DILLON CONSULTING

MUNICIPALITY OF MISSISSIPPI MILLS

Comprehensive Transportation Master Plan

Final Report

March 2016 – 14-9797

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Executive Summary

The Mississippi Mills Transportation Master Plan (MMTMP) provides a flexible and dynamic multi-modal transportation strategy that will guide the provision of transportation service and networks by the Municipality Mississippi Mills to the year 2035. The Mississippi Mills transportation system balances the needs of residents, businesses, and recreational users in a way that is fiscally responsible.

MMTMP Vision

"To provide an integrated and diverse transportation system for all residents and businesses that is safe, convenient, affordable and sustainable, and that facilitates the efficient movement of people and goods within the Municipality and to adjoining areas. The transportation system will support the goals and values of the Municipality, including maintaining the rural and small Municipality character, protecting the environment and cultural and natural heritage, and promoting sustainable economic growth."

The MMTMP was developed around four core themes:

- Improve the integration of the existing transportation networks
- Provide networks to encourage and facilitate transportation by Active Modes
- Provide infrastructure to serve demands at preferred Performance Targets
- Provide transportation systems that serve all citizens

Population Scenario

The 2015 population of the Municipality of Mississippi Mills is approximately 13,050. The majority of the Municipality's population (53%) is located in the rural area, almost 40% is located within the largest settlement area (Almonte), and the remainder is divided between four smaller settlement areas of Pakenham, Clayton, Blakeney, and Appleton. By 2035, the population of Mississippi Mills is expected to increase by approximately 1.74% per year, resulting in an additional population of 5,694, and a total population of 18,737. The majority of this growth (65%) will be concentrated in the Almonte Ward, while 25% of growth will be located in the rural area, and 10% in the four smaller settlement areas. Three potential Future Growth Areas (FGAs) for the Almonte Ward were also considered for growth beyond 2035, consistent with the 2006 Community Official Plan.

Transportation Strategy

Conventional automobile travel will remain the primary mode of travel in Mississippi Mills within the life of the MMTMP. The role of transit within Mississippi Mills will not be expanded, based on high start-up capital and annual operating costs and low cost recoveries and efficiencies due to low population densities. The active transportation network will be improved in order to address the principles and goals of the MMTMP and encourage

sustainable transportation for all users. Accordingly, the role of active modes will be elevated, particularly for local trips within Settlement areas, which are well-suited towards active transportation.

Travel Demand Management

The Transportation Strategy assumes no or limited expansion of public transit; therefore, the majority of long commuter trips will be by auto. TDM strategies that might reduce the environmental impact of auto trips are generally limited to the implementation of new or expansion of existing carpool lots. Currently, four carpool lots exist in proximity to Mississippi Mills, all of which are owned and run by the Ontario Ministry of Transportation (MTO). The Municipality should work with MTO to monitor demand and capacity in these lots and expand them when necessary.

An increase in demand for Active Modes is an objective of the TMP and a core part of the transportation strategy. The Municipality's TDM strategy includes measures that encourage and support the use of Active Modes for trips within the Settlement Areas/ Villages and cycling trips for commuting purposes.

Transportation Policies

The Municipality will adopt a road hierarchy based on typical municipal road classes – Local, Collector, and Arterial – supplemented by a special class for Scenic/ Historic Roads. The Municipality will also adopt a Complete Streets philosophy towards street and road corridors. Together, these policies result in key changes to road planning, operations, and design:

- New roads will be designed and built with facilities for pedestrians and cyclists in addition to cars;
- Pedestrian and cyclist facilities will be added to existing roads when reconstructed;
- Key gaps in the pedestrian and cyclist network within the road system will be prioritized based on network plans and recommendations from the AT plan; and
- Pedestrian and cyclist crossings of Arterials and Collectors will be provided as needed.

Roundabouts have emerged in North America as an environmentally-friendly and cost-efficient alternative to traffic signals or all-way stops for traffic control at intersections, particularly in new residential subdivisions or in locations where traffic signals are not warranted. The Municipality will consider roundabouts as a first option for traffic control at all intersections on its Arterial and Collector roads where traffic control signals are needed.

Road Network

East-West Collector roads are required north and south of Ottawa Street to divert existing east-west traffic and serve projected new traffic from the development areas and FGA. Collector Road South will run from Spring Street to Appleton Side Road; Collector Road North

from Martin Street North to Concession 11. Construction of these roads will significantly defer any need to widen Ottawa Street between Martin Street North and Paterson Street.

Perth-Bridge-Main-Ottawa Street corridor will become the continuous high capacity multi-modal corridor between Christian Street and March Road east of Appleton Side Road. A 30m ROW needs to be protected on Ottawa Street between Martin Street North and Paterson Street to preserve the long term opportunity to widen this segment to four lanes or the Municipality must revisit its plans for FGA3.

There is no need for Almonte By-Pass to serve projected traffic demands across Mississippi River. The Mississippi River Screenline will function better than target LOS, even with buildout of the FGA. An Almonte By-Pass is not the preferred approach to resolving a projected capacity deficiency on Ottawa Street between Martin Street North and Paterson Street, given the environmental impacts of crossing the Mississippi River, the significant capital cost of construction, and the availability of less impactful solutions.

There are several planned Growth Areas within Mississippi Mills. Many of these anticipated prior to 2035 have some level of design complete, including road networks. The adoption of a new road hierarchy requires identification of collector road corridors to insure that the desired level of community circulation and active mode corridors are preserved.

The County of Lanark TMP identified three intersections in Mississippi Mills that would be modified to improve either safety or traffic operations: (1) Martin Street North-South/ Ottawa Street/ Queen Street; (2) County Road 29 North/ Old Perth Road/ Perth Street; and (3) Bellamy Mills Road/ Tatlock Road. These intersection modifications are a County responsibility. No additional locations were identified for safety or operations-related modifications.

The County of Lanark has an established framework for evaluating the potential for lower tier municipalities to upload transportation infrastructure. As assessment using this framework indicates that the Municipality should consider discussions with the County of Lanark regarding uploading Ottawa Street from Martin Street North to Appleton Side Road.

The MMTMP identified a number of rural and urban roads that will require reconstruction and/or resurfacing to meet current demands and future growth.

Active Transportation (AT)

The MMTMP and the Mississippi Mills Active Transportation (AT) Plan document an Active Transportation network developed to serve pedestrians and cyclists travelling in, to and through the Municipality. The network identifies the core sidewalks, multi-use pathways, and

on-road cycling facilities required to promote utilitarian AT in Mississippi Mills. Facilities to serve recreational AT in the Municipality are identified in the Recreation Master Plan.

The existing winter maintenance practices will need to be enhanced as a driver to increase AT participation. The Winter Maintenance Policy (for AT facilities) 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). This approach will increase costs for snow clearing and removal, as sidewalk and shoulder space will not be available for snow storage.

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.

The AT Plan recommends adding crossings at Malcolm Street, Union Street North, and Gomme Street. It also recommends reviewing the intersection of Almonte Street/ Mill Street to determine if a controlled crossing can be safely implanted.

Hard surfacing of shoulders has been recommended as the preferred facility type at a number of locations in the AT Plan. Applying a hard surface to road shoulders to create a safe space for cyclists and pedestrians is a cost-effective way to create AT facilities in rural and village settings. It provides separation from autos without interrupting road drainage or significantly impacting routine and winter road maintenance.

Implementation Plan

Table E-1 outlines the MMTMP Implementation Plan.

Table E-1: Implementation Plan

Project		Rationale	Limit1	Limit2	Length	Growth Portion	Cost ($2015)	Priority
Planning								
1	North Collector Schedule C EA Study and Preliminary Design	• Need to identify connections and alignment and preserve property – involves multiple land owners and modifications to existing roads; therefore, a Municipal Class EA study is required • If design is completed to Preliminary Design level (aka 60% design); detailed design and construction could be advanced by land developers	Martin Street North	Ramsay Conc 11	1.5km	100%	$350k	0-5
2	South Collector Schedule C EA Study and Preliminary Design	• Need to identify connections and alignment and preserve property – involves multiple land owners and modifications to existing roads; therefore, a Municipal Class EA study is required • If design is completed to Preliminary Design level (aka 60% design); detailed design and construction could be advanced by land developers	Spring Street	Appleton Side Road	1.5 km	100%	$350k	0-5
3	Streetlight Policy	• Needed to promote AT • Develop a planning/ evaluation guideline for adding streetlights on existing streets • Develop a design guideline for streetlights on new streets	N/A	N/A	N/A	0%	$20k	0-5
4	Ottawa Street Corridor Plan	• Need to determine future vision for this segment of Ottawa Street – only residential segment in continuous Perth-Bridge-Ottawa Street arterial • Long-term need to protect 30m ROW for potential future widening • Need to identify pedestrian crossings • Potential to approach County about uploading	Martin Street North	Paterson Street		100%	$100k	0-5

Project		Rationale	Limit1	Limit2	Length	Growth Portion	Cost ($2015)	Priority
Design								
5	Pedestrian Crossing Design	• Need to determine type of traffic control device required and design intersection for new pedestrian crossing	Main Street	Union Street North	N/A	0%	$20k	0-5
6	Pedestrian Crossing Design	• Need to determine type of traffic control device required and design intersection for new pedestrian crossing	Almonte Street	Malcolm Street	N/A	0%	$20k	0-5
7	Pedestrian Crossing Design	• Need to determine type of traffic control device required and design intersection for new pedestrian crossing	Main Street	Mill Street	N/A	0%	$20k	0-5
8	Pedestrian Crossing Design	• Need to determine type of traffic control device required and design intersection for new pedestrian crossing	Paterson Street	Elementary school driveways	N/A	0%	$20k	0-5
9	Pedestrian Crossing Design	• Need to determine type of traffic control device required and design intersection for new pedestrian crossing • Need to coordinate with County of Lanark	Bridge Street	Country Street	N/A	0%	$0	0-5
10	Pedestrian Crossing Design	• Need to determine type of traffic control device required and design intersection for new pedestrian crossing	Mill Street	Brae Street	N/A	0%	$20k	0-5
11	Pedestrian Crossing Design Tatlock	• Need to determine type of traffic control device required and design intersection for new pedestrian crossing • Need to coordinate with County of Lanark	Tatlock Road	Bellamy Mills Rd	N/A	0%	$20k	0-5
12	Pedestrian Crossing Design Pakenham	• Need to determine type of traffic control device required and design intersection for new pedestrian crossing • Need to coordinate with County of Lanark	CR 29	Jeanne Street	N/A	0%	$0	0-5
Construction								
13	North Collector Detailed Design and Construction	• Need to design road for construction to permit developers to integrate into their capital works as opportunity arises	Martin Street North	Ramsay Conc 11	1.5km	100%	$5.4M	6-10

Project		Rationale	Limit1	Limit2	Length	Growth Portion	Cost ($2015)	Priority
14	South Collector Detailed Design and Construction	• Need to design road for construction to permit developers to integrate into their capital works as opportunity arises	Spring Street	Appleton Side Road	1.5km	100%	$5.4M	6-10
15	Carss Street Reconstruction	• Need to pave to meet objective of paving all urban roads • Need to coordinate with water and sewer infrastructure projects	Union Street North	100m west of Union Street N	100m	0%	$170k	6-10
16	Florence Street Reconstruction	• Need to pave to meet objective of paving all urban roads • Need to coordinate with water and sewer infrastructure projects	Ottawa Street	Maude Street	200m	0%	$340k	6-10
17	Adelaide Street Reconstruction	• Need to pave to meet objective of paving all urban roads • Need to coordinate with water and sewer infrastructure projects	Martin Street North	Finner Court	450m	0%	$770k	6-10
18	McDermott Street Reconstruction	• Need to pave to meet objective of paving all urban roads • Need to coordinate with water and sewer infrastructure projects	Adelaide Street	Finner Court	150m	0%	$260k	6-10
19	Water Street Reconstruction	• Need to pave to meet objective of paving all urban roads • Need to coordinate with water and sewer infrastructure projects	Monk Street	South Limit	350m	0%	$600k	6-10
20	Ramsay Conc 11 Reconstruction	• Need to urbanize to serve new urban development • Need to coordinate with planning and design of North Collector Road	Ottawa Street	North Collector	600m	90%	$630k	0-5
21	Old Almonte Rd Surface Treatment	• Need to apply surface treatment because of traffic volumes • Identified as a Secondary cycling route • Almonte Ward Boundary to Golden Line Road	Almonte Ward Boundary	Golden Line Road	3.5km	0%	$580k	5-20

Project		Rationale	Limit1	Limit2	Length	Growth Portion	Cost ($2015)	Priority
22	4th Conc. Pakenham Reconstruction	• Need to pave because of forecasted increase in traffic volumes • Campbell Side Road to Northern Municipal Boundary	Campbell Side Road (CR24)	Mississippi Mills North Limit	1km	100%	$550k	5-20
23	Ramsay Conc. 8 Reconstruction	• Need to pave because of traffic volumes • Identified as a Spine Cycling Route	Wolf Grove Road	Clayton Road	3.1km	30%	$1.7M	0-5
24	Ramsay Conc. 7A Reconstruction	• Need to pave because of traffic volumes	Rae Road	Mississippi Mills South Limit	5.5km	30%	$3.0M	5-10
25	Paterson Street Reconstruction	• Need to urbanize to serve new urban development	Robert Hill Street	Almonte Ward South Limit	460m	90%	$380k	0-5
26	Menzie Street Construction	• New road needed to serve development • Ottawa Street to Maude Street	Ottawa Street	Maude Street	300m	100%	$378k	0-5

1.0 Introduction

1.1 Purpose

The Mississippi Mills Transportation Master Plan (MMTMP) provides a flexible and dynamic multi-modal transportation strategy that will guide the provision of transportation service and networks by the Municipality Mississippi Mills to the year 2035. The Mississippi Mills transportation system balances the needs of residents, businesses, and recreational users in a way that is fiscally responsible.

1.2 Background

The Municipality of Mississippi Mills is an amalgamated municipality, comprised of the former municipalities of Almonte, Pakenham and Ramsay. The Municipality has an area of 523 km^2 and an approximate population of 13,050 residents. The Municipality of Mississippi Mills is a fast growing community; current reviews of the Official Plan have indicated that the majority of growth pressures are occurring in the urban service area of the Almonte Ward where populations are expected to increase from approximately 5,200 to 9,340 by 2035.

The local transportation network is currently comprised of 366km of roads, of which 186km are hard surfaced and 180km are comprised of loose top gravel. A network of county roads (County of Lanark) currently serve as the arterial backbone within the community and these corridors provide primary linkages between the core urban area (Almonte) and the settlement areas found throughout the rural area (Clayton, Pakenham, Blakeney and Appleton).

The Municipality of Mississippi Mills has not carried out any community wide transportation study work since amalgamation. The County of Lanark completed its Transportation Master Plan in 2010 and that report is expected to serve as a key guide for the MMTMP.

1.3 Municipal Class Environmental Assessment Process

The MMTMP has been undertaken through a public process that was designed to integrate municipal transportation planning and environmental assessment objectives into a comprehensive planning process. The study was conducted as a Master Plan in accordance with the requirements of Phases 1 and 2 (see **Figure 1.1**) of the Municipal Class Environmental Assessment (MCEA) process (October 2000, amended 2007, 2011).

Phase 1: Problem Identification; and
Phase 2: Consideration of alternative ways to solve the identified problems, recognizing environmental, social, economic, cost and transportation service considerations.

Figure 1.1 illustrates the Class EA process for Municipal projects.

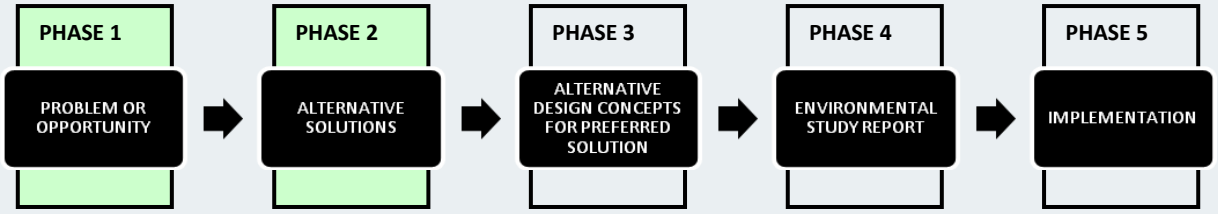


Figure 1.1: Municipal Class Environmental Assessment Process

Master Plans are long range plans which integrate infrastructure requirements for existing and future land uses with environmental assessment planning principles. The scope of a master plan is broad and comprehensive, usually including analysis of an entire system, such as a municipal transportation system, in order to develop a framework for future projects. The master plan is not typically prepared to address site-specific problems such as traffic operations at individual intersections or in specific neighborhoods.

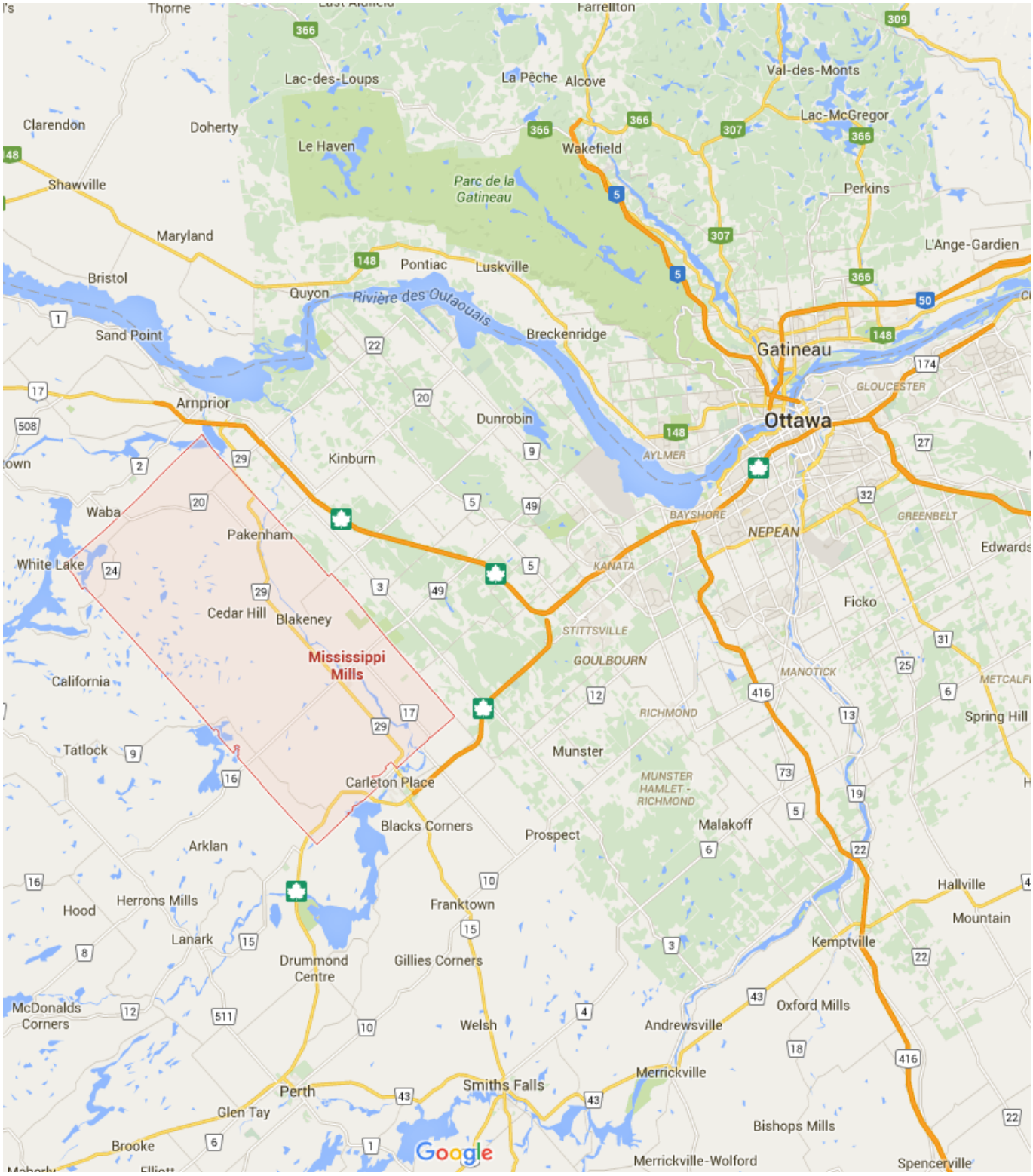
The MMTMP provides the context for the implementation of specific minor (Schedule B) and major (Schedule C) transportation infrastructure projects and transportation management initiatives, and can be referenced in subsequent Class EA projects when establishing need and justification for these improvements.

1.4 MMTMP Scope

1.4.1 Study Area

The study area for this plan encompasses the entire Municipality of Mississippi Mills including the rural areas, Almonte, and the four smaller settlement areas (Pakenham, Blakeney, Clayton, and Appleton). Transportation patterns in Mississippi Mills are influenced by internal trips and three near-by urban centres - City of Ottawa (to the east), the Municipality of Carleton Place (to the south) and the City of Arnprior (to the north).

Figure 1.2 shows Mississippi Mills within the context of the local area. **Figure 1.3** shows Mississippi Mills and the settlement areas



Location Map

Figure 1.2

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

Mississippi Mills

DILLON CONSULTING

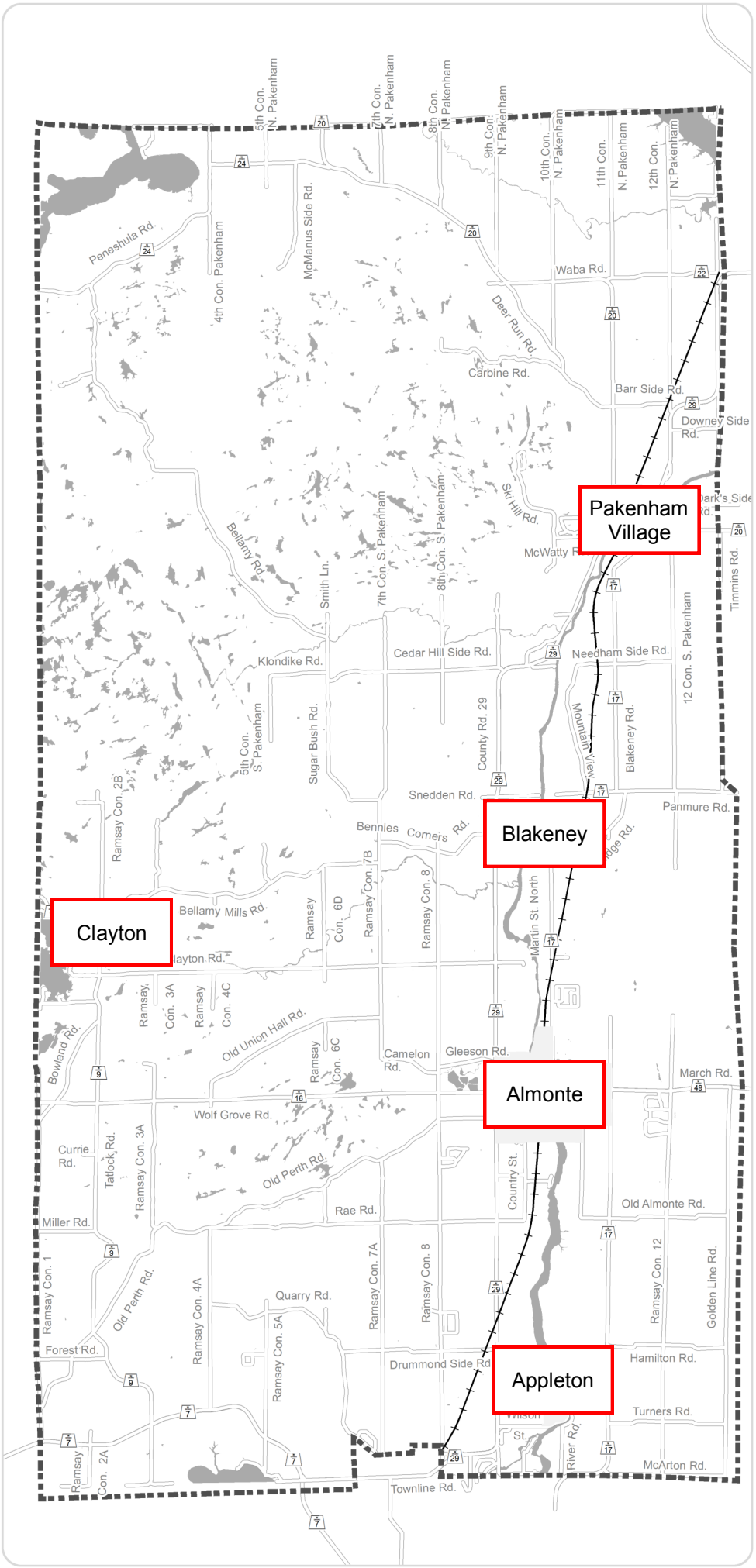
MAP DRAWING INFORMATION:

MAP CREATED BY: ERS
MAP CHECKED BY: PSD
MAP PROJECTION: EPSG 26918

FILE LOCATION:

SCALE

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



Mississippi Mills

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

TRANSPORTATION MASTER PLAN STUDY AREA

Figure 1.3

MAP DRAWING INFORMATION:

MAP CREATED BY: ERS
MAP CHECKED BY: PSD
MAP PROJECTION: EPSG 26918

FILE LOCATION:

SCALE:

DILLON CONSULTING

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

1.1.1. Planning Horizon

The Mississippi Mills Comprehensive Transportation Master Plan is a twenty-year plan, looking ahead to the year 2035, identifying future roads needs and transportation services. The twenty-year time horizon allows for long-term capital planning, and co-ordination of infrastructure investments across different jurisdictions and different types of infrastructure (such as water-wastewater infrastructure). The information in this plan also provides the input needed ensure the Development Charges By-Law appropriately reflects the investments that the municipality will need to make in transportation infrastructure in the coming years.

The following time horizons are considered for this plan:

- Short term: 2015-2020
- Long term: 2021-2035

1.4.2 Project Issues

The project Terms of Reference identified a number of issues to be addressed within the MMTMP. **Table 1** lists the project issues and the section of the MMTMP that deals with them.

Table 1: MMTP Project Issues and Corresponding Report Section

Project Issue	MMTMP Section
Transportation Policy	
• Review Transportation Demand Management Measures (TDM) and provide recommendations, where suitable, for the scale of the municipality. Such reviews shall also provide specific commentary on public transit systems	Sect 7.1
• Identify any policy amendments to the Official Plan that may be required to implement the future transportation needs, objectives and goals presented by this plan (i.e. complete streets policies, use of roundabouts etc...).	Ch 9; Ch 11
• Establish a road classification system that includes road standards and minimum right of way widths (Official Plan – Section 4.6.1 (9));	Sect 9.1-9.3
• Identify standards for the design and construction of new collector and arterial corridors (Strategic Plan 2012 – Item 1b);	Sect 9.3
• Review of the Municipality's transportation network to identify the need for any designated truck routes;	Sect 9.5
Transportation Network	
• Establish a prioritized improvement program to address existing and future transportation needs including cost estimates and timing;	Ch 12
• Identify growth related transportation projects for the purposes of evaluation within future reviews of the Development Charges Bylaw	Ch 12

Project Issue	MMTMP Section
• Investigate the need for a vehicle by-pass associated with the passage of traffic through the Almonte Ward and provide recommendations for any long range corridor protection (Strategic Plan 2012 – Item 1b);	Sect 10.1
• Review all municipal and county owned arterial corridors in the Almonte Ward against the screening criteria found in the County of Lanark's Policy for the Assumption of Local Roads. Such reviews may include commentary on the possibility to trade fiscally-equivalent exchanges over the jurisdictions of roads, bridges or both (Strategic Plan 2012 – Item 1b);	Sect 10.6
• Review collision records available from the OPP and recommend measures to address any identified areas of concern;	Sect 10.4
• Review all existing traffic signal control operations (three locations) and identify operational or capital needs with respect to current and future conditions;	Sect 10.5
• Assess all single lane bridges in the community and provide recommendation, where proper justification exists for lane expansions to serve traffic growth;	Sect 10.3
Active Modes	
• Recommend enhancements and implementation plans for multi modal networks, including walking and cycling routes on municipal corridors;	AT Plan
• Establishment of a cycling plan that will provide active transportation linkages within the community and externally to neighbouring municipalities;	AT Plan
• Review the Municipality's transportation network to address the identification, removal and prevention of barriers to persons with disabilities as well as the elderly. This review should extend further to an assessment of the Municipality's inventory of on-street accessible parking;	Sect 11.4
• Carry out a cost benefit analysis to review the operational and community benefits received from implementing a program of hard surfacing gravel shoulders on rural roadways;	Sect 11.5
• Review and address concerns regarding the lack of frequent and convenient pedestrian crossing locations along Almonte Street, Main Street and Ottawa Street;	Sect 11.5
• Review the Municipality's winter control practices and policies with respect to the objectives of this plan	Sect 11.4

As the MMTMP was completed under the framework of a Master Plan consistent with the Class EA process, any other issues raised through the stakeholder consultation process were also considered in the completion of this Plan.

2.0 Consultation

Development of the MMTMP involved a significant public and stakeholder consultation program. The goals of the program were to both satisfy the requirements of Phase 1 and 2 of the Municipal Class Environmental Assessment Process and to ensure the plan took into account a wide variety of public opinions and supported the priorities of the citizens of Mississippi Mills. The consultation program included the following main activities:

- Notice of Project Initiation
  - Issued and distributed to stakeholders;
- Stand-alone Active Transportation Activities:
  - E-Survey;
  - Workshop;
- Two Public Information Centres (PIC);
- Presentation of Final Recommendations to Council; and,
- Notice of Project Completion.

The public were kept informed of these events through notes in the local newspaper as well as posts to the Municipality's website and Facebook page; interested citizens were also added to an e-mail contact list at their request. Other stakeholders, such as neighbouring municipalities, identified first nations, and public agencies were informed directly of the project initiation and other milestones via e-mail.

The Public Notices and Advertisements, and materials relevant to the consultation program can be found in **Appendix A**. A summary of key events follow in the sections below. A summary of responses to comments received at, and following PIC # 1 and PIC #2 are also included in **Appendix A**.

PUBLIC INFORMATION CENTRE # 1

The first public information centre (PIC) was held on the evening of Thursday February 19th, 2015, in the upstairs of the Almonte Community Centre. The event was advertised via a newspaper advertisement, the Municipality of Mississippi Mills' website (mississippimills.ca), and the Municipality of Mississippi Mills' Facebook page.

The goal of the PIC was to receive early input from the public about:

- The vision and goals for the transportation system;
- The background information;
- The problems and opportunities; and,
- The Active Transportation Plan.

Information was presented via display boards (see **Appendix A**). These display boards were posted as a PDF on the Municipality's website after the event. Municipality Staff and consultants were available to discuss the project and answer questions. Twenty-four people signed in at the door, but a number of other people walked through the PIC without signing in.

Six people filled in comment sheets and a number of people also sent comments via e-mail to the Municipality's Project Manager. In addition to these written comments, Municipality Staff and consultants discussed a number of topics with the people who attended the PIC.

The following bullets describe some of the topics/comments that were raised by people at the PIC:

- The Historical/Scenic Road Classification could be applied to other roads;
- Additional parking or reassignment of existing parking lots may be needed for:
    - Downtown Almonte;
    - Cyclists who come to Mississippi Mills as tourists; and,
    - Carpools.
- Active Transportation:
    - The potential economic development opportunities associated with Cycling tourism; and,
    - How long it will take to implement the active transportation plan.

PUBLIC INFORMATION CENTRE # 2

The second public information centre (PIC) was held on the evening of Thursday June 25th, 2015, in the upstairs of the Almonte Community Centre. The event was advertised via a newspaper advertisement, the Municipality of Mississippi Mills' website (mississippimills.ca), and the Municipality of Mississippi Mills' Facebook page.

The goal of the second PIC was to share the findings of the project and gather input from the public on the preliminary recommendations on the following:

- The strategy for the transportation system;
- Infrastructure needed to accommodate growth;
- Suggested road classifications and design standards;
- The recommended active transportation network; and,
- An Implementation Plan.

Information was presented via display boards (see **Appendix A**). These display boards were posted as a PDF on the Municipality's website after the event. Municipality Staff and

consultants were available to discuss the project and answer questions. Fourteen people signed in at the door, other people may have walked through the event without signing in. Six people filled in comment sheets and a number of people also sent comments via e-mail to the Municipality's Project Manager. . In addition to these written comments Municipality Staff and consultants discussed a number of topics with the people who attended the PIC.

The following bullets describe some of the topics/comments that were raised by people at the PIC:

- The importance of traffic calming measures, especially at the entrances to the hamlets;
- Concerns that Blakeney Bridge should not be widened to two lane; and,
- Ways to make active transportation infrastructure such as crosswalks and bike lanes more visible.

PRESENTATION OF FINAL RECOMMENDATIONS TO COUNCIL

The final recommendations for the Transportation Master Plan and Active Transportation Plan were presented to Council on Thursday, December 17, 2015.

SUMMARY OF COMMENTS AND RESPONSES

Table 2: Summary of Stakeholder Comments

Comment Received	Response
General	
Parking should not be allowed on River Road. People park there year round to use Appleton Bay Park.	River Road is a County Road; as such, review of parking controls was not within the scope of the MMTMP.
There should be more parking within walking distance of downtown Almonte.	Parking controls is an operational issue that was not addressed in the scope of the MMTMP. This comment was forwarded to Public Works.
Rules that keep snowmobiles on designated trails should be enforced.	Noted. This comment will be forwarded to Public Works.
Vision	
Agree that you need to reduce barriers to transportation for people with mobility challenges. Having Options for all is key.	Acknowledged by the MMTMP.
Economic/ efficient movement of goods and people should not override quality of life.	A strong economy and an efficient transportation system are contributing factors to quality of life.
Transportation system should be built for people of all ages, financial means, and physical abilities, incorporate multiple modes, promote health and wellbeing, and connect the built and natural environments	The MMTMP Vision, Goals, Directions and Themes all reflect these objectives.

Comment Received	Response
It is important to consider the rural areas where access to services and resources is limited, especially for people who are vulnerable or do not drive.	Noted. The MMTMP is committed to considering the needs of all residents of Mississippi Mills.
Active Communities are economically stronger, healthier and have a higher quality of life.	Noted.
Active Transportation is important for economic development, and health, not just for short utilitarian trips and recreational trips.	Acknowledged by the MMTMP.
Growth Assumptions and Growth Areas	
Future Growth Area #2 directs traffic solely to Ottawa St. on the Sadler Arterial or Martin Street, creating congestion. Instead need direct access to CR49 via Concession 11 to disperse loading. I don't think traffic from FGA #2 should go through Sadler Mills to Concession 11. One of the 25 acre strips should be purchased to provide this link between FGA#2 and Concession 11.	The MMTMP recommends the planning and construction of the North Collector. The North Collector would connect FGA #2 directly to Concession 11, as noted. Careful community design will be needed to limit the connections from FGA #2 to Ottawa Street between Martin Street North and Paterson Street.
Future Growth Areas #2 and #3 are not post-2035. They were identified in the 20-40 year timeframe with the first time frame concluding in 2026. To my knowledge this component of the official plan has not changed, this could have major implications and should be clarified.	FGA #2 and FGA #3 were judged to most likely not be developed until post-2035, given the area of available development land and the historical rate of growth in Mississippi Mills. Both areas are not able to be developed without supporting engineering and planning studies and, should application be made to advance the timing of FGA #2 and/or FGA #3, these studies would need to identify the infrastructure implications of development.
Traffic volumes surprise me, they do not seem realistic.	Existing traffic volumes are based on traffic count data. Future traffic volumes are based on existing data and forecasts of new traffic from development areas based on standard methods and parameters.
Transportation Strategy	
Do not agree that you should "not over invest in modes before demand is there"; sometimes having the infrastructure in place can create demand.	AT networks need to be complete, but all networks need to be scaled appropriately. The Implementation Plan needs to respect available funds.
We need a network of bike trails, paths and bike lanes, not more roads.	Autos will remain the primary mode of travel for longer distance trips and an important mode for all Mississippi Mills trips. Networks are needed to serve all modes, including autos. It is noted that roads are a critical part of the cycling network going forward.

Comment Received	Response
We need to improve existing intersections to serve walkers and cyclists and those with mobility issues, not car traffic.	Improving accessibility for pedestrians and mobility for all Active Modes are both foundational Directions for the MMTMP, as is avoiding congestion. All Directions need to be balanced.
Single-occupant car needs to be reduced for environmental and quality of life reasons. Are there provisions in place for carpooling, shuttle-buses, etc.?	Carpool lots exist at four locations and privately run public transit service between Mississippi Mills and Ottawa is available. Expansion of either carpool lots or transit will not reduce required capital expenditures on other transportation infrastructure. Evaluation of investment in these facilities as a boon to the environment or quality of life needs to be considered alongside other Municipal priorities.
Please add park and ride lots on County Roads as a priority. i.e. Union Hall, MTO garage, Ottawa Street.	Carpool lots exist at four locations. Expansion of carpool lots will not reduce required capital expenditures on other transportation infrastructure. Evaluation of investment in these facilities as a boon to the environment or quality of life needs to be considered alongside other Municipal priorities.
Public Transportation should be included.	The role of transit within Mississippi Mills will not be expanded, as the Municipality's low population density challenges the cost-effectiveness of a public transit network.
Transportation and Active Transportation should be treated as an integral whole.	The MMTMP has considered all modes in an integrated way in its transportation strategy.
Roads	
What is the horseshoe street upgrade [Tooley Street]? Is it not in the floodplain?	Draft MMTMP materials erroneously suggested the need to upgrade Tooley Street. This recommendation was removed.
Riverfront Estates Roadway is essentially approved and should be shown on the maps.	Acknowledged by the MMTMP.
The link between Riverfront Estates should go directly to County Road 17 rather than to Industrial.	Acknowledged by the MMTMP.
How do you determine when the cost of maintaining a gravel road exceeds the cost of applying and maintaining surface treatment? How is this tracked? How does traffic volume factor into this?	The appropriate surface treatment for any specific road is determined by a number of factors, including traffic volumes, use by heavy vehicles (trucks), operational costs for plowing and maintenance, adjacent land use, number of driveways, and others. The Municipality monitors road performance and maintenance costs and determines when road surfaces need to be changed.

Comment Received	Response
Development and subdivision standards should ensure new developments provide direct access to adjacent uses and integrate all modes.	MMTMP includes a commitment to Complete Streets and designing streets for all modes. New road design guidelines are also provided.
Traffic Calming/ Road Safety	
Trucks should be off Queen/ Bridge, and Appleton and Blakeney.	Queen Street- Bridge Street is designated as an Arterial road in the County of Lanark road system; therefore, truck traffic is appropriate. Similarly, CR11 through Appleton and CR29 in Blakeney are designated as Collector roads in the County of Lanark road system and truck traffic is appropriate.
River Road from Wilson Street to Appleton Side Road is used heavily by large trucks. However, It is a low speed, winding, hilly, scenic hamlet road; it is used by children and residents and is intended to be bicycle friendly. This is a conundrum, how can it be both things? Traffic Calming should be put in place and trucks should not be allowed.	River Road is a County Road; as such, review of operational conditions (traffic calming, truck traffic) was not within the scope of the MMTMP.
Traffic calming needed in the villages, including Pakenham, particularly at the entry points.	The County of Lanark developed a traffic calming policy and process in their 2010 TMP. As the principle streets in the Villages are County roads, traffic calming on these facilities would be their responsibility.
Speeds should be reduced in urban areas.	All roads within Almonte Ward and the Village areas are posted at appropriate speed limits. The MMTMP did not consider enforcement of speed limits. This comment will be forwarded to Public Works.
Single lane bridges	
Disagree with the blanket statement that you "need to widen single lane bridges" each should be examined.	The MMTMP does not include this recommendation. The PIC boards indicated that the MMTMP would review the need to widen all single lane bridges.
Instead of widening single lane bridges, cheaper to put stop signs at both ends to make it safer for pedestrians.	The MMTMP used established Ministry of Transportation of Ontario criteria for planning and design of Single Lane Bridges to identify the potential future need to widen bridges.
Snow clearance on single lane bridges needs to be done better.	The MMTMP did not consider winter maintenance of roads. This comment will be forwarded to Public Works.

Comment Received	Response
The bridge in Blakeney should not be widened – I never have to wait for oncoming cars; it will destroy the village's character and encourage speeding; it will be dangerous for pedestrians and cyclists; it is a County bridge in excellent condition; traffic volumes are low and little growth is planned for Blakeney.	The MMTMP used established Ministry of Transportation of Ontario criteria for planning and design of Single Lane Bridges to identify the potential future need to widen bridges.
Network	
Agree that roundabouts are best, adds that they have been shown to be safer as well.	Acknowledged by the MMTMP.
Need for an Almonte by-pass represents the worst urban planning, planning for cars not people.	Noted. The MMTMP indicates that an Almonte By-pass is not required.
Ottawa Street car capacity is sufficient, the problem is the intersection at Ottawa and Martin is a problem.	Analysis indicates that Ottawa Street between Martin Street North and Paterson Street will not have sufficient capacity to serve auto demands at the preferred level of service. Therefore, additional east-west road capacity in the form of the North Collector and South Collector is recommended. Operational analysis indicates that the intersection of Martin Street North/ Main Street has sufficient capacity to meet existing demands.
There should be a roundabout at the intersection of Ottawa and Martin Street.	Operational analysis indicates that the intersection of Martin Street North/ Main Street has sufficient capacity to meet existing demands. The proximity of the Martin Street North/ Main Street and Martin Street South/ Spring Street/ Queen Street makes it inadvisable to consider a roundabout for these intersections.
Ottawa Street should be made slower, don't build more east/west arteries; send traffic to Carleton Place instead.	The MMTMP recommends designating Ottawa Street between Martin Street North and Appleton Sideroad as an arterial road in keeping with the OP objective of creating a continuous arterial from CR29 to CR49. The existing operating parameters for Ottawa-Main Street are appropriate given this recommendation. The MMTMP also recommends the planning and construction of the North and South Collector roads to serve the planned growth in Mississippi Mills and reduce traffic demands on Ottawa-Main Street.
Improve Old Almonte Road as an alternative to March Road.	Old Almonte Road is not a reasonable alternative to March Road as it does not connect to the same origins and destinations with the same facility.

Comment Received	Response
Bellamy Road and Cedar Hill are often used by through traffic.	Neither road has been promoted as a road that should serve through traffic in the Road Classification designations. Some through traffic is expected on any continuous rural road that connects desirable origins and destinations.
Church Street needs resurfacing.	Assessment of the quality of existing surface treatments was not within the scope of the MMTMP. This comment will be forwarded to Public Works.
Road Classification and Design Standards	
Extending the collector system into growth areas should not be a priority, there are already roads leading to these areas.	The extension of the Minor Collector roads into the growth areas will be a developer responsibility. The concept of maintaining a continuous collector road system has been noted in the MMTMP to guide future development planning.
On the road design guidelines the street trees close to the curb is good, the historic pictures of Almonte with tree-lined streets are beautiful.	Acknowledged by the MMTMP.
The villages of Clayton, Pakenham, Appleton, and Blakeney should have main street attributes, the municipality should take control from the county in terms of signage, crossings etc.	The Municipality regularly works with the County of Lanark when main street projects are carried out. The Municipality may, were appropriate, participate in funding improvements outside of the travelled portion of the roadway.
Ramsay Concession 7A between the Rae Road and Old Perth Road is not inadequate given its very low use and half is not winter maintained. It should not be upgraded; it would be a waste of money and degrade the historic character.	Traffic database incorrectly attributed 700 vpd AADT to this segment of Ramsay Concession 7A. This road segment does not need to be resurfaced.
Appleton – River Road from the Bridge to Beckwith should be upgraded to a major collector. It is a direct link to Highway #7 and is heavily used, including by large trucks. The tar and chip surfacing breaks down quickly.	Appleton Sideroad is parallel to River Road and serves as the Collector in this area. River Road does connect the Village of Appleton to Highway 7 via Appleton Sideroad, but the volume of traffic on River Road does not justify reclassifying it to a Collector. The comment about the quality of the surface treatment will be forwarded to Public Works.

Comment Received	Response
Scenic Roads	
Having only one scenic road seems like a token gesture. Consider adding: Bellamy Mills Rd., Cedar Hill Rd., Sugarbush Rd., Bellamy Road., Forest Rd., Union Hall Rd., Quarry Rd., and Mountain View Rd. The rural roads are the primary defining character element of our rural community.	Upper Perth Road, Bowland Road, part of Tatlock Road (from Bowland to Bellamy Mills) and Bellamy Mills Road have been designated as Heritage Roads. All other candidate roads will be forwarded to the Heritage Committee for consideration.
Upper Perth Road, Bowland Road, part of Tatlock Road (from Bowland to Bellamy Mills) and Bellamy Mills Road have been designated as Heritage Roads, this should appear in the Road Classifications. This will be reflected in the next Community Official Plan.	The road classification maps have been modified to reflect these designations.
The public should be consulted in helping to identify scenic roads.	The Community Official Plan sets the process by which a road may be identified for review and designation as a Scenic Route. The MMTMP did not consider the process that the Municipality uses to designated Scenic and Heritage Roads.
There are no design guidelines for Scenic Roads. Perhaps this is best since it might require more of a hands-on/practical approach rather than engineering expertise.	Acknowledged by the MMTMP.
Active Transportation	
Ancillary/ Support	
We should try to find grant money for training workshops on how to use bicycle lanes for walkers, cars, and drivers.	Acknowledged by the MMTMP and the MM AT Plan.
There should be an Active Transportation Committee to help develop and implement the AT Plan.	Creating an Active Transportation Advisory Committee is a recommendation of the AT Plan.
We should continue to work with existing bicycling groups in the community and try to see about achieving Bike-Friendly Community Status.	Working with cycling groups is a recommendation of the AT Plan. The need to seek status as a bicycle friendly community can be discussed by the Active Transportation Advisory Committee.
The AT plan should also emphasize the important opportunity of cycling tourism as a potential economic benefit to the community. This could be linked to B&Bs.	Acknowledged by the MMTMP and the MM AT Plan.

Comment Received	Response
Didn't see anything regarding bicycle parking.	The MMTMP and MM AT Plan encourage the provision of bicycle parking (in the commercial districts of Almonte Ward) and at all new commercial and institutional buildings in Mississippi Mills as an important support to growing cycling in Mississippi Mills.
Design Standards	
Paint one way arrows in bicycle lanes.	Pavement markings are determined by Ontario Traffic Manual Book 18 and the Ontario Manual of Uniform Traffic Control Devices.
Need better signage for courtesy crossings, warning or flashing lights.	The Municipality will follow guidelines establish in provincial planning and design manuals for pedestrian facilities (Ontario Traffic Manual (OTM) Book 15).
Benches are also a part of the active transportation system.	Acknowledged by the MMTMP and the MM AT Plan.
All routes should be signed.	All routes and facilities in the Mississippi Mills Cycling Network will be appropriately marked and signed.
Routes/ Facilities	
We need a bike lane on Ottawa Street etc. and on Martin, not just on new roads.	Bike lanes are proposed for Ottawa Street and Martin Street North. Ottawa Street is under the jurisdiction of the Municipality of Mississippi Mills and will be implemented as funding is available. Martin Street North is under the jurisdiction of the County of Lanark and will be implemented according to their priorities.
The spine bike lane down Ottawa, Main, and Almonte Street is a good priority. As well as the County roads through Almonte.	Acknowledged by the MMTMP and the MM AT Plan.
Gemmill Park is a jewel; it should be enhanced and incorporated into the Active Transportation Plan.	Noted. Recreational trails were not considered in the AT Plan.
Trails should be protected from the noise/exhaust of snowmobiles and ATVs	Policies and practices related to ATV's were not within the scope of the MMTMP. This comment will be forwarded to Public works.
Many arteries do not support active modes	A network of AT facilities on existing roads has been identified and required road modifications identified. A Complete Streets policy adopted by MMTMP and updated design guidelines for new roads have been developed that consider all modes of travel.
Active transportation infrastructure is disconnected in many placed.	A network of AT facilities on existing roads has been identified and required road modifications identified. A Complete Streets policy adopted by MMTMP and updated design guidelines for new roads have been developed that consider all modes of travel.

Comment Received	Response
Mississippi Mills should do everything it can to make the Canadian Pacific Rail Trail Corridor a reality.	Noted. Recreational trails were not considered in the AT Plan. It is noted that the County of Lanark is in negotiations to purchase the rail corridor and the Municipality supports this pursuit.
Generally like the layout and classification of proposed AT routes.	Noted.
A north/south and east/west AT corridor along Ottawa-Main-Almonte Streets and along Martin-Queen-Bridge-Perth and Paterson will connect people to community facilities and the downtown.	A network of AT facilities on existing roads has been identified and required road modifications identified. The recommended network includes all facilities on all of these roads. It is noted that Martin-Queen-Bridge-Perth Street are County facilities and AT facilities on these roads fall under their jurisdiction.
March Road shouldn't have a bike lane.	A cycling facility on March Road is seen as an important connector to the City of Ottawa. March Road is a County facility and, as such, AT facilities fall under their jurisdiction. It is noted that the County of Lanark TMP identifies the implementation of paved shoulders on March Road as priority (page 103 of the County TMP).
Mid-block crossing points should be provided at busy crossing points and on long blocks.	The Municipality will follow guidelines establish in provincial planning and design manuals for pedestrian facilities (Ontario Traffic Manual (OTM) Book 15).
Need a crosswalk at Malcolm and Ottawa	The intersection of Malcolm Street/ Ottawa Street was identified as a key pedestrian location.
Need pedestrian improvements in Clayton at Lynn Bower.	The addition of pedestrian facilities on Lynn Bower has been included in the MM AT Plan.
The trail through Appleton is a road with no sidewalk.	The County of Lanark has prioritized implementation of paved shoulders on CR11 through Appleton in its TMP (page 103 of the County TMP)
Key intersections for pedestrians include Martin at Ottawa, Ottawa at Union, and Ottawa at Mill.	Pedestrian facilities exist at the intersection of Main Street/ Martin Street North, as there are crosswalks at this signalized intersection. Main Street/ Union Street and Almonte Street/ Mill Street have been identified as locations for new controlled pedestrian crossings.
Implementation Plan	
I am pleased to see the budget for the urban cycle lane and rural and urban signed routes and pedestrian crossings. Maybe implications for the application to Ontario Municipal Cycling Infrastructure Funding Program.	Noted.
The plan is weak if the County opts out. What is the mechanism to make sure they do their parts?	The Municipality will work collaboratively with the County of Lanark to advance key elements of the AT network on County roads.

Comment Received	Response
There are too many options to spend money [Cycling Plan Rural] we will spread ourselves too thinly. Prioritize the Spine Route linking Pakenham and the route into Renfrew down to Blakeney, Almonte, Appleton, and link to the Trans Canada Trail in Carleton Place. This will add tourism potential with Renfrew and Carleton Place and link to the Provincial Route from Mattawa down the Ottawa Valley. When the spine is built we can add other routes such as to Clayton and doubling up other areas.	The AT Plan has been revised to identify a network of Spine Routes that connect Almonte and the Villages to Arnprior, the City of Ottawa, and Carleton Place.
I would like to see more equitable spending between rural and urban cycling routes in the first five years. Spending nothing in the rural areas in the first five years is unbalanced.	Prioritization of specific projects will be determined during the development of annual Capital budgets.
How will the AT plan be funded?	The Municipality will fund elements of the AT Plan through the general tax levy, municipal grants, and development charges. Where possible, the development of elements of the AT network will be paired with road rehabilitation and reconstruction projects to achieve economies of scale.
Want to see Cycling Infrastructure implemented in the first 5 years.	The MM AT Plan will identify relative priorities for AT projects; implementation of AT elements will be scheduled through Municipal Capital Budgets.

3.0 Vision and Goals

The MMTMP guides transportation network and service development in Mississippi Mills for the next 20 years; therefore, the MMTMP strategies and projects must reflect the values of the residents and businesses of Mississippi Mills. A Vision statement for the Mississippi Mills transportation system was developed through consultation with the public and Mississippi Mills staff to guide the development of two key elements of the Plan:

1. Goals and TMP Directions to provide a general framework for the MMTMP; and
2. Themes for the MMTMP to guide TMP development.

3.1 Vision

"To provide an integrated, diverse transportation system for all residents and businesses that is safe, convenient, affordable and sustainable, and that facilitates the efficient movement of people and goods within the Municipality and to adjoining areas. The transportation system will support the goals and values of the Municipality which include maintaining the rural and small Municipality character, protecting the environment and cultural and natural heritage, and promoting sustainable economic growth."

3.2 Goals and TMP Directions

Table 3: TMP Goals and Directions

Goals	TMP Directions
Integration *Integrate transportation networks with each other and with adjacent land use*	• Balance the needs of private, commercial, and recreational users and all modes of transportation through the development of complete streets. • Integrate transportation planning with land use planning to provide services and infrastructure in sync with growth and minimize negative impacts of the transportation network on adjacent land uses. • Plan compact communities with a mix of land uses so that people can shop, play and work close to where they live. • Develop a connected system of pedestrian and cycling routes as a continuous system with linkages to parks, open spaces, community facilities, schools and services.
Social sustainability *Provide accessible transportation for all residents*	• Develop a barrier-free transportation system that is accessible to all residents regardless of ability and socio-economic circumstances. • Improve access to isolated areas of the Municipality.

Goals	TMP Directions
Environmental sustainability *Reduce environmental footprint of transportation in MM*	• Increase the use of active modes of transportation to encourage healthy active lifestyles and reduce carbon emissions. • Minimize negative impacts of the transportation network on the natural environment. • Reduce automobile dependence and support alternatives to single occupant vehicle trips.
Economic sustainability *Maximize return on investment in, and economic benefit of, transportation system*	• Plan a transportation system that will be affordable to operate and maintain for the long term. • Maximize access to businesses, institutions and festivals by employees, clients and visitors. • Increase the economic impact of bicycle tourism. • Work co-operatively with the Province, County and adjacent municipalities to improve transportation infrastructure to and within the Municipality.
Safety *Reduce transportation-related safety concerns*	• Properly maintain roads and bridges and make upgrades to improve safety where required. • Ensure the transportation system is safe for pedestrians, bicyclists and recreational vehicles in addition to vehicular traffic.
Efficiency *Maintain reasonable mobility levels for workers and freight*	• Optimize and upgrade the existing transportation infrastructure to increase capacity where required.
Accountability *Engage stakeholders in decision making*	• Involve citizens in the transportation planning process and foster support for transportation solutions that recognize the needs of Mississippi Mills and adjacent communities. • Measure and evaluate the performance of the transportation system on an ongoing basis.

3.3 Themes for the MMTMP

Improve the integration of the existing transportation networks

Improve safety – points of connection are often points of conflict

Leverage existing transportation corridors to serve more

Provide networks to encourage and facilitate transportation by Active Modes

Minimize environmental footprint of transportation networks

Maximize health and economic benefits of Active Transportation

Provide infrastructure to serve demands at preferred Performance Targets

Avoid negative environmental and economic impacts of congestion

Create economic opportunities through access for goods and workers

Develop a network investment strategy that maximizes return on investment

Provide transportation systems that serve all citizens

Reduce barriers in transportation system for persons with mobility challenges

4.0 Existing Transportation System

4.1 Transportation Networks

4.1.1 Roads

The existing Mississippi Mills road network is shown in **Figures 4.1A, 4.1B, and 4.1C**.

The Mississippi Mills road network consists of roads owned by other jurisdictions and roads owned by the Municipality. Roads under the control of the other jurisdictions have hierarchical classification s assigned to them; Mississippi Mills currently has no hierarchical road classification designations for its roads and all roads are deemed to be Local.

Road classification is the orderly grouping of roads into systems according to the type of service they provide to the public. When a road system is properly classified, the characteristics of each road are readily understood. Classification assists in establishing the geometric design features for each group of roads, consistent with the short and long term operational needs of that particular group.

Basic road classifications in a road hierarchy are shown in **Table 4**.

