creating a barrier to increased cycling.</p>

Issue/Opportunity/Barriers	
No safe inter-community cycling facilities	There is a lack of cycling facilities between the communities within Mississippi Mills and neighbouring communities.
Bicycle parking facilities	There is a lack of bicycle parking facilities at commercial and community buildings as well as at points of interest and at special events.
Sewer grates are a barrier for cyclists	Older style sewer grates are a safety hazard for cyclists. This style of grate can catch a bicycle tire and may result in serious injuries.
Loose gravel on freshly graded gravel roadways are difficult to cycle on	On rural gravel roadway surfaces, freshly graded loose surfaces are very difficult to ride on and result in a barrier for cycling. Motor vehicle travel speeds also increase resulting in safety concerns.

4.0 Vision and Goals for AT in the Municipality of Mississippi Mills

The AT Plan has the opportunity to integrate priorities around active living, community connectivity, social cohesion, and economic vitality. Support is strong among community residents, evident in the hard work and passion demonstrated in the recent past by a long list of AT events held within Mississippi Mills, the enthusiasm expressed during the AT workshop, and the number of respondents to the AT e-survey. This plan serves as a tool to inform the Council's future decisions in establishing Mississippi Mills as a destination for AT, and to continue moving forward as a desirable, healthy and active community known for its high quality of life. During the development of this plan the following themes emerged. These themes are translated into a vision and goals to present a baseline to help assess various actions that have been identified to support AT in Mississippi Mills.

4.1 Vision

The vision for AT for the Municipality of Mississippi Mills should be read in conjunction with the broader vision of the Transportation Master Plan which calls for an integrated and diverse transportation system. The following is the Municipality of Mississippi Mills AT vision: "To provide an integrated and diverse transportation system, where it is easy for people to choose active modes in favour of their private automobiles. The Municipality of Mississippi Mills will foster the culture and the infrastructure to support AT and to support economic development by creating a regional recreation destination."

4.2 Goals

The following are the AT goals for the Municipality of Mississippi Mills:

1. Make it easy for people to use AT in favour of their private automobiles. This plan is not intended to restrict the use of motor vehicles, but rather, to create a safe and accessible travel environment for people of all ages and abilities, whether they are cyclists, pedestrians, hikers, wheelchair users, or in-line skaters.
2. Improve AT connections between the different communities and between community facilities. This can be achieved through collaborative actions between the Municipality of Mississippi Mills and County of Lanark, as well as through independent actions of the Municipality.
3. Develop an AT friendly culture in Mississippi Mills. There is a need to reduce the animosity between cyclists, pedestrians, and motor-vehicle users. This can be accomplished by providing each travel mode with an appropriate space and through educational campaigns and communication programs. Collaboration between the Municipality, Police, schools, and other partners can be effective in achieving this goal.

Develop Mississippi Mills as a regional recreation destination. This can be achieved by identifying a regional cycling network that connects the communities within Mississippi Mills to each other as well as to neighbouring communities. Establishing an AT link along the old railway corridor would link Almonte to the villages of Appleton, Blakeney, and Pakenham, as well as provide links to Carleton Place and beyond. Once established, the cycling routes could potentially be included in the trail routes promoted by the National Capital Commission, since the eastern part of Mississippi Mills is part of National Capital Region.

5.0 AT Needs Analysis

This chapter outlines various AT facility solutions to the previously identified Issues, Opportunities and Barriers. It also identifies gaps in the pedestrian and cycling networks along with the methodology utilized in identifying those gaps.

5.1 AT Infrastructure Potential Solutions

Section 3.3.2 identified a number of issues, opportunities and barriers to AT that exist within Mississippi Mills. As such, the following potential solutions may be applied to address those items:

Issue/Opportunity/Barriers	Potential Solutions
Pedestrian network is discontinuous and/or fragmented	<p>To promote walking and increase the number of trips undertaken by pedestrians, discontinuous and fragmented pedestrian connections within the network should be completed.</p> <p>The Municipality should seek to provide pedestrian facility connections between the communities and nearby remote subdivisions over time while making use of the planning process where possible.</p> <p>Development policies should include the requirement to extend existing sidewalks to connect to newly developing areas through the development process.</p>
Provision of safe and convenient pedestrian crosswalks.	<p>New pedestrian crossings should be considered along major roadways to limit the distance between crossings. Crossings should be designed to minimize the amount of time pedestrians are on the roadway and in conflict with motor vehicles. Some existing crossing locations should be reviewed and modified as may be required in order to meet newer crossing design standards.</p>
Improve AT connections to schools and other community facilities	<p>Sidewalks should be provided within proximity to schools to promote walking and physical activity among youth. Programs such as the Walking School Bus can be developed to promote walking to school.</p> <p>Pedestrian facilities should be provided to connect community features such as postal facilities, community buildings and senior's residences.</p> <p>The municipal policies should be modified to include requirements for pathways within subdivisions to allow for less circuitous pedestrian travel. Larger parks may require AT connections through the park to complete the AT network.</p>
Rest Locations	<p>Benches and rest amenities should be provided at key locations to not only encourage AT, but also to create place making.</p>

Issue/Opportunity/Barriers	Potential Solutions
Improve sidewalk accessibility	All new infrastructure projects are required to incorporate the Accessibility of Ontarians with Disabilities Act (AODA) standards. The Municipality may wish to prioritize locations where curb heights and sidewalk widths form a barrier to AT.
Not all sidewalks are maintained in the winter	The Municipality should review and update their Winter maintenance policy, budget and create a prioritization for all pedestrian facilities within their Winter maintenance schedule.
Improve pedestrian access on narrow bridges	The Municipality and the County should review the need to add pedestrian facilities on narrow bridges.
Pedestrian Safety Concerns	Within rural areas, consider pedestrian facilities such as paved shoulders to improve pedestrian safety. The Municipality should also develop street lighting guidelines and policies for implementing new street lighting.
Improve trails and signage	This plan focuses on the existing network of Municipal and County roads only.
Cycling Safety Concerns	Provide a network of cycling routes and facilities that increases the profile of cyclists and provide appropriate facility design based on the roadway operating characteristics. The network will include a variety of facility types including but not limited to shared travel lanes, paved shoulders, conventional bicycle lanes and multi-use pathways. Provide bicycle facilities and include intersection design features as per the Ontario Traffic Manual (OTM) Book 18 Cycling Facilities document. This may include bike boxes, jug handle curb design, cycle crossings, etc.
No safe inter-community cycling facilities	Provide cycling facilities to connect the villages and surrounding communities. Seek to acquire and construct a multi-use pathway on the former rail corridor.
Bicycle parking facilities	Provide bicycle parking racks at community buildings and encourage the business community to provide bicycle racks near store fronts. Provide bicycle parking at key points of interest and at special events.
Sewer grates are a barrier for cyclists	The Municipality has already moved away from installing this style of sewer grate. Older sewer covers should be removed and replaced.
Loose gravel on freshly graded gravel roadways are difficult to cycle on	Provide information to the cycling community on the condition of gravel road surfaces and maintenance schedule.

5.2 AT Infrastructure Gaps

The following outlines the various types of pedestrian and cycling facilities to be considered within this plan along with the proposed methodology utilized to identify gaps in the existing infrastructure networks. Infrastructure to service new developments will be subject to the

municipal planning policies and design guidelines which should be updated to include AT needs and connections, see **Section 6.3.3**.

5.2.1 Pedestrian Infrastructure

5.2.1.1 Pedestrian Infrastructure Alternatives

There are various types of pedestrian facilities that can be considered within Mississippi Mills, these include:

- Sidewalks which are generally located within the right-of-way, are off-set from the curb, are constructed in concrete, and typical width is 1.5m;
- Multi-Use Pathways (MUP) which are either located within the road right-of-way or on a dedicated right-of-way, are paved in asphalt and typically services a mix of pedestrians and cyclists. The MUP widths are typically 2.0m for unidirectional or 3.0m for bidirectional flow, but may vary as identified within Book 18;
- Paved shoulders and shared (pedestrian and cycling) paved shoulders on rural roadways provide pedestrians with their own space.
- Pedestrian crossing types:
 - Uncontrolled crossings;
 - Controlled Crossings, which include:
 - Designated School Crossing Guard
 - Crossing at a Stop or Yield Sign location
 - Pedestrian Crossover (PXO)
 - Intersection Pedestrian Signal (IPS)
 - Traffic Control Signals (intersection or mid-block)

5.2.1.2 Pedestrian Infrastructure Gap Identification Methodology

The methodology utilized to identify gaps in the pedestrian facilities was based on a review of the current network continuity and input received during the public consultation process. Our review of the current network continuity utilized the following rules to identify the need for facilities:

- Provide sidewalks on both sides of an arterial roadway within an urban area;
- Provide sidewalks on at least one side of all roadways within 300m of a school;
- Connect missing links between sections of existing sidewalks;
- Provide connections to industrial areas;
- Provide connections to commercial areas; and
- Provide connections to seniors' residences.

The location and spacing of new pedestrian crossings should be based on the expected desire to cross a higher traffic volume roadway, density of the adjacent land uses and a review of the intersecting road patterns. Along higher traffic volume roadways such as Ottawa Street / Main

Street / Almonte Street, the recommended spacing of crossings range between approximately 200 to 400m depending upon adjacent land use density and the intersecting road pattern. Ultimately, pedestrian crossing requirements and design shall conform with OTM Book 15, the Pedestrian Crossing Facilities document.

Figure 4 and Figure 5 illustrate the existing pedestrian network along the locations where pedestrian facilities, either sidewalks or pedestrian crossings, have been identified as desirable. Where sidewalks are illustrated, the exact location and side of the roadway would be determined during planning and design of the facility.

5.2.2 Cycling Infrastructure

5.2.2.1 Cycling Infrastructure Alternatives

The existing cycling infrastructure within the Municipality is very limited. There are currently marked cycling lanes on a short section of Perth Street and Bridge Street that have been implemented by the County.

There are various types of cycling facilities that can be considered within Mississippi Mills for both urban and rural areas, these include:

- Shared roadways which typically consist of a shared (cycling and motor vehicle) travel lane width of 3.0 to 4.5m. The Bicycle Route Marker sign should be provided on all segments of shared roadways that are designated as a bicycle route within a bikeway network. These roadways may require pavement marking sharrows and other signage and should be designed in accordance with the OTM Book 18 Cycling Facilities document;
- Signed bicycle route with paved shoulders provides an area for riding that is adjacent to but separated from the motor vehicle travel portion of the roadway. The paved shoulder accommodates stopped and emergency vehicles, pedestrians and cyclists. If designated as part of a bikeway network the roadway should be signed with a green bicycle route marker. Typical shoulder widths range from 1.2 to 2.0m in width, where 2.0m widths are provided on roadways where traffic volumes are in excess of 4,500 vehicle per day;
- A conventional Bicycle Lane is a portion of the roadway which has been designated by pavement markings and signage for preferential or exclusive use by cyclists. These lanes are typically implemented along urban roadways with higher traffic volumes and operating speeds than local roadways. Lane widths range from 1.5 to 2.0m and may include buffer areas adjacent to on-street parking;
- A Separated Bicycle Lane is a portion of the roadway for exclusive use by cyclists which is defined by pavement markings, a physical barrier and signage. These facilities are typically implemented on roadways with higher traffic volumes of faster moving traffic

and heavy vehicles. These facilities include 0.5 to 1.2m buffers to the travel lane, with a cycling lane width of 1.5 to 2.0m;

- Raised Cycle tracks are a bicycle facility adjacent to and vertically separated from the roadway. It is designated for exclusive use by cyclists and is distinct from the sidewalk and may be unidirectional or bidirectional. The width of these facilities range from 1.5 to 4.0m in width;
- In boulevard bicycle facilities are separated from the travel lane by a boulevard and are typically implemented where higher vehicle speeds and volumes are present along key corridors. These facilities can be distinct from the sidewalk or are shared with pedestrian traffic. A shared facility can also be described as a multi-use pathway (MUP). These facilities may be unidirectional or bidirectional and range in width in accordance with OTM Book 18. Typical width for a one-way in-boulevard facility is 2.0m and a two-way in-boulevard facility is 3.0m, however facilities widths can range from 1.8 to 4.0m; and,
- There is a variety of cycling crossing treatments which may be implemented. Cycling crossing treatments should be designed in accordance with OTM Book 18.

It is recommended that detailed planning and design be carried out for any cycling route in accordance with OTM Book 18 Cycling Facility Guidelines. In some instances where paved shoulders or conventional bicycle lanes are desirable, the Municipality may be able to implement cycling facilities utilizing shared roadways as an interim cost effective measure to achieve the cycling route.

5.2.2.2

Cycling Infrastructure Gap Identification Methodology

The methodology utilized in identifying a suggested cycling network was based on identifying origins, destinations, and desire lines between the villages and neighbouring communities as well as points of interest. Desire lines were identified through a public stakeholder workshop. **Table 1** summarizes key origins / destinations to be connected by the bicycle network.

TABLE 1: KEY ORIGIN / DESTINATIONS AND POINTS OF INTEREST

Connection	Origin / Destination or Point of Interest
Village to Village Connections	<ul style="list-style-type: none"> ○ Village of Almonte to/from Village of Blakeney ○ Village of Blakeney to/from Village of Pakenham ○ Village of Almonte to/from Village of Clayton ○ Village of Almonte to/from Village of Appleton ○ Village of Blakeney to/from Village of Clayton
Village to Neighbouring Communities	<ul style="list-style-type: none"> ○ Village of Pakenham to/from The Town of Arnprior ○ Village of Almonte to/from The City of Ottawa ○ Village of Appleton to/from The City of Ottawa ○ Village of Almonte to/from the Town of Carleton Place ○ Village of Appleton to/from the Town of Carleton Place

Connection	Origin / Destination or Point of Interest
Other Cycling Connections (Points of Interest)	<ul style="list-style-type: none"> ○ Gemmill Park ○ Paterson Street schools ○ Ottawa Street commercial ○ Mill of Kintail Conservation Area ○ Riverside Trail (private)

Table 2 provides the definition and characteristics of the various types of routes identified within this AT Plan.

TABLE 2: DEFINITION OF ROUTE TYPES

Rural Routes	
Spine route	<ul style="list-style-type: none"> • Provides village to village connections (1 route per connection) • Provides village to external connections (1 route per connection) • These routes have implementation priority • Requires physical infrastructure (lanes/shoulders/MUP) <p><u>Characteristics:</u></p> <ul style="list-style-type: none"> • Direct (minimizes travel time) • Corridor can support development of facility (lanes, shoulders, MUP as may be required) • Enjoyable cycling environment • Hard surface roadway (includes asphalt or chip seal)
Secondary rural route	<ul style="list-style-type: none"> • Provide alternative routes and “loops” to the spine network <p><u>Characteristics:</u></p> <ul style="list-style-type: none"> • Connects to a point of interest • Cost to implement (based on OTM Book 18) in line with benefit achieved • Road may be hard surface or gravel
Recreational/ touring route	<ul style="list-style-type: none"> • Not formally considered to be part of AT Plan as they are subjective • Start and/or end point can be fixed as a “point of interest”
Urban Routes	
Spine route	<ul style="list-style-type: none"> • Connecting link between village to village connections (1 route per connection) • Connecting link from village to external connection (1 route per connection) • These have implementation priority • Requires physical infrastructure (lanes/shoulders/MUP) <p><u>Characteristics:</u></p> <ul style="list-style-type: none"> • Direct (minimizes travel time) • Corridor can support development of facility (lanes, shoulders, MUP) • Desirable cycling link with limited alternatives • Hard surface roadway (includes asphalt or chip seal)

Primary urban route	<ul style="list-style-type: none"> • Primary circulation network • These have implementation priority • Could include physical infrastructure (signed shared routes, lanes, shoulders, MUP) <p><u>Characteristics:</u></p> <ul style="list-style-type: none"> • Mirrors road classifications – Arterials and Collectors • Cost to implement (based on OTM Book 18) in line with benefit achieved • Hard surface roadway (includes asphalt or chip seal)
Secondary urban route	<ul style="list-style-type: none"> • Provides alternative connections within the urban area • Road may be hard surface or gravel

Spine Route Development

Table 3 indicates the Spine Routes selection process and is based upon the Origin / Destination, desire lines and points of interest. As indicated in Section 3.1.2.1, County of Lanark is planning on paving the shoulders of all County roads. Although not identified as a priority cycling route, County Road 29 is expected to receive paved shoulders as resurfacing is undertaken as part of regular maintenance.

TABLE 3: SPINE ROUTE DEVELOPMENT - VILLAGE-TO-VILLAGE CONNECTIONS

Link	Assessment
Almonte to Blakeney	<p>Route Options:</p> <ol style="list-style-type: none"> 1. County Road 29 2. County Road 17 - Martin Street North 3. Ramsay Concession Road 8 via Blakeney Road, County Road 29, Clayton Road and Old Perth Road <p>Prefer Ramsay Concession Road 8 because:</p> <ul style="list-style-type: none"> - Leverages County commitment to constructing paved shoulders - Common facility with the Blakeney – Clayton link - Common facility with Almonte – Clayton link - Remains on hard surfaced roadway

Link	Assessment
Blakeney-Pakenham	<p>Route Options:</p> <ol style="list-style-type: none"> 1. County Road 29 2. County Road 17 3. Blakeney Road /County Road 17/ Mountainview Road/Needham Side Road/12th Concession South/Kinburn Side Road <p>Prefer County Road 17 because:</p> <ul style="list-style-type: none"> - Lower traffic volumes than County Road 29 - More direct route with hard surface, Mountainview Road and Needham Side Road are gravel - Preferred by users - Leverages County commitment to constructing paved shoulders on County Road 17 - Requires that the single lane Pakenham bridge be crossed (negative)
Blakeney-Clayton	<p>Route Options:</p> <ol style="list-style-type: none"> 1. County Road 29/ Clayton Road 2. Bellamy Mills Road, Concession Road 8, Clayton Road 3. County Road 29/ County Road 16 (Wolf Grove Road)/ County Road 9 (Tatlock Road) <p>Prefer County Road 29/ Clayton Road because:</p> <ul style="list-style-type: none"> - Common facility with Almonte-Blakeney link - Common facility with Almonte – Clayton link - Road surface is asphalt whereas sections of Concession Road 8 and Bellamy Mills are gravel - Most direct route - Preferred by users over County Road 16 - Lower traffic volumes than County Road 16 but higher than Bellamy Mills Road
Almonte-Clayton	<p>Route Options:</p> <ol style="list-style-type: none"> 1. County Road 16(Wolf Grove Road)/ County Road 9 (Tatlock Road) 2. County Road 29/ Clayton Road 3. Old Perth Road/ Concession Road 8/ Clayton Road <p>Prefer Old Perth Road/ Concession Road 8/ Clayton Road because:</p> <ul style="list-style-type: none"> - Common facility with Blakeney-Clayton link - Lower traffic volumes on Clayton Road as compared to Wolf Grove Road

Link	Assessment
Almonte-Appleton	<p>Route Options:</p> <ol style="list-style-type: none"> 1. County Road 29/ County Road 11 2. County Road 17/ County Road 11 3. Old Almonte Road/ County Road 17 / County Road 11 <p>Prefer County Road 17/ County Road 11 because:</p> <ul style="list-style-type: none"> - Lower traffic volumes than County Road 29. - Preferred by users - Leverages County commitment to constructing paved shoulders on County Road 17
Summary Village-to-Village Spine Routes	<ul style="list-style-type: none"> • County Road 17 from Pakenham to Blakeney • County Road 17 from Almonte to Appleton • County Road 29 and Ramsay Concession Road 8 from Blakeney to Almonte (via Clayton Road, Perth Road/ Old Perth Road) • Clayton Road / Ramsay Concession Road 8 from Clayton to Almonte (via Perth Road/ Old Perth Road) <p>Connections in Almonte and Blakeney needed to make the network continuous</p> <ul style="list-style-type: none"> • Ottawa-Main Street from County Road 17 to Martin Street North • Perth Road/ Bridge Street from Martin Street North to County Road 29 • Blakeney Road connecting County Road 29 and County Road 17

Table 4 indicates the Spine Route selection process based upon the Origin / Destination, desire lines and points of interest for connections to neighbouring communities.

TABLE 4: SPINE ROUTE DEVELOPMENT - VILLAGE-TO-EXTERNAL CONNECTIONS

Link	Assessment
Almonte-City of Ottawa	<p>Route Options:</p> <ol style="list-style-type: none"> 1. March Road (County Road 49) 2. Old Almonte Road to Richardson Side Road 3. TransCanada Trail <p>Prefer County Road 49 because:</p> <ul style="list-style-type: none"> - More direct - Leverages County commitment to constructing paved shoulders on County Roads - Note: speeds and volumes are higher than alternative route - Connects to planned ultimate City Spine Route (timing unconfirmed) - Trans Canada Trail corridor is a gravel surface

Link	Assessment
Almonte – Carleton Place	<p>Route Options:</p> <ol style="list-style-type: none"> 1. County Road 29 2. County Road 17/ County Road 11/ County Road 29 3. Old Perth Road/ Concession Road 8 <p>Prefer County Road 17/ County Road 11/ County Road 29 because:</p> <ul style="list-style-type: none"> - Leverages County commitment to constructing paved shoulders on County Roads - Common facility with Almonte to Appleton link - Lower traffic volumes than County Road 29 - Preferred by users over County Road 29
Appleton – City of Ottawa	<p>Route Options:</p> <ol style="list-style-type: none"> 1. County Road 17 from Appleton to Almonte to County Road 49 (March Road) 2. Trans Canada Trail <p>Prefer County Road 17 from Appleton to Almonte to County Road 49 (March Road) because:</p> <ul style="list-style-type: none"> - The route is hard surfaced
Pakenham - Arnprior	<p>Route Options:</p> <p>Only one reasonable option – County Road 29</p>
Summary Village-to-External Spine Routes	<ul style="list-style-type: none"> • March Road (County Road 49) from County Road 17 to City of Ottawa • County Road 17/ County Road 11/ County Road 29 • County Road 29 from Pakenham to North Boundary

Primary Urban Route

A Primary Urban Route has been developed to provide connections to key destinations within Almonte. These destinations include Gemmill Park, Paterson Street, Martin Street within the urban area, and Country Street within the built up area. These routes shall be signed as a bicycle route and provided with share the road signage, paved shoulders or bicycle lanes in accordance with OTM Book 18 requirements.

Secondary Rural Routes



The Secondary Rural Routes provide alternatives to the Spine Network or a connection to a point of interest. These routes are to include appropriate bicycle signage and cycling infrastructure as recommended by OTM Book 18. These routes should generally be implemented following the creation of the Spine network however there may be circumstances where the Secondary Route is advanced ahead of the Spine Route.

Figures 6 to 8 illustrate the existing and suggested cycling facilities to encourage cycling within Mississippi Mills. The figures indicate the ownership of each facility, either by the Municipality or the County.

5.3 Other AT Network Gaps

In addition to the sidewalk and cycling gaps identified within the previous subsection, Table 5 identifies other infrastructure or policy that have been identified through the public consultation process that can be implemented to support AT within Mississippi Mills.

TABLE 5: OTHER AT NETWORK GAPS

Other AT Network Gaps	Benefit, Opportunities, Requirements and Issues
Pedestrian Considerations	
<p>Provide benches, garbage receptacles and look for the opportunity to include parkettes in key urban and rural locations, including Perth Street (CR 16A), Bridge Street (CR 16A), Main Street, Mill Street and Ottawa Street within Almonte.</p> 	<p><i>Benefits</i></p> <ul style="list-style-type: none"> ✓ Provides the community with a place to rest, relax and meet others within the community. ✓ Provides a place for pedestrians and cyclists to meet. <p><i>Issues</i></p> <ul style="list-style-type: none"> ❖ On-going maintenance 
<i>Photos Source: Pedbikeimages.org, Dillon Consulting Limited</i>	
<p>Improve Sidewalk Accessibility</p>	<p><i>Requirement</i></p> <ul style="list-style-type: none"> ○ The Municipality must comply with new AODA standards and include these design features within all new infrastructure projects. ○ The Municipality should continue to work with its Accessibility Committee and implement infrastructure modifications based on their priorities. <p><i>Benefits</i></p> <ul style="list-style-type: none"> ✓ Improves mobility for all pedestrians.

Other AT Network Gaps	Benefit, Opportunities, Requirements and Issues
<p>Pedestrian network is discontinuous and/or fragmented</p>	<p><i>Opportunity</i></p> <ul style="list-style-type: none"> ○ Provide future AT connections within subdivisions and to tie existing subdivisions and parks into the AT network: <ol style="list-style-type: none"> 1. Greystone Subdivision 2. Munro Meadows Subdivision 3. Gemmill Park <p><i>Benefits</i></p> <ul style="list-style-type: none"> ✓ Subdivisions located just outside of the urban Almonte area have been developing without AT connections. Connections would enhance the livability of these communities. ✓ AT connections through Gemmill Park should provide access to residents and connect the cycling network.
<p>Improve winter maintenance of pedestrian facilities</p>	<p><i>Opportunities</i></p> <ul style="list-style-type: none"> ○ Modify winter maintenance policies to include maintenance of all pedestrian facilities and update the maintenance prioritization category for each facility. <p><i>Benefits</i></p> <ul style="list-style-type: none"> ✓ Improves mobility for all pedestrians.
Cycling Considerations	
<p>Place dedicated bicycle parking racks in specific locations.</p> <p><i>Locations to include:</i></p> <ul style="list-style-type: none"> • Commercial areas • Schools • Parks • Community Centres • Municipal Hall • Post Offices 	<p><i>Opportunities</i></p> <ul style="list-style-type: none"> ○ Work with schools and the community to design artistic bike racks and/or rings. ○ Seek sponsorship from commercial businesses to advertise or sponsor bicycle racks. <p><i>Benefits</i></p> <ul style="list-style-type: none"> ✓ Makes it easier for people to reduce their dependency on the private automobile. ✓ Encourages cycling trips for commercial activity. ✓ Encourages cycling for people of all ages. ✓ Bike racks provide safe storage of bicycles. ✓ Promotes Placemaking

Other AT Network Gaps	Benefit, Opportunities, Requirements and Issues
Seek to create a safe inter-community cycling facility	<p><i>Opportunity</i></p> <ul style="list-style-type: none"> ○ Work with partners to obtain rights to the former railway bed and develop an AT corridor ○ May be designated as a Greenway Trail / Nature Trail <p><i>Benefits</i></p> <ul style="list-style-type: none"> ✓ Provides a connection between four of the five communities within the Municipality. ✓ Provides an off-road cycling and pedestrian alternative; ✓ Connects to destinations outside of the Municipality ✓ Makes use of existing rail corridor. <p><i>Issues</i></p> <ul style="list-style-type: none"> ○ The former railway bed is not currently publicly owned ○ Other groups may also have an interest in acquiring and utilizing the corridor.

6.0 Recommendations

The existing AT gaps within Mississippi Mills as identified in the previous section were utilized to inform the recommendations of this plan. The following outlines our recommendations related to pedestrian and cycling infrastructure, prioritization, and an implementation strategy and recommended policy to support AT.

6.1 Pedestrian and Cycling Infrastructure Recommendations

6.1.1 Pedestrian Infrastructure Recommendations

It is recommended that new sidewalk infrastructure be provided to improve connections along arterial roadways; to schools; connect missing sections of existing sidewalk network; provide connections to industrial and commercial areas; and, to senior's residences.

It is recommended that paved shoulders be added to provide pedestrian connections through Blakeney from the bridge to Martin Street North; on McWatty Road to connect the Lion Head Subdivision to Pakenham; and on River Road in Appleton to provide the Village with a connection to the postal box.

It is also recommended that the existing pedestrian crossing in the Village of Pakenham and two crossing locations within Almonte be evaluated for compliance with current pedestrian crossing design standards. In regards to crossing opportunities, we have identified five new crossing opportunities, one located within the Village of Clayton, with the remaining to be located within Almonte. Each of these locations should be evaluated further based on the methodology of OTM Book 15 Pedestrian Crossing Facilities document to determine the appropriate crossing type to be utilized at each location.

Items such as park benches, garbage receptacles, and parkettes should be programed through the Recreation and Culture Department.

Figure 4 and **Figure 5** illustrate the recommended pedestrian network.

6.1.2 Cycling Infrastructure Recommendations

It is recommended that new cycling infrastructure be provided with urban routes designated as Spine Routes, Primary Urban Routes or Secondary Urban Routes. In the rural areas, Spine Routes and Secondary Routes are recommended. The Spine Route provides the linkage between the villages, points of interest and external connections while the Secondary Routes provide alternatives and loops. The Spine Route is intended to remain on a hard surface roadway. Generally, the Spine and Primary Urban Routes will be implemented ahead of the

Secondary Routes however there may be circumstances where it is desirable to implement a Secondary Route in advanced of the other route types.

It is recommended that detailed planning and design be carried out for all cycling routes in accordance with OTM Book 18 Cycling Facility guidelines. In some instances where paved shoulders or conventional bicycle lanes are desirable, the Municipality may be able to implement cycling facilities utilizing shared roadways as an interim cost effective measure to achieve the cycling route.

The Municipality should work with its local partners, businesses and stakeholders to provide bicycle parking facilities.

Figure 6, Figure 7 and Figure 8 illustrate the recommended cycling network.

6.2 Infrastructure Prioritization

The following ranks the pedestrian facility priority as either low, medium or high. The ranking has been identified as:

- High ranked facilities are those where higher pedestrian demand is anticipated.
- Medium ranked facilities include local streets within 300m of a school and/or where moderate pedestrian demand is anticipated. Medium ranked facilities also includes collector and arterial roadways where an existing sidewalk is provided on one side of the roadway.
- Low ranked facilities are generally located where pedestrian demand is expected to be low. This ranking includes local roadways in excess of 300m from a school.

Cycling facilities have been prioritized based upon the classification of the route, where Spine and Primary Urban Routes have greater priority over Secondary Routes.

Table 6 outlines the AT infrastructure prioritization for Municipal roadways. The projects listed are based on **Figures 4, 5, 6, 7 and 8**.