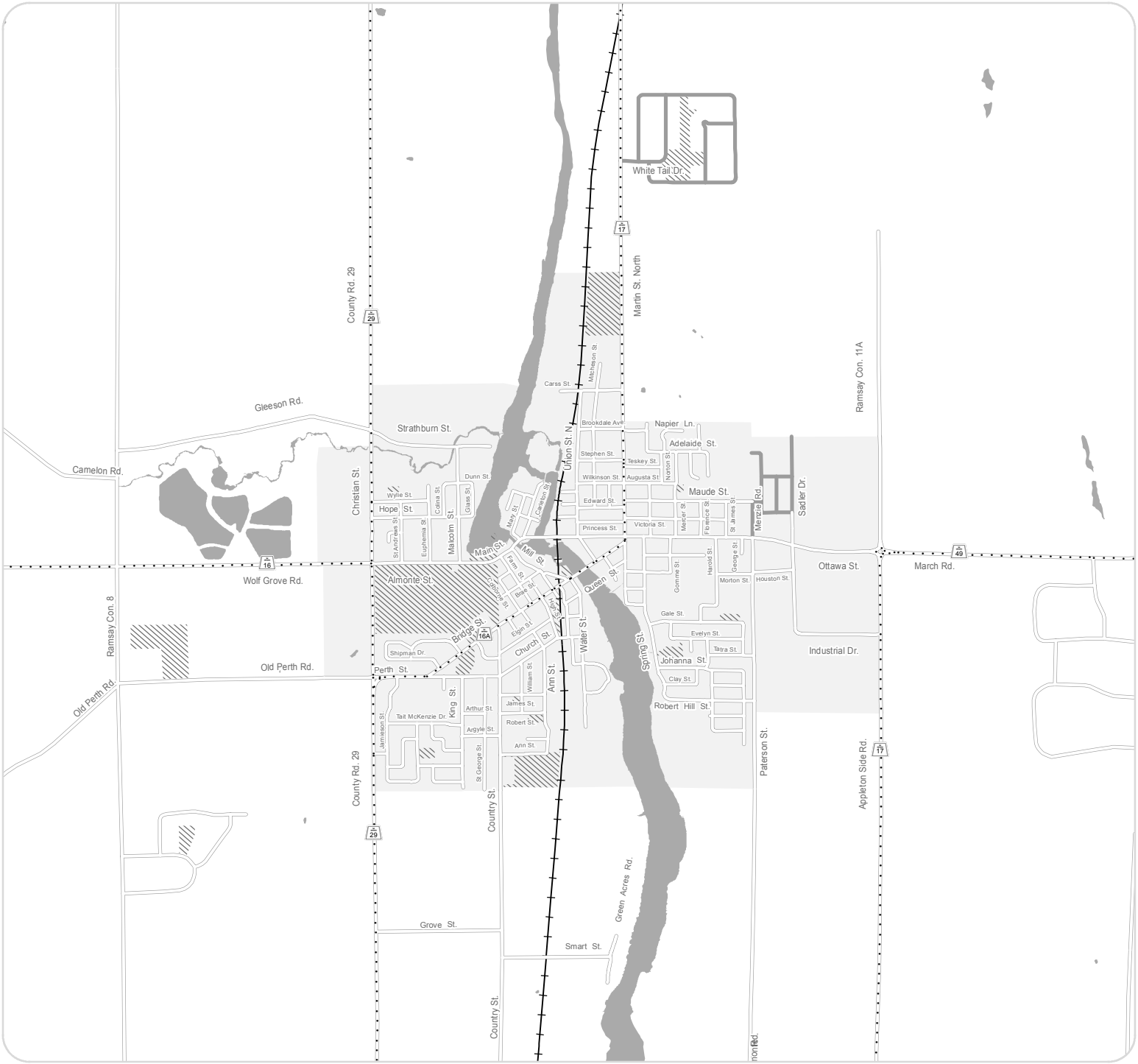
Table 4: Typical Road Classifications

Basic Hierarchy/ Classification	Role and Function
Local roads	• Provide safe access to adjacent lands • Traffic capacity is a secondary consideration
Collector roads	• Distribute traffic between neighbourhoods and primary traffic arteries • Provide access to adjacent lands • Balanced service of land access and traffic capacity
Arterial roads	• Carry traffic (including goods) between community and adjacent communities • Access to adjacent lands is a secondary consideration
Highways	• Carry traffic (including goods) between communities • Access to adjacent lands is limited and controlled

Roads Owned by Other Jurisdictions

Ministry of Transportation, Ontario

Highway 7 between Carleton Place and Perth passes through the southwest corner of Mississippi Mills. This segment of Highway 7 is a two-lane rural highway with auxiliary lanes where required.



Mississippi Mills

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

EXISTING ROADS ALMONTE

FIGURE 4.1A

Legend

Community Features

- Rail Corridor
- Parks

Roads

- Existing
- Planned

Road Ownership

- Lanark County

MAP DRAWING INFORMATION:

MAP CREATED BY: ERS
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MAP PROJECTION: EPSG 26918

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PROJECT: 14-9797
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DATE: DEC 2015

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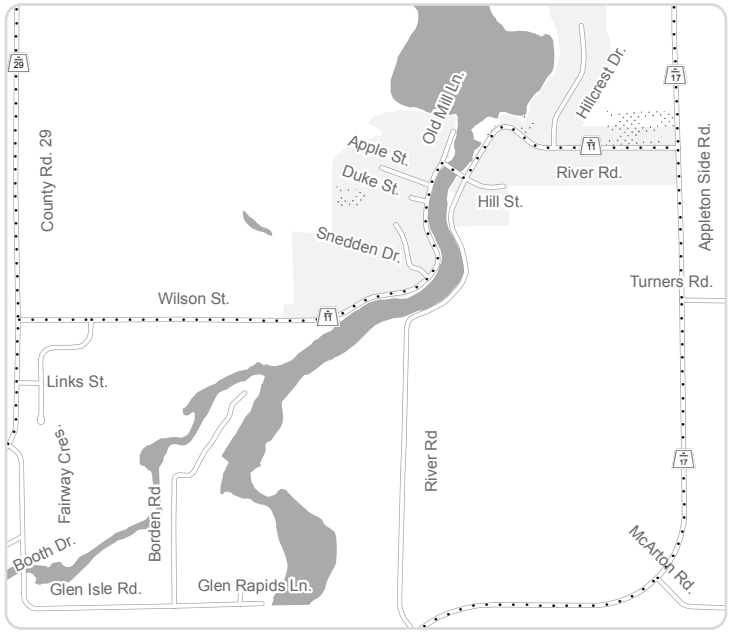

Blakeney
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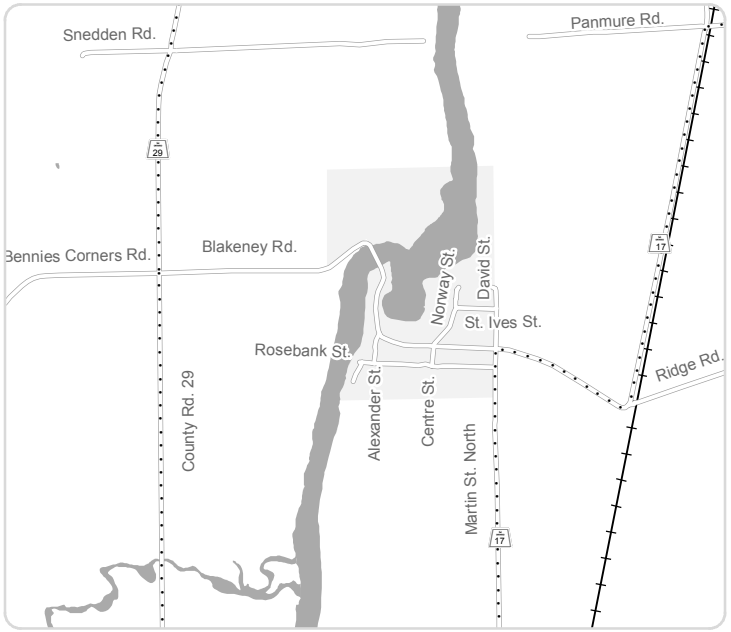

Clayton
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Pakenham
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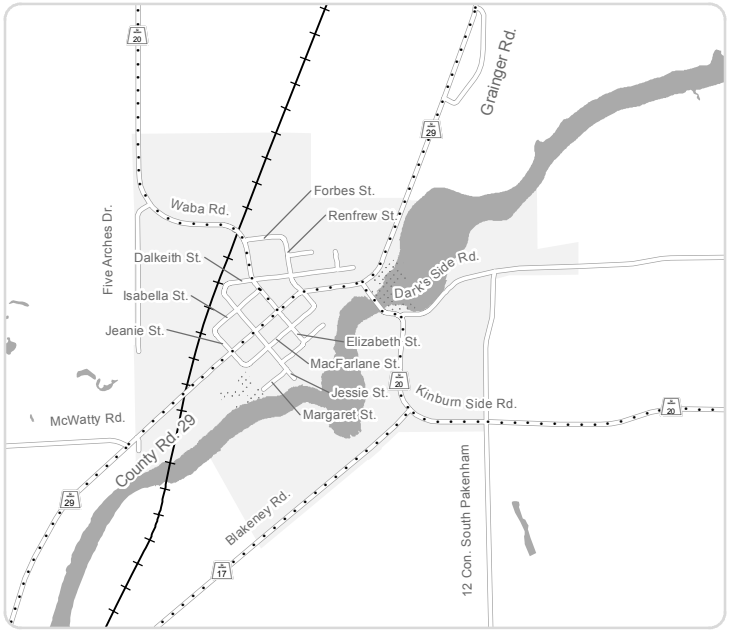

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

2015 EXISTING ROADS VILLAGES

FIGURE 4.1B

Legend

Community Features

Rail Corridor

Roads

Road Ownership

Lanark County

MAP DRAWING INFORMATION:

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MAP CHECKED BY: ERS
MAP PROJECTION: EPSG 26918

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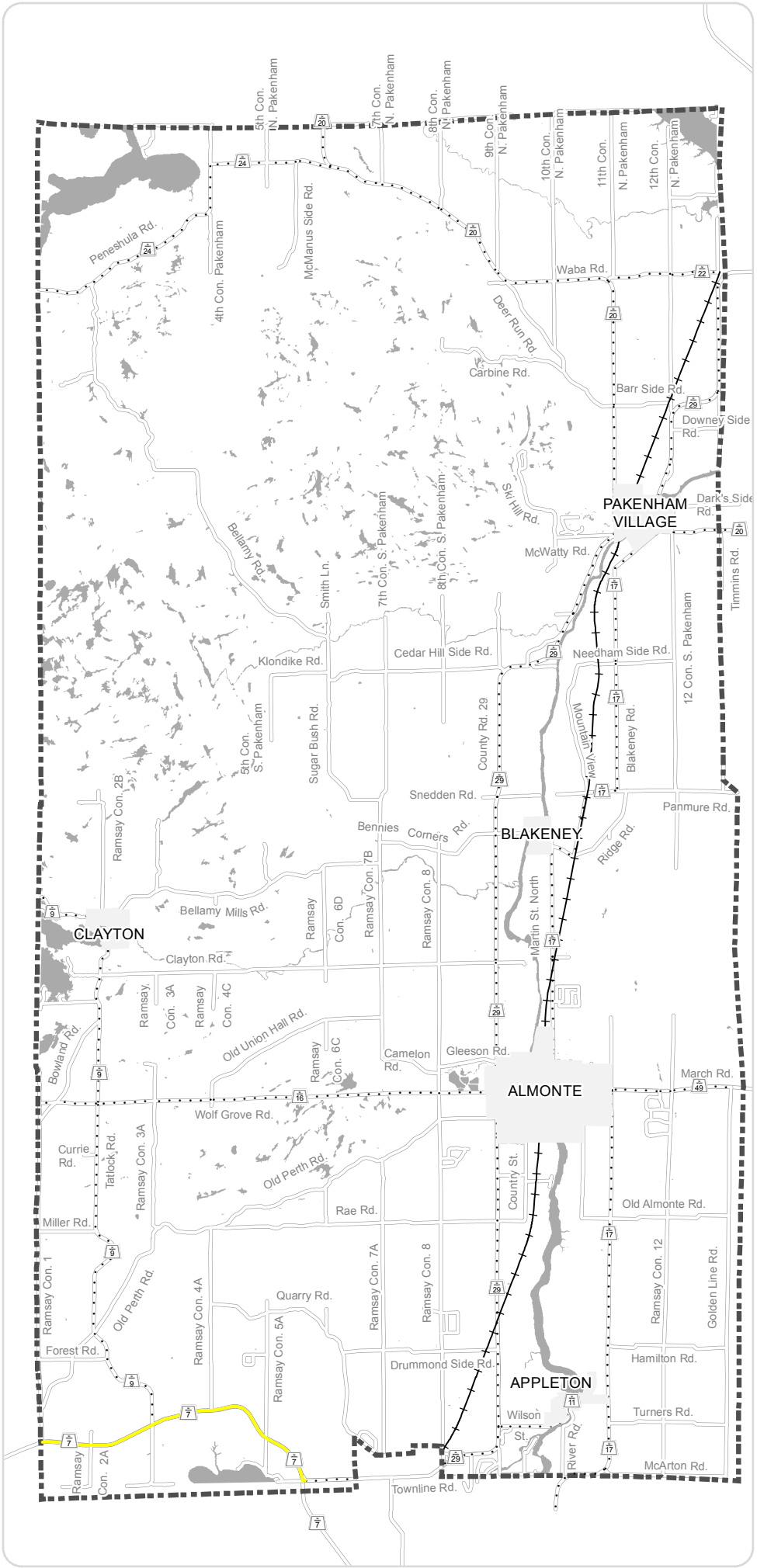
PROJECT: 14-9797
STATUS: FINAL
DATE: DEC 2015



Mississippi Mills

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

2015 EXISTING ROADS RURAL

FIGURE 4.1C

Legend

Community Features

- Rail Corridor
- Roads

Road Ownership

- Lanark County
- Provincial (Highway 7)
- Mississippi Mills Boundary

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MAP PROJECTION: EPSG 26918

FILE LOCATION:
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SCALE: 1:140,000

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

County of Lanark

The County of Lanark owns several roads within the boundaries of Mississippi Mills. County of Lanark roads are identified in **Table 5**.

Table 5: County Roads in Mississippi Mills

CR #	Road	Limit 1	Limit 2	Road Class
7B	Townline Road West	Highway 7	CR29	Arterial
9	Tatlock Road	Highway 7	West Municipal Boundary	Collector
11	Wilson Street/ River Road	County Road 29	Appleton Side Road	Collector
16	Wolf Grove Road	West Municipal Boundary	Almonte Ward Boundary	Collector
16A	Perth Street/ Bridge Street/ Queen Street	County Road 29	Almonte Street	Arterial
17	Appleton Side Road	South Municipal Boundary	Ottawa Street (Almonte)	Collector
17	Martin Street North/ Blakeney Road	Ottawa Street (Almonte)	Kinburn Side Road	Collector
20	Campbell Side Road	Bellamy Road/ 4th Conc Pakenham	Waba Road	Collector
20	Waba Road	North Municipal Boundary	County Road 29	Collector
20	Kinburn Side Road	Pakenham Village	East Municipal Boundary	Collector
22	Shaw Road	Waba Road	East Municipal Boundary	Collector
24	Bellamy Road/ 4th Conc Pakenham	Peneshula Road	Campbell Side Road	Collector
24	Peneshula Road	West Municipal Boundary	Bellamy Road	Collector
29	County Road 29 North/ Christian Street	South Municipal Boundary	Almonte Street	Arterial
		Almonte Street	North Municipal Boundary	Collector
49	March Road	Appleton Side Road	East Municipal Boundary	Arterial

4.1.2 Transit

General Public Transportation

Public transportation is available on a limited basis between Mississippi Mills and Ottawa for commuters. Two inbound (eastbound) buses in the AM commuter peak period leave from the Carleton Place border to connect into the OC Transpo system and directly to downtown Ottawa (service provided by Leduc Bus Lines). Leduc provides comparable service westbound (two buses) in the PM commuter peak period. One additional eastbound bus is available directly from Almonte in the AM commuter peak period through service provided by Thom Transport. Thom provides the complimentary westbound service in the PM commuter peak period.

Lanark Transportation Association

Lanark Transportation Association (LTA) is a not-for-profit organization that provides community-based transportation to residents of Lanark County and the Town of Smiths Falls. LTA does not operate a fixed route; rather they pick clients up at their homes, take them to where they need to go, wait for them to conduct their business and then return them home again. Transportation is available primarily for medical appointments, agency-sponsored day programs and other specialized services. LTA also provides non-emergency, non-ambulance, inter-facility medical transfers. This sort of transportation is offered between long-term care facilities and hospitals for appointments, treatments and discharge.

LTA is served by a team of eleven paid and two volunteer drivers. The volunteer drivers are only used for overflow and/or if the paid drivers are not available. The organization owns and operates their own vehicles; LTA has thirteen vehicles, four of which are wheelchair accessible.

4.1.3 Active Modes

Cycling Network

The only formal cycling facility in the Municipality is approximately 700m of on-road bicycle lanes that run 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.

Pedestrian Network

The Municipality has an existing sidewalk network in Almonte, Pakenham, and Clayton. The sidewalk network is extensive (particularly in Almonte), 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.

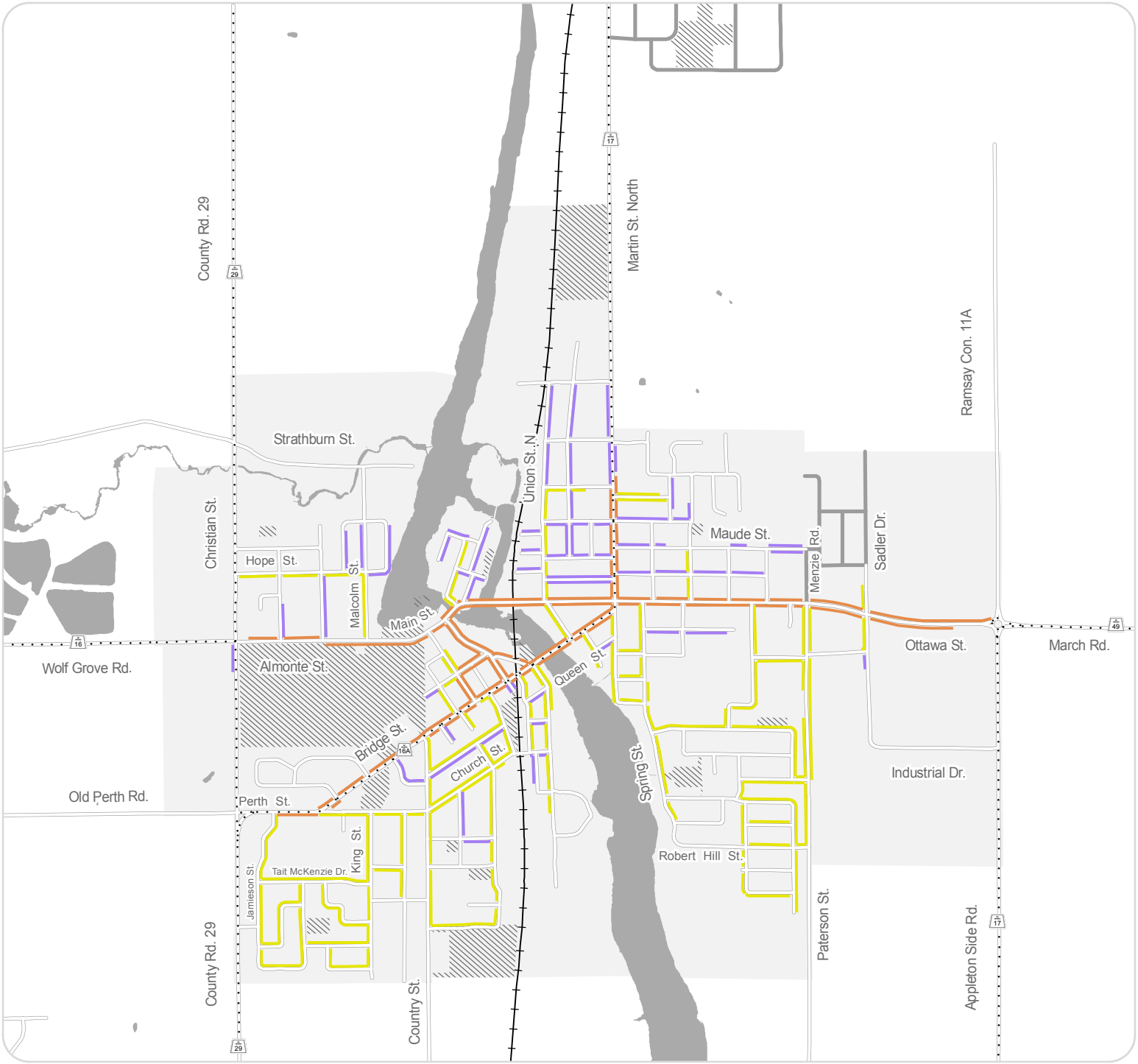
Figures 4.2A and 4.2B show the existing sidewalk network.

4.2 Transportation Demands

Daily auto demands on primary road links were collected from the County of Lanark and Municipality of Mississippi Mills databases for Village and Rural roads, representing observed traffic volumes between 2011 and 2014. Daily volumes were sufficient for evaluating road network needs in Village and Rural areas.

AM peak hour traffic volumes at primary intersections were collected by Dillon Consulting Limited staff on March 5, 2015 within Almonte Ward. Hourly volumes were needed for peak hour network assessment in Almonte Ward.

Figures 4.3A, 4.3B, and 4.3C show the existing traffic volumes.



Mississippi Mills

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

EXISTING SIDEWALKS ALMONTE

FIGURE 4.2A

Legend

Almonte Sidewalks

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

Community Features

- Rail Corridor
- Parks

Roads

- Existing
- Planned

Road Ownership

- Lanark County

MAP DRAWING INFORMATION:

MAP CREATED BY: ERS
MAP CHECKED BY: ERS
MAP PROJECTION: EPSG 26918

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SCALE: 1:20,000

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

Appleton
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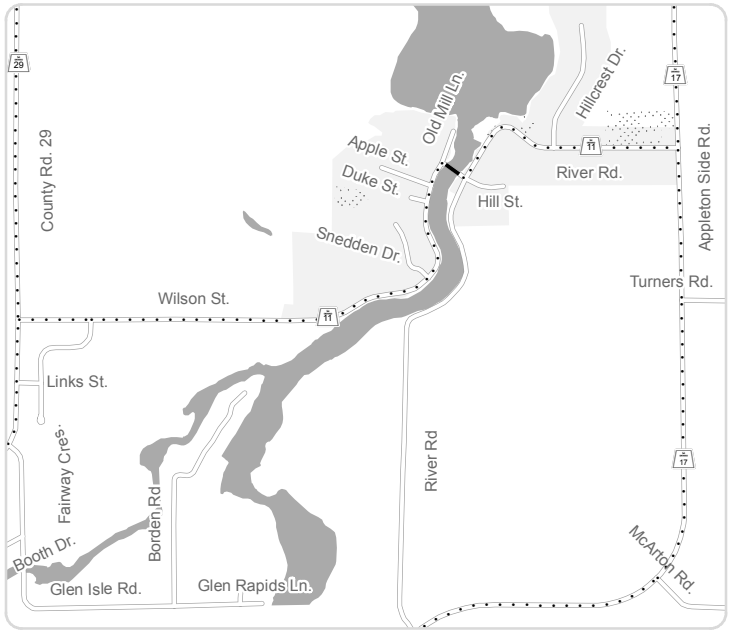

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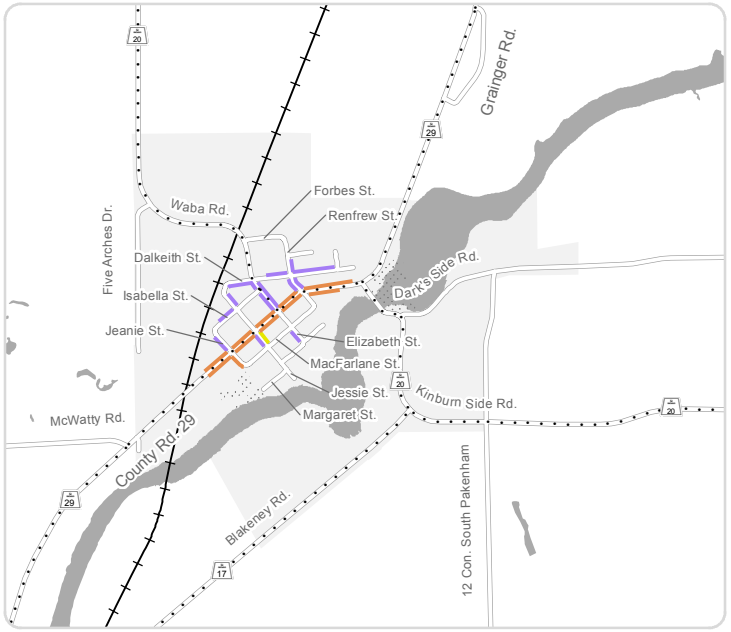

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

EXISTING SIDEWALKS VILLAGES

FIGURE 4.2B

Legend

Existing Sidewalks
- Class 1: Plowed within 8 hours
- Class 2: Plowed within 24 hours
- Class 3: No winter maintenance
- Paved Shoulder
- Unclassified

Community Features
- Rail Corridor
- Roads

Road Ownership
- Lanark County

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

Mississippi Mills

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

2015 AM PEAK HOUR TRAFFIC VOLUMES ALMONTE

FIGURE 4.3A

Legend

- 2015 AM Peak Hour Traffic Volumes
- Primary Roads

Community Features

- Rail Corridor
- Parks

Roads

- Existing
- Planned

Road Ownership

- Lanark County

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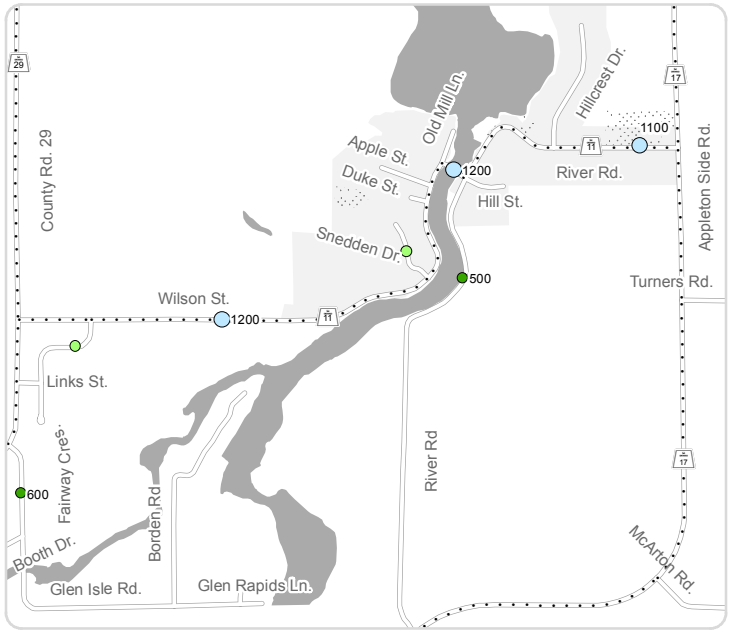

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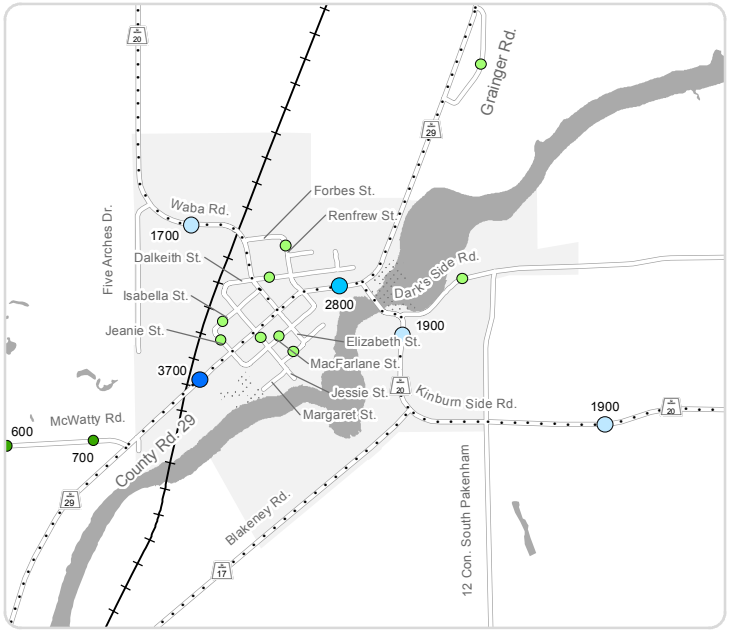

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

2015 AADT VOLUMES (AVG. ANNUAL DAILY TRAFFIC) VILLAGES

FIGURE 4.3B:

Legend

2015 Average Annual Daily Traffic

- 0 - 400 Volume not shown on figures.
- 400 - 1000
- 1000 - 2000
- 2000 - 3000
- 3000 - 4000
- 4000 - 5000
- 5000 - 6000
- 6000 - 7000

Community Features

- Rail Corridor
- Roads

Road Ownership

- Lanark County

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MAP CREATED BY: ERS
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MAP PROJECTION: EPSG 26918

FILE LOCATION:
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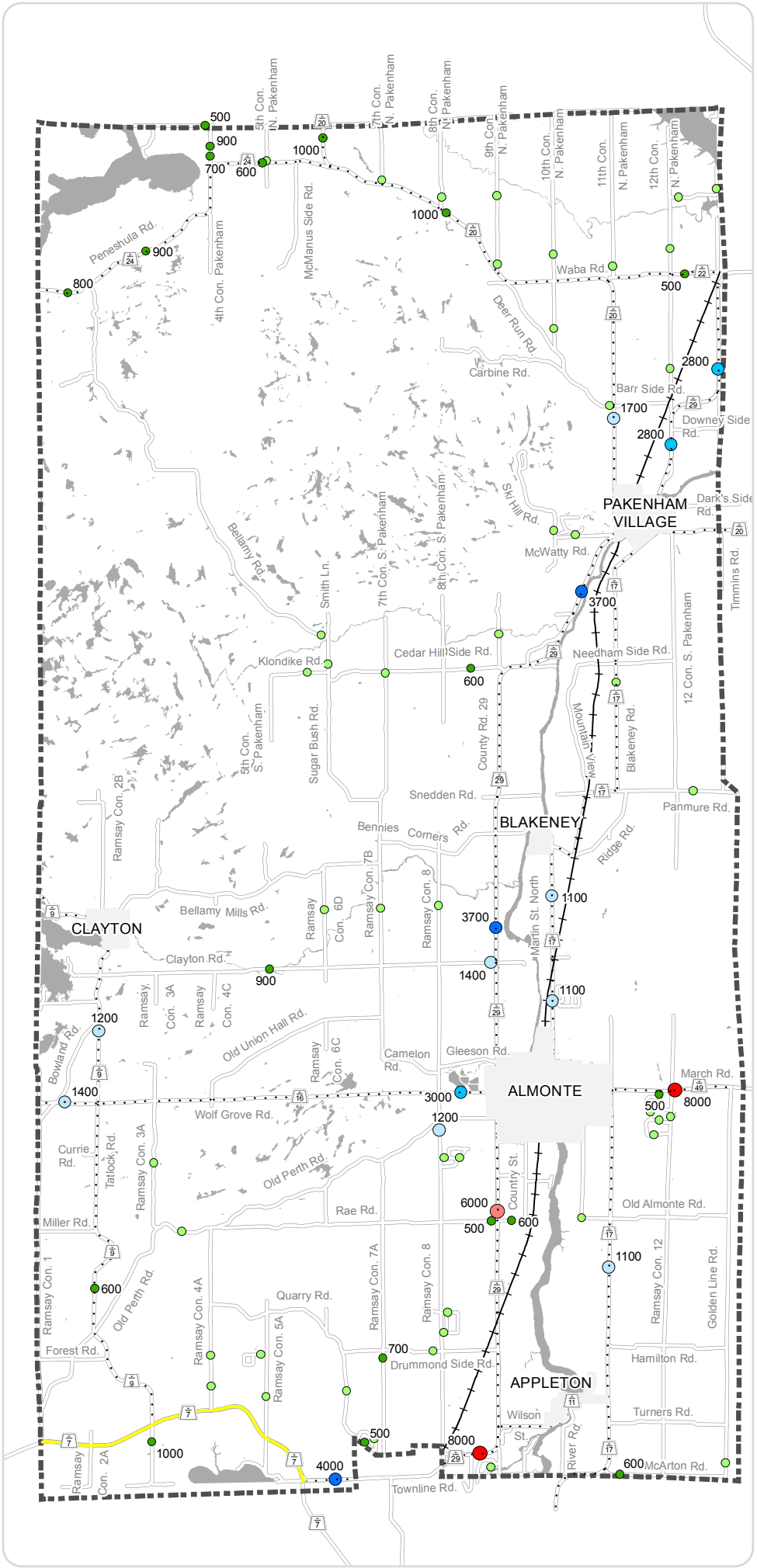

Mississippi Mills

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

2015 AADT VOLUMES (AVG. ANNUAL DAILY TRAFFIC) RURAL

FIGURE 4.3C

Legend

2015 Average Annual Daily Traffic (AADT)

- 0 - 400 *Volume not shown on figures.*
- 400 - 1000
- 1000 - 2000
- 2000 - 3000
- 3000 - 4000
- 5000 - 6000
- 6000 - 7000

Community Features

- Rail Corridor
- Roads

Road Ownership

- Lanark County
- Provincial (Highway 7)
- Mississippi Mills Boundary

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FILE LOCATION:
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SCALE: 1:140,000

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STATUS: FINAL
DATE: DEC 2015

4.3 Transportation Policies

4.3.1 County of Lanark TMP

Policies

The County of Lanark developed a number of key policies and technical practices through their 2010 TMP:

- Traffic calming will be considered on County roads for the purposes of improving driver behaviour and/or improving safety;
- The County will remove identified barriers to accessibility from its pedestrian facilities (including intersections) and design new pedestrian facilities in accordance with AODA guidelines;
- The County will assess and mitigate excessive road-related noise on County roads and require land developers to assess and mitigate noise in new developments; and
- The County will more carefully coordinate Capital projects with lower tier and adjacent municipalities.

Networks

The County committed to a number of projects within Mississippi Mills within the lifetime of the Lanark TMP (prior to 2034):

- Modifications to the intersection of Ottawa Street/ Martin Street/ Queen Street to improve operations and levels of service (2008-2013 horizon);
- Modifications to the intersection of Perth Street/ Old Perth Road/ Christian Street/ CR29 to improve safety and levels of service (2008-2013 horizon);
- Modifications to the intersection of Bellamy Road/ Tatlock Road (CR9)to improve safety and levels of service (2008-2013 horizon);
- Modifications to March Road (CR49) between Mississippi Mills boundary and City of Ottawa boundary to improve levels of service – exact solution depends on City of Ottawa plans for March Road within City of Ottawa limits (2018-2023 horizon); and
- Modifications to Queen Street (Mississippi River bridge to Martin Street South) to improve levels of service (post-2028 horizon).

The County committed to implementing paved shoulders on all County roads during rehabilitation or reconstruction projects (funding permitting) as a means of supporting cycling (Lanark TMP pages 102-103). The Lanark TMP prioritized paved shoulders on the following County Roads within Mississippi Mills:

- CR 11 (Wilson Street/ River Road) through Appleton;
- CR 16/ Wolf Grove Road (Hopetown to Almonte Ward boundary);

- CR 17/ Appleton Side Road/ Martin Street North (Appleton to Pakenham); and
- CR 49/ March Road (Almonte Ward boundary to City of Ottawa boundary)

4.3.2 MM Official Plan

- Goals and Objectives – Transportation
  - Encourage a balanced transportation system which integrates pedestrian movement, vehicular travel and commercial transport and is designed to minimize congestion
- Pedestrian Policies
  - Overall this plan should encourage people to walk for health reasons and the reduce their dependence on automobiles
  - The Council shall establish a pedestrian walkway plan for urban and rural areas which outlines areas where walkways exist and where they should be created within an overall network. Such a plan shall encourage pedestrian interconnections between home, schools, recreational areas, and shopping areas. The Municipality shall maintain and enhance the existing sidewalk network in order to achieve this policy.
- Accessibility
  - The Municipality of Mississippi Mills supports the Ontarians with Disabilities Act which strives to improve accessibility for persons with disabilities by identifying, removing and/or preventing barriers which restrict their full participation within the community.

4.3.3 Other Mississippi Mills Policies

Road Hierarchy

Mississippi Mills currently has no hierarchical road classification designations for its roads – all roads are deemed to be Local.

Winter Maintenance

Sidewalks and walkways are classified for winter maintenance purposes in accordance with the associated pedestrian traffic and proximity to high volume roadways, in addition to the ease with which they can be cleared. **Tables 6** and **7** show the characteristics of the sidewalk/ walkway classes.

Table 6: Sidewalk/Walkway Classifications and Rationale

Class	Rationale
Class 1	Sidewalks/ walkways abutting high volume roadways Sidewalks located within commercial core areas
Class 2	Balance of sidewalks/ walkways that can be cleared with mechanized plow equipment
Class 3	Sidewalks/ walkways that will not be cleared due to standard of construction and/or destination

Table 7: Standards of Service

Class	Service Standard
Class 1	Plowing starts after 5cm of snow accumulation Objective is that all snow clearing will be completed within 12 hours Sanding starts after plowing and is normally completed within 8 hours of storm end
Class 2	Plowing starts after 8cm of snow accumulation Objective is that all snow clearing will be completed within 24 hours Sanding starts after plowing and is normally completed within 24 hours of storm end
Class 3	Sidewalks/ walkways that will not be cleared due to standard of construction and/or destination

The Roads and Public Works Department is charged with updating and maintaining a mapping inventory of the sidewalk classes and report annually.

Shoulder Treatments

There is no general practice for shoulder treatments on Municipality roads. Shoulder treatments are not currently used to provide cycling/ Active Transportation facilities, and very few rural hard surfaced roads have a platform width of 6m or greater (i.e., few have the road structure to easily implement any shoulder treatment). Surface treatment have occasionally been extended to "shoulders" (really just a wider road platform without paint to delineate shoulder) if strength of road structure has been an historical issue.

Traffic Calming

Municipal council adopted a Traffic Calming Policy in February 2010 to address local concerns about speed and safety related to driver behaviour. The Policy describes the Municipality's approach to problem assessment, solution identification, and stakeholder consultation. The Municipality's Traffic Calming Policy mirrors the County of Lanark's Traffic Calming Policy.

5.0 Growth Scenario

5.1 Current (2015) Population

The current (2015) population of the Municipality of Mississippi Mills is approximately 13,050. The majority of the Municipality's population (53%) is located in the rural area, almost 40% is located within the largest settlement area (Almonte), and the remainder is divided between four smaller settlement areas of Pakenham, Clayton, Blakeney, and Appleton. **Table 8** shows the geographical population distribution within Mississippi Mills.

Table 8: Municipality of Mississippi Mills Existing Population

Location	Existing Population (2014)		
	(persons)	(households) 1	(percent)
Almonte (including Whitetail Ridge Subdivision) 2	5,180	1,990	40%
Pakenham	360	140	3%
Clayton	140	50	1%
Blakeney	120	50	1%
Appleton	240	90	2%
Rural Area	7,000	2,690	53%
Total	**13,050**	**5,010**	**100%**

1 Persons Per Unit 2.6 – averaged over a 20 year period (Development Charges By-law Background Report, Watson and Associates, 2009).
2. The subdivision being constructed just north of Almonte on Martin Street (175 units total) is outside of the Almonte Ward boundary.

5.2 2035 Horizon

Over the next twenty years, the population of Mississippi Mills is expected to increase by approximately 1.74% per year (as per Water and Wastewater Master Plan, JLR, 2013), resulting in an additional population of 5,694, and a total population of 18,737. The majority of this growth (65%) will be concentrated in the Almonte Ward, while 25% of growth will be located in the rural area, and 10% in the four smaller settlement areas.[1] This is the assumed population growth scenario adopted by the MMTMP, outlined in **Table 9.**

[1] This is different from the 60/25/15 ratio used in the Water and Waste Water Master Plan (JLR, 2013), and the ratio of 50/30/20 identified in the Town Official Plan (2006). The 65/25/10 ratio was identified by Town Staff as being more accurate based on a review of recent building permits.

Table 9: Municipality of Mississippi Mills Population Growth to 2035

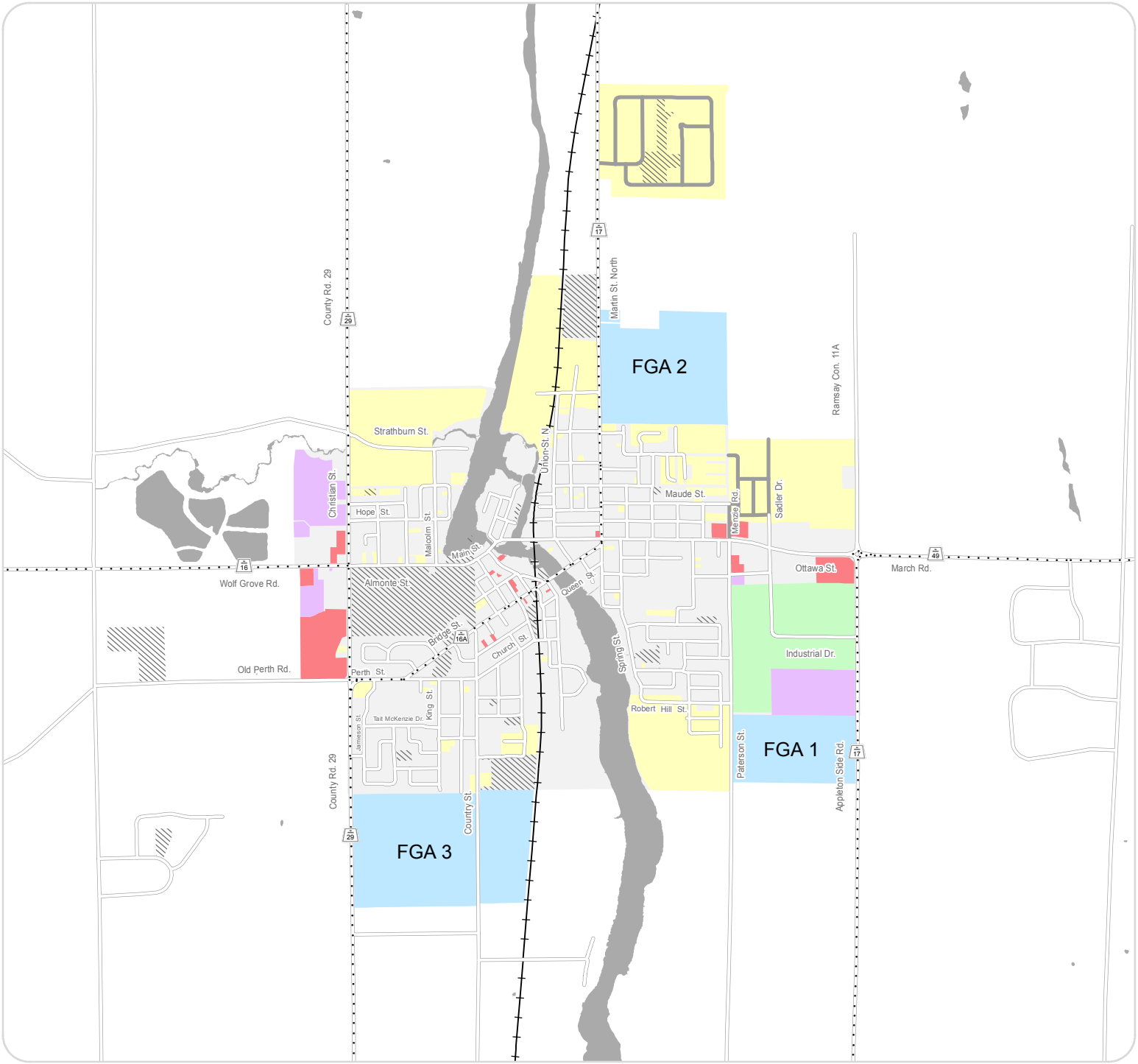
Location	Existing Population		Population in 2035		Growth		
	(persons)	(hhld)	(person)	(hhld)	(persons)	(hhld	(%)
Almonte (including Whitetail Ridge)	5,180	1,990	9,340	3,590	4,160	1,600	80%
Pakenham	360	140	530	200	170	70	47%
Clayton	140	50	190	70	60	20	41%
Blakeney	120	50	180	70	60	20	50%
Appleton	240	90	530	200	290	110	121%
Rural	7,000	2,690	7,990	3,070	990	380	14%
Total	**13,050**	**5,010**	**18,750**	**7,210**	**5,700**	**2200**	**44%**

5.2.1 Population Growth in Almonte to 2035

The population of Almonte is expected to increase by approximately 4,160 by 2035, to a total population of 9,340. **Figure 5.1** displays the areas anticipated to experience the greatest residential growth; primarily in greenfield land and within the existing built-up area as infill. Several existing draft and registered subdivision plans are included in **Figure 6.1**, and account for approximately 1,150 of the expected 1,600 new units by 2035. The plans included in **Figure 5.1** are:

- Whitetail Ridge, located on Martin Street north of Almonte Ward;
- Logan Heights & Creekside, located west of McDermott and north of Maude Street
- Mill Run, located east of Ramsay Concession 11;
- Riverfront Estates, located west of Old Almonte Road; and,
- Almonte Mews, located East of Country Street (this subdivision is included as "infill" development in **Table 10** and **Figure 5.1**.

Table 10 summarizes the distribution of growth and development in Almonte.



Mississippi Mills

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

ALMONTE WARD GROWTH AREAS

FIGURE 5.1

Legend

Almonte Ward Growth Areas

Pre-2035

- Commercial
- Business Park
- Residential

Post-2035

- Future Growth Areas (FGA)
- Industrial

Community Features

- Rail Corridor
- Parks

Roads

- Existing
- Planned

Road Ownership

- Lanark County

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STATUS: FINAL
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Table 10: Distribution of Residential Growth within Almonte to 2035

Growth Area	Persons[2]	Households
Whitetail Ridge[3]	460	175
Logan Heights & Creekside	150	58
Mill Run (Formerly known as Sadler Estates)	1410	541
Riverfront Estates[4]	940	363
Vacant Residential Land[5]	550	213
Infill Growth in the Built-up Area (including "Almonte Mews")[6]	650	250[7]
Total	**4,160**	**1,600**

5.2.2 Employment Growth in Mississippi Mills to 2035

Based on the Official Plan Background Report (JLR, 2013), population growth in Mississippi Mills will lead to an additional 1,300 jobs locating within the Municipality, and an additional 1,720 residents commuting outside the Municipality for work as shown in **Table 11**. Employment within the Municipality of Mississippi Mills is expected to be concentrated within the Almonte Ward, in vacant employment and commercial areas shown in **Figure 5.1**. Employment growth in the rural areas and smaller settlement areas (Pakenham, Clayton, Blakeney, and Appleton) is not expected to have a significant impact on traffic volumes.

Table 11: Growth in Employment and Residents who Work Outside of the Municipality

Job Location	Existing	2035	Growth	
	(persons)	(persons)	(persons)	(%)
Almonte[8]	1,960	3,250	1,300	66%
Outside of the Municipality [9]	3,940	5,660	1,720	44%
Total Employed Residents[10]	6,913	9,930	3,020	44%

[2] 2.6 persons per unit, rounded to the nearest 10 people.
[3] Includes Whitetail Ridge Subdivision, on Martin Street North (175 Units total) which is outside of the Ward.
[4] Total from draft and registered plans of subdivision: 1137 units or 2956 people
[5] Assumed a density of 15 units per hectare, not all vacant residential land is expected to develop before 2035.
[6] Including "Almonte Mews" Subdivision.
[7] Water and Waste Water Master Plan (JLR,2013)
[8] Derived from the OP Background Report (JLR, 2013).
[9] 57% of workers commute to Ottawa or locations outside of the Town (OP Background Report, JLR, 2013, p. 16).
[10] Based on a 53% activity rate (OP Background Report, JLR, 2013).

5.4 Beyond 2035 (Growth to "Build Out")

The MMTMP encompasses a twenty-year time horizon, but considers also potential growth beyond that time horizon to ensure the protection of transportation corridors that may be needed in the long term.

Three potential Future Growth Areas (FGAs) for the Almonte Ward were identified in the 2006 Official Plan, and are shown in **Figure 5.1**. The 2006 Official Plan states that these FGA will be given first consideration if future population forecasts and a comprehensive review demonstrate a need to expand the Almonte Ward boundary. The recent Water and Waste Water Master Plan (JLR, 2013) estimated that approximately 4,763 people could be accommodated in these three FGAa, as shown in **Table 12**.

Table 12: Almonte Growth Areas – Beyond 2035

Future Growth Area	Size (hectares)	Potential Population (persons) [11]
FGA1 (southeast)	24	910
FGA2 (northeast)	39.5	1,500
FGA3 (southwest)	62	2,360

11. Number of people are approximate, calculated based on the 4,763 total divided by the relative area.

6.0 Transportation Strategy

The transportation strategy presented in this section reflects the principle directions of the MMTMP, and establishes a framework for the policies, services, and networks proposed to achieve the vision and goals.

6.1 Transportation Modes

6.1.1 Auto

Conventional automobile travel will remain the primary mode of travel in Mississippi Mills. Automobile travel serves both inter- and intra-municipal functions, and is a flexible mode appropriate for a wide variety and geography of trips. Automobile travel is used within the Municipality for discretionary, school, and recreational trips, as well as commuter trips connecting to the nearby jurisdictions of Ottawa, Arnprior, and Carleton Place.

6.1.2 Transit

The role of transit within Mississippi Mills will not be expanded, based on the following rationale:

- Public transit is not typically provided in communities without a contiguous population base of at least 10,000 people. The Municipality's population exceeds this level, but Almonte Ward is the only sizable contiguous population centre and 2035 population in Almonte Ward is projected to reach only 9,300.
- Public transit has significant start-up capital costs. A single 40 passenger bus costs between $150,000 and $250,000 (depending on the attributes and accessibility features) and typically more than one vehicle is purchased to account for servicing needs.
- Public transit has significant annual operating and maintenance costs. Typical annual operating and maintenance costs for a municipality to run a small transit system are between $175,000 and $225,000, based on an average of 30% cost recovery from fares. It is noted that the more dispersed the population being served, the lower the likely rate of cost recovery.
- AODA requires that a parallel accessible transit system be provided within the established Transit Service Area for conventional transit, further increasing costs to the Municipality.

Based on these facts, municipally-funded public transit is not recommended at this time. However, a high travel demand was identified between Mississippi Mills and Ottawa, and therefore privately-organized public transit between these two nodes should continue to be encouraged and supported to offer alternatives to auto use.

On a local level, the specialized community-based service is currently provided by LTA should be supplemented to provide wider options to residents. An on-demand service such as taxis would provide greater options to residents requiring transportation to specific and personalized destinations.

6.1.3 Active Modes

Sidewalks have been provided in Almonte, Pakenham, and Clayton, and are extensive, but lack best-practice considerations for accessibility. The cycling network is limited, consisting only of 700m of on-road bicycle lanes in Almonte.

The active transportation network will be improved in order to address the principles and goals of the TMP and encourage sustainable transportation for all users. Accordingly, the role of active modes will be elevated, particularly for local trips within Settlement areas, which are well-suited towards active transportation.

6.2 Transportation Networks

Roads

There is currently no hierarchy in the Mississippi Mills road network, as all roads are designated as Local. A hierarchical network will be implemented to promote adequate connectivity and capacity for existing and future residents and businesses. The hierarchy will be based on typical lower tier municipality road classes such as Local, Collector, and Arterial, and would include additional classes for Scenic and Historic roads as well as sub-classes for Neighbourhood Collector and Community Collector. These classes reflect the development patterns within Mississippi Mills and satisfy the direction set out in the 2006 Official Plan. Existing developments have been built at minimal setbacks, restricting the potential for widening and/or extending existing roads without significant impact to properties. Moving forward, key corridors must be identified and right-of-ways protected to meet long-term growth needs.

Lastly, identified safety issues will be resolved to ensure a safe transportation system for all users of all modes. Conflict often arises at points of connection between modes, and therefore these points should be carefully assessed and addressed as necessary.

Active Modes

Active transportation facilities will be provided within road corridors to maximize the value of existing road corridors for all users and promote active transportation as a viable and convenient mode. This approach reflects a Complete Streets philosophy and is in line with efficient use of municipal corridors. Particular attention will be paid to providing active transportation facilities within the four smaller Settlement areas, particularly along the primary road corridors, to create a spine for local walking and cycling.

Pedestrian crossings of arterial and major collector roads are critical elements of the pedestrian network and will be provided with greater frequency to connect with important community facilities (schools, parks, etc.).

A more extensive network will be developed. The cycling network will be composed of different types of cycling facilities, chosen based on appropriateness for their location. Conditions for implementing various facilities will be dictated by the Ontario Traffic Manual Book 18. It is important to note that the cycling network considered in the MMTMP does not include recreational trails, as these are often on private land managed by parties other than the Municipality. Municipal cycling facilities will be provided to provide access to important trail facilities, where possible. Trails are addressed more fully in the Municipality's Recreation Master Plan.

7.0 Transportation Demand

7.1 Travel Demand Management

Travel Demand Management (TDM) is a term used to describe a suite of initiatives aimed at reducing single occupant vehicle kilometers in the transportation system, particularly in the commuter peak hours. TDM initiatives are aimed at influencing travel patterns by affecting the demand to travel; distinct from Transportation System Management measures, which are complementary initiatives that use operating strategies for transportation infrastructure elements to achieve similar goals (such as designating road lanes for high occupancy vehicles, implementing transit priority, and others). TDM initiatives typically include such broad strategies as:

- Measures aimed at promoting walking as a travel choice;
- Measures aimed at promoting cycling as a travel choice;
- Measures aimed at promoting public transit as a travel choice;
- Measures aimed at coordinating land use and transportation decisions; etc.

Hierarchy of Travel Choice

A fundamental concept in the development of a TDM program is that the characteristics of any particular trip are dictated by the results of a series of decisions that are made by the traveler in what is sometimes referred to as the hierarchy of travel choice (or hierarchical model of travel choice). The decisions are made sequentially, from top to bottom, and they represent a number of opportunities to influence the traveler's ultimate trip. **Table 13** presents the hierarchy of travel choice, the trip characteristics affected by the choice and the resulting effect on the transportation system.

As can be seen from **Table 13**, there are six distinct potential opportunities to influence the decision to travel, from complete trip elimination, to increasing auto/vehicle occupancy. It should be noted that trip elimination measures and tools assume that the underlying purpose of the trip must still be accomplished (e.g., the goods must still be purchased; the education/knowledge must still be exchanged between instructor and student, etc.); they seek to simply accomplish the goal without the act of traveling.

Table 13: Hierarchy of Travel Choice

Sequence of Travel Decisions	Point of Influence from TDM Tool	Trip Characteristic that Can be Influenced at this Point in the Sequence	Effect on the Transportation System
Is this trip required, or could I achieve the end goal (e.g., shopping) some other way?	**Trip elimination** - reducing the need to travel	Number of trips made	System capacity required to meet peak demands
Which destination do I choose, given where I am starting from?	**Trip reassignment** - altering the choice of destination, given the origin	Number of kilometres traveled	System capacity required to meet peak demands
Do I need to travel during the commuter peak hour, or could I travel during mid-day or evening?	**Trip scheduling -** altering the time of day to travel	Time of trip	System capacity required to meet peak demands
Can I also achieve other objectives on this trip, given where I am going?	**Trip linking** - altering the singularity of purpose for the trip	Number of trips made	System capacity required to meet peak demands
Do I need to travel by private vehicle, or could I choose another mode?	**Modal choice** - altering the choice of travel mode	Travel mode	Networks required to meet modal choice + System capacity required to meet peak demands
Can someone else complete a trip that requires the use of a private auto?	**Trip sharing** - increasing the number of people sharing a trip	Number of trips made/ Auto occupancy	System capacity required to meet peak demands

TDM Strategy for MM

The Transportation Strategy assumes no or limited expansion of public transit; therefore, the majority of long commuter trips will be by auto. TDM strategies that might reduce the environmental impact of auto trips include the implementation of new or expansion of existing carpool lots. Only carpool lots located in Almonte west of the Mississippi River would have the potential to reduce road infrastructure requirements (discussed further in Chapter 10 of this report).

Currently, four carpool lots exist in proximity to Mississippi Mills, all of which are owned and run by the Ontario Ministry of Transportation (MTO). The carpool lots are shown in **Figure 7.1** and listed below.

- Highway 417/ CR29/ Kealty Road;
- Highway 417/ Panmure Road/ Marshwood Road;
- Highway 7/ Appleton Side Road; and
- Highway 7/ Dwyer Hill Road.

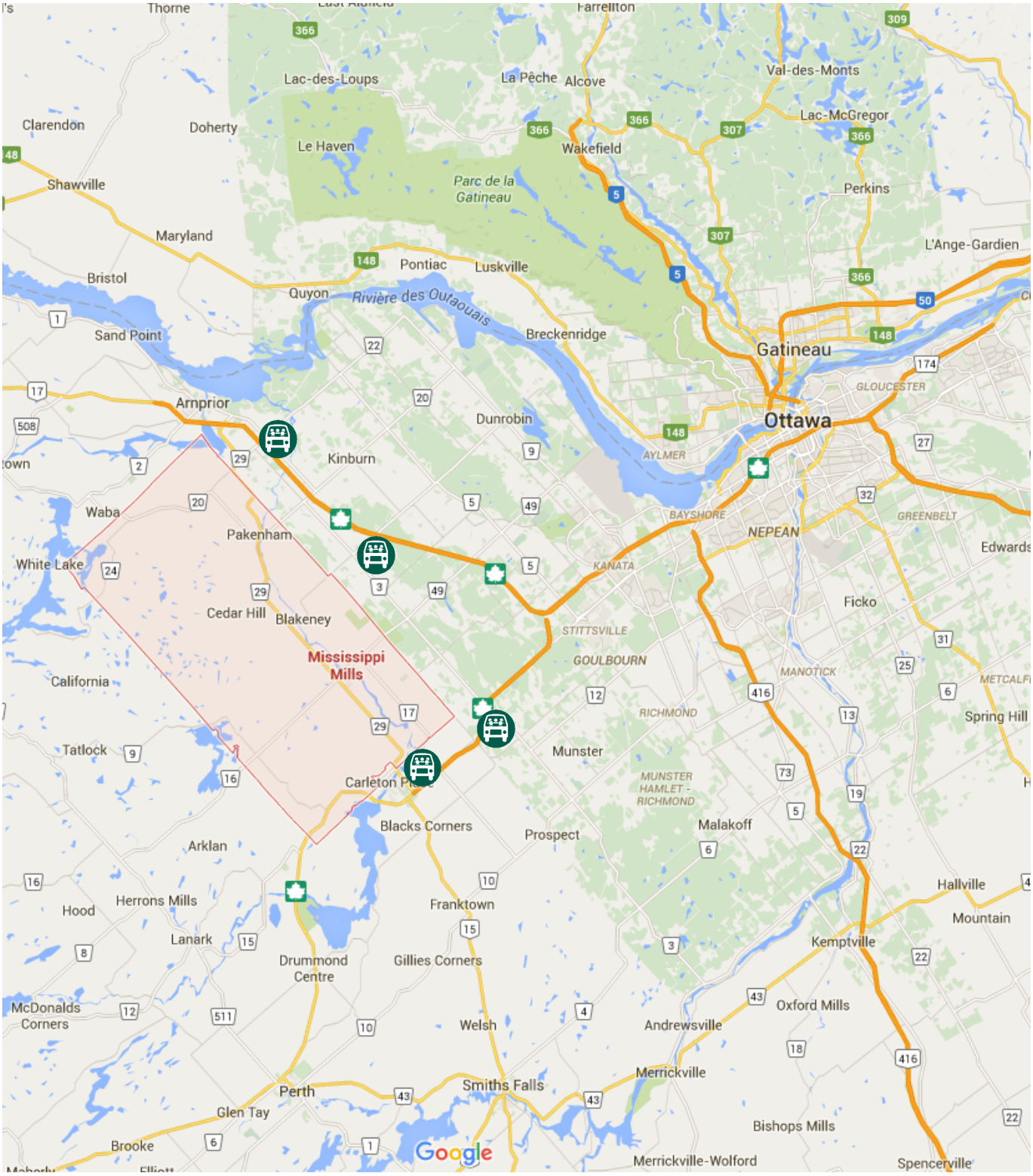
The Municipality should work with MTO to monitor demand and capacity in these lots and expand them when necessary.

An increase in demand for Active Modes is an objective of the TMP and a part of the transportation strategy. The Municipality's TDM strategy includes measures that encourage and support the use of Active Modes for trips within the Settlement Areas/ Villages and cycling trips for commuting purposes.

None of the other travel choices would yield a measurable result for the Municipality's transportation system.

7.2 Forecasted Traffic Volumes

Forecasted 2035 traffic volumes are shown on **Figures 7.2A to 7.2C**.



Existing Carpool Lot Locations

Figure 7.1

Legend:

Existing Carpool Lot

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

Mississippi Mills

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MAP DRAWING INFORMATION:

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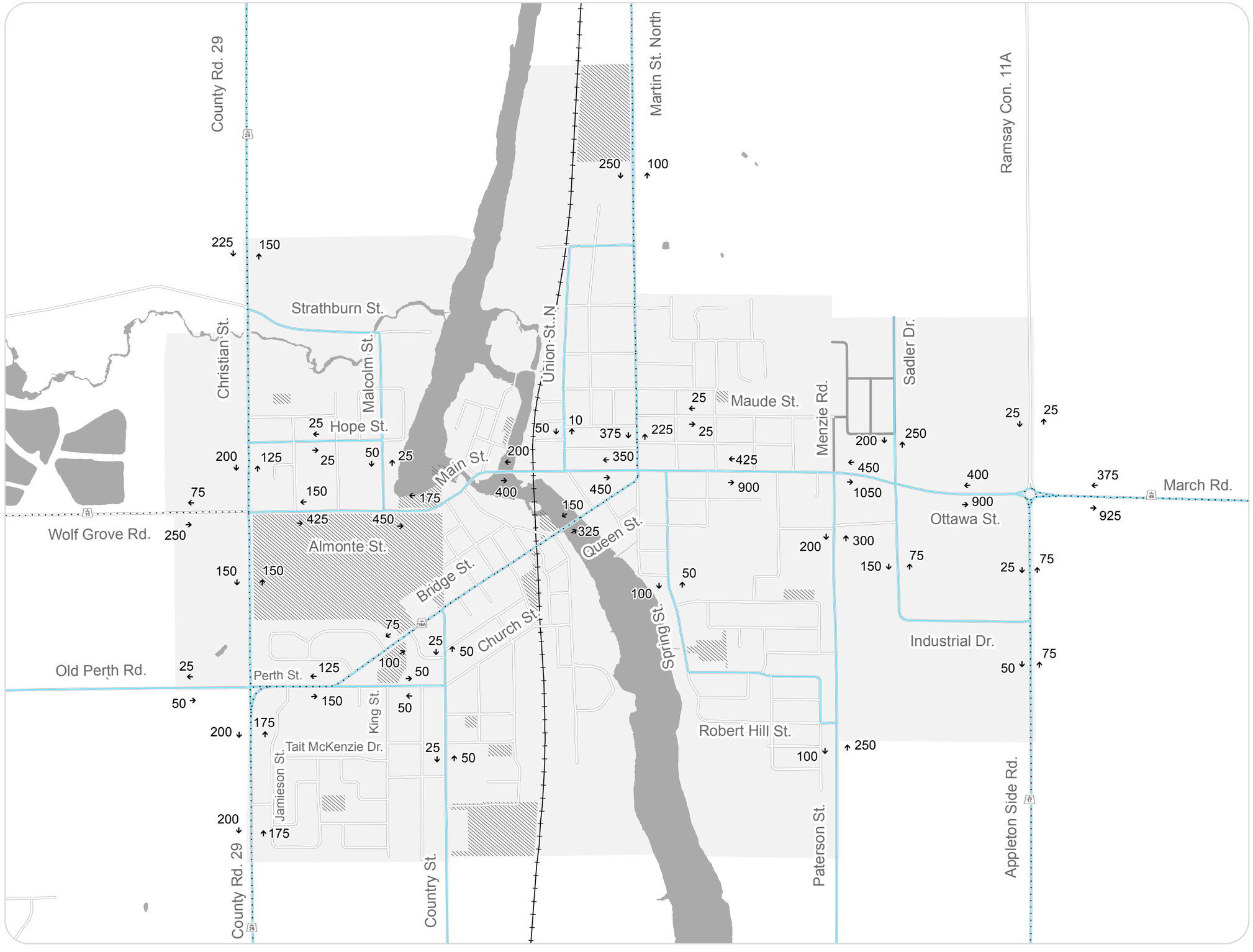

Mississippi Mills

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

2035 AM PEAK HOUR TRAFFIC VOLUMES ALMONTE

FIGURE 7.2A

Legend

- 2035 AM Peak Hour Traffic Volumes
- Primary Roads

Community Features

- Rail Corridor
- Parks

Roads

- Existing
- Planned

Road Ownership

- Lanark County

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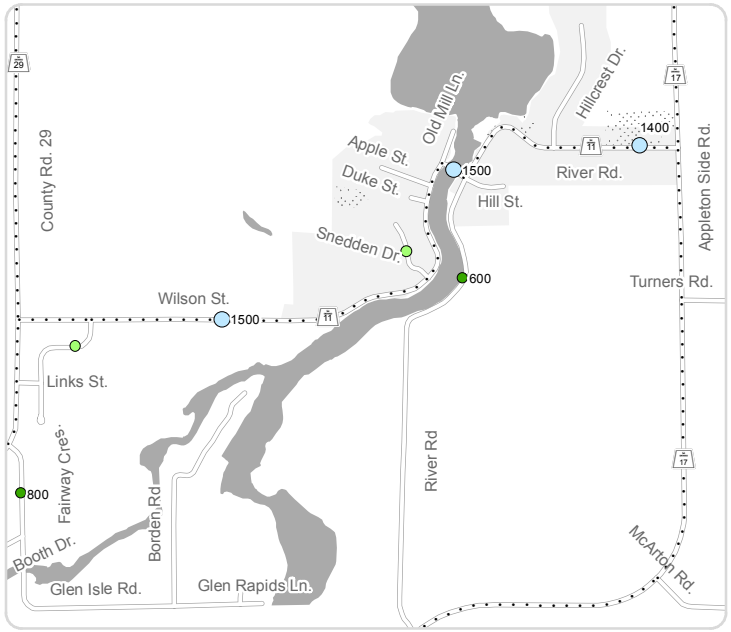

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Pakenham
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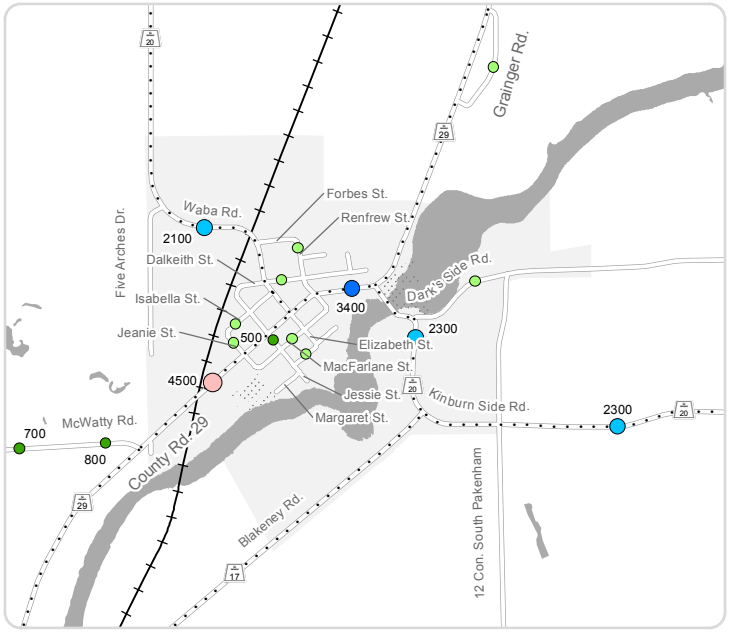

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

2035 AADT VOLUMES (AVG. ANNUAL DAILY TRAFFIC) VILLAGES

FIGURE 7.2B

Legend

2035 Average Annual Daily Traffic

- 0 - 400 Volume not shown on figures.
- 400 - 1000
- 1000 - 2000
- 2000 - 3000
- 3000 - 4000
- 4000 - 5000
- 5000 - 6000
- 6000 - 7000

Community Features

- Rail Corridor
- Roads

Road Ownership

- Lanark County

MAP DRAWING INFORMATION:

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FILE LOCATION:
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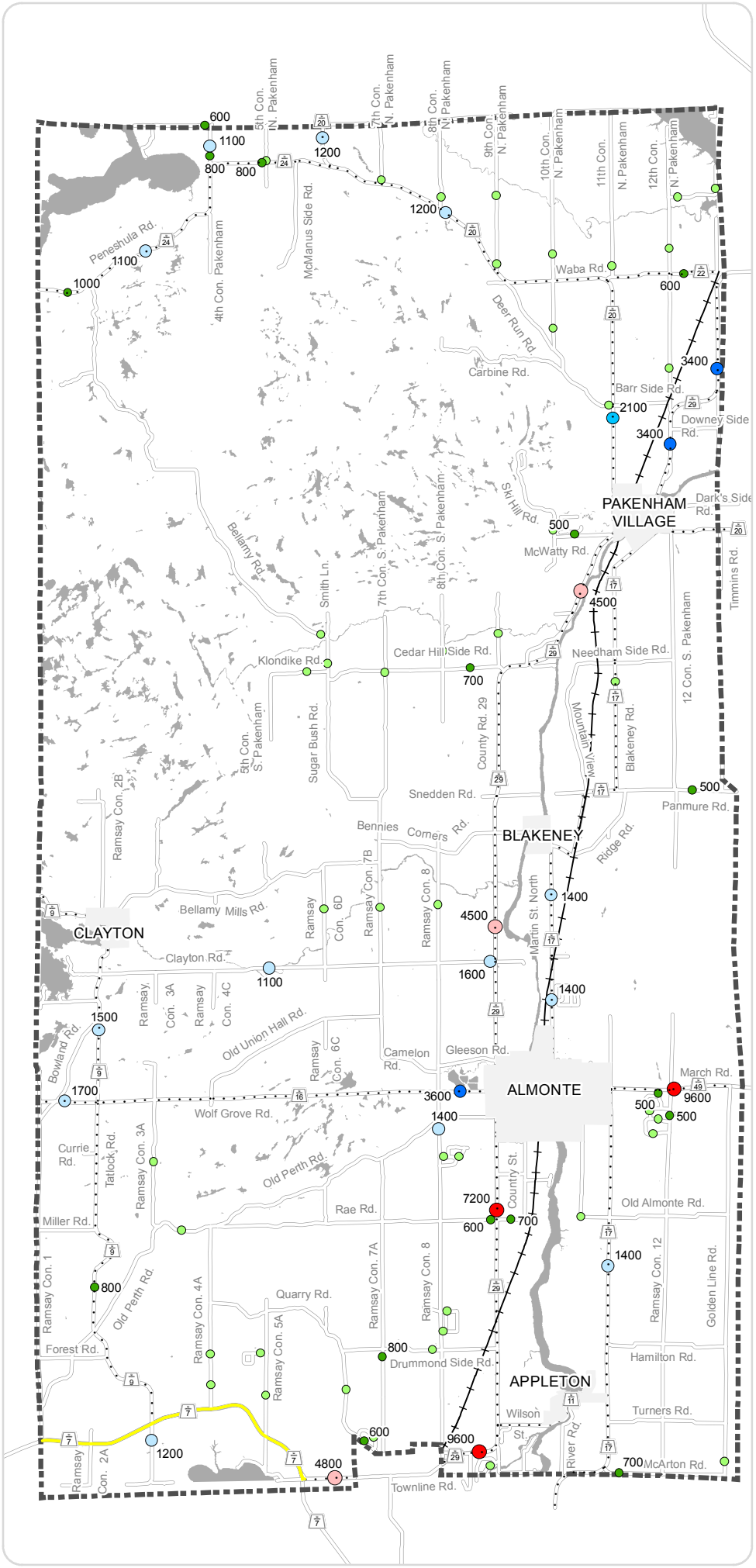

Mississippi Mills

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

2035 AADT VOLUMES (AVG. ANNUAL DAILY TRAFFIC) RURAL

FIGURE 7.2C

Legend

2035 Average Annual Daily Traffic (AADT)

- 0 - 400 *Volume not shown on figures.*
- 400 - 1000
- 1000 - 2000
- 2000 - 3000
- 3000 - 4000
- 4000 - 5000
- 6000 - 7000

Community Features

- Rail Corridor
- Roads

Road Ownership

- Lanark County
- Provincial (Highway 7)
- Mississippi Mills Boundary

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SCALE: 1:140,000

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STATUS: FINAL
DATE: DEC 2015

8.0 Evaluation of Network Issues

Challenges and opportunities in the existing road network were identified through consideration of all issues raised in the project Terms of Reference and by project stakeholders through the life of the project. Network modifications and capital projects required to achieve the goals of the MMTMP were identified based on the Transportation Strategy outlined in Chapter 7. Performance measures and targets were established that reflect the MMTMP goals, and then used to evaluate the network considering each of the identified issues individually.

8.1 Performance Measures and Targets

Performance measures are necessary to consider and evaluate network capacity, connectivity, safety, and accessibility for all users. **Table 14** on the following page outlines the performance measures adopted to reflect the principles, goals, and vision of the MMTMP.

8.2 County of Lanark TMP Commitments

The County committed to a number of projects within Mississippi Mills within the lifetime of the Lanark TMP (prior to 2034). These were presented in Section 4.3.1 of this report, and are repeated here for ease of reference.

- Modifications to the intersection of Ottawa Street/ Martin Street/ Queen Street to improve operations and levels of service (2008-2013 horizon);
- Modifications to the intersection of Perth Street/ Old Perth Road/ Christian Street/ CR29 to improve safety and levels of service (2008-2013 horizon);
- Modifications to the intersection of Bellamy Road/ Tatlock Road (CR9)to improve safety and levels of service (2008-2013 horizon);
- Modifications to March Road (CR49) between Mississippi Mills boundary and City of Ottawa boundary to improve levels of service – exact solution depends on City of Ottawa plans for March Road within City of Ottawa limits (2018-2023 horizon); and
- Modifications to Queen Street (Mississippi River bridge to Martin Street South) to improve levels of service (post-2028 horizon).

Table 14: Performance Measures for Road Network

Performance Measure		Performance Target	Rationale
Capacity	Strategic planning	Screenline V/C < 0.80	• Allows for early identification of future problems • Triggers corridor protection
		Corridor V/C < 0.80	• Allows for early identification of future problems • Triggers corridor protection
	Operations	Intersection V/C < 0.90	• Allows for efficient use of infrastructure without the environmental and economic impact of congestion • Triggers mitigation design
Safety	Operations	Collision experience < 3 collisions in 5 years at one location	• Allows for identification of subpar performance while acknowledging randomness of collisions • Triggers mitigation design
Service for pedestrians	Strategic planning	Primary pedestrian network has no gaps	• Allows for identification of physical gaps and barriers • Triggers budgeting of capital improvement
		Transportation policy collective includes direction on road design and intersection controls	• Supports implementation of Strategic Directions • Triggers policy review and development
	Operations	Controlled pedestrian crossing of arterials no further than 400m apart	• Minimizes delay for pedestrians/ maintains high level of service • Triggers budgeting of capital improvements
Accessibility	Operations and design	All signalized intersections have appropriate pedestrian features	• Supports accessibility objectives for plan • Triggers budgeting of capital improvements
Service for cyclists	Strategic planning	Primary cycling network has no gaps	• Allows for identification of physical gaps and barriers • Triggers budgeting of capital improvement
		Transportation policy collective includes direction on road design and intersection controls	• Supports implementation of Strategic Directions • Triggers policy review and development

The County committed to implementing paved shoulders on all County roads during rehabilitation or reconstruction projects (funding permitting) as a means of supporting cycling (Lanark TMP pages 102-103). The Lanark MTP prioritized paved shoulders on the following County Roads within Mississippi Mills:

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

9.0 Transportation Policy – Roads

9.1 Road Hierarchy and Design Guidelines

The 2006 Community Official Plan indicates that the Municipality wants a hierarchical road classification system that includes classes for Scenic roads and historic roads. From the Transportation Association of Canada (TAC)'s Geometric Design Guide for Canadian Roads (TAC manual):

> *Road classification is the orderly grouping of roads into systems according to the type of service they provide to the public. When a road system is properly classified, the characteristics of each road are readily understood. Classification assists in establishing the geometric design features for each group of roads, consistent with the short and long term operational needs of that particular group.*

Each road should reflect its functions and its setting; e.g., some roads are urban streets, others are rural roads.

What does this mean?

- **Tables 15** to **17** describe the planning and geometric characteristics of the new road classes. The characteristics in **Tables 15-17** are typical of the road classes and are based on data from the Transportation Association of Canada Geometric Design Guide for Canadian Roads, adapted for Mississippi Mills.
- The Municipality will adopt a road hierarchy based on typical municipal road classes – Local, Collector, and Arterial (Scenic/Historic designation discussed in Section 9.2 of this report). **Figures 9.1A** to **9.1C** illustrate the recommended road classifications for existing and committed roads.
- **Figures 9.2** to **9.6** show typical cross-sections for new roads in all road classes proposed in the road hierarchy. These cross-sections are a starting point for designing roads in these road classes; individual roads need to consider local conditions for road design and construction and are subject to the discretion of the Director of Public Works.

Table 15: Local Roads

Characteristic	Rural Cross-Section	Urban Cross-Section
Role in road network	Connect between ultimate origin/ destination (i.e., driveways) and primary circulation system	
Function: Traffic Service v. Land Use Access	Land access primary; traffic movement secondary	
Expected Traffic Volume	< 1,000 vehicles per day/ < 100 vehicles per hour (peak hour)	
Flow Characteristics	Interrupted flow	
Default Speed Limit (km/hr)	80 Different speed limits can be enacted through posted speed limits	50 Different speed limits can be enacted through posted speed limits
Vehicle Type	Predominantly passenger cars and light-medium trucks; occasional heavy trucks	
Typical Network Connections	Locals, Collectors	
Road Surface	Gravel/ Surface Treatment	Paved
Cycling Treatment	Unsigned or signed routes only; no infrastructure treatments	
Pedestrian Treatment	None	Sidewalk may be constructed on one side depending on adjacent land uses
Parking Treatment	None	Parking on one side
ROW	20m	Typical 20m * * Narrower ROW may be approved for infill development

- Note: Cross-sections, design treatments, and ROW for existing Local Roads vary and may not meet these guidelines

Table 16: Collector Roads

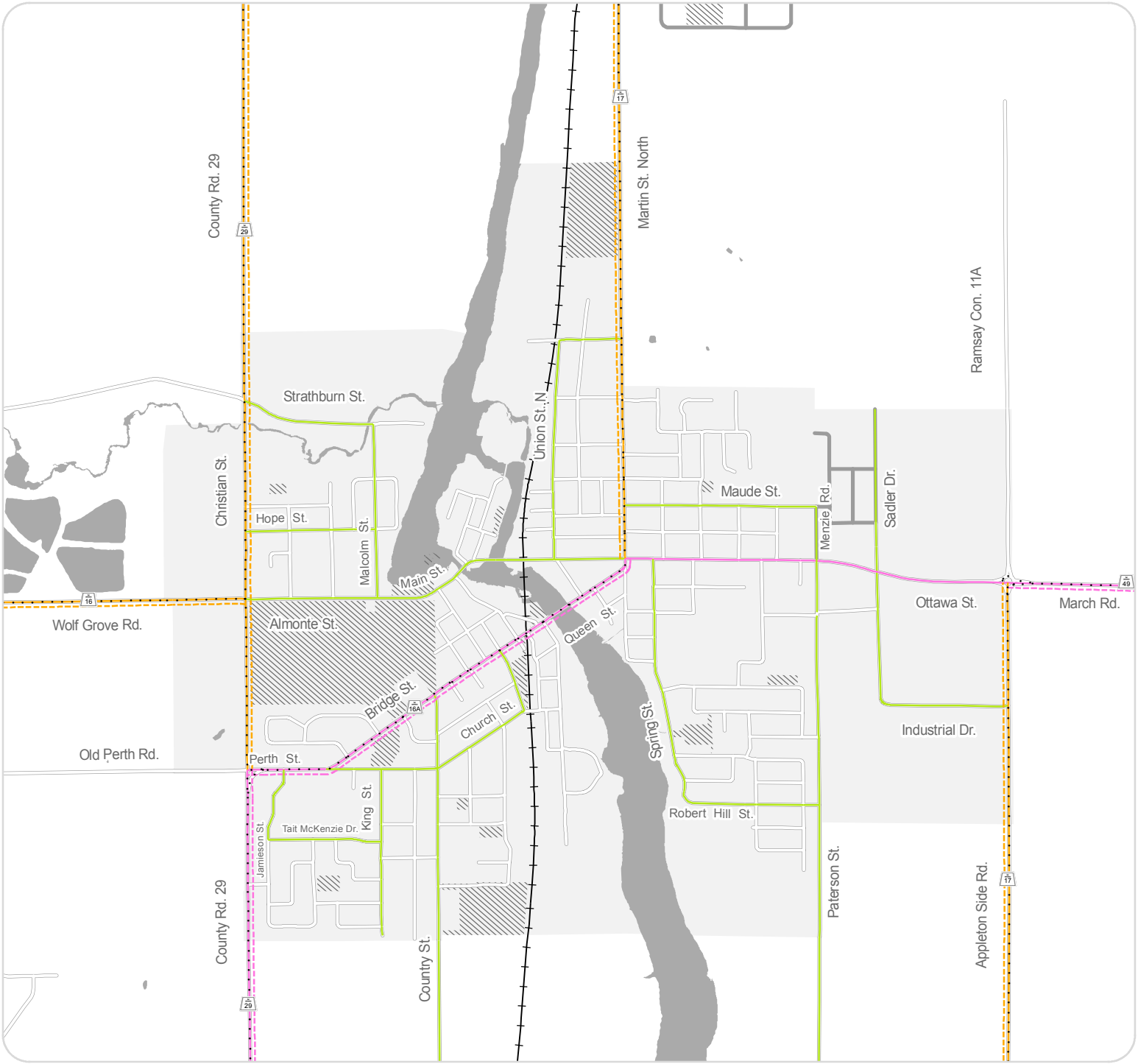
Characteristic	Rural Cross-Section	Urban Cross-section
	Rural Collector	**Urban Collector**
Role in road network	Distribute demand between primary circulation network and local roads; some direct connection to driveways	
Function: Traffic Service v. Land Access	Balanced between land access and traffic movement	
Expected Traffic Volume	< 5,000 vehicles per day/ < 500 vehicles per hour (peak hour)	< 10,000 vehicles per day/ < 1,000 vehicles per hour (peak hour)
Flow Characteristics	Interrupted flow	
Default Speed Limit (km/hr)	80 Different speed limits can be enacted through posted speed limits	50 Different speed limits can be enacted through posted speed limits
Vehicle Type	Predominantly passenger cars and light trucks	
Typical Network Connections	Local, Collector, Arterial	
Road Surface	Surface Treatment or Paved	Paved
Cycling Treatment	Signed routes or bicycle lanes as appropriate; no segregated facilities	Signed routes, bicycle lanes, or segregated facilities as appropriate
Pedestrian Treatment	No facilities	Sidewalks both sides
Parking Treatment (Typical)	Few restrictions	
ROW	24	24

- Note: Cross-sections, design treatments, and ROW for existing Collector Roads vary and may not meet these guidelines

Table 17: Arterial Roads

Characteristic	Rural Cross-Section	Urban Cross-Section
Role in road network	Travel circulation/ mobility primary role; connect villages to one another, to adjacent urban centres and to the highway/ freeway system	
Function: Traffic Service v. Land Access	Traffic movement primary; land access secondary; some direct connection to larger driveways	
Expected Traffic Volume	< 12,000 vehicles per day/; < 1,200 vehicles per hour (peak hour)	< 20,000 vehicles per day/; < 2,000 vehicles per hour (peak hour)
Flow Characteristics	Uninterrupted flow, except at major intersections and crosswalks	
Default Speed Limit (km/hr)	80 Different speed limits can be enacted through posted speed limits	50 Different speed limits can be enacted through posted speed limits
Vehicle Type	All types; up to 20% trucks	
Typical Network Connections	Locals, Collectors, Arterials, Freeways	Collector, Arterial, Freeway
Road Surface	Asphalt	
Cycling Treatment	Bicycle lanes, or segregated facilities as appropriate	Bicycle lanes, or segregated facilities as appropriate
Pedestrian Treatment	No facilities	Sidewalks both sides
Parking Treatment (Typical)	Potentially restricted	Prohibited or peak hour restrictions
ROW	30	30

- Note: Cross-sections, design treatments, and ROW for existing Arterial Roads vary and may not meet these guidelines



Mississippi Mills

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

RECOMMENDED ROAD HIERARCHY ALMONTE

FIGURE 9.1A

Legend

Proposed Road Classification

- Arterial (County)
- Arterial
- Collector (County)
- Collector

Community Features

- Rail Corridor
- Parks

Roads

- Existing
- Planned

Road Ownership

- Lanark County

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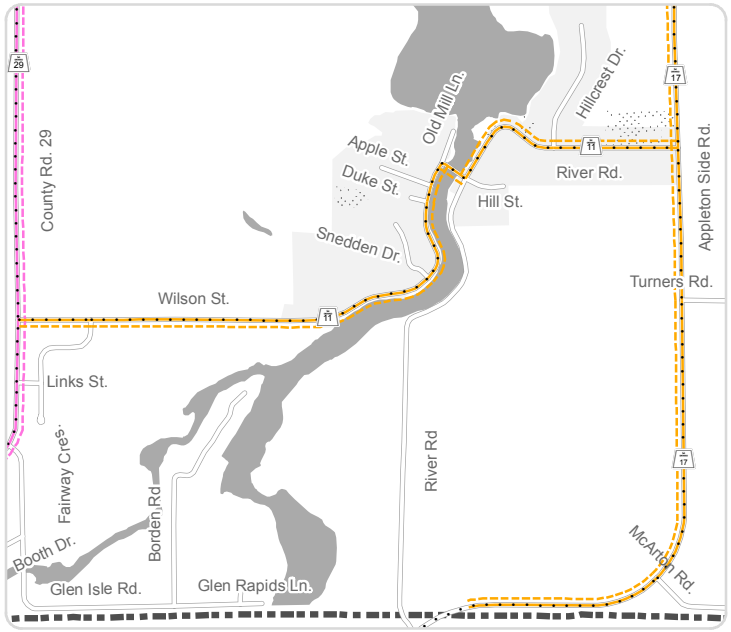

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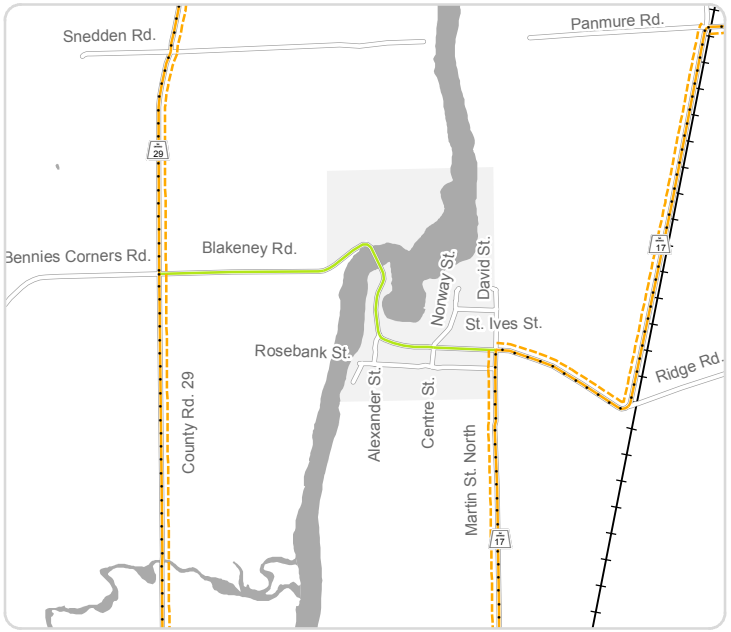

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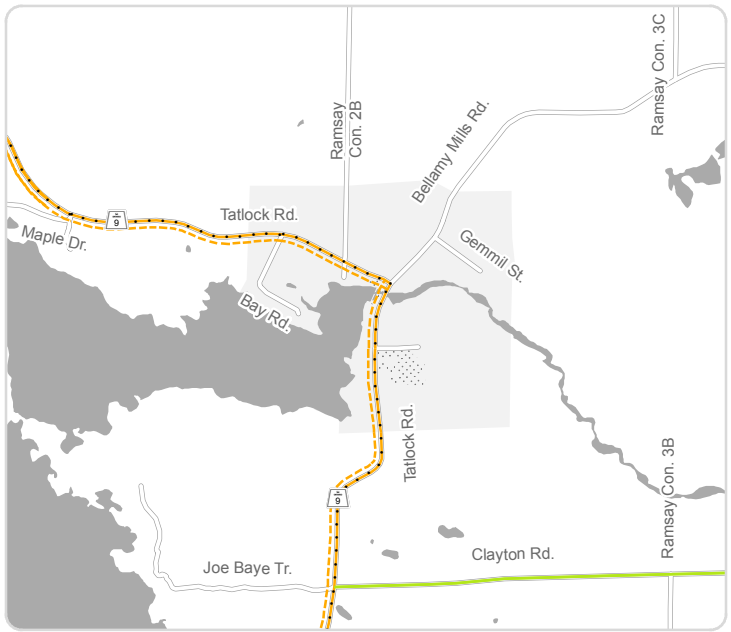

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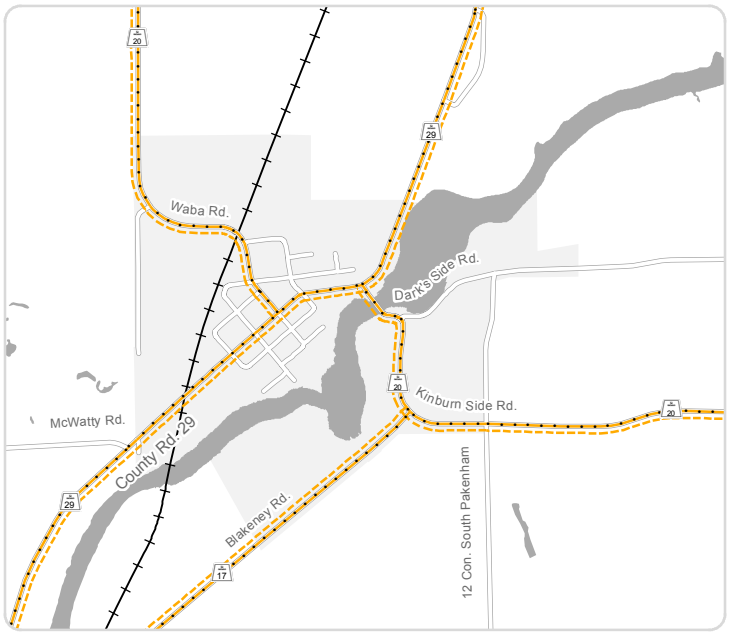

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

RECOMMENDED ROAD HIERARCHY VILLAGES

FIGURE 9.1B

Legend

Proposed Road Classification
- Arterial (County)
- Arterial
- Collector (County)
- Collector

Community Features
- Rail Corridor
- Roads

Road Ownership
- Lanark County

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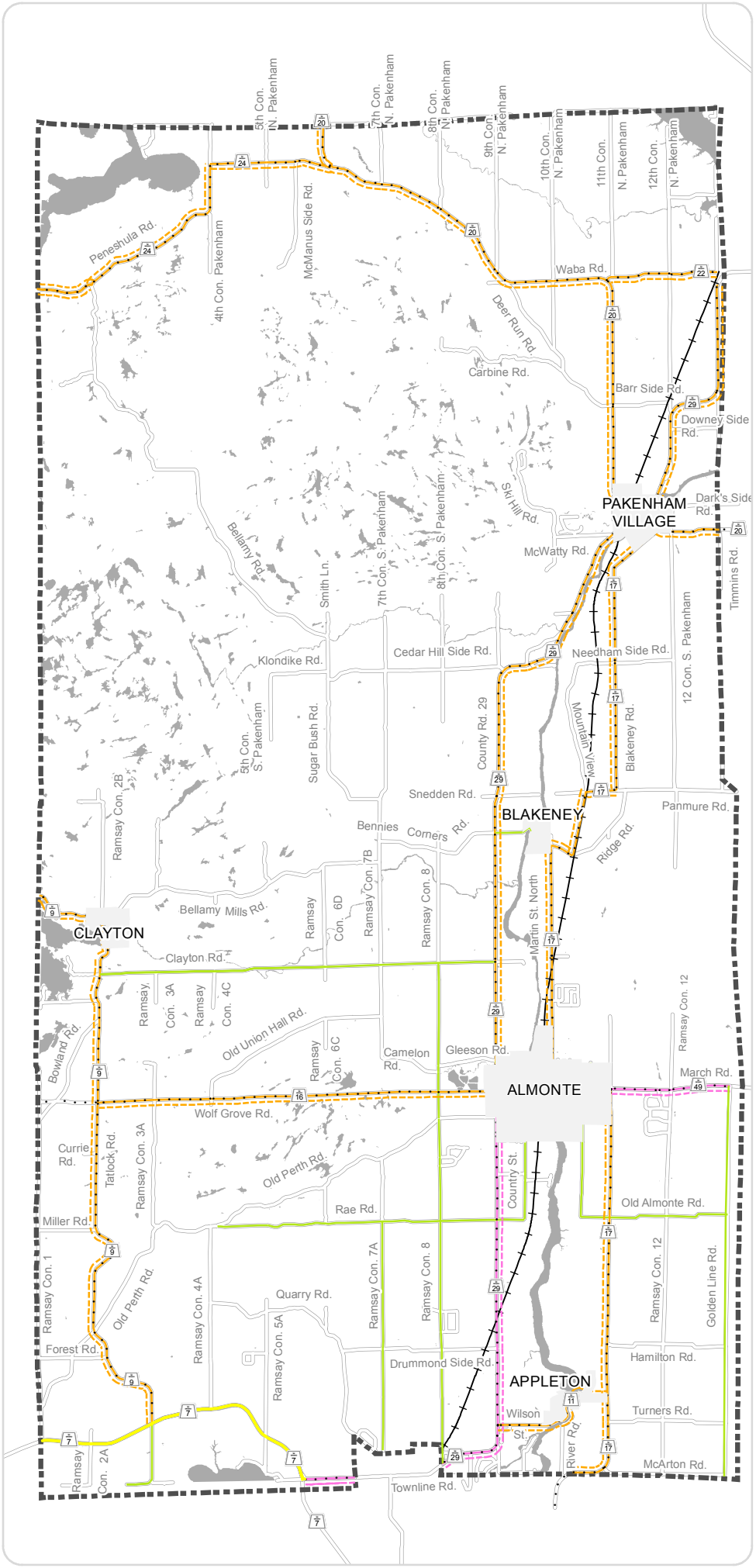

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

RECOMMENDED ROAD HIERARCHY RURAL

FIGURE 9.1C

Legend

Proposed Road Classification

- Arterial (County)
- Arterial
- Major Collector (County)
- Collector

Community Features

- Rail Corridor
- Roads

Road Ownership

- Lanark County
- Provincial (Highway 7)
- Mississippi Mills Boundary

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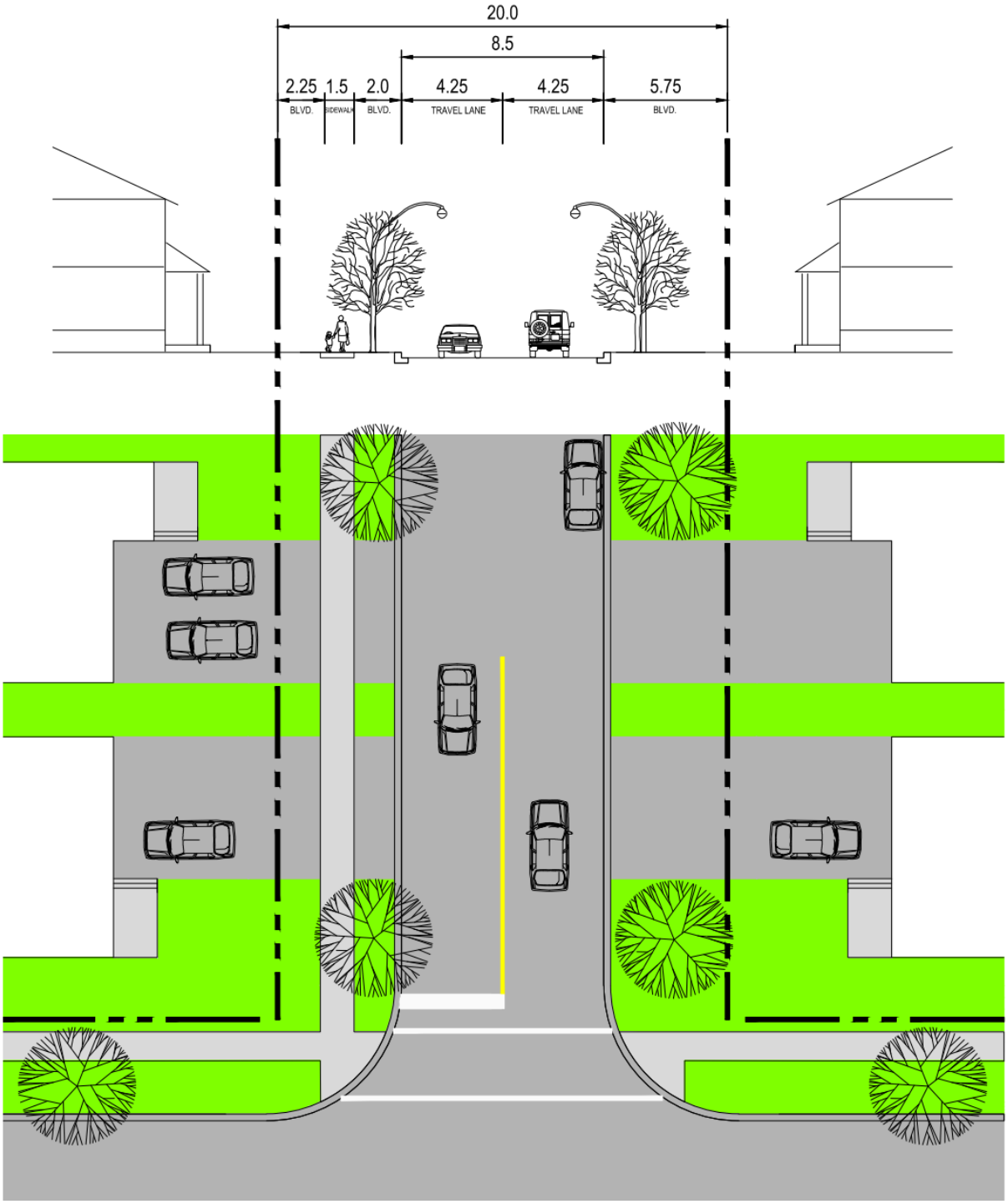
LOCAL ROAD - URBAN CROSS-SECTION
20m ROW



Local Road
Urban Cross-Section
20m ROW
Figure 9.2

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

Mississippi Mills

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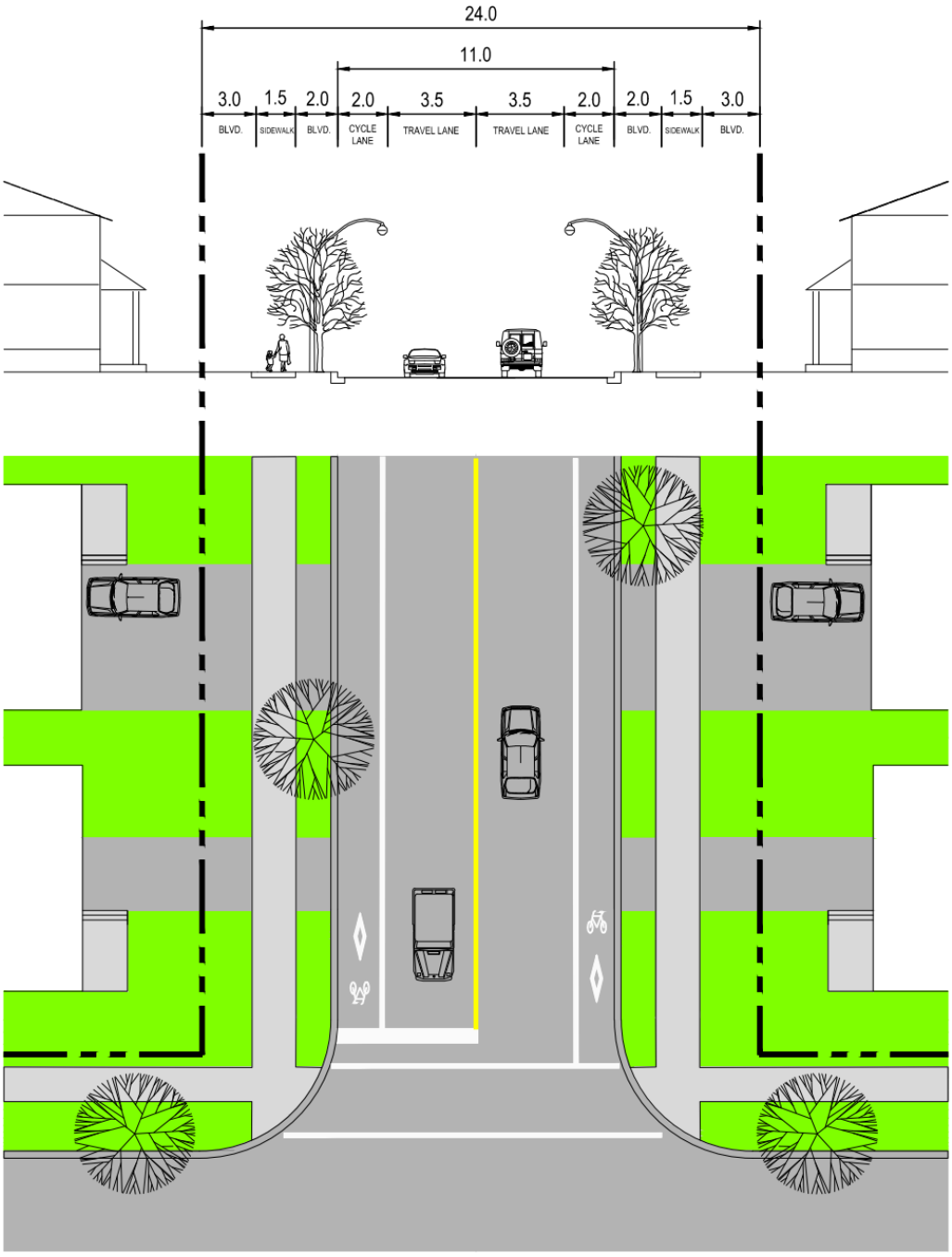
COLLECTOR - URBAN CROSS-SECTION
24m ROW



Collector
Urban Cross-Section
24m ROW
Figure 9.3

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

Mississippi Mills

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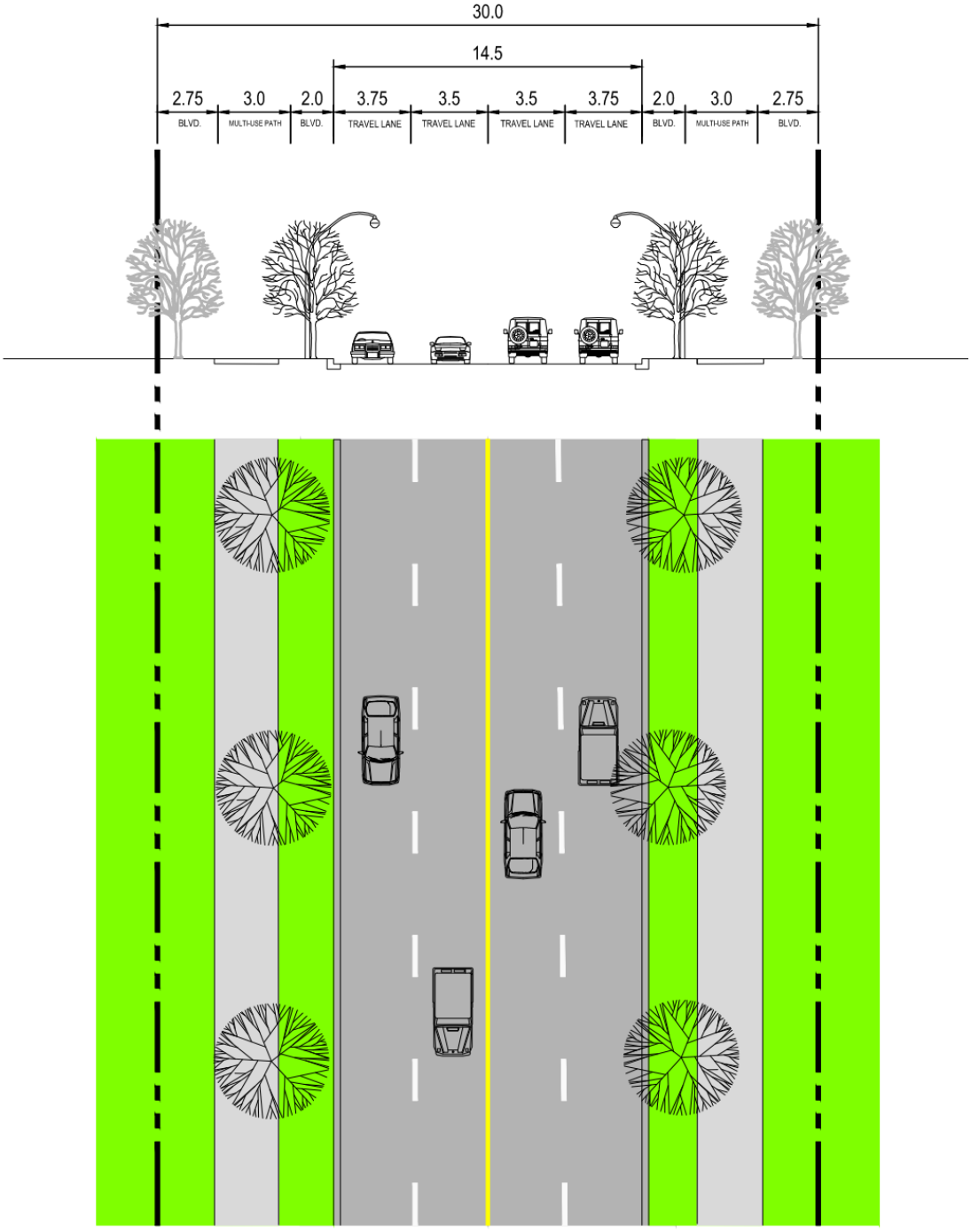
ARTERIAL - URBAN CROSS-SECTION WITH MULTI-USE PATHS 30m ROW



Arterial with Multi-Use Paths
Urban Cross-Section
30m ROW
Figure 9.4

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

Mississippi Mills

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SCALE

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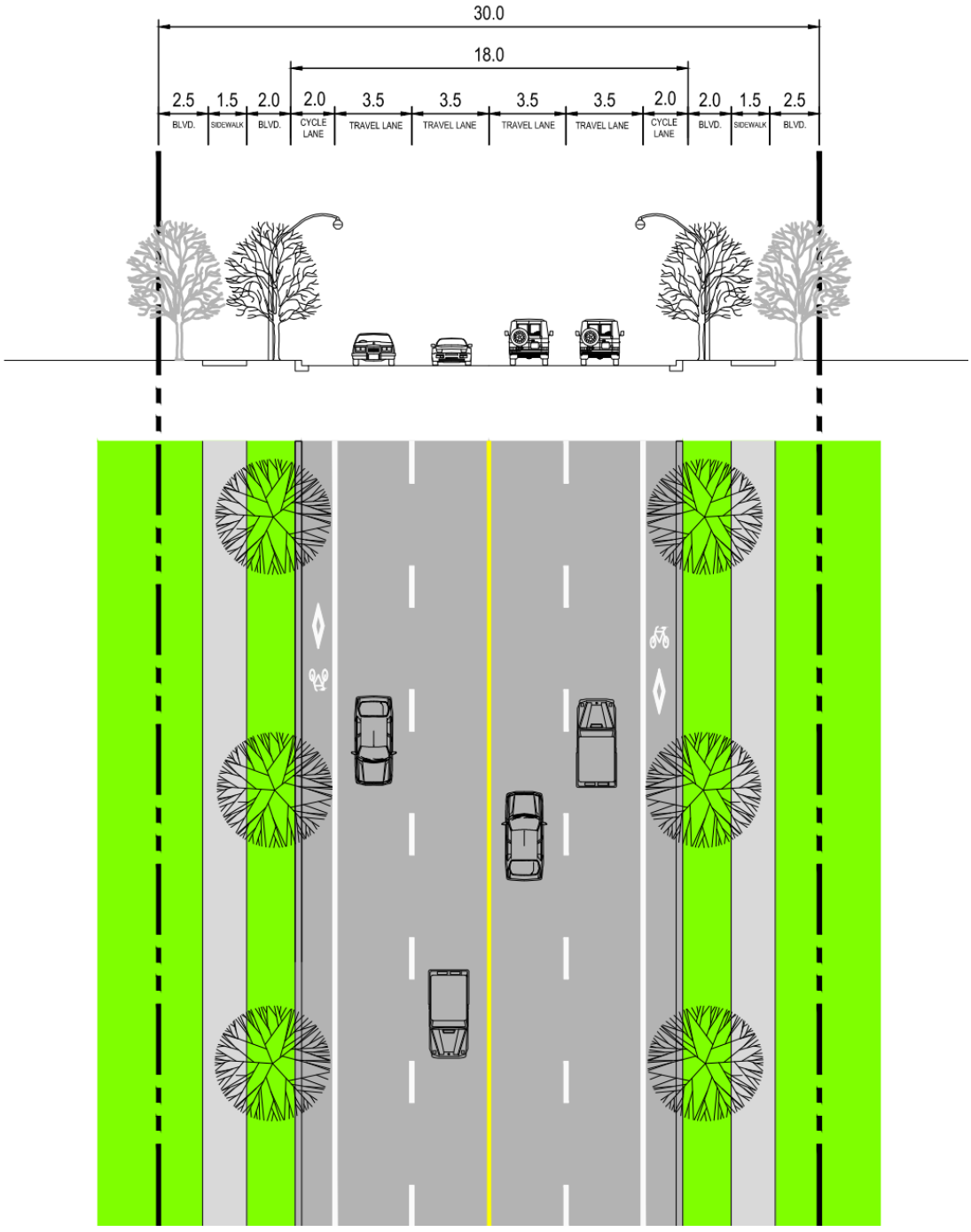
ARTERIAL - URBAN CROSS-SECTION WITH ON-ROAD CYCLING FACILITY 30m ROW



Arterial with On-Road Cycling Facilities
Urban Cross-Section
30m ROW
Figure 9.5

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

Mississippi Mills

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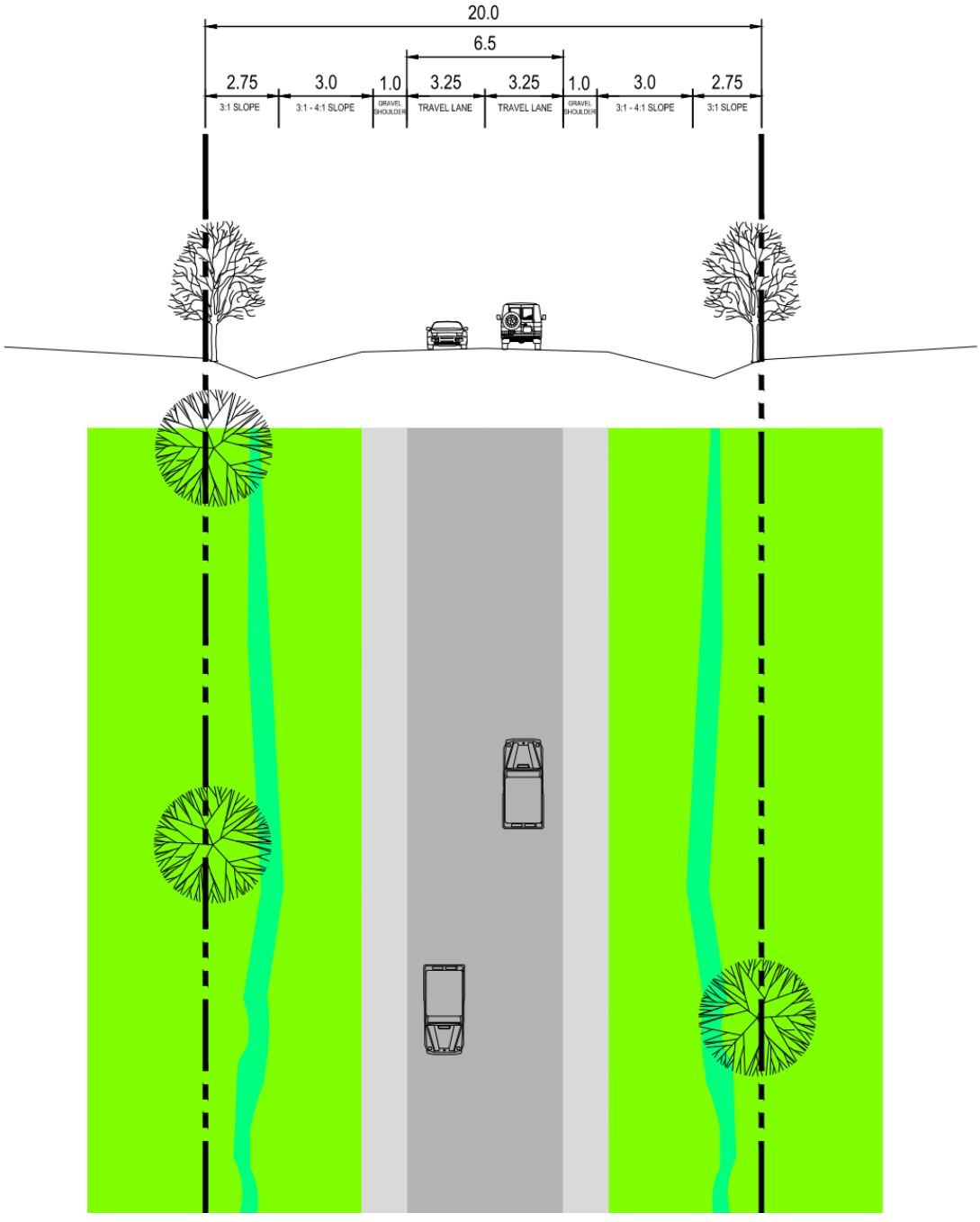
LOCAL ROAD - RURAL CROSS-SECTION
20m ROW



Local Road
Rural Cross-Section
20m ROW
Figure 9.6

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

Mississippi Mills

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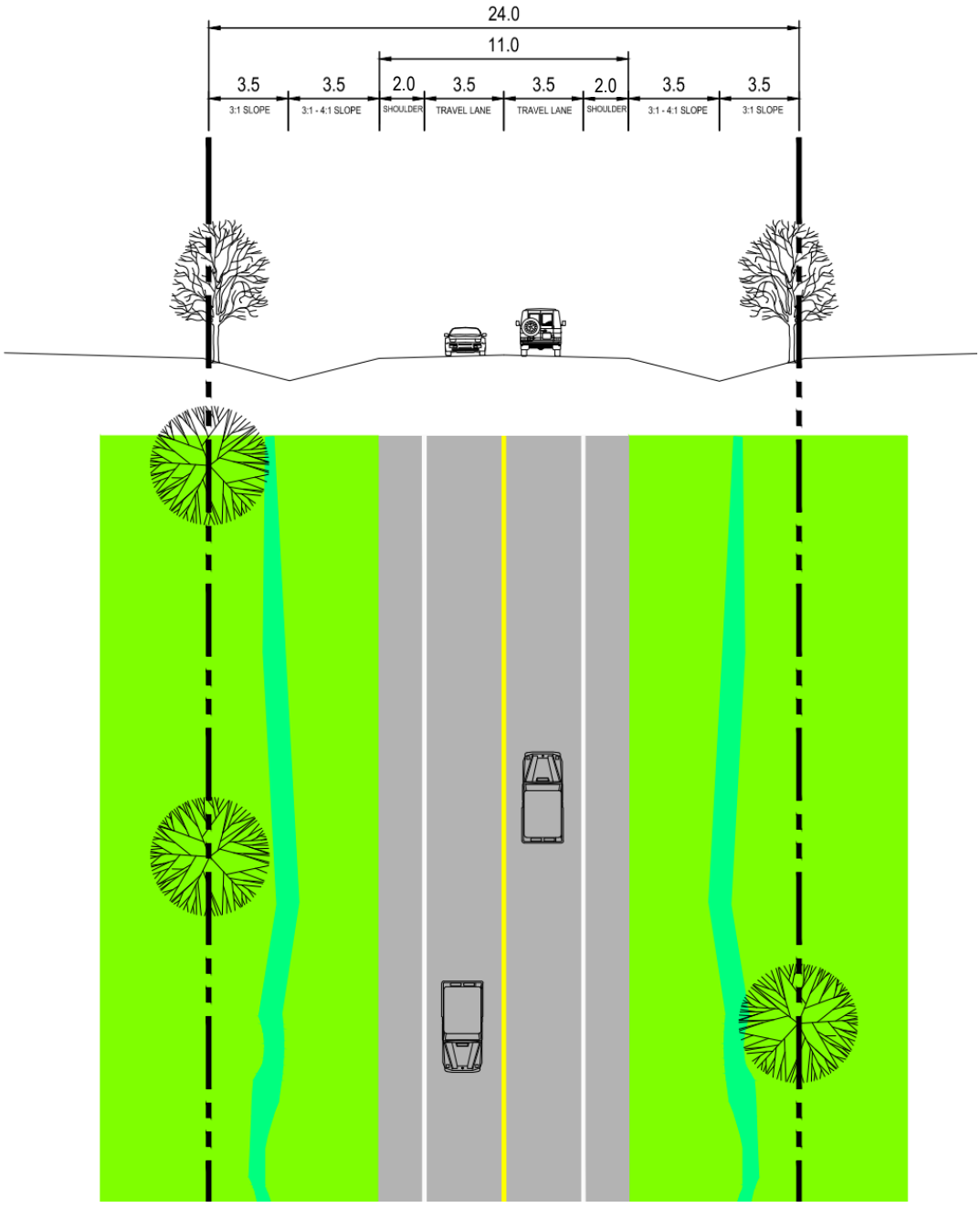
COLLECTOR - RURAL CROSS-SECTION
24m ROW



Collector
Rural Cross-Section
24m ROW
Figure 9.7

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

Mississippi Mills

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9.2 Scenic/ Historic Roads

The Community Official Plan acknowledges a special class of roads that it calls Scenic and Historic Roads. These roads have a valued role in the historical development of the Municipality; as such, the Municipality desires to preserve them in their historical state and context.