TABLE 6: MISSISSIPPI MILLS INFRASTRUCTURE PROJECT PRIORITIZATION PLAN

Facility Type	Roadway	From	To	Priority
New Concrete Sidewalks	Adelaide St.	Martin St.	Finner Ct.	Medium
	Almonte St.	Euphemia St.	Malcolm St.	Medium
	Almonte St.	Malcolm St.	Mill St.	Medium
	Argyle St.	King St.	Country St.	Medium
	Bridge St.	Shipman Dr. / Existing Sidewalk	Country St.	High
	Brookdale Ave.	Union St. N.	Martin St. N.	Medium
	Carss St.	Union St. N.	Martin St. N.	Low
	Evelyn St.	Larose St.	Gale St.	Medium

Facility Type	Roadway	From	To	Priority
	Farm St.	Almonte St.	Charles St.	Medium
	Frederick St.	Augusta St.	Ottawa St.	Medium
	Houston St.	Paterson St.	Industrial Dr.	High
	Industrial Dr.	Houston St. / Existing Sidewalk	Appleton Side Rd.	Low
	James St.	Country St.	William St.	Medium
	Johanna St.	Spring St.	Larose St.	Low
	John St.	High St.	Reserve St.	Low
	Larose St.	Evelyn St.	Tatra St.	Low
	Malcolm St.	Strathburn St.	Dunn St.	Low
	Marshall St.	Adelaide St.	Existing Sidewalk	Medium
	Maude St.	Frederick St.	Florence St.	Medium
	Maude St.	St. James St.	Existing Sidewalk	Low
	Menzie Rd.	Maude St.	Ottawa St.	Medium
	Mercer St.	Maude St.	Augusta St.	Medium
	Napier Ln.	Adelaide St.	Dead End	Medium
	Norton St.	Augusta St.	Existing Sidewalk	High
	Ottawa St.	Existing Sidewalk	Appleton Side Rd.	High
	Paterson St. (Holy Mary School)	Existing Sidewalk	Existing Sidewalk	High
	Perth St. (North side)	Christian St.	Bridge St.	High
	Perth St. (South side)	Christian St.	Jamieson St.	Low
	Sadler Dr.	Honeybourne St.	Existing Sidewalk	Medium
	Stephen St.	Existing Sidewalk	Martin St.	Medium
	Strathburn St.	Christian St.	Malcolm St.	Low
	Waterford St.	Wilkinson St.	Edward St.	Low
	Linn Bower Ln.	Tatlock Rd.	Dead End	Low
	County Rd. 29	Kinburn Side Rd.	Existing Sidewalk	Medium
	Dalkeith St.	Existing Sidewalk	Existing Sidewalk	Medium
	Dalkeith St.	Waba Rd.	Existing Sidewalk	Medium
	Elizabeth St.	MacFarlane St.	County Rd. 29	Medium
	Isabella St.	Existing Sidewalk	Existing Sidewalk	Medium
	Jessie St.	Isabella St.	County Rd. 29	Medium
	Jessie St.	MacFarlane St.	Margaret St.	Medium
	MacFarlane St.	Jessie St.	Existing Sidewalk	Medium
	MacFarlane St.	Jessie St.	Elizabeth St.	Medium
New Pedestrian Paved Shoulder	Blakeney Rd.	Bridge	Martin St. North	Medium
	McWatty Rd.	Lion Head Dr.	County Rd. 29	Low
	River Rd.	Hill St.	Community Mailbox	Medium

Facility Type	Roadway	From	To	Priority
Pedestrian Crossings	Undertake a detailed engineering study of each crossing location identified as either requiring review (3) or potential new crossing locations (7) to determine appropriate crossing treatments in accordance with OTM Book 15.			High
	Modify existing crossing locations to meet current standards.			
	Implement new crossing locations based on current standards			Medium
Rural Spine Cycling Route	Blakeney Rd.	County Rd. 29	Martin St.	High
	Clayton Rd.	Tatlock Rd.	County Rd. 29	High
	Old Perth Rd.	County Rd. 29	Ramsay Con. 8	High
	Ramsay Con. 8	Clayton Rd.	Old Perth Rd.	High
Rural Secondary Cycling Route	Bennies Corners Rd.	Ramsay Con. 8	County Rd. 29	Medium
	Gleeson Rd.	Ramsay Con. 8	Christian St. (CR 29)	Medium
	Old Almonte Rd.	Johanna St.	Golden Line Rd.	Low
	Ramsay Con. 8	Bennies Corners Rd.	Clayton Rd	Medium
	Ramsay Con. 8	Old Perth Rd.	County Rd. 29	Medium
Urban Spine Network	Almonte St./Main St./Ottawa St.	Martin St. (CR17)	Patterson St.	High
	Ottawa St.	Patterson St.	Industrial Dr.	High
	Ottawa St.	453 Ottawa St.	Appleton Side Rd.	High
Urban Primary Routes	Almonte St. / Main St.	Christian St.	Martin St.	High
	Country St.	Bridge St.	Smart St.	High
	Paterson St.	Ottawa St.	Johanna St.	High
Urban Secondary Routes	Malcolm St.	Strathburn St.	Almonte St.	Medium
	Strathburn St.	Christian Rd.	Malcolm St.	Medium

6.3 Implementation Strategy

The Implementation Strategy not only proposes a process to undertake the implementation of infrastructure projects, it also includes a number of strategies and policies that can assist in implementing a successful AT plan. These strategies include the formation of an AT Advisory Committee; new and modification of existing policies; working with stakeholders and partners; and, promotion and education. The following elaborates on these items.

6.3.1 Infrastructure Implementation Strategy

Pedestrian Infrastructure

This AT Plan recommends 42 new sidewalk facilities; three new sections of rural paved shoulders; review of three existing pedestrian crossings; and six potential new pedestrian crossing locations.

Given the number of sidewalk facilities being proposed, it is recommended that the Municipality further refine the sidewalk priority by developing a Warranted Sidewalk Program. This program would score each proposed facility based on a variety of conditions, such as pedestrian demand, alternatives, street lighting, roadway alignment, vehicle volumes, etc. Those projects with the highest overall point score move toward the top of the warranted sidewalk program list. It is recommended that the Municipality provide annual funding, which would allow projects close to the top of the list to be implemented. **Appendix E** provides an example of the City of London Warranted Sidewalk Program Rating Summary Record.

It is further recommended that the Municipality budget to review and update existing pedestrian crossing locations to current crossing standards. In addition, it is recommended that funding be allocated over time to review and implement new pedestrian crossing locations.

Cycling Infrastructure

In many cases, roadways under the jurisdiction of the County have adequate shoulder widths to allow for paving. By contrast, the Municipality's existing roadways may not have adequate recommended shoulder widths to simply permit paving of a shoulder to achieve the desired cycling facility. In order to provide paved shoulders on these Municipal roadways, the road base may require widening and revised ditching. It is recommended that cycling facilities be included with all future resurfacing maintenance or reconstruction activities along routes identified within this plan.

The Municipality should also undertake a preliminary design review of the recommended cycling routes to identify the preferred cycling facility types in accordance with the OTM Book 18 Bicycle Facility Type Selection process; and, to determine what would be required to implement the preferred cycling facilities. This process will then permit the Municipality to budget or seek funding for those projects that may not immediately overlap with other resurfacing maintenance or reconstruction activities.

6.3.2 Establish an AT Advisory Committee

Following the completion of this AT Plan, an AT Advisory Committee should be formed, which could consist of representatives from the Municipality, County of Lanark, Leeds Grenville and Lanark District Health Unit, School Representatives and leaders in the bicycle community.

Additional representation should be sought from municipal Council, youth and seniors, the community at large, and local business. The development of such a Committee is important in maintaining interest in AT and to ensure that plan implementation is carried out. The formation of the AT Advisory Committee should be undertaken immediately following the adoption of this AT Plan. The reporting structure of the Committee should be approved by municipal Council. The following outlines the potential responsibilities of the AT Advisory Committee:

- Establishing partnerships with local organizations, such as the school board, local tourism operators, local businesses, the police, and the cycling community;
- Establish annual AT targets based on the aforementioned recommendations in this Plan;
- Develop a Community Information Brief highlighting: the purpose of the AT Plan, the benefits of AT, the results of the AT survey and the recommendations emerging from the AT Plan;
- Provide input to annual municipal Capital Budgets;
- Provide comments on applications for new developments, in particular plans of subdivision;
- Develops indicators to measure annual progress, which may include monitoring the number of people who use AT and infrastructure improvements completed;
- Monitor the success of facilities and programs and makes necessary adjustments and improvements;
- Develop and maintain advocacy with decision makers at the municipal and provincial level to ensure the long-term implementation of the AT Plan; and,
- Periodically assess the need to update the AT Plan.

6.3.3 Policies to Implement AT Plan

6.3.3.1 Community Official Plan Policies

Establishing policies in the Municipality of Mississippi Mills Community Official Plan is important in establishing a framework to improve the existing land use environment and establish expectations and development standards that are conducive to walking and cycling. The transportation policies of the Municipality of Mississippi Mills Community Official Plan (2006) should be modified in the upcoming Official Plan Five Year Review. The updated plan should include policies promoting cycling and walking, compact urban form and mixed-use development in accordance with the Provincial Policy Statement (2014). By incorporating the vision, objectives and goals for the transportation system that have been outlined in this plan, the Official Plan will provide high level guidance and support for AT and accessibility in land use decisions.

The Official Plan should include the following other updates:

- Formal recognition of the benefits of AT in creating a healthy and complete community;
- Formal recognition of the AT Plan and the recommended bicycle and pedestrian networks identified within this plan;
- A policy to support pedestrian connectivity through new neighbourhoods, to parks, and community facilities;
- Guidelines to inform when AT facilities should be provided for in and connecting to new developments;
- Further changes to the Official Plan should harmonize with and inform changes to other municipal by-laws and policies including the Parking By-Law, the Winter Control Policy and the Development Charges By-Law.
- Include Accessibility and Street Lighting policies.

6.3.3.2 Include Accessibility Requirements in Future Infrastructure Projects

The AODA Act applies to newly constructed and redeveloped exterior paths of travel, including sidewalks or walkways designed and constructed for pedestrian travel. The following sections of the Act are to be referenced and considered within future pedestrian facility construction projects:

- 80.21 Exterior paths of travel, application
- 80.22 Exterior paths of travel, general obligation
- 80.23 Exterior paths of travel, technical requirements
- 80.24 Exterior paths of travel, ramps
- 80.25 Exterior paths of travel, stairs
- 80.26 Exterior paths of travel, curb ramps
- 80.27 Exterior paths of travel, depressed curbs
- 80.28 Exterior paths of travel, accessible pedestrian signals
- 80.29 Exterior paths of travel, rest areas
- 80.30 Exceptions, limitations
- 80.31 Exceptions, general

The above noted sections are provided for reference within **Appendix C**.

6.3.3.3 Update Winter Maintenance Policy

Currently the Municipality has three sidewalk maintenance classifications. Class 1 facilities are maintained within 8-hours of a winter event. Class 2 facilities are cleared within 24-hours of a winter event. Class 3 facilities are not winter maintained.

The Winter Maintenance Policy should establish a long-term goal to clear all pedestrian facilities and other strategic AT facilities during the winter (paved shoulders, multi-use

pathways, sidewalks and cycling lanes). In addition, any new pedestrian facilities should be maintained during the winter.

The following pedestrian facility prioritization is recommended:

1. Within a radius of all schools in alignment with school board transportation policies (i.e. if school board policy is that students that live within an 800m radius of the school are not eligible for bussing, sidewalks within that radius should be cleared as top priority);
2. Arterial roadways;
3. Collector roadways;
4. Links to seniors residences; and
5. Links to community facilities (postal facilities, arenas, community centres, etc.).

The costs associated with undertaking this improved level of maintenance standard will be dependent upon which pedestrian segments are considered for maintenance with the 8-hour or 24-hour maintenance schedule. It will also be dependent on sidewalk locations within the right-of-way, which may require additional snow removal costs. The Municipality should review their winter maintenance budget and update the pedestrian facility maintenance schedule accordingly.

6.3.3.4 Street Lighting Policy

The Municipality should develop a street lighting policy to identify when street lighting is warranted and the means by which lighting projects may be funded.

6.3.3.5 Enhance AT through Operational Improvements

A Budget should be developed to support and sustain the implementation of the recommended AT supporting programs and infrastructure. There are a number of operational improvements that can be undertaken to improve AT within Mississippi Mills aside from those identified within **Figures 4 to 8**. These include:

- Review pedestrian crossings to ensure that the appropriate crossing treatments are provide in keeping with the Ontario Traffic Manual Book 15;
- Review traffic signal operations and timing for efficiency and accessibility. Timing plans for traffic signals should ensure sufficient time for pedestrians who may need a longer period of time to cross the road. Traffic signal timing should be reviewed periodically. Traffic signal maintenance should be in keeping with Ontario Minimum Maintenance Standards or best practices;
- Provide detection for bicycles at traffic signals as may be required;
- Identify older style catch basin covers that can catch bicycle tires and create a program to change out older style covers; and,
- Enforce parking restriction on bike lanes.

6.3.3.6 Work with the County of Lanark to Enhance the AT Network

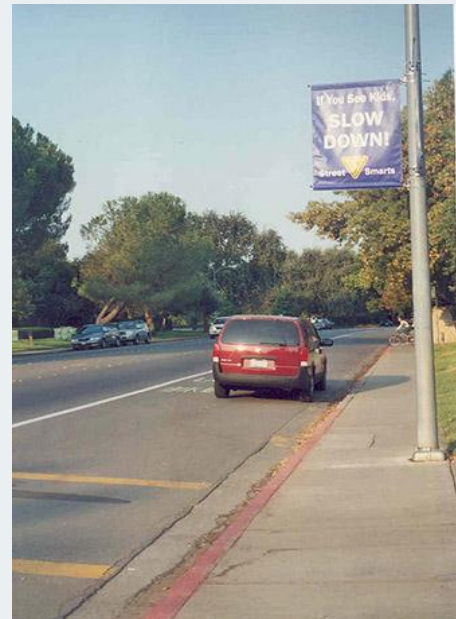
The County of Lanark is a key stakeholder in implementing the recommendations of this AT Plan. Many of the proposed bicycle lanes and pedestrian upgrades are located on County roadways. The County is paving the shoulders of their roadways however not designating the shoulder as a formal bicycle facility. As such, the County should be requested to formally recognize the proposed cycling network. Other items for discussion include:

1. Prioritization of the County paved shoulder policy on bicycle routes identified in this plan;
2. Provide the green bicycle route signage along identified routes;
3. Work with the County and partners to acquire and re-purpose the rail line as a Multi-Use Pathway;
4. Review the need for traffic calming measures for roadways running through the four villages to improve the comfort level of those partaking in AT; and
5. Look to improve pedestrian accommodations on the bridges in the villages of Pakenham and Blakeney.

6.3.4 Education & Promotion

Educating the community about AT and the benefits that it brings is important and should be undertaken in the short-term and over the life of this Plan. Existing social norms can be a barrier to AT and may ultimately affect usage of AT infrastructure. Whether sidewalks, pedestrian crossings, or shared paved shoulders are developed, they may not be well used if the community is slow to respond to improvements. Barriers may include lack of familiarity with the rules of the road, perceptions about safety, and lack of knowledge about safe travel routes. Education can include formal and informal programs.

Education is also important for motorists to create an awareness of the responsibilities towards pedestrians and cyclists. In Mississippi Mills, feedback provided through the community consultation program suggests that residents are already aware of the benefits of AT, but there is existing animosity between different users of the transportation network. An outcome of the public consultation was a desire to develop an “AT Friendly Culture” in Mississippi Mills which can be facilitated through a long-term education program.



Location: Davis, California

Photo Source:

www.pedbikeimages.org / Laura Sandt

Promotion is also important during and after AT infrastructure improvements are undertaken. Promoting new and existing facilities will help to increase usage of the AT system and maximize the economic development opportunities resulting from AT tourism.

Ways to support education, outreach and promotion include:

- Work with the Health Unit to provide educational resources about the health benefits of AT;
- Develop an online resource and fact sheets about AT, where they can walk to get to local destinations, and addressing concerns regarding walking, cycling, and road safety;
- Work with the school boards to ensure that they communicate safe walking practices, which may include development of a Walking School Bus program or other School Traveling Planning initiatives;
- Increase driver awareness through signage and educational campaigns;
- Continue to support groups in the community that are already conducting educational and other programs to encourage AT;
- Host “Cycling 101” courses and other recreational programs through the Municipality’s Recreation Department to improve cycling safety, including the rules of the road, and improving visibility (e.g. lights and reflectors);
- Enlist assistance from “AT ambassadors”, from the various communities in Mississippi Mills to promote AT within their neighbourhoods;
- Reapply for the designation of Bicycle Friendly Community (once some of the recommendations in this plan have been carried out);
- Promote AT at local festivals and events including provision of temporary bicycle parking, and encouraging people to use active modes to get to the special events; and
- Promote the AT network through the National Capital Commission.

6.3.5 Explore and Pursue Funding Opportunities

There are a number of potential funding sources available to assist Mississippi Mills with the implementation of the AT Plan. It is recommended that the Municipality seek funding to assist in developing the AT network. The speed of implementation will be based on Capital funding available from the Municipality, senior levels of Government, project partners and stakeholders and other sources of funding as identified below. With a greater understanding of the amount of funding available, a schedule for the High, Medium and Low priority infrastructure recommendations within this AT Implementation Plan can be developed with associated cost sharing and funding sources identified to guide the Municipality going forward.

Cash in lieu of parkland dedication is intended for acquiring, developing or maintaining parkland – this could be used to support acquiring land for public recreational facilities (as linear parks) or for implementing recommendations in this plan.

AT Funding Sources

There is a range of funding sources available for municipalities interested in developing AT infrastructure and programs. Below is a 'snap-shot' of potential funding sources for the Town of Mississippi Mills:

New Building Canada Fund
 Federal Gas Tax Fund
 Ontario CycleOn Strategy
 The Federation of Canadian Municipalities Green Municipal Fund
 Ministry of Transportation Community Transportation Grant
 Ontario's Gas Tax Program
 Leeds, Grenville and Lanark District Health Unit
 The Healthy Communities Fund
 Ontario Trillium Foundation
 Bicycle Trade Association of Canada (grants for advocacy initiatives)
 Local business donations
 Local charitable events and causes
 Shell Social Investment Fund
 Municipal Development Charges
 Developers' contribution through Section 42 of the Planning Act (Conveyance of land for park purposes)

6.4

Conclusions




AT has tremendous potential to create a healthy and active community, to reinvigorate the community, to connect the social fabric of the community, and to contribute to the local economy. The recommendations that are proposed in this report reflect incremental improvements in the existing infrastructure that provides maximum benefits to all users. For AT to be successful in Mississippi Mills, it is important to maintain the momentum and energy of programs and activities that have already been initiated within the community. Implementation must start with education and awareness building, infrastructure improvements, and promotion. There is a range of funding sources that are available to Mississippi Mills to support the recommendations within this report. Acting upon this plan means that it is important to incorporate the many assets that exist in the Municipality of Mississippi Mills including the local volunteer base, businesses, and organizations. This will pave the way forward to realizing Mississippi Mills goals of becoming a strong, healthy, and accessible community.

PEDESTRIAN FACILITIES ALMONTE




FIGURE 4

Legend




Pedestrian Crossings

-  Existing Crossing
-  Review Crossing
-  Potential New Crossing



Almonte Sidewalks

-  Class 1: Plowed within 8 hours
-  Class 2: Plowed within 24 hours
-  Class 3: No winter maintenance

Proposed Pedestrian Facility

-  Proposed sidewalk
-  Proposed paved shoulder (shared)
-  Proposed Multi-Use Trail

Community Features

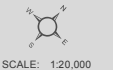
-  Rail Corridor
-  Parks

Roads

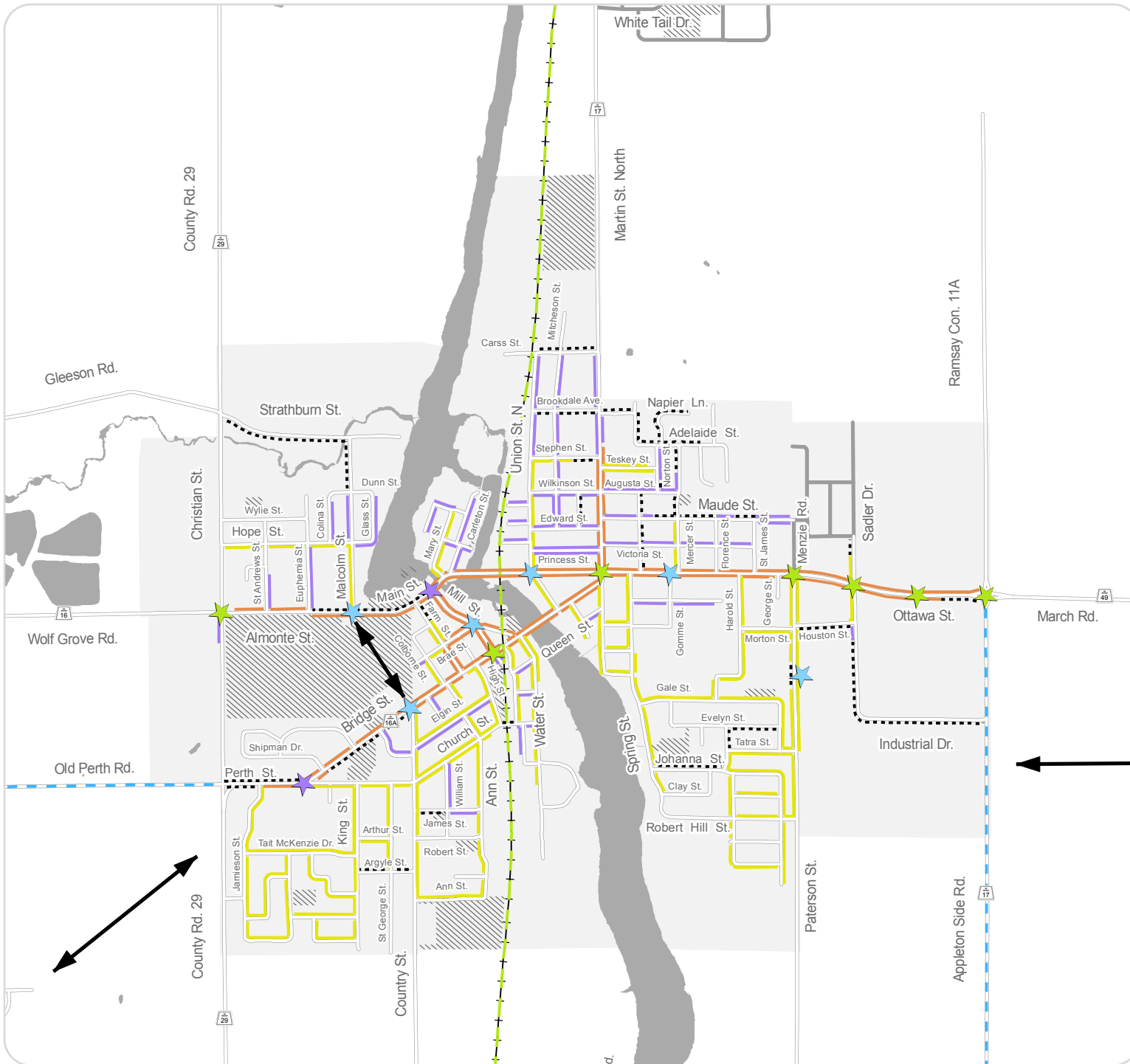
-  Existing
-  Planned
-  Explore Future Active Transportation Connection Opportunities

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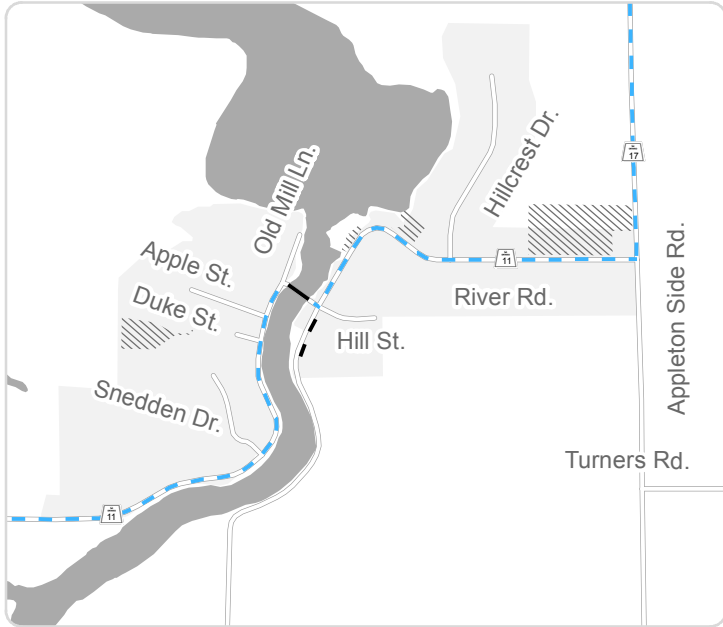
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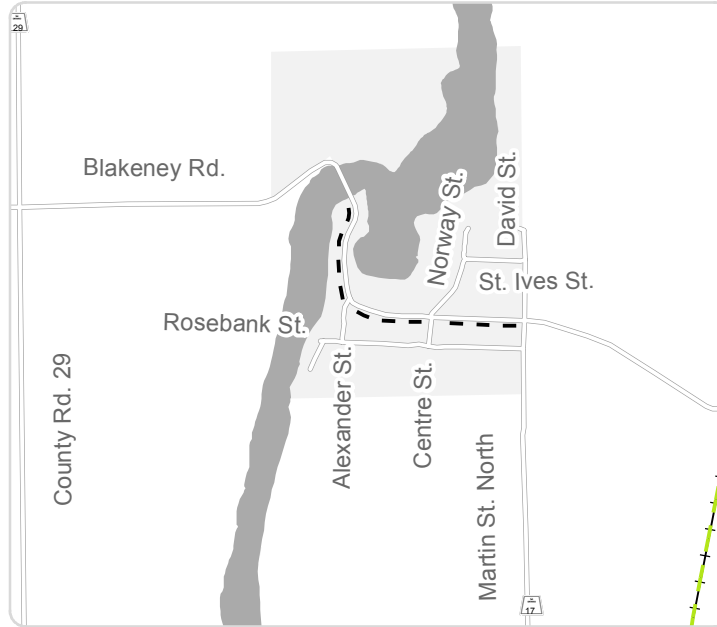
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STATUS: FINAL
DATE: DEC 2015



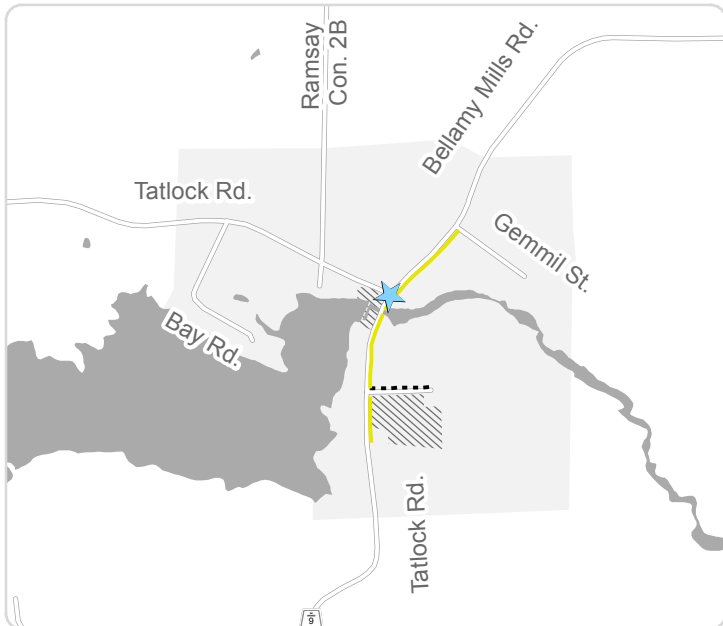
Appleton
1:20,000



Blakeney
1:20,000



Clayton
1:20,000



Pakenham
1:20,000



MUNICIPALITY OF MISSISSIPPI MILLS
ACTIVE TRANSPORTATION PLAN

**PEDESTRIAN FACILITIES
VILLAGE**

FIGURE 5

Legend

Existing Sidewalks

- Class 1: Plowed within 8 hours
- Class 2: Plowed within 24 hours
- Class 3: No winter maintenance
- Unclassified

Pedestrian Crossings

- ★ Existing Crossing
- ★ Review Crossing
- ★ Potential New Crossing

Proposed Pedestrian Facility

- - - - Proposed sidewalk
- - - - Proposed paved shoulder
- - - - Proposed paved shoulder (shared)
- - - - Proposed Multi-Use Trail

Community Features

- + + + + Rail Corridor
- ▨▨▨▨ Parks
- — — — Roads

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




PROJECT: 14-9797
STATUS: FINAL
DATE: DEC 2015

CYCLING FACILITIES RURAL



FIGURE 6

Legend



Proposed Cycling Facilities

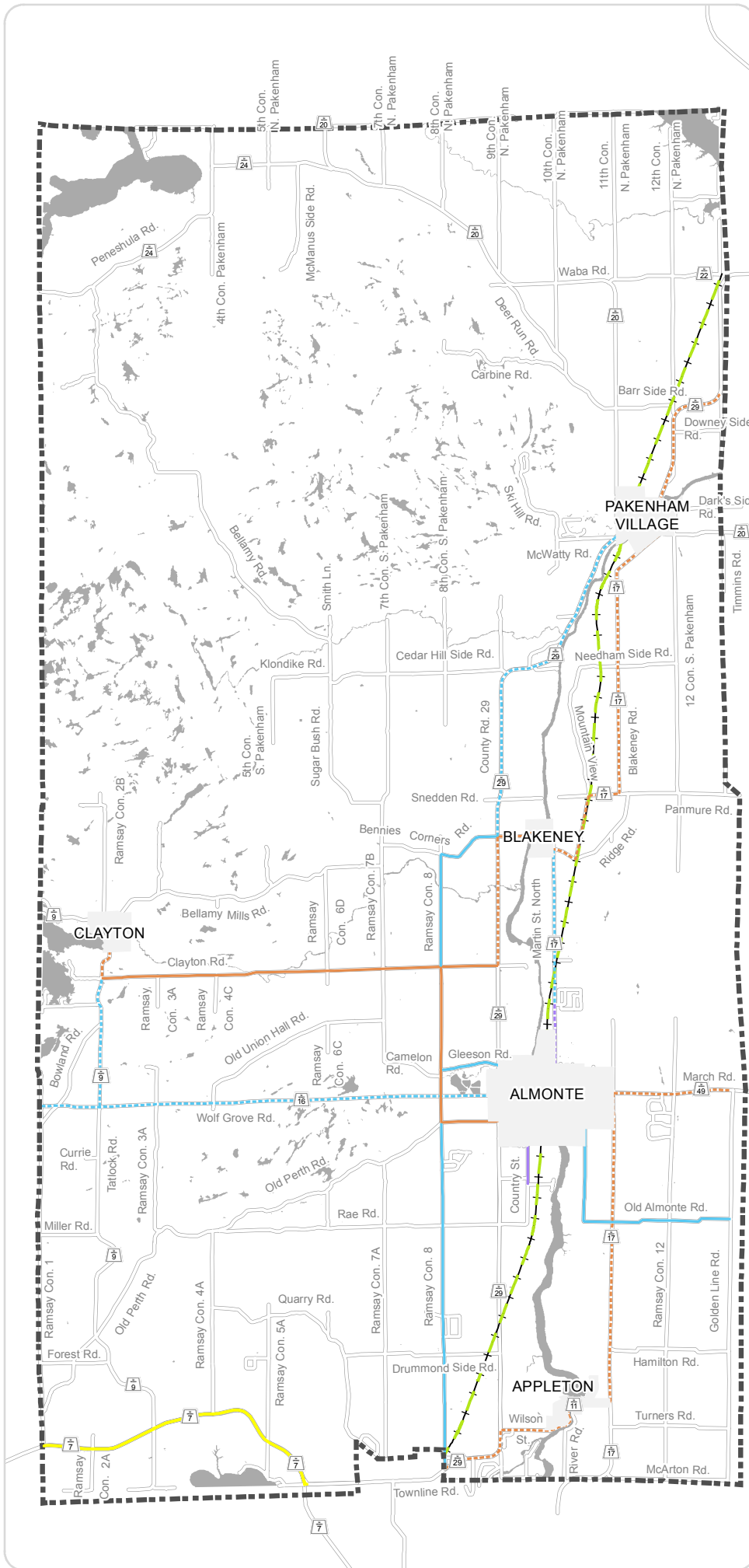
- Mississippi Mills**
-  Spine route
 -  Secondary route route
 -  Primary urban route
- Lanark County**
-  Spine route
 -  Secondary route route
 -  Primary urban route
 -  Proposed Multi-Use Trail