The Community Official Plan gives the Heritage Committee the responsibility to identify potential Heritage Roads and work with Municipal staff and Council to have them evaluated and, if appropriate, designated. To date, two routes have been designated with Heritage Roads. They are described in **Tables 18** and **19**, below.

Table 18: Bellamy Mills Road Heritage Route

Road	Limit 1	Limit 2
Upper Perth Road	Ramsay Concession 1	Wolf Grove Road
Bowland Road	Wolf Grove Road	Tatlock Road
Tatlock Road	Bowland Road	Bellamy Mills Road
Bellamy Mills Road	Tatlock Road	Ramsay Concession 7B
Ramsay Concession 7B	Bellamy Mills Road	Bennies Corners Road
Bennies Corners Road	Ramsay Concession 7B	Ramsay Concession 8/ Bennies Corners

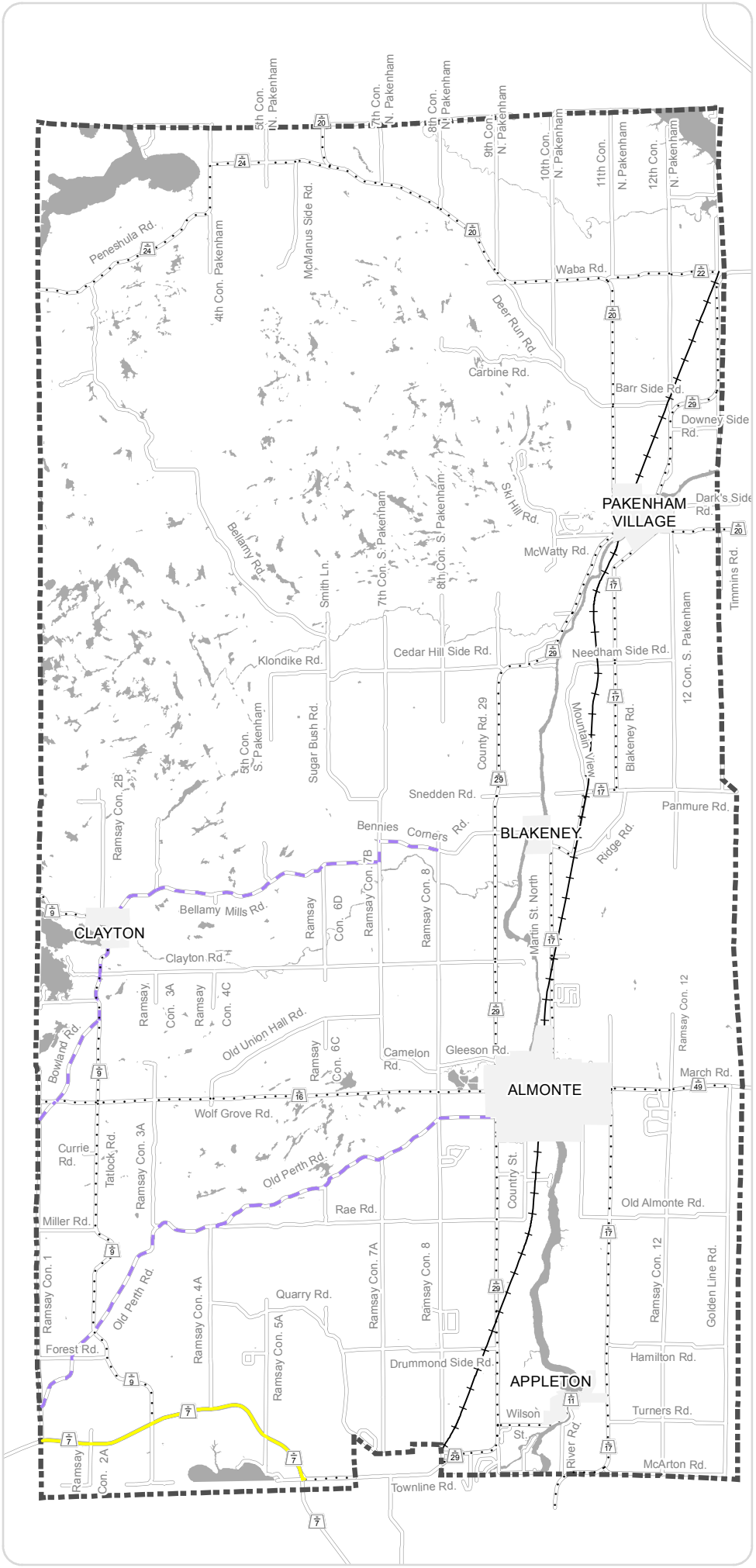
Table 19: Old Perth Road Heritage Route

Road	Limit 1	Limit 2
Old Perth Road	Ramsay Concession 8	Forest Road
Unmaintained Road	Forest Road	South of Forest Road
Old Perth Road	North of Ramsay Concession 1	Ramsay Concession 1

Figure 9.8 shows the two Heritage Routes. Given that the authority to designate new Heritage roads lies with the Heritage Committee, no additional Heritage roads were identified through the MMTMP.

9.3 Complete Streets

Complete streets are designed to consider the needs of all users, such as people who walk, bicycle, or drive, and people of varying ages and levels of ability. They also consider other uses like sidewalk cafés, street furniture, street trees, utilities, and stormwater management. While not every type of use of user may be accommodated on every street, the goal is to build a Municipality with a well-functioning street network that supports and sustains our quality of life in Mississippi Mills. Complete streets will ensure that social, economic and environmental priorities are integrated in street planning and design.



Mississippi Mills

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

SCENIC / HISTORIC ROADS

FIGURE 9.8

Legend

- Scenic / Historic Roads

Community Features

- Rail Corridor
- Roads

Road Ownership

- Lanark County
- Provincial (Highway 7)
- Mississippi Mills Boundary

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DATE: DEC 2015

The overriding principle of complete streets is to offer safety, comfort and convenience to all users (i.e. pedestrians, cyclists, transit riders and motorists) regardless of their age or ability. However, the consideration given to different users will vary by location. For example, where the Municipality wishes to emphasize sustainable travel choices (e.g. downtown, key cycling links), the needs of the most vulnerable street users—pedestrians and cyclists—will be considered first, followed by the needs of trucks and motorists. Where high demands from multiple modes exist, the City will seek to balance the needs of all users in a sustainable way.

What does this mean?

- New roads will be designed and built with appropriate facilities for pedestrians and cyclists in addition to cars
- Pedestrian and cyclist facilities will be added to existing roads when reconstructed, where appropriate
- Key gaps in the pedestrian and cyclist network within the road system will be prioritized based on network plans and recommendations from the AT plan
- Pedestrian and cyclist crossings of Arterials and Collectors will be provided as needed

9.4 Roundabouts

Roundabouts have emerged as an alternative to traffic signals or all-way stops for traffic control at intersections, particularly in new residential subdivisions or in locations where traffic signals are not warranted. Roundabouts are environmentally-friendly intersection control measures that can offer many advantages over traditional forms of traffic control and are well suited to use in Collector Road and Major Collector Road corridors. Roundabouts provide a traffic calming function, and enhance the streetscape by providing additional landscape opportunities and visual focal points along a road corridor. In general, if traffic signal or all-way stop control is warranted, a roundabout will provide acceptable traffic control. While roundabouts can have a positive impact on intersections experiencing a higher than average collision rate, care must be taken to accommodate all road users in their design.

1. Consider the use of roundabouts as an alternative to full signalization or the use of all-way stops for traffic control where two Collector Roads intersect, or where local streets intersect with Collector Roads.
2. Ensure sufficient ROW is protected in road corridors where roundabouts are proposed. Additional ROW may be required at roundabout intersections versus signalized intersections, depending on the number of approach and turn lanes required if the intersection were signalized, and the demonstration plan being used.
3. Avoid mixing different traffic control treatments within a road corridor, and avoid placing roundabouts in proximity to a downstream signalized intersection to reduce the possibility of queues blocking the roundabout.

4. Design the roundabout to accommodate a range of vehicles, with particular attention to emergency vehicle requirements.
5. In road corridors with designated on-street cycling lanes, terminate the cycle lane well in advance (25-30m) of the roundabout entry, to allow cyclists to merge into the vehicle stream. Bicycle lanes should not be provided within the roundabout. At locations with higher bicycle volumes, consider provision of an off-street multi-use pathway for cyclists.
6. Provide pedestrian crossings at roundabout intersections at a location 7.5m (one car length) in advance of the roundabout entry. Use a median island to allow for a pedestrian refuge.
7. Do not place benches, public art, or other features in the centre island which may attract pedestrians. Locate such amenities in a safer location in the road edge.
8. Give special design consideration when locating roundabouts in areas with high levels of elderly, disabled, or visually impaired pedestrian activity.

What does this mean?

- The Municipality will consider roundabouts as a first option for traffic control at all intersections on its Arterial and Collector roads where traffic control signals are needed.

9.5 Truck Routes

Management of impacts of truck traffic can be an issue for municipal governments, as heavy vehicle traffic often conflicts with safe use of roads by pedestrians and cyclists. Noise and vibration from large trucks can also cause noise, air quality, and vibration impacts on land uses adjacent to roads. Occasionally roads are not structurally robust enough to carry trucks during the spring, when ground water levels are high and roads are at their weakest.

Typical solutions for Municipalities are to establish designated truck routes which limit truck traffic to designated routes except for the purposes of local deliveries and/or to establish load restrictions on roads (which prohibit truck traffic on specifically designated routes) as needed. Both of these solutions are enacted through municipal bylaw.

The MMTMP considered the need for additional restrictive truck bylaws in the Municipality. The Municipality currently has no truck route map, and has only one load restriction bylaw in place, which prohibits trucks on Golden Line Road. The majority of the large, heavy truck traffic in on County Roads, which are beyond the Municipality's jurisdiction; therefore no further restrictions were found to be necessary.

What does this mean?

- No additional truck management measures are recommended for Mississippi Mills

9.6 Road Surface Treatments

The Municipality is looking for a policy/ technical practice to guide appropriate selection of road surface treatments. The Municipality currently has gravel roads, surface treated roads, and paved roads, but as traffic volumes grow, truck volumes increase, and development patterns change, surface treatments on existing roads need to be reviewed and surface treatments on new roads needs to be determined.

The determination of appropriate surface treatment for a particular road must consider many factors, as presented in **Table 20**.

Table 20: Factors Used to Determine Road Surface Treatment

Factor	Typical Performance Measure	Impact of Factor on Road Surface
Wear/ Life cycle	• General traffic volumes • Heavy Vehicle volumes	• Road surface breaks down with repeated use, particularly softer surfaces like gravel and Chip Seal treatments • Breakdown accelerated by heavier loads from trucks and heavy vehicles
Environment	• Impact of road surface on adjacent land uses • Impact of road surface on environment	• Road surface can contribute to dust and vibration impacts on adjacent land uses and the natural environment
Function of road	• Role in cycling network • Need to serve heavy vehicle generators (e.g., industry, resources, municipal service depots)	• Cyclists prefer that high volume cycling routes have hard surfaces • Inadequate road structure can lead to seasonal load restrictions – not desirable for roads serving heavy vehicles
Costs	• Capital cost to change surface • Annual cost to maintain existing surface • User costs from existing surface	• User costs for gravel roads are higher than hard surfaced roads as vehicles must work harder to maintain speed and

Rural Roads

Traffic volumes (specifically Annual Average Daily Traffic or AADT) were determined to be a good proxy for the first three factors for the purposes of a strategic transportation planning study (i.e., the MMTMP), as they would influence any environmental impacts (magnitude of impact often determined by traffic volume) and were a major consideration in the determination of the cycling network. Specific heavy vehicle needs and cost issues were also considered.

Triggers to modify the existing road surface were taken from the *Canadian Practice in the Design, Use, and Application of Bituminous Surface Treatments* published by the Canadian Strategic Highway Research Program (C-SHRP), which surveyed practices in the use of

bituminous surface treatments across Canada. The C-SHRP report indicated the following maximum AADT values for gravel and Chip Sealed roads:

- Gravel surface – AADT < 500 vpd
- Chip sealed – AADT < 1000 vpd

These AADT guidelines assume a low to moderate demand from heavy trucks; higher volumes of trucks with heavy loads would drive the need for upgrading surface treatments to paved surfaces.

Urban Roads

All urban roads will be paved roads, based on traffic demands, relatively close proximity to adjacent buildings, needs of pedestrians and cyclists, and wear from winter maintenance.

What does this mean?

Urban Roads

All urban public roads will be paved. The role of urban roads in the pedestrian and cycling networks and long term maintenance costs indicate this is preferred approach

Rural Roads

Need to modify surface treatment reviewed based on guidelines described above

Roads requiring changes to their existing surfaces (based on the guidelines described above) are identified in Section 10.7 of this report.

10.0 Roads

10.1 Strategic East-West Road Network in Almonte Ward

10.1.1 Questions

The RFP asks several questions related to the major east-west road network in Almonte Ward:

1. Is there a (future) need for the Almonte By-Pass? For the purposes of this analysis, the Almonte By-Pass was assumed to be an arterial road connecting March Road east of Appleton Side Road to Christian Street/ CR29.
2. What is the best way to create a continuous arterial road between Christian Street/ CR 29 and Appleton Side Road, as identified in the Community Official Plan? Given the policy commitment to Complete Streets, this corridor would have to be a multi-modal transportation facility.
3. Is there a need to widen any existing major roads? As the Municipality's network currently has no hierarchical classifications, the recommended classifications were used to answer this question.
4. What is the best way to provide east-west road access and service to growth areas within Almonte Ward (planned growth to 2035 and the Future Growth Areas)?

The answers to these questions are inter-related; therefore they were addressed through an integrated analysis.

10.1.2 Performance of Committed Future Network

The first step in determining the need for additional or widened roads was an assessment of the Committed Future transportation network under projected future demands. The Committed Future transportation network assumes the future widening of March Road between Appleton Side Road and the City of Ottawa, as identified in the County of Lanark TMP.

10.1.3 Planning Horizons

Performance of the Committed Future road network was assessed for two planning horizons:

- 2035 – includes all potential development within the established Urban Boundary of Almonte Ward
- Long-Term Growth – adds development of the three Future Growth Areas (FGAs) identified in the Community Official Plan (discussed in Section 5.4 of this report)

The Community Official Plan indicates that these FGAs would require appropriate technical studies prior to being approved for urban development; however, the development capacities

of the FGA were estimated based on their areas and development densities similar to those already seen in Almonte Ward for the purposes of discussing potential transportation network issues.

The FGAs were estimated to have the development capacities and potential traffic impacts identified in **Table 21**.

Table 21: AM Peak Hour Peak Direction Traffic Foreacsts from FGA

Future Growth Area	Population	Households	AM Peak Hour Peak Direction Vehicle Trips (vph)
FGA1	910	350	223
FGA2	1,500	580	370
FGA3	2,360	910	580
Estimated based on 2.6 persons/hhld Estimated based on 0.64 peak hour peak direction trips/ hhld			

10.1.4 Screenline Analysis

Method

Screenlines are imaginary lines drawn along geographic features such as roads and railway tracks for the purpose of summarizing broad traffic demands and system capacities. One Screenline was identified for the purposes of considering the Municipality's strategic long-range road capacity (S1 - across the Mississippi River). **Figure 10.1** shows the location of the planning Screenline.

Volume to capacity ratio (V/C) was selected as the performance measure for assessing strategic road capacity. It is the measure most commonly used for this purpose. A V/C of 0.80 was selected as the performance target. Again, this target is commonly used for planning road capacity in small cities and municipalities, where road congestion and delays are not tolerated by residents. A V/C of 0.80 is also sometimes described as Level of Service C.

2035 Horizon

Table 22 shows the 2035 Screenline analysis. No capacity issues were identified across the Screenline for the 2035 horizon.

Mississippi Mills

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

PLANNING SCREENLINES

FIGURE 10.1

Legend

1 **Sceenline #1**

MAP DRAWING INFORMATION:

MAP CREATED BY: ERS
MAP CHECKED BY: PSD
MAP PROJECTION: EPSG 26918

FILE LOCATION:

SCALE:

DILLON CONSULTING

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

Table 22: Strategic Assessment of Screenlines

S1: Mississippi River Screenline

Street Name	Road Class	Capacity per lane	Number of Lanes	Peak Hour Capacity	2015			2035		
					Vol	V/C	LOS C	Vol	V/C	LOS C
Main Street	Collector	700	1	700	300	0.43	0.80	400	0.57	0.80
Bridge Street	Arterial	1000	1	1000	275	0.28	0.80	325	0.33	0.80
				1700	575	**0.34**	0.80	725	**0.43**	0.80

Long Term Growth

No additional problems with Screenline capacity are anticipated for S1. FGA1 and FGA2 will not contribute any traffic to this Screenline based on their locations. FGA3 will impact this Screenline, assuming the continuation of existing travel patterns. Given the location of FGA3, demands across S1 are estimated to increase by approximately 350 vph in the AM Peak Hour (assuming similar traffic patterns to existing Almonte development). Using an assignment of 350 vph to the Screenline, the Screenline V/C ratio would climb to 0.63 (1,075 demand/1,700 capacity), which is still below the performance target of 0.80.

10.1.5 Corridor Capacity

Method

The planned capacity of the arterial and collector corridors was reviewed to determine if it was sufficient to meet projected demands. This analysis supplements the Screenline evaluation as it identifies pressure points for individual road corridors. **Table 23** shows the results of the corridor analysis.

Volume to capacity ratio (V/C) was selected as the performance measure for assessing strategic road capacity, as it is the most commonly used measure for this purpose. A V/C of 0.80 was selected as the performance target as this target is commonly used for planning road capacity in small cities and municipalities, where road congestion and delays are not tolerated by residents. A V/C of 0.80 is also sometimes described as Level of Service C.

2035 Horizon

A capacity shortfall is predicted on Ottawa Street between Main Street and Paterson Street by the 2035 planning horizon. The physical capacity of the road is not exceeded, but desirable operating conditions (LOS C, V/C of 0.80) will not be met. Mitigation in the form of road widening or additional east-west road corridors between Martin Street North/Spring Street and Paterson Street is required.

Long Term Growth

FGA1 will have little impact on the corridor capacity findings. Assuming similar traffic patterns as those demonstrated today, traffic will be primarily oriented towards the City of Ottawa. Traffic from FGA1 would add demands to Paterson Street, Appleton Side Road, and Ottawa Street east of Paterson Street. All of these links are projected to have significant excess capacity beyond 2035.

Table 23: Assessment of Corridor Activity

Key Corridors						AM Peak Hour Peak Direction Volume/ Capacity Ratio		
						2035		
Street Name	Segment Limits	Road Class	Capacity per lane (vph)	# of Lanes	Peak Hour Capacity (vph)	Vol*	V/C	LOS C
March Road	Appleton Side Road - Municipality Boundary	Arterial	1000	2	2000	925	0.46	0.80
Ottawa Street	Paterson Street - Appleton Side Road	Arterial	1000	2	2000	1050	0.53	0.80
Ottawa Street	Martin Street North - Paterson Street	Arterial	1000	1	1000	900	***0.90***	0.80
Almonte Street/ Main Street	CR29 - Martin Street North	Collector	700	1	700	400	0.57	0.80
Wolf Grove Road	8th Concession - CR29	Collector	700	1	700	250	0.36	0.80
Bridge Street/ Queen Street	Perth Street - Martin Street North	Arterial	1000	1	1000	325	0.33	0.80
Perth Street	CR29 -Bridge Street	Arterial	1000	1	1000	150	0.15	0.80
CR29	North of Almonte Street	Collector	700	1	700	200	0.29	0.80
CR29/ Christian Street	Perth Street - Almonte Street	Collector	700	1	700	150	0.21	0.80
CR29	South of Perth Street	Arterial	1000	1	1000	200	0.20	0.80
Martin Street North	Main Street - Carss Street	Collector	700	1	700	375	0.54	0.80
Country Street	South of Bridge Street	Collector	700	1	700	50	0.07	0.80
Paterson Road	South of Ottawa Street	Collector	700	1	700	300	0.43	0.80
Appleton Side Road	South of Ottawa Street	Collector	700	1	700	75	0.11	0.80

** AM Peak Hour Peak direction traffic volume (vehicles/ hour)*

FGA2 and FGA3 will impact the Ottawa Street (Martin Street North to Paterson Street) segment that is already projected to exceed desirable performance targets.

10.1.6 Road Access to Growth Areas

All growth areas (pre-2035 and FGAs) are located north and south of Almonte-Main-Ottawa Street/ Bridge Street, the only continuous east-west roads in Almonte Ward. East-west connectivity is an important requirement for the future Almonte road network, given the orientation of traffic demand towards the City of Ottawa. Without new east-west roads, all traffic will continue to be funneled onto Almonte-Main-Ottawa Street, compounding the building congestion.

The Future Committed road network does not provide any new east-west roads to serve the growth areas.

10.1.7 Continuous East-West Arterial

The Community Official Plan identifies a desire to designate a continuous high capacity transportation corridor across Almonte Ward to serve the mobility needs of the community. The policy objective to create complete streets indicates that this will need to be a continuous multi-modal transportation corridor that can be a focal point for future development.

The Future Committed road network does not provide an obvious opportunity to create the desired continuous, high capacity, multi-modal corridor between Christian Street/ CR29 and March Road east of Appleton Side Road.

10.1.8 Problem Confirmation

The evaluation of the Future Committed network confirmed problems:

- There will be a capacity shortfall on Ottawa Street (Martin Street North-Paterson Street) by 2035
- There will be insufficient east-west road access to growth areas by 2035
- There will be no continuous, high capacity multi-modal corridor east-west across Almonte Ward (between Christian Street/ CR29 and March Road east of Appleton Side Road)

10.1.9 Potential Solutions

Potential solution Options need to address all three problems; they must relieve Ottawa Street capacity, provide a new road corridor north and south of Almonte-Main-Ottawa Streets (to serve all new development areas) and a continuous high capacity multi-modal facility between Christian Street and March Road east of Appleton Side Road.

Constructing new east-west road corridors across Almonte Ward would divert traffic from Almonte-Main-Ottawa Street; both traffic from new development areas and existing through traffic. The impact of any one option on Almonte-Main-Ottawa Street traffic volumes will depend on the location and connections of the road corridor that is being considered. **Figure 10.2** shows the forecasted traffic volumes between Martin Street North and Paterson Street on Ottawa Street and the alternative road corridors for the three potential road network options:

Option 1 Almonte By-Pass North + Collector South (Spring Street to Appleton Side Road)

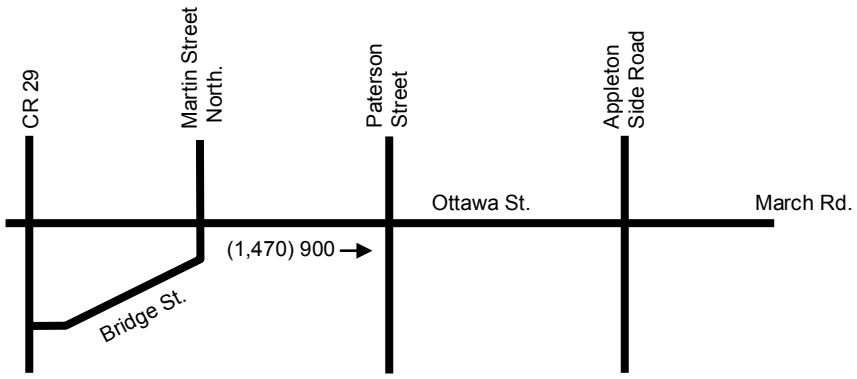
Option 2 Collector North (Martin Street North to Concession 11) + Almonte By-Pass South

Option 3 Collector North (Martin Street North to Concession 11) + Collector South (Spring Street to Appleton Side Road)

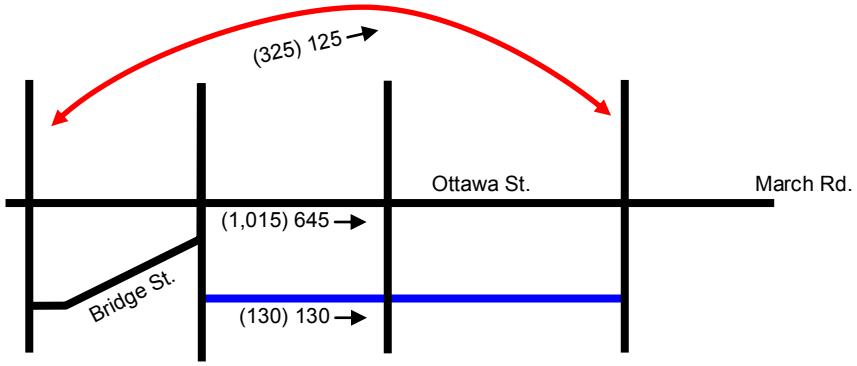
Figure 10.2 shows:

- Each Option provides the demand reduction necessary to allow Ottawa Street to operate below target congestion levels by 2035;
- Option 1 cannot serve the FGA traffic on Ottawa Street as the FGA are currently conceived. Not only does the demand exceed the target LOS, it exceeds the physical capacity of a two lane cross-section;
- Option 2 maintains target LOS on Ottawa Street even with all FGA developed;
- Option 3 exceeds target LOS traffic volumes, but not the physical capacity of the corridor.

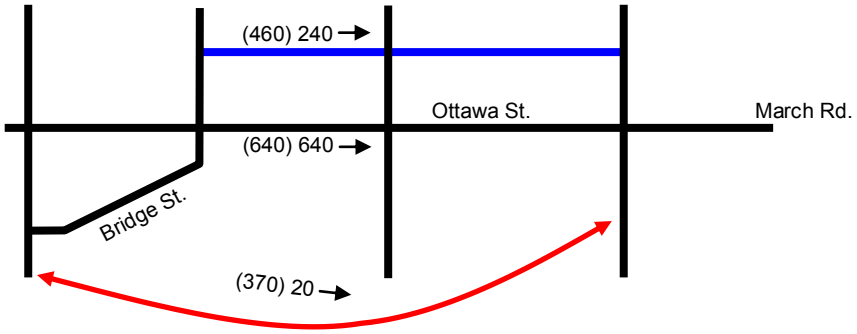
All Options provide new east-west road capacity to the development and Future Growth areas. Options 1 and 2 provide a continuous high capacity multi-modal corridor through the Almonte By-Pass; Option 3 provides the required corridor through the existing Perth-Bridge-Main-Ottawa Street corridor.



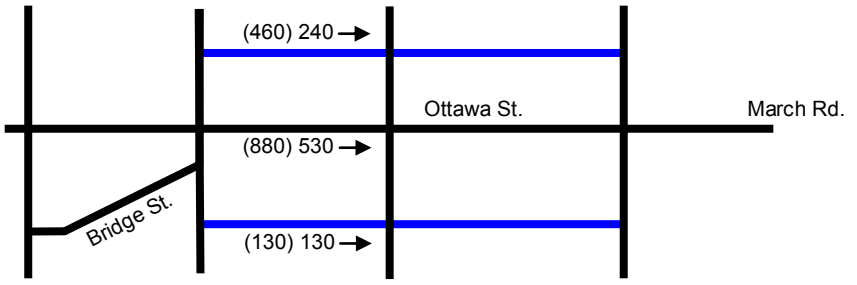
Baseline
No additional
East-West Roads



North By-Pass
+ South Collector



North Collector
+ South By-Pass



North Collector
+ South Collector

Impacts of Solution Options on Ottawa Street Traffic Volumes
Figure 10.2

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TRANSPORTATION MASTER PLAN

Mississippi Mills

Legend:

←1,234 (1,234) AM Peak Hour Traffic Volumes
2035 Horizon Year (Ultimate Horizon Year)

DILLON CONSULTING

MAP DRAWING INFORMATION:

MAP CREATED BY: ERS
MAP CHECKED BY: PSD
MAP PROJECTION: EPSG 26918

FILE LOCATION:

SCALE

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

10.1.10 Evaluation of Solution Options

Table 24 presents the evaluation of the Solution Options. Options 3 – North and South Collectors – is the Preferred Option. Option 3 has lower impacts on the natural environment and lower costs than Options 1 and 2 and is ranked second from a transportation service perspective.

Ultimately, if all the three FGA develop as currently conceived, there could be the need to widen Ottawa Street between Martin Street North and Paterson Street to avoid undesirable levels of congestion. FGA3, in particular, increases traffic volumes and congestion on this road segment. A 30m ROW should be preserved for this segment of Ottawa Street against future possible need.

10.1.11 Key Findings

- There is no need for Almonte By-Pass to serve projected traffic demands across Mississippi River. The Mississippi River Screenline will function better than target LOS, even with buildout of the FGA.

- An Almonte By-Pass is not the preferred approach to resolving a projected capacity deficiency on Ottawa Street between Martin Street North and Paterson Street. The environmental impacts of crossing the Mississippi River and capital cost of constructing a By-Pass are significant, and other, less impactful, solutions are available.

- East-West Collector roads are required north and south of Ottawa Street to divert existing traffic and serve projected new traffic from the development areas and FGA. Construction of these roads will significantly defer any need to widen Ottawa Street between Martin Street North and Paterson Street.

- Perth-Bridge-Main-Ottawa Street corridor will become the continuous high capacity multi-modal corridor between Christian Street and March Road east of Appleton Side Road.

- Long term demands from FGA3 result in the need to protect a 30m ROW on Ottawa Street between Martin Street North and Paterson Street in case a widening is eventually required to maintain performance at target LOS.

Table 24: Evaluation of Solution Options

Criteria	Option 1 By-Pass North/ Collector South	Option 2 Collector North/ By-Pass South	Option 3 Collectors North and South
Natural Environment *Does the option create negative impacts on the natural environment?*	**Rank: 2** A By-pass would require a new crossing of the Mississippi River, impacting the aquatic habitat and the river banks. The route for a By-pass would be outside of the urban area, impacting land that otherwise would remain rural or natural.	**Rank: 2** A By-pass would require a new crossing of the Mississippi River, impacting the aquatic habitat and the river banks. The route for a By-pass would be outside of the urban area, impacting land that otherwise would remain rural or natural.	**Rank: 1** Does not impact on any significant natural environment features. All land impacted is within the Urban Area and identified for future development.
Social Environment *Does the option create negative impacts on the built environment?*	**Rank: 3** Options 1 removes pressure to widen Ottawa Street between Martin Street North and Paterson Street within the life of this TMP (2035), and would result in this segment of Ottawa Street ultimately exceeding its target LOS based on traffic from FGA2 and FGA3. Options 1 and 2 divert traffic away from the commercial segment of Ottawa Street.	**Rank: 1** Option 2 removes the traffic pressures to widen Ottawa Street between Martin Street North and Paterson Street even with buildout of the development areas and FGAs. Options 1 and 2 divert traffic away from the commercial segment of Ottawa Street.	**Rank: 1** Option 3 removes pressure to widen Ottawa Street between Martin Street North and Paterson Street within the life of this TMP (2035), but would result in this segment of Ottawa Street ultimately approaching its target LOS based on traffic from FGA3. Option 3 maintains existing traffic patterns on the commercial segment of Ottawa Street.
Transportation Environment *Does the option meet the transportation objectives for Almonte?*	**Rank: Third** All Options develop a continuous high capacity, multi-modal corridor between Christian Street/ CR29 and March Street east of Appleton Side Road. Option 1 will require the future widening of Ottawa Street if the FGA are all developed as conceived.	**Rank: First** All Options develop a continuous high capacity, multi-modal corridor between Christian Street/ CR29 and March Street east of Appleton Side Road. Option 2 serves all projected traffic demands between Martin Street North and Paterson Street.	**Rank: Second** All Options develop a continuous high capacity, multi-modal corridor between Christian Street/ CR29 and March Street east of Appleton Side Road. Option 3 may require the future widening of Ottawa Street if the FGA are all developed as conceived.
Cost	**Rank: 2** Would require: • 3.5km of two lane Arterial • New 100m long bridge • 1.5km of two lane Collector	**Rank: 2** Would require: • 3.5km of two lane Arterial • New 100m long bridge • 1.5km of two lane Collector	**Rank 1:** Would require: • 3 km of two lane Collector
Overall	**Rank: 3**	**Rank: 2**	**Rank: 1**

10.2 Growth Areas

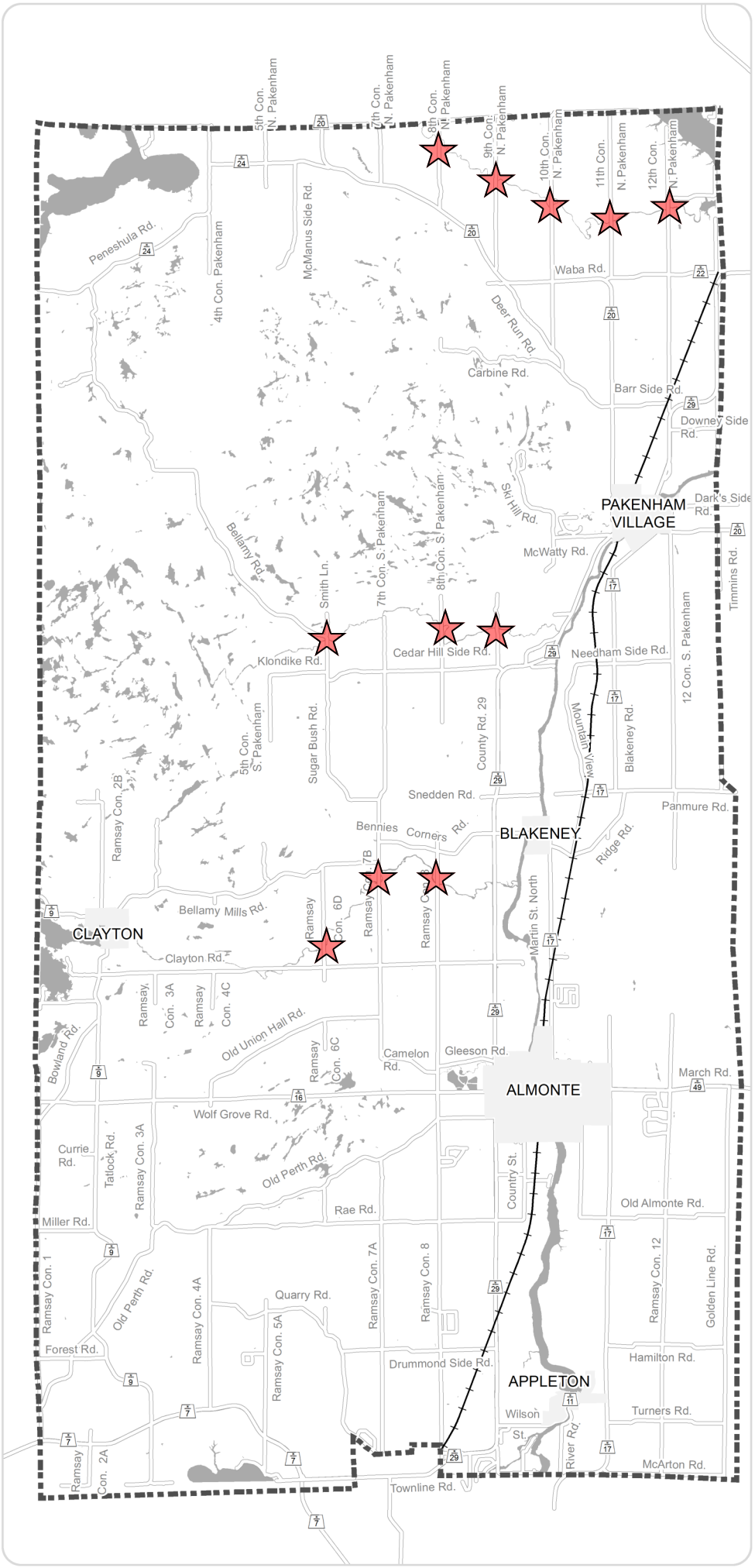
There are several planned Growth Areas within Mississippi Mills. Many of these anticipated prior to 2035 have some level of design complete, including road networks. The adoption of a new road hierarchy requires identification of collector and arterial corridors to insure that the desired level of community circulation and active mode corridors are preserved.

10.3 Single Lane Bridges

Mississippi Mills has 11 single lane bridges in its road network (see **Figure 10.3**). The scope of work included the identification of any Single Lane Bridge that may require future widening during structural rehabilitation.

The Ministry of Transportation Ontario (MTO) Structural Design Manual indicates single lane bridges are acceptable where the AADT is less than 400 vehicles per day and no other operational problems are apparent. As no operational issues for these facilities were reported by Mississippi Mills staff, the 11 bridges were assessed against the traffic volume criteria. The results of the assessment are indicated in **Table 25.**

There is no requirement to widen existing Municipality-owned single bridges based on the analysis that was completed. The single lane bridge on Blakeney Road in Blakeney (owned by the County of Lanark) may need to be widened based on the MTO criteria. The County of Lanark will program any required modifications in their Capital Works budget.



Mississippi Mills

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

SINGLE-LANE BRIDGES

Figure 10.3

Legend

Single-Lane Bridges

MAP DRAWING INFORMATION:

MAP CREATED BY: ERS
MAP CHECKED BY: PSD
MAP PROJECTION: EPSG 26918

FILE LOCATION:

SCALE:

DILLON CONSULTING

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

Table 25: Single Lane Bridges Owned/Operated by Municipality

Bridge Name	Bridge Location	Bridge ID	OSIM Number	ROW (m)	Width (m)	2035 AADT < 400 VPD
Hugh Graham	8th Concession North Pakenham, 1.7 km north of Waba Rd.	P-001		20		Y
Campbell's	9th Concession North Pakenham, 2.2 km north of Waba Rd.	P-002		20		Y
Levi	10th Concession North Pakenham, 1.8 km north of Waba Rd.	P-003		20		Y
Shaw	11th Concession North Pakenham, 1.3 km north of Shaw Rd.	P-004		20		Y
Nugent	12th Concession North Pakenham, 1.6 km north of Shaw Rd.	P-005		20		Y
Boal	Sugar Bush Rd., 800 m north of Cedar Hill Side Rd.	P-006		20		Y
Reid	8th Concession South Pakenham, 1 km north of Cedar Hill Side Rd.	P-007		20		Y
Ninth Line	9th Concession South Pakenham, 1 km north of Cedar Hill Side Rd.	P-008		20		Y
Con. 6D	Ramsay Con. 6D, 450 m north of Clayton Rd.	R-003		20		Y
Con. 7B	Ramsay Con. 7B, 2 km north of Clayton Rd.	R-004		20		Y
Mill of Kintail	Ramsay Con. 8, 1.9 km north of Clayton Rd.	R-005		20		Y

10.4 Road Safety

Historical collision data from 2011, 2012 and 2013 for the municipality of Mississippi Mills was provided by the Ontario Provincial Police (OPP) in a spreadsheet format. The data was reviewed and summarized based on collision type and the year the collision occurred. **Table 25** presents the number of collisions occurring by type in each year. Fatal collisions and collisions where 'pedestrian' was the primary cause were presented separately. Additional details on the fatal collision and the pedestrian collision can be found in **Table 26**.

Table 26: Summary of Collissions in Mississippi Mills from 2011, 2012 and 2013

Collision Type	Year		
	2011	2012	2013
Fatality [1]	0	0	1
Pedestrian [2]	0	0	1
Driver Impairment [3]	61	60	55
Animal / Road Debris [4]	86	78	86
Disobeyed Rules of the Road [5]	59	47	56
Mechanical Failure / Other [6]	22	30	29

Notes:

1. See Table 26 for more information
2. See Table 26 for more information
3. Driver Impairment / Ability includes: 'ability impaired - alcohol', 'ability impaired - drugs', 'driver fatigue', 'inattentive driver', 'lost control' and 'medical / physical disability of driver'.
4. Animal / Road Debris includes: 'animal - wild or domestic', and 'debris on roadway'.
5. Disobeyed Rules of the Road includes: 'disobeyed traffic control', 'failed to share', 'failed to yield right-of-way', 'following too closely', 'improper lane change', 'improper passing', 'improper turn', 'speed - excessive', and 'speed - too fast for conditions'.
6. Mechanical Failure / Other includes: ‘Mechanical failure’, ‘other’ and ‘unknown’.

Table 27: Fatality and Pedestrian Collission Information

Collision Type	Date	Time	Location	Other Information
Fatality	4-Aug-13	5:29	Wolf Grove Road	Off-Road Vehicle, lost control
Pedestrian	7-Oct-13	16:45	County Road No 29 / Rae Road	Property Damage

The County of Lanark TMP identified three intersections in Mississippi Mills that would be modified to improve either safety or operations (often an indication of safety concerns, but without collision experience):

- Martin Street North-South/ Ottawa Street/ Queen Street
- County Road 29 North/ Old Perth Road/ Perth Street; and
- Bellamy Mills Road/ Tatlock Road

The first two intersections were the only two locations identified by project stakeholders as presenting safety concerns. Observation of traffic operations in Almonte Ward and the Villages during commuter peak hours did not reveal any other concerns. Given this, no other road safety issues have been identified.

Some project stakeholders suggested the need for traffic calming measures. The County of Lanark and the Municipality both have traffic calming policies in place.

10.5 Traffic Operations

Figure 10.4 shows the intersections that were reviewed from a traffic operations perspective.

All intersections were determined to have sufficient capacity to meet existing demands at the preferred level of service (LOS C).

The County of Lanark TMP identified three intersections in Mississippi Mills that would be modified to improve either safety or operations (often an indication of safety concerns, but without collision experience):

- Martin Street North-South/ Ottawa Street/ Queen Street
- County Road 29 North/ Old Perth Road/ Perth Street; and
- Bellamy Mills Road/ Tatlock Road

These intersection modifications are a County responsibility. No additional locations were identified for safety or operations-related modifications.

Mississippi Mills

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TRANSPORTATION MASTER PLAN

INTERSECTIONS ASSESSED IN OPERATIONS REVIEW

FIGURE 10.4

Legend

- Existing Traffic Signals
- Existing Roundabout

MAP DRAWING INFORMATION:

MAP CREATED BY: ERS
MAP CHECKED BY: PSD
MAP PROJECTION: EPSG 26918
FILE LOCATION:

SCALE:

DILLON CONSULTING

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

10.6 Infrastructure Exchange with County of Lanark

The County of Lanark has an established framework for evaluating the potential for lower tier municipalities to upload transportation infrastructure. The framework is outlined in a County of Lanark Public Works Department Operational Practice, shown in **Appendix B** to this report.

This County of Lanark framework was applied to three facilities in Mississippi Mills to determine if they were candidates for uploading:

1. Almonte-Main-Ottawa Street between Christian Street/CR29 and Appleton Side Road. This corridor has the highest AADT in Mississippi Mills and connects CR16/CR29 to CR49;
2. New Major Collector north of Ottawa Street between Martin Street North and Concession 11/ Appleton Side Road (CR17). This road serves as a partial by-pass of Almonte/ Ottawa Street and might be more appropriately under the jurisdiction of the County of Lanark;
3. Blakeney Road between CR29 and CR17. This road segment connects two County roads and might be more appropriately under the jurisdiction of the County of Lanark.

The Almonte-Main-Ottawa Street corridor was evaluated in two segments with significantly different characteristics and roles: Christian Street to Martin Street North and Martin Street North to Appleton Side Road.

The results of the assessment are shown in **Tables 28 to 31**. A minimum score of eight (8) indicates that the road segment is a candidate for uploading. The assessment indicates that the Municipality of Mississippi Mills should consider discussions with the County of Lanark regarding uploading Ottawa Street from Martin Street North to Appleton Side Road.

Table 28: Facility Transfer Assessment – Almonte Street/Main Street (Cr 29 to Martin Street North)

Criteria	Max Score	Eval Score	Comment
Connects Population Centres	3	3	Connects Almonte Ward to CR 29/ Carleton Place
Connects Commercial/ Industrial Areas to Provincial Highways	2	0	Serves residential and Downtown
Serves Significant Truck Generators	2	0	
Provides Service Across Major Barriers			Crosses Mississippi River
Provides Service to Major Recreation Areas	1	1	Serves Gemmill Park
Urban Arterial Extension	3	0	Connects only to collectors
Speed Limit > 80 km/hr	1	0	Posted at 50 km/hr
AADT > 1000 vpd	3	2	Estimate 2035 AADT 3000-4000 vpd
Serves Seasonal Traffic	1		
	15	6	Does not meet min score

Table 29: Facility Transfer Assessment – Ottawa Street (Martin Street North to Appleton Side Road)

Criteria	Max Score	Eval Score	Comment
Connects Population Centres	3	3	Connects Almonte Ward to Hwy 417
Connects Commercial/ Industrial Areas to Provincial Highways	2	2	Serves Industrial Park
Serves Significant Truck Generators	2	0	Does not serve truck generators
Provides Service Across Major Barriers			Crosses no barriers
Provides Service to Major Recreation Areas	1	0	Serves no recreational facility
Urban Arterial Extension	3	3	Extension of Bridge Street
Speed Limit > 80 km/hr	1	0	Entire street is posted at 50/60
AADT > 1000 vpd	3	3	Estimate 2035 AADT 7500-8500 vpd
Serves Seasonal Traffic	1		
	15	11	Initiate discussion

Table 30: Facility Transfer Assessment – New Northeast Major Collector

Criteria	Max Score	Eval Score	Comment
Connects Population Centres	3	3	Connects Almonte Ward to Hwy 417
Connects Commercial/ Industrial Areas to Provincial Highways	2	0	Serves no Commercial/ Industrial
Serves Significant Truck Generators	2	0	Does not serve truck generators
Provides Service Across Major Barriers			Crosses no barriers
Provides Service to Major Recreation Areas	1	0	Serves no recreational facility
Urban Arterial Extension	3	0	Not connected to arterial
Speed Limit > 80 km/hr	1	0	Would be posted at 50/60
AADT > 1000 vpd	3	1	Estimate 2035 AADT 2500 vpd
Serves Seasonal Traffic	1		
	15	4	Does not meet min score

Table 31: Facility Transfer Assessment – Blakeney Road

Criteria	Max Score	Eval Score	Comment
Connects Population Centres	3	2	Connects to village of Blakeney
Connects Commercial/ Industrial Areas to Provincial Highways	2	0	Serves no Commercial/ Industrial
Serves Significant Truck Generators	2	0	Does not serve truck generators
Provides Service Across Major Barriers			Crosses river
Provides Service to Major Recreation Areas	1	0	Serves no recreational facility
Urban Arterial Extension	3	0	Not connected to arterial
Speed Limit > 80 km/hr	1	0	Posted at 50/60
AADT > 1000 vpd	3	0	Estimate 2035 AADT 700 vpd
Serves Seasonal Traffic	1		
	15	2	Does not meet min score

10.7 Road Surface Treatments

The need to modify the existing road surface was assessed based on the methodology presented in MMTMP Section 9.6. **Table 32** indicates the rural roads that require resurfacing.

Table 32: Assessment of Road Surface Treatments in Rural Areas

2015 Horizon					
Road Name	**From**	**To**	**AADT**	**Surface**	
				Exist	**Recommend**
Old Almonte Rd	Old Almonte Rd.	Golden Line Rd.	500-999	Gravel	ST
Ramsay Conc. Rd. 8	Clayton Rd	Wolf Grove Rd.	1000-1999	ST	Paved
2035 Horizon					
Old Almonte Rd	Old Almonte Rd.	Golden Line Rd.	500-999	Gravel	ST
Ramsay Conc Rd 7A	Rae Road	MM Boundary	1000-1999	ST	Paved
4th Con. Pakenham	Campbell Side Rd.	MM Boundary	1000-1999	ST	Paved
Ramsay Conc. Rd. 8	Clayton Rd	Wolf Grove Rd.	1000-1999	ST	Paved

Section 9.6 also indicated that all Urban Roads should be paved. Based on this guideline, the following roads within Almonte Ward also need to be paved:

- Carss Street
- Florence Street
- Adelaide Street
- McDermott Street
- Water Street
- Ramsay Concession 11

10.8 Summary

Strategic Road Capacity

East-West Collector roads are required north and south of Ottawa Street to divert existing traffic and serve projected new traffic from the development areas and FGA.

- Collector Road South (Spring Street to Appleton Side Road)
- Collector Road North (Martin Street North to Concession 11)

Construction of these roads will significantly defer any need to widen Ottawa Street between Martin Street North and Paterson Street.

Perth-Bridge-Main-Ottawa Street corridor will become the continuous high capacity multi-modal corridor between Christian Street and March Road east of Appleton Side Road.

A 30m ROW needs to be protected on Ottawa Street between Martin Street North and Paterson Street or the Municipality needs to reconsider its plans for FGA3.

Almonte Bypass

There is no need for Almonte By-Pass to serve projected traffic demands across Mississippi River. The Mississippi River Screenline will function better than target LOS, even with buildout of the FGA. An Almonte By-Pass is not the preferred approach to resolving a projected capacity deficiency on Ottawa Street between Martin Street North and Paterson Street. The environmental impacts of crossing the Mississippi River and capital cost of constructing a By-Pass are significant, and other, less impactful, solutions are available.

Growth Areas

There are several planned Growth Areas within Mississippi Mills. Many of these anticipated prior to 2035 have some level of design complete, including road networks. The adoption of a new road hierarchy requires identification of collector and arterial corridors to insure that the desired level of community circulation and active mode corridors are preserved.

Single Lane Bridges

There is no requirement to widen existing Municipality-owned single bridges. The single lane bridge on Blakeney Road in Blakeney (owned by the County of Lanark) may need to be widened based on the MTO criteria when significant structural rehabilitation is needed. The County of Lanark will program any required modifications in their Capital Works budget.

Road Safety/ Traffic Operations

The County of Lanark TMP identified three intersections in Mississippi Mills that would be modified to improve either safety or operations (often an indication of safety concerns, but without collision experience):

- Martin Street North-South/ Ottawa Street/ Queen Street
- County Road 29 North/ Old Perth Road/ Perth Street; and
- Bellamy Mills Road/ Tatlock Road

These intersection modifications are a County responsibility. No additional locations were identified for safety or operations-related modifications.

Infrastructure Exchange with County of Lanark

The County of Lanark has an established framework for evaluating the potential for lower tier municipalities to upload transportation infrastructure. As assessment using this framework indicates that the Municipality should consider discussions with the County of Lanark regarding uploading Ottawa Street from Martin Street North to Appleton Side Road.

Road Surface Modifications

Rural Roads to be reconstructed/resurfaced:

- Old Almonte Road, Almonte Ward Boundary to Golden Line Road (gravel to hard surface)
- Ramsay Concession Road 7A, Rae Road to Boundary (hard surface to paved)
- 4th Concession Pakenham, Campbell Side Road to Boundary (hard surface to paved)
- Ramsay Concession Road 8, Wolf Grove Road to Clayton Road (hard surface to paved)

Roads to be paved within Almonte Ward:

- Carss Street
- Florence Street
- Adelaide Street
- McDermott Street
- Water Street
- Ramsay Concession 11

11.0 Active Transportation

Mississippi Mills completed an Active Transportation (AT) plan in parallel with MMTMP, which is published under separate cover. The AT Plan developed policies and networks to improve mobility, safety, and accessibility for pedestrians and cyclists. Highlights of the AT plan are presented below.

11.1 Overview

What is Active Transportation?

"Active Transportation (AT) 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.

Why Complete 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.

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).

11.2 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.

11.2.1 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:

"The Municipality of Mississippi Mills will 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 will foster the culture and the infrastructure to support AT and to support economic development by creating a regional recreation destination."

11.2.2 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 Lanark County, 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.

4. 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, as the eastern part of Mississippi Mills is part of National Capital Region.

11.3 AT Advisory Committee

An AT Advisory Committee should be formed, consisting of representatives from the Municipality, Lanark County, 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 potential responsibilities of the AT Advisory Committee include:

- Establish 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;
- Develop 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.

11.4 Policies

11.4.1 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.

11.4.2 Accessibility

Future transportation infrastructure projects must include the Accessibility for Ontarians with Disabilities Act (AODA) design requirements. This includes but is not limited to:

- Design limitations on widths, surface features, slopes of curbs and ramps, etc.;
- Curb depressions must be aligned with the direction of travel and have tactile walking surface indicators;
- New or replaced traffic control signals with a pedestrian cross over must provide audible and vibro-tactile walk indicators, tactile surfaces, as well as manual and automatic activation features.

What does this mean?

- Need to audit existing signalized intersections and identify barriers to be upgraded;
- Need to consider accessibility needs and AODA design requirements in design of new pedestrian crossings

11.4.3 Winter Maintenance Practices

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).

The following prioritization is recommended:

- All sidewalks where school board transportation policies do not provide bussing;
- Arterial roadways;
- Collector roadways;
- Links to seniors residences; and,
- Links to community facilities (postal facilities, arenas, community centre, etc.

This approach will increase costs for snow clearing and removal, as sidewalk and shoulder space will not be available for snow storage.

11.4.4 Road Design Guidelines

Section 9 of this report proposes road classifications and associated design guidelines for new roads in Mississippi Mills that reflect a commitment to Complete Streets – a planning and design philosophy that includes the needs of all travellers in designing and operating public street corridors. All new streets will include appropriate infrastructure for AT.

11.4.5 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.

11.5 Networks

The recommended networks from AT Plan are shown in **Figures 11.1A** to **11.2C**.

11.5.1 Shoulder Treatments

Applying a hard surface to road shoulders to create a safe space for cyclists and pedestrians is a cost-effective way to create AT facilities in rural and village settings. It provides separation from autos without interrupting road drainage or significantly impacting routine and winter road maintenance.

Hard surfacing of shoulders has been recommended as the preferred facility type at a number of locations in the AT Plan. It is noted here that the 2010 County of Lanark TMP also adopted a policy of applying hard surfaces to the shoulders of all of their roads during resurfacing/ rehabilitation as a methods for promoting cycling in the County. As noted in Section 4.3.1, the County also prioritized paved shoulders on the following County Roads within Mississippi Mills:

- CR 11 (Wilson Street/ River Road) through Appleton;
- CR 16/ Wolf Grove Road (Hope Municipality to Almonte Ward boundary);
- CR 17/ Appleton Side Road/ Martin Street North (Appleton to Pakenham); and
- CR 49/ March Road (Almonte Ward boundary to City of Ottawa boundary).

11.5.2 Almonte-Main-Ottawa Street Pedestrian Crossings

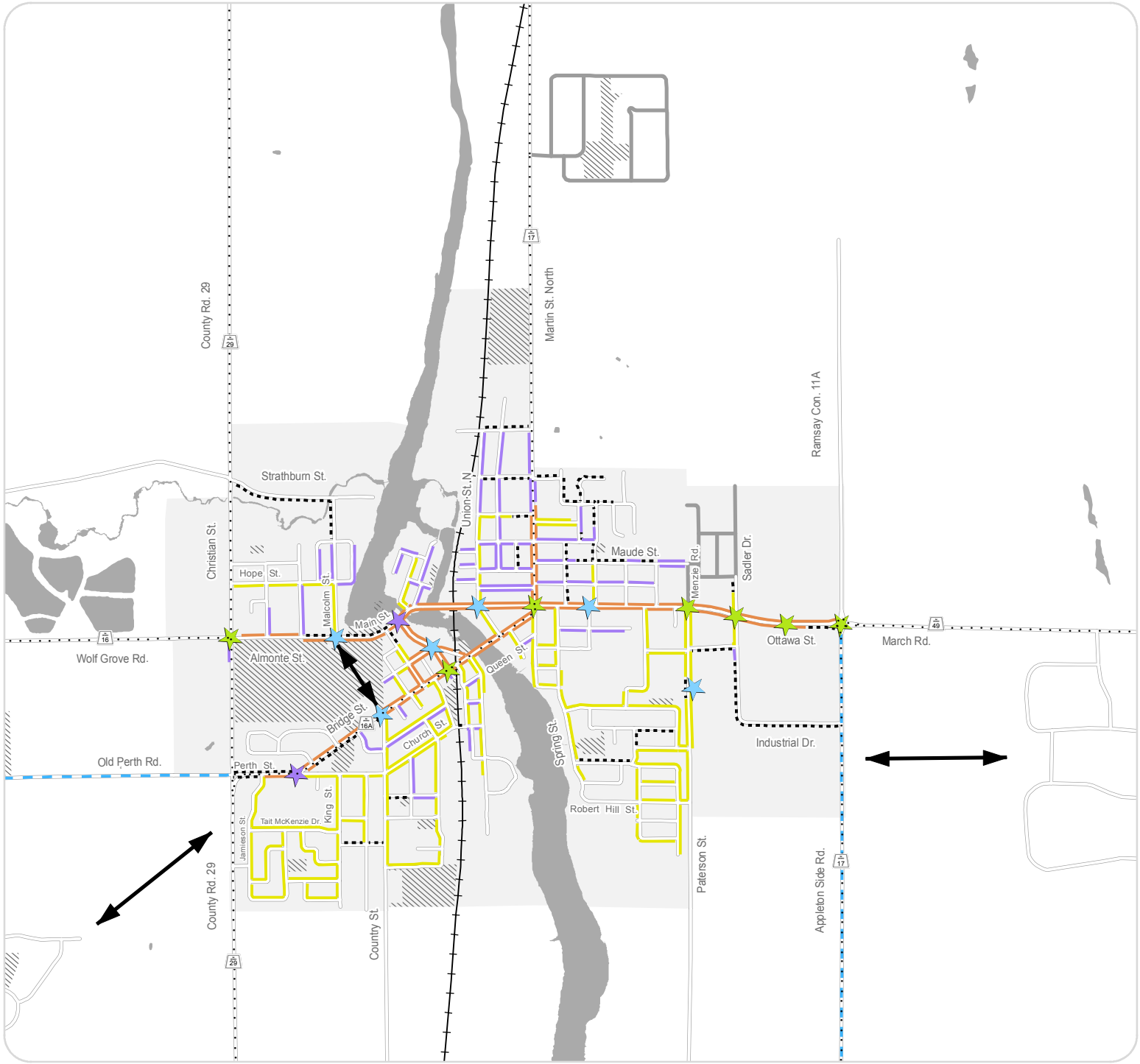
Figure 11.3 shows the existing and recommended locations for pedestrian crossings of the Almonte-Main-Ottawa Street corridor.

The MMTMP sets several goals related to improving the pedestrian environment and increasing the participation in walking as a mode of travel. Increasing the number of locations where pedestrians can cross the Almonte-Main-Ottawa Street corridor was identified as a key initiative in advancing these goals. There are currently six controlled crossing of the Almonte-Main-Ottawa Street corridor:

- Five signalized intersections (CR29, Martin Street North, Paterson Street, Industrial Street, and pedestrian crossing east of Industrial Street); and
- The roundabout at Appleton Side Road/ Concession 11.

The AT Plan recommends adding crossings at Malcolm Street, Union Street North, and Gomme Street. It also recommends reviewing the intersection of Almonte Street/ Mill Street to determine if a controlled crossing can be safely implemented.

The type of crossing control and any modifications required to support the new crossings should be determined through a review of OTM Book 15.



Mississippi Mills

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

2035 PEDESTRIAN NETWORK ALMONTE

FIGURE 11.1A

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)

Community Features
- Rail Corridor
- Parks

Roads
- Existing
- Planned

Road Ownership
- Lanark County

Explore Future Active Transportation Connection Opportunities

MAP DRAWING INFORMATION:

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MAP CHECKED BY: ERS
MAP PROJECTION: EPSG 26918

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PROJECT: 14-9797
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DATE: DEC 2015

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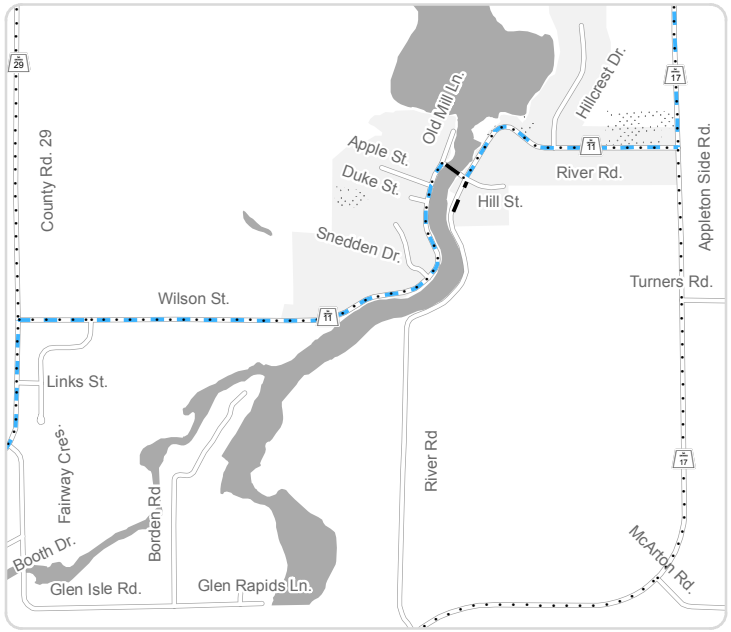

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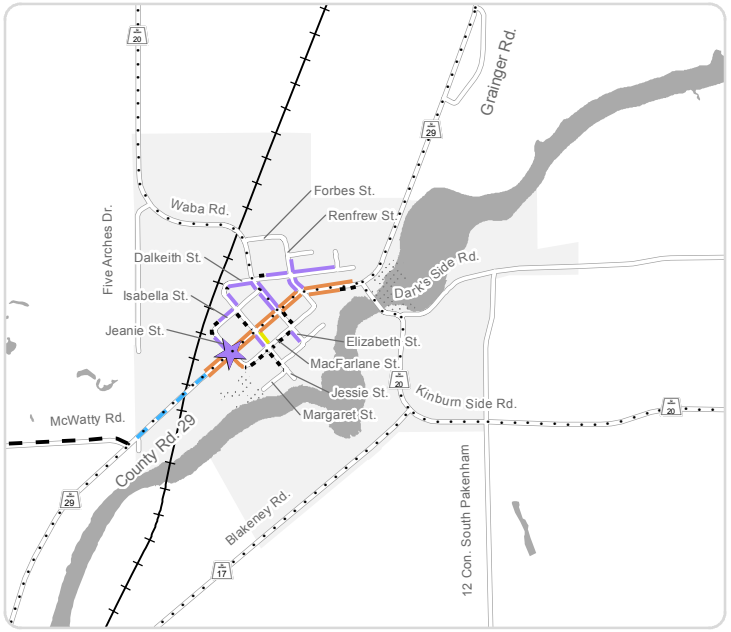

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

2035 PEDESTRIAN NETWORK VILLAGES

FIGURE 11.1B

Legend

Existing Sidewalks
- Class 1: Plowed within 8 hours
- Class 2: Plowed within 24 hours
- Class 3: No winter maintenance
- Paved Shoulder
- Unclassified

Pedestrian Crossings
- Existing Crossing
- Review Crossing
- Potential New Crossing

Proposed Pedestrian Facility
- Proposed paved shoulder
- Proposed paved shoulder (shared)

Community Features
- Rail Corridor
- Roads

Road Ownership
- Lanark County

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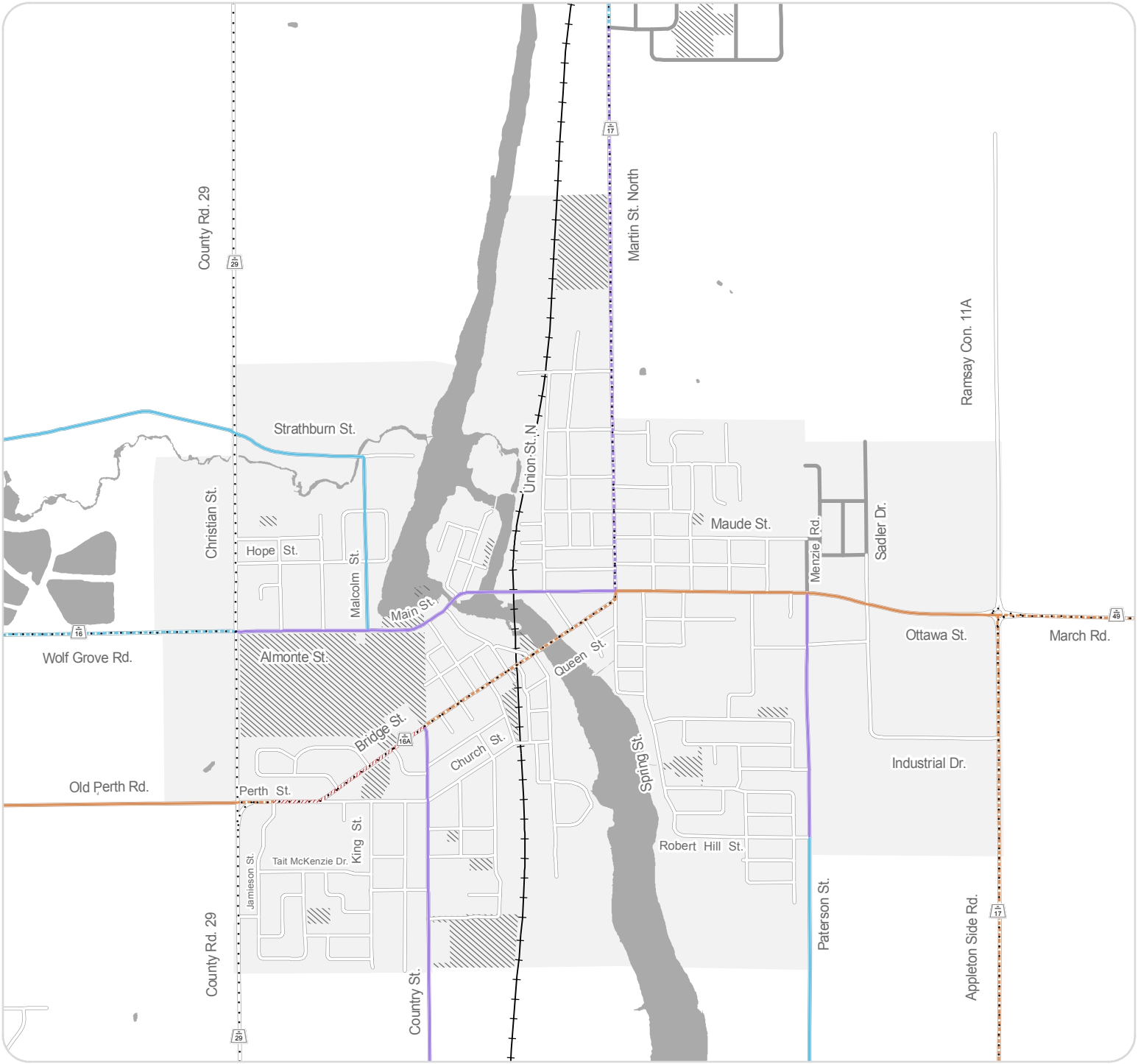

Mississippi Mills

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

2035 CYCLING NETWORK ALMONTE

FIGURE 11.2A

Legend

Existing Bike Lane

- Existing Bike Lane

Proposed Cycling Facilities

Mississppi Mills

- Spine route
- Secondary route route
- Primary urban route

Lanark County

- Spine route
- Secondary route
- Primary urban route

Community Features

- Rail Corridor
- Parks

Roads

- Existing
- Planned

Road Ownership

- Lanark County

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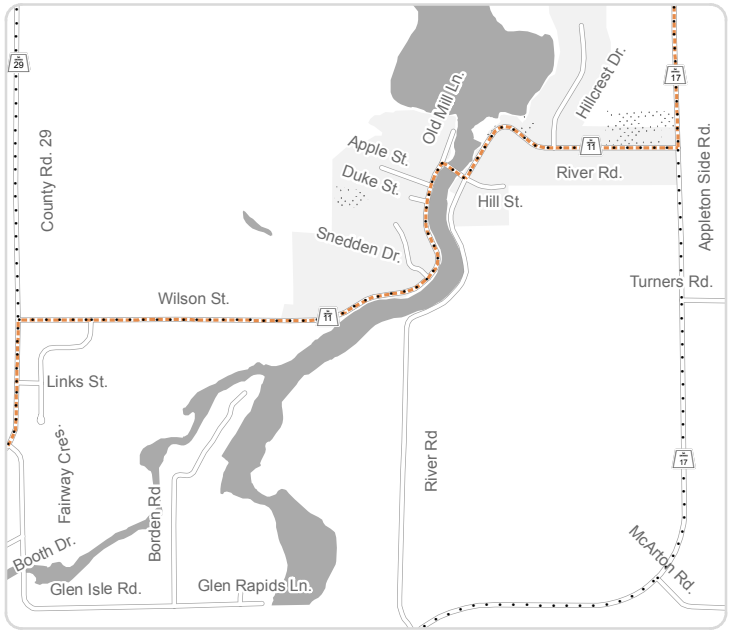

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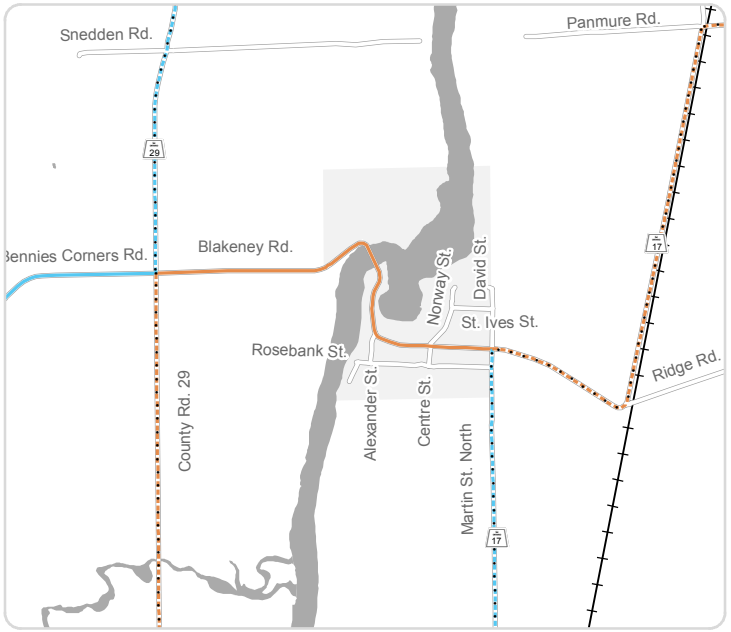

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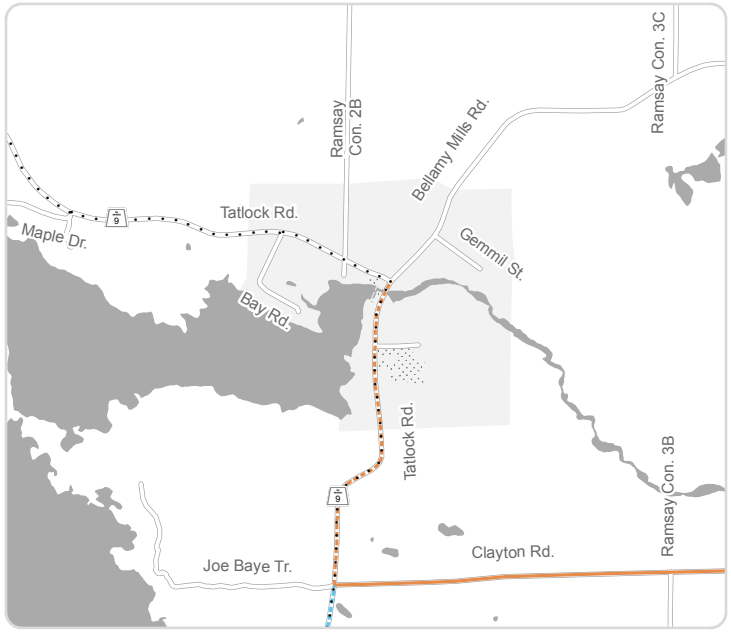

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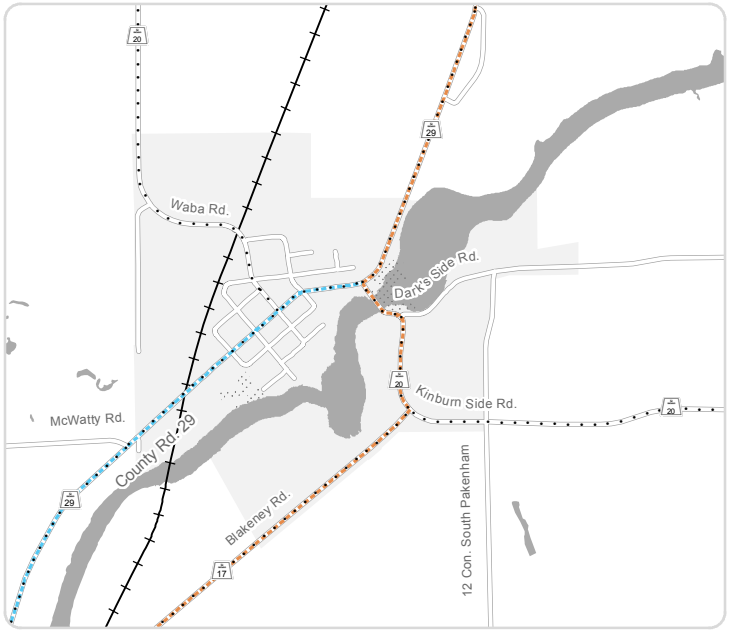

Mississippi Mills

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

2035 CYCLING NETWORK VILLAGES

FIGURE 11.2B

Legend

Proposed Cycling Facilities

Mississppi Mills
- Spine route
- Secondary route route
- Primary urban route

Lanark County
- Spine route
- Secondary route
- Primary urban route

Community Features
- Rail Corridor
- Parks
- Roads

Road Ownership
- Lanark County

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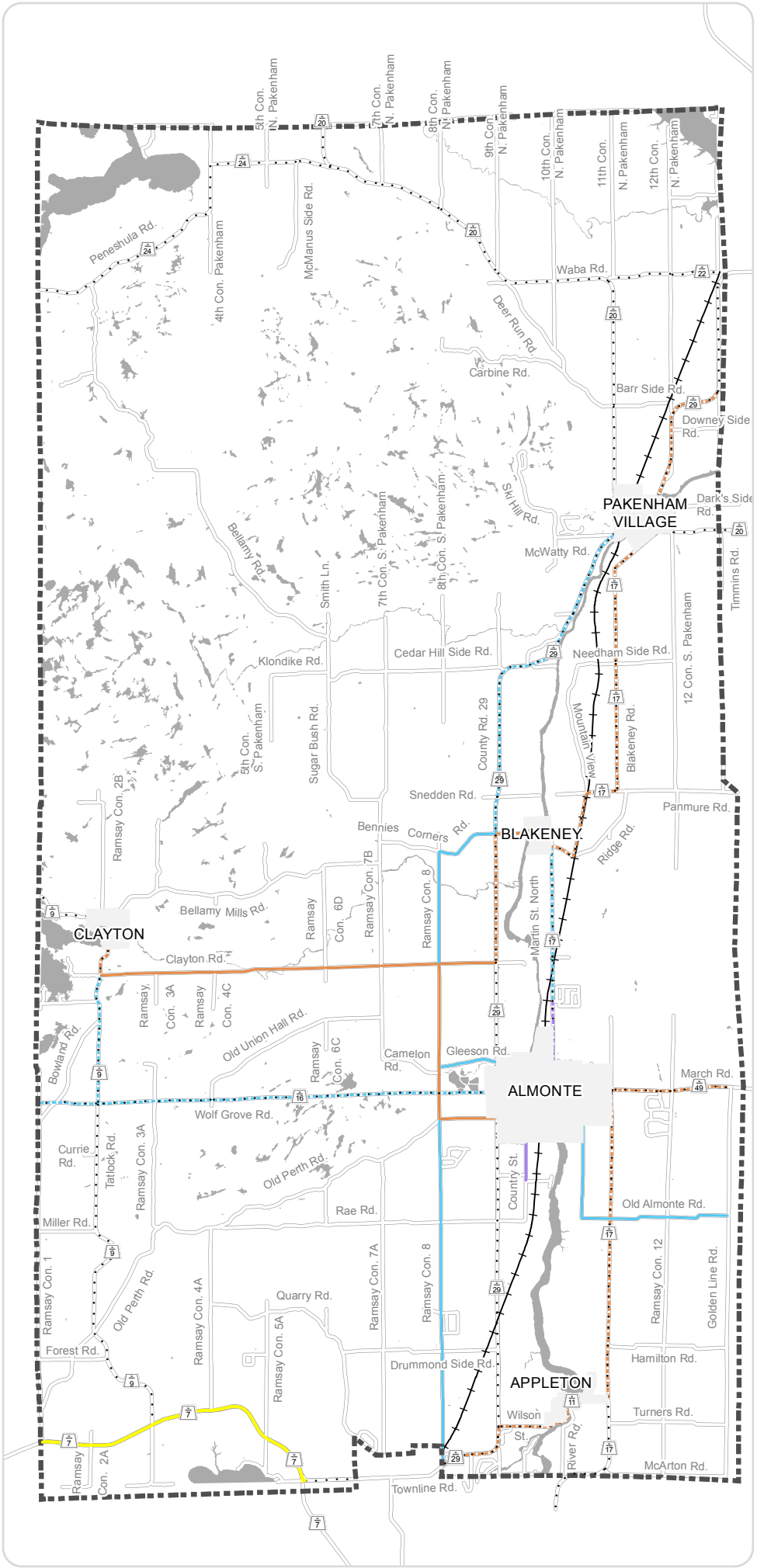

Mississippi Mills

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

2035 CYCLING NETWORK RURAL

FIGURE 11.2C

Legend

Proposed Cycling Facilities

Mississppi Mills

- Spine route
- Secondary route route
- Primary urban route

Lanark County

- Spine route
- Secondary route
- Primary urban route

Community Features

- Rail Corridor
- Roads

Road Ownership

- Lanark County
- Provincial (Highway 7)
- Mississippi Mills Boundary

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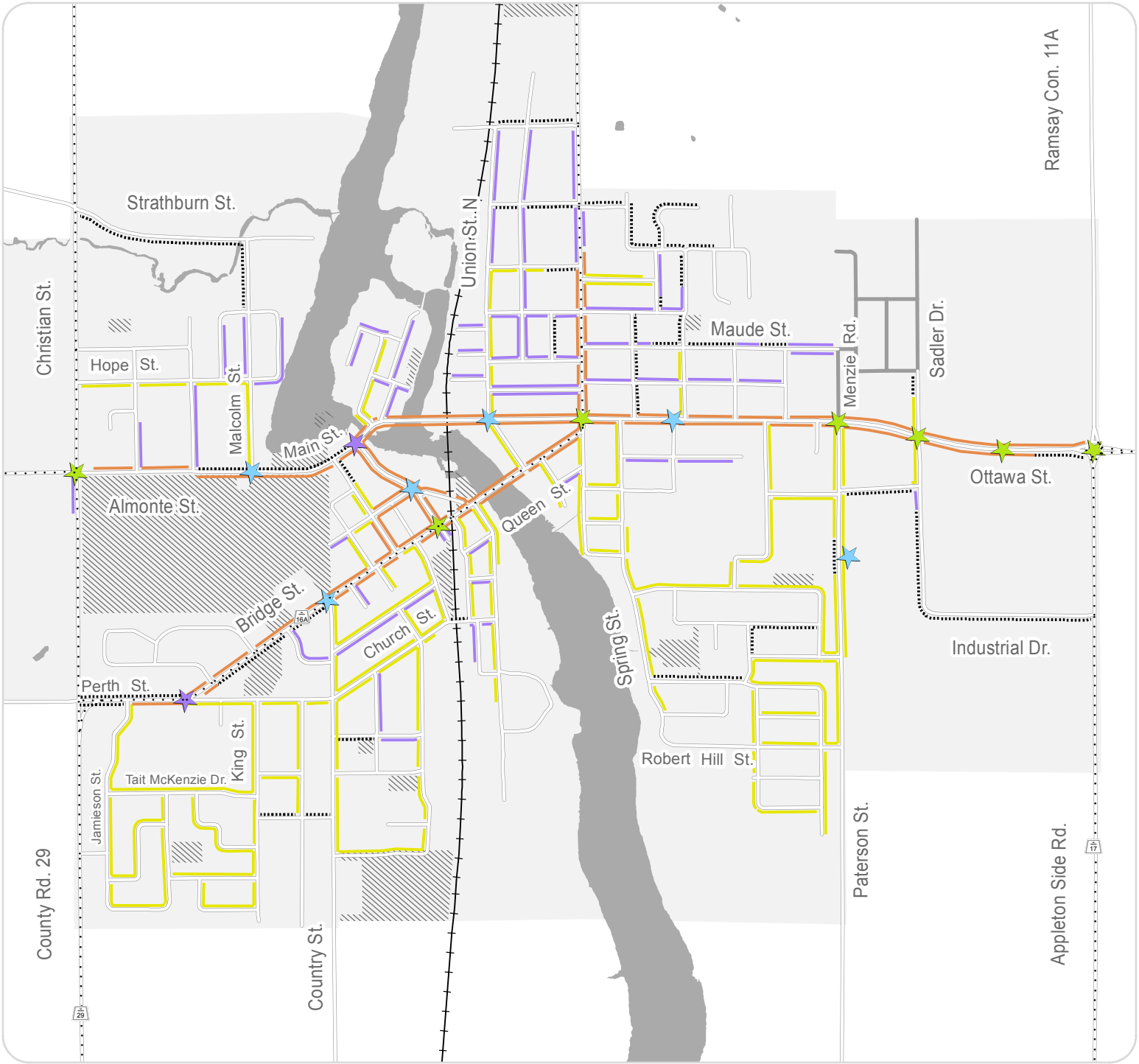

Mississippi Mills

MUNICIPALITY OF MISSISSIPPI MILLS
TRANSPORTATION MASTER PLAN

PEDESTRIAN CROSSINGS OF ALMONTE-MAIN-OTTAWA STREET

FIGURE 11.3

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

Community Features
- Rail Corridor
- Parks

Roads
- Existing
- Planned

Road Ownership
- Lanark County

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STATUS: FINAL
DATE: DEC 2015

12.0 Implementation Plan

12.1 Capital Projects – Roads

Table 33 presents the Capital Plan identified by the MMTMP.

Table 33: MMTMP Implementation Plan

Project		Rationale	Limit1	Limit2	Length	Growth Portion	Cost ($2015)	Priority
Planning								
1	North Collector Schedule C EA Study and Preliminary Design	• Need to identify connections and alignment and preserve property – involves multiple land owners and modifications to existing roads; therefore, a Municipal Class EA study is required • If design is completed to Preliminary Design level (aka 60% design); detailed design and construction could be advanced by land developers	Martin Street North	Ramsay Conc 11	1.5km	100%	$350k	0-5
2	South Collector Schedule C EA Study and Preliminary Design	• Need to identify connections and alignment and preserve property – involves multiple land owners and modifications to existing roads; therefore, a Municipal Class EA study is required • If design is completed to Preliminary Design level (aka 60% design); detailed design and construction could be advanced by land developers	Spring Street	Appleton Side Road	1.5 km	100%	$350k	0-5
3	Streetlight Policy	• Needed to promote AT • Develop a planning/ evaluation guideline for adding streetlights on existing streets • Develop a design guideline for streetlights on new streets	N/A	N/A	N/A	0%	$20k	0-5
4	Ottawa Street Corridor Plan	• Need to determine future vision for this segment of Ottawa Street – only residential segment in continuous Perth-Bridge-Ottawa Street arterial • Long-term need to protect 30m ROW for potential future widening • Need to identify pedestrian crossings • Potential to approach County about uploading	Martin Street North	Paterson Street		100%	$100k	0-5

Project		Rationale	Limit1	Limit2	Length	Growth Portion	Cost ($2015)	Priority
Design								
5	Pedestrian Crossing Design	• Need to determine type of traffic control device required and design intersection for new pedestrian crossing	Main Street	Union Street North	N/A	0%	$20k	0-5
6	Pedestrian Crossing Design	• Need to determine type of traffic control device required and design intersection for new pedestrian crossing	Almonte Street	Malcolm Street	N/A	0%	$20k	0-5
7	Pedestrian Crossing Design	• Need to determine type of traffic control device required and design intersection for new pedestrian crossing	Main Street	Mill Street	N/A	0%	$20k	0-5
8	Pedestrian Crossing Design	• Need to determine type of traffic control device required and design intersection for new pedestrian crossing	Paterson Street	Elementary school driveways	N/A	0%	$20k	0-5
9	Pedestrian Crossing Design	• Need to determine type of traffic control device required and design intersection for new pedestrian crossing • Need to coordinate with County of Lanark	Bridge Street	Country Street	N/A	0%	$0	0-5
10	Pedestrian Crossing Design	• Need to determine type of traffic control device required and design intersection for new pedestrian crossing	Mill Street	Brae Street	N/A	0%	$20k	0-5
11	Pedestrian Crossing Design Tatlock	• Need to determine type of traffic control device required and design intersection for new pedestrian crossing • Need to coordinate with County of Lanark	Tatlock Road	Bellamy Mills Rd	N/A	0%	$20k	0-5
12	Pedestrian Crossing Design Pakenham	• Need to determine type of traffic control device required and design intersection for new pedestrian crossing • Need to coordinate with County of Lanark	CR 29	Jeanne Street	N/A	0%	$0	0-5
Construction								
13	North Collector Detailed Design and Construction	• Need to design road for construction to permit developers to integrate into their capital works as opportunity arises	Martin Street North	Ramsay Conc 11	1.5km	100%	$5.4M	6-10

Project		Rationale	Limit1	Limit2	Length	Growth Portion	Cost ($2015)	Priority
14	South Collector Detailed Design and Construction	• Need to design road for construction to permit developers to integrate into their capital works as opportunity arises	Spring Street	Appleton Side Road	1.5km	100%	$5.4M	6-10
15	Carss Street Reconstruction	• Need to pave to meet objective of paving all urban roads • Need to coordinate with water and sewer infrastructure projects	Union Street North	100m west of Union Street N	100m	0%	$170k	6-10
16	Florence Street Reconstruction	• Need to pave to meet objective of paving all urban roads • Need to coordinate with water and sewer infrastructure projects	Ottawa Street	Maude Street	200m	0%	$340k	6-10
17	Adelaide Street Reconstruction	• Need to pave to meet objective of paving all urban roads • Need to coordinate with water and sewer infrastructure projects	Martin Street North	Finner Court	450m	0%	$770k	6-10
18	McDermott Street Reconstruction	• Need to pave to meet objective of paving all urban roads • Need to coordinate with water and sewer infrastructure projects	Adelaide Street	Finner Court	150m	0%	$260k	6-10
19	Water Street Reconstruction	• Need to pave to meet objective of paving all urban roads • Need to coordinate with water and sewer infrastructure projects	Monk Street	South Limit	350m	0%	$600k	6-10
20	Ramsay Conc 11 Reconstruction	• Need to urbanize to serve new urban development • Need to coordinate with planning and design of North Collector Road	Ottawa Street	North Collector	600m	90%	$630k	0-5
21	Old Almonte Rd Surface Treatment	• Need to apply surface treatment because of traffic volumes • Identified as a Secondary cycling route • Almonte Ward Boundary to Golden Line Road	Almonte Ward Boundary	Golden Line Road	3.5km	0%	$580k	5-20

Project		Rationale	Limit1	Limit2	Length	Growth Portion	Cost ($2015)	Priority
22	4th Conc. Pakenham Reconstruction	• Need to pave because of forecasted increase in traffic volumes • Campbell Side Road to Northern Municipal Boundary	Campbell Side Road (CR24)	Mississippi Mills North Limit	1km	100%	$550k	5-20
23	Ramsay Conc. 8 Reconstruction	• Need to pave because of traffic volumes • Identified as a Spine Cycling Route	Wolf Grove Road	Clayton Road	3.1km	30%	$1.7M	0-5
24	Ramsay Conc. 7A Reconstruction	• Need to pave because of traffic volumes	Rae Road	Mississippi Mills South Limit	5.5km	30%	$3.0M	5-10
25	Paterson Street Reconstruction	• Need to urbanize to serve new urban development	Robert Hill Street	Almonte Ward South Limit	460m	90%	$380k	0-5
26	Menzie Street Construction	• New road needed to serve development • Ottawa Street to Maude Street	Ottawa Street	Maude Street	300m	100%	$378k	0-5

12.2 Capital Projects – AT

Table 34 presents the Capital Plan identified by the MM AT Plan.

Table 34: 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
	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

Facility Type	Roadway	From	To	Priority
	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
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. Modify existing crossing locations to meet current standards.			High

Facility Type	Roadway	From	To	Priority
	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. Modify existing crossing locations to meet 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

Appendix A

Public Consultation

NOTICE OF PROJECT INITIATION: COMPREHENSIVE TRANSPORTATION MASTER PLAN

The Town of Mississippi Mills has started work on a Comprehensive Transportation Master Plan including an Active Transportation Plan. The study area for this Comprehensive Transportation Master Plan will include the Town of Mississippi Mills. This Plan will guide the Town's investments in transportation infrastructure in the coming years. The goal of this Plan is to make sure that the transportation system can accommodate growth and meet the needs of automobiles, cyclists, pedestrians and others in the short and long term.

This Comprehensive Transportation Master Plan is being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment which is an approved process under the Environmental Assessment Act.

WE NEED YOUR HELP!

What are the important transportation issues facing this community? How well are cyclists and vehicles sharing the road? What do you want the transportation network to be like in 20 years?

We want to hear your thoughts on these issues! More information will be available in early 2015, when we will be hosting a number of public open house events to gather your feedback. Check the Mississippi Mills website at mississippimills.ca in the coming months to find out how you can participate.

CONTACT US

For more information or to provide your comments, please contact:

W. Troy Dunlop, C.E.T.
Director of Roads and Public Works
Town of Mississippi Mills
613-256-2064 ext. 233
TDunlop@mississippimills.ca

DILLON CONSULTING

Daley, Sharla <sdaley@dillon.ca>

Request for help in identifying First Nations & Metis Communities – Comprehensive Transportation Master Plan for Town of Mississippi Mills

1 message

Daley, Sharla <sdaley@dillon.ca> Mon, Nov 24, 2014 at 1:24 PM
To: EACoordination_ON@aandc-aadnc.gc.ca
Cc: Michael Flainek <MFlainek@dillon.ca>, TDunlop@mississippimills.ca, Shawn Doyle <SDoyle@dillon.ca>, Christina Hovey <chovey@dillon.ca>

Dear Sir/Madam,

This e-mail is to inform you that the Town of Mississippi Mills is initiating a planning process to develop a Comprehensive Transportation Master Plan (TMP) for the Town of Mississippi Mills. Mississippi Mills is located directly west of Ottawa, north of Highway 7. The TMP is being carried out in accordance with the Terms of the Municipal Class Environmental Assessment (Class EA) process which is approved under the Environmental Assessment Act. The plan will address at a minimum, Phases 1 and 2 of the Municipal Class EA process.

We have identified and contacted the following First Nations & Métis Councils and Organizations:

- Akwesasne First Nation
- Algonquins of Pikwakanagan First Nation
- Ottawa Region Métis Council
- Métis Nation of Ontario
- Algonquins of Ontario

Please supply a list of any additional First Nations and Métis that might be affected by this project, provide any additional comments you may have, or inform us of your ongoing interest in this project via e-mail to Mflainek@dillon.ca and TDunlop@mississippimills.ca. We would also appreciate a response if you do not wish to receive further information about this project, or if you feel there is a different person in your organization who should be informed.

The public notice of project initiation has been attached below.

Sincerely,

Michael Flainek, M. Eng, P.Eng

--

DILLON CONSULTING

Sharla Daley
Office /Project Administrator
Dillon Consulting Limited

177 Colonnade RD South, Suite 101
Ottawa, Ontario, K2E 7J4
T - 613.745.6338 ext. 3014
sdaley@dillon.ca
www.dillon.ca

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2 attachments

Map, Mississippi Mills.JPG
184K

Notice of Project Initiation.pdf
206K

DILLON CONSULTING

Daley, Sharla <sdaley@dillon.ca>

Notice of Project Initiation – Comprehensive Transportation Master Plan for Town of Mississippi Mills

1 message

Daley, Sharla <sdaley@dillon.ca> Mon, Nov 24, 2014 at 1:08 PM
Cc: Michael Flainek <MFlainek@dillon.ca>, TDunlop@mississippimills.ca, Shawn Doyle <SDoyle@dillon.ca>, Christina Hovey <chovey@dillon.ca>
Bcc: steve.burns@ontario.ca, damien.schaefer@ontario.ca, jonathon.Harris@ontario.ca, laura.melvin@ontario.ca, mcraig@mvc.on.ca, perth@lanarkcountyambulance.com, derek.needham@ontario.ca, rhannah@lanarkcounty.ca, tmccann@lanarkcounty.ca, Vivi.Chi@ottawa.ca, pknowles@carletonplace.ca, info@countyofrenfrew.on.ca

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DILLON CONSULTING

Daley, Sharla <sdaley@dillon.ca>

: Request for help in identifying First Nations & Metis Communities – Comprehensive Transportation Master Plan for Town of Mississippi Mills

1 message

Daley, Sharla <sdaley@dillon.ca> Mon, Nov 24, 2014 at 1:25 PM
To: maa.ea.review@ontario.ca
Cc: Michael Flainek <MFlainek@dillon.ca>, TDunlop@mississippimills.ca, Shawn Doyle <SDoyle@dillon.ca>, Christina Hovey <chovey@dillon.ca>

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2 attachments

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Daley, Sharla <sdaley@dillon.ca>

Notice of Project Initiation – Comprehensive Transportation Master Plan for Town of Mississippi Mills

1 message

Daley, Sharla <sdaley@dillon.ca> Mon, Nov 24, 2014 at 1:12 PM
Cc: Michael Flainek <MFlainek@dillon.ca>, TDunlop@mississippimills.ca, Shawn Doyle <SDoyle@dillon.ca>, Christina Hovey <chovey@dillon.ca>
Bcc: rwittke@lanarkhighlands.ca, nmellema@mcnabbraeside.com, cmoyle@twp.beckwith.on.ca, paula.stewart@healthunit.org, peter.bosch@ucdsb.on.ca, mail@cdsbeo.on.ca, transportation@steo.ca, dmontgomery@orpowercorp.com, scottjnewton@gmail.com, andrew.sharpe@hydroone.com, shane.patterson@bell.ca, denis.comtois@enbridge.com, kevin_mccarthy@rogers.com, Troy.thompson@akwesasne.ca

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www.dillon.ca

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DILLON CONSULTING

Daley, Sharla <sdaley@dillon.ca>

Notice of Project Initiation – Comprehensive Transportation Master Plan for Town of Mississippi Mills

1 message

Daley, Sharla <sdaley@dillon.ca> Mon, Nov 24, 2014 at 1:21 PM
To: chiefcouncil@pikwakanagan.ca
Cc: orvild@jp2g.com, algonquins@nrtco.net, Michael Flainek <MFlainek@dillon.ca>, TDunlop@mississippimills.ca, Shawn Doyle <SDoyle@dillon.ca>

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Daley, Sharla <sdaley@dillon.ca>

Notice of Project Initiation – Comprehensive Transportation Master Plan for Town of Mississippi Mills

1 message

Daley, Sharla <sdaley@dillon.ca> Mon, Nov 24, 2014 at 1:23 PM
To: daniel.gilbeau@ic.gc.ca
Cc: markk@metisnation.org, Michael Flainek <MFlainek@dillon.ca>, TDunlop@mississippimills.ca, Shawn Doyle <SDoyle@dillon.ca>, Christina Hovey <chovey@dillon.ca>

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sdaley@dillon.ca
www.dillon.ca

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Hovey, Christina <chovey@dillon.ca>

Notice of Project Initiation – Comprehensive Transportation Master Plan for Town of Mississippi Mills

2 messages

Hovey, Christina <chovey@dillon.ca> Mon, Nov 24, 2014 at 2:35 PM
To: Troy Dunlop <tdunlop@mississippimills.ca>, Michael Flainek <mflainek@dillon.ca>, Shawn Doyle <sdoyle@dillon.ca>, s.patterson@bell.ca, f.champagne@bell.ca

Good Afternoon,

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The public notice of project initiation has been attached below.

Sincerely,

Michael Flainek, M. Eng, P.Eng

--

Christina Hovey, M.Pl
Planner
Dillon Consulting Limited
177 Colonnade RD South, Suite 101
Ottawa, Ontario, K2E 7J4
T - 613.745.6338 ext. 3044
F - 613.745.3491
CHovey@dillon.ca
www.dillon.ca

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Mail Delivery Subsystem <mailer-daemon@googlemail.com> Mon, Nov 24, 2014 at 2:35 PM
To: chovey@dillon.ca

Delivery to the following recipient failed permanently:

s.patterson@bell.ca

Technical details of permanent failure:
Google tried to deliver your message, but it was rejected by the server for the recipient domain outbounds8.obsmtp.com by outbounds8.obsmtp.com. [64.18.7.12].

The error that the other server returned was:
550 Invalid recipient <s.patterson@bell.ca> (#5.1.1)

----- Original message -----

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:content-type;
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Mon, 24 Nov 2014 11:35:13 -0800 (PST)
MIME-Version: 1.0
X-Received: by 10.170.61.202 with SMTP id d193mr23044811ykd.32.1416857713162;
Mon, 24 Nov 2014 11:35:13 -0800 (PST)
Received: by 10.170.98.67 with HTTP; Mon, 24 Nov 2014 11:35:13 -0800 (PST)
Date: Mon, 24 Nov 2014 14:35:13 -0500
Message-ID: <CABSUygDgqnxLf7ibBTDMQ7G5Wj3szVwDcGQDHh+QC-ETOuf33Q@mail.gmail.com>
Subject: =?UTF-8?Q?Notice_of_Project_Initiation_=E2=80=93_Comprehensive_Trans?=
=?UTF-8?Q?portation_Master_Plan_for_Town_of_Mississippi_Mills?=
From: "Hovey, Christina" <chovey@dillon.ca>
To: Troy Dunlop <tdunlop@mississippimills.ca>, Michael Flainek <mflainek@dillon.ca>,
Shawn Doyle <sdoyle@dillon.ca>, s.patterson@bell.ca, f.champagne@bell.ca
Content-Type: multipart/mixed; boundary=001a11398e60b1019005089fe4a5

Good Afternoon,

This e-mail is to inform you that the Town of Mississippi Mills is initiating a planning process to develop a Comprehensive Transportation Master Plan (TMP) for the Town of Mississippi Mills. Mississippi Mills is located directly west of Ottawa, north of Highway 7. The TMP is being carried out in accordance with the Terms of the Municipal Class Environmental Assessment (Class EA) process which is approved under the Environmental Assessment Act. The plan will address at a minimum, Phases 1 and 2 of the Municipal Class EA process.

Please provide any comments you may have, or inform us of your interest in

this project via e-mail to Mflainek@dillon.ca and TDunlop@mississippimills.ca. We would also appreciate a response if you do not wish to receive further information about this project, or if you feel there is a different person in your organization who should be informed.

The public notice of project initiation has been attached below.

Sincerely,

Michael Flainek, M. Eng, P.Eng

--

Christina Hovey, M.Pl
Planner
Dillon Consulting Limited
177 Colonnade RD South, Suite 101
Ottawa, Ontario, K2E 7J4
T - 613.745.6338 ext. 3044
F - 613.745.3491
CHovey@dillon.ca
www.dillon.ca <http://www.dillon.ca/>

P *Please consider the environment before printing this email*

Ministry of the Environment and Climate Change

P.O. Box 22032
Kingston, Ontario
K7M 8S5
613/549-4000 or 1-800/267-0974
Fax: 613/548-6908

Ministère de l'Environnement et de l'Action en matière de changement climatique

C.P. 22032
Kingston (Ontario)
K7M 8S5
613/549-4000 ou 1-800/267-0974
Fax: 613/548-6908

Ontario

By email only

January 13, 2015

Town of Mississippi Mills

Attention: W. Troy Dunlop, Director of Roads and Public Works
TDunlop@mississippimills.ca

Dear Mr. Dunlop:

Re: Town of Mississippi Mills Comprehensive Transportation Master Plan

Thank you for the Notice of Project Initiation that was emailed to our Ottawa District office on November 24, 2014. The Notice indicates that the project is following the Master Planning process in the Municipal Class EA, and will address phases 1 and 2 of the Municipal Class EA process.

Please include me on your mailing list for future notices. My email address is vicki.mitchell@ontario.ca. It is helpful to provide scanned copies of the notices as they appear in newspapers, and confirm the dates of publication and names of the newspapers.

Master Plan Process

The Master Plan process is discussed in section A.2.7 and Appendix 4 of the Class EA. Appendix 4 of the Class EA sets out different approaches that could be followed and includes sample notices. It is preferable to determine the Master Plan approach at an early stage of the process, so that the public and commenting agencies are aware of future commenting opportunities, appeal mechanisms and additional work needed for individual projects in the plan.

For example, the proponent will need to decide whether the final notice of study completion for the Master Plan will also serve as a final notice of completion for some or all of the schedule B projects identified in the Master Plan. In this case, the notice should list the specific schedule B projects and include a statement informing the public that they have a right to request a Part II Order for the specified projects (approach # 2).

Alternatively, if the proponent has determined that additional EA work and public consultation is needed before the schedule B and C projects are deemed to be completed, and the Master Plan simply provides the framework for future decisions, then the Master Plan is not subject to Part II Order requests, and the notice would not include a statement about the Part II Order mechanism (approach # 1, sample notice # 3).

Approach # 4 involves integrating the Master Plan with a planning approval such as an Official Plan or a comprehensive Official Plan Amendment. With this approach, the Master Plan must meet the requirements set out in Section A.2.9 of the Municipal Class EA.

The proponent should be aware that copies of notices must be provided to the Director of this ministry's Environmental Approvals Branch (EAB), with a brief summary of how the Master Plan followed the Class EA requirements. This information is required to be sent to EAB for tracking purposes, to monitor the effectiveness of the Master Plan approach.

The Master Plan document should clearly define the projects which will be carried out under the Master Plan, the appropriate schedule for each project, future documentation or studies that will be needed, and future public consultation opportunities for each project or class of projects. The Master Plan should also explain the appeal mechanisms for the projects in the plan (for example, opportunities to request a Part II Order at a later date, appeal to OMB if integration with a Planning Act approval is proposed). We recommend that the Master Plan include a chart which summarizes the above information.

As the Master Plan is intended to satisfy Phases 1 and 2 of the Municipal Class EA process, the Master Plan should evaluate alternatives and identify impacts to the environment. The description and evaluation of alternatives should be completed in sufficient detail to allow any reviewer to understand the advantages and disadvantages of each alternative and the rationale for selecting the preferred alternative. The Master Plan may also identify technical studies that will be carried out in future as the individual projects within the Master Plan are further developed.

MOECC Areas of Interest

This Ministry's interest in road projects includes impacts to surface water from stormwater discharge, impacts to groundwater and surface water quality and quantity due to construction (for example, water crossings, dewatering, control of erosion and sedimentation, spill control), noise and air quality impacts to nearby residents or planned subdivisions, potential for encountering contaminated soil or contaminated sediment, and appropriate removal and disposal of waste material. These issues should be addressed during the EA process.

The following comments are standard MOECC comments for road projects. They may not all apply to the proposed project.

Noise and Vibration

The Environmental Study Report should include commitments to comply with municipal noise bylaws, implement general noise control measures, investigate noise complaints, and comply with MOECC sound level criteria for construction equipment if complaints are persistent.

Where there is a potential for permanent noise increases from this project, a noise study should be completed as part of the Environmental Assessment process to assess impacts on residences, proposed residential development, or other sensitive land uses. This noise assessment should be available to the public during the Class Environmental Assessment process and should be included in the Environmental Study Report.

If blasting is required, pre-blast surveys are recommended, and the proponent should establish protocols for notifying residents and addressing blasting complaints. Noise, dust and flyrock should be controlled.

Water

Where there is a potential to impact creeks, rivers and lakes, appropriate mitigation measures should be considered prior to construction. Machinery should not operate directly in a watercourse; refuelling of all vehicles and equipment should be done away from watercourses; adequate erosion and sedimentation controls must be incorporated into the planning and construction for the project; the time between excavation and restoration must be kept to a minimum; disturbed shoreline should be stabilized as soon as possible; removal of vegetation from the right-of-way should be kept to a minimum; materials removed and stockpiled such as excavated soil and backfill material must be contained in a manner to ensure sediment does not enter a waterway.

If the construction involves any taking, dewatering, storage or diversion of water in excess of 50,000 litres per day a Permit to Take Water is required. This could include dewatering of a dammed-off area or diversion of creek flow to allow work in the dry at a water crossing.

Guidance on nearshore construction and dredging may be obtained from this Ministry's *Guidelines for Evaluating Construction Activities Impacting on Water Resources* dated January 1995 and *Evaluating Construction Activities Impacting on Water Resources, Part III A, Part III B, and Part III C* dated February 1994.

Stormwater management should be in accordance with the *Stormwater Management Planning and Design Manual* dated March 2003. Stormwater ponds require an approval under section 53 of the Ontario Water Resources Act.

Waste

Excess materials generated during the course of construction must be handled in accordance with this Ministry's *Protocol for the Management of Excess Materials in Road Construction and Maintenance*. The principles of this protocol are reflected in OPSS 180.

Waste, including contaminated soil, must be managed in accordance with MOECC standards. The Environmental Protection Act (EPA), and Regulation 347 in particular, require waste to be classified and disposed of appropriately. Waste is to be transported by haulers who have an "Environmental Compliance Approval – Waste Management System". Where waste is other than solid non-hazardous, the generator requires a "Generator Registration Number" from the Ministry and has obligations regarding manifesting of waste. When determining the waste category, the proponent must ensure compliance with Schedule 4 of Regulation 347. Ontario Regulation 153/04 and the accompanying *Soil, Ground Water and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act* provide direction on assessment, restoration and MOECC soil criteria.

This Ministry's Waste Disposal Site Inventory, dated June 1991, may be helpful in identifying the locations of open and closed waste disposal sites in Ontario.

Spills should be reported to the Spills Action Centre of the Ministry of the Environment and Climate Change at 1-800-268-6060.

Consultation with First Nation and Métis Communities

Your proposed project may have the potential to affect Aboriginal communities who hold or claim Aboriginal or treaty rights protected under Section 35 of Canada's *Constitution Act* 1982. The Crown has a duty to consult First Nation and Métis communities when it knows about established or credibly asserted Aboriginal or treaty rights, and contemplates decisions or actions that may adversely affect them.

Although the Crown remains responsible for ensuring the adequacy of consultation with potentially affected Aboriginal communities, it may delegate procedural aspects of the consultation process to project proponents.

The environmental assessment process requires proponents to consult with interested persons and government agencies, including those potentially affected by the proposed project. This includes a responsibility to conduct adequate consultation with First Nation and Métis communities.

The Ministry relies on consultation conducted by proponents when it assesses the Crown's obligations and directs proponents during the regulatory process.

Where the Crown's duty to consult is triggered in relation to your proposed project**,** the Ontario Ministry of the Environment and Climate Change is delegating the procedural aspects of rights-based consultation to you through this letter.

Steps that you may need to take in relation to Aboriginal consultation for your proposed project are outlined in the attached "Aboriginal Consultation Information" document. Please complete the checklist contained there, and keep related notes as part of your consultation record. Doing so will help you assess your project's potential adverse effects on Aboriginal or treaty rights.

You must contact the Director, Environmental Approvals Branch if you have reason to believe that your proposed project may **adversely affect an Aboriginal or treaty right**, **consultation has reached an impasse**, or if a Part II Order request is anticipated. The Ministry will then assess the extent of any Crown duty to consult in the circumstances, and will consider whether additional steps should be taken and what role you will be asked to play in them.

Should you or any members of your project team have any questions regarding the material above, please contact me at (613) 540-6852.

Yours truly,

Vicki Mitchell
Environmental Assessment Coordinator
Technical Support Section
Eastern Region
VLM/sh

Attachment

ec: Jena Leavoy, MOECC Ottawa District Office

ABORIGINAL CONSULTATION INFORMATION

Consultation with Interested Persons under the Ontario Environmental Assessment Act

Proponents subject to the Ontario *Environmental Assessment Act* are required to consult with interested persons, which may include First Nations and Métis communities. In some cases, special efforts may be required to ensure that Aboriginal communities are made aware of the project and are afforded opportunities to provide comments. Direction about how to consult with interested persons/communities is provided in the Code of Practice: Consultation in Ontario's Environmental Assessment Process available on the Ministry's website:

http://www.ene.gov.on.ca/environment/en/resources/STD01_076108.html

As an early part of the consultation process, proponents are required to contact the Ontario Ministry of Aboriginal Affairs' Consultation Unit and visit Aboriginal Affairs and Northern Development Canada's Aboriginal and Treaty Rights Information System (ATRIS) to help identify which First Nation and Métis communities may be interested in or potentially impacted by their proposed projects.

ATRIS can be accessed through the Aboriginal Affairs and Northern Development Canada website:

http://sidait-atris.aadnc-aandc.gc.ca/atris_online/

For more information in regard to Aboriginal consultation as part of the Environmental Assessment process, refer to the Ministry's website:

www.ontario.ca/government/environment-assessments-consulting-aboriginal-communities

You are advised to provide notification directly to all of the First Nation and Métis communities who may be interested in the project. You should contact First Nation communities through their Chief and Band Council, and Metis communities through their elected leadership.

Rights-based consultation with First Nation and Métis Communities

Proponents should note that, in addition to requiring interest-based consultation as described above, certain projects may have the potential to adversely affect the ability of First Nation or Métis communities to exercise their established or credibly asserted Aboriginal or treaty rights. In such cases, Ontario may have a duty to consult those Aboriginal communities.

Activities which may restrict or reduce access to unoccupied Crown lands, or which could result in a potential adverse impact to land or water resources in which harvesting rights are exercised, may have the potential to impact Aboriginal or treaty rights. For assistance in determining whether your proposed project could affect these rights, please refer to the attached "Preliminary Assessment Checklist: First Nation and Métis Community Interest."