Community Features

-  Rail Corridor
-  Roads

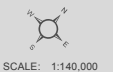
Road Ownership

-  Provincial (Highway 7)
-  Mississippi Mills Boundary



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PROJECT: 14-9797
 STATUS: FINAL
 DATE: DEC 2015

CYCLING FACILITIES ALMONTE

FIGURE 7




Legend

Existing Bike Lane




 Existing Bike Lane


Proposed Cycling Facilities

Mississippi Mills



-  Spine route
-  Secondary route route
-  Primary urban route

Lanark County



-  Spine route
-  Secondary route
-  Primary urban route

 Proposed Multi-Use Trail

Community Features

-  Rail Corridor
-  Parks

Roads

-  Existing
-  Planned

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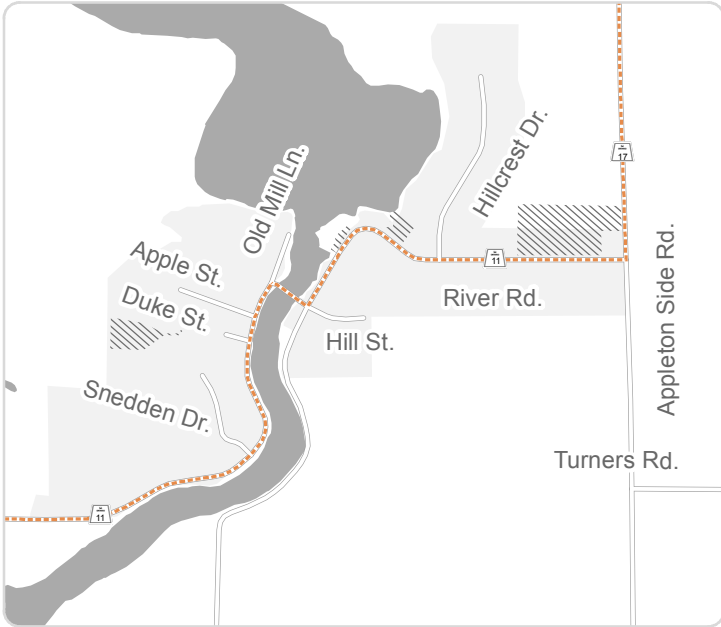
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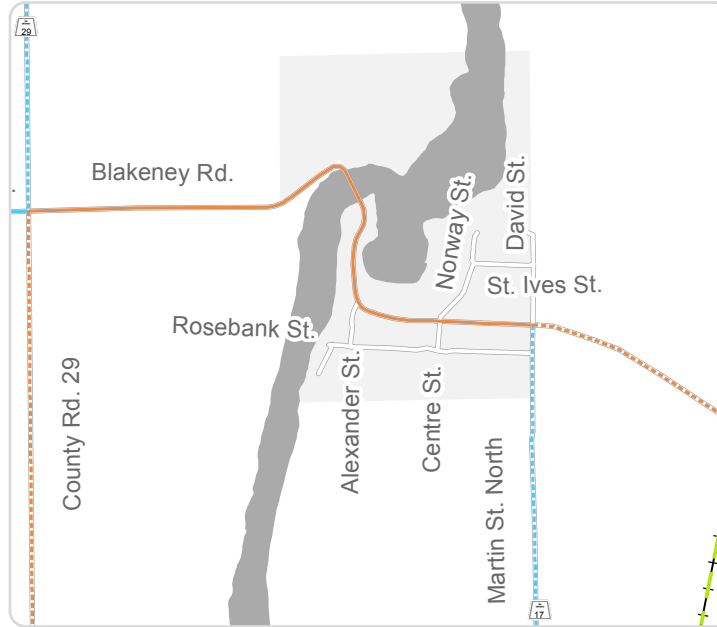
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 DATE: DEC 2015



Appleton
1:20,000



Blakeney
1:20,000



Clayton
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Pakenham
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MUNICIPALITY OF MISSISSIPPI MILLS
ACTIVE TRANSPORTATION PLAN

CYCLING FACILITIES VILLAGE

FIGURE 8

Legend

Proposed Cycling Facilities

Mississippi Mills

- Spine route
- Secondary route
- Primary urban route

Lanark County

- Spine route
- Secondary route
- Primary urban route
- Proposed Multi-Use Trail

Community Features

- Rail Corridor
- Parks
- Roads

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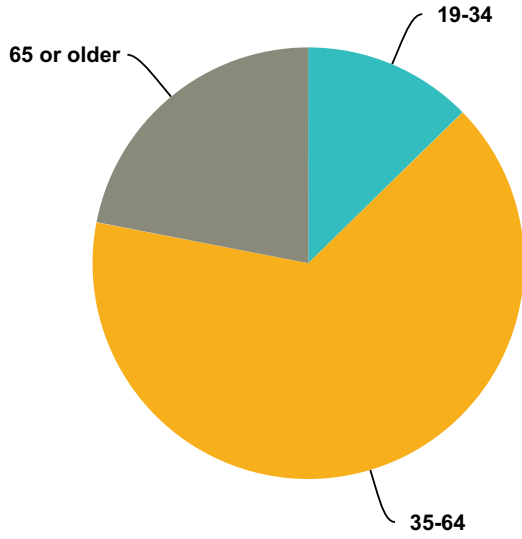
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STATUS: FINAL
DATE: DEC 2015

Appendix A

Survey Response

Q1 How old are you?

Answered: 205 Skipped: 2

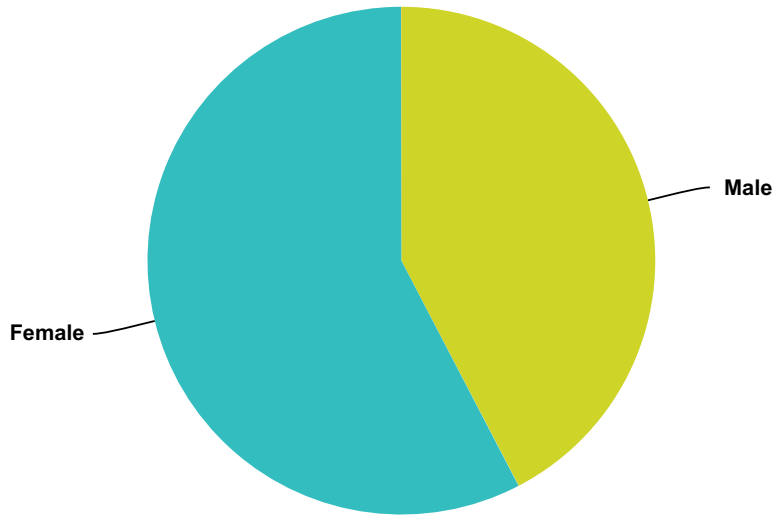


Answer Choices	Responses	
18 or younger	0.00%	0
19-34	12.68%	26
35-64	65.37%	134
65 or older	21.95%	45
Prefer not to answer	0.00%	0
Total		205

Mississippi Mills Active Transportation Survey

Q2 Are you:

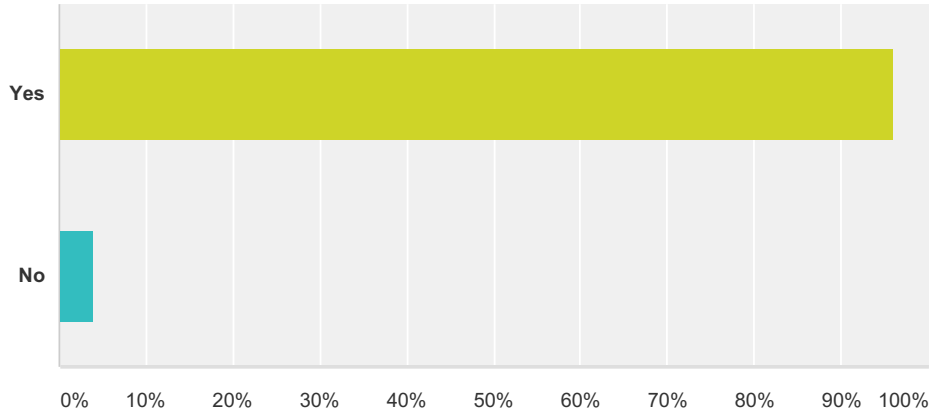
Answered: 203 Skipped: 4



Answer Choices	Responses	Count
Male	42.36%	86
Female	57.64%	117
Prefer not to answer	0.00%	0
Total		203

Q3 Are you a resident, business owner, and/or rate(tax) payer in Mississippi Mills?

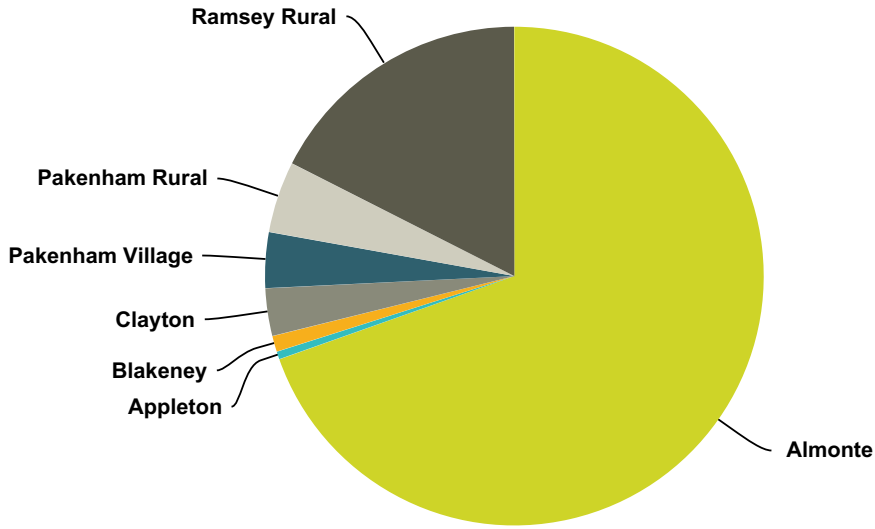
Answered: 204 Skipped: 3



Answer Choices	Responses
Yes	96.08% 196
No	3.92% 8
Total	204

Q4 Where do you live?

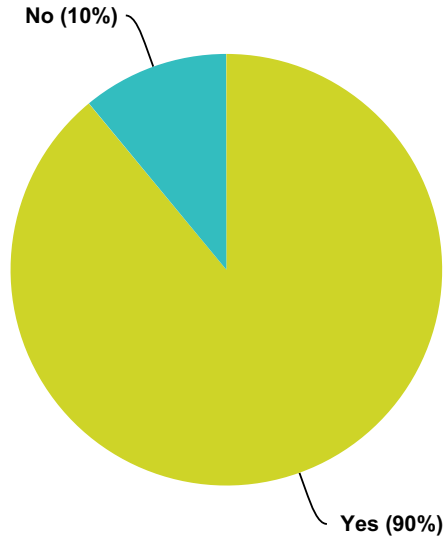
Answered: 194 Skipped: 13



Answer Choices	Responses	
Almonte	69.59%	135
Appleton	0.52%	1
Blakeney	1.03%	2
Clayton	3.09%	6
Pakenham Village	3.61%	7
Pakenham Rural	4.64%	9
Ramsey Rural	17.53%	34
Total		194

Q5 Should the municipality make improvements to community infrastructure, roads, land uses, and/or programming to make using active transportation easier in Mississippi Mills?

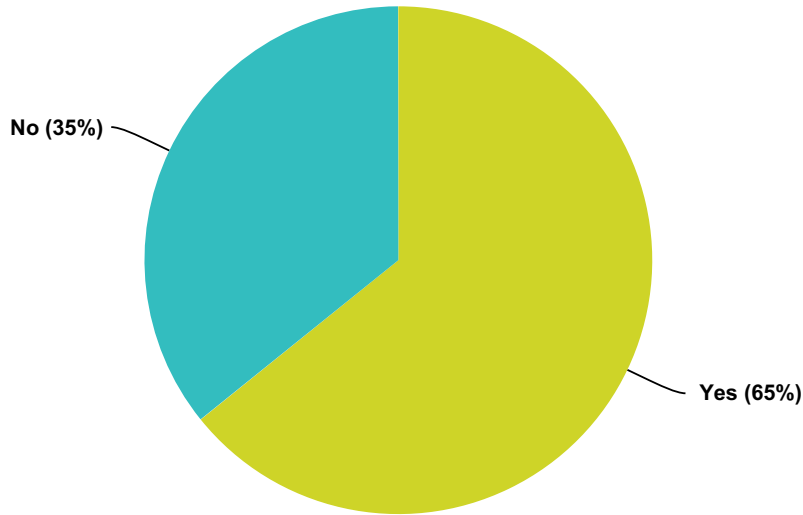
Answered: 191 Skipped: 16



Answer Choices	Responses
Yes (90%)	89.01% 170
No (10%)	10.99% 21
Total	191

Q6 Would you be willing to accept an increase in municipal taxes in order to pay for improvements to active transportation infrastructure, facilities, and programs?

Answered: 190 Skipped: 17

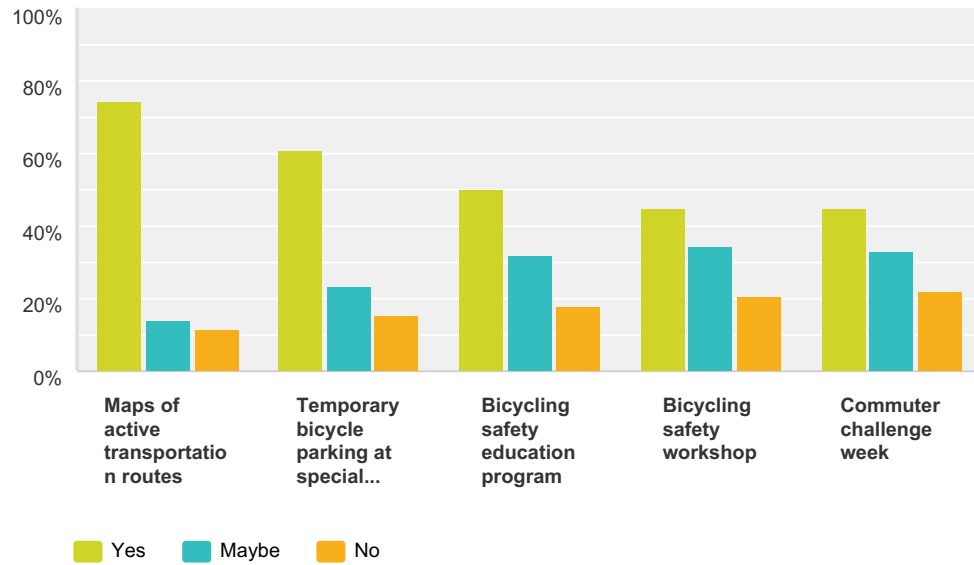


Answer Choices	Responses	
Yes (65%)	64.21%	122
No (35%)	35.79%	68
Total		190

Mississippi Mills Active Transportation Survey

Q7 Would you like to see the following kinds of initiatives in the community to promote active transportation?

Answered: 186 Skipped: 21



	Yes	Maybe	No	Total
Maps of active transportation routes	74.58% 132	14.12% 25	11.30% 20	177
Temporary bicycle parking at special events	61.05% 105	23.26% 40	15.70% 27	172
Bicycling safety education program	50.00% 85	31.76% 54	18.24% 31	170
Bicycling safety workshop	44.97% 76	34.32% 58	20.71% 35	169
Commuter challenge week	44.97% 67	32.89% 49	22.15% 33	149

#	Other (please specify)	Date
1	Dedicated bike lanes, workshops for building a healthier community together	11/24/2014 2:05 PM
2	Canbike course for all Grade 3 students going forward and some catchup courses for those beyond that age. Sidewalks in all developmental areas. ease of walking within parking lots. training and fines for motorist who do not allow right of way to the walker. proper use of the round about. Workshops should be Motorist and bicycling safety together. both are responsible and need to share and respect each other. businesses promote cycling opportunities within the workplace. bike to work and parking and change rooms available for staff.	11/24/2014 11:37 AM
3	Plan streets and walking paths to be more direct routes through neighbourhoods to encourage walking/biking rather than having meandering streets through sub divisions that are meant to fit in the most housing. For example gore street could easily connect to Harold street but there is a house in the way. This causes people walking to take longer routes, taking up time and energy that they don't necessarily have, thus encouraging driving.	11/22/2014 1:29 PM
4	These are good ideas but not to the cost of the taxpayer. Maps only on a website or sell paper versions.	11/22/2014 1:16 PM
5	Paved shoulders of March Road, Martin St., ...	11/22/2014 12:44 PM

Mississippi Mills Active Transportation Survey

6	There are way to many initiative to list. In ths list, there are only cycling initiatives, there should have been ones for walking, hiking etc.	11/21/2014 1:55 PM
7	Elementary school challenge - compete to see who can get the most students walking, biking, etc to school	11/21/2014 8:49 AM
8	Rules of the road for cyclists	11/21/2014 12:59 AM
9	Dedicated bike lanes and paths, paved shoulders	11/20/2014 6:57 PM
10	more off road walking trails that take advantage of natural landscape, safer road aligned trails	11/20/2014 9:31 AM
11	Bike routes - designated lanes and suggested routes	11/18/2014 1:27 PM
12	green corridor running N-S. and W - E. !!! please	11/17/2014 10:35 PM
13	Bike lane on Ottawa street to make it safer	11/16/2014 11:04 PM
14	COmmuter challange has been done for the past 6 years in MM. Ever hear of Google????	11/16/2014 9:58 AM
15	idle train tracks fixed for use by cyclists	11/16/2014 8:36 AM
16	More walking trails from hamlets, opening unused concessions as trails, paved shoulders for cyclists coming in from rural areas	11/16/2014 8:10 AM
17	trails for recreatiion-non motorized	11/15/2014 10:39 PM
18	real cross walks, improved side walks, hiking paths and biking routes	11/15/2014 3:27 PM
19	Are you not aware of all the things that Bicycle month does eachJune? Like their amazing Silver Chain Challenge, bike rodeos, bilingual cycling map, AT Summit?	11/14/2014 11:14 PM
20	propper bike paths not painted lines on the road	11/14/2014 9:44 PM
21	Making cycling safer on our roads, create dedicated cycle routes (eg old railway line) to connect our communities	11/14/2014 9:18 PM
22	lots more bicycle racks around town	11/14/2014 4:48 PM
23	bike/ski/walk path on old traintracks.	11/14/2014 9:38 AM
24	pedestrian paths all through town	11/14/2014 8:35 AM
25	The roads need to feel safer. People young and old drive way too fast in and around Almonte.	11/14/2014 4:25 AM
26	Provide safe bike lanes between Almonte,Pakenham and Carelton Place	11/13/2014 8:02 PM
27	Walking trails	11/13/2014 7:16 PM
28	More benches for walkers.	11/13/2014 7:09 PM
29	Collaborative Bicyclers/Drivers awareness; rural walkers group	11/13/2014 6:10 PM
30	More bicycle paths --e.g. to the stores on Ottawa Street	11/13/2014 4:25 PM
31	bike paths to cross town	11/13/2014 4:03 PM
32	walking/cycling pathways linking communities	11/13/2014 3:27 PM
33	create bike paths where the railway tracks used to be like the confereation trail on Prince Edward Island	11/13/2014 2:42 PM
34	education for bike rideas from the OPP would be helpful, too many cyclists don't know or care about cycling safely on the streets.	11/13/2014 1:23 PM
35	Bicycle Lanes	11/13/2014 8:41 AM
36	Bike lanes, trail system and transportation options to city centres	11/13/2014 8:39 AM
37	invest in walking/hiking trails	11/13/2014 7:56 AM
38	Almonte community Transit bus	11/12/2014 7:37 PM
39	Annual Kids bike safety course	11/12/2014 12:39 PM
40	Parking 1 side of streets / 2 way bike lane other side	11/12/2014 11:24 AM
41	bycycle lanes beside march road, hwy 29	11/12/2014 11:06 AM

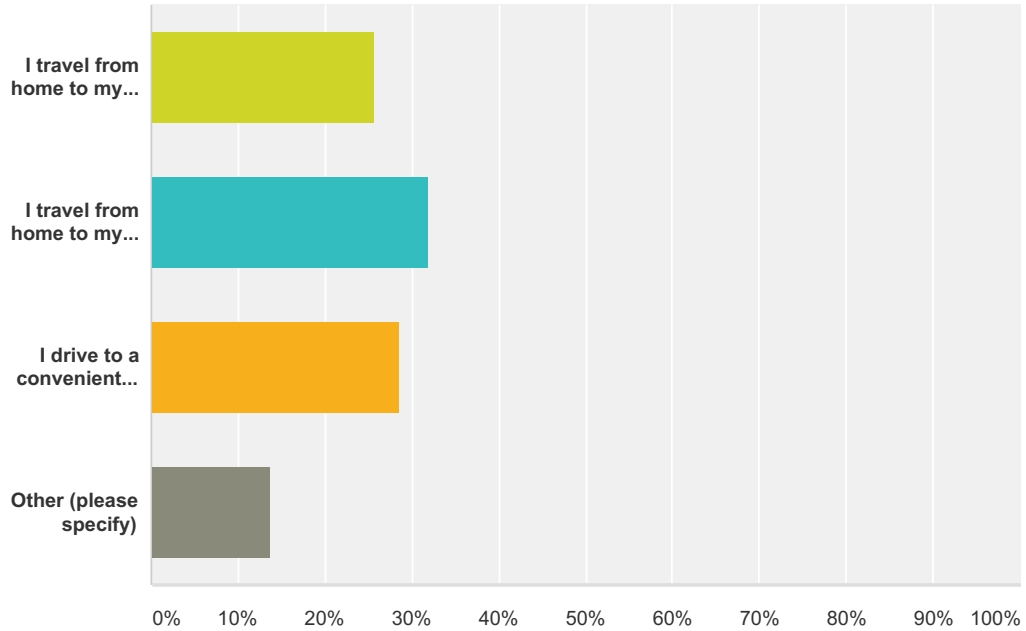
Mississippi Mills Active Transportation Survey

42	Old rail bed should be made into walking/cycling path	11/12/2014 11:03 AM
43	Bike paths/lanes to make safe family biking possible before promotion	11/12/2014 10:53 AM
44	safer roads for bikes	11/12/2014 10:50 AM
45	more walking paths such as fixing railway ROW now empty of rails	11/12/2014 10:14 AM
46	open the disused railway line for Bike and pedestrian use.	11/12/2014 10:05 AM

Mississippi Mills Active Transportation Survey

Q8 When you engage in active transportation, what best describes your usual trip?

Answered: 175 Skipped: 32



Answer Choices	Responses
I travel from home to my destination via bicycle.	25.71% 45
I travel from home to my destination via another active mode of transportation (by foot, rollerblade, wheelchair, etc).	32.00% 56
I drive to a convenient parking spot then switch to an active mode (including bicycle, by foot, etc.).	28.57% 50
Other (please specify)	13.71% 24
Total	175

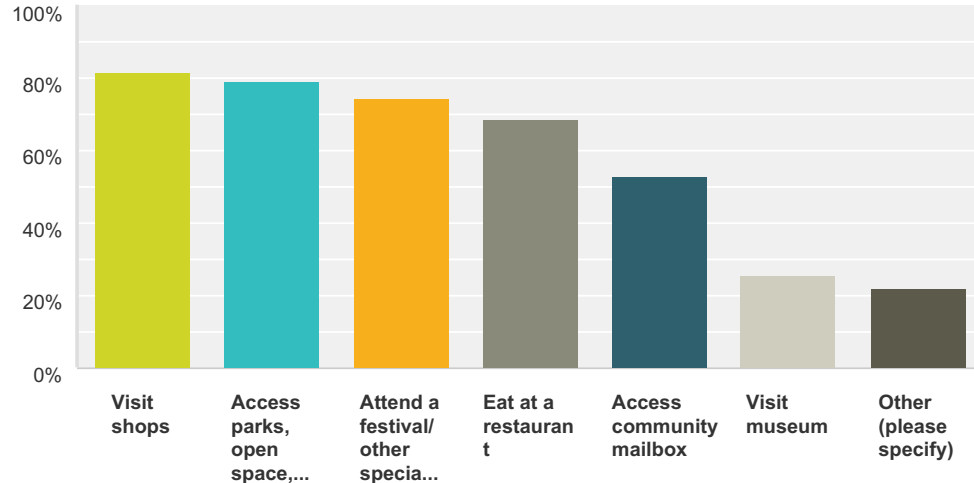
#	Other (please specify)	Date
1	none	11/24/2014 11:24 AM
2	Travelling by bicycle in the summer monthes and walking the rest of the year	11/22/2014 1:31 PM
3	Leisure biking	11/22/2014 1:16 PM
4	Walk from my home to shops	11/21/2014 5:34 PM
5	I bike for enjoyment when weather good	11/18/2014 1:28 PM
6	All of the above - mainly bicycle	11/16/2014 9:59 AM
7	I walk wherever possible	11/15/2014 10:40 PM
8	Bike and foot three seasons, foot in winter	11/15/2014 3:42 PM
9	I just drive	11/15/2014 12:43 PM
10	i ama real estate broker and thus require my vehicle every day	11/14/2014 5:09 PM

Mississippi Mills Active Transportation Survey

11	I don't really engage in active transportation.	11/14/2014 3:39 PM
12	car	11/14/2014 12:17 PM
13	when possible I try to walk or bike to my destination	11/14/2014 9:39 AM
14	Pleasure cycling only.	11/14/2014 7:07 AM
15	I drive	11/13/2014 6:36 PM
16	drive a bicycle for health reason. avg. 25km daily	11/13/2014 1:24 PM
17	unfortunately, i drive as i require my car at work	11/13/2014 9:14 AM
18	I ride my bike around town but not to work	11/12/2014 6:59 PM
19	motorcycle when it meets my needs other wise by car	11/12/2014 2:02 PM
20	none of the above	11/12/2014 11:47 AM
21	I BIKE RECREATIONALLY	11/12/2014 11:30 AM
22	run and bike to town	11/12/2014 10:32 AM
23	Walk or drive, depending on distance	11/12/2014 10:14 AM
24	Bike or walk from home	11/12/2014 9:50 AM

**Q9 What local activities have you combined with active transportation in the past?
(Please select all that apply)**

Answered: 172 Skipped: 35



Answer Choices	Responses
Visit shops	81.40% 140
Access parks, open space, or recreation and cultural facilities (i.e. arena, library, lawn bowling...)	79.07% 136
Attend a festival/other special event	74.42% 128
Eat at a restaurant	68.60% 118
Access community mailbox	52.91% 91
Visit museum	25.58% 44
Other (please specify)	22.09% 38
Total Respondents: 172	

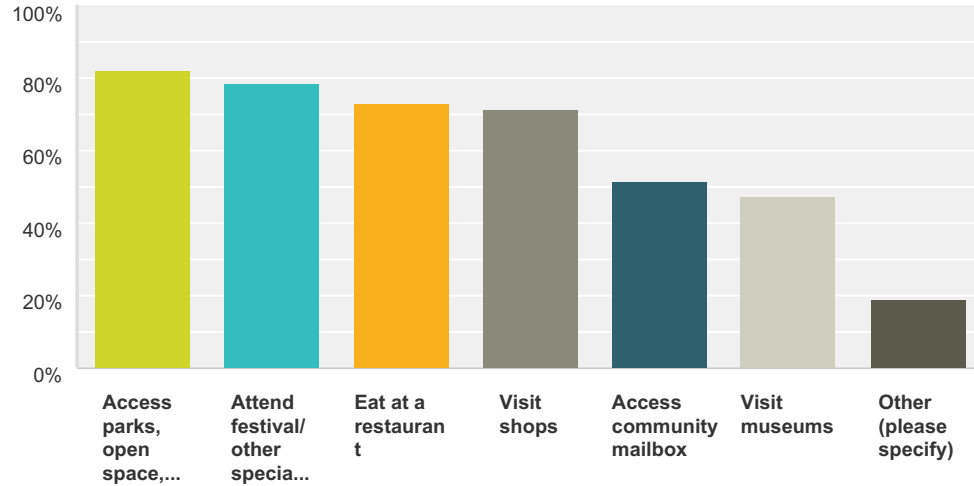
#	Other (please specify)	Date
1	Every single activity in Almonte can be accessed by walking or biking (by those fit enough) we need to increase paths for safety and to encourage use	11/24/2014 2:08 PM
2	getting groceries	11/24/2014 12:59 PM
3	go to work, buy groceries, go out for fun	11/24/2014 10:15 AM
4	visiting, sports events	11/23/2014 3:40 PM
5	Run errands e.g. to Carleton Place	11/20/2014 6:59 PM
6	sightseeing, bird watching, home and garden tours	11/20/2014 9:37 AM
7	walk children to school	11/17/2014 9:36 PM
8	church service, concerts	11/16/2014 11:05 PM
9	misc	11/16/2014 6:10 PM

Mississippi Mills Active Transportation Survey

10	Regular volunteering	11/16/2014 12:37 PM
11	Tour visitors around our Almonte	11/16/2014 8:44 AM
12	Take my kids to school!	11/16/2014 8:12 AM
13	attend meetings, sports events	11/15/2014 10:43 PM
14	Cross country ski and run/hike at Gemmill Park	11/15/2014 6:29 PM
15	Visit friends, exercise	11/15/2014 3:46 PM
16	walk to school, grocery shopping	11/15/2014 3:30 PM
17	none	11/15/2014 12:44 PM
18	Visit library, post office, explore the area	11/14/2014 9:23 PM
19	Walk my kids to school	11/14/2014 8:22 PM
20	we walk to these facilities in almonte	11/14/2014 5:11 PM
21	go to church	11/14/2014 4:48 PM
22	I object to these questions because if I have not used "active transportation,I have no response. This puts a bias in the survey.	11/14/2014 3:41 PM
23	none of the above	11/14/2014 2:11 PM
24	Church; visiting friends; music rehearsals; canoeing	11/14/2014 12:37 PM
25	groceries, appointments, leisure	11/14/2014 9:40 AM
26	visit friends	11/14/2014 7:53 AM
27	Visit friends or relatives	11/13/2014 9:44 PM
28	Going out for coffee	11/13/2014 9:09 PM
29	I Walk to anything in Almonte	11/13/2014 8:03 PM
30	exercise, photography, visiting friends, church	11/13/2014 4:30 PM
31	I'm miles from all these. Have to drive before I can walk anywhere except at home.	11/13/2014 3:16 PM
32	Go To Work	11/13/2014 9:11 AM
33	As a resident I can go anywhere by foot or bike in Almonte	11/13/2014 8:41 AM
34	do not ride a bicycle	11/12/2014 2:03 PM
35	Just ride for the fun of it.	11/12/2014 12:22 PM
36	Meetings, Post Office,exercize	11/12/2014 11:27 AM
37	fitness	11/12/2014 10:51 AM
38	volunteer for special event	11/12/2014 10:33 AM

Q10 What local activities would you like to combine with active transportation in the future? (Please select all that apply)