If there is likely to be an adverse impact to Aboriginal or treaty rights, accommodation may be required to avoid or minimize the adverse impacts. Accommodation is an outcome of consultation and includes any mechanism used to avoid or minimize adverse impacts to Aboriginal or treaty rights and traditional uses. Solutions could include mitigation such as

adjustments in the timing or geographic location of the proposed activity. Accommodation may in certain circumstances involve the provision of financial compensation, but does not necessarily require it.

For more information about the duty to consult, please see the Ministry's website at:

www.ontario.ca/government/duty-consult-aboriginal-peoples-ontario

The proponent must contact the Director, Environmental Approvals Branch if a project may adversely affect an Aboriginal or treaty right, consultation has reached an impasse, or if a Part II Order or an elevation request is anticipated; the Ministry will then determine whether the Crown has a duty to consult.

The Director of the Environmental Approvals Branch can be notified either by email with the subject line "Potential Duty to Consult" to EAASIBgen@ontario.ca or by mail or fax at the address provided below:

Email:	EAASIBgen@ontario.ca Subject: Potential Duty to Consult
Fax:	416-314-8452
Address:	Environmental Approvals Branch 12A Floor 2 St Clair Avenue W Toronto, ON M4V1L5

Delegation of Procedural Aspects of Consultation

Proponents have an important and direct role in the consultation process, including a responsibility to conduct adequate consultation with First Nation and Métis communities as part of the environmental assessment process. This is laid out in existing environmental assessment codes of practice and guides that can be accessed from the Ministry's environmental assessment website at:

www.ontario.ca/environmentalassessments

The Ministry relies on consultation conducted by proponents when it assesses the Crown's obligations and directs proponents during the regulatory process. Where the Crown's duty to consult is triggered, various additional procedural steps may also be asked of proponents as part of their delegated duty to consult responsibilities. In some situations, the Crown may also become involved in consultation activities.

Ontario will have an oversight role as the consultation process unfolds but will be relying on the steps undertaken and information you obtain to ensure adequate consultation has taken place. To ensure that First Nation and Métis communities have the ability to assess a project's potential to adversely affect their Aboriginal or treaty rights, Ontario requires proponents to undertake certain procedural aspects of consultation.

The proponent's responsibilities for procedural aspects of consultation include:

- Providing notice to the elected leadership of the First Nation and/or Métis communities (e.g., First Nation Chief) as early as possible regarding the project;

- Providing First Nation and/or Métis communities with information about the proposed project including anticipated impacts, information on timelines and your environmental assessment process;
- Following up with First Nation and/or Métis communities to ensure they received project information and that they are aware of the opportunity to express comments and concerns about the project. If you are unable to make the appropriate contacts (e.g. are unable to contact the Chief) please contact the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office for further direction.
- Providing First Nation and/or Métis communities with opportunities to meet with appropriate proponent representatives to discuss the project;
- Gathering information about how the project may adversely impact the relevant Aboriginal and/or Treaty rights (for example, hunting, fishing) or sites of cultural significance (for example, burial grounds, archaeological sites);
- Considering the comments and concerns provided by First Nation and/or Métis communities and providing responses;
- Where appropriate, discussing potential mitigation strategies with First Nation and/or Métis communities;
- Bearing the reasonable costs associated with these procedural aspects of consultation, which may include providing support to help build communities' capacity to participate in consultation about the proposed project.
- Maintaining a Consultation Record to show evidence that you, the proponent, completed all the steps itemized above or at a minimum made meaningful attempts to do so.
- Upon request, providing copies of the Consultation Record to the Ministry. The Consultation Record should:
    - summarize the nature of any comments and questions received from First Nation and/or Métis communities;
    - describe your response to those comments and how their concerns were considered;
    - include a communications log indicating the dates and times of all communications; and
    - document activities in relation to consultation.

Successful consultation depends, in part, on early engagement by proponents with First Nation and Métis communities. Information shared with communities must be clear, accurate and complete, and in plain language where possible. The consultation process must maintain sufficient flexibility to respond to new information, and we trust you will make all reasonable efforts to build positive relationships with all First Nation and Métis communities contacted.

If you need more specific guidance on Aboriginal consultation steps in relation to your proposed project, or if you feel consultation has reached an impasse, please contact the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office.

Preliminary Assessment Checklist:
First Nation and Métis Community Interests and Rights

In addition to other interests, some main concerns of First Nation and Métis communities may pertain to established or asserted rights to hunt, gather, trap, and fish – these activities generally occur on Crown land or water bodies. As such, projects related to Crown land or water bodies, or changes to how lands and water are accessed, may be of concern to Aboriginal communities.

Please answer the following questions and keep related notes as part of your consultation record. "Yes" responses will indicate a potential adverse impact on Aboriginal or treaty rights.

Where you have identified that your project may trigger rights-based consultation through the following questions, you should arrange for a meeting between you and the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office to provide an early opportunity to confirm whether Ontario's duty to consult is triggered and to discuss roles and responsibilities in that event.

	YES	NO
1. Are you aware of concerns from First Nation and Métis communities about your project or a similar project in the area? The types of concerns can range from interested inquiries to environmental complaints, and even to land use concerns. You should consider whether the interest represents on-going, acute and/or widespread concern.		
2. Is your project occurring on Crown land, or is it close to a water body? Might it change access to either?		
3. Is the project located in an open or forested area where hunting or trapping could take place?		
4. Does the project involve the clearing of forested land?		
5. Is the project located away from developed, urban areas?		
6. Is your project close to, or adjacent to, an existing reserve? Projects in areas near reserves may be of interest to the First Nation and Métis communities living there.		
7. Will the project affect First Nations and/or Métis' ability to access areas of significance to them?		
8. Is the area subject to a land claim? Information about land claims filed in Ontario is available from the Ministry of Aboriginal Affairs; information about land claims filed with the federal government is available from Aboriginal Affairs and Northern Development Canada.		
9. Does the project have the potential to impact any archaeological sites?		

DILLON CONSULTING

Hovey, Christina <chovey@dillon.ca>

Fwd: Notice of Project Initiation – Comprehensive Transportation Master Plan for Town of Mississippi Mills

1 message

Flainek, Michael <mflainek@dillon.ca> Wed, Dec 10, 2014 at 1:39 PM
To: Christina Hovey <chovey@dillon.ca>

Christina - can you please put this into our files.
Thanks,

Michael

DILLON CONSULTING

Michael Flainek, M.Eng., P.Eng.
Partner
Dillon Consulting Limited
177 Colonnade RD South, Suite 101
Ottawa, Ontario, K2E 7J4
T - 613.745.6338 ext. 3051
F - 613.745.3491
M - 613 797.4375
mflainek@dillon.ca
www.dillon.ca

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---------- Forwarded message ----------
From: **Denis Montgomery** <dmontgomery@orpowercorp.com>
Date: Mon, Nov 24, 2014 at 2:00 PM
Subject: Notice of Project Initiation – Comprehensive Transportation Master Plan for Town of Mississippi Mills
To: "Mflainek@dillon.ca" <Mflainek@dillon.ca>
Cc: "Troy Dunlop (tdunlop@mississippimills.ca)" <tdunlop@mississippimills.ca>

Please include me in the distribution list. Thanks for the advance notice.

Denis Montgomery

President & CEO

Ottawa River Power Corporation

283 Pembroke St. W.

Pembroke, ON K8A 6Y6

Phone: 613.732.3687, ext. 27

Fax: 613.732.9838

Cell: 613.732.5167

Email: dmontgomery@orpowercorp.com

DILLON CONSULTING

Hovey, Christina <chovey@dillon.ca>

FW: Mississippi Mills transportation master plan

2 messages

Troy Dunlop <tdunlop@mississippimills.ca> Fri, Jan 16, 2015 at 9:00 AM
To: "Hovey, Christina" <chovey@dillon.ca>, Michael Flainek <mflainek@dillon.ca>
Cc: Troy Dunlop <tdunlop@mississippimills.ca>

Christina/Michael,

Please see comments received from MOE yesterday.

Confirm receipt on your end.

W. Troy Dunlop, C.E.T.

Director of Roads and Public Works

Town of Mississippi Mills

Phone: 613-256-2064 ext. 233

Fax: 613-256-4242

From: Mitchell, Vicki (MOECC) [mailto:Vicki.Mitchell@ontario.ca]
Sent: Thursday, January 15, 2015 4:41 PM
To: Troy Dunlop
Cc: Leavoy, Jena (MOECC)
Subject: Mississippi Mills transportation master plan

Thank you for sending a copy of the notice of project initiation. Here are MOECC preliminary comments.

Vicki Mitchell

Regional EA Coordinator

MOECC Eastern Region

1259 Gardiners Road, Kingston ON

(613) 540-6852

2 attachments

missmillsmtp.pdf
26K

Attachment-Aboriginal Consultation Information.pdf
25K

Hovey, Christina <chovey@dillon.ca> Fri, Jan 16, 2015 at 9:05 AM
To: Troy Dunlop <tdunlop@mississippimills.ca>, 149797 <149797@dillon.ca>
Cc: Michael Flainek <mflainek@dillon.ca>

Hi Troy,

Thanks for passing this on. I have added it to the project file.

Christina
[Quoted text hidden]
--

Christina Hovey, M.Pl
Planner
Dillon Consulting Limited
177 Colonnade RD South, Suite 101
Ottawa, Ontario, K2E 7J4
T - 613.745.6338 ext. 3044
F - 613.745.3491
CHovey@dillon.ca
www.dillon.ca

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Hovey, Christina <chovey@dillon.ca>

Notice of Project Initiation – Comprehensive Transportation Master Plan for Town of Mississippi Mills

7 messages

Daley, Sharla <sdaley@dillon.ca> Mon, Nov 24, 2014 at 1:08 PM
Cc: Michael Flainek <MFlainek@dillon.ca>, TDunlop@mississippimills.ca, Shawn Doyle <SDoyle@dillon.ca>, Christina Hovey <chovey@dillon.ca>

Dear Sir/Madam,

This e-mail is to inform you that the Town of Mississippi Mills is initiating a planning process to develop a Comprehensive Transportation Master Plan (TMP) for the Town of Mississippi Mills. Mississippi Mills is located directly west of Ottawa, north of Highway 7. The TMP is being carried out in accordance with the Terms of the Municipal Class Environmental Assessment (Class EA) process which is approved under the Environmental Assessment Act. The plan will address at a minimum, Phases 1 and 2 of the Municipal Class EA process.

Please provide any comments you may have, or inform us of your interest in this project via e-mail to Mflainek@dillon.ca and TDunlop@mississippimills.ca. We would also appreciate a response if you do not wish to receive further information about this project, or if you feel there is a different person in your organization who should be informed.

The public notice of project initiation has been attached below.

Sincerely,

Michael Flainek, M. Eng, P.Eng

--

Sharla Daley
Office /Project Administrator
Dillon Consulting Limited
177 Colonnade RD South, Suite 101
Ottawa, Ontario, K2E 7J4
T - 613.745.6338 ext. 3014
sdaley@dillon.ca
www.dillon.ca

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Notice of Project Initiation.pdf

206K

Daley, Sharla <sdaley@dillon.ca> Mon, Nov 24, 2014 at 1:12 PM
Cc: Michael Flainek <MFlainek@dillon.ca>, TDunlop@mississippimills.ca, Shawn Doyle <SDoyle@dillon.ca>, Christina Hovey <chovey@dillon.ca>

[Quoted text hidden]

Notice of Project Initiation.pdf
206K

Daley, Sharla <sdaley@dillon.ca> Mon, Nov 24, 2014 at 1:23 PM
To: daniel.gilbeau@ic.gc.ca
Cc: markk@metisnation.org, Michael Flainek <MFlainek@dillon.ca>, TDunlop@mississippimills.ca, Shawn Doyle <SDoyle@dillon.ca>, Christina Hovey <chovey@dillon.ca>

[Quoted text hidden]

Notice of Project Initiation.pdf
206K

Stewart, Paula <Paula.Stewart@healthunit.org> Mon, Nov 24, 2014 at 2:44 PM
To: "Daley, Sharla" <sdaley@dillon.ca>
Cc: Michael Flainek <MFlainek@dillon.ca>, "TDunlop@mississippimills.ca" <TDunlop@mississippimills.ca>, Shawn Doyle <SDoyle@dillon.ca>, Christina Hovey <chovey@dillon.ca>

Hi thank you for notifying the Public Health Unit about this process. Please keep sending me information about the process. I will make sure the appropriate person receives the information.

Paula

Paula Stewart MD, FRCPC
Medical Officer of Health
Leeds, Grenville and Lanark District Health Unit
458 Laurier Blvd. Brockville, ON
K6V 7A3
Tel: 613-345-5685
Email: Paula.Stewart@healthunit.org<mailto:Paula.Stewart@healthunit.org><mailto:Paula.Stewart@healthunit.org>
Fax: 613-498-1096

_____
From: Daley, Sharla [sdaley@dillon.ca]
Sent: Monday, November 24, 2014 1:12 PM
Cc: Michael Flainek; TDunlop@mississippimills.ca; Shawn Doyle; Christina Hovey
Subject: Notice of Project Initiation – Comprehensive Transportation Master Plan for Town of Mississippi Mills

Dear Sir/Madam,

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mississippimills.ca>. We would also appreciate a response if you do not wish to receive further information about this project, or if you feel there is a different person in your organization who should be informed.

The public notice of project initiation has been attached below.

Sincerely,
Michael Flainek, M. Eng, P.Eng

--

Sharla Daley

Office /Project Administrator
Dillon Consulting Limited
177 Colonnade RD South, Suite 101
Ottawa, Ontario, K2E 7J4
T - 613.745.6338 ext. 3014
sdaley@dillon.ca<mailto:SDaley@dillon.ca>
www.dillon.ca <http://www.dillon.ca/>

P Please consider the environment before printing this email

Daley, Sharla <sdaley@dillon.ca> Tue, Nov 25, 2014 at 9:53 AM
To: Christina Hovey <chovey@dillon.ca>

Hi Christina, I just received the below email.

Sharla

---------- Forwarded message ----------

From: **Rick Hannah** <rhannah@lanarkcounty.ca>
Date: Tue, Nov 25, 2014 at 9:51 AM
Subject: RE: Notice of Project Initiation – Comprehensive Transportation Master Plan for Town of Mississippi Mills
To: "Daley, Sharla" <sdaley@dillon.ca>
Cc: Troy Dunlop <tdunlop@mississippimills.ca>

Sharla:

I would appreciate receiving information as the project develops to ensure Emergency Response is considered.

Rick Hannah

Emergency Services Coordinator

Have a Plan – Be Safe!

LANARK COUNTY

99 Christie Lake Road (Tay Valley)

R R #4 Perth On, K7H 3C6
Ph:(613)267-4200 ext.1701
Fax:(613)267-2964
email: rhannah@lanarkcounty.ca

Website: www.county.lanark.on.ca <http://www.lanarkcounty.ca/>

From: Daley, Sharla [mailto:sdaley@dillon.ca]
Sent: Monday, November 24, 2014 1:08 PM
Cc: Michael Flainek; Troy Dunlop; Shawn Doyle; Christina Hovey
Subject: Notice of Project Initiation – Comprehensive Transportation Master Plan for Town of Mississippi Mills

Dear Sir/Madam,

[Quoted text hidden]

--

Sharla Daley
Office /Project Administrator
Dillon Consulting Limited
177 Colonnade RD South, Suite 101
Ottawa, Ontario, K2E 7J4
T - 613.745.6338 ext. 3014
sdaley@dillon.ca
www.dillon.ca

Please consider the environment before printing this email

Hovey, Christina <chovey@dillon.ca> Tue, Nov 25, 2014 at 10:02 AM
To: "Daley, Sharla" <sdaley@dillon.ca>

Thanks Sharla!
[Quoted text hidden]
--

Christina Hovey, M.Pl
Planner
Dillon Consulting Limited
177 Colonnade RD South, Suite 101
Ottawa, Ontario, K2E 7J4
T - 613.745.6338 ext. 3044
F - 613.745.3491
CHovey@dillon.ca
www.dillon.ca

Please consider the environment before printing this email

Daley, Sharla <sdaley@dillon.ca> Wed, Nov 26, 2014 at 12:59 PM
To: Christina Hovey <chovey@dillon.ca>

---------- Forwarded message ----------
From: **Terry McCann** <TMcCann@lanarkcounty.ca>
Date: Wed, Nov 26, 2014 at 9:36 AM
Subject: RE: Notice of Project Initiation – Comprehensive Transportation Master Plan for Town of Mississippi Mills
To: "Daley, Sharla" <sdaley@dillon.ca>

Sharla

As you know Lanark County has a transportation Master plan that can be referred and is available on the Lanark County website. The County has over 120Km of County Road, 7 Bridges and 6 Culverts (> 3m) inside of the Mississippi Mills boundaries.

The County has started a long term plan for paved shoulders with the goal to pave all of the shoulders on County Roads where feasible, this is for Maintenance reasons as well as active transportation purposes. Some of this work has already been completed on County Roads within Mississippi Mills boundaries.

Lanark County Public Works is interested in being kept informed of the development of the Town of Mississippi Mills TMP.

Regards

Terry McCann C.E.T.

Director of Public Works

Public Works Department

County of Lanark

T: (613) 267-1353 ext. 3190

C: (613) 349-9456

F: (613) 267-2793

E: tmccann@lanarkcounty.ca

Website: www.lanarkcounty.ca

From: Daley, Sharla [mailto:sdaley@dillon.ca]
Sent: Monday, November 24, 2014 1:08 PM

Cc: Michael Flainek; Troy Dunlop; Shawn Doyle; Christina Hovey
Subject: Notice of Project Initiation – Comprehensive Transportation Master Plan for Town of Mississippi Mills

Dear Sir/Madam,

[Quoted text hidden]

--

Sharla Daley
Office /Project Administrator
Dillon Consulting Limited
177 Colonnade RD South, Suite 101
Ottawa, Ontario, K2E 7J4
T - 613.745.6338 ext. 3014
sdaley@dillon.ca
www.dillon.ca

Please consider the environment before printing this email

Hovey, Christina <chovey@dillon.ca>

Fwd: TMP

1 message

Flainek, Michael <mflainek@dillon.ca> Wed, Dec 10, 2014 at 1:39 PM
To: Christina Hovey <chovey@dillon.ca>

Christina - can you file this response into our file.

thank you

Michael

Michael Flainek, M.Eng., P.Eng.
Partner
Dillon Consulting Limited
177 Colonnade RD South, Suite 101
Ottawa, Ontario, K2E 7J4
T - 613.745.6338 ext. 3051
F - 613.745.3491
M - 613 797.4375
mflainek@dillon.ca
www.dillon.ca

Please consider the environment before printing this email

---------- Forwarded message ----------
From: **Paul Knowles** <pknowles@carletonplace.ca>
Date: Mon, Nov 24, 2014 at 2:54 PM
Subject: TMP
To: Mflainek@dillon.ca, TDunlop@mississippimills.ca

Thanks for the notice.

We would appreciated being kept informed.

Paul Knowles P Eng

Chief Administrative Officer

Town of Carleton Place

613-257-6207

Notice of Project Initiation.pdf
206K

COMPREHENSIVE TRANSPORTATION MASTER PLAN & ACTIVE TRANSPORTATION PLAN

NOTICE OF PUBLIC INFORMATION CENTRE #1

The Town of Mississippi Mills is working on a Comprehensive Transportation Master Plan including an Active Transportation Plan.

You're Invited!

We have arranged for a public information centre to receive input from the public about:

- The vision and goals for the transportation system;
- The background information;
- The problems and opportunities; and,
- The Active Transportation Plan.

About the Project

This Plan will guide the Town's investments in transportation infrastructure in the coming years. The goal of this Plan is to make sure that the transportation system can accommodate growth and meet the needs of automobiles, cyclists, pedestrians and others in the short and long term. This Comprehensive Transportation Master Plan is being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment which is an approved process under the Environmental Assessment Act.

Event Details

6:00-8:30pm

Thursday, February 19th, 2015

The Almonte Community Centre

(upstairs at the arena at 182 Bridge St)

The open house style event will feature information on display, and Town Staff and consultants will be there to discuss the project. You are welcome to drop in at any time during the evening.

Contact Us

For more information or to provide your comments, please contact:

W. Troy Dunlop, C.E.T.
Director of Roads and Public Works
Town of Mississippi Mills
613-256-2064 ext. 233
TDunlop@mississippimills.ca

Comprehensive Transportation Master Plan & Active Transportation Plan for the Town of Mississippi Mills

Welcome!

Public Information Centre #1

Thursday February 19, 2015

Mississippi Mills

DILLON CONSULTING

Public Information Centre #1

- Please sign in
- Feel free to circulate around the room
- Town Staff and consulting team are on hand to discuss the project and answer questions
- Don’t forget to fill out a comment sheet

Mississippi Mills

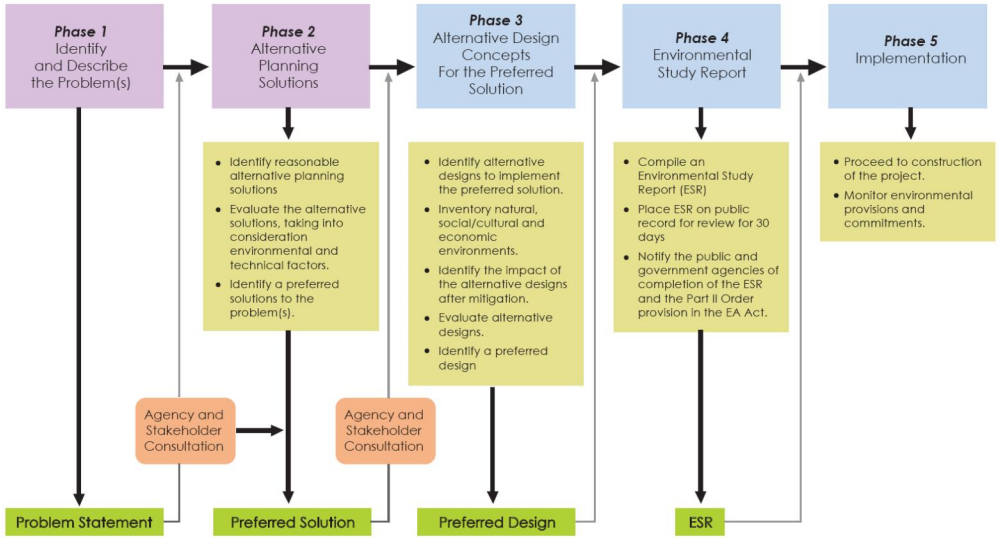
DILLON CONSULTING

Master Plans & the Environmental Assessment Process

Master Plans

- A Master Plan is a decision making framework to help select preferred infrastructure solutions at a broad scale
- A Master Plan is required to meet the Municipal Class Environmental Assessment process. This is a prescribed process to ensure infrastructure is built in a manner that protects the environment and allows for consultation
- A Transportation Master Plan identifies transportation specific infrastructure that will be needed over time such as roads, sidewalks, and cycling facilities

Municipal Class Environmental Assessment Process



This Plan is being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment process

Mississippi Mills

DILLON CONSULTING

This Plan Will…

- Guide the Town's investments in transportation infrastructure in the coming years.
- Help ensure that the transportation system can accommodate growth for a twenty-year period to the year 2035.
- Help to ensure the transportation system can meet the needs of automobiles, cyclists, pedestrians, and others

About the Study Area:

This Plan covers the entire Town of Mississippi Mills including the rural areas as well as Almonte, and the four smaller settlement areas; Pakenham, Blakeney, Clayton, and Appleton. The Town of Mississippi Mills is part of Lanark County. The City of Ottawa is adjacent to Mississippi Mills' eastern border, the Town also shares boundaries with Renfrew County to the north, and with the Lanark County Municipalities of Beckwith, Lanark Highlands, and Carleton Place. The Town is experiencing high rates of growth, in part because it is so close to the City of Ottawa.

Image Source: http://movetolanark.ca/town-mississippi-mills.cfm

Issues & Opportunities

Below are some of the specific topic areas and challenges that the Comprehensive Transportation Master Plan & Active Transportation Plan will address:

- **Vision & Goals** – What principles and values should be used to guide transportation decisions?
- **Road Classifications & Design Guidelines** – What are the different functions of roads in the network? How should roads be designed to suit on those functions?
- **Truck Routes** – Are there roads that trucks should be directed away from?
- **Winter Control Practices** – What infrastructure is maintained during the winter? Should the Town increase budgets to plow all sidewalks in the municipality? How quickly should the municipality clear/salt sidewalks?
- **Single Lane Bridges** – Do any of the single lane bridges need to be widened to two lanes to accommodate growth?
- **Transportation Demand Management** – How can the number of single occupant vehicle trips be reduced? Should carpooling be promoted? Telecommuting? Other measures?
- **Shoulder Treatments** – Should road shoulders in the rural areas be paved? Is this more cost-effective? Does it address other goals?
- **Coordination with the County of Lanark** – Are there any County roads that should be controlled by the municipality? Are there any municipally controlled roads that should be controlled at the County level?
- **East-West Arterial Capacity (Almonte) -** Is additional east-west arterial capacity needed across the river within Almonte? Is it necessary / desirable to create a by-pass around Almonte as referenced in the current Official Plan? If so, where would it be located and when should it be built?

The Comprehensive Transportation Master Plan will Include the Following Types of Recommendations…

1 – 5 Years: Operational Upgrades

- Identifies issues and solutions to traffic and parking problems
- Improve the transportation system quickly and affordability
- Examples of operational upgrades can include improvements to pedestrian crossings, parking regulations, and signage

5 – 10 Years: Short-term Network Upgrades

- Identify upgrades needed to the transportation network
- Examples of this can include road widening or building new roads
- Based on the expected locations and amounts of growth and existing road capacity

10 - 20 Years: Long-term Network Upgrades

- Identify strategic upgrades that need to be made so that the transportation network can accommodate the growth expected in the next 20 years (to 2035)
- Projects beyond the 10 year horizon will be noted for monitoring and property protection

Active Transportation Plan

- Identify the existing active transportation network
- Identify investments needed to fill any gaps in the network and optimize the system
- Identify programs and policies to support active transportation

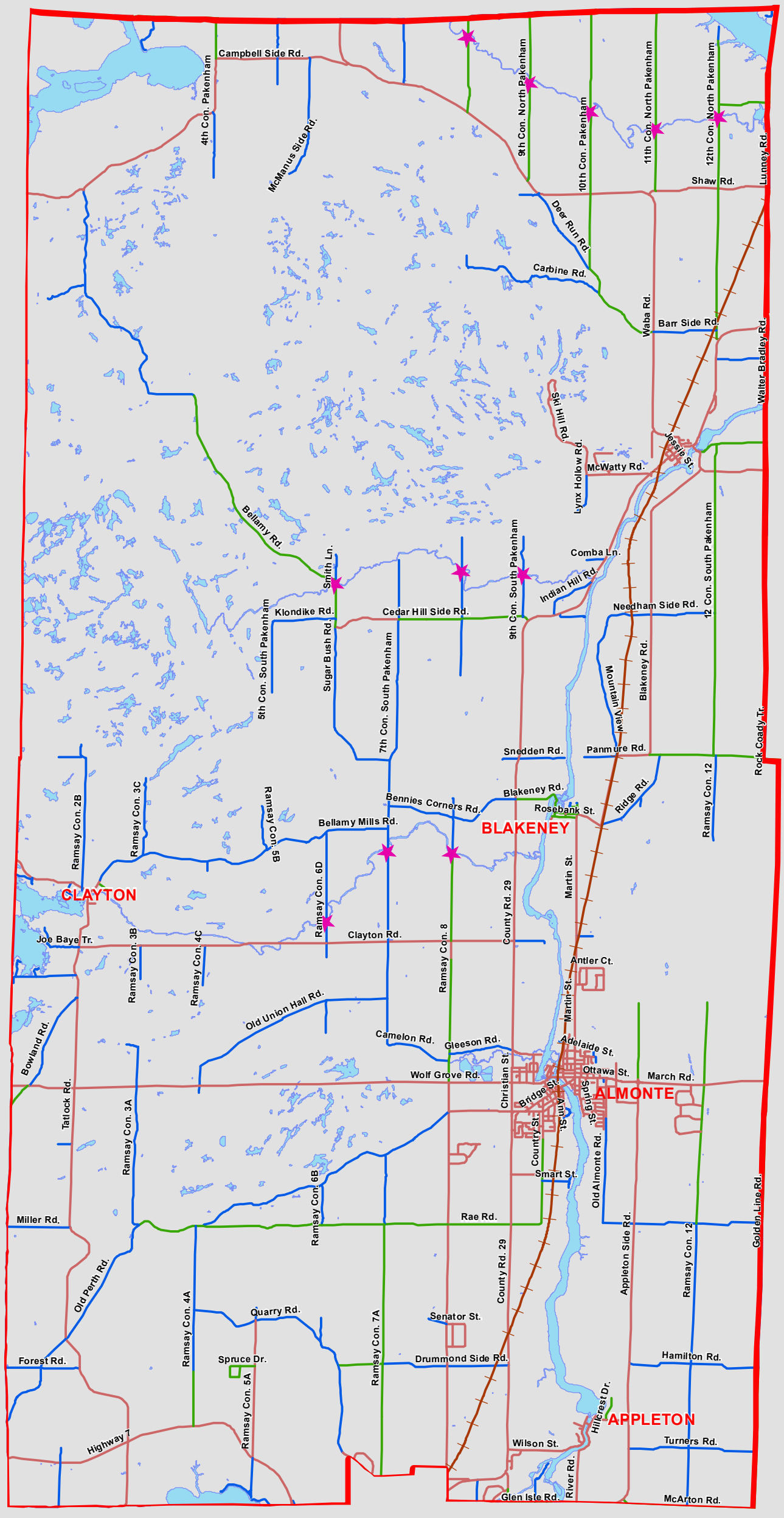
10 Year Capital Plan

- Take into account the recommendations for: operational upgrades, network upgrades, and active transportation
- Will identify growth related road upgrades for inclusion in the Town's Development Charges Bylaw
- Prioritize projects based on the available annual budget

A Vision for the Town of Mississippi Mills Transportation System

"To provide an integrated, diverse transportation system for all residents and businesses that is safe, convenient, affordable and sustainable, and that facilitates the efficient movement of people and goods within the Town and to adjoining areas. The transportation system will support the goals and values of the Town which include maintaining the rural and small town character, protecting the environment and cultural and natural heritage, and promoting sustainable economic growth."

Principles	Goals
Integration	• Balance the needs of private, commercial, and recreational users and all modes of transportation through the development of complete streets. • Integrate transportation planning with land use planning to provide services and infrastructure in sync with growth and minimize negative impacts of the transportation network on adjacent land uses. • Plan compact communities with a mix of land uses so that people can shop, play and work close to where they live. • Develop a connected system of pedestrian and cycling routes as a continuous system with linkages to parks, open spaces, community facilities, schools and services.
Social sustainability	• Develop a barrier-free transportation system that is accessible to all residents regardless of ability and socio-economic circumstances. • Improve access to isolated areas of the Town.
Environmental sustainability	• Increase the use of active modes of transportation to encourage healthy active lifestyles and reduce carbon emissions. • Minimize negative impacts of the transportation network on the natural environment.
Economic sustainability	• Plan a transportation system that will be affordable to operate and maintain for the long term. • Maximize access to businesses, institutions and festivals by employees, clients and visitors. • Increase the economic impact of bicycle tourism. • Work co-operatively with the Province, County and adjacent municipalities to improve transportation infrastructure to and within the Town.
Safety	• Properly maintain roads and bridges and make upgrades to improve safety where required. • Ensure the transportation system is safe for pedestrians, bicyclists and recreational vehicles in addition to vehicular traffic.
Efficiency	• Reduce automobile dependence and support alternatives to single occupant vehicle trips. • Optimize and upgrade the existing transportation infrastructure to increase capacity where required.
Accountability	• Involve citizens in the transportation planning process and foster support for transportation solutions that recognize the needs of Mississippi Mills and adjacent communities. • Measure and evaluate the performance of the transportation system on an ongoing basis.



Legend

- Mississippi Mills Boundary
- Railway
- Single Lane Bridges - Mississippi Mills

Road Surface

- Gravel
- Pavement
- Surface Treatment

MISSISSIPPI MILLS

Types of Road Surfaces and Single Lane Bridges

Mississippi Mills

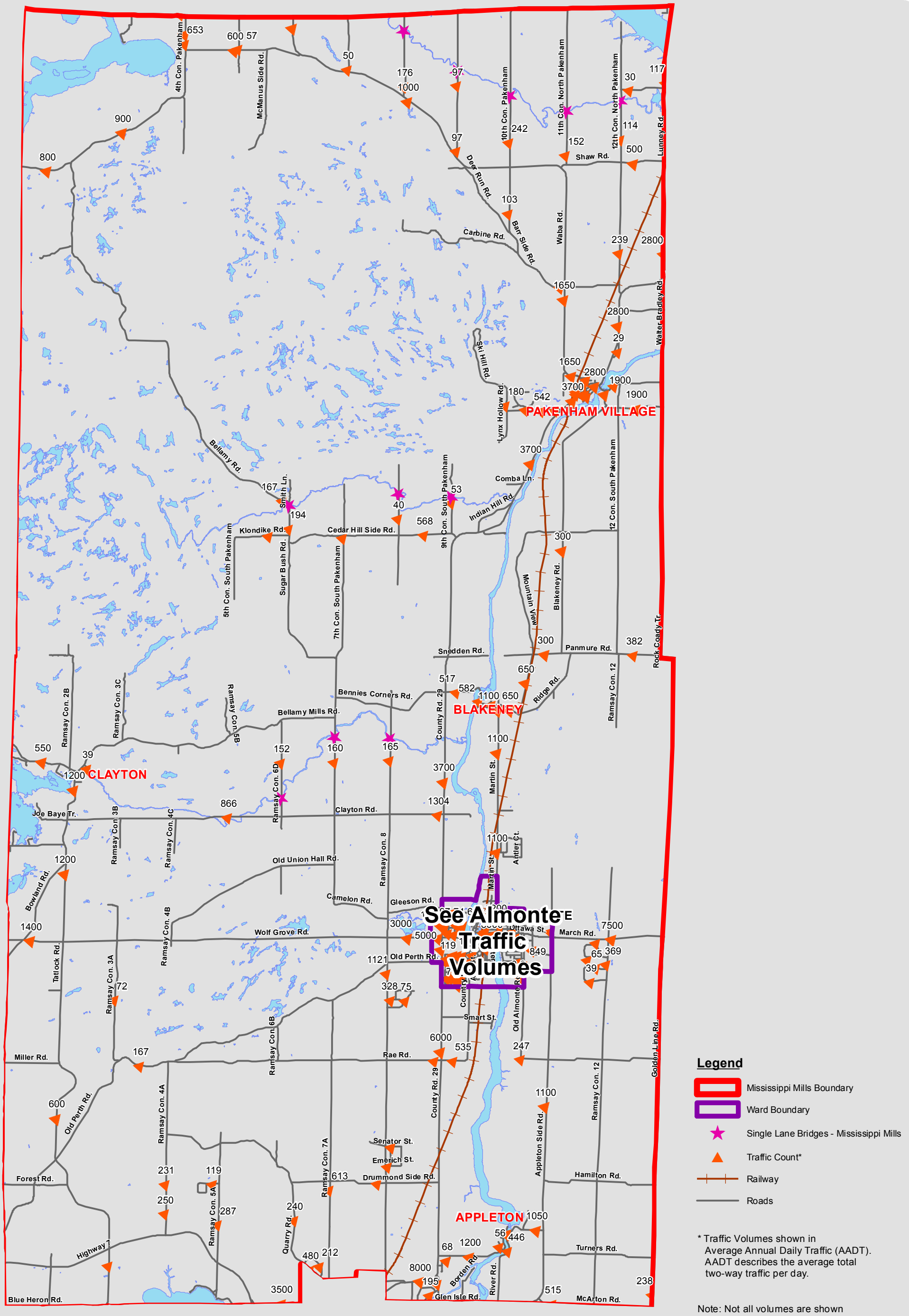
DILLON CONSULTING

MAP CREATED BY: LFY
MAP CHECKED BY: CCH / LDG
MAP PROJECTION: NAD 1983 UTM Zone 18N

FILE LOCATION:
G:\CAD\2014\14-9797\MXD\Open house\Christina\MM Types of Road Surface.mxd

PROJECT: 14-9797 STATUS: DRAFT DATE: FEB 2015

MISSISSIPPI MILLS
Traffic Volumes



Legend

- Mississippi Mills Boundary
- Ward Boundary
- Single Lane Bridges - Mississippi Mills
- Traffic Count*
- Railway
- Roads

* Traffic Volumes shown in Average Annual Daily Traffic (AADT). AADT describes the average total two-way traffic per day.

Note: Not all volumes are shown

Mississippi Mills

DILLON CONSULTING

MAP CREATED BY: LFY
MAP CHECKED BY: CCH / LDG
MAP PROJECTION: NAD 1983 UTM Zone 18N

FILE LOCATION:
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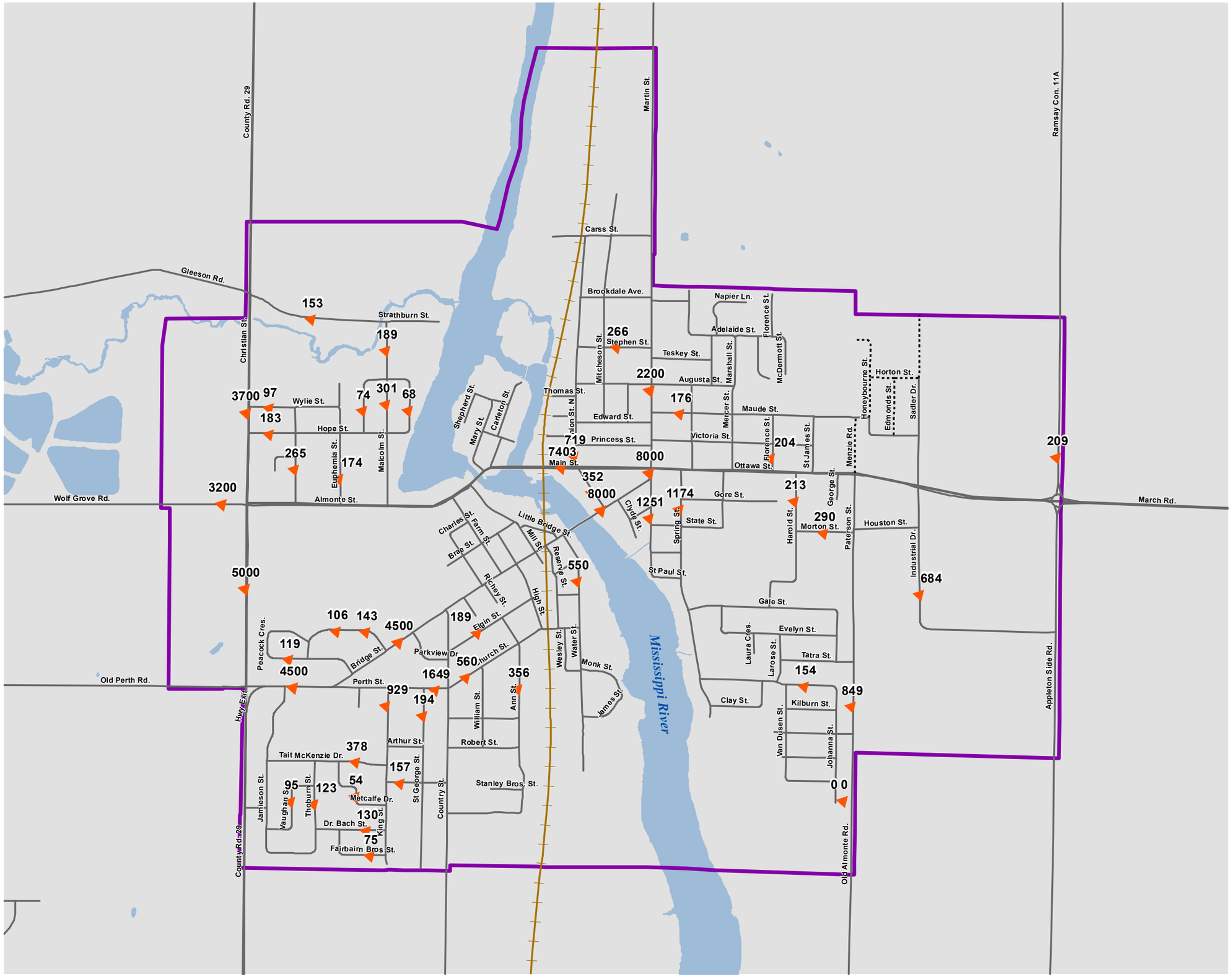
0 455 910 1,820 2,730 3,640 4,550
Meters

PROJECT: 14-9797 STATUS: DRAFT DATE: JAN 2015



Mississippi Mills

MISSISSIPPI MILLS
ALMONTE

Traffic Volumes

Legend

- Traffic Count*
- Mississippi Mills Roads
- Unmaintained Corridor
- Railway
- Ward_Boundary

* Traffic Volumes shown in Average Annual Daily Traffic (AADT). AADT describes the average total two-way traffic per day.

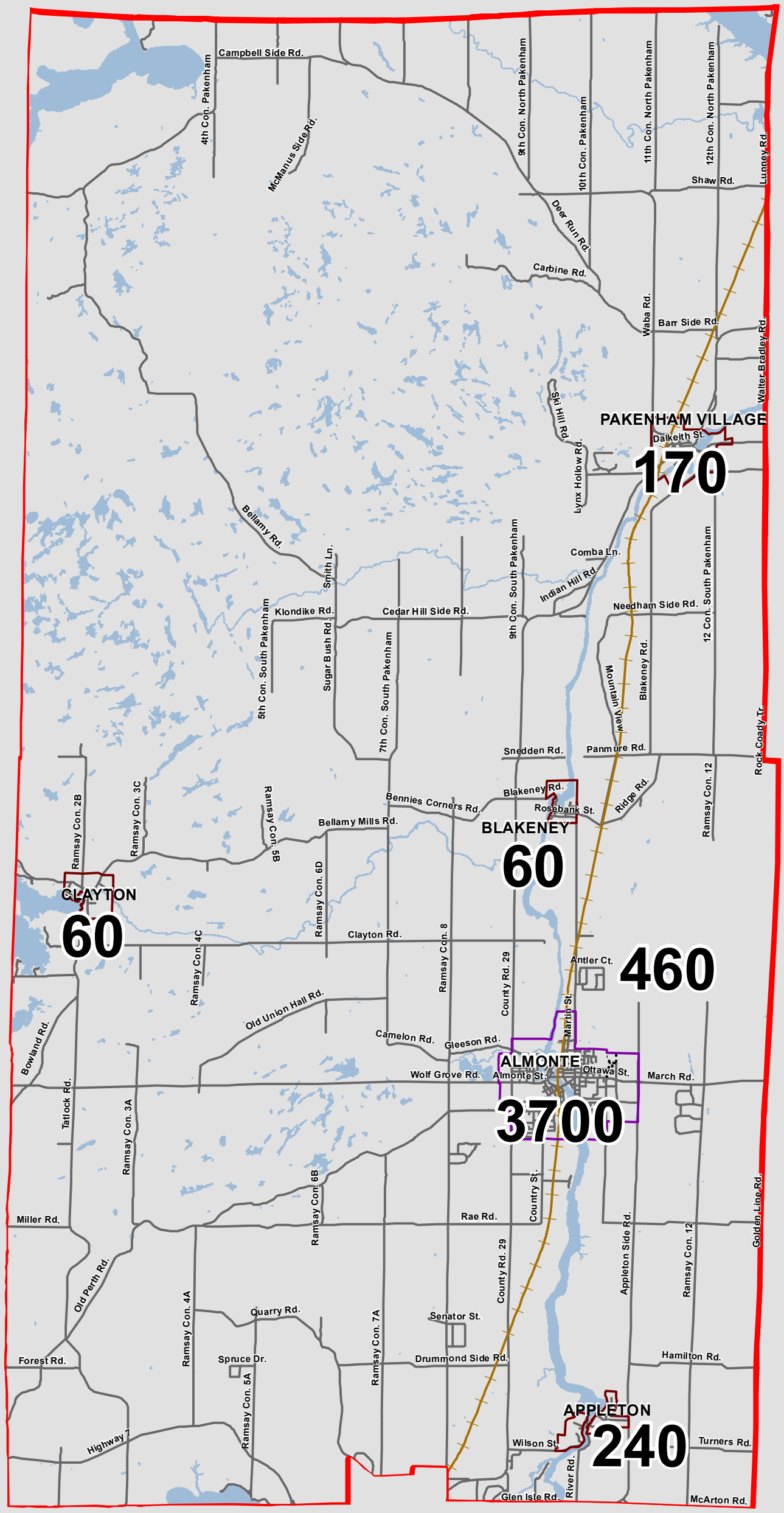
0 62.5 125 250 375 500 625
Meters

MAP CREATED BY: LFY
MAP CHECKED BY: CCH / RB
MAP PROJECTION: NAD 1983 UTM Zone 18N

FILE LOCATION: Path:
G:\CAD\2014\14-9797\MXD\Open house\Christina\Almonte Map AADT.mxd

DILLON CONSULTING

PROJECT: 14-9797
STATUS: DRAFT
DATE: JAN 2015



Legend

- Mississippi Mills Boundary
- Ward Boundary
- Hamlet Boundary
- Railway
- Roads

POPULATION GROWTH EXPECTED TO 2035

Population in 2014 :	13,040
Expected Population in 2035 :	18,740
Total Growth :	5,700
Total Growth to Rural Areas :	970

MISSISSIPPI MILLS
POPULATION GROWTH EXPECTED TO 2035

Mississippi Mills

DILLON CONSULTING

MAP CREATED BY: LFY
MAP CHECKED BY: CCH
MAP PROJECTION: NAD 1983 UTM Zone 18N

FILE LOCATION:
G:\CAD\2014\14-9797\MXD\Open house\Christina\Mississippi Mills Growth Map.mxd

0 500 1,000 2,000 3,000 4,000 5,000
Meters

PROJECT: 14-9797 STATUS: DRAFT DATE: FEB 2015

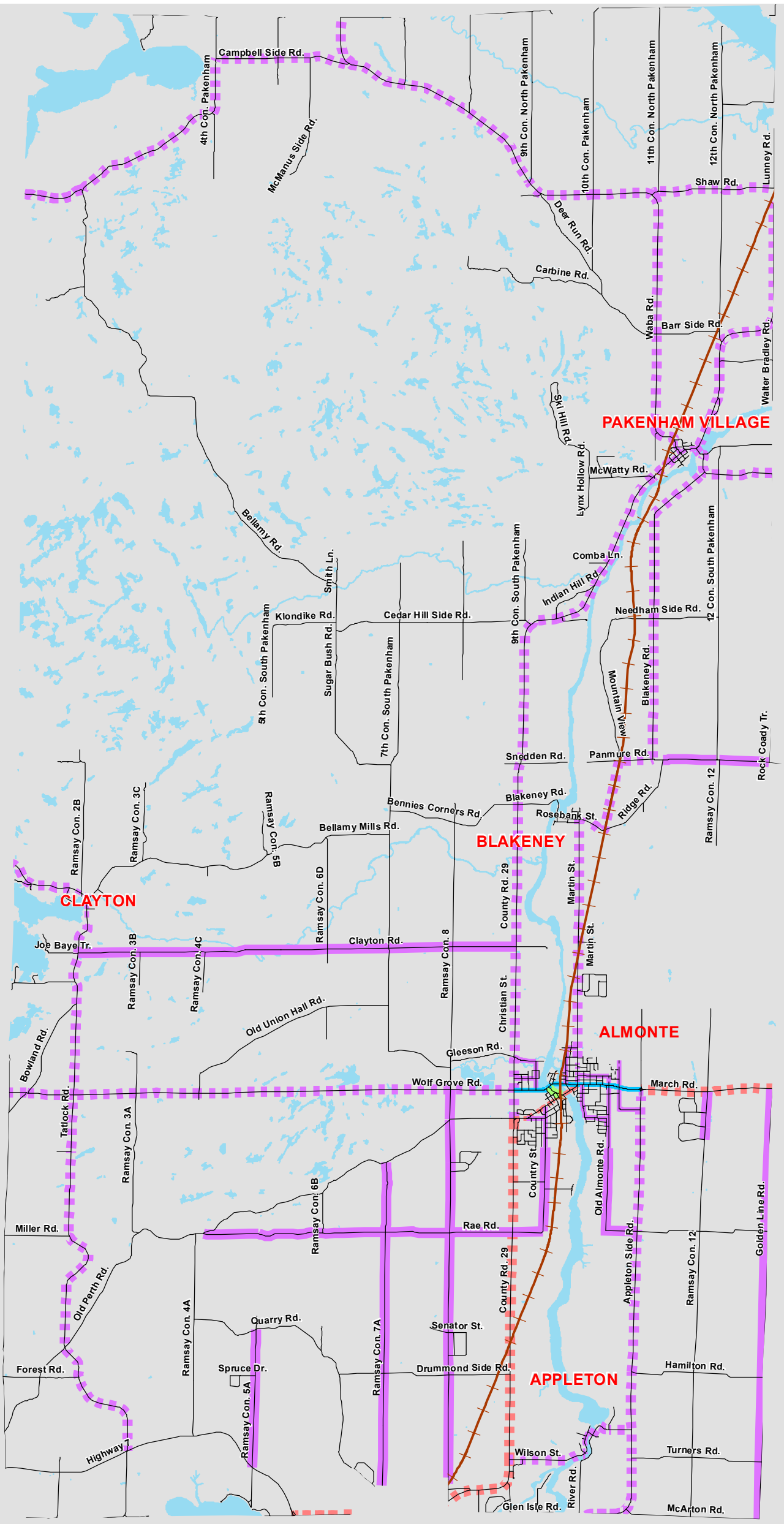
Description of Rural Road Classifications

Characteristic	Road Class			
	Rural Local	Rural Collector	Rural Arterial	Rural Historic/ Scenic
Role in road network	Connect between ultimate origin/ destination (i.e., driveways) and primary circulation system	Connect villages to one another, to adjacent urban centres and to the highway/ freeway system	Connect villages to one another, to adjacent urban centres and to the highway/ freeway system	Scenic or historic road that follows historical or original development patterns; road design must be consistent with roadside environment
Function: Traffic Service v. Land Use Access[1]	Land access primary; traffic movement secondary	Balanced between land access and traffic movement	Traffic movement primary; land access secondary	Land access primary; traffic movement secondary
Traffic Volume Average Annual Daily Traffic (AADT) describes the average total two-way traffic per day	< 1,000 AADT	< 5,000 AADT	> 5,000 AADT	Varies
Flow Characteristics[1]	Interrupted flow	Interrupted flow	Uninterrupted flow, except at major intersections	Interrupted flow
Design Speed (km/hr)[1]	50	60-80	≥ 80	Varies
Vehicle Type[1]	Predominantly passenger cars and light-medium trucks; occasional heavy trucks	All types; up to 30% trucks in the 3t to 5t range	All types; up to 20% trucks	Predominantly passenger cars and light-medium trucks; occasional heavy trucks
Typical Network Connections[1]	Locals, Collectors	Locals, Collectors, Arterials	Locals, Collectors, Arterials, Freeways	Locals, Collectors, Arterials
Accommodation of Active Transportation	Unsigned or signed routes only; no infrastructure treatments	Signed routes or bicycle lanes as appropriate; no segregated facilities	Signed routes, bicycle lanes, or segregated facilities as appropriate	Unsigned or signed routes only; no infrastructure treatments
Road Surface	Any	Surface treatment, asphalt	Asphalt	Any

1 Source: Transportation Association of Canada (1999, updated 2007) Geometric Design Guide for Canadian Roads

Mississippi Mills

DILLON CONSULTING



Legend

- Railway
- Roads
- Unmaintained Corridors

PROPOSED MISSISSIPPI MILLS FUNCTIONAL ROAD CLASSIFICATION

- Main Street
- Arterial Urban
- Collector Urban
- Collector Rural
- Historical / Scenic

EXISTING LANARK COUNTY FUNCTIONAL ROAD CLASSIFICATION

- County Arterial Urban
- County Arterial Rural
- County Collector Urban
- County Collector Rural

MISSISSIPPI MILLS FUNCTIONAL ROAD CLASSIFICATION

Mississippi Mills

DILLON CONSULTING

MAP CREATED BY: LFY
MAP UPDATED BY: ERS
MAP CHECKED BY: CCH / DR
MAP PROJECTION: NAD 1983 UTM Zone 18N

FILE LOCATION:
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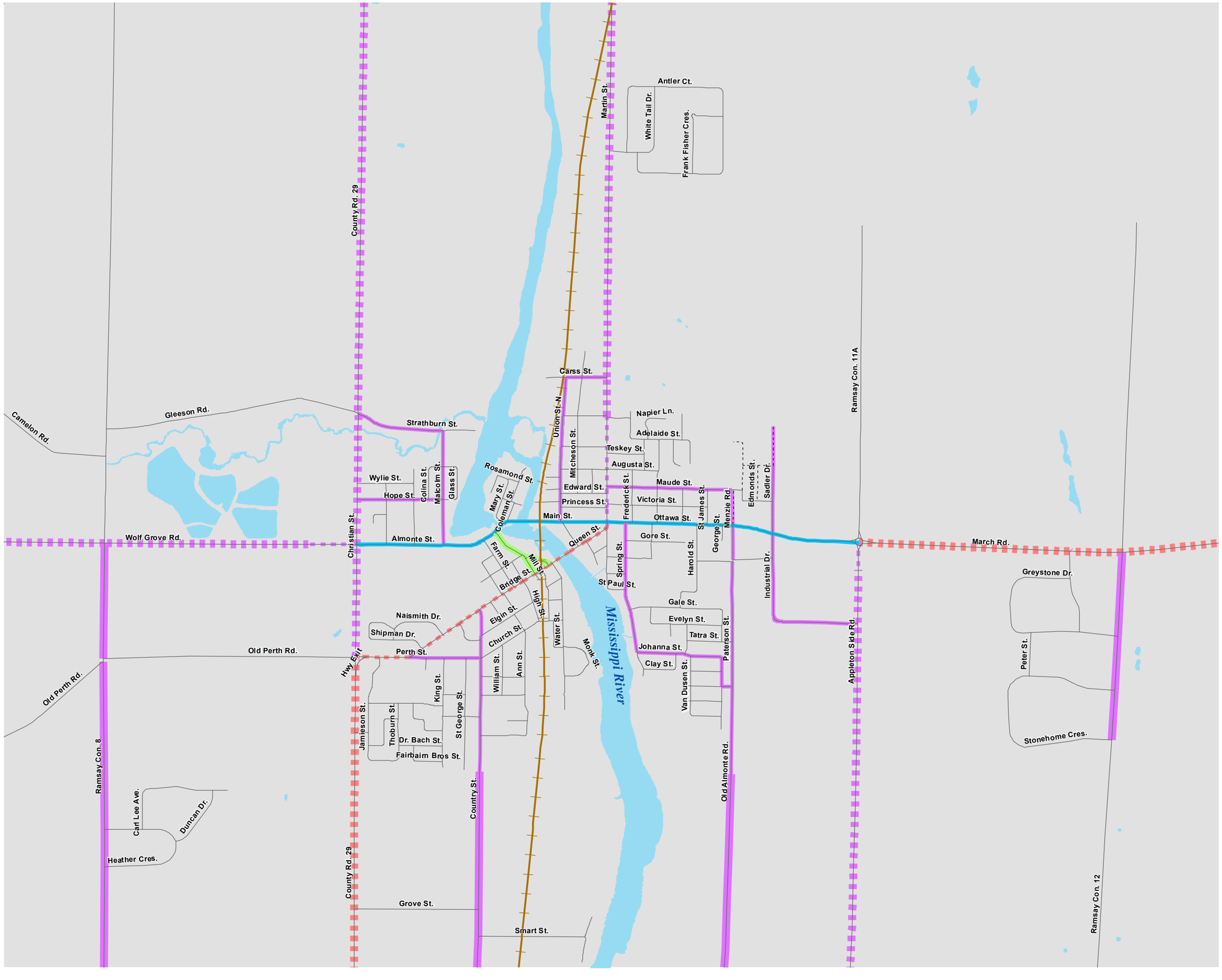
0 500 1,000 2,000 3,000 4,000 5,000
Meters

PROJECT: 14-9797 STATUS: DRAFT DATE: FEB 2015

Description of Urban Road Classifications

Characteristic	Road Class				
	Urban Local	Urban Collector	Urban Main Street	Urban Arterial	Urban Historic/ Scenic
Role in road network	Connect between ultimate origin/ destination (i.e., driveways) and primary circulation system	Distribute demand between primary circulation network and local roads; some direct connection to driveways	Provide access to adjacent land uses; create an attractive environment for travellers in all modes	Travel circulation/ mobility primary role; some direct connection to larger driveways	Scenic or historic road that follows historical or original development patterns; road design must be consistent with roadside environment
Function: Traffic Service v. Land Use Access[1]	Land access primary; traffic movement secondary	Balanced between land access and traffic movement	Balanced between land access and traffic movement	Traffic movement primary; land access secondary	Land access primary; traffic movement secondary
Traffic Volume Average Annual Daily Traffic (AADT) describes the average total two-way traffic per day	< 1,000 AADT	< 5,000 AADT	Varies	> 5,000 AADT	Varies
Flow Characteristics[1]	Interrupted flow	Interrupted flow	Interrupted flow	Uninterrupted flow, except at major intersections and crosswalks	Interrupted flow
Design Speed (km/hr)[1]	30-50	50-80	50-80	60-100	50-100
Vehicle Type[1]	Predominantly passenger cars and light trucks	Predominantly passenger cars and light trucks	Predominantly passenger cars and light trucks	All types; up to 20% trucks	Predominantly passenger cars and light trucks
Typical Network Connections[1]	Local, Collector	Local, Collector, Arterial	Local, Collector, Arterial	Collector, Arterial, Freeway	Local, Collector, Arterial
Accommodation of cyclists	Unsigned or signed routes only; no infrastructure treatments	Signed routes or bicycle lanes as appropriate; no segregated facilities	Signed routes, bicycle lanes, or segregated facilities as appropriate	Signed routes, bicycle lanes, or segregated facilities as appropriate	Unsigned or signed routes only; no infrastructure treatments
Accommodation of pedestrians	May be required to complete network	Sidewalks on both sides	Sidewalks on both sides	Sidewalks on both sides	Sidewalks on both sides
Parking (typical)	Few restrictions	Potentially restricted in peak hour	Potentially restricted in peak hour	Prohibited or peak hour restrictions	Few restrictions

1 Source: Transportation Association of Canada (1999, updated 2007) Geometric Design Guide for Canadian Roads



MISSISSIPPI MILLS
ALMONTE MAP

FUNCTIONAL ROAD CLASSIFICATIONS
ALMONTE

Legend

- Railway
- Roads
- Unopen

PROPOSED MISSISSIPPI MILLS FUNCTIONAL ROAD CLASSIFICATION

- Main Street
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EXISTING LANARK COUNTY FUNCTIONAL ROAD CLASSIFICATION

- County Arterial Urban
- County Arterial Rural
- County Collector Urban
- County Collector Rural

0 100 200 400 600 800 1,000 Meters

MAP CREATED BY: LFY
MAP CHECKED BY: CCH / DR
MAP PROJECTION: NAD 1983 UTM Zone 18N

FILE LOCATION:
G:\CAD\2014\14-9797\MXD\Strategic\Almonte Road Classification 10.0.mxd

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PROJECT: 14-9797
STATUS: DRAFT
DATE: FEB 2015

Next Steps

April, 2015

DRAFT Comprehensive Transportation Master Plan, Active Transportation Plan & 10 Year Capital Plan

May, 2015

Public Information Centre #2

June 2015

FINAL Comprehensive Transportation Master Plan, Active Transportation Plan & 10 Year Capital Plan – Presented to Town Council

Stay Involved:

Fill out a comment sheet and/or e-mail your comments to Troy Dunlop at: TDunlop@mississippimills.ca
Come back for the next PIC in May, 2015

Mississippi Mills

DILLON CONSULTING

COMPREHENSIVE TRANSPORTATION MASTER PLAN & ACTIVE TRANSPORTATION PLAN

NOTICE OF PUBLIC INFORMATION CENTRE #1

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- The vision and goals for the transportation system;
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W. Troy Dunlop, C.E.T.
Director of Roads and Public Works
Town of Mississippi Mills
613-256-2064 ext. 233
TDunlop@mississippimills.ca

Comprehensive Transportation Master Plan & Active Transportation Plan for the Town of Mississippi Mills

Welcome!

Public Information Centre #1

Thursday February 19, 2015

Mississippi Mills

DILLON CONSULTING

Active Transportation Plan

What is Active Transportation (AT)?

… Describes a human powered form of travel, such as...

walking,
hiking,
cycling,
rollerblading,
wheeling,
skate boarding,
skiing and snowshoeing

Image Source: Mississippi Valley Conservation

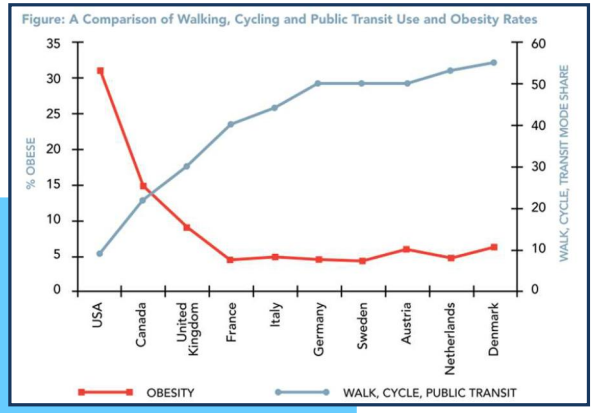
Active Transportation Infrastructure

- Sidewalks & Trails
- Safe Cross Walks
- Dedicated cycling facilities (lanes, separated lanes)
- Signage
- Bike racks
- Multi-use Pathways & Greenways
- Paved shoulders

Mississippi Mills

DILLON CONSULTING

Why Active Transportation?



Health benefits!

- 60% of adults and 26% of Canadian children are overweight or obese
- Risk of obesity goes up 6% per hour spent in the car each day.
- Risk of obesity goes down by 5% per km walked each day

Financial benefits!

- Active Transportation can support tourism & local businesses.
- Low physical activity results in about $5.3 Billion per year in direct and indirect health care costs in Canada.
- Infrastructure to support Active Transportation is less expensive than infrastructure to support cars.

Environmental benefits!

- Reduced energy consumption
- Air pollution can be reduced by replacing short vehicle trips with active transportation
- 90% of emissions are generated in the first 1.6 km

Source: Transport Canada (2010) Active Transportation in Canada a resource and planning guide

Mississippi Mills

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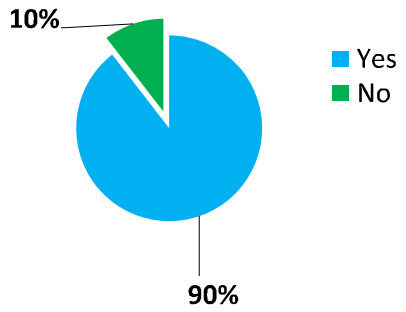
Mississippi Mills Active Transportation E-Survey

About:

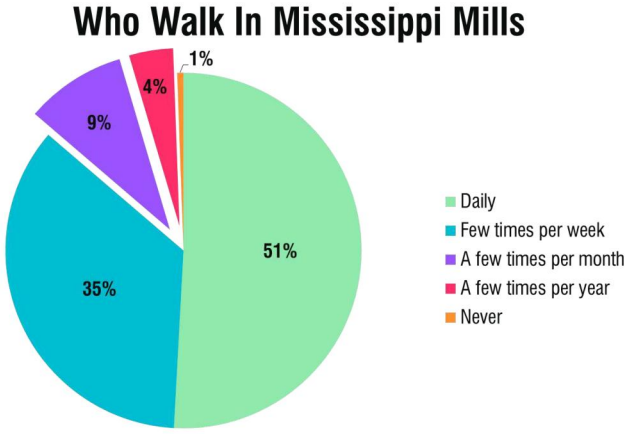
- Survey was advertised and active online from November 12 – 25th, 2014
- In total, we received 207 survey responses
- Ask one of the Town Staff or the project consultants if you would like to see the full text of the survey questions and responses

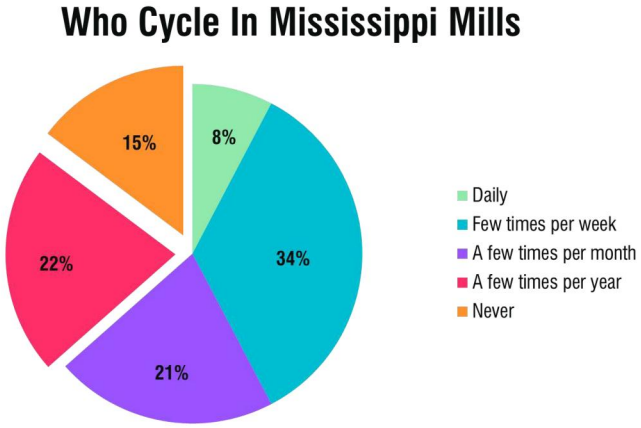
Mandate for Active Transportation (AT)

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



Percentage of Survey Respondents…





Other Popular ways to get around

Survey respondents frequently use these other forms of active transportation…

- Jog/Hike (63 people)
- Cross Country Ski (29 people)
- Snowshoe (13 people)
- Canoe/Kayak (5 people)
- Rollerblade (5 people)
- Wheelchair (4 people)
- Skateboard (4 people)
- E-bikes (2 people)
- Strollers (2 people)

Mississippi Mills

DILLON CONSULTING

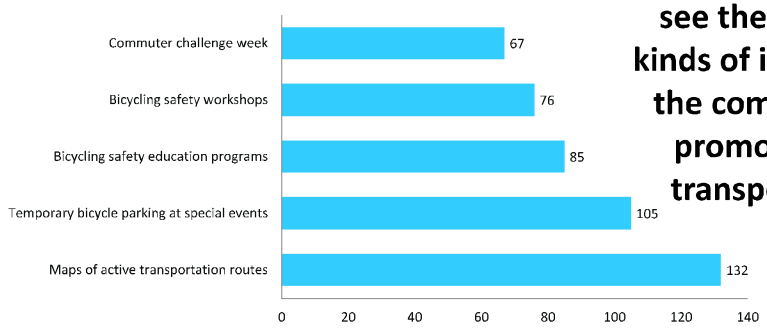
Mississippi Mills Active Transportation E-Survey

What makes people use AT:

- Having a safe space that is separated from vehicle traffic
- Safe road crossings
- Well maintained routes (i.e. even sidewalks/no potholes, clear of debris and snow)
- Short distances to destinations

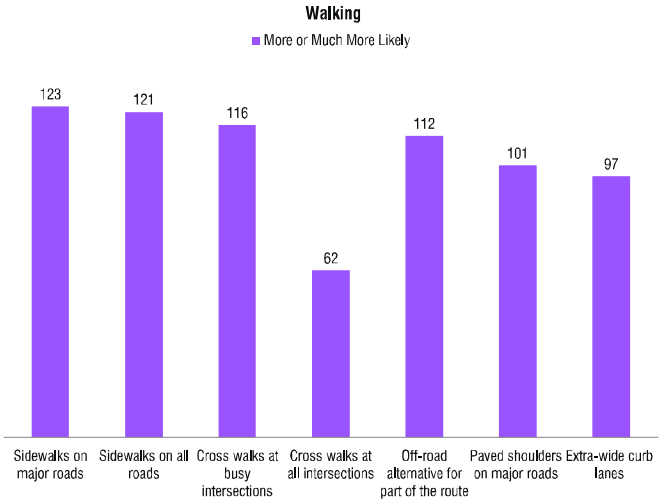
Programs that support Active Transportation

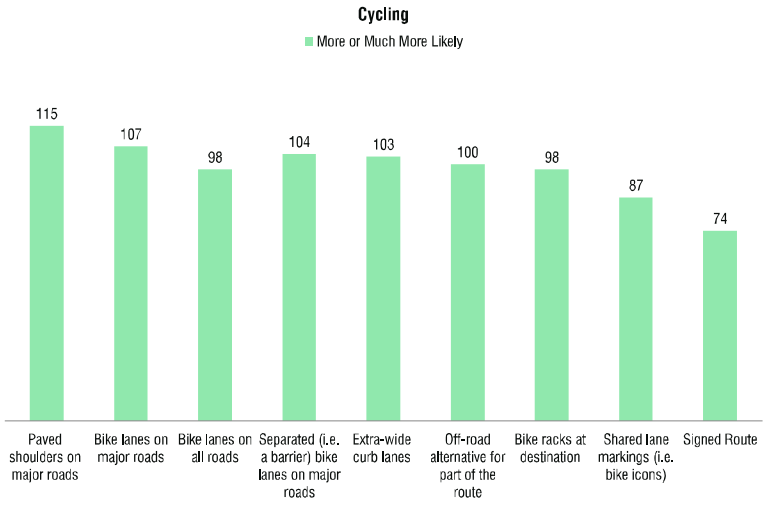
Q: Would you like to see the following kinds of initiatives in the community to promote active transportation?



What types of AT infrastructure make the biggest difference?

Q: When WALKING/CYCLING many factors can make a route more or less pleasant. What factors would make you MORE or MUCH MORE LIKELY to WALK/BICYCLE





Mississippi Mills

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Let's Move! Active Transportation Workshop

AT Workshop Participants: Where did they come from?

About:

- Workshop took place December 3, 2014
- Approximately 45 participants, including representatives from local cycling and outdoors groups, schools, etc.
- Participants were asked to identify:
  - Barriers and opportunities to active transportation
  - Current and potential active transportation routes

Issues & Opportunities Identified

- Need safe pedestrian crossings
  - Including along Almonte Street/Main Street/Ottawa Street (Almonte); at Tatlock Road and Bellamy Mills Road (Clayton); and at County Road 29 and Jeanie Street (Pakenham)
- Provide public spaces for resting and relaxing along main routes
- Provide drop curbs (curb cuts) at intersections for accessibility
- Improve connections to schools and other community facilities
- Ensure the bicycling network connects the villages, neighbouring communities, and tourist destinations
- Provide pedestrian connections in new subdivisions
- Improve winter maintenance
  - Not all sidewalks are maintained in the winter
- Provide space for cycling facilities along main roadways
  - Also ensure left turn signals are triggered by bicycles
- Provide bicycle parking facilities at public and commercial locations
- Improve street lighting
- Provide off road multi-use pathways
  - The abandoned rail bed is seen as a key opportunity

Mississippi Mills

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Active Transportation Network

Methodology

- We listened to the comments and input received through the e-survey and the AT Workshop
- The proposed pedestrian network looks to connect sidewalk links to destinations, connect subdivisions to adjacent urban areas and provide paved shoulders along roadways to destinations
- The cycling Spine Route connects the Settlement Areas and provides linkages to outside communities
- Facility selection considers the amount of vehicle traffic and posted speed limits

Recommendations

- A network of proposed pedestrian and cycling infrastructure to support active transportation
- Policies to improve accessibility of the pedestrian network (drop curbs, tactile walking surfaces, audible traffic control signals at intersections)
- Improved winter sidewalk maintenance

Mississippi Mills

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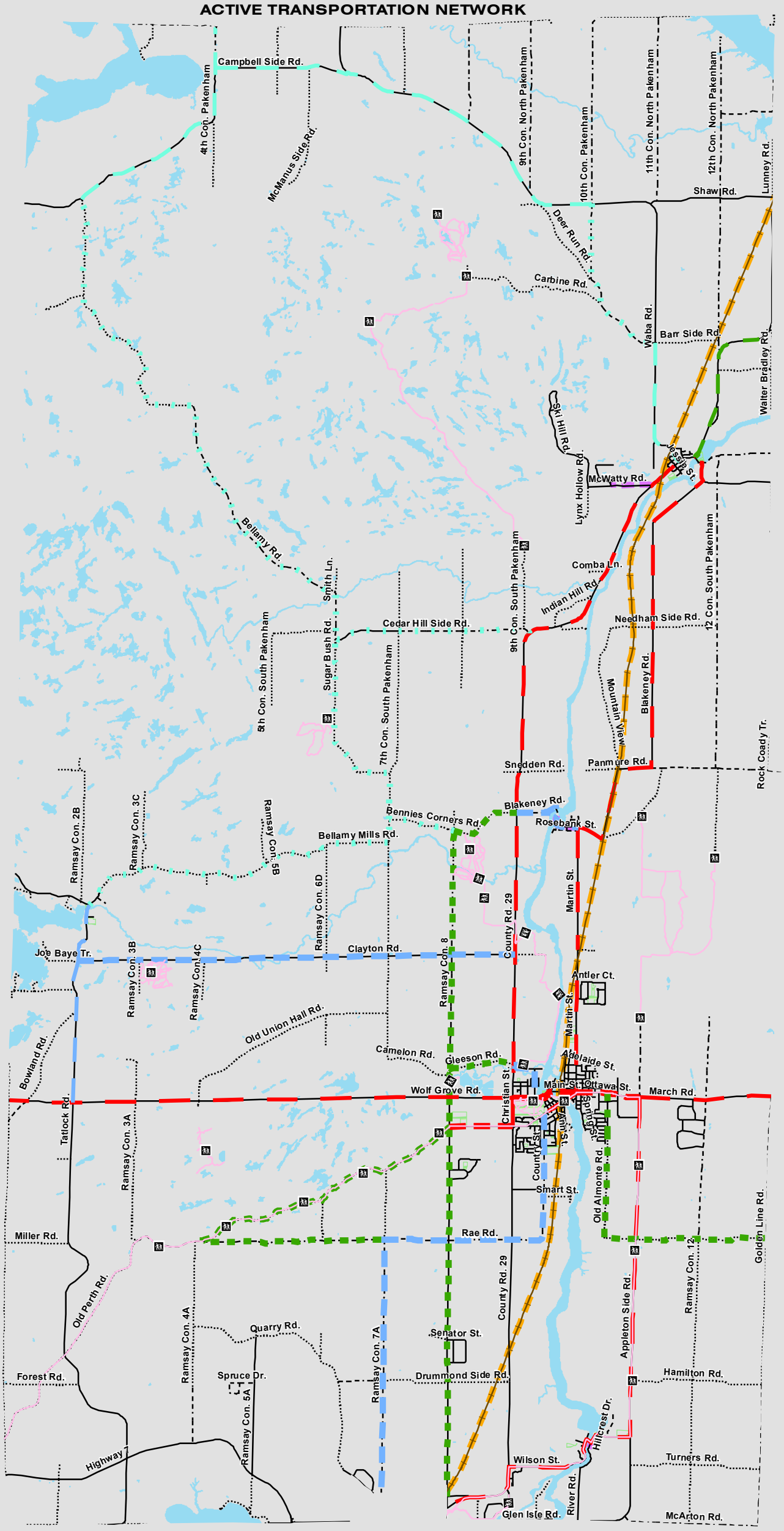
MISSISSIPPI MILLS
ACTIVE TRANSPORTATION NETWORK



Legend

Parks
Railway

Road Network
Gravel
Surface Treatment
Pavement

Pedestrian Facilities
Existing
*Trails

Proposed
Multi-Use Pathway
Paved Shoulder

Proposed Cycling Routes

Mississippi Mills Roads
Unsigned route
Signed route
Spine, signed route
Spine, bike lane

County Roads
Unsigned
Signed route
Spine, signed route
Spine, bike lane

* Note : Not all trails are owned or maintained by the Town of Mississippi Mills.

Mississippi Mills

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MAP CREATED BY: LFY
MAP UPDATED BY: ERS
MAP CHECKED BY: CCH / LDG
MAP PROJECTION: NAD 1983 UTM Zone 18N

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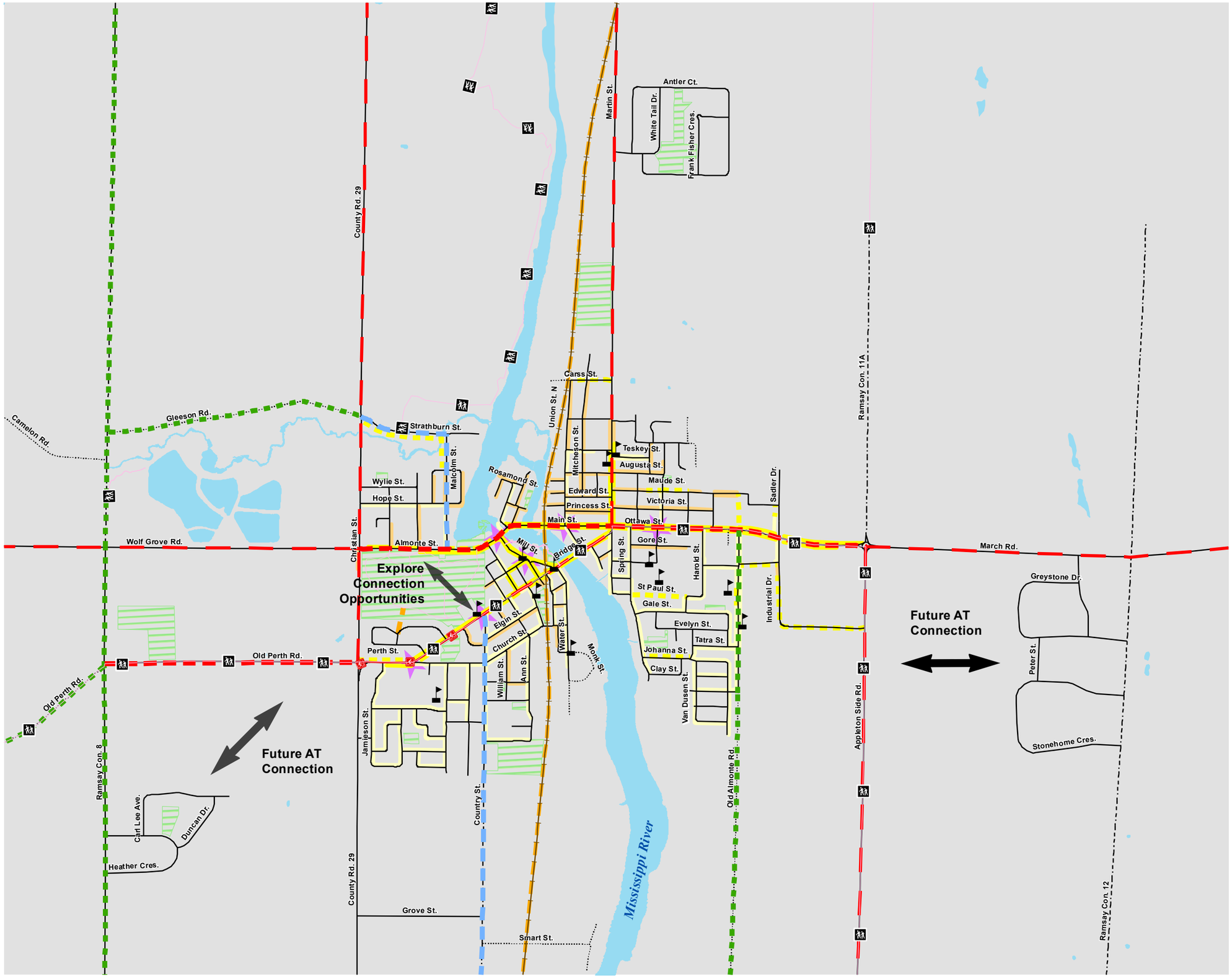
PROJECT: 14-9797 STATUS: DRAFT DATE: FEB 2015



MISSISSIPPI MILLS

ALMONTE MAP

ACTIVE TRANSPORTATION

Legend

- Waterbody
- Parks
- Public Facility
- Railway

Road Network

- Gravel
- Surface Treatment
- Pavement

Pedestrian Facilities

Existing

- Class One : Plowed within 8 hours
- Class Two : Plowed within 24 hours
- Class Three : No winter maintenance
- *Trails

Proposed

- Paved Shoulder
- Sidewalk
- Multi-Use Trail
- Pedestrian Crossing Improvement

Cycling Routes

Existing

- Bike Lane

Mississippi Mills Roads Proposed

- Unsigned route
- Signed route
- Spine, signed route
- Spine, bike lane

County Roads Proposed

- Unsigned
- Signed route
- Spine, signed route
- Spine, bike lane

Note : * Not all trails are owned or maintained by the Town of Mississippi Mills.

MAP CREATED BY: LFY
MAP UPDATED BY: ERS
MAP CHECKED BY: CCH / LDG
MAP PROJECTION: NAD 1983 UTM Zone 18N

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PROJECT: 14-9797
STATUS: DRAFT
DATE: FEBRUARY 2015

Mississippi Mills

MISSISSIPPI MILLS
PAKENHAM MAP

ACTIVE TRANSPORTATION

Legend

- Public Facility
- Parks
- Railway

Road Network

- Gravel
- Surface Treatment
- Pavement

Pedestrian Facilities

Existing

- Class One : Plowed within 8 hours
- Class Two : Plowed within 24 hours
- Class Three : No winter maintenance

Proposed

- Paved Shoulder
- Sidewalk
- Multi-Use Trail
- Pedestrian Crossing Improvements

Proposed Cycling Routes

Mississippi Mills Roads	*County Roads*
Unsigned route	Unsigned
Signed route	Signed route
Spine, signed route	Spine, signed route
Spine, bike lane	Spine, bike lane

MAP CREATED BY: LFY
MAP UPDATED BY: ERS
MAP CHECKED BY: LDG
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PROJECT: 14-9797
STATUS: DRAFT
DATE: FEBRUARY 2015

Mississippi Mills

MISSISSIPPI MILLS
CLAYTON MAP

ACTIVE TRANSPORTATION

Legend

Parks

Road Network

Gravel
Surface Treatment
Pavement

Proposed Cycling Routes

Mississippi Mills Roads

Unsigned route
Signed route
Spine, signed route
Spine, bike lane

County Roads

Unsigned
Signed route
Spine, signed route
Spine, bike lane

Pedestrian Facilities

Existing

Class Two Sidewalk : Plowed within 24 hours

Proposed

Sidewalk

Pedestrian Crossing Improvements

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MAP PROJECTION: NAD 1983 UTM Zone 18N

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PROJECT: 14-9797
STATUS: DRAFT
DATE: FEBRUARY 2015

Mississippi Mills

MISSISSIPPI MILLS
BLAKENEY MAP

ACTIVE TRANSPORTATION

Legend

Road Network

- Gravel
- Surface Treatment
- Pavement

Proposed Cycling Routes

Mississippi Mills Roads

- Unsigned route
- Signed route
- Spine, signed route
- Spine, bike lane

County Roads

- Unsigned
- Signed route
- Spine, signed route
- Spine, bike lane

Pedestrian Facilities

Proposed

- Paved Shoulder

MAP CREATED BY: LFY
MAP UPDATED BY: ERS
MAP CHECKED BY: CCH / LDG
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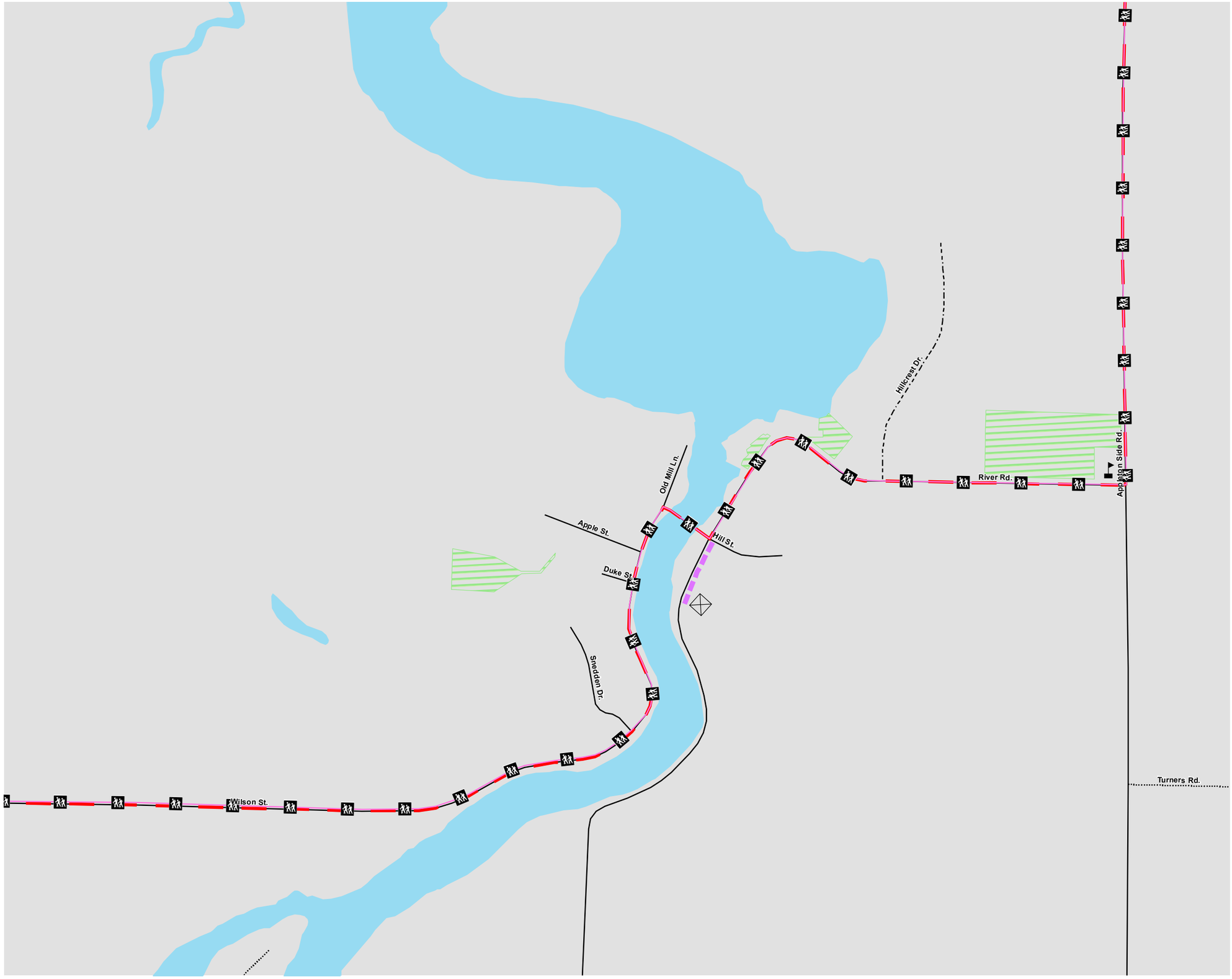
DATE: FEBRUARY 2015



Mississippi Mills

MISSISSIPPI MILLS
APPLETON MAP

ACTIVE TRANSPORTATION

Legend

- Waterbody
- Parks
- Public Facility
- Community Mailbox

Road Network

- Gravel
- Surface Treatment
- Pavement
- Mississippi Mills Highways

Proposed Cycling Routes

Mississippi Mills Roads	*County Roads*
Unsigned route	Unsigned
Signed route	Signed route
Spine, signed route	Spine, signed route
Spine, bike lane	Spine, bike lane

Pedestrian Facilities

Existing

- *Trails

Proposed

- Paved Shoulder

* Note : Not all trails are owned or maintained by the Town of Mississippi Mills.

MAP CREATED BY: LFY
MAP UPDATED BY: ERS
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PROJECT: 14-9797
STATUS: DRAFT
DATE: FEBRUARY 2015

Next Steps

April, 2015

DRAFT Comprehensive Transportation Master Plan, Active Transportation Plan & 10 Year Capital Plan

May, 2015

Public Information Centre #2

June 2015

FINAL Comprehensive Transportation Master Plan, Active Transportation Plan & 10 Year Capital Plan – Presented to Town Council

Stay Involved:

Fill out a comment sheet and/or e-mail your comments to Troy Dunlop at: TDunlop@mississippimills.ca
Come back for the next PIC in May, 2015

Mississippi Mills

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COMPREHENSIVE TRANSPORTATION MASTER PLAN & ACTIVE TRANSPORTATION PLAN

NOTICE OF PUBLIC INFORMATION CENTRE #2

The Town of Mississippi Mills has drafted a Comprehensive Transportation Master Plan including an Active Transportation Plan.

You're Invited!

We have arranged for a public information centre to receive input from the public on our recommendations for the Comprehensive Transportation Master Plan.

About the Project

This Plan will guide the Town's investments in transportation infrastructure in the coming years. The goal of this Plan is to make sure that the transportation system can accommodate growth and meet the needs of automobiles, cyclists, pedestrians and others in the short and long term. This Comprehensive Transportation Master Plan is being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment which is an approved process under the Environmental Assessment Act.

Event Details

6:00-8:00pm

Thursday, June 25th, 2015

The Almonte Community Centre

(upstairs at the arena at 182 Bridge St)

The open house style event will feature information on display, and Town Staff and consultants will be there to discuss the project. You are welcome to drop in at any time during the evening.

Contact Us

For more information or to provide your comments, please contact:

W. Troy Dunlop, C.E.T.
Director of Roads and Public Works
Town of Mississippi Mills
613-256-2064 ext. 233
TDunlop@mississippimills.ca

Comprehensive Transportation Master Plan & Active Transportation Plan for the Town of Mississippi Mills

Welcome!

Public Information Centre #2

Thursday, June 25th, 2015

Mississippi Mills

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Public Information Centre #2

- Please sign in
- Feel free to circulate around the room
- Town Staff and consulting team are on hand to discuss the project and answer questions
- Don’t forget to fill out a comment sheet

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Public Information Centre #2

This Open House documents the following for the Mississippi Mills Transportation Master Plan (MMTMP):

- Strategic Directions for the Plan
- Problems investigated
- Transportation Strategy
- Planning Scenario
- Auto problems identified
- Policy changes
  - General
  - Road classifications
- Road network modifications
- AT network modifications
- Implementation plan

Mississippi Mills

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Strategic Direction for MMTMP

Improve the integration of the existing transportation networks

- Improve safety – points of connection are often points of conflict
- Leverage existing transportation corridors to serve all modes

Provide networks to encourage and facilitate transportation by Active Modes

- Reduce environmental footprint, improve health

Provide infrastructure to serve demands at preferred Performance Targets

- Avoid negative environmental and economic impacts of congestion
- Create economic opportunities through access for goods and workers
- Do not over invest in modes before demand is there

Provide transportation systems that serve all citizens

- Reduce barriers in transportation system for persons with mobility challenges

Problems Investigated

Road Network

- Role of Almonte/Main/Ottawa Street
- Need for additional road capacity
  - Need for Almonte Bypass
  - Network needed to serve growth areas
  - Need to improve existing intersections
  - Need to widen single lane bridges
- Need to modify road network to address existing safety concerns
- Need to upgrade existing road surface treatments

Active Transportation Network

- Develop complete networks
- Investigate locations for crossings
- Review maintenance and operations practices

Transportation Strategy for MMTMP

Transportation Modes

Auto	• **Remains dominant mode for commuters and discretionary trips**
Transit	• Densities / development levels don't support public mass transit • Privately managed public transit will continue to be encouraged • Town will participate in discussions with interested stakeholders to improve coordination of community transportation
Active Transportation	• Useful for short utilitarian trips and recreational trips

Transportation Strategy for MMTMP

Transportation Networks

Roads

- “Complete Streets “ – road corridors should serve all travel modes
- Pedestrian and bicycle facilities on all new roads
- Existing roads retrofit according to available funds and priorities

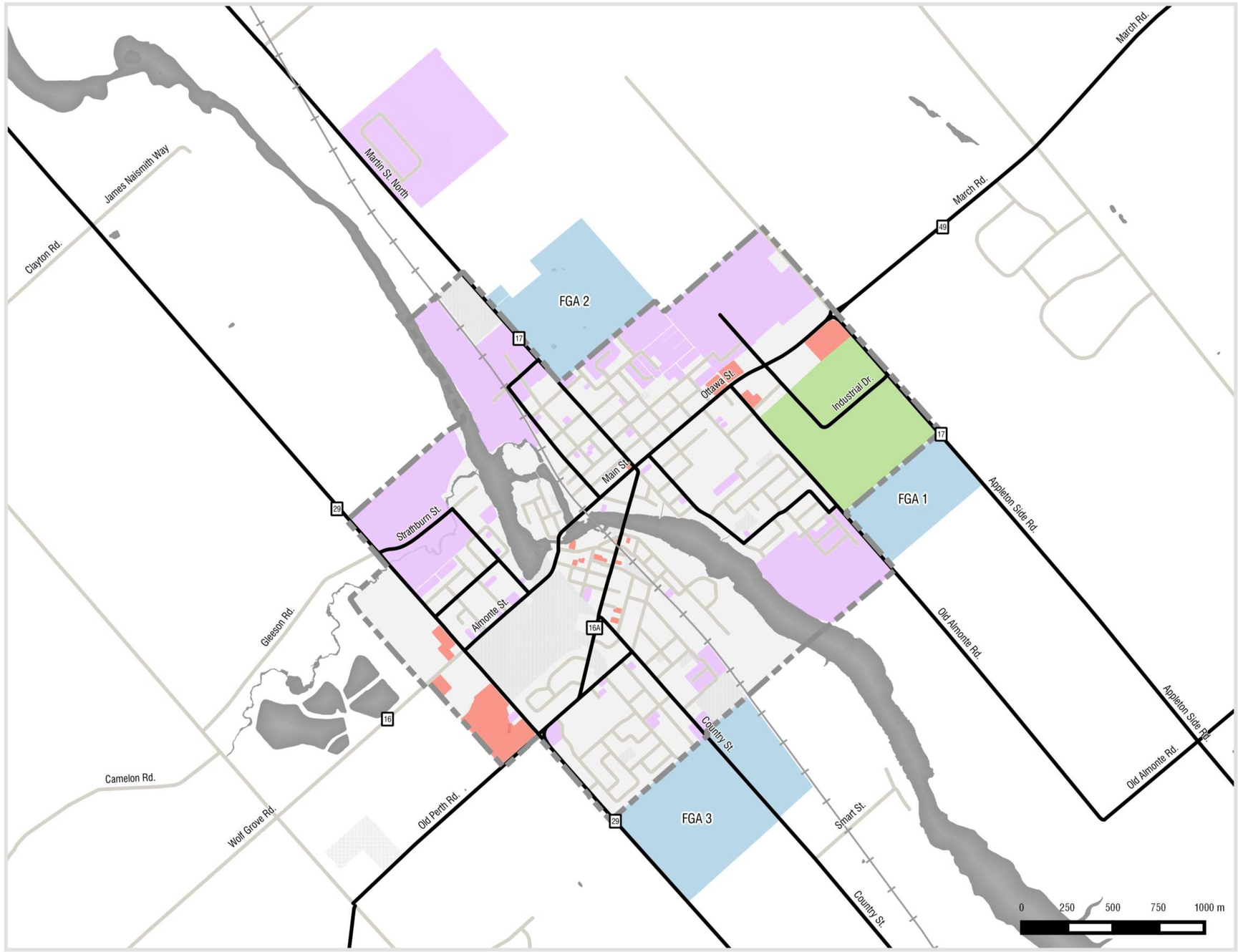
Pedestrian Facilities

- Sidewalks
- Multi-use pathways
- Paved shoulders
- Crossings – uncontrolled and controlled

Bicycle Facilities

- Shared lanes
- Signed bicycle routes
- Paved shoulders
- Dedicated bike lanes
- Crossings

Growth Areas



Mississippi Mills

TRANSPORTATION MASTER PLAN

ALMONTE WARD GROWTH AREAS

ALMONTE

Legend

Pre-2035
- Commercial
- Employment Lands
- Residential

Post-2035
- Future Growth Areas (FGA)

Roads
- Major
- Minor

Railway
- Railway

Parks
- Parks

Water
- Water

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MAP PROJECTION: EPSG 26918

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Almonte Growth Areas.qgs

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PROJECT: 14-9797
STATUS: PIC #2
DATE: JUNE 2015

2035 Traffic Volumes - Almonte

Mississippi Mills

TRANSPORTATION MASTER PLAN

2035 AM
PEAK HOUR TRAFFIC VOLUMES

ALMONTE

Legend

- 2035 AM Peak Hour Traffic Volumes

Railway
- Railway

Parks
- Parks

Water
- Water

MAP CREATED BY: E. STEWART
MAP PROJECTION: EPSG 26918

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FILE NAME:
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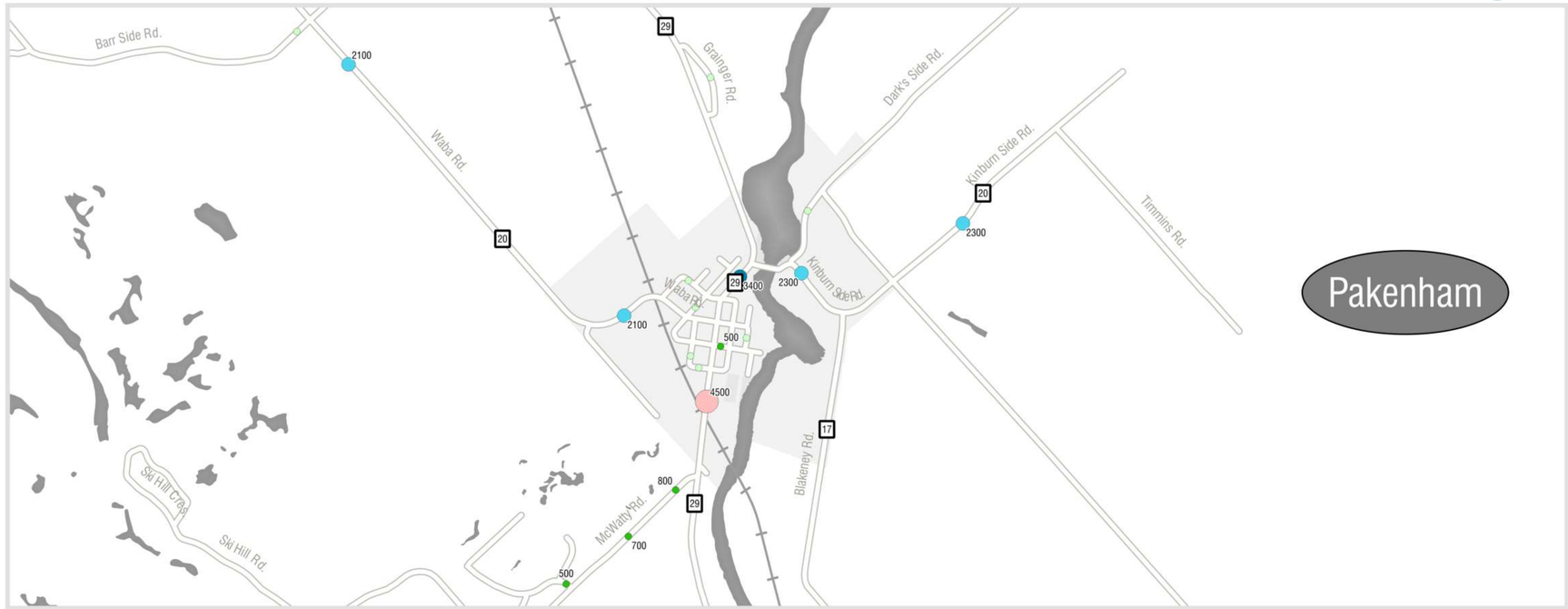
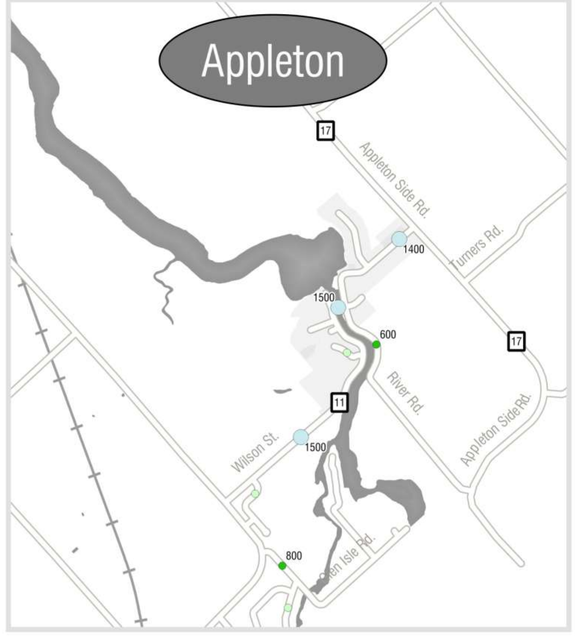
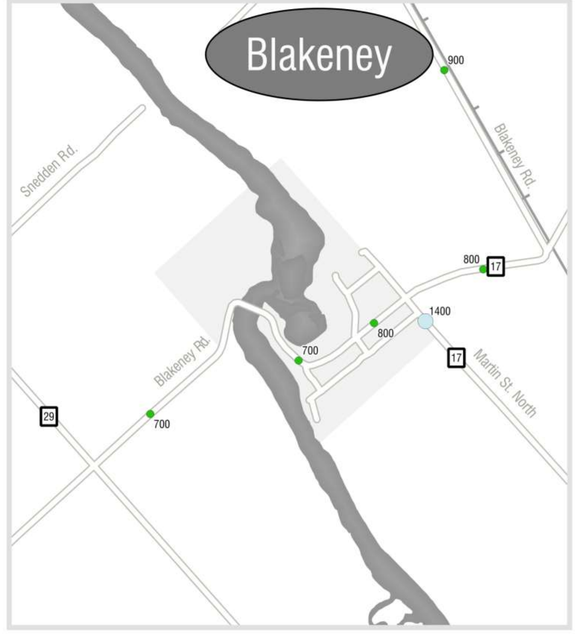
DILLON CONSULTING

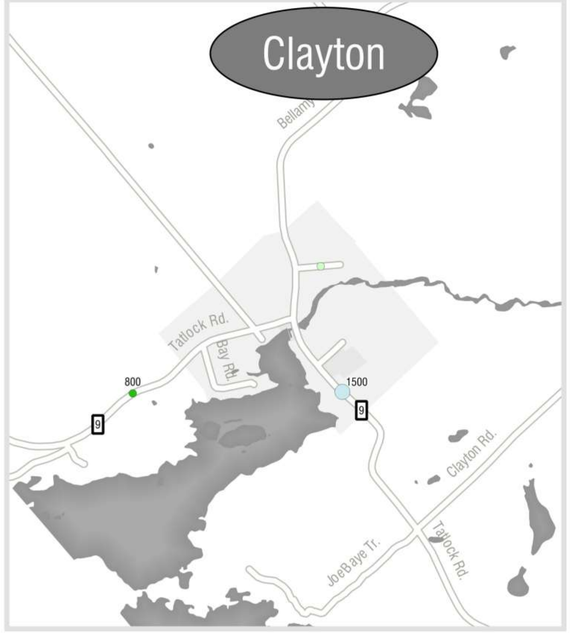
PROJECT: 14-9797
STATUS: PIC #2
DATE: JUNE 2015

2035 Traffic Volumes - Villages









Mississippi Mills

TRANSPORTATION MASTER PLAN

2035 AADT VOLUMES
(AVERAGE ANNUAL DAILY TRAFFIC)

VILLAGES

Legend

2035 AADT Volumes
- 0 - 400
- 400 - 1000
- 1000 - 2000
- 2000 - 3000
- 3000 - 4000
- 4000 - 5000
- 5000 - 6000
- 6000 - 7000

Railway
- Railway

Parks
- Parks

Water
- Water

Note: AADT volumes not shown for values less than 400.

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MAP PROJECTION: EPSG 26918

FILE NAME:
AADT Link Volumes.qgs

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PROJECT: 14-9797
STATUS: PIC #2
DATE: JUNE 2015

2035 Traffic Volumes - Rural

Mississippi Mills

TRANSPORTATION MASTER PLAN

2035 AADT VOLUMES
(AVERAGE ANNUAL DAILY TRAFFIC)

RURAL

Legend

2035 AADT Volumes
- 0 - 400
- 400 - 1000
- 1000 - 2000
- 2000 - 3000
- 3000 - 4000
- 4000 - 5000
- 5000 - 6000
- 6000 - 7000

Railway
- Railway

Parks
- Parks

Water
- Water

Note: AADT volumes not shown for values less than 400.

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MAP PROJECTION: EPSG 26918

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AADT Link Volumes.qgs

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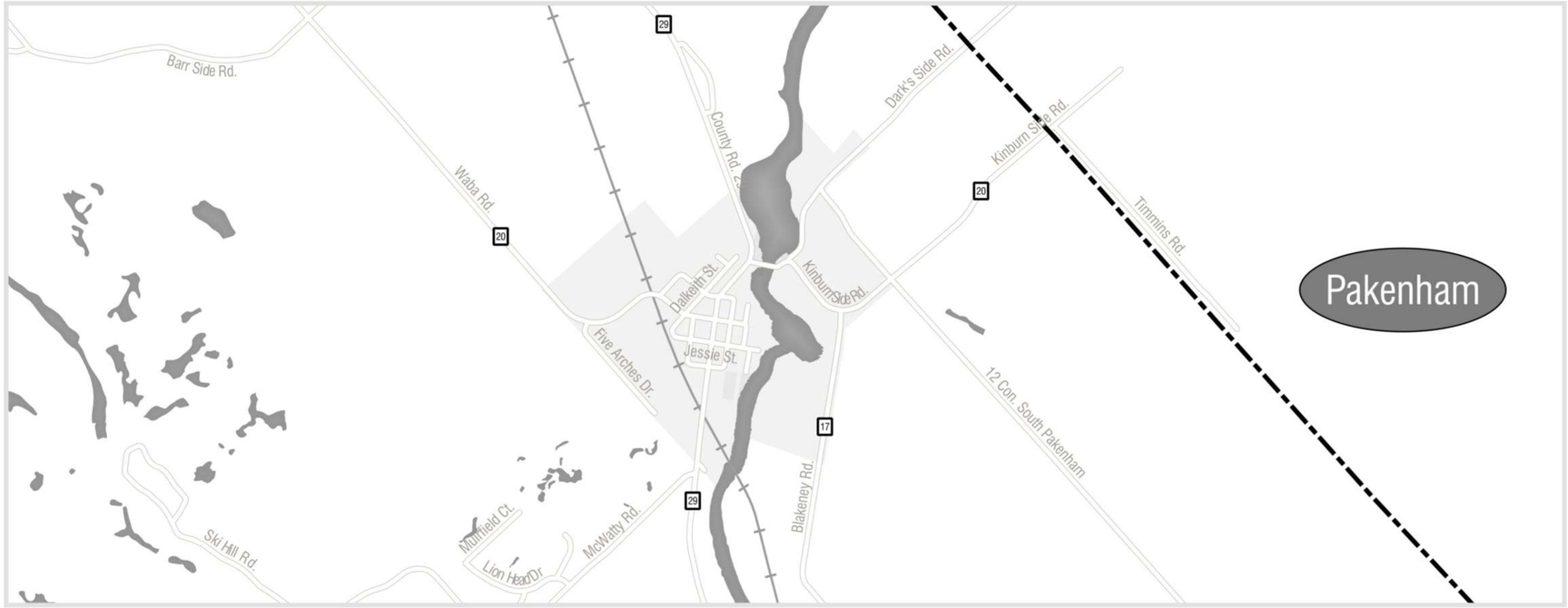
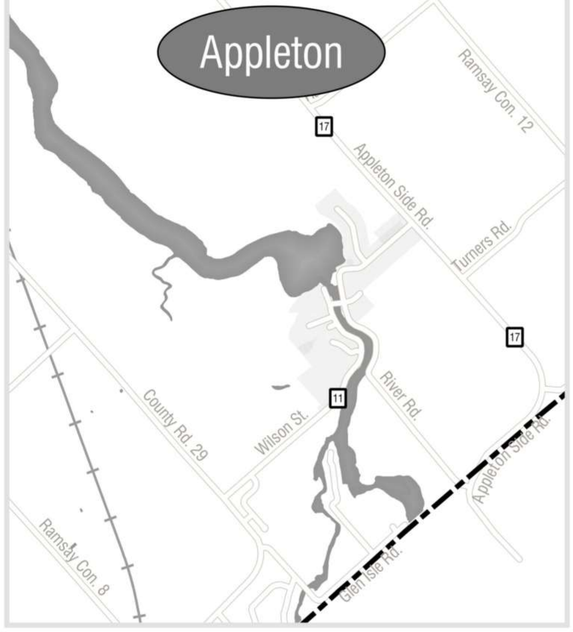
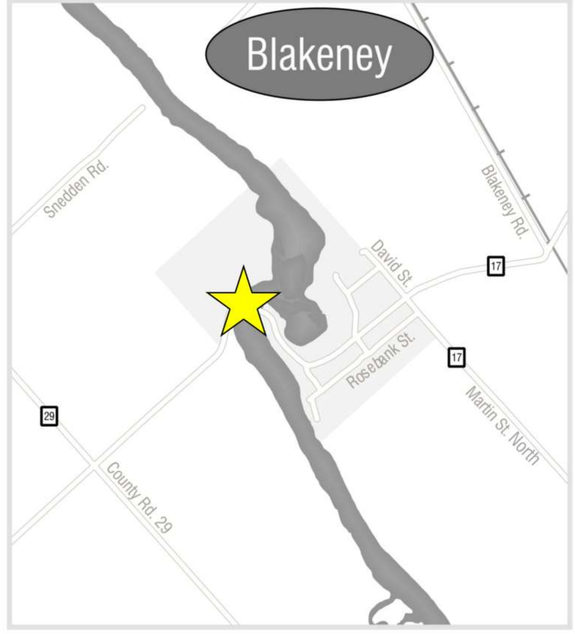
PROJECT: 14-9797
STATUS: PIC #2
DATE: JUNE 2015

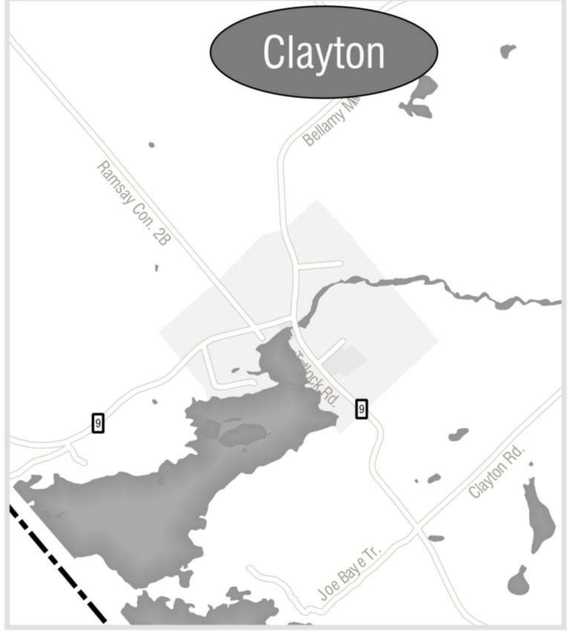
Auto Problems Identified - Almonte

Auto Problems Identified - Villages









Mississippi Mills
TRANSPORTATION MASTER PLAN

AUTO PROBLEMS IDENTIFIED

VILLAGES

Legend

Bridge widening needed

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STATUS: PIC #2
DATE: JUNE 2015

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Auto Problems Identified - Rural

Specific Problems Identified

(1) Road surface is inadequate

Mississippi Mills

TRANSPORTATION MASTER PLAN

AUTO PROBLEMS IDENTIFIED

RURAL

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PROJECT: 14-9797
STATUS: PIC #2
DATE: JUNE 2015

Policy Changes (1)

Road Hierarchy

- 2006 Official Plan commits to the development of a hierarchical road classification system that includes classes for scenic roads and historic roads
- Hierarchy was developed based on typical lower tier municipality road classes
- Descriptions of typical characteristics of the new road classes are shown on the “Descriptions of Road Classifications” charts that follow
- Maps of existing Mississippi Mills roads with the proposed classifications are also on display

Complete Streets

- Current term used to describe a philosophy of planning, operating and design streets to balance the needs of auto users with safe and comfortable access for pedestrians, bicycles, transit users and people with disabilities
- Philosophy was adopted in the development of MMTMP networks

Policy Changes (2)

Road Design Guidelines

- Describe what is included in a typical cross-section for each of different Classifications in the Road Hierarchy
- Typical cross-sections follow

Intersection Controls – Roundabouts

- Roundabouts are environmentally-friendly intersection control measures that provide a low operating cost alternative to traffic control signals
- Roundabouts can contribute to speed management in a corridor as well
- Mississippi Mills will consider the use of Roundabouts as a first option when traffic signals are warranted and will petition the County of Lanark to consider use of Roundabouts on roads under their jurisdiction within Mississippi Mills as well

Policy Changes (3)

Accessibility Policy

- Future transportation infrastructure projects must include the Accessibility for Ontarians with Disabilities Act (AODA) design requirements
  - Design limitations on widths, surface features, slopes of curbs and ramps, etc.;
  - Curb depressions must be aligned with the direction of travel and have tactile walking surface indicators;
  - New or replaced traffic control signals with a pedestrian cross over must provide audible and vibro-tactile walk indicators, tactile surfaces, as well as manual and automatic activation features.

Winter Maintenance Policy

- Long-term goal to clear all pedestrian facilities and other strategic AT facilities during the winter
- The following prioritization is recommended for snow clearing operations:
  - All sidewalks within the area where school board transportation policies do not provide bussing;
  - Arterial roadways;
  - Major collector roadways;
  - Minor collector roadways;
  - Links to seniors residences; and,
  - Links to community facilities (postal facilities, arenas, community centre, etc.)