Answered: 148 Skipped: 59



Answer Choices	Responses
Access parks, open space, or recreation and cultural facilities (i.e. arena, library, lawn bowling...)	81.76% 121
Attend festival/other special events	78.38% 116
Eat at a restaurant	72.97% 108
Visit shops	71.62% 106
Access community mailbox	51.35% 76
Visit museums	47.30% 70
Other (please specify)	18.92% 28
Total Respondents: 148	

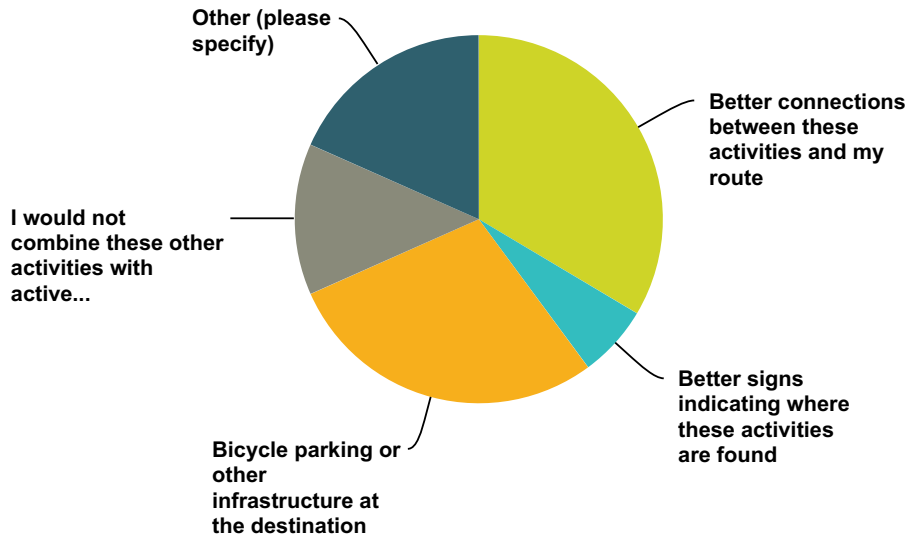
#	Other (please specify)	Date
1	going to council meetings, grocery shopping, kids getting to school	11/24/2014 2:08 PM
2	go to work, buy groceries, enjoy outside	11/24/2014 10:15 AM
3	other communities	11/23/2014 3:40 PM
4	Bike to Pakenham and Blakeney.	11/22/2014 12:46 PM
5	as above	11/20/2014 9:37 AM
6	walk children to places	11/17/2014 9:36 PM
7	trips along the river to cp	11/17/2014 8:14 AM
8	'get around'	11/16/2014 6:10 PM
9	All that is practical	11/16/2014 8:23 AM
10	attend meetings, sports events	11/15/2014 10:43 PM

Mississippi Mills Active Transportation Survey

11	Everything i can, i live in town and already do this	11/15/2014 3:46 PM
12	grocery shopping	11/15/2014 3:30 PM
13	Run errands, explore the area, get to adjacent communities (eg to Carleton Place from Almonte)	11/14/2014 9:23 PM
14	we walk to everything we can	11/14/2014 5:11 PM
15	See response for 9	11/14/2014 3:41 PM
16	none of the above	11/14/2014 2:11 PM
17	None.	11/14/2014 7:08 AM
18	Attend church, library, just go around town	11/13/2014 9:49 PM
19	Expand routes. Walk along the old railway bed. Needs to be paved. Clarity about where there is public access to river and walking and bicycle routes that take us there.	11/13/2014 4:30 PM
20	As above	11/13/2014 3:16 PM
21	Commute to work	11/13/2014 8:45 AM
22	Same as above	11/13/2014 8:41 AM
23	hamlets	11/13/2014 7:58 AM
24	do not ride a bicycle	11/12/2014 2:03 PM
25	Get groceries, go to library	11/12/2014 12:42 PM
26	as above (10)	11/12/2014 11:27 AM
27	To be able to safely bike from my home would be a dream come true.	11/12/2014 10:55 AM
28	walking, jogging or biking safely within village and surroundings	11/12/2014 10:54 AM

Q11 What would make you more likely to combine these other activities (i.e. special events, eat-in restaurants) with active transportation? (Please select the best answer)

Answered: 158 Skipped: 49



Answer Choices	Responses
Better connections between these activities and my route	33.54% 53
Better signs indicating where these activities are found	6.33% 10
Bicycle parking or other infrastructure at the destination	28.48% 45
I would not combine these other activities with active transportation	13.29% 21
Other (please specify)	18.35% 29
Total	158

#	Other (please specify)	Date
1	More paths - school kids need paths. More dedicated bike lanes and footpaths. Safety courses and community building courses - it's not about cars vs bikes, it's about a healthier community. Bike riders are also car drivers and vice versa. We need to build our community for all	11/24/2014 2:08 PM
2	safety within the parking lots. needs to be part of everyday activity not just special events. Safety in grocery parking lot, shoppers and the other larger parking lots.	11/24/2014 11:39 AM
3	already do...not sure agreeing with survey...was hoping for additional safe paths	11/22/2014 4:38 PM
4	The one element not stated here is safety. Active transportation requires that routes be safe for people to use them.	11/21/2014 1:58 PM
5	Build the Ottawa Valley Rail Trail	11/19/2014 12:28 AM
6	bike lanes and/or bike paths	11/16/2014 6:10 PM
7	Better (safer) sidewalks	11/16/2014 8:23 AM

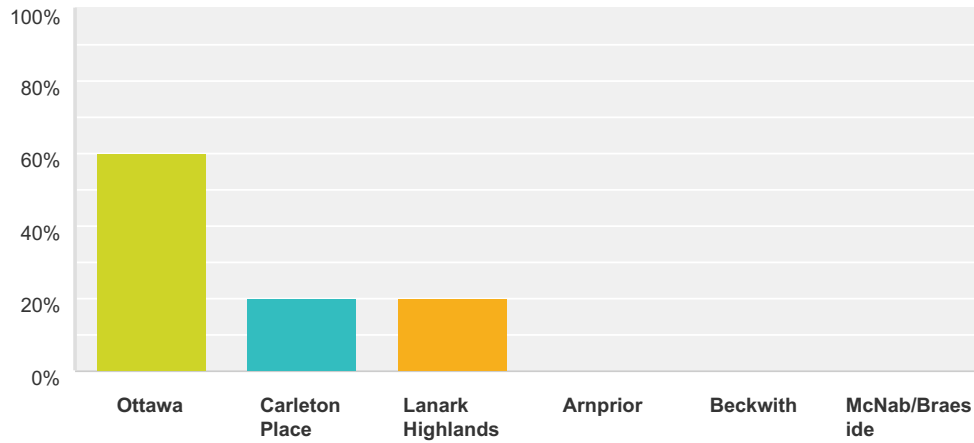
Mississippi Mills Active Transportation Survey

8	safer roads; rural drivers still "startled" by cyclists	11/16/2014 8:12 AM
9	rural bus service	11/15/2014 10:43 PM
10	Already ride everywhere when i can, within almonte	11/15/2014 3:46 PM
11	real crosswalks, better side walks, more hiking paths and bike paths	11/15/2014 3:30 PM
12	Better road and cycle way infrastructure	11/14/2014 9:23 PM
13	Safer streets, crosswalks, better sidewalks, sidewalk plowing	11/14/2014 8:22 PM
14	we walk to everything	11/14/2014 5:11 PM
15	evidently this question is not applicable: I already do almost everything by bike!	11/14/2014 12:37 PM
16	the onus is on me and weather, not any of the things listed above.	11/14/2014 9:40 AM
17	pedestrian walkways	11/14/2014 8:37 AM
18	Safer routes to the activities	11/14/2014 4:29 AM
19	More benches enroute.	11/13/2014 7:11 PM
20	better health and a good horse	11/13/2014 6:38 PM
21	SAFE routes. In rural areas, the shoulders are too narrow and rough to safely avoid speeding vehicles.	11/13/2014 6:12 PM
22	Signs suggesting good bicycle and walking routes for pleasure	11/13/2014 4:30 PM
23	Moving in to Almonte is the only way this would happen	11/13/2014 3:16 PM
24	I already walk everywhere in the town. I commute by car to work in Ottawa.	11/13/2014 2:45 PM
25	safer routes	11/13/2014 1:25 PM
26	Paved shoulders	11/12/2014 3:18 PM
27	do not ride a bicycle	11/12/2014 2:03 PM
28	Left turn light, Martin St N to Ottawa St	11/12/2014 11:27 AM
29	Safe bike lanes or paths	11/12/2014 10:55 AM

Mississippi Mills Active Transportation Survey

Q12 Where do you live?

Answered: 5 Skipped: 202

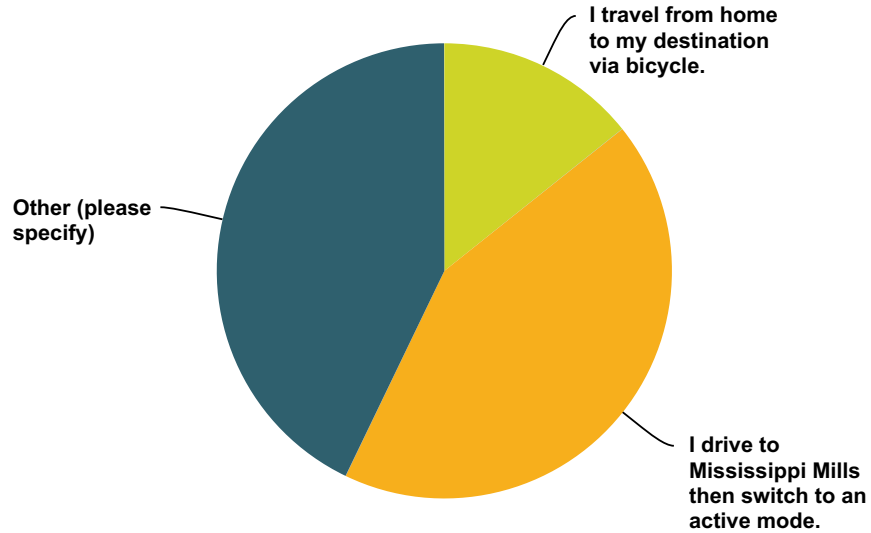


Answer Choices	Responses
Ottawa	60.00% 3
Carleton Place	20.00% 1
Lanark Highlands	20.00% 1
Arnprior	0.00% 0
Beckwith	0.00% 0
McNab/Braeside	0.00% 0
Total	5

#	Other (please specify)	Date
1	Toronto	11/16/2014 8:48 PM
2	Clayton	11/14/2014 8:52 AM
3	smiths falls	11/13/2014 3:17 PM
4	Bordering Mississippi Mills	11/12/2014 10:09 AM

Q13 When you visit Mississippi Mills and engage in active transportation, what best describes your trip.

Answered: 7 Skipped: 200



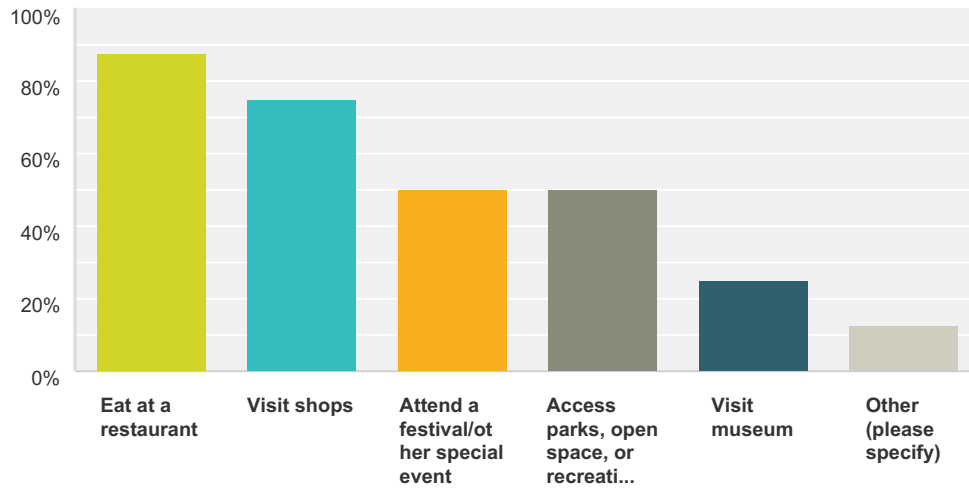
Answer Choices	Responses	
I travel from home to my destination via bicycle.	14.29%	1
I travel from home to my destination via another active mode of transportation.	0.00%	0
I drive to Mississippi Mills then switch to an active mode.	42.86%	3
I park in a neighbouring municipality then switch to an active mode.	0.00%	0
Other (please specify)	42.86%	3
Total		7

#	Other (please specify)	Date
1	I train to Smiths Falls, drive to Almonte then drive around Almonte, or Cycle on occasion.	11/16/2014 8:48 PM
2	car	11/13/2014 3:17 PM
3	I drive my car	11/7/2014 9:57 AM

Mississippi Mills Active Transportation Survey

Q14 What other activities have you combined with visits to Mississippi Mills in the past? (Please select all that apply)

Answered: 8 Skipped: 199

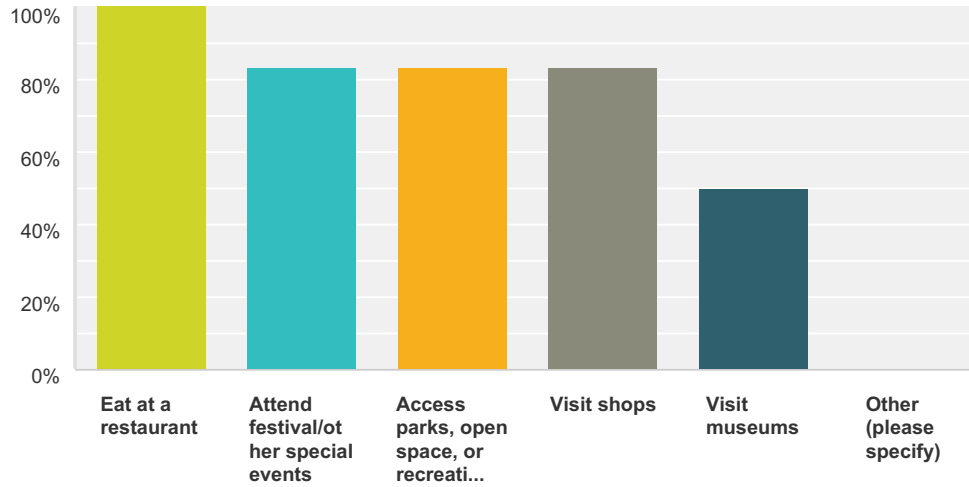


Answer Choices	Responses
Eat at a restaurant	87.50% 7
Visit shops	75.00% 6
Attend a festival/other special event	50.00% 4
Access parks, open space, or recreation and cultural facilities (i.e. arena, library, lawn bowling...)	50.00% 4
Visit museum	25.00% 2
Other (please specify)	12.50% 1
Total Respondents: 8	

#	Other (please specify)	Date
1	municipal meetings	11/13/2014 3:19 PM

Q15 What activities would you like to combine with your visits to Mississippi Mills in the future? (Please select all that apply)

Answered: 6 Skipped: 201



Answer Choices	Responses
Eat at a restaurant	100.00% 6
Attend festival/other special events	83.33% 5
Access parks, open space, or recreation and cultural facilities (i.e. arena, library, lawn bowling...)	83.33% 5
Visit shops	83.33% 5
Visit museums	50.00% 3
Other (please specify)	0.00% 0
Total Respondents: 6	

#	Other (please specify)	Date
	There are no responses.	

Q16 What would make you more likely to engage in other activities (i.e. special events, eat-in restaurants) when you visit Mississippi Mills for active transportation? (Please select the best answer)

Answered: 4 Skipped: 203



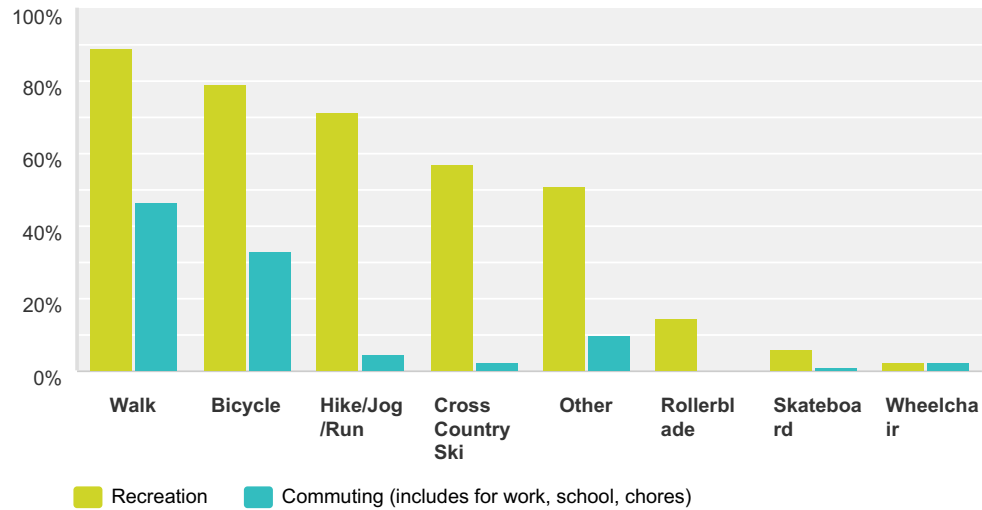
Answer Choices	Responses
Better connections between these activities and my route	75.00% 3
Better signs indicating where these activities are found	0.00% 0
Bicycle parking or other infrastructure at the destination	0.00% 0
I would not engage in other activities, I am in Mississippi Mills for active transportation purposes only	0.00% 0
Other (please specify)	25.00% 1
Total	4

#	Other (please specify)	Date
1	none	11/21/2014 2:53 PM

Mississippi Mills Active Transportation Survey

Q17 Which of the following active modes do you use (in Mississippi Mills)? And for what purpose? (Please select all that apply)

Answered: 181 Skipped: 26



	Recreation	Commuting (includes for work, school, chores)	Total Respondents
Walk	88.76% 158	46.63% 83	178
Bicycle	79.22% 122	33.12% 51	154
Hike/Jog/Run	71.65% 91	4.72% 6	127
Cross Country Ski	56.90% 66	2.59% 3	116
Other	51.22% 21	9.76% 4	41
Rollerblade	14.46% 12	0.00% 0	83
Skateboard	5.95% 5	1.19% 1	84
Wheelchair	2.33% 2	2.33% 2	86

#	(Please specify)	Date
1	I walk when I play golf.	11/25/2014 7:42 AM
2	stroller	11/24/2014 10:17 AM
3	E bike	11/23/2014 6:20 AM
4	Snow shoe	11/22/2014 3:43 PM
5	Scooter	11/21/2014 5:36 PM
6	Kayaking and canoeing	11/19/2014 12:31 AM

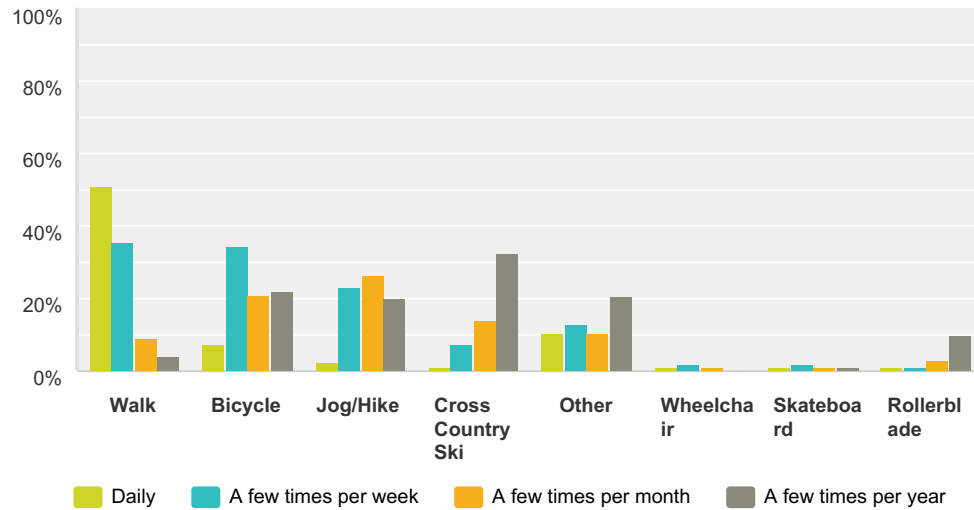
Mississippi Mills Active Transportation Survey

7	Snowshoeing	11/18/2014 1:07 PM
8	Snowshoe	11/18/2014 7:36 AM
9	at work in town I move folk by wheelchair everyday	11/17/2014 8:17 AM
10	snow shoe	11/16/2014 11:06 PM
11	snowshoe, canoe	11/16/2014 7:52 PM
12	H	11/16/2014 12:39 PM
13	Walk along old railbed	11/16/2014 8:46 AM
14	Canoe, snowshoe (in season)	11/16/2014 8:13 AM
15	snoeshoe	11/15/2014 10:46 PM
16	Snowshoeing	11/15/2014 8:50 PM
17	kayak/canoe	11/15/2014 6:31 PM
18	drive for work because i am a realtor	11/14/2014 5:12 PM
19	Snowshoeing, canoeing	11/14/2014 12:39 PM
20	vehicle	11/14/2014 12:28 PM
21	Snowshoe.	11/14/2014 7:10 AM
22	Walking with small children who ride in a stroller or wagon, or who are on bikes	11/14/2014 4:32 AM
23	Snow shoe	11/13/2014 9:50 PM
24	I would bike if there was bike path	11/13/2014 8:04 PM
25	waterways	11/13/2014 3:31 PM
26	kayaking	11/13/2014 2:46 PM
27	snowshoe	11/13/2014 2:40 PM
28	snowshoe	11/13/2014 1:47 PM
29	snowshoeing	11/12/2014 3:28 PM
30	kayak for recreation	11/12/2014 12:24 PM
31	Electric assist bicycle	11/12/2014 11:30 AM
32	snowshoe	11/12/2014 10:57 AM
33	snowshoe	11/12/2014 10:35 AM

Mississippi Mills Active Transportation Survey

Q18 How often do you use the following modes of transportation (in Mississippi Mills)? (Please select all that apply)

Answered: 181 Skipped: 26



	Daily	A few times per week	A few times per month	A few times per year	Total Respondents
Walk	50.86% 89	35.43% 62	9.14% 16	4.00% 7	175
Bicycle	7.69% 12	34.62% 54	21.15% 33	21.79% 34	156
Jog/Hike	2.48% 3	23.14% 28	26.45% 32	19.83% 24	121
Cross Country Ski	0.77% 1	7.69% 10	13.85% 18	32.31% 42	130
Other	10.26% 4	12.82% 5	10.26% 4	20.51% 8	39
Wheelchair	1.01% 1	2.02% 2	1.01% 1	0.00% 0	99
Skateboard	1.01% 1	2.02% 2	1.01% 1	1.01% 1	99
Rollerblade	0.99% 1	0.99% 1	2.97% 3	9.90% 10	101

#	(Please specify)	Date
1	I walk more than once daily and to work and to shop.	11/24/2014 2:09 PM
2	stroller	11/24/2014 10:17 AM
3	Ebike	11/23/2014 6:20 AM
4	Snow shoe	11/22/2014 3:43 PM
5	Cycling in Ottawa - better infrastructure	11/20/2014 7:01 PM
6	Snowshoeing	11/18/2014 1:07 PM

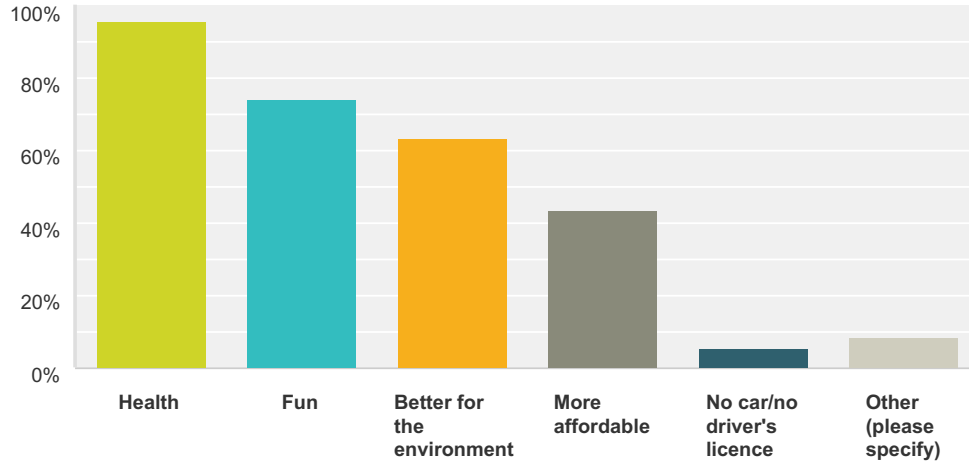
Mississippi Mills Active Transportation Survey

7	Snowshoe	11/18/2014 7:36 AM
8	the wheelchair comment applies to supporting other residents get around town while at work locally	11/17/2014 8:17 AM
9	snowshoe, canoe	11/16/2014 7:52 PM
10	Snowshoe daily in season	11/16/2014 8:13 AM
11	snowshoe	11/15/2014 10:46 PM
12	Snowshoeing	11/15/2014 8:50 PM
13	kayak/canoe	11/15/2014 6:31 PM
14	snowshoe	11/15/2014 6:20 PM
15	Snowshoeing, canoeing	11/14/2014 12:39 PM
16	kayaking in summer, snow shoeing in winter	11/14/2014 8:54 AM
17	Walking with small children who ride in a stroller or wagon, or who are on bikes	11/14/2014 4:32 AM
18	waterways - canoe/kayak	11/13/2014 3:31 PM
19	Kayak	11/13/2014 2:46 PM
20	snowshoe	11/13/2014 2:40 PM
21	Electric assist Bicycle, if better traffic control	11/12/2014 11:30 AM
22	automobile	11/12/2014 11:16 AM
23	snowshoe a few times per year	11/12/2014 10:57 AM
24	snowshoe	11/12/2014 10:35 AM

Mississippi Mills Active Transportation Survey

Q19 What are your reasons for using active modes of transportation? (Please select all that apply)

Answered: 178 Skipped: 29



Answer Choices	Responses
Health	95.51% 170
Fun	74.16% 132
Better for the environment	63.48% 113
More affordable	43.26% 77
No car/no driver's licence	5.62% 10
Other (please specify)	8.43% 15
Total Respondents: 178	

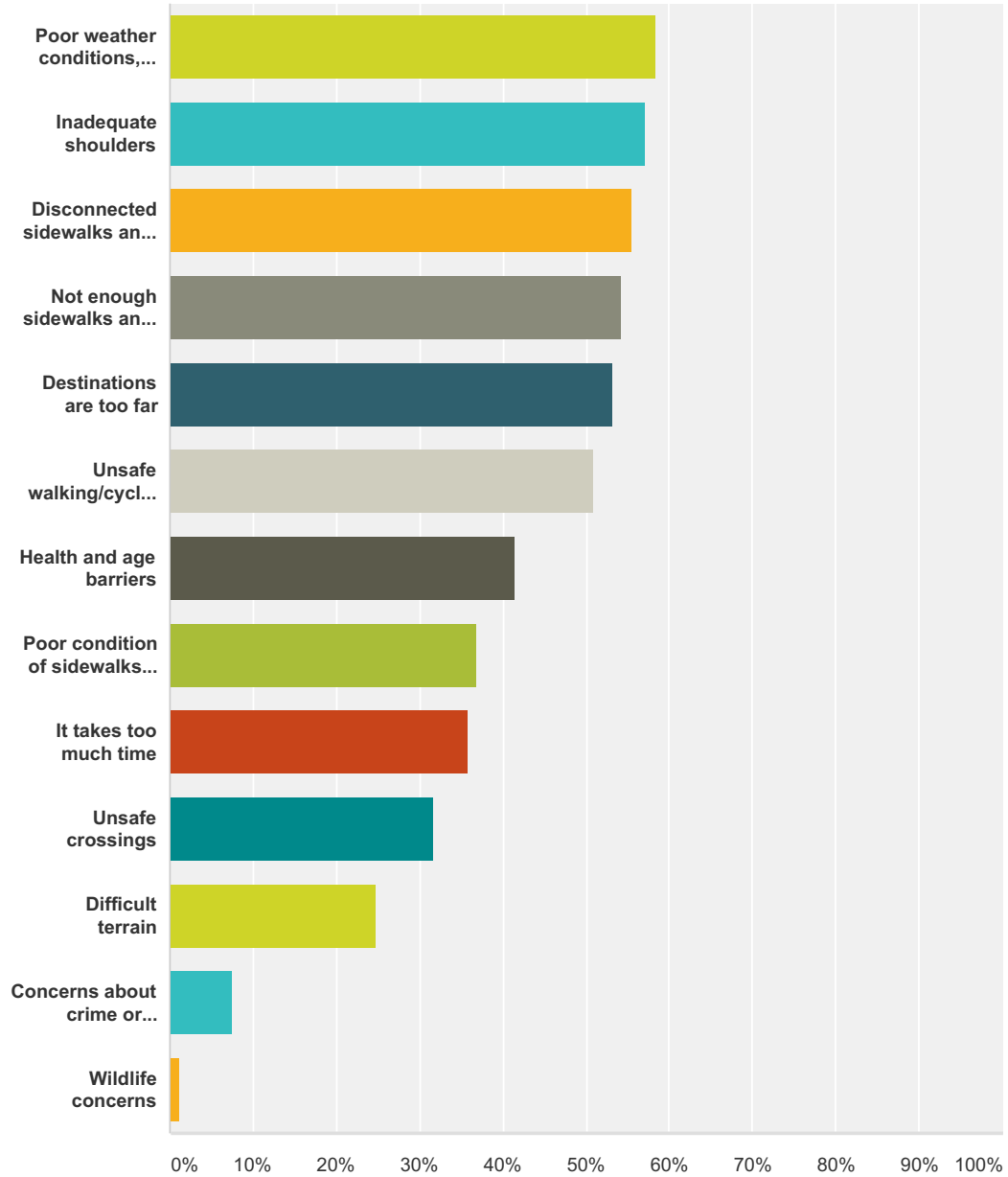
#	Other (please specify)	Date
1	Affordability is going to be more and more important as a reason - also health. We need to build AT routes for a thriving and successful community!	11/24/2014 2:11 PM
2	hassel of moving the car from one parking space to another	11/24/2014 11:42 AM
3	In winter, my 1km commute is not good for my car, nor are icy conditions... helps me walk even in the freezing cold.	11/22/2014 12:50 PM
4	walk from parking space	11/21/2014 2:54 PM
5	Prefer to move than sit in vehicle	11/21/2014 1:04 AM
6	observing nature, natural beauty of the countryside	11/20/2014 9:58 AM
7	Responsible choice if drinking	11/20/2014 8:07 AM
8	interact with others in the friendly town	11/17/2014 8:22 AM
9	Enjoy meeting people	11/16/2014 8:48 AM
10	easier and more enjoyable - meet your neighbours	11/14/2014 5:13 PM

Mississippi Mills Active Transportation Survey

11	It's slower so we can enjoy all the little things along the way	11/14/2014 4:35 AM
12	convenient	11/13/2014 2:48 PM
13	Proximity to downtown	11/12/2014 11:47 AM
14	Economy, Gas is expensive	11/12/2014 11:31 AM
15	more social interaction	11/12/2014 10:06 AM

Q20 In your opinion, why do people (think of yourself and other people you know) choose not to use active modes of transportation to get around Mississippi Mills. (Please select all that apply)

Answered: 173 Skipped: 34



Answer Choices	Responses
Poor weather conditions, including winter weather	58.38% 101
Inadequate shoulders	57.23% 99
Disconnected sidewalks and trails	55.49% 96

Mississippi Mills Active Transportation Survey

Not enough sidewalks and trails	54.34%	94
Destinations are too far	53.18%	92
Unsafe walking/cycling environment	50.87%	88
Health and age barriers	41.62%	72
Poor condition of sidewalks and trails	36.99%	64
It takes too much time	35.84%	62
Unsafe crossings	31.79%	55
Difficult terrain	24.86%	43
Concerns about crime or personal security	7.51%	13
Wildlife concerns	1.16%	2
Total Respondents: 173		

#	Other (please specify)	Date
1	Laziness	11/25/2014 7:43 AM
2	Motorist don't see others as a priority and they have poor skills.	11/24/2014 11:42 AM
3	BIKE LANES ARE NEEDED!!	11/24/2014 10:08 AM
4	Convenience and partial lazyness	11/23/2014 6:29 AM
5	The grocery store and all other shopping is located almost outside of town. All of the centrally located shops (as great as some of them are) are filled with totally unnecessary goods. All regular shopping requires a car or taxi	11/22/2014 1:38 PM
6	The biggest reason is that they do not feel safe for what ever reason.	11/21/2014 2:00 PM
7	Major safety issues for students walking/biking/etc to R Tait & Holy Name. No crosswalk, increasing traffic on Patterson Street, cars driving too fast, NO signage to indicate School Safety Zone.	11/21/2014 8:57 AM
8	Safety #1. Few alternate, efficient routes.	11/20/2014 7:02 PM
9	insufficient information and marking of walking/bicycling paths	11/20/2014 9:58 AM
10	Inadequate places to lock my bike	11/18/2014 1:49 PM
11	Bike lanes on main routes would encourage serious commuting	11/18/2014 1:33 PM
12	Mill street can get very icy and dangerous	11/18/2014 7:37 AM
13	please reinstate the side walk on brookdale for the neighborhood residents with physical/mental challenges, their safety and security moving thru their part of town	11/17/2014 8:22 AM
14	too lazy	11/16/2014 10:25 PM
15	State of mind, it feels weird to walk to the grocery story or the other side of town	11/16/2014 8:51 PM
16	Use road as sidewalks are poorly designed for pedestrians	11/16/2014 12:41 PM
17	Esp unsafe environment, which encompasses the above checked.	11/16/2014 10:03 AM
18	roads too narrow and bicyclists here are RUDE and ARROGANT to pedestrians and vehicles	11/15/2014 6:23 PM
19	laziness	11/15/2014 4:13 PM
20	can't think of any reason not towalk	11/14/2014 5:13 PM
21	It is not convenient in many rural areas of MM	11/14/2014 3:43 PM
22	cars are more convenient	11/14/2014 2:13 PM

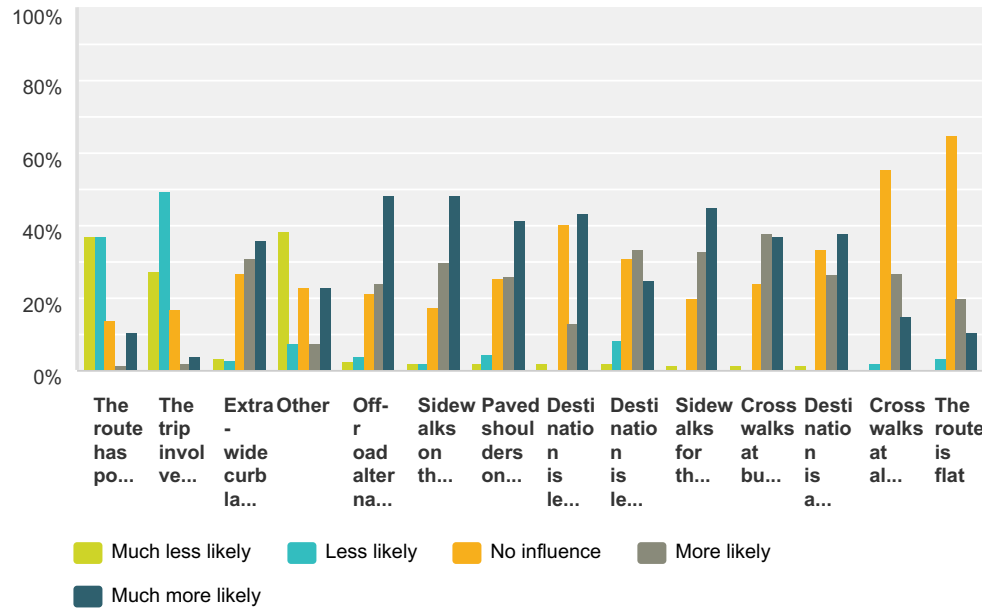
Mississippi Mills Active Transportation Survey

23	Laziness; low tolerance of discomfort; fear	11/14/2014 12:42 PM
24	bicycles are a danger to the public when driven in groups	11/14/2014 11:35 AM
25	lack equipment	11/14/2014 9:42 AM
26	not enough sidewalks in clayton....especially dangerous in winter	11/14/2014 8:55 AM
27	lazy	11/14/2014 7:56 AM
28	Drunk and/or distracted drivers (texting, cell phone use)	11/14/2014 7:11 AM
29	Distracted and inconsiderate drivers. All ages.	11/14/2014 4:35 AM
30	Traffic lights too short to cross intersections safely	11/13/2014 9:52 PM
31	Not enough bicycle lanes	11/13/2014 8:29 PM
32	Not enough places to take a break.	11/13/2014 7:13 PM
33	Laziness	11/13/2014 6:13 PM
34	on the outskirts of the town	11/13/2014 2:48 PM
35	laziness	11/13/2014 9:17 AM
36	Tried bicycle - too dangerous on Ottawa and other streets	11/12/2014 11:31 AM

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Q21 When WALKING (includes wheelchairs) many factors can make a route more or less pleasant. Please fill out the following chart to describe what factors would make you more or less likely to WALK instead of drive.

Answered: 171 Skipped: 36



	Much less likely	Less likely	No influence	More likely	Much more likely	Total
The route has poor conditions such as uneven sidewalks, debris, or uncleared snow	37.18% 58	37.18% 58	14.10% 22	1.28% 2	10.26% 16	156
The trip involves cargo or a passenger	27.40% 40	49.32% 72	17.12% 25	2.05% 3	4.11% 6	146
Extra-wide curb lanes on the major roads to provide space for pedestrians	3.45% 5	2.76% 4	26.90% 39	31.03% 45	35.86% 52	145
Other	38.46% 5	7.69% 1	23.08% 3	7.69% 1	23.08% 3	13
Off-road alternative for all or part of the route	2.58% 4	3.87% 6	21.29% 33	23.87% 37	48.39% 75	155
Sidewalks on the major roads	1.92% 3	1.92% 3	17.31% 27	30.13% 47	48.72% 76	156
Paved shoulders on the major roads	2.01% 3	4.70% 7	25.50% 38	26.17% 39	41.61% 62	149
Destination is less than a 5 minute walk	1.99% 3	0.66% 1	40.40% 61	13.25% 20	43.71% 66	151
Destination is less than a 30 minute walk	1.94% 3	8.39% 13	30.97% 48	33.55% 52	25.16% 39	155

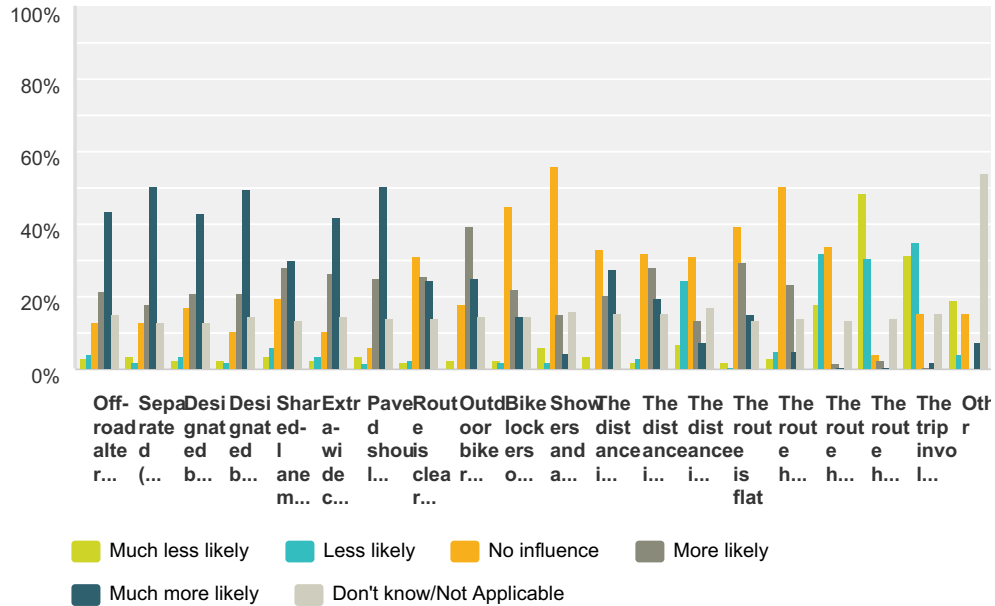
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Sidewalks for the entire route	1.29% 2	0.65% 1	20.00% 31	32.90% 51	45.16% 70	155
Cross walks at busy intersections	1.29% 2	0.00% 0	23.87% 37	38.06% 59	36.77% 57	155
Destination is a 5-10 minute walk	1.32% 2	0.66% 1	33.55% 51	26.32% 40	38.16% 58	152
Cross walks at all intersections	0.67% 1	2.01% 3	55.70% 83	26.85% 40	14.77% 22	149
The route is flat	0.67% 1	3.36% 5	65.10% 97	20.13% 30	10.74% 16	149

#	(Please specify)	Date
1	crossing guard at major intersections for school children	11/25/2014 3:19 PM
2	My schedule - being too busy makes me choose driving over walking, as I get there much faster.	11/22/2014 12:54 PM
3	Sidewalk too close to road splash from snow, rain	11/20/2014 7:04 PM
4	some sidewalks, ie union st south start with a severe slop, this makes pushin a heavy wheel chair with low clearance, with a heavy person hard, it torque the supporters back, the other alternative to downtown involves steep hills and more distance, residents dependent on wheelchair don't get downtown as much as they should do to the challenges of these slanted and often icy side walks	11/17/2014 8:30 AM
5	municipal garbage cans at public areas (esp Spring Street) for dog and Tim Horton waste	11/15/2014 6:25 PM
6	better driver awareness of pedestrians would make me more likely to walk	11/14/2014 8:26 PM
7	See response for 9	11/14/2014 3:45 PM
8	bicyclists try to run you down on the sidewalks.	11/14/2014 11:37 AM
9	winter snow clearance on sidewalks is poorly done.or not done.	11/14/2014 8:45 AM
10	Too many snakes and bears.	11/14/2014 7:13 AM
11	Please don't use costly measures and add extra cross walks when there are lights nearby. It only masks the problem of unsafe and inconsiderate driving.	11/14/2014 4:39 AM
12	Cars drive way above speed limit. Unsafe on major roads	11/13/2014 9:55 PM
13	poor lighting. At night, it's unsafe to walk from my home to the Clayton General Store	11/13/2014 6:15 PM
14	Ask yourself who wants to go for a nice walk "Along A Major Road" unless its in a town with shops...	11/13/2014 9:23 AM
15	clear sidewalk bylaws ingnored, snow and hedge growth,	11/12/2014 11:34 AM
16	I have children with me	11/12/2014 10:59 AM
17	lighting in the rural area	11/12/2014 10:04 AM

Q22 When CYCLING many factors can make a route more or less pleasant. Please fill out the following chart to describe what factors would make you more or less likely to BICYCLE instead of drive.

Answered: 156 Skipped: 51



	Much less likely	Less likely	No influence	More likely	Much more likely	Don't know/Not Applicable	Total
Off-road alternative for all or part of your route	3.25% 5	3.90% 6	12.99% 20	21.43% 33	43.51% 67	14.94% 23	154
Separated (i.e. with a barrier) bike lanes on the major roads	3.29% 5	1.97% 3	13.16% 20	17.76% 27	50.66% 77	13.16% 20	152
Designated bike lanes on all roads	2.61% 4	3.27% 5	16.99% 26	20.92% 32	43.14% 66	13.07% 20	153
Designated bike lanes on the major roads	2.63% 4	1.97% 3	10.53% 16	21.05% 32	49.34% 75	14.47% 22	152
Shared-lane markings (i.e. icons of bikes on the pavement) on the major roads	3.33% 5	6.00% 9	19.33% 29	28.00% 42	30.00% 45	13.33% 20	150
Extra-wide curb lanes on the major roads	2.67% 4	3.33% 5	10.67% 16	26.67% 40	42.00% 63	14.67% 22	150
Paved shoulders on the major roads	3.29% 5	1.32% 2	5.92% 9	25.00% 38	50.66% 77	13.82% 21	152
Route is clearly signed	2.03% 3	2.70% 4	31.08% 46	25.68% 38	24.32% 36	14.19% 21	148
Outdoor bike racks at destination	2.65% 4	0.00% 0	17.88% 27	39.74% 60	25.17% 38	14.57% 22	151

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Bike lockers or indoor/covered bike racks at destination	2.72% 4	2.04% 3	44.90% 66	21.77% 32	14.29% 21	14.29% 21	147
Showers and a place to change and store clothes at destination	6.08% 9	2.03% 3	56.08% 83	14.86% 22	4.73% 7	16.22% 24	148
The distance is less than 4km	3.38% 5	0.00% 0	33.11% 49	20.27% 30	27.70% 41	15.54% 23	148
The distance is less than 8km	2.10% 3	2.80% 4	32.17% 46	27.97% 40	19.58% 28	15.38% 22	143
The distance is greater than 16km	6.76% 10	24.32% 36	31.08% 46	13.51% 20	7.43% 11	16.89% 25	148
The route is flat	2.04% 3	0.68% 1	39.46% 58	29.25% 43	14.97% 22	13.61% 20	147
The route has small hills	2.76% 4	4.83% 7	50.34% 73	23.45% 34	4.83% 7	13.79% 20	145
The route has long hills/steep sections	17.81% 26	32.19% 47	34.25% 50	1.37% 2	0.68% 1	13.70% 20	146
The route has poor road conditions, such as potholes, sewer grates, debris, or uncleared snow	48.34% 73	30.46% 46	3.97% 6	2.65% 4	0.66% 1	13.91% 21	151
The trip involves cargo or a passenger	31.54% 47	34.90% 52	15.44% 23	0.67% 1	2.01% 3	15.44% 23	149
Other	19.23% 5	3.85% 1	15.38% 4	0.00% 0	7.69% 2	53.85% 14	26

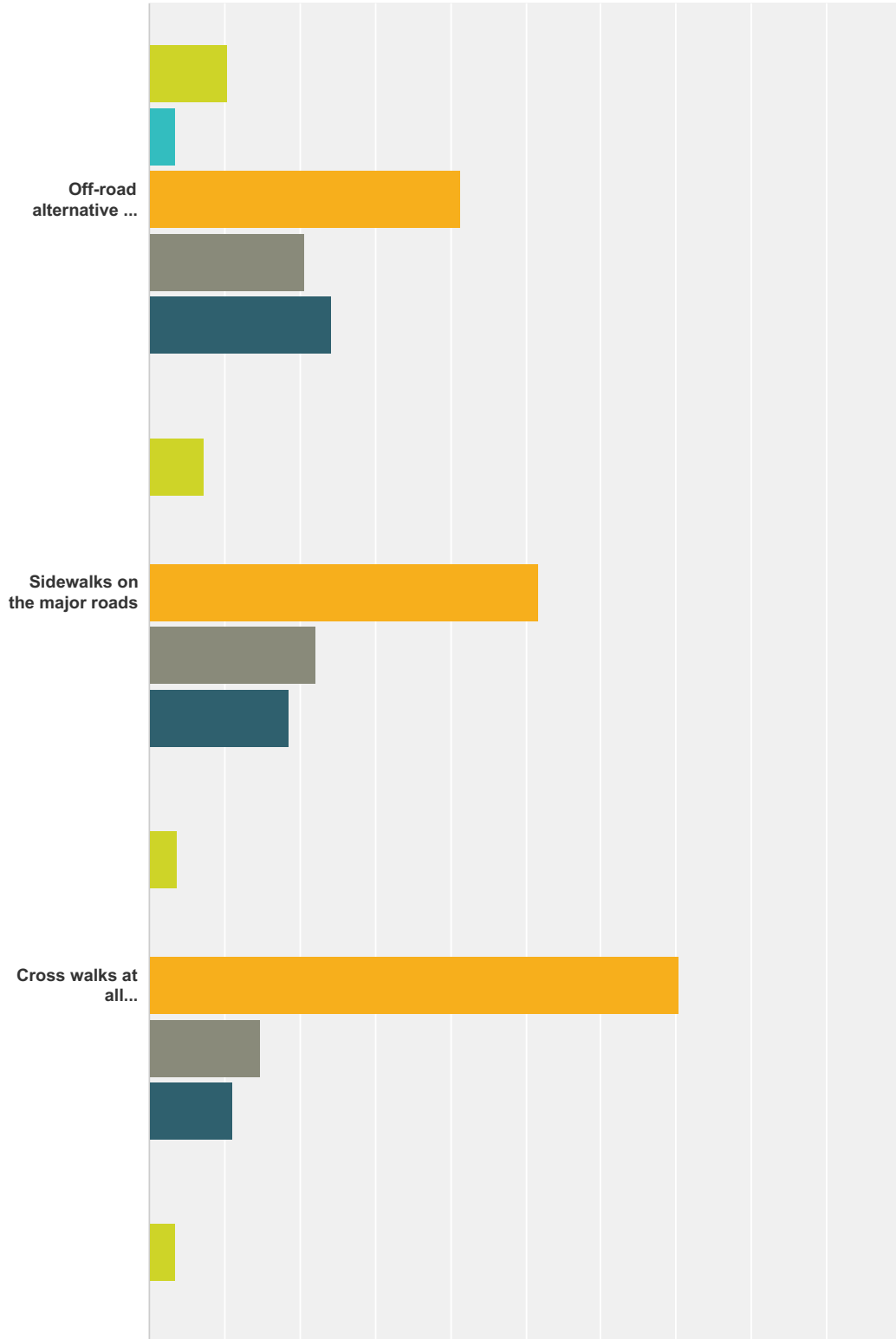
#	(Please specify)	Date
1	Please don't spend my tax dollars on this stuff. I'm taxed enough as it is.	11/22/2014 1:23 PM
2	Poor health	11/22/2014 12:56 PM
3	unpaved road, e.g. to Ottawa	11/20/2014 7:06 PM
4	I walk	11/16/2014 10:33 PM
5	Too old to bike	11/16/2014 8:33 AM
6	NO NO NO - no bike lanes in Mississippi Mills unless the CYCLISTS pay for them 100%. Sick of the rude cyclists.	11/15/2014 6:28 PM
7	Separated bike lanes like ottawa	11/14/2014 9:53 PM
8	we walk	11/14/2014 5:17 PM
9	See response for 9	11/14/2014 3:46 PM
10	don't bicycle and don't intend to	11/14/2014 2:16 PM
11	Freshly graveled rural road	11/14/2014 12:48 PM
12	Gross dead and live snakes.	11/14/2014 7:15 AM
13	Please consider policing the poor driving when looking at options like bike lanes	11/14/2014 4:43 AM
14	Be more likely to walk or bike everywhere if cars followed rules of road and let me feel more safe.	11/13/2014 9:58 PM
15	I am unable to ride a bike.	11/13/2014 7:14 PM
16	Don't own a bike, don't like cycling	11/13/2014 6:42 PM
17	good lighting would make it much more likely to bike around	11/13/2014 6:17 PM
18	The route is beautiful and has places to stop along the way	11/13/2014 4:38 PM

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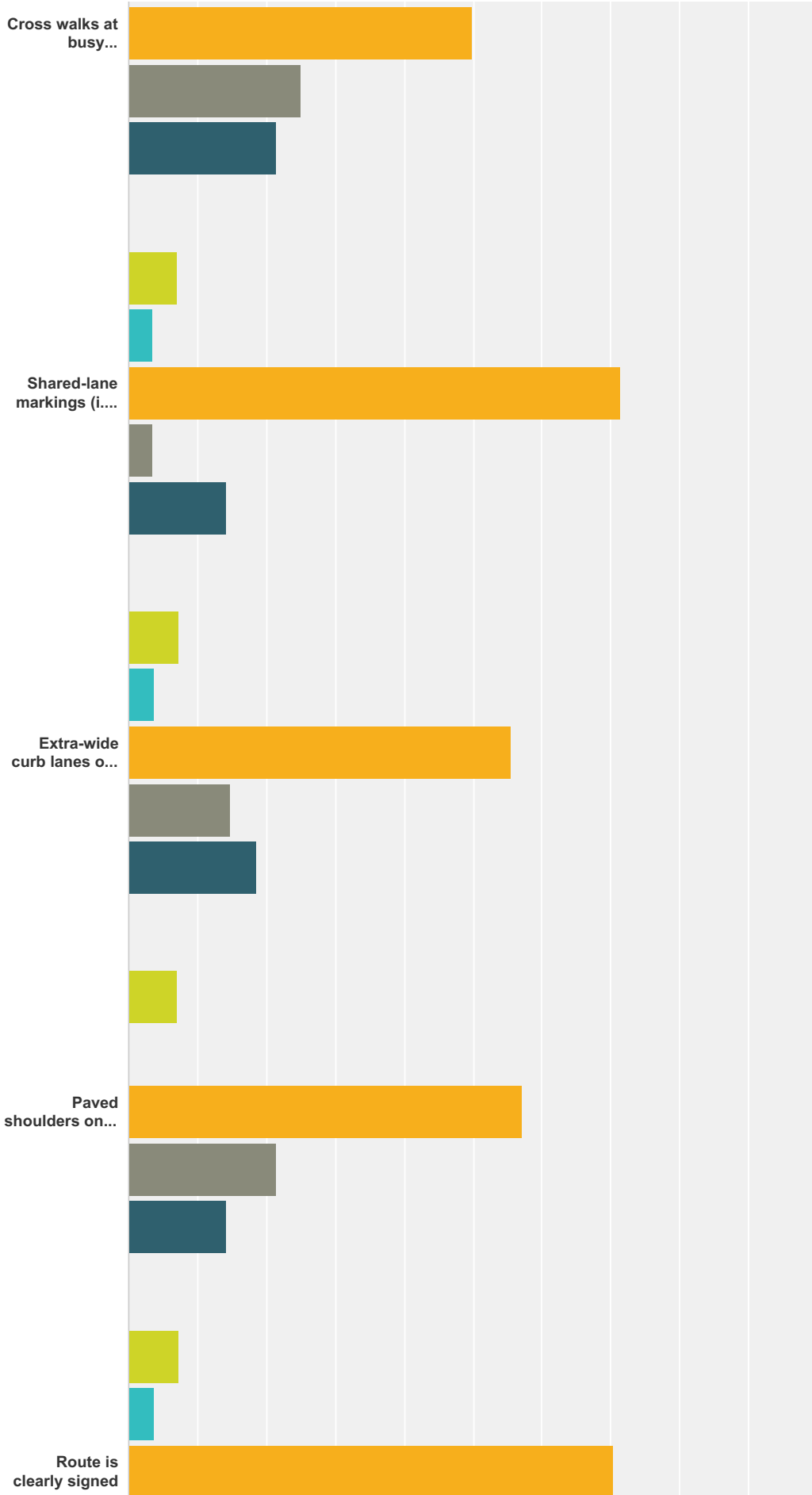
19	Bike lanes should include electric assist bikes and trikes	11/12/2014 11:36 AM
20	I have kids on bikes and no safe place to bike	11/12/2014 11:00 AM

Q23 Please fill out the following chart to describe what factors would make you more or less likely to ROLLERBLADE/SKATEBOARD instead of drive.

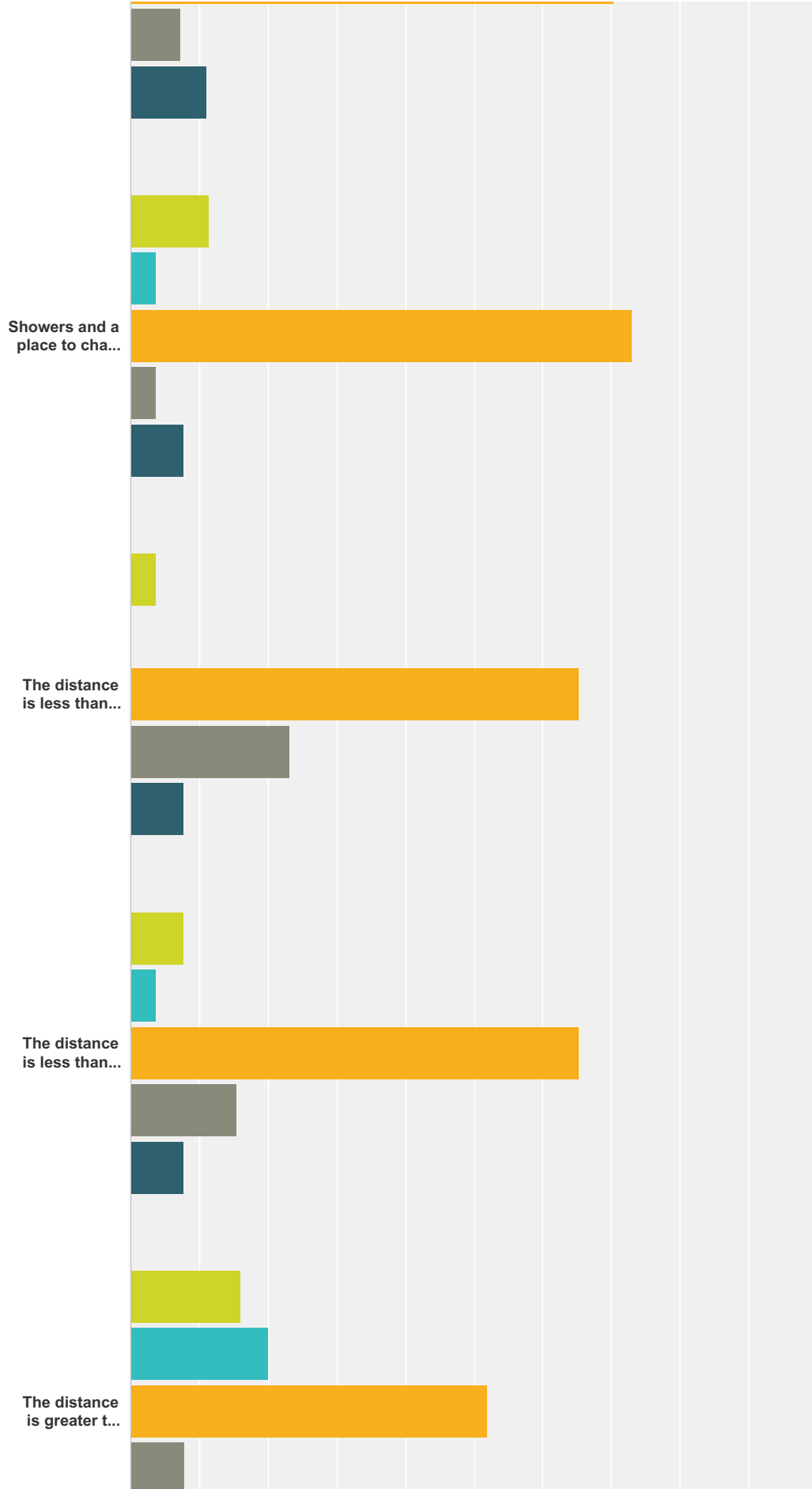
Answered: 129 Skipped: 78



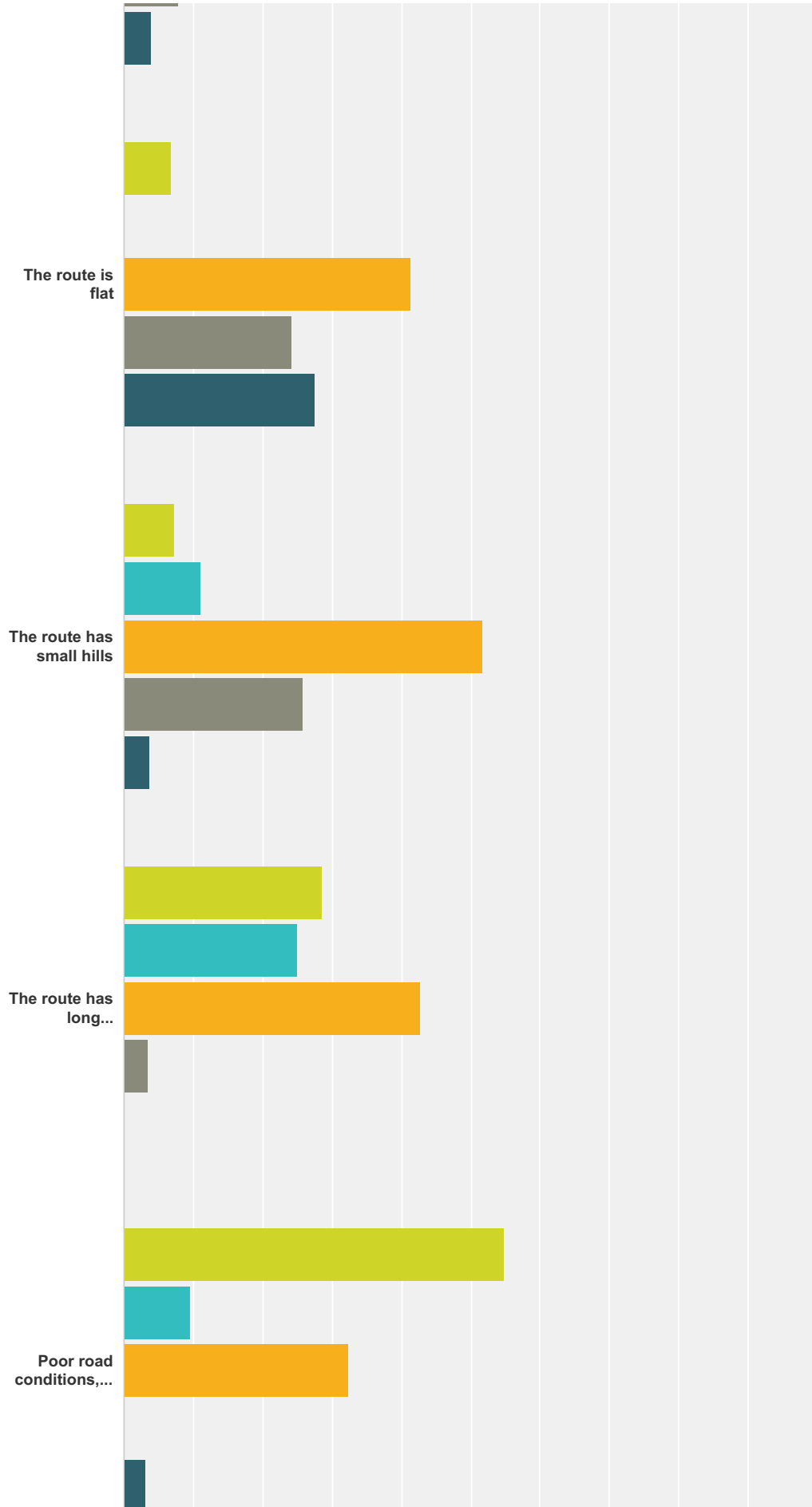
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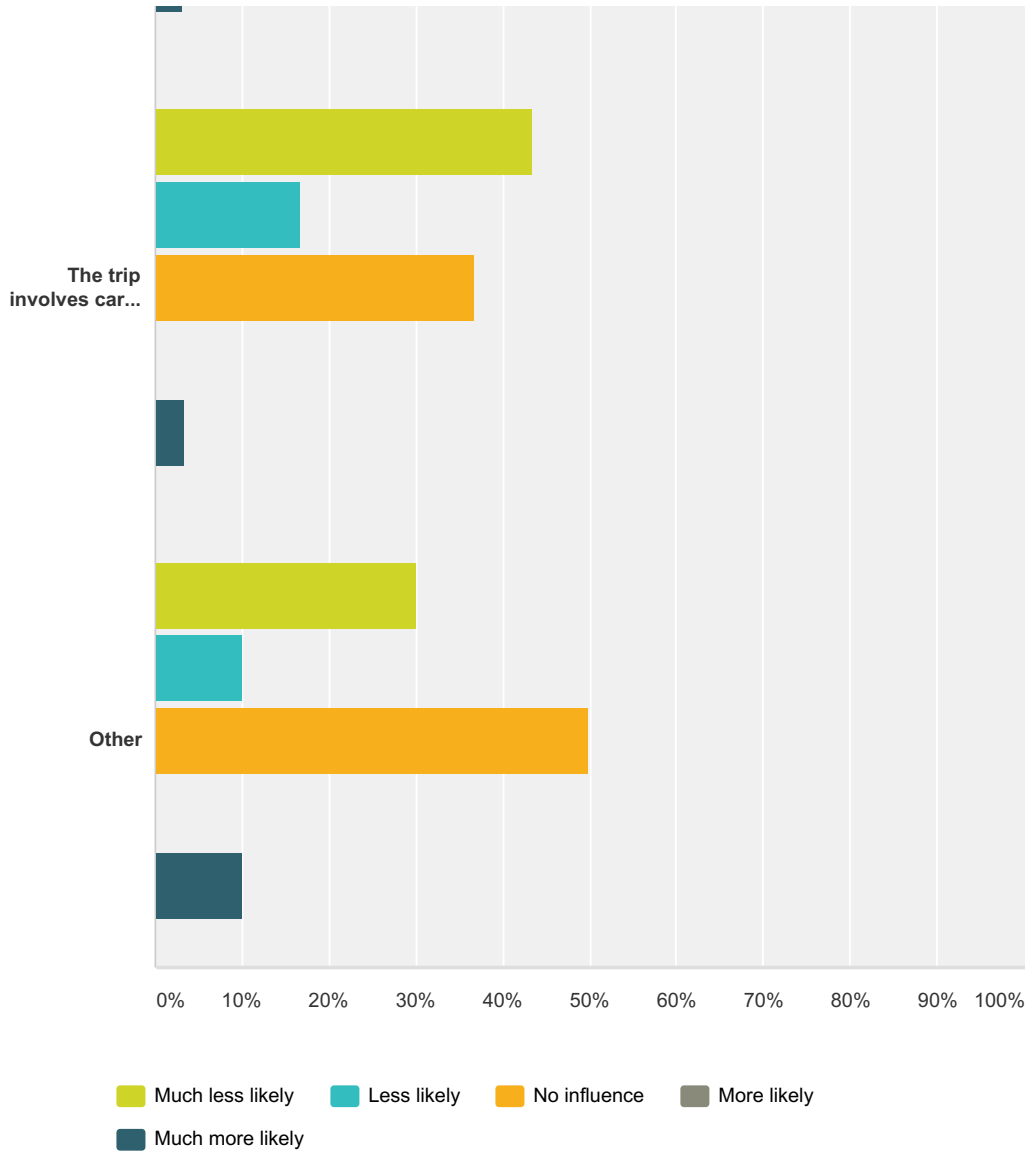
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	Much less likely	Less likely	No influence	More likely	Much more likely	Total
Off-road alternative for all or part of the route	10.34% 3	3.45% 1	41.38% 12	20.69% 6	24.14% 7	29
Sidewalks on the major roads	7.41% 2	0.00% 0	51.85% 14	22.22% 6	18.52% 5	27
Cross walks at all intersections	3.70% 1	0.00% 0	70.37% 19	14.81% 4	11.11% 3	27
Cross walks at busy intersections	3.57% 1	0.00% 0	50.00% 14	25.00% 7	21.43% 6	28
Shared-lane markings (i.e. icons of bikes on the pavement) on the major roads	7.14% 2	3.57% 1	71.43% 20	3.57% 1	14.29% 4	28
Extra-wide curb lanes on the major roads	7.41% 2	3.70% 1	55.56% 15	14.81% 4	18.52% 5	27
Paved shoulders on the major roads	7.14% 2	0.00% 0	57.14% 16	21.43% 6	14.29% 4	28

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Route is clearly signed	7.41% 2	3.70% 1	70.37% 19	7.41% 2	11.11% 3	27
Showers and a place to change and store clothes at destination	11.54% 3	3.85% 1	73.08% 19	3.85% 1	7.69% 2	26
The distance is less than 4km	3.85% 1	0.00% 0	65.38% 17	23.08% 6	7.69% 2	26
The distance is less than 8km	7.69% 2	3.85% 1	65.38% 17	15.38% 4	7.69% 2	26
The distance is greater than 16km	16.00% 4	20.00% 5	52.00% 13	8.00% 2	4.00% 1	25
The route is flat	6.90% 2	0.00% 0	41.38% 12	24.14% 7	27.59% 8	29
The route has small hills	7.41% 2	11.11% 3	51.85% 14	25.93% 7	3.70% 1	27
The route has long hills/steep sections	28.57% 8	25.00% 7	42.86% 12	3.57% 1	0.00% 0	28
Poor road conditions, such as potholes, sewer grates, debris, or uncleared snow	54.84% 17	9.68% 3	32.26% 10	0.00% 0	3.23% 1	31
The trip involves cargo or a passenger	43.33% 13	16.67% 5	36.67% 11	0.00% 0	3.33% 1	30
Other	30.00% 3	10.00% 1	50.00% 5	0.00% 0	10.00% 1	10

#	(Please specify)	Date
1	Skate board park for the kids through fundraising	11/22/2014 1:23 PM
2	i walk	11/16/2014 10:33 PM
3	Do'nt rollerblade in Almonte because it is too hard.	11/16/2014 10:07 AM
4	Don't do any of those	11/16/2014 8:34 AM
5	Ridiculous.	11/15/2014 6:29 PM
6	because of age i have given up my roller blading (just for now anyway) and thus walk every where	11/14/2014 5:18 PM
7	See response for 9	11/14/2014 3:46 PM
8	don't rollerblade and don't intend to	11/14/2014 2:16 PM
9	health mobility problems	11/14/2014 8:50 AM
10	Used to love it, too old now!	11/13/2014 7:15 PM
11	too frail	11/13/2014 6:43 PM
12	I would hurt myself!	11/13/2014 3:17 PM
13	don't rollerblade or skate oard	11/12/2014 1:58 PM
14	none of the above	11/12/2014 12:08 PM
15	do not skateboard or roller blade	11/12/2014 11:39 AM
16	Not applicable	11/12/2014 11:13 AM
17	There is a skatepark or safe paved area to skateboard	11/12/2014 11:01 AM

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Q24 Are there specific locations in the community where conditions can be improved to support active transportation? (Please identify and explain)

Answered: 105 Skipped: 102

#	Responses	Date
1	All Major roads leading into Almonte including in town. The major roads such as Hwy 15, Old Perth Rd, Appleton need to include bike lanes or paved shoulders so we don't feel uncomfortable using these roadways.	11/25/2014 9:24 AM
2	Make use of the existing railroad bed.	11/25/2014 8:54 AM
3	Mandatory crosswalks especially when crossing from Main Street to Mill Street.	11/25/2014 7:49 AM
4	Between Greystone estates and Almonte (along March Road - we need paved shoulder / dedicated lane for biking / walking (possible even a division created). Sidewalks needed on side streets that access Ottawa Street (some have no side walks). All our main roads through Almonte (Bridge, Ottawa, Main, Queen, Country, Martin others) should have shared bike lanes marked at least, if not full bike lanes marked. The road to the Municipal Office needs a bike lane, shared or dedicated and marked.	11/24/2014 2:17 PM
5	Downtown - more bike racks Better bike lanes on Ottawa street out to the malls	11/24/2014 1:51 PM
6	Major roads not having paved shoulders is a safety issue for cyclist	11/24/2014 11:57 AM
7	even and well maintained sidewalks with ramps at intersections.	11/24/2014 11:47 AM
8	1. Need pedestrian crossing at union and ottawa. 2.Difficult pedestrian crossing at queen/martin curve. 3. Ottawa street sidewalk has really steep driveway dips. It's hard to negotiate it with stroller, or walking with cane.	11/24/2014 10:29 AM
9	The highway between Almonte and CP needs bike lanes!!!	11/24/2014 10:12 AM
10	paved shoulders, with bike lane paint.	11/23/2014 3:52 PM
11	Ramsay Conc 12 into town	11/22/2014 4:45 PM
12	Hwy 29	11/22/2014 3:47 PM
13	The neighbourhood surrounding the hospital does not have continuous sidewalks (they jump from one side to another) making it difficult to walk with children. Also state street has no sidewalks on the section that includes the daycare, deterring parents from walking there in order to promote walking as a commuting option to the next generation. Any other street that is not a direct route and does not include paths for short cuts is also a deterrent to walking.	11/22/2014 1:55 PM
14	A paved shoulder (or better yet, bike lane) on March Road, Martin St., Hwy 29... A crosswalk (maybe even with a light activated by pedestrians) on Ottawa St. at the bottom of Mill St.	11/22/2014 1:01 PM
15	All stop needed at Perth and Bridge Street - Awareness of the Pedestrian signage at Shipman and Bridge - Speed limit of 20km per hour in residential areas where there's school.	11/21/2014 5:40 PM
16	No	11/21/2014 2:56 PM
17	There needs to be better designated routes for walking - we have the River Walk, but it is short and needs to be paired with other routes that could have names. And as there are no cross walks in the Town there needs to be some. In contract Perth has a number of them and they are well signed.	11/21/2014 2:08 PM
18	As outlined in an earlier question, Patterson Street is, and will continue to be dangerous for students/walkers/bikers/etc because of the increasing traffic (new retirement building being built beside water tower, and new residential area behind Shoppers/Tim Hortons). Need to dramatically increase signage or create a "School Safety Zone" as there are 2 schools along Patterson Street. Also, there are no crosswalks for kids. There is high potential for injuries in the future if these issues are not addressed.	11/21/2014 9:55 AM
19	Roundabout can be dangerous for cyclists; some drivers speed up and race when they see us coming into it or when we are already in it.	11/21/2014 4:35 AM

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20	Alternate paved route to Ottawa (besides 44). Bike paths through hospital to grocery store. Safe route up Bay Hill Rd. Ottawa St. through Almonte is dangerous over bridges and needs safe alternative. Need bike path to Greystones.	11/20/2014 7:11 PM
21	walking/cycling circuit roads just outside of Almonte, e.g., Old Perth Rd to 8th Conc, Gleeson Side Rd /Strathburn Rd. better and safer route marking. Walking trail into the Potvin Observation Tower, especially during spring migration period	11/20/2014 10:17 AM
22	Road 29 and Martin Street need wider, paved shoulders	11/19/2014 12:46 AM
23	Remove snow from sidewalks in the village of Pakenham especially on the Main Street and Waba Rd.	11/18/2014 11:13 PM
24	Sidewalks in pakenham are in desperate need of attention. They are uneven and hazardous to walk on and are not cleared in the winter unless done by homeowners. But PLEASE do not remove any more! An old patched sidewalk is better than none!	11/18/2014 10:26 PM
25	Paterson Street - Especially in between Holy Name and R. Tait School	11/18/2014 4:20 PM
26	Paving Old Almonte Road from Ptterson to Appleton Side Road	11/18/2014 2:17 PM
27	The provision of bike stands to lock bikes properly would be great! I currently lock it to the fence at the Barley Mow.	11/18/2014 1:54 PM
28	Almonte street bike lane would encourage tourists and reside she to use this route.	11/18/2014 1:44 PM
29	If the unused railway was made usable for bicycles I would definitely use it to get to Blakney and Almonte.	11/18/2014 1:12 PM
30	On Paterson street, only a partial sidewalk and nowhere safe to cross. On Evelyn street there are no sidewalks for children to walk to local park. On Johanna st. (From Larose down) there is no sidewalk. No bike paths in town.	11/17/2014 9:54 PM
31	It would be great to have more bike paths, that could connect with nearby communities' bike paths. Perhaps the land that the railway tracks were on could somehow be converted? Also, Country Street near the Almonte Country Haven there seem to be a lot of elderly people walking on the street with walkers or in wheel chairs. There is a sidewalk there, but for some reason they don't seem to want to be on it?	11/17/2014 10:00 AM
32	CROSSWALK WITH LIGHTS IS DESPERATELY NEEDED FOR SENIOR, CHILDREN, CYCLISTS AND THOSE IN WHEELCHAIRS BETWEEN THE 2 UNION STREETS CROSSING MAIN. THE HILL AND THE SPEED MAKE THIS VERY RISKY FOR THE MAJORITY TO CROSS SAFELY AND EFFICIENTLY. THIS NEEDS RESOLVING PRIOR TO INJURY	11/17/2014 8:39 AM
33	Ottawa Street Snow removal on major roads and particularly bridges The amount of gravel placed on the 8th line and Bennies Corners road makes it very dangerous at times	11/16/2014 11:12 PM
34	In the village of Pakenham there are none required	11/16/2014 10:37 PM
35	We need a sidewalk on Argyle Street. Pedestrians, kids, dog walkers and residents from the Country Haven Nursing Home, often with walkers or wheelchairs are sharing this street with cars. Traffic has increased greatly with the new housing developments in the area, especially in the Neil Corps homes beyond King Street. With the addition of a stop sign at King and Arthur, many more drivers are now choosing to come down Argyle Street instead.	11/16/2014 10:11 PM
36	Bike lanes between towns, smooth cycling conditions between towns.	11/16/2014 8:56 PM
37	In Almonte - intersection of Almonte St and Mill St. has poor pedestrian crossings that are ignored by drivers. Angled intersection of Queen St and Martin St S is a nightmare for pedestrians.	11/16/2014 8:07 PM
38	Bay Hill—too narrow to cycle safely	11/16/2014 7:41 PM
39	Segregated bike lanes to elementary and high schools. Bike lanes/routes to major destinations:shopping mall,community centre, town hall,.	11/16/2014 6:42 PM
40	Surfacing the former rail line. It should be a bike/rollerblade/walking path.	11/16/2014 6:23 PM
41	Need a linear criss cross of major routes. E.g. Martin St-Blakeney / Ottawa-Queen St as an eg. School routes esp. should be a priority. Slowing down the crazy traffic in the Bay Hill area esp and providing a Xwalk at the end of Malcom St.	11/16/2014 10:13 AM
42	Parks in Almonte need bike paths through them. Having a bike path would allow cyclists to travel to other areas in Almonte without going on busy roadways.	11/16/2014 8:58 AM
43	Foot of Mill Street and Ottawa is bad for pedestrians because of poor visibility and heavy traffic.	11/16/2014 8:36 AM

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44	1. Tatlock road used to be an excellent cycling road. The local club (I am not a member) used it regularly for time trials. Since its new resurfacing, it is now almost unusable, as the surface is too coarse for bicycles or rollerblades, or ski trainers. 2. The Wolf Grove Corridor, the March Road Corridor, and HWY 29 are quite intimidating for cyclists and walkers due to the high volume of car traffic. Paved shoulders might help. Driver education and signage might help.	11/16/2014 8:22 AM
45	Trails on unopened municipal right-of-ways	11/15/2014 10:54 PM
46	Off-road paths for pedestrians and bicycles from Almonte downtown to the shopping area on \Ottawa Street.	11/15/2014 10:41 PM
47	Pedestrian crossing of OttawaStreet/Hwy 49 is increasingly difficult because of increased through traffic volume and speed.	11/15/2014 6:44 PM
48	Connect the sidewalks, esp for kids and seniors. Get rude cyclists off main roads.	11/15/2014 6:31 PM
49	From downtown area to "New England" area of Almonte (i.e. Malcom St., Euphemia St., etc). It is hard to cross March road with a stroller or children at the busy times of day. Usually someone takes sympathy but pedestrians can be at the mercy of drivers or waiting a long time.	11/15/2014 5:27 PM
50	Paved paths and bridges where train tracks used to exist	11/15/2014 4:00 PM
51	cross walks are incorrectly marked or missing at key places through the center of town, including on almonte, perth and bridge street.	11/15/2014 3:39 PM
52	Former railroad right-of-way should be converted to pedestrian/bike/ski trail. NO MOTOR VEHICLES	11/15/2014 2:44 PM
53	Bike lanes on all Almonte arterial roads, bridge street, ottawa st, main, st, Almonte st, country st, Perth st	11/14/2014 11:27 PM
54	crossing the 29 onto old perth road, bile path almonte to carlton place, a safe bike path through Almonte. dedicated paths linking places of interest	11/14/2014 9:58 PM
55	Intersection of County Road 29 and the Old Perth Road; the Old Perth Road is an active cycling route, but it's hard to see and dangerous to get across the 29. Additionally, the new cycle lane on Perth Street abruptly disappears before reaching the 29, which is a joke. This intersection needs pedestrian/cyclist controlled lights.	11/14/2014 9:34 PM
56	Better sidewalk plowing on Main Street. Much safer conditions need to be met on the road between R Tait and Holy Name schools! (signeage, crosswalks, speed bumps, etc) Speed zones on Main Street/Queen Street. Better sidewalks throughout town- cracks and holes need to be repaired! This is especially difficult for strollers/wagons or small children on bicycles. Longer crosswalk time at Main/Martin. Clear pedestrian crosswalks across Main/Ottawa streets, especially at Mill Street.	11/14/2014 8:32 PM
57	corner of Main street and Mill Street (at bottom of mill street). difficult to cross as cars go to fast and it is not properly marked. should be marked up by Main st & Coleman st, and at the bottom of the bay at Metcalf park	11/14/2014 5:20 PM
58	It would be really nice to have wide, paved shoulders on country roads, such as Appleton Side Rd. (and others). Automobile traffic can be very fast and dangerous along some of those roads.	11/14/2014 4:49 PM
59	Extend cycle lanes on Perth/Bridge streets at least to downtown, and better across bridge and along Queen. (Cycle lane[?]/shoulder on bridge is a real orphan!) Ideally, add a cycle lane along Ottawa St WITH NO PARKING.	11/14/2014 12:56 PM
60	Gravel roads either paved or better maintained (not so many huge potholes)	11/14/2014 12:56 PM
61	I support additional improvements for pedestrians.	11/14/2014 11:40 AM
62	Continued Bike lanes farther into town as enter from Perth St.	11/14/2014 11:13 AM
63	shoulders on: martin street to blakney, down country road to rae road, old perth road, appleton side road, etc (all the routes in and around Almonte)	11/14/2014 9:47 AM
64	Train bridge between flour mill and Barley Mow. As is, the bridge is difficult to negotiate especially at night.	11/14/2014 9:34 AM
65	Intersection of Martin street & Ottawa st	11/14/2014 8:00 AM
66	No. Unless there is a large surplus of extra money, do not spend ANY tax dollars on painting lines or separate lanes. Instead, remove distracted or drunk drivers from the road. This makes it safer for everyone, no matter the method of transportation.	11/14/2014 7:19 AM

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67	Bridge/Queen Street; Ottawa Street, back bridge and Bay Hill; Martin Street north and south; Gale Street; Country Street, Perth Street. Go out with your kids on bikes (or with someone and their kids) on any of these streets or their sidewalks, and see how safe you feel. I've rode my bike to work in Toronto, Ottawa and Peterborough, and the same problems exist here as in cities. People drive as fast as the road allows the to, tailgate, text or talk on their phones, roll stop signs, and don't think about how their actions might put others at risk.	11/14/2014 4:54 AM
68	Crosswalk between bridges on Main St. to Coleman Island	11/13/2014 11:10 PM
69	More bike paths	11/13/2014 10:19 PM
70	Ottawa street all the way across town need traffic monitoring so cars do not speed or tail gate bicycles. Bridges need separate lanes. Traffic lights to short on green to cross safely	11/13/2014 10:01 PM
71	Going down and coming back up Bay Hill.....speed picks up and vehicles drive fast. Without a bike lane you are taking your life in your hands.	11/13/2014 9:55 PM
72	Continuous bike lane from roundabout to other side of Almonte	11/13/2014 8:37 PM
73	Walking from one side of town to the other would be improved by having benches between downtown and the traffic circle.	11/13/2014 7:17 PM
74	no	11/13/2014 6:44 PM
75	Establish either Wolfgrove Road or Clayton Road as a bike-friendly route into Almonte, with signage and paved shoulders and/or dedicated bike lane	11/13/2014 6:20 PM
76	There apparently is a way to walk along the river towards Pakenham but it is not clear. Would like this to be an off road round trip. I live in Almonte and would like to be able to bicycle comfortably to the grocery store but find Ottawa Street scary. Also now the railway has been removed cars drive too fast down the hill and across the bridge. You can't see them coming when crossing the street by the Old Town Hall. They need to be slowed down	11/13/2014 4:43 PM
77	the old railway tracks	11/13/2014 4:15 PM
78	A bike lane on Hwy 29 would be fantastic.	11/13/2014 3:00 PM
79	the road to Pakenham and Carleton Place, Main Street when traffic travels much too quickly and Union Street where they never clean the sidewalks in winter.	11/13/2014 2:55 PM
80	Bridge/Perth streets, better cyclist education from the OPP to understand highway act vis a vis cyclist obligations	11/13/2014 1:32 PM
81	Mississippi Mills needs a set of roads upgraded (like to road between Almonte and Blakney) that parallels County RD. 29 to safely accommodate bicyclists. From Carleton Place to Arnprior they need a route that removes them from High speed/volume areas.	11/13/2014 9:42 AM
82	new to the community, not enough knowledge to comment; more awareness	11/13/2014 9:26 AM
83	Ottawa/Main/Almonte Street - sidewalks on same side of road Crossing Main Street to get to other sidewalk Sidewalk/trail/shoulder Highway 29 so can loop around Almonte	11/13/2014 8:03 AM
84	Highway from almonte to carp	11/13/2014 7:59 AM
85	Old rail line for hiking and biking. Not skidoos or 4 wheelers	11/12/2014 9:38 PM
86	Maude street really needs to be in proved and it is so dark and there do not seem to be enough street lights	11/12/2014 9:26 PM
87	Intersection of martin / ottawa street is dangerous from drivers turning left on to ottawa street. get nearly hit often.	11/12/2014 3:26 PM
88	East west parallel to March road	11/12/2014 2:00 PM
89	Highway 29, Martin Street to Blakeney, Mountain View Rd., Downtown area, Rae Rd, Country Street, High School.	11/12/2014 1:57 PM
90	Difficult to lock up my bike at big stores. More bike racks needed on Mill St.	11/12/2014 12:51 PM
91	This is specific to the town centers and I do not want to pay for it.	11/12/2014 12:49 PM
92	Major rural roads need paved shoulders.Put finer gravel on the CP rail line to support cycling.	11/12/2014 12:30 PM
93	Within the village of Blakeney itself we need paved shoulders or sidewalks, and traffic calming to walk safely.	11/12/2014 11:14 AM

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94	Bike trails along wolf grove road to town. Or a safe paved shoulder from union hall to Almonte. A safe way to bike wolf grove road would be amazing!	11/12/2014 11:03 AM
95	Perth St, Ottawa St, Farm St. More stop signs needed. Speed bumps. Traffic control. Cars go way too fast, no space to share lanes. unsafe pedestrian crossings or no crossings at all near the arena or other buildings of interest.	11/12/2014 10:54 AM
96	Need more bike racks throughout town including parks and trail heads.	11/12/2014 10:40 AM
97	N	11/12/2014 10:34 AM
98	Ramsey	11/12/2014 10:32 AM
99	bike lanes along Ottawa Street/Main/Almonte Street Bike lane along Bridge Street connecting to Perth Street lanes Bike lane on Country Street Bike lane along Martin Street	11/12/2014 10:21 AM
100	More parking at the AOTH	11/12/2014 10:18 AM
101	old railway bed if leveled would make a great walking trail	11/12/2014 10:18 AM
102	We need a link from Greystone estates into Almonte, a bike path would work well.	11/12/2014 10:17 AM
103	Lights at the corner of Main Street /Martin are not conducive to people with challenges crossing, guidelines from the province are not people friendly.	11/12/2014 10:16 AM
104	the empty railway line is great opportunity to create a walking trail within Almonte with easy access from several points.	11/12/2014 10:12 AM
105	River Road: - too much large truck traffic which should be confined to Appleton Side Road. - no guard rails along the river = treacherous - no shoulders on road = terrifying moments when walking/biking or driving and coming upon walkers/bikers	11/12/2014 9:59 AM

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Q25 Are there specific places in Mississippi Mills that you would like to be able to walk or cycle to? And what is preventing you from walking or cycling there now? (Please identify the place and what would make it easier to get there)

Answered: 92 Skipped: 115

#	Responses	Date
1	See above roads. These are the main arteries into our community and you would see more use by bikes and walkers if there were paved shoulder/bike lanes.	11/25/2014 9:24 AM
2	Yes. Safety is major concern.	11/25/2014 8:54 AM
3	See above Also a dedicated bike lane, marked, on both sides of Ottawa Street going to wards the round about - as well as in the roundabout (one lane). Bike lane marked and dedicated the entire length of Appleton Side road - to hwy 7	11/24/2014 2:17 PM
4	Lack of places to park bikes; uneven/broken sidewalks	11/24/2014 1:51 PM
5	Lit bicycle paths to March Road. There is no bus service to the city, so at the very least a Lt pathway to bike into town would be helpful.	11/24/2014 1:04 PM
6	Everywhere	11/24/2014 11:57 AM
7	no side walks in the neighbourhood and dogs and potential wildlife.	11/24/2014 11:47 AM
8	Area of Independent/Dandelion/mike dean's/rexall has terrible pedestrian walkways. They don't connect. When walking you can find yourself in a traffic zone with nowhere to go, or you have to walk well out of your way to get to destination.	11/24/2014 10:29 AM
9	Biking to the library. Lack of bike lanes on any of the major roads (Bay Hill not a factor)	11/24/2014 10:12 AM
10	lots of great areas, just need to identify those areas for safety and awareness.	11/23/2014 3:52 PM
11	Hwy 49	11/22/2014 4:45 PM
12	I would love to be able to get groceries without travelling up the extensive hill that is Ottawa street. When we lost food town we lost our last centrally located grocer. Now that our town is expanding and people are becoming more Eco friendly I believe there is a demand to buy affordable food closer to home. (Macs milk doesn't count)	11/22/2014 1:55 PM
13	Old Perth road up to Rae road. It's beautiful scenery are the perfect route. The road conditions are horrible and make it very difficult to bike. If it were paved it would be wonderful.	11/22/2014 1:47 PM
14	Currently, the only thing that really stops me is my health and my schedule...	11/22/2014 1:01 PM
15	Walking path along river from Mill Street to Almonte Fairgrounds	11/21/2014 4:11 PM
16	No	11/21/2014 2:56 PM
17	The main issue is once out of town, there are virtually no paved shoulders on the roads - there needs to be paved shoulders to get more people cycling.	11/21/2014 2:08 PM
18	It's all fairly rideable if you aren't intimidated by cars/trucks. But secondary roads are getting busier, and some drivers are outright dangerous/aggressive, making me less inclined to ride.	11/20/2014 7:11 PM
19	Height of land along Wolf Creek behind the former sewage lagoons could become a scenic trail	11/20/2014 10:17 AM
20	Almonte and Blakney from Pakenham. Roads are not bike friendly. The rail trail wuld be a blessing for residents and a great tourist attraction. Its potential is spectacular. This needs to happen.	11/19/2014 12:46 AM
21	Recreational bike/walking paths in and around the village of Pakenham.	11/18/2014 11:13 PM

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22	An ideal project would be to connect Pakenham and Almonte with a bike/walking path on the old railway bed. It would promote bridging between the towns and would be a real asset to both communities. It would provide a shorter, safer active transportation route for residents and a great attraction to tourists.	11/18/2014 10:26 PM
23	I currently walk to downtown with no issue. I would love to bike downtown more often, but I am afraid to leave my bike unattended and unlocked.	11/18/2014 1:54 PM
24	I would like to cycle more around Almonte, but traffic does make me quite nervous on my bike. It would be nice to have at least some marked bike lanes around the whole town, especially on the busier roads. I would take my bike more places if I felt it was safe to be locked up when I got to my destination. It would be nice to have more recreational trails away from roadways for walking or hiking in the area.	11/17/2014 10:00 AM
25	A sidewalk needs to serve the civitan hall! It should extend from the petrol station.	11/17/2014 8:39 AM
26	We have had to reroute the MMBike months events away from the Bennies Corners road due to hazardous gravel conditions. Please consider the safety of cyclists when gravelling that road.	11/16/2014 11:12 PM
27	I can and do walk to all parts of the village of Pakenham, There is nothing preventing me to do so, except maybe a major snow storm.	11/16/2014 10:37 PM
28	We need a separated bike lane/ walking path from Greystone Estates into Almonte. It is a challenge to cross Ottawa Street at the bottom of Mill Street in order to get to the Island, both on foot and on a bike.	11/16/2014 10:11 PM
29	More pleasant routes to the area around the independent grover in Almonte from downtown.	11/16/2014 8:56 PM
30	Stores in malls on eastern edge of Almonte - bike lanes needed on Ottawa and Almonte Streets. Better sidewalks on eastern edge of town are needed.	11/16/2014 8:07 PM
31	Union St S/Main St west needs it's crosswalk back! Lots of traffic nowadays.	11/16/2014 6:42 PM
32	Pakenham or Carleton place. From Almonte via the former rail line.	11/16/2014 6:23 PM
33	Appleton/Carleton Place. Pakenham. (major road with no paved shoulders or poor side roads). No good access into Ottawa either via Old Almonte Rd, or joining the CP trail into Bells Corners. (roads too rough/no paved shoulders)	11/16/2014 10:13 AM
34	The shopping area in east Almonte. The routes to this area are not cycle friendly; having marked routes combined with back street routes would help.	11/16/2014 8:58 AM
35	I would love to be able to cycle from Ramsay to Almonte or Pakenham, but at the moment am reduced to back roads and long detours to avoid being squashed by cars. Too often I choose not to ride at all.	11/16/2014 8:22 AM
36	Lack of trails on unopened right-of-ways	11/15/2014 10:54 PM
37	I would like to get downtown or to Ottawa St. shopping area but don't feel safe on Ottawa Street and the only safe route is too long. reasonable length.	11/15/2014 10:41 PM
38	There are limited options for paved/safe links between Almonds and Pakenham, Almonte and Clayton, Almonte and Kanata. Paved secondary road links would address this.	11/15/2014 6:44 PM
39	Tried cycling here a few years ago. Everyone speeds. It is not safe. And the cyclists are rude, arrogant and want to spend tax dollars like water. Move to back to Westboro.	11/15/2014 6:31 PM
40	Some town roads in terrible condition such as Country St.	11/15/2014 4:16 PM
41	Would like to bike to blakeney appleton , clayton, carleton place, and pakenham but two lane highways and roads with no paved shoulders or bike routes are too scary. Also would like the concession roads to be bike friendly with paved shoulders or bike lanes....	11/15/2014 4:00 PM
42	gemmill park, it is very poorly maintained. country side along the river, there is no good path around the loop past the municipal hall and around back to town past the auld kirk, traffic is dangerous and there is no sidewalk access	11/15/2014 3:39 PM
43	Arterial roads need bike lanes , I don't feel safe one some of the ones I mentioned. Ottawa especially	11/14/2014 11:27 PM
44	its not safe with children, there needs to be bike safety training for car drivers	11/14/2014 9:58 PM

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45	Carleton Place offers many amenities that we simply don't have in Almonte, such as a community swimming pool for lessons (equally, Almonte offers other attractions for residents of CP). With the exception of the depth of winter, our family would cycle to get there and back if we had a safe, off road route for most of the way. The old railway line seems an obvious choice to connect our two communities. We shouldn't be stuck in our cars to get between these two communities or other parts of Mississippi Mills. This should be a huge priority for our communities.	11/14/2014 9:34 PM
46	I would love to be able to grocery shop downtown. A closer distance to get daily staples would make it much more likely that I would walk there.	11/14/2014 8:32 PM
47	no	11/14/2014 5:20 PM
48	I am able to cycle pretty well everywhere I need to, though this is not to say conditions are ideal. I do generally avoid Road 29 and Wolf Grove for lack of bike lanes (I am aware this is an issue for the county rather than the town).	11/14/2014 12:56 PM
49	Our road is gravel which makes it difficult to get to the county roads and then on to destinations.	11/14/2014 12:56 PM
50	I can walk anywhere I need to.	11/14/2014 11:40 AM
51	Not really though at times it's currently quite unsafe.	11/14/2014 11:13 AM
52	I would love to see the train tracks be a shared use area i.e a walking, cycling lane, and in winter, a designated ski trail that skidoos don't ruin!!!!	11/14/2014 9:47 AM
53	A sidewalk from edge of Clayton right into the village. Traffic is fast, and the road has too many turns for visibility. I walk, but my husband wont because of the danger. also, it is too muddy because of the lack of sidewalks. also, not much street lighting, so walking to a neighbourh's at night, is a bad idea. I feel so guilty driving for three minutes when I could walk.	11/14/2014 9:05 AM
54	Wish it was pedestrian friendly with short-cut paths all over. There was a huge lack of good pedestrian/biking planning. Kanata sets a great example.	11/14/2014 8:53 AM
55	Tru store -- highway bike lanes would make this possible	11/14/2014 8:00 AM
56	Pavement conditions on Concession 7 and Rae Road are very bad, for driving, cycling and walking. These are good (not busy) alternate routes into both Almonte and Carleton Place.	11/14/2014 7:19 AM
57	Many. My parents in law's house, sister in law's, any of my wife's aunts' places, my friends' houses,....and I want to feel reasonably and frequently safe to have my kids and my wife on their bikes along with me.	11/14/2014 4:54 AM
58	Bike paths between communities of Almonte, Pakenham, Appleton & Blakeney	11/13/2014 10:19 PM
59	Down town. Uneven roads, pot holes , traffic	11/13/2014 10:01 PM
60	Patrice's grocery store. No bike lane on Main Street and where do I park my bike?	11/13/2014 9:55 PM
61	extension of riverfront trail with benches included	11/13/2014 7:17 PM
62	No	11/13/2014 6:44 PM
63	Tatlock Road has inadequate shoulders for walking and biking, whether in Clayton or the surroundings: this means there is danger from vehicles and wildlife, as well as poor sightlines.	11/13/2014 6:20 PM
64	I would like to be able to walk or bike along the railway bed including across the river but the bed is too rough to walk on.	11/13/2014 4:43 PM
65	looking forward to the development of the river park and for that matter any passive recreational pathways use of the river	11/13/2014 3:39 PM
66	I would love to cycle into Almonte or Pakenham, but the lack of bike lane or paved shoulder on Hwy 29 makes me nervous.	11/13/2014 3:00 PM
67	where the old railway tracks were pulled up. That would be an awesome place to bike but the crushed stone is too large for biking.	11/13/2014 2:55 PM
68	N/A	11/13/2014 1:32 PM
69	to almonte but cty road 16 traffic is too fast and with lots of hills for poor visiblity	11/13/2014 1:08 PM
70	The Mill of Kintail. Access from Blakney Road /County RD. 29 is gravel and should be paved.	11/13/2014 9:42 AM

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71	inexperience and lack of knowledge	11/13/2014 9:26 AM
72	Almonte to Blakeny Almonte to Appleton Almonte to Mill of Kintail Almonte to Pakenham	11/13/2014 8:03 AM
73	Highway from almonte to pakenham and carleton place	11/13/2014 7:59 AM
74	Would like to walk to Almonte for shopping, restaurants, etc... No safe way of doing so (from rural ramsay)	11/12/2014 7:13 PM
75	Mill st in almonte - if i could avoid travelling on March road	11/12/2014 2:00 PM
76	Mill of Kintail - either paved shoulders on Clayton Rd or encourage private trails such as Riverside Trail. Pakenham Mountain Old LoneSome Nature Preserve across to Cedar Hill area through new Trails in Community Forest Area in Pakenham. Encourage right-of-ways use for trails in rural areas.	11/12/2014 1:57 PM
77	This is a plan for a bigger city.... we can't afford this!	11/12/2014 12:49 PM
78	None	11/12/2014 12:30 PM
79	High School area to Post Office be Electric assist bike, there are no bike lanes and no left turn lanes, cars win every time.	11/12/2014 11:41 AM
80	a bikepath from the greystone area to appleton side road would be helpful. cycling beside the traffic on march road is unsafe.	11/12/2014 11:19 AM
81	Mill of Kintail access from Blakeny would improve if road shoulders were wider.	11/12/2014 11:14 AM
82	Union hall to Almonte. The shoulders are unpacked, narrow and the cars go too fast. Unsafe for myself and family to use road.	11/12/2014 11:03 AM
83	bike racks on Ottawa street	11/12/2014 10:57 AM
84	I'd like to bike to Pakenham but feel the road shoulder is unsafe to cycle on.	11/12/2014 10:54 AM
85	N	11/12/2014 10:34 AM
86	We live in Ramsey on Julie Anne Cres...would love to be able to get to Almonte by bike to support local business since we are closer to Carleton Place...all of our money ends up going there instead.	11/12/2014 10:32 AM
87	Paved shoulders save money from a maintenance perspective. Create a paved shoulder and complete streets policy for Mississippi Mills	11/12/2014 10:21 AM
88	None	11/12/2014 10:18 AM
89	The stores in Almonte, like Independant grocery, Shoppers Drug Mart and Home Hardware.	11/12/2014 10:17 AM
90	Would like to see more bicycle friendly lanes from the arena to shopping/ areas and schools. Our children are being encouraged to walk and bike but it is not safe as traffic speeds and there are no bike lanes.	11/12/2014 10:16 AM
91	walking up HWY 29 - wouldn't do it as there are no sidewalks on the hwy within the town limits. Perhaps one from Perth st to Hope St would help.	11/12/2014 10:12 AM
92	- hunters shooting along river = no way going for a walk and taking that risk. Mostly around the dam and Appleton Bay Park water area	11/12/2014 9:59 AM

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Q26 Do you have any additional comments?

Answered: 76 Skipped: 131

#	Responses	Date
1	I would like to see more bike lanes, funded by a licence program for bicycles and the rules of the road enforced for cyclists with demerit points equivalent to drivers. Also liability insurance for all cyclists over the age of 16.	11/25/2014 7:54 AM
2	Make use of the rail line!	11/24/2014 4:28 PM
3	taxes I don't think asking if people would support a tax increase to support active transportation is fair. Would people support a tax increase to support a few more sidewalks? This is not about tax increase, it's about healthy community building and priority setting. We can shift taxes to start this process, not increase necessarily. Bikers and non-drivers already support road building and maintenance with our taxes. Bikers and drivers are generally the SAME PEOPLE... so drivers can support more bike / walk infrastructure as well. Thanks!	11/24/2014 2:19 PM
4	Sidewalk snow clearing is limited/unpredictable. It makes planning winter outings difficult/unsafe especially with children/stroller/ disabled walker.	11/24/2014 10:31 AM
5	bike lanes!!!!	11/23/2014 3:52 PM
6	Education: People need to know the rules. I see cyclists and drivers do rolling stops, Some drivers don't know what to do when they approach Ebikes....	11/23/2014 6:38 AM
7	I am glad to see this survey in effect to allow people input their ideas. I did notice that proper lighting was not taken into account however. I was recently struck by a vehicle on my bike due to an intersection that was not well lit and therefore believe street lights are important to consider. As someone who always walks or bikes I look forward to seeing necessary changes rather than the money wasting attempts at encouraging active transportation such as the bicycle lanes on Perth street. (Which has always been a safe place to bike)	11/22/2014 2:01 PM
8	Sidewalk on Johanna st.	11/22/2014 1:27 PM
9	taxes Don't spend my tax dollars on this initiative.	11/22/2014 1:24 PM
10	I think that the more people use active transportation, the more people who drive by them are then encouraged to use active transportation. I think that is what has happened over the last few years with the amount of people I see cycling around town.	11/22/2014 1:02 PM
11	No	11/21/2014 2:57 PM
12	taxes The question asking if people would be willing to increase their taxes is a killer. Why is AT not just part of transportation budget? WHY ask that question?	11/21/2014 2:11 PM
13	As a runner, walker and occasional cyclist I would welcome infrastructure supporting Active Transportation. As someone who must drive due to distance for work, I must say that one of the top priorities must be safety on the roads however. In warmer months I see cyclists making unsafe choices on the road every day. The rules of the road are for everyone. Drivers need to share and be prudent as well. There are too many cyclists taking unnecessary risks, not following rules of the road, not using lights/reflectors. It's unbelievable how many drive at dusk or later without lights. From a car, you can't see them until you're right on top of them. Personally, I would not support improvements to infrastructure without a commitment to major education as the first step in Active Transportation. Sharing the road isn't just about drivers. Cyclists need to take their share of responsibility as well and OBEY traffic laws so that drivers can foresee their actions and react safely and truly share the road.	11/21/2014 1:20 AM
14	Consideration for bikes needs to happen early in road design phase, not as afterthought. Winding subdivisions are inefficient for AT when there aren't pathway shortcuts for non-drivers. Communities need to be designed around smaller, mixed neighborhoods that facilitate walking/biking. Big-box model (e.g. Carleton Place, Kanata, Barrhaven) is a disaster even with a car. All this requires turning our design approach on its head, or we will not build sustainable communities. Younger generations do not want nor can afford cars, driving is not the great rite of passage it used to be.	11/20/2014 7:17 PM

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15	Cycling events during the warmer months are becoming more common in Mississippi Mills, likely because of the topography and attractive scenery. Are there ways in which such events can be encouraged and characterized positively to ensure friendly support from residents? Some XC skiing trails see scant use during the shoulder and warmer months. Is there an opportunity to promote more walking use of these trails when not in use for skiing?	11/20/2014 10:28 AM
16	taxes DO NOT RAISE TAXES ANYMORE	11/19/2014 7:09 AM
17	Please consider snow removal especially on the main street sidewalks of Pakenham. It is often left to the individual business owners and while they do what they can some sections between businesses may be left uncleared which does not promote active transportation between businesses. There is also no safe transportation route between the daycare and school in the winter because sidewalk clearing is left to the homeowners on the street. Please consider the children too!!	11/18/2014 10:36 PM
18	Please continue to pursue this! We need to be proactive and keep ahead of the curve. It will benefit us as a community in the long term. The effort put in now will be worth tenfold years to come.	11/18/2014 1:55 PM
19	Almonte could be a bike tourist destination if it was planned right!	11/18/2014 1:45 PM
20	Paterson street hosts 2 schools and there are many children cycling, scootering , walking and skateboarding to them. We need to make this road safer.	11/17/2014 9:56 PM
21	Thank you very much for this. Please consider youth and the physically challenged and be responsive. The cars get bigger, go faster and the distracted drivers don't decline. A good time to witness the union st/main st inefficiencies is when children are coming home from school. Please don't monitor it when the volume of both pedestrians and rushed drivers are at school/work.	11/17/2014 8:45 AM
22	Safety is an issue that needs more attention. Road conditions are often hazardous due to lack of clearance of debris, snow or gravel. Some care is requested when roads are being surfaced for what happens to a bicyclist who attempts to negotiate it.	11/16/2014 11:14 PM
23	general Thank you for the opportunity to comment.	11/16/2014 10:11 PM
24	It's crazy that in Almonte I drive to anywhere farther than a 5 minute walk, however in Toronto I cycle 20 km a day. It would be great to change the stigma we all have about driving in and around Almonte.	11/16/2014 8:57 PM
25	Until now transportation in MM has always had car and truck traffic as the priority. Almonte should have a speed limit of 40 km/hr on all streets except Almonte, Ottawa and HWY 29. Gemmill Park needs marked and maintained trails for walkers.	11/16/2014 8:14 PM
26	"If you build it, they will come". I saw a new basketball court get built in my neighbourhood. It is amazing how many people, of all ages, come everyday to use it. Build bike lanes and paved shoulders and people will bike more. see route verte quebec for tourism! Montreal and Ottawa have the right idea. This is not radical thinking. Roads are not just for motor vehicles. thanks.	11/16/2014 6:46 PM
27	taxes This seems like a boiler plate survey without much thought put into what already exists in our community. It just asks very general questions - and seems to try and drive towards a desired "outcome"(e.g. the tax question - in my opinion it should have asked what percentage of the Roads budget should be allocated to AT, not if we want a tax increase). What about having an AT component to all development? Should developers have to pay that as part of the cost of doing business in MM? Maybe this is a first baby step? Certainly needs more work.	11/16/2014 10:18 AM
28	Speeding vehicles is an issue in Almonte for people who walk and cycle. A traffic calming solution that I witnessed in Portugal was a traffic light connected to a speed sensor. If the sensor detected a vehicle going above the posted speed limit, it would turn the traffic light to red for a minute. These traffic calming devices were posted at the entrances of the towns. Slower vehicle traffic would help encourage more people to cycle in the town.	11/16/2014 9:02 AM
29	"Active Transportation" is fashionable nowadays. More important is to design the town to minimize the need for private motorized transport.	11/16/2014 8:39 AM
30	general Thanks for doing this!	11/16/2014 8:22 AM
31	general Good luck on this. I've been this way before and no much was done.	11/15/2014 10:54 PM
32	taxes We should be willing to spend some money to expropriate land if necessary to create bicycle/pedestrian routes that are reasonable and safe.	11/15/2014 10:43 PM
33	general This is a very worthwhile initiative to establish the long term well-being of MM residents (and visitors).	11/15/2014 6:45 PM
34	Paved railways a must...would also draw tourists...a no-brainer for the town.....let's make this a reality.	11/15/2014 4:01 PM

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35	taxes No tax money for any of this.	11/15/2014 1:57 PM
36	Build on the work of MM bicycle Month. They are great leaders. We wouldn't be here if it wasn't for them. We need streets that are safe for our children to ride and walk to school on	11/14/2014 11:31 PM
37	survey is very ambiguous in many areas. integrate bikes into the transportation system so that they have the same importance as cars. Like towns and city's in Holland. paved shoulders don't protect me or my children from cars they tempt people on to the roads but they are not safe. i would like to be able to cycle from almonte to ottawa on dedicated safe paths	11/14/2014 10:06 PM
38	taxes Although I stated earlier in the questionnaire that I'd be willing to bear a tax increase to help with these measures, I'd rather see budget priorities changed in order to make active transport a reality.	11/14/2014 9:35 PM
39	general Thank you for helping to make our community a safer place to walk, bike, etc!	11/14/2014 8:33 PM
40	the ups and downs in Almonte streets are great cardio work-outs when you walk. that should be promoted.	11/14/2014 5:21 PM
41	Most automobile drivers are courteous and respectful to cyclists, but SOME need extensive education on "Sharing the Road" - not sure how to address this, but it is a serious problem.	11/14/2014 4:49 PM
42	I would strongly suggest that this survey be re-done with a real consideration for respondents that do not use "active transportation". Lorne Heslop lheslop@xplornet.com	11/14/2014 3:47 PM
43	Education is important for cyclists, but also for motorists. I have been passed uncomfortably closely many times and actively harassed on a few, and I wish there were better mechanisms for enforcement against this.	11/14/2014 12:59 PM
44	Bikes should be banned from the road in the winter time as roads are narrower, cars cant stop as fast and there is enough to watch for as it is. Please prevent needless accidents by passing a by-law banning cycling in the winter months. As well, I do support use of cycling for normal people to get places. However, these road racers need to be taken off the road. There are many race tracks and off road sites that could be used rather than blocking traffic off in key economic corridors for people who aren't spending money here.	11/14/2014 11:43 AM
45	Almonte/M-Mills is an exception place to live. However, an intentional, well-planned active transportation network would greatly enhance the quality of life here. I fully support any initiatives of this nature.	11/14/2014 11:14 AM
46	Wish we had great bus/train service to visit Ottawa or Carleton Place. If there is not a household car, then we are prisoners here.	11/14/2014 8:56 AM
47	I walk in winter, but bike a lot in summer. Mostly biking is safe. Added bike lanes & paved shoulders would help. In snow season sidewalks on all streets that are kept clear and ice free would help.	11/14/2014 8:02 AM
48	taxes Do NOT spend tax dollars on the transportation needs of any one group. Fix road conditions for ALL residents (cars, ATV's, bikes, walking) and make them safer by removing drunk and distracted drivers.	11/14/2014 7:22 AM
49	Reduce speed limits in our town/villages and enforce them. Enforce laws against distracted driving, tailgating, rolling stops through crosswalks (try crossing Water Street at the Canadian Cafe and see if anyone doesn't roll right through), illegal manoeuvres. It will take time, but people will notice and start to feel safe in getting active in the community.	11/14/2014 5:04 AM
50	Thank you for this opportunity I would love to walk or bike more safely all year round	11/13/2014 10:02 PM
51	I love the idea of not using a car to get around downtown but both walking and biking must be safe.	11/13/2014 9:56 PM
52	Very satisfied with areas for walking.	11/13/2014 7:28 PM
53	general No. Thank you for offering this survey.	11/13/2014 7:17 PM
54	The road between our home and Almonte is both hilly and winding and groups of cyclists riding two, three or four abreast present a huge danger to themselves and a great problem for drivers of motor vehicles. There are eight miles of road where it is almost impossible to overtake a group of cyclists. Surely, on such roads, they could be more considerate and travel in single file. I was told that cycling is a social sport, where people like to talk as they go along. There are not too many sports that involve talking and this one shouldn't, if it puts the cyclists in danger and frustrates drivers of automobiles, trying to get to appointments/work/hospital.	11/13/2014 6:48 PM
55	spend the taxpayers money on important issues. Infrastructure, roads, sewers, lighting, hospitals, schools, services etc. Bike paths should be paid for by volunteers who want bike paths. Health is a personal issue, not a concern of a municipality tax dollars.	11/13/2014 3:27 PM
56	taxes I'm not keen on significant tax hikes; would hope clever, low-cost approaches could be taken. Also, I am highly doubtful that formal bicycle training and education would improve matters significantly.	11/13/2014 3:22 PM

Mississippi Mills Active Transportation Survey

57	general Thanks for caring about this lovely community.	11/13/2014 2:55 PM
58	general No	11/13/2014 1:32 PM
59	"Chip and Dip" road resurfacing is not pleasant to bicycle on . While its a step up from gravel it does not replace Tarmac.	11/13/2014 9:43 AM
60	I think MM has an active engaged citizens who are underway with advocacy and are on the right track. Research indicates that active down town cores - interconnected with signage, known walkways, highlighted routes, destination shopping etc (still applicable for villages and rural areas) rank higher in appeal for those thinking of buying in an area; in other words, convenience and time; active transportation initiatives will need to encompass these elements as well as leisure. I also like the tourist factor in MM bicycling and thank those who have worked so hard to make this a destination feature for MM.	11/13/2014 9:32 AM
61	Would like to see lots more bike trails.and bike lanes around almonte	11/13/2014 7:59 AM
62	Travelling through the province of Quebec, am very impressed by the network of trails (walking and cycling) that are linked over a large expansive area, usually found along rivers and wooded areas. Maybe a good idea for MMills to incorporate visions of public trails along the M river, before development restricts public access.	11/12/2014 2:01 PM
63	This survey and the town's commitment to active transportation is very important. I would yes my bike in Kanata, Ottawa, etc., if I could take public transit to those areas.	11/12/2014 12:53 PM
64	taxes What's wrong with what we have now? We do not have money fort this! It also only benefits the town centers!!	11/12/2014 12:49 PM
65	Active transportation should also include paddle sports. With marked portage routes and proper docks, people could get places in summer by kayak and canoe.	11/12/2014 12:31 PM
66	general I think that this is fairly comprehensive	11/12/2014 11:41 AM
67	I think it's a shame that the old rail bed has not been turned into a recreational trail ... Not for motorized vehicles, however. I can understand that residents would not want snowmobiles zooming past their houses at all hours of the day. But, pedestrians, cyclists and cross country skiers could take advantage of these trails. As it is, I have to ride my bike almost to highway #7 to connect with the Trans Canada trail there.	11/12/2014 11:17 AM
68	A skatepark would be an amazing investment in keeping our kids active and engaged. Bike trails around the town, to the town would also allow for activity locally and tourism possibilities. Snowmobile trails? Rail trails? Repurpose?	11/12/2014 11:05 AM
69	Generally, not enough stops, controlled intersections in almonte to slow people down or make them drive cautiously. It affects pedestrians and cyclists.	11/12/2014 10:55 AM
70	A major problem with active transportation is that it's dangerous for runners/cyclists. Vehicle drivers are not patient with the slower pace and make it unsafe. Education aimed at drivers is equally (if not more) important as education aimed at those choosing active options.	11/12/2014 10:43 AM
71	general None	11/12/2014 10:35 AM
72	Regarding question number 6. Would you be willing to accept an increase in municipal taxes in order to pay for improvements to active transportation infrastructure, facilities, and programs? I find this question to be fundamentally unfair. Roads should be to move people not solely cars. A realignment of how money is spent on our roads is the question so that roads get build that take into account all road users be they children walking to school, seniors with walkers or in wheelchairs, or me on my bike. A complete streets approach is only fair. AT shouldn't be an additional tax but a core element of any road and public works budget. You have to deal in fairness, then find the money. AT in Mississippi Mills may be hard pressed to get off the ground if it is based only on new taxes especially if respondents think the town is going to provide "Bike lockers or indoor/covered bike racks at destination!"	11/12/2014 10:23 AM
73	I hope the new council will address making our town as accessible and safe as it can be. We can't rely on police services to slow speeders as we don't have enough patrollers. Reducing the in town speeds might be helpful as well as raising fines for speeders.	11/12/2014 10:19 AM
74	In the Survey, for whole Sections that were Not Applicable, one 'Not Applicable' box would have been appreciated.	11/12/2014 10:19 AM
75	taxes We should not spend alot of money on this initiative, but a few new bike paths might go a long way. But don't go on a crazy spend, we have roads that need to be paved first that would help alot in active transportation.	11/12/2014 10:19 AM
76	Please put shoulders on River Road and prohibit so much commercial traffic.	11/12/2014 10:00 AM


Appendix B

*Specific Identified Issues, Opportunities
& Barriers*



Appendix B – Specific Identified Issues, Opportunities & Barriers

Issue/Opportunity/Barriers	
<p>Pedestrian network is discontinuous and/or fragmented</p>	<p>The following pedestrian linkages were identified as missing or desired:</p> <p>Village of Appleton:</p> <ul style="list-style-type: none"> • Wilson Street (CR 11) between the bridge to just west of Snedden Road; • River Road from the bridge to the super mailbox location 150m to the south; and, • The bridge (CR 11) has a sidewalk (county owned) but no sidewalks connecting to it. <p>Village of Blakeney:</p> <ul style="list-style-type: none"> • Blakeney Road from the bridge to Martin Street (CR 17). <p>Village of Pakenham:</p> <ul style="list-style-type: none"> • Between Lion Head Drive subdivision and Jeanie Street. <p>Almonte:</p> <ul style="list-style-type: none"> • North side of Almonte Street between Euphemia and Mill Street; • North side of Perth Street (CR 16A) between Christian Street (CR 29) and Bridge Street (CR 16A); • Paterson Street in front of Holy Name of Mary Separate School; • Houston Drive to connect to Independent Grocery Store; • Johanna Street (Spring Street to Larose Street); • Several additional walkways and improvements to existing walkways were identified that would improve pedestrian connectivity - for example connections between schools and parks. Comments received included: <ul style="list-style-type: none"> ○ Connections into Gemmill Park from the surrounding residential areas; ○ Veterans Walkway could be hard surfaced and maintained year round; ○ Connection between Harold Street and Spring Street; ○ Connection between Holy Mary School and Gale Street through Don Maynard Park; and,

Issue/Opportunity/Barriers	
	<ul style="list-style-type: none"> ○ Provide walkway within Hydro easement between Gale Street and Evelyn Street. ● Connection from Ottawa Street/March Road (CR 49) to Greystone Subdivision. ● Connection from Perth Street (CR 16A) to Munro Meadows Subdivision.
<p>Provision of safe and convenient pedestrian crosswalks.</p>	<p>A number of crossing locations were identified as desirable or potentially requiring modification:</p> <p>Village of Clayton:</p> <ul style="list-style-type: none"> ● New crossing of Tatlock Road (CR 9) at Bellamy Mills Road. <p>Village of Pakenham:</p> <ul style="list-style-type: none"> ● Upgrade crossing of County Road 29 at Jeanie Street. <p>Almonte:</p> <ul style="list-style-type: none"> ● Upgrade crossings and add new crossings at various locations along Almonte Street/Main Street/Ottawa Street; ● New crossing of Bridge Street (CR 16A) to join Gemmill Park with Veteran’s Walkway; and, ● New crossings at Spring Street and Clinton Street. 
<p>Improve AT connections to schools and other community facilities</p>	<p>A number of connections to origin / destinations were identified as desirable including:</p> <p>Village of Clayton:</p> <ul style="list-style-type: none"> ● Seniors home on Linn Bower Lane. <p>Almonte:</p> <ul style="list-style-type: none"> ● Schools on Paterson Street; ● Independent Grocery Store on Ottawa Street at Industrial Drive; ● Accessible route through Gemmill Park; and,

Issue/Opportunity/Barriers	
	<ul style="list-style-type: none"> • Improve access between Spring Street and Harold Street.
Rest Locations	<p>There is a desire to have locations for people to stop along their walk, to rest or enjoy the passing of time.</p> <ul style="list-style-type: none"> • Add benches and amenities on routes that may be popular with seniors and people with small children.
Improve sidewalk accessibility	<p>There are a number of factors that can make sidewalks more or less accessible; for example, current best-practices for sidewalks specify the minimum width that should be free of obstructions and requirements for curb depressions to accommodate strollers, wheelchairs, or other users at driveways and intersections. The following issues were identified:</p> <ul style="list-style-type: none"> • Many of the sidewalks are older and do not meet current sidewalk design or accessibility standards; • Some locations along Ottawa Street do not have depressed curbs (ex. Queen Street (CR 16A) at Union Street southwest corner); and, • Width of sidewalks impeded by utility poles in some locations, impacting wheelchairs, strollers and winter maintenance. • Past practice has had limited consideration for accessibility, generally limited to drop curbs at intersections and directional grooving of concrete sidewalks at newer installations.
Not all sidewalks are maintained in the winter	<p>Clearing sidewalks in the vicinity of schools should be a winter maintenance priority and currently forms a barrier to AT. Other areas where lack of winter sidewalk maintenance were identified include:</p> <p>Village of Pakenham:</p> <ul style="list-style-type: none"> • Waba Road (CR 20); and, • County Road 29. <p>Almonte:</p> <ul style="list-style-type: none"> • Many of the sidewalks are either not serviced or underserviced in winter.
Improve pedestrian access on narrow bridges	<p>Village of Blakeney:</p> <ul style="list-style-type: none"> • Single lane narrow bridge (county owned). <p>Village of Pakenham:</p> <ul style="list-style-type: none"> • Historic county owned bridge is narrow.
Pedestrian Safety Concerns	<p>Lack of dedicated pedestrian space and poor sightlines caused by curves, hills and vegetation impact the ability for the</p>

Issue/Opportunity/Barriers	
	<p>motorist and pedestrian to clearly observe each other at a distance, thus reducing the level of comfort of pedestrians and forming a barrier to AT in certain areas. Areas of concern were identified as:</p> <p>Village of Appleton:</p> <ul style="list-style-type: none"> • River Road, south of Wilson/Hill Street. <p>Village of Blakeney:</p> <ul style="list-style-type: none"> • Blakeney Road approaching bridge from the west; and, • Blakeney Road from bridge to just past Alexander Street. <p>Village of Pakenham:</p> <ul style="list-style-type: none"> • Kinburn Side Road (CR 20) directly east of the bridge <p>Street lighting was also identified as a safety concern by some AT users, especially during winter months. Specific locations identified through the e-survey (results attached in Appendix) where improved lighting as desired included:</p> <ul style="list-style-type: none"> • Along Maude street; and, • In Clayton.
<p>Improve trails and signage</p>	<p>Through public consultation, a number of opportunities were identified including:</p> <ul style="list-style-type: none"> • An opportunity exists to provide or improve signage along routes and trails; • Take advantage of the waterfront by providing a continuous trail network along the waterfronts, especially within Almonte; and, • Provide urban pathways to provide off-road connections between and within neighbourhoods and provide connections to remote developments.
<p>Cycling Safety Concerns</p>	<p>Speed of cars (especially along the County Roads) makes AT users uncomfortable. The following were specifically identified through consultation:</p> <ul style="list-style-type: none"> • County roads passing through the town and villages do not have dedicated cycling facilities; • Parents concerned for children’s safety; • Many feel that the County roads are not suitable for bicycles (no bicycle infrastructure currently present), lower speed roads may be preferable; and, • Lack of dedicated spaces for cycling results in expressed animosity between cyclists and other users of the transportation network.

Issue/Opportunity/Barriers	
Cyclists have difficulty making left turns off of busy streets	<p>This issue was identified primarily at two major intersections within Almonte:</p> <ul style="list-style-type: none"> • Ottawa and Martin Street (CR 17 north of Ottawa Street); and, • Ottawa and Paterson Street.
Bicycle parking facilities	<ul style="list-style-type: none"> • Lack of bicycle parking facilities at points of interest, including the downtowns and at community facilities (Old Almonte Town Hall, Library, and Parking lot at the other end of the Riverwalk, and at other community facilities); and, • Temporary bicycle parking could be provided at festivals and other special events.
Sewer grates are a barrier for cyclists	<ul style="list-style-type: none"> • Almonte Street from Farm Street to the Railway was identified as having older style grates that can catch and grab bicycle tires.
No safe inter-community cycling facilities	<p>There is a lack of identified/safe cycling routes between the different communities in Mississippi Mills and between Mississippi Mills and surrounding communities. Specific examples identified included:</p> <ul style="list-style-type: none"> • An opportunity exists to utilize the former rail corridor to connect the communities of Almonte, Appleton, Blakeney, Pakenham, and communities beyond Mississippi Mills including Arnprior, Carleton Place and beyond; and, • “Looped” on-road signed cycling routes appeal to local and tourist cyclists.
Loose gravel on freshly graded gravel roadways are difficult to cycle on	<p>When roads are freshly graded, motor vehicle speeds increase. The loose gravel makes it more difficult for cycling. This issue was specifically identified for the following locations:</p> <ul style="list-style-type: none"> • Bellamy Mills Road, Bennies Corners Road, and 7th South Concession; however would be relevant for any gravel surface where cycling is prevalent.

Appendix C

AODA Requirements



Appendix C – Accessibility for Ontarians with Disabilities Act (AODA) Requirements

- **Exterior paths of travel, application**

80.21 (1) This Part applies to newly constructed and redeveloped exterior paths of travel that are outdoor sidewalks or walkways designed and constructed for pedestrian travel and are intended to serve a functional purpose and not to provide a recreational experience. O. Reg. 413/12, s. 6.

(2) This Part does not apply to paths of travel regulated under Ontario Regulation 350/06 (Building Code) made under the Building Code Act, 1992. O. Reg. 413/12, s. 6.

- **Exterior paths of travel, general obligation**

80.22 Obligated organizations, other than small organizations, shall ensure that any exterior paths of travel that they construct or redevelop and intend to maintain meet the requirements set out in this Part. O. Reg. 413/12, s. 6.

- **Exterior paths of travel, technical requirements**

80.23 When constructing new or redeveloping existing exterior paths of travel that they intend to maintain, obligated organizations, other than small organizations, shall ensure that new and redeveloped exterior paths of travel meet the following requirements:

1. The exterior path must have a minimum clear width of 1,500 mm, but this clear width can be reduced to 1,200 mm to serve as a turning space where the exterior path connects with a curb ramp.
2. Where the head room clearance is less than 2,100 mm over a portion of the exterior path, a rail or other barrier with a leading edge that is cane detectable must be provided around the object that is obstructing the head room clearance.
3. The surface must be firm and stable.
4. The surface must be slip resistant.
5. Where an exterior path has openings in its surface,
 - i. the openings must not allow passage of an object that has a diameter of more than 20 mm, and

- ii. any elongated openings must be oriented approximately perpendicular to the direction of travel.
6. The maximum running slope of the exterior path must be no more than 1:20, but where the exterior path is a sidewalk; it can have a slope of greater than 1:20, but it cannot be steeper than the slope of the adjacent roadway.
 7. The maximum cross slope of the exterior path must be no more than 1:20, where the surface is asphalt, concrete or some other hard surface, or no more than 1:10 in all other cases.
 8. The exterior path must meet the following requirements:
 - i. It must have a 1:2 bevel at changes in level between 6 mm and 13 mm.
 - ii. It must have a maximum running slope of 1:8 or a curb ramp that meets the requirement of section 80.26 at changes in level of greater than 13 mm and less than 75 mm.
 - iii. It must have a maximum running slope of 1:10 or a curb ramp that meets the requirement of section 80.26 at changes in level of 75 mm or greater and 200 mm or less.
 - iv. It must have a ramp that meets the requirements of section 80.24 at changes in level of greater than 200 mm.
 9. The entrance to the exterior path of travel must provide a minimum clear opening of 850 mm, whether the entrance includes a gate, bollard or other entrance design. O. Reg. 413/12, s. 6.

- **Exterior paths of travel, ramps**

80.24 (1) Where an exterior path of travel is equipped with a ramp, the ramp must meet the following requirements:

1. The ramp must have a minimum clear width of 900 mm.
2. The surface of the ramp must be firm and stable.
3. The surface of the ramp must be slip resistant.
4. The ramp must have a maximum running slope of no more than 1:15.
5. The ramp must be provided with landings that meet the following requirements:
 - i. Landings must be provided, A. at the top and bottom of the ramp, B. where there is an abrupt change in direction of the ramp, and C. at horizontal intervals not greater than nine metres apart.
 - ii. Landings must be a minimum of 1,670 mm by 1,670 mm at the top and bottom of the ramp and where there is an abrupt change in direction of the ramp.

iii. Landings must be a minimum of 1,670 mm in length and at least the same width of the ramp for an in-line ramp.

iv. Landings must have a cross slope that is not steeper than 1:50.

6. Where a ramp has openings in its surface,

i. the openings must not allow passage of an object that has a diameter of more than 20 mm, and

ii. any elongated openings must be oriented approximately perpendicular to the direction of travel.

7. A ramp must be equipped with handrails on both sides of the ramp and the handrails must,

i. be continuously graspable along their entire length and have circular cross-section with an outside diameter not less than 30 mm and not more than 40 mm, or any non-circular shape with a graspable portion that has a perimeter not less than 100 mm and not more than 155 mm and whose largest cross-sectional dimension is not more than 57 mm,

ii. be not less than 865 mm and not more than 965 mm high, measured vertically from the surface of the ramp, except that handrails not meeting these requirements are permitted provided they are installed in addition to the required handrail,

iii. terminate in a manner that will not obstruct pedestrian travel or create a hazard,

iv. extend horizontally not less than 300 mm beyond the top and bottom of the ramp,

v. be provided with a clearance of not less than 50 mm between the handrail and any wall to which it is attached, and

vi. be designed and constructed such that handrails and their supports will withstand the loading values obtained from the non-concurrent application of a concentrated load not less than 0.9 kN applied at any point and in any direction for all handrails and a uniform load not less than 0.7 kN/metre applied in any direction to the handrail.

8. Where the ramp is more than 2,200 mm in width,

i. one or more intermediate handrails which are continuous between landings shall be provided and located so that there is no more than 1,650 mm between handrails, and

ii. the handrails must meet the requirements set out in paragraph 7.

9. The ramp must have a wall or guard on both sides and where a guard is provided, it must,

i. be not less than 1,070 mm measured vertically to the top of the guard from the ramp surface, and

ii. be designed so that no member, attachment or opening located between 140 mm and 900 mm above the ramp surface being protected by the guard will facilitate climbing.

10. The ramp must have edge protection that is provided,

- i. with a curb at least 50 mm high on any side of the ramp where no solid enclosure or solid guard is provided, or
- ii. with railings or other barriers that extend to within 50 mm of the finished ramp surface. O. Reg. 413/12, s. 6.

(2) In this section, “kN” means kilonewtons. O. Reg. 413/12, s. 6.

- **Exterior paths of travel, stairs**

80.25 Where stairs connect to exterior paths of travel, the stairs must meet the following requirements:

1. The surface of the treads must have a finish that is slip resistant.
2. Stairs must have uniform risers and runs in any one flight.
3. The rise between successive treads must be between 125 mm and 180 mm.
4. The run between successive steps must be between 280 mm and 355 mm.
5. Stairs must have closed risers.
6. The maximum nosing projection on a tread must be no more than 38 mm, with no abrupt undersides.
7. Stairs must have high tonal contrast markings that extend the full tread width of the leading edge of each step.
8. Stairs must be equipped with tactile walking surface indicators that are built in or applied to the walking surface, and the tactile walking surface indicators must,
 - i. have raised tactile profiles,
 - ii. have a high tonal contrast with the adjacent surface,
 - iii. be located at the top of all flights of stairs, and
 - iv. extend the full tread width to a minimum depth of 610 mm commencing one tread depth from the edge of the stair.
9. Handrails must be included on both sides of stairs and must satisfy the requirements set out in paragraph 7 of subsection 80.24 (1).
10. A guard must be provided that is not less than 920 mm, measured vertically to the top of the guard from a line drawn through the outside edges of the stair nosings and 1,070 mm

around the landings and is required on each side of a stairway where the difference in elevation between ground level and the top of the stair is more than 600 mm but, where there is a wall, a guard is not required on that side.

11. Where stairs are more than 2,200 mm in width,

- i. one or more intermediate handrails that are continuous between landings must be provided and located so there is no more than 1,650 mm between handrails, and
- ii. the handrails must satisfy the requirements set out in paragraph 7 of subsection 80.24 (1).

O. Reg. 413/12, s. 6.

- **Exterior paths of travel, curb ramps**

80.26 (1) Where a curb ramp is provided on an exterior path of travel, the curb ramp must align with the direction of travel and meet the following requirements:

1. The curb ramp must have a minimum clear width of 1,200 mm, exclusive of any flared sides.

2. The running slope of the curb ramp must,

- i. be a maximum of 1:8, where elevation is less than 75 mm, and
- ii. be a maximum of 1:10, where elevation is 75 mm or greater and 200 mm or less.

3. The maximum cross slope of the curb ramp must be no more than 1:50.

4. The maximum slope on the flared side of the curb ramp must be no more than 1:10.

5. Where the curb ramp is provided at a pedestrian crossing, it must have tactile walking surface indicators that,

- i. have raised tactile profiles,
- ii. have a high tonal contrast with the adjacent surface,
- iii. are located at the bottom of the curb ramp,
- iv. are set back between 150 mm and 200 mm from the curb edge,
- v. extend the full width of the curb ramp, and
- vi. are a minimum of 610 mm in depth. O. Reg. 413/12, s. 6.

(2) In this section, “curb ramp” means a ramp that is cut through a curb or that is built up to a curb. O. Reg. 413/12, s. 6.

- **Exterior paths of travel, depressed curbs**

80.27 (1) Where a depressed curb is provided on an exterior path of travel, the depressed curb must meet the following requirements:

1. The depressed curb must have a maximum running slope of 1:20.
2. The depressed curb must be aligned with the direction of travel.
3. Where the depressed curb is provided at a pedestrian crossing, it must have tactile walking surface indicators that,
 - i. have raised tactile profiles,
 - ii. have high tonal contrast with the adjacent surface,
 - iii. are located at the bottom portion of the depressed curb that is flush with the roadway,
 - iv. are set back between 150 mm and 200 mm from the curb edge, and
 - v. are a minimum of 610 mm in depth. O. Reg. 413/12, s. 6.

(2) In this section, “depressed curb” means a seamless gradual slope at transitions between sidewalks and walkways and highways, and is usually found at intersections. O. Reg. 413/12, s. 6.

- **Exterior paths of travel, accessible pedestrian signals**

80.28 (1) Where new pedestrian signals are being installed or existing pedestrian signals are being replaced at a pedestrian crossover, they must be accessible pedestrian signals. O. Reg. 413/12, s. 6.

(2) Accessible pedestrian signals must meet the following requirements:

1. They must have a locator tone that is distinct from a walk indicator tone.
2. They must be installed within 1,500 mm of the edge of the curb.
3. They must be mounted at a maximum of 1,100 mm above ground level.
4. They must have tactile arrows that align with the direction of crossing.
5. They must include both manual and automatic activation features.
6. They must include both audible and vibro-tactile walk indicators. O. Reg. 413/12, s. 6

(3) Where two accessible pedestrian signal assemblies are installed on the same corner, they must be a minimum of 3,000 mm apart. O. Reg. 413/12, s. 6.

(4) Where the requirements in subsection (3) cannot be met because of site constraints or existing infrastructure, two accessible pedestrian signal assemblies can be installed on a single post, and when this occurs, a verbal announcement must clearly state which crossing is active.

O. Reg. 413/12, s. 6.

(5) In this section, “pedestrian crossover” means a pedestrian crossover as defined in subsection 1 (1) of the Highway Traffic Act. O. Reg. 413/12, s. 6.

- **Exterior paths of travel, rest areas**

80.29 When constructing new or redeveloping existing exterior paths of travel that they intend to maintain, obligated organizations, other than small organizations, shall consult on the design and placement of rest areas along the exterior path of travel and shall do so in the following manner:

1. The Government of Ontario, the Legislative Assembly, designated public sector organizations and large organizations must consult with the public and persons with disabilities.
2. Municipalities must also consult with their municipal accessibility advisory committees, where one has been established in accordance with subsection 29 (1) or (2) of the Act. O. Reg. 413/12, s. 6.

- **Exceptions, limitations**

80.30 Where an exception is permitted to a requirement for an exterior path of travel, the exception applies solely,

(a) to the particular requirement for which the exception is allowed and not to any other requirement that applies to the exterior path; and

(b) to the portion of the exterior path for which it is claimed and not to the exterior path in its entirety. O. Reg. 413/12, s. 6.

- **Exceptions, general**

80.31 Exceptions to the requirements that apply to exterior paths of travel are permitted where obligated organizations, other than small organizations, can demonstrate one or more of the following:

1. The requirements, or some of them, would likely affect the cultural heritage value or interest of a property identified, designated or otherwise protected under the Ontario Heritage Act as being of cultural heritage value or interest.
2. The requirements, or some of them, would affect the preservation of places set apart as National Historic Sites of Canada by the Minister of the Environment for Canada under the Canada National Parks Act (Canada).
3. The requirements, or some of them, would affect the national historic interest or significance of historic places marked or commemorated under the Historic Sites and Monuments Act (Canada).
4. The requirements, or some of them, might damage, directly or indirectly, the cultural heritage or natural heritage on a property included in the United Nations Educational, Scientific and Cultural Organisation's World Heritage List of sites under the Convention Concerning the Protection of the World Cultural and Natural Heritage.
5. There is a significant risk that the requirements, or some of them, would adversely affect water, fish, wildlife, plants, invertebrates, species at risk, ecological integrity or natural heritage values, whether the adverse effects are direct or indirect.
6. It is not practicable to comply with the requirements, or some of them, because existing physical or site constraints prohibit modification or addition of elements, spaces or features, such as where increasing the width of the exterior path would narrow the width of the adjacent highway or locating an accessible pedestrian signal pole within 1,500 mm of the curb edge is not feasible because of existing underground utilities. O. Reg. 413/12, s. 6.

- **On-street parking spaces**

80.39 (1) When constructing or redeveloping existing on-street parking spaces, designated public sector organizations shall consult on the need, location and design of accessible on-street parking spaces and shall do so in the following manner:

1. Designated public sector organizations must consult with the public and persons with disabilities.

2. Municipalities must also consult with their municipal accessibility advisory committees, where one has been established in accordance with subsection 29 (1) or (2) of the Act. O. Reg. 413/12, s. 6.

(2) In this section and despite section 2, “designated public sector organization” means every municipality and every person or organization described in Schedule 1 to this Regulation, but not persons or organizations listed in Column 1 of Table 1 to Ontario Regulation 146/10 (Public Bodies and Commission Public Bodies — Definitions) made under the Public Service of Ontario Act, 2006. O. Reg. 413/12, s. 6.

Appendix D

Unit Price Estimates

Rural Cycle Lane (Paved Shoulder)					
Item	Unit / m	Cost/Unit	Quantity / meter length	Cost / unit / meter length	
Asphalt	t	\$ 170.00	0.281	\$ 47.81	
Granular A	t	\$ 28.00	0.630	\$ 17.64	
Granular B	t	\$ 26.00	0.840	\$ 21.84	
Excavation	m3	\$ 25.00	0.400	\$ 10.00	
Signage	km	\$ 500.00	0.001	\$ 0.50	
Line Painting	m	\$ 1.00	1.000	\$ 1.00	
Top Soil	m3	\$ 50.00	0.175	\$ 8.75	
Seed	m2	\$ 2.50	7.000	\$ 17.50	
Clearing and Grubbing	m2	\$ 1.50	3.500	\$ 5.25	
		TOTAL		\$ 130.29	/m/direction
Assumptions:					
<ul style="list-style-type: none"> • <i>It was assumed that the cycle lane would be 1.5m wide, with a 0.5m granular rounding;</i> • <i>It was assumed that the existing shoulder was 0.5m wide; and,</i> • <i>The above cost is for one side of the road only.</i> 					

Rural Cycle Lane (Surface Treated Shoulder)					
Item	Unit / m	Cost/Unit	Quantity / meter length	Cost / unit / meter length	
Surface Treatment	t	\$ 75.00	0.281	\$ 21.09	
Granular A	t	\$ 28.00	0.630	\$ 17.64	
Granular B	t	\$ 26.00	0.840	\$ 21.84	
Excavation	m3	\$ 25.00	0.400	\$ 10.00	
Signage	km	\$ 500.00	0.001	\$ 0.50	
Line Painting	m	\$ 1.00	1.000	\$ 1.00	
Top Soil	m3	\$ 50.00	0.175	\$ 8.75	
Seed	m2	\$ 2.50	7.000	\$ 17.50	
Clearing and Grubbing	m2	\$ 1.50	3.500	\$ 5.25	
		TOTAL		\$ 103.57	/m/direction
Assumptions:					
<ul style="list-style-type: none"> • <i>It was assumed that the cycle lane would be 1.5m wide, with a 0.5m granular rounding;</i> • <i>It was assumed that the existing shoulder was 0.5m wide; and</i> • <i>The above cost is for one side of the road only.</i> 					

Urban Cycle Lane (Widened Roadway)					
Item	Unit / m	Cost/Unit	Quantity / meter length	Cost / unit / meter length	
Asphalt	t	\$ 170.00	0.488	\$ 82.88	
Granular A	t	\$ 28.00	1.470	\$ 41.16	
Granular B	t	\$ 26.00	1.260	\$ 32.76	
Excavation	m3	\$ 25.00	1.425	\$ 35.63	
Signage	km	\$ 3,500.00	0.001	\$ 3.50	
Concrete Sidewalk (Mono)	m2	\$ 70.00	1.500	\$ 105.00	
Relocate Catch Basin	ea	\$ 6,000.00	0.010	\$ 60.00	
Line Painting	m	\$ 1.00	1.000	\$ 1.00	
Painted Symbols	ea	\$ 100.00	0.010	\$ 1.00	
Top Soil	m3	\$ 50.00	0.050	\$ 2.50	
Sod	m2	\$ 10.00	0.300	\$ 3.00	
Landscaping	LS	\$ 5.00	1.000	\$ 5.00	
		TOTAL		\$ 373.42	/m/direction

Assumptions:

- *It was assumed that the cycle lane would be 1.5m wide, and the sidewalk would be 1.5m wide; and,*
- *The above cost is for one side of the road only.*

New Sidewalks					
Item	Unit / m	Cost/Unit	Quantity / meter length	Cost / unit / meter length	
Excavation	m3	\$ 25.00	0.600	\$ 15.00	
Granular A	t	\$ 28.00	0.840	\$ 23.52	
Concrete Sidewalk (Mono)	m2	\$ 70.00	1.500	\$ 105.00	
Top Soil	m3	\$ 50.00	0.050	\$ 2.50	
Sod	m2	\$ 10.00	0.300	\$ 3.00	
		TOTAL		\$ 149.02	/m/direction

Assumptions:

- *It was assumed that the sidewalk would be 1.5m wide; and,*
- *The above cost is for one side of the road only.*

Rural Signed Route					
Item	Unit / m	Cost/Unit	Quantity / meter length	Cost / unit / meter length	
Signage	km	\$ 500.00	0.001	0.5	
		TOTAL		\$ 0.50	/m/direction
Assumptions:					
<ul style="list-style-type: none"> • Includes the cost to install one sign every kilometer; and, • The above cost is for one side of the road only. 					

Urban Signed Route with Pavement Markings					
Item	Unit / m	Cost/Unit	Quantity / meter length	Cost / unit / meter length	
Painted Symbols	ea	\$ 100.00	0.010	\$ 1.00	
Line Painting	m	\$ 1.00	1.000	\$ 1.00	
Signage	km	\$ 3,500.00	0.001	\$ 3.50	
		TOTAL		\$ 5.50	/m/direction
Assumptions:					
<ul style="list-style-type: none"> • Assumes a painted cycling lane or shared lane travel lanes that can be accommodated without physical reconstruction; • The above cost estimate only includes the cost to paint one cycle symbol every 100m, and the cost to install signage and paint lines. It does not include costs to modify any roads, sidewalks, etc.; and, • The above cost is for one side of the road only. 					

Urban Signed Route without Pavement Markings					
Item	Unit / m	Cost/Unit	Quantity / meter length	Cost / unit / meter length	
Signage	km	\$ 3,500.00	0.001	\$ 3.50	
		TOTAL		\$ 3.50	/m/direction
Assumptions:					
<ul style="list-style-type: none"> • Assumes shared travel lanes that can be accommodated without physical reconstruction; and, • The above cost estimate only includes the cost to install signage. It does not include costs to modify any roads, sidewalks, etc., and does not include the cost to place any pavement markings. 					

Paved Pathways					
Item	Unit / m	Cost/Unit	Quantity / meter length	Cost / unit / meter length	
Excavation	m3	\$ 25.00	1.000	\$ 25.00	
Granular A	t	\$ 28.00	1.500	\$ 42.00	
Asphalt	t	\$ 170.00	0.360	\$ 61.20	
Seed	m2	\$ 2.50	1.000	\$ 2.50	
		TOTAL		\$ 130.70	/m/direction

Assumptions:

- *Assumes a 3 m wide trail constructed with 0.05m of asphalt and 0.2m of Granular A;*
- *The above cost estimate only includes the cost to strip 0.25m of organic material, place 0.2m of granular A, place 0.05m of asphalt and place 0.5m strips of seed on both sides of the path;*
- *It was assumed that imported top soil would not be required. Seed would be placed over the native organic material that was stripped for the path; and,*
- *It was assumed that no clearing or grubbing would be required.*

Notes:

The above cost is considered a Class D estimate and is based on conceptual design. Accuracy for this level of estimate is +/- 40%. Costs not included in this estimate but that may also be incurred are; contingency, engineering and contract administration fees, Geotechnical/Archaeological/Environmental studies, property acquisitions, major drainage works, utilities, structures, environmental mitigation, traffic and pedestrian control, permits and extraordinary site conditions including large volumes of rock.

Facility Type	Class	Street / Path	From	To	Justification	Length (m)	Unit Cost (\$/m) (both sides for cycling facilities)	Total Cost (\$)	Implementation Schedule
New Concrete Sidewalks		Adelaide St.	Martin St.	Finner Ct.	School-300m	404	\$150	\$60,600	Medium
		Almonte St.	Euphemia St.	Malcolm St.	Missing Link	139	\$150	\$20,850	Medium
		Almonte St.	Malcolm St.	Mill St.		272	\$150	\$40,800	Medium
		Argyle St.	King St.	Country St.	School-300m	159	\$150	\$23,850	Medium
		Bridge St.	Shipman Dr. / Existing Sidewalk	Country St.		335	\$150	\$50,250	High
		Brookdale Ave.	Union St. N	Martin St. North	School-300m	188	\$150	\$28,200	Medium
		Carss St.	Union St. N	Martin St. North		189	\$150	\$28,350	Low
		Evelyn St.	Larose St.	Gale St.	School-300m	172	\$150	\$25,800	Medium
		Farm St.	Almonte St.	Charles St.	Missing Link	72	\$150	\$10,800	Medium
		Frederick St.	Augusta St.	Ottawa St.	School-300m	231	\$150	\$34,650	Medium
		Houston St.	Paterson St.	Industrial Dr.		185	\$150	\$27,750	High
		Industrial Dr.	Houston St. / Existi	Appleton Side Rd.		732	\$150	\$109,800	Low
		James St.	Country St.	William St.	School-300m	101	\$150	\$15,150	Medium
		Johanna St.	Spring St.	Larose St.		238	\$150	\$35,700	Low
		John St.	High St.	Reserve St.	Missing Link	44	\$150	\$6,600	Low
		Larose St.	Evelyn St.	Tatra St.	School-300m	67	\$150	\$10,050	Low
		Malcolm St.	Strathburn St.	Dunn St.		170	\$150	\$25,500	Low
		Marshall St.	Adelaide St.	Existing Sidewalk	School-300m	88	\$150	\$13,200	Medium
		Maude St.	Frederick St.	Florence St.		201	\$150	\$30,150	Medium
		Maude St.	St. James St.	Existing Sidewalk	Missing Link	70	\$150	\$10,500	Low
		Menzie Rd.	Maude St.	Ottawa St.		168	\$150	\$25,200	Medium
		Mercer St.	Maude St.	Augusta St.	School-300m	75	\$150	\$11,250	Medium
		Napier Ln.	Adelaide St.	Dead End	School-300m	217	\$150	\$32,550	Medium
		Norton St.	Augusta St.	Existing Sidewalk	School-300m	34	\$150	\$5,100	High
		Ottawa St.	Existing Sidewalk	Appleton Side Rd.		132	\$150	\$19,800	High
		Paterson St. (Holy Mary School)	Existing Sidewalk	Existing Sidewalk	School-300m	93	\$150	\$13,950	High
		Perth St. (North side)	Christian St.	Bridge St.		286	\$150	\$42,900	High
		Perth St. (South side)	Christian St.	Jamieson St.		118	\$150	\$17,700	Low
		Sadler Dr.	Honeybourne St.	Existing Sidewalk		57	\$150	\$8,550	Medium
		Stephen St.	Existing Sidewalk	Martin St.	School-300m	81	\$150	\$12,150	Medium
		Strathburn St.	Christian St.	Malcolm St.		451	\$150	\$67,650	Low
		Waterford St.	Wilkinson St.	Edward St.	School-300m	102	\$150	\$15,300	Low
		Linn Bower Ln.	Tallock Rd.	Dead End		160	\$150	\$24,000	Low
		County Rd. 29	Kinburn Side Rd.	Existing Sidewalk		83	\$150	\$12,450	Medium
		Dalkeith St.	Existing Sidewalk	Existing Sidewalk	School-300m	26	\$150	\$3,900	Medium
		Dalkeith St.	Waba Rd.	Existing Sidewalk	Missing Link	45	\$150	\$6,750	Medium
		Elizabeth St.	MacFarlane St.	County Rd. 29		62	\$150	\$9,300	Medium
		Isabella St.	Existing Sidewalk	Existing Sidewalk	School-300m	71	\$150	\$10,650	Medium
		Jessie St.	Isabella St.	County Rd. 29	School-300m	88	\$150	\$13,200	Medium
		Jessie St.	MacFarlane St.	Margaret St.	School-300m	97	\$150	\$14,550	Medium
	MacFarlane St.	Jessie St.	Existing Sidewalk		113	\$150	\$16,950	Medium	
	MacFarlane St.	Jessie St.	Elizabeth St.	School-300m	95	\$150	\$14,250	Medium	
				Total for Mississippi Mills		6,711		\$1,006,650	
New Paved Pedestrian Shoulder		River Rd.	Hill St.	Community Mailbox		133	\$130	\$17,290	Medium
		Blakeney Rd.	Bridge	Martin St. North		705	\$130	\$91,650	Medium
		McWatty Rd.	Lion Head Dr.	County Rd. 29		876	\$130	\$113,880	Low
				Total for Mississippi Mills		1,714		\$222,820	
Controlled / Uncontrolled Ped Crossings		Review & Modify Existing Crossings (Two in Almonte, One in Pakenham)						\$120,000	High
		Provide up to 7 new crossings						\$204,000	Medium
					Total for Mississippi Mills			\$324,000	

Facility Type	Class	Street / Path	From	To	Justification	Length (m)	Unit Cost (\$/m) (both sides for cycling facilities)	Total Cost (\$)	Implementation Schedule
Rural Cycle Lane (MM)	Spine	Blakeney Rd.	County Rd. 29	Martin St.		1,715	\$1	\$1,715	High
	Spine	Clayton Rd.	Tatlock Rd.	County Rd. 29		9,462	\$265	\$2,507,430	High
	Spine	Old Perth Rd.	County Rd. 29	Ramsay Con. 8		1,375	\$265	\$364,375	High
	Spine	Ramsay Con. 8	Clayton Rd	Old Perth Rd.		3,710	\$265	\$983,150	High
	Secondary	Bennies Corners Rd.	Ramsay Con. 8	County Rd. 29		1,565	\$1	\$1,565	Medium
	Secondary	Gleeson Rd.	Ramsay Con. 8	Christian St. (CR 29)		1,399	\$1	\$1,399	Medium
	Secondary	Old Almonte Rd.	Johanna St.	Golden Line Rd.		5,560	\$210	\$1,167,600	Low
	Secondary	Ramsay Con. 8	Bennies Corners Rd.	Clayton Rd		2,700	\$1	\$2,700	Medium
	Secondary	Ramsay Con. 8	Old Perth Rd.	County Rd. 29		8,260	\$265	\$2,188,900	Medium
					Spine	16,262		\$3,856,670	
				Secondary	19,484		\$3,362,164		
Total for Mississippi Mills						35,746		\$7,218,834	
Urban Spine Network (Painted & signed Road, MUP or Widened Rd.way)	Spine	Almonte St./Main St./Ottawa St.	Martin St. (CR17)	Patterson St.		700	\$11	\$7,700	High
	Spine	Ottawa St.	Patterson St.	Industrial Dr.		220	\$260	\$57,200	High
	Spine	Ottawa St.	453 Ottawa St.	Appleton Side Rd.	S.S Pathway	235	\$130	\$30,550	High
Total for Mississippi Mills						Spine 1,155		\$95,450	
Urban Secondary Cycling Routes	Secondary	Malcolm St.	Strathburn St.	Almonte St.		625	\$7	\$4,375	Medium
	Secondary	Strathburn St.	Christian Rd.	Malcolm St.		479	\$7	\$3,353	Medium
Total for Mississippi Mills						1,104		\$7,728	
Urban Primary Routes Cycle Route	Primary	Almonte St. / Main St.	Christian St.	Martin St.		1,410	\$11	\$15,510	High
	Primary	Country St.	Bridge St.	Smart St.		1,780	\$11	\$19,580	High
	Primary	Paterson St.	Ottawa St.	Johanna St.		1,110	\$11	\$12,210	High
Total for Mississippi Mills						Primary 4,300		\$47,300	

<u>Priority</u>	<u>Cost</u>
High	\$4,279,170
Medium	\$3,010,982
Low	\$1,632,630
Total	\$8,922,782

Appendix E

Example Warranted Sidewalk Program Rating Summary Record



London
CANADA

RATING SUMMARY RECORD Warranted Sidewalk Program

Rating Date(YYYY/MM/DD)

Revised Rating Date(YYYY/MM/DD)

Location	From	To	Side	Approx. Linear Metres

Item	Factors	Rating System	Points	Rating Points
1	Daily Pedestrian Usage	Light (less than 100)	10	
		Heavy (more than 100)	20	
2	Walking Alternatives	Curb & Gutter, <2m SHLD	15	
		>2m SHLD	5	
		Sidewalk one side of collector/local	--	
3	Street Lighting	Yes	--	
		No	5	
4	Roadway Alignment	Horizontal Curvature	Yes	5
		No	--	
	Vertical Grade	Yes	5	
		No	--	
5	a) Daily Vehicle volume	Less than 2000	5	
		2000 to 5000	10	
		More than 5000	20	
	b) Confirmed speeding problems - Measured as per policy 27(7)	Yes	5	
		No	--	
6	Will connect sidewalk to existing system	Yes	15	
		No	--	
7	Would sidewalk serve school or senior's facility	Yes	15	
		No	--	
8	Close proximity to public transit	Yes	5	
		No	--	
9	Would sidewalk serve persons with disabilities	Yes	10	
		No	--	
Total				0

Requested by:	

Comments:	