Description of Local Road Classifications

Characteristic	Rural Cross-Section	Urban Cross-Section
Role in road network	Connect between ultimate origin/ destination (i.e., driveways) and primary circulation system	
Function: Traffic Service v. Land Use Access	Land access primary; traffic movement secondary	
Expected Traffic Volume	< 1,000 vehicles per day/ < 100 vehicles per hour (peak hour)	
Flow Characteristics	Interrupted flow	
Default Speed Limit (km/hr)	80 Different speed limits can be enacted through posted speed limits	50 Different speed limits can be enacted through posted speed limits
Vehicle Type	Predominantly passenger cars and light-medium trucks; occasional heavy trucks	
Typical Network Connections	Locals, Collectors	
Road Surface	Gravel (AADT < 500 vpd) Surface Treatment (500 vpd < AADT < 1000 vpd)	Paved
Cycling Treatment	Unsigned or signed routes only; no infrastructure treatments	
Pedestrian Treatment	None	Sidewalk may constructed on one side depending on adjacent land uses
Parking Treatment	None	Parking on one side
ROW	20m	Typical 20m * * Narrower ROW may be approved for infill development

Description of Collector Road Classifications

Characteristic	Rural Cross-Section	Urban Cross-section	
	Rural Collector	Minor Collector	Major Collector
Role in road network	Distribute demand between primary circulation network and local roads; some direct connection to driveways	Provide access to adjacent land uses; create an attractive environment for travellers in all modes for neighbourhood-scale trips	Distribute demand between primary circulation network and local roads; some direct connection to driveways
Function: Traffic Service v. Land Access	Balanced between land access and traffic movement		
Expected Traffic Volume	< 5,000 vehicles per day/ < 500 vehicles per hour (peak hour)	< 8,000 vehicles per day/ < 800 vehicles per hour (peak hour)	< 15,000 vehicles per day/ < 1,500 vehicles per hour (peak hour)
Flow Characteristics	Interrupted flow		
Default Speed Limit (km/hr)	80 Different speed limits can be enacted through posted speed limits	50 Different speed limits can be enacted through posted speed limits	50 Different speed limits can be enacted through posted speed limits
Vehicle Type	Predominantly passenger cars and light trucks	Predominantly passenger cars and light trucks	All types; up to 20% trucks
Typical Network Connections	Local, Collector, Arterial		
Road Surface	Surface Treatment or Paved	Paved	
Cycling Treatment	Signed routes or bicycle lanes as appropriate; no segregated facilities	Signed routes or bicycle lanes as appropriate; no segregated facilities	Signed routes, bicycle lanes, or segregated facilities as appropriate
Pedestrian Treatment	No facilities	Sidewalks both sides	
Parking Treatment (Typical)	Few restrictions		
ROW	24	24	26

Mississippi Mills

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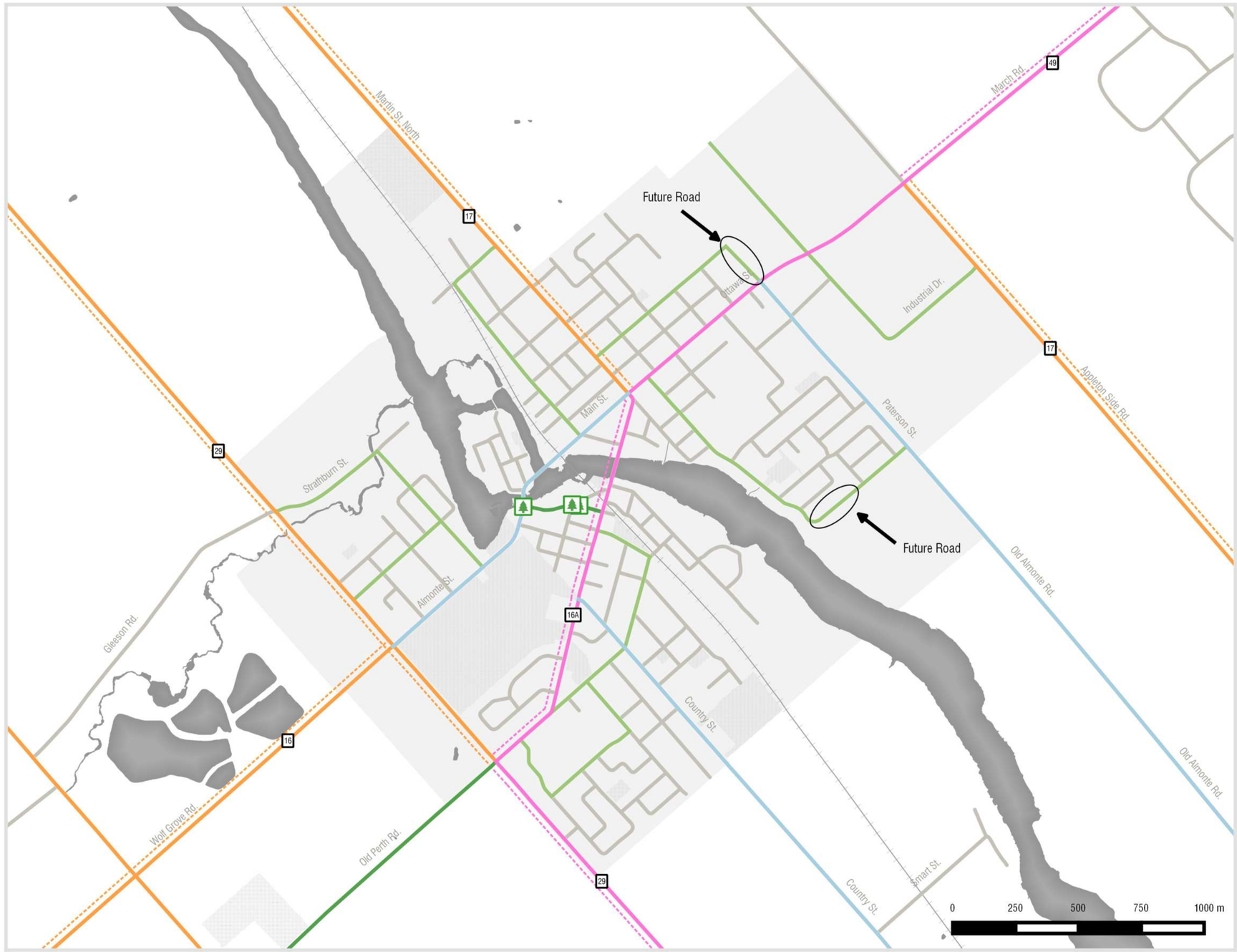
Description of Arterial Road Classifications

Characteristic	Rural Cross-Section	Urban Cross-Section
Role in road network	Travel circulation/ mobility primary role; connect villages to one another, to adjacent urban centres and to the highway/ freeway system	
Function: Traffic Service v. Land Access	Traffic movement primary; land access secondary; some direct connection to larger driveways	
Expected Traffic Volume	< 12,000 vehicles per day/; < 1,200 vehicles per hour (peak hour)	< 20,000 vehicles per day/; < 2,000 vehicles per hour (peak hour)
Flow Characteristics	Uninterrupted flow, except at major intersections and crosswalks	
Default Speed Limit (km/hr)	80 Different speed limits can be enacted through posted speed limits	50 Different speed limits can be enacted through posted speed limits
Vehicle Type	All types; up to 20% trucks	
Typical Network Connections	Locals, Collectors, Arterials, Freeways	Collector, Arterial, Freeway
Road Surface	Asphalt	
Cycling Treatment	Signed routes, bicycle lanes, or segregated facilities as appropriate	Signed routes, bicycle lanes, or segregated facilities as appropriate
Pedestrian Treatment	No facilities	Sidewalks both sides
Parking Treatment (Typical)	Potentially restricted	Prohibited or peak hour restrictions
ROW	30	30

Description of Scenic Road Classifications

Characteristic	Rural Cross-Section	Urban Cross-Section
Role in road network	Scenic or historic road that follows historical or original development patterns; road design must be consistent with roadside environment	
Function: Traffic Service v. Land Access	Land access primary; traffic movement secondary	
Expected Traffic Volume	Varies	
Flow Characteristics	Interrupted flow	
Default Speed Limit (km/hr)	80 Different speed limits can be enacted through posted speed limits	50 Different speed limits can be enacted through posted speed limits
Vehicle Type	Predominantly passenger cars and light-medium trucks; occasional heavy trucks	
Typical Network Connections	Locals, Collectors, Arterials	
Road Surface	Any	
Cycling Treatment	Unsigned or signed routes only; no infrastructure treatments	Unsigned or signed routes only; no infrastructure treatments
Pedestrian Treatment	No facilities	Sidewalks both sides
Parking Treatment (Typical)	No facilities	Varies
ROW	Varies	Varies

Proposed Road Classifications – Almonte



Mississippi Mills

TRANSPORTATION MASTER PLAN

PROPOSED ROAD CLASSIFICATIONS

ALMONTE

Legend

Proposed Road Classification
- Arterial (County)
- Arterial
- Collector (County)
- Major collector
- Minor collector
- Scenic / historic road
- Other

Railway
- Railway

Parks
- Parks

Water
- Water

Municipal Boundary
- Mississippi Mills Boundary

MAP CREATED BY: E. STEWART
MAP PROJECTION: EPSG 26918

FILE NAME:
Road Classification.qgs

FILE LOCATION:
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DATE: JUNE 2015

Proposed Road Classifications – Villages

Mississippi Mills

TRANSPORTATION MASTER PLAN

PROPOSED ROAD CLASSIFICATIONS

VILLAGES

Legend

Proposed Road Classification
- Arterial (County)
- Collector (County)
- Major collector
- Minor collector
- Other

Railway
- Railway

Parks
- Parks

Water
- Water

Municipal Boundary
- Mississippi Mills Boundary

MAP CREATED BY: E. STEWART
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Mississippi Mills

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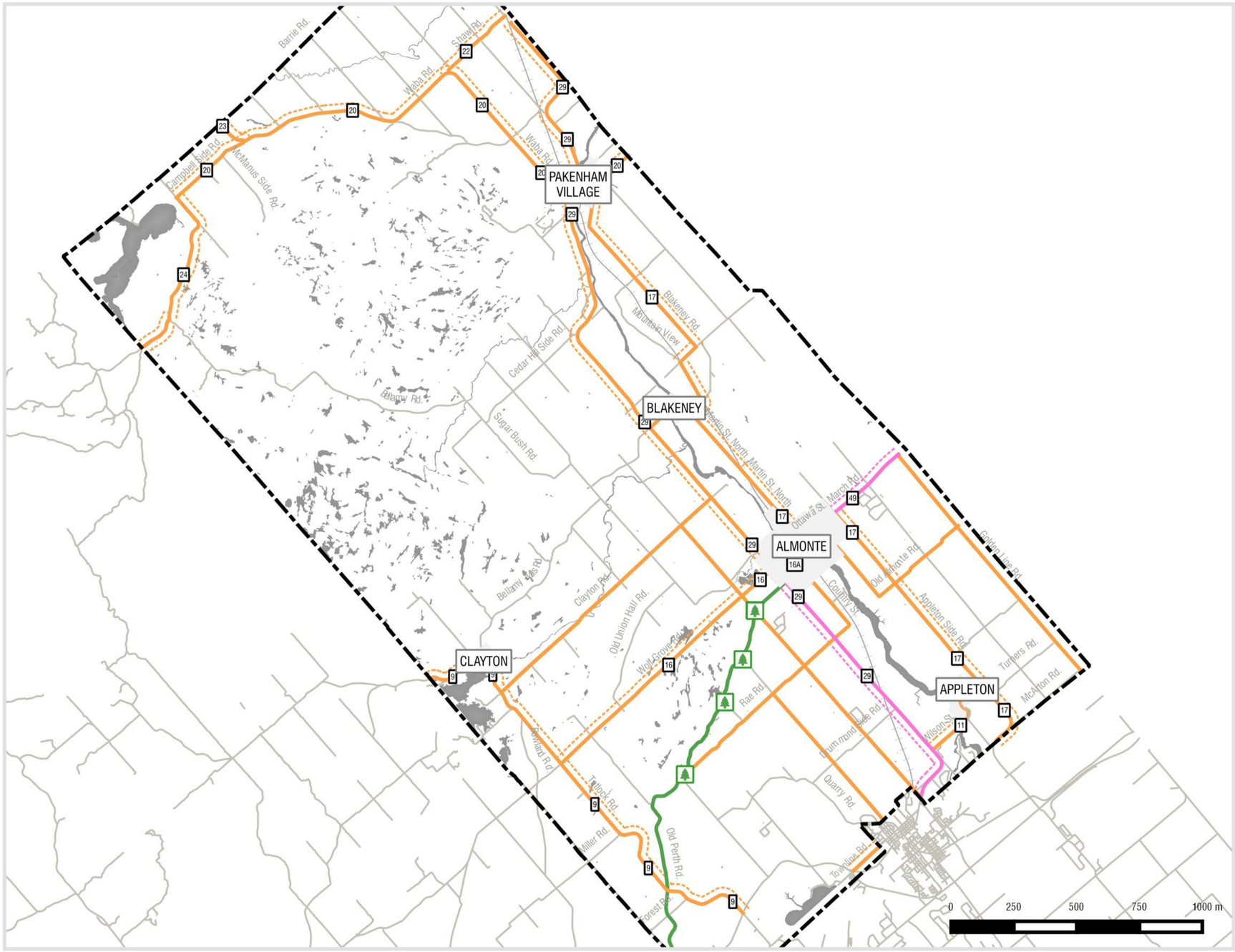
Proposed Road Classifications – Rural



Mississippi Mills

TRANSPORTATION MASTER PLAN

PROPOSED ROAD CLASSIFICATIONS

RURAL

Legend

Proposed Road Classification
- Arterial (County)
- Arterial
- Collector (County)
- Collector
- Scenic / historic road

Railway
- Railway

Parks
- Parks

Water
- Water

Municipal Boundary
- Mississippi Mills Boundary

MAP CREATED BY: E. STEWART
MAP PROJECTION: EPSG 26918

FILE NAME:
Road Classification.qgs

FILE LOCATION:
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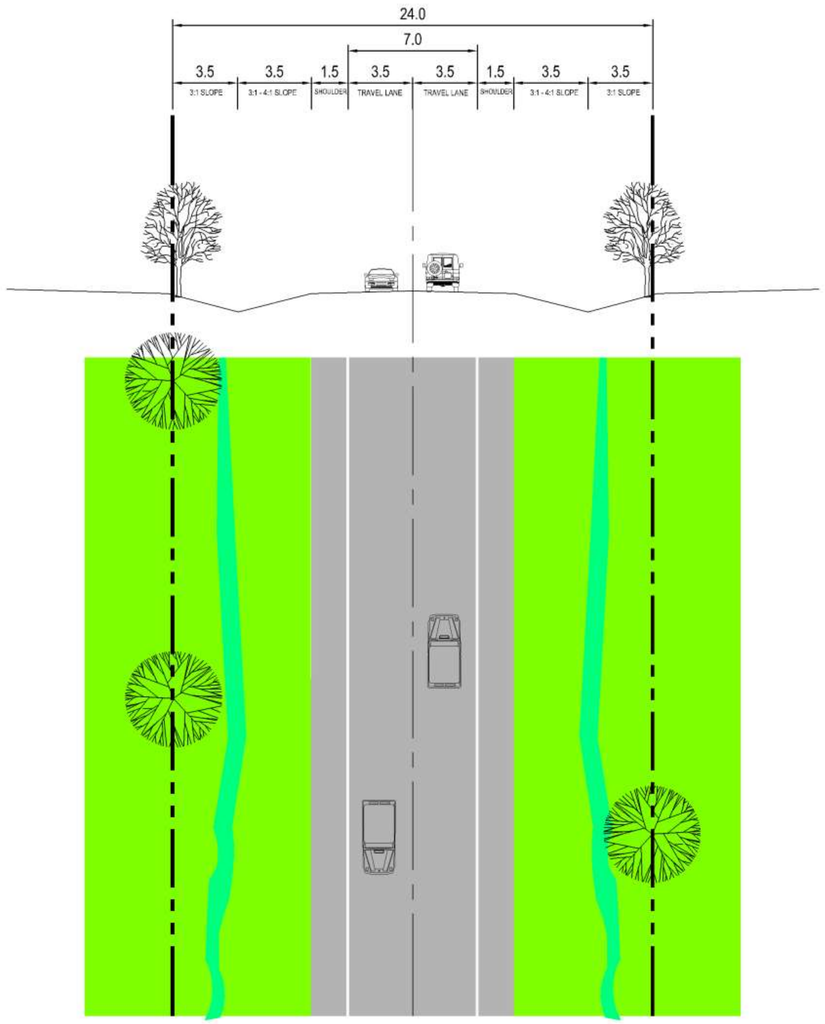
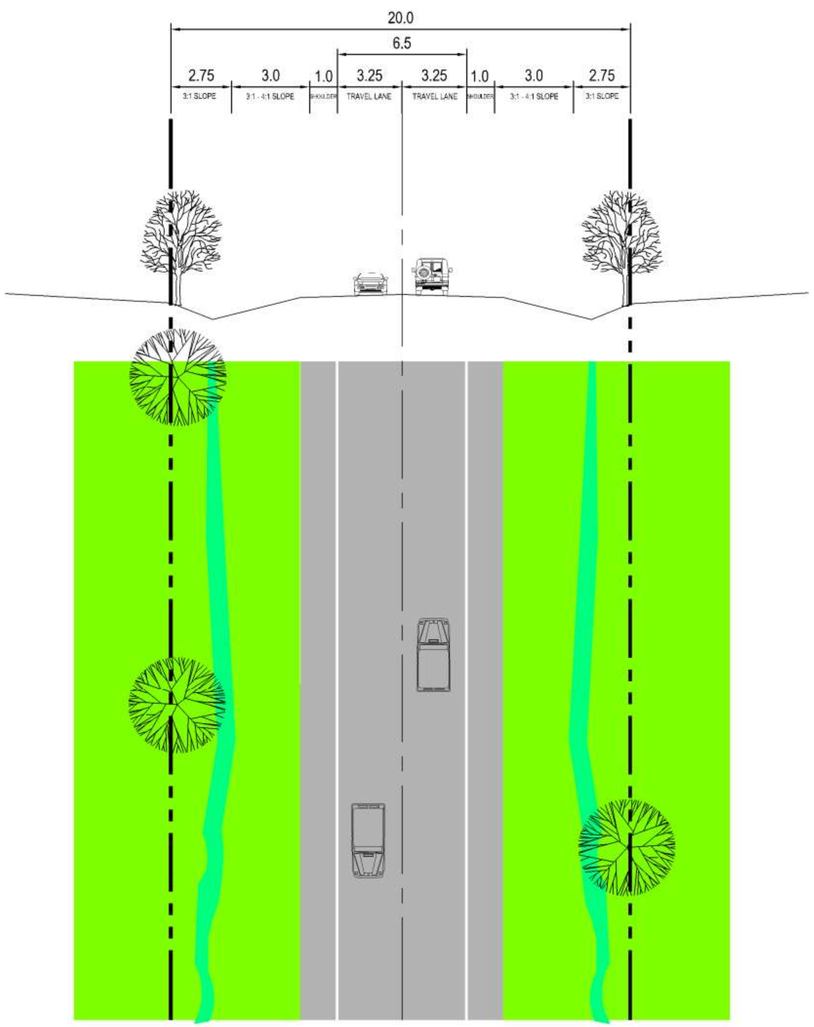
Road Design Guidelines

COLLECTOR - RURAL CROSS-SECTION
24m ROW



LOCAL ROAD - RURAL CROSS-SECTION
20m ROW



Mississippi Mills

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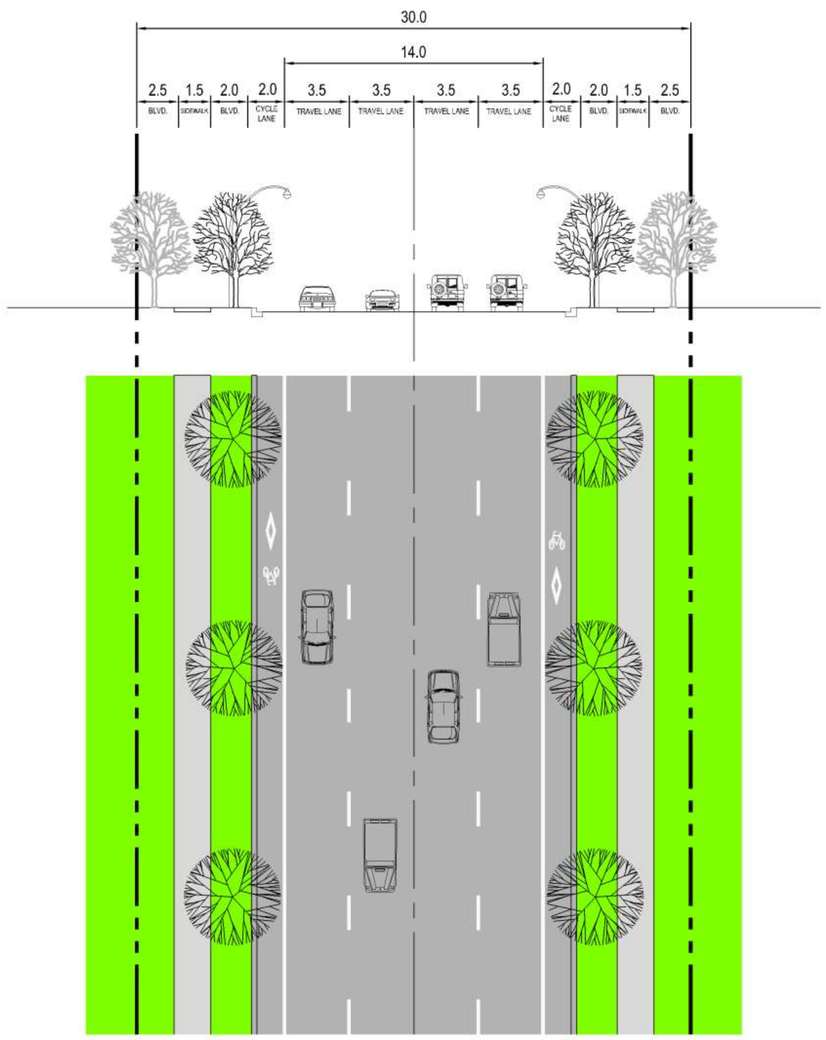
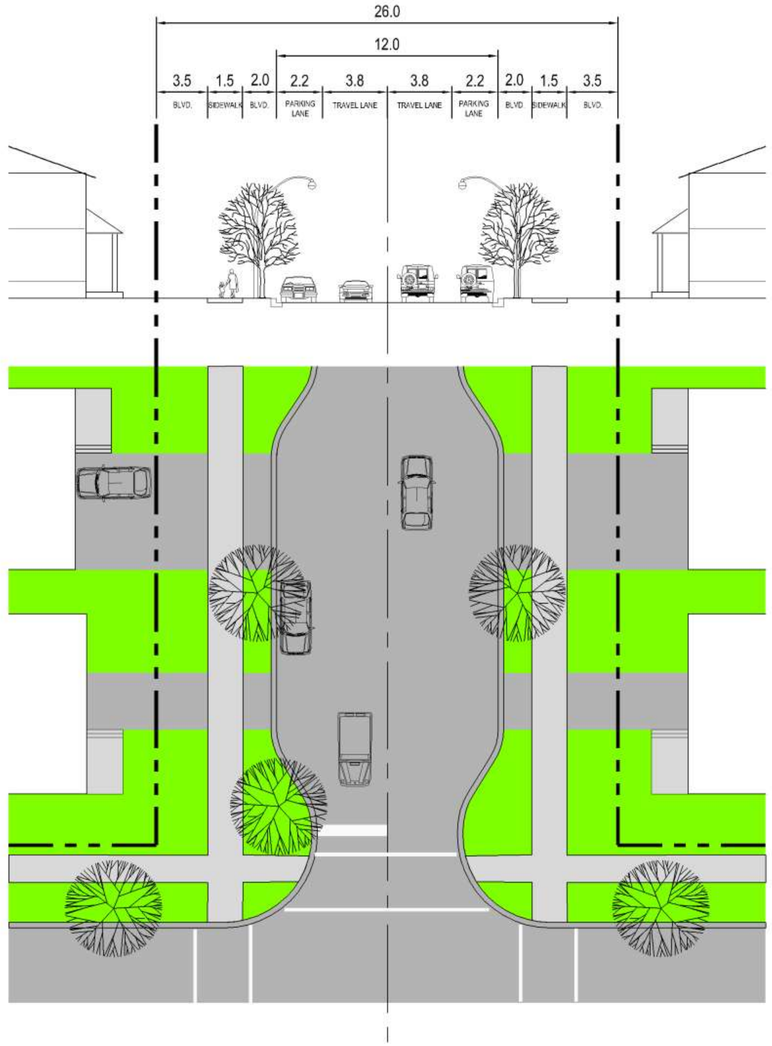
Road Design Guidelines

ARTERIAL - URBAN CROSS-SECTION
30m ROW



MAJOR COLLECTOR - URBAN CROSS-SECTION
26m ROW



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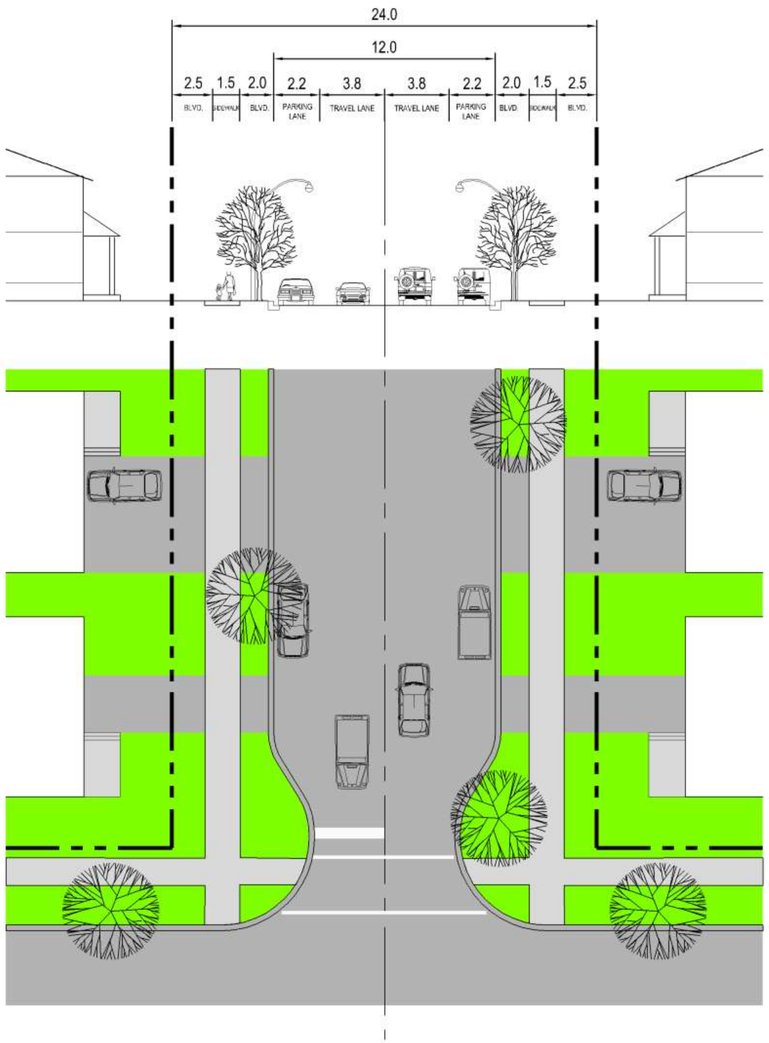
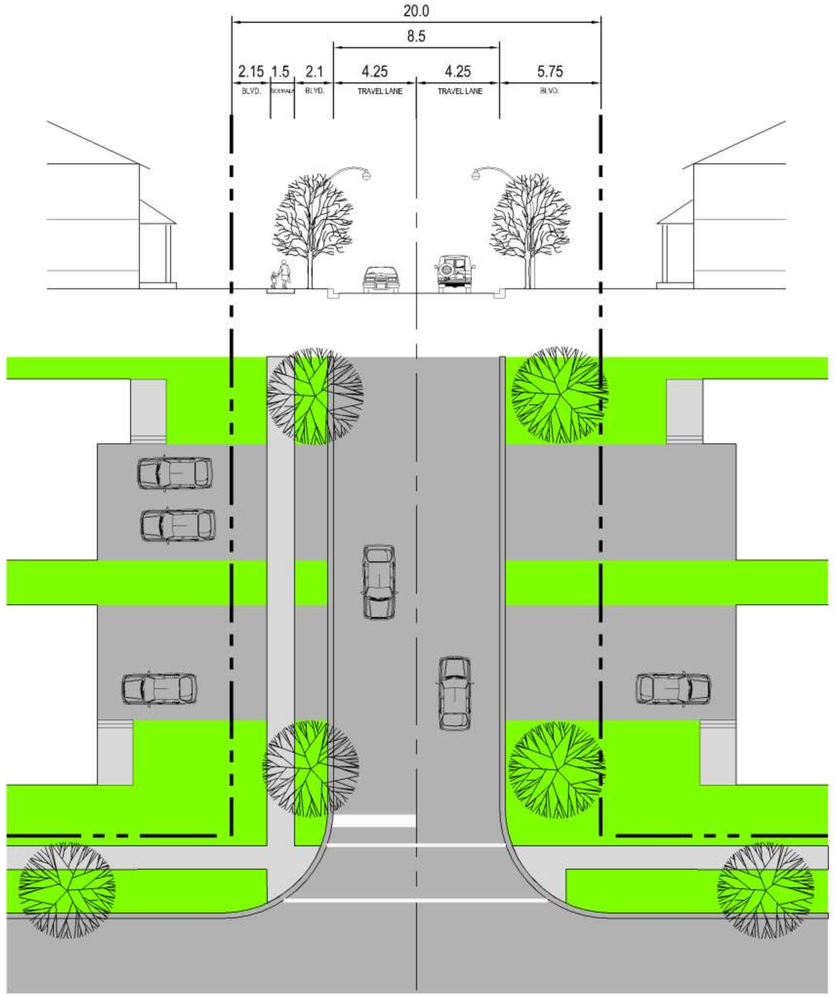
Road Design Guidelines

MINOR COLLECTOR - URBAN CROSS-SECTION
24m ROW



LOCAL ROAD - URBAN CROSS-SECTION
20m ROW



Mississippi Mills

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Planned Road Projects – Almonte

Mississippi Mills

TRANSPORTATION MASTER PLAN

PLANNED ROAD PROJECTS

ALMONTE

Legend

Proposed Road Classification
- Arterial (County)
- Arterial
- Collector (County)
- Major collector
- Minor collector
- Scenic / historic road
- Other

Railway
- Railway

Parks
- Parks

Water
- Water

Municipal Boundary
- Mississippi Mills Boundary

MAP CREATED BY: E. STEWART
MAP PROJECTION: EPSG 26918

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PROJECT:
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STATUS:
DATE: JUNE 2015

Mississippi Mills

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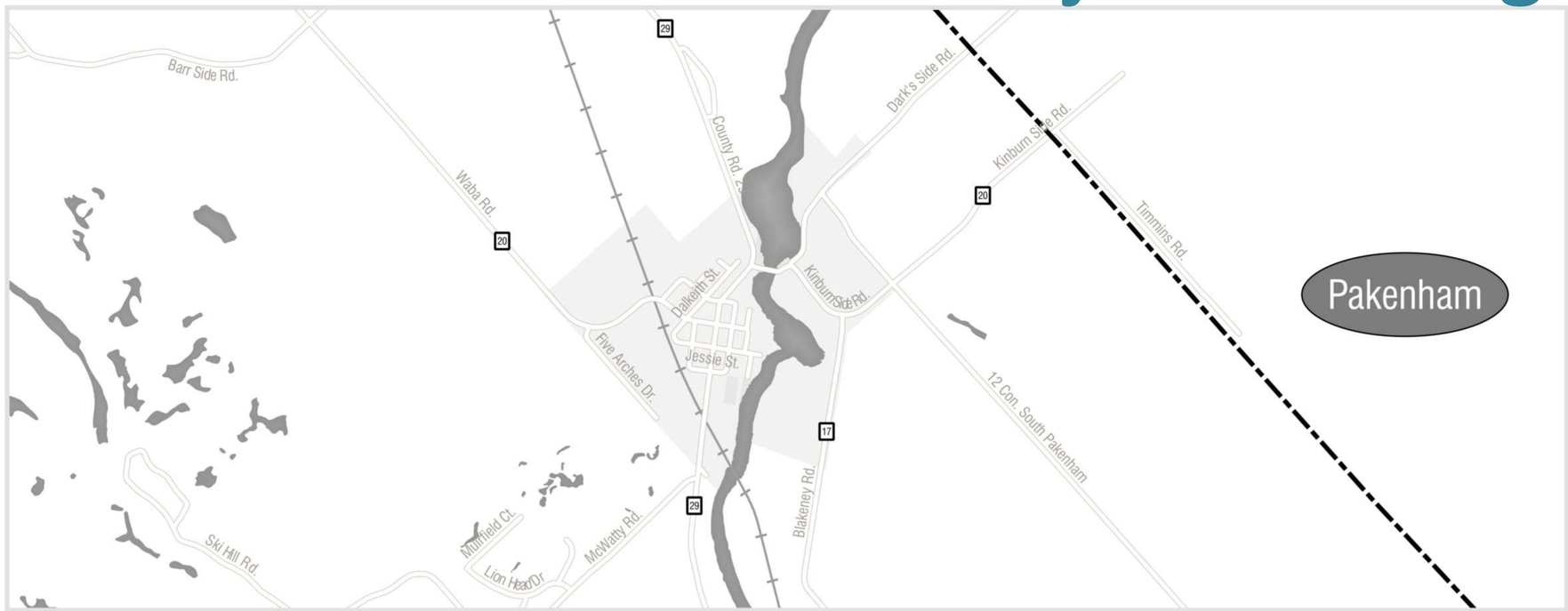
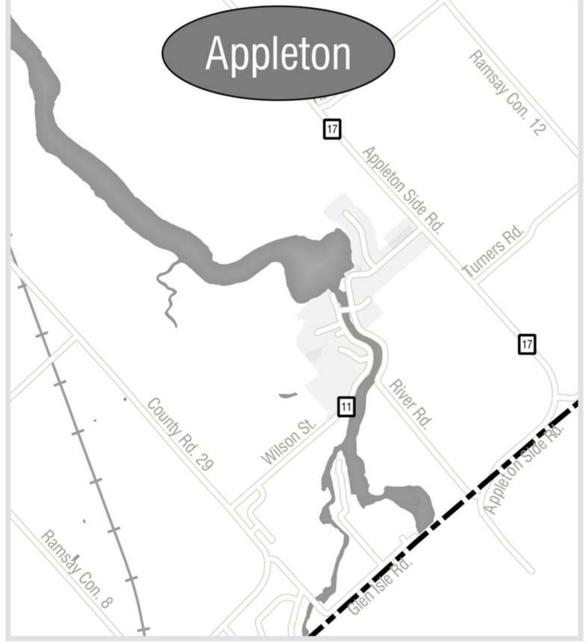
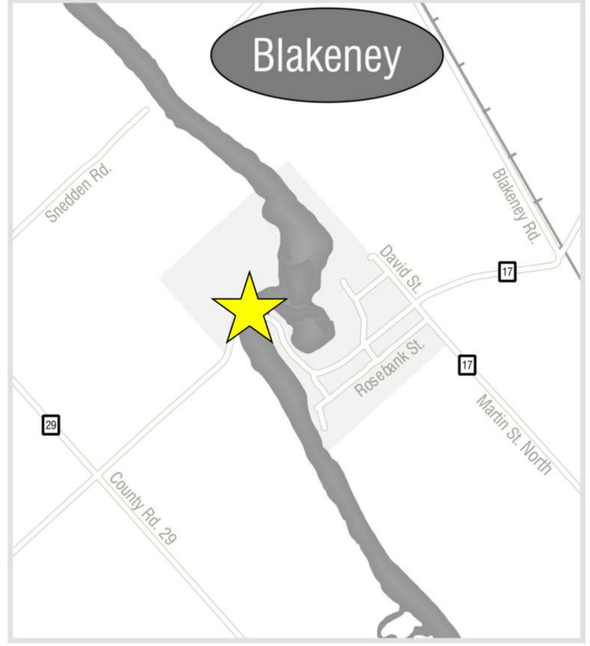
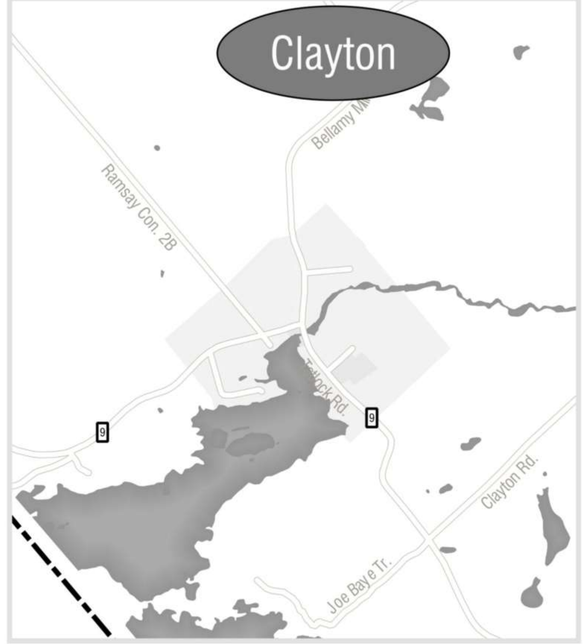
Planned Road Projects – Villages









Mississippi Mills
TRANSPORTATION MASTER PLAN

PLANNED ROAD PROJECTS

VILLAGES

Legend

Bridge widening

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MAP PROJECTION: EPSG 26918

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Planned Road Projects – Rural

Mississippi Mills

TRANSPORTATION MASTER PLAN

PLANNED ROAD PROJECTS

RURAL

Legend

- Paved
- Surface Treatment

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MAP PROJECTION: EPSG 26918

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DATE: JUNE 2015

Pedestrian Projects – Almonte

Mississippi Mills

TRANSPORTATION MASTER PLAN

ACTIVE TRANSPORTATION PLAN

FIGURE 5:
ALMONTE PEDESTRIAN FACILITIES

Legend

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

Proposed Sidewalk
- Proposed sidewalk
- Proposed paved shoulder
- Proposed paved shoulder (shared)

Active Transportation Opportunity
- Potential multi-use pathway

Pedestrian Crossings
- Existing Crossing
- Review Crossing
- Potential New Crossing

Railway
- Railway

Parks
- Parks

Mississippi Mills Boundary
- Mississippi Mills Boundary

Explore Future Active Transportation Connection Opportunities

MAP CREATED BY: E. STEWART
MAP PROJECTION: EPSG 26918

FILE NAME:
AT Plan - Pedestrian Facilities.qgs

FILE LOCATION:
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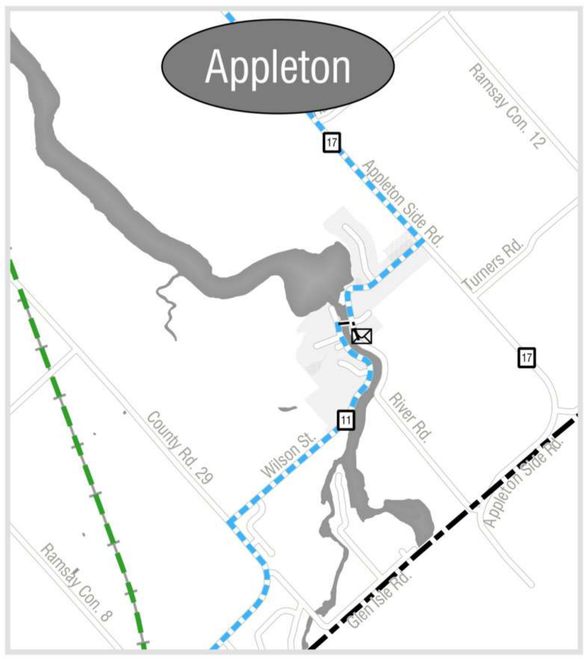
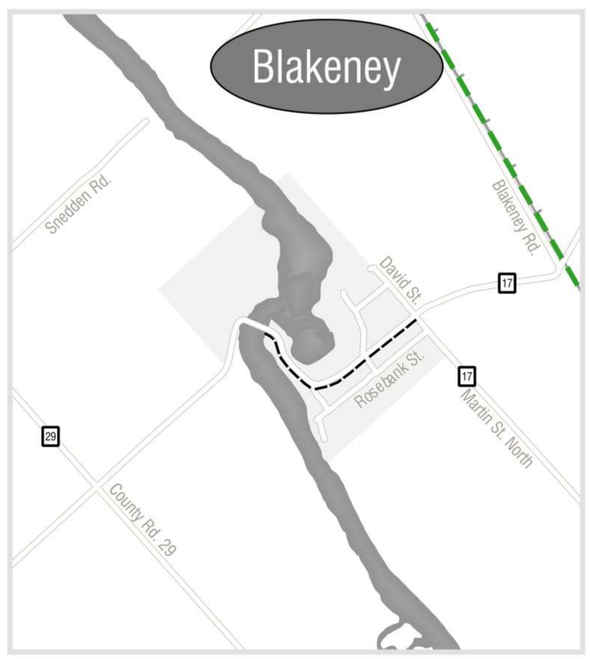
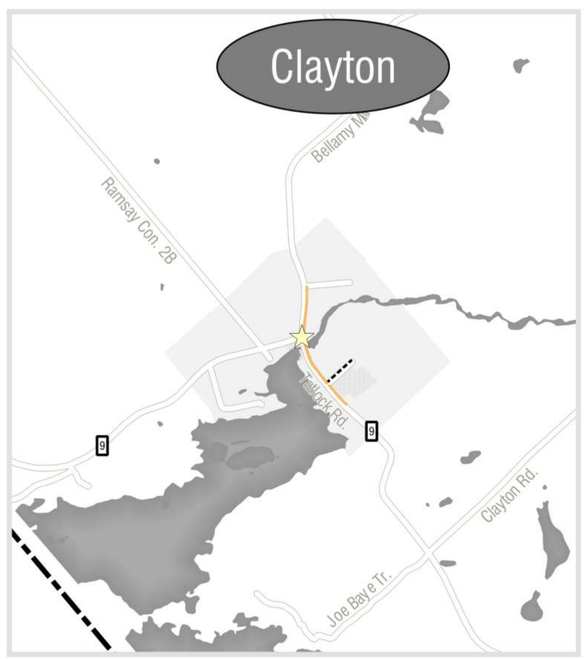
Pedestrian Projects – Villages







Mississippi Mills

TRANSPORTATION MASTER PLAN

ACTIVE TRANSPORTATION PLAN

FIGURE 6:
VILLAGE PEDESTRIAN FACILITIES

Legend

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

Proposed Sidewalk
- Proposed sidewalk
- Proposed paved shoulder
- Proposed paved shoulder (shared)

Active Transportation Opportunity
- Potential multi-use pathway

Attractions
- Community mailbox

Pedestrian Crossings
- Existing Crossing
- Review Crossing
- Potential New Crossing

Parks
- Parks

Mississippi Mills Boundary
- Mississippi Mills Boundary

MAP CREATED BY: E. STEWART
MAP PROJECTION: EPSG 26918

FILE NAME:
AT Plan - Pedestrian Facilities.qgs

FILE LOCATION:
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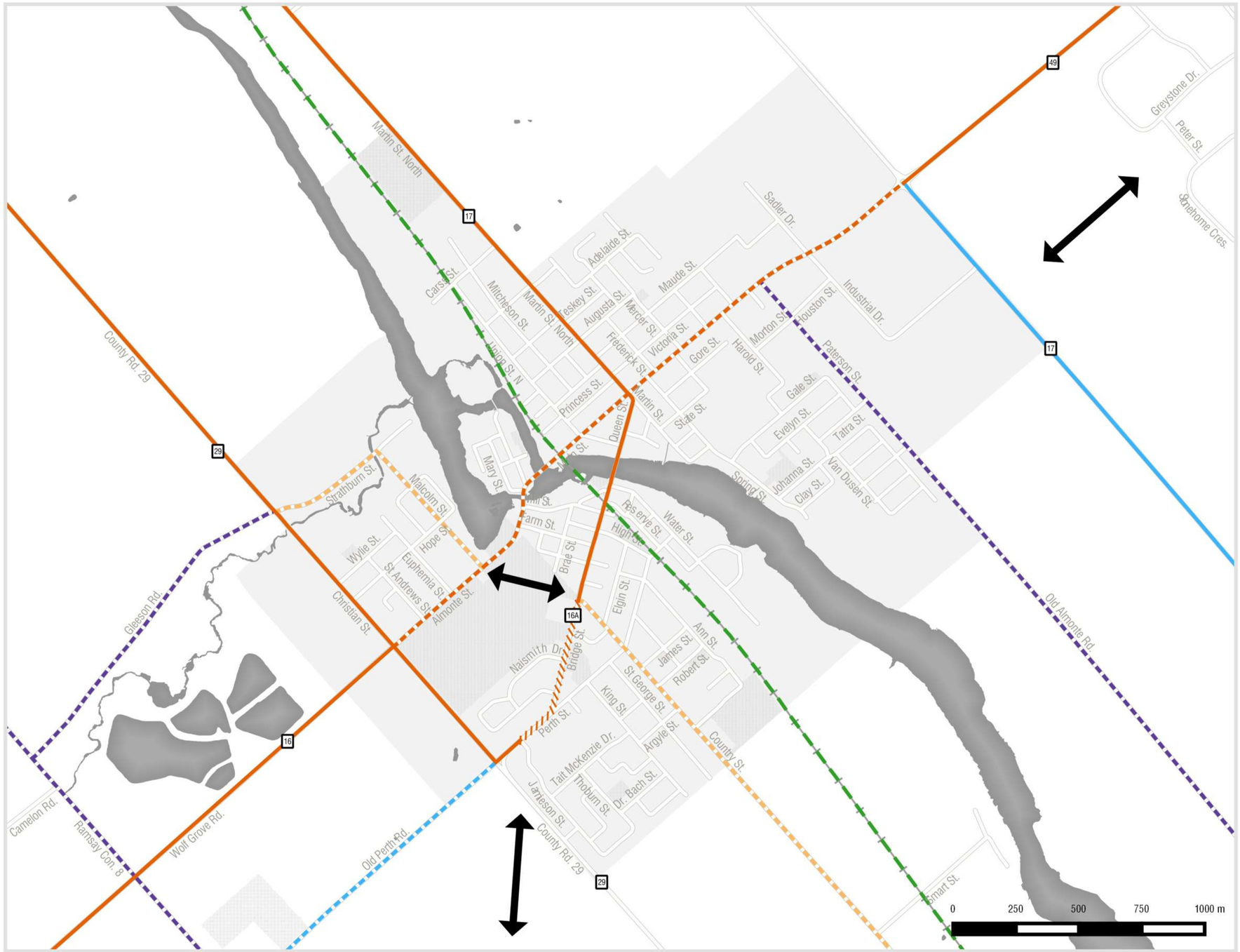
Cycling Projects – Almonte



Mississippi Mills

TRANSPORTATION MASTER PLAN

ACTIVE TRANSPORTATION PLAN

FIGURE 9:
ALMONTE CYCLING FACILITIES

Legend

Existing Cycling Facilities
- Existing bike lane

Proposed Cycling Facilities

Mississippi Mills
- Spine, bike lane
- Spine, shared paved shoulder
- Spine, signed route
- Signed route
- Unsigned route

County of Lanark (Opportunity)
- Spine, bike lane
- Spine, shared paved shoulder
- Spine, signed route
- Signed route
- Unsigned route

Active Transportation Opportunity
- Potential multi-use pathway

Railway
- Railway

Parks
- Parks

Water
- Water

Mississippi Mills Boundary
- Mississippi Mills Boundary

Explore Future Active Transportation Connection Opportunities

MAP CREATED BY: E. STEWART
MAP PROJECTION: EPSG 26918

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FILE NAME:
AT Plan - Cycling Facilities.qgs

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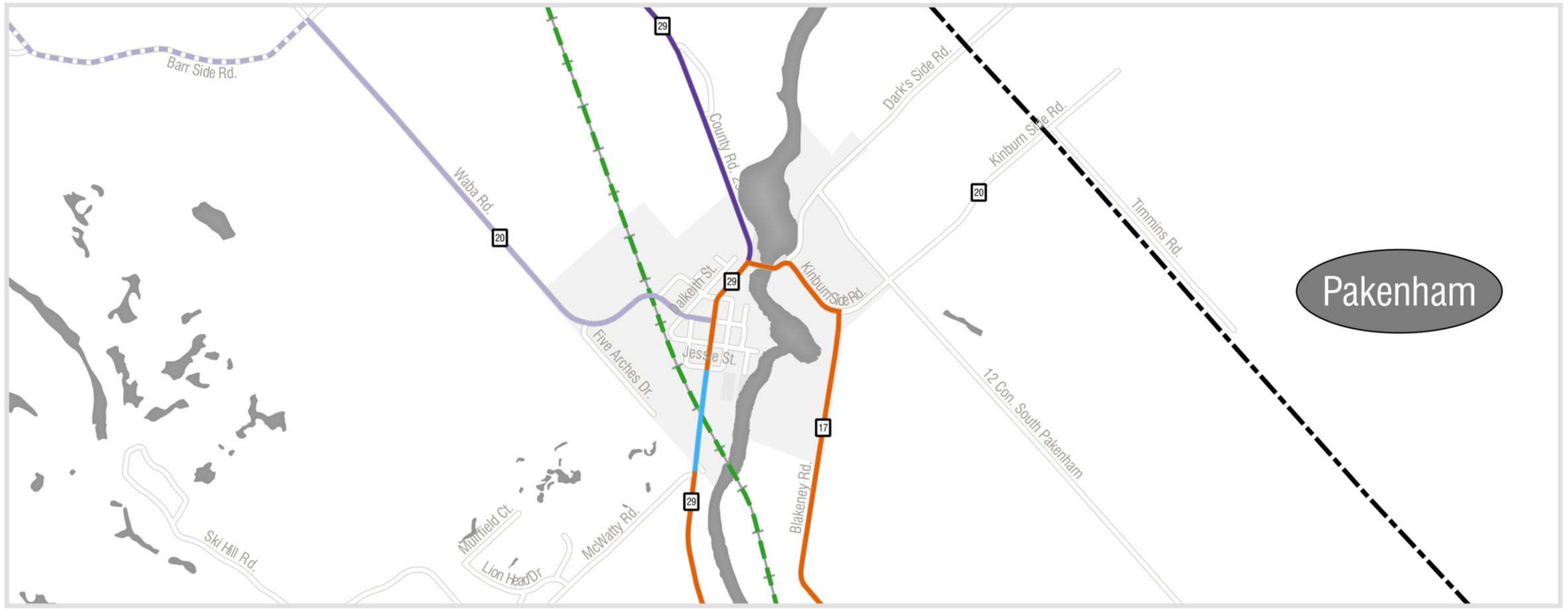
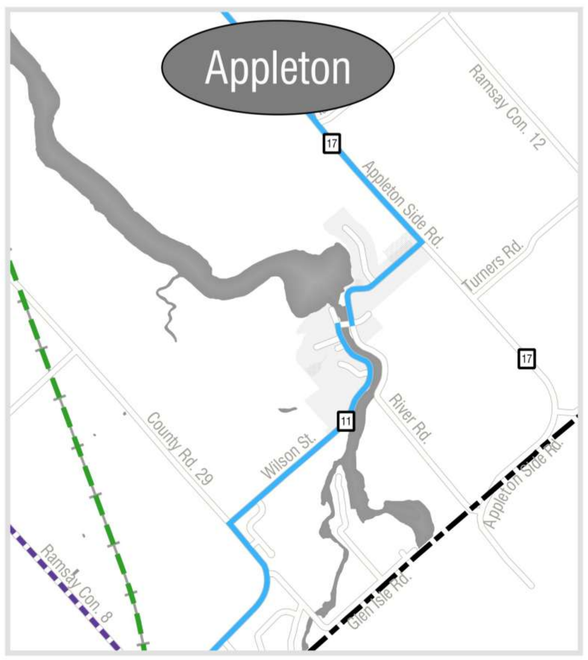
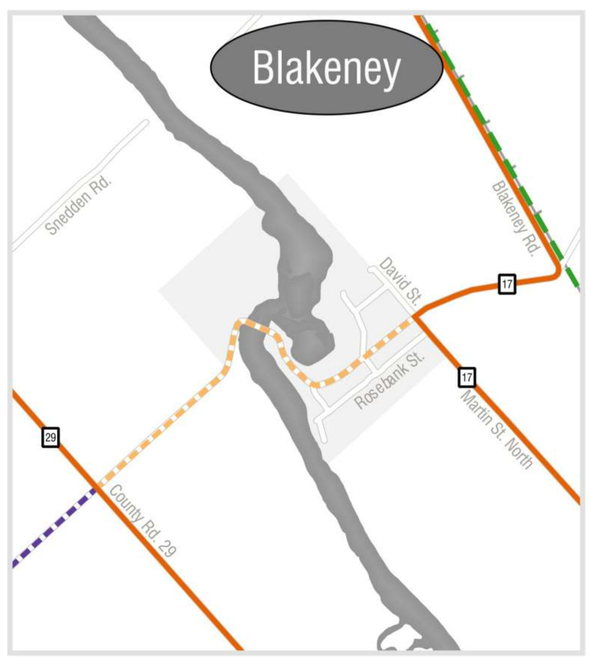
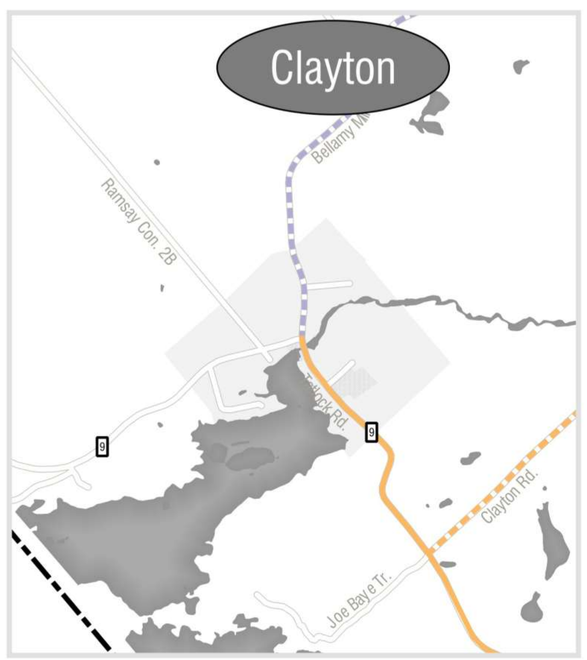
Cycling Projects – Villages









Mississippi Mills

TRANSPORTATION MASTER PLAN

ACTIVE TRANSPORTATION PLAN

FIGURE 10:
VILLAGE CYCLING FACILITIES

Legend

Existing Cycling Facilities
- Existing bike lane

Proposed Cycling Facilities

Mississippi Mills
- Spine, bike lane
- Spine, shared paved shoulder
- Spine, signed route
- Signed route
- Unsigned route

County of Lanark (Opportunity)
- Spine, bike lane
- Spine, shared paved shoulder
- Spine, signed route
- Signed route
- Unsigned route

Active Transportation Opportunity
- Potential multi-use pathway

Railway
- Railway

Parks
- Parks

Water
- Water

Mississippi Mills Boundary
- Mississippi Mills Boundary

MAP CREATED BY: E. STEWART
MAP PROJECTION: EPSG 26918

FILE NAME:
AT Plan - Cycling Facilities.qgs

FILE LOCATION:
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PROJECT: 14-9797
STATUS: PIC #2
DATE: JUNE 2015

Mississippi Mills

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Cycling Projects – Rural

Mississippi Mills

TRANSPORTATION MASTER PLAN

ACTIVE TRANSPORTATION PLAN

FIGURE 8:
RURAL CYCLING FACILITIES

Legend

Existing Cycling Facilities
- Existing bike lane

Proposed Cycling Facilities

Mississippi Mills
- Spine, bike lane
- Spine, shared paved shoulder
- Spine, signed route
- Signed route
- Unsigned route

County of Lanark (Opportunity)
- Spine, bike lane
- Spine, shared paved shoulder
- Spine, signed route
- Signed route
- Unsigned route

Active Transportation Opportunity
- Potential multi-use pathway

Water
- Water

Mississippi Mills Boundary
- Mississippi Mills Boundary

MAP CREATED BY: E. STEWART
MAP PROJECTION: EPSG 26918

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FILE NAME:
AT Plan - Cycling Facilities.qgs

FILE LOCATION:
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STATUS: PIC #2
DATE: JUNE 2015

Implementation Plan

Facility Type	5 Year Capital Plan	5 to 20 Year Capital Plan	Total Expenditures
Rural Shared Bicycle / Pedestrian Paved Shoulder	$0	$509,000	**$509,000**
Urban Cycle Lane (Painted & signed Road, MUP or Widened Roadway)	$237,000	$0	**$237,000**
Rural Signed Cycle Route	$23,000	$34,000	**$57,000**
Urban Signed Cycle Route	$4,000	$4,000	**$8,000**
New Concrete Sidewalks	$199,000	$875,000	**$1,074,000**
New Paved Shoulder	$25,000	$292,000	**$317,000**
Martin Street / Ottawa Street Median Modification	$0	$20,000	**$20,000**
Controlled / Uncontrolled Pedestrian Crossings	$40,000	$130,000	**$170,000**
Road Resurfacing	$609,000	$2,700,000	**$3,309,000**
Sub Total	**$1,137,000**	**$4,564,000**	
Total	**$5,701,000**		

Mississippi Mills

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Next Steps

July, 2015

FINAL Comprehensive Transportation Master Plan, Active Transportation Plan & 10 Year Capital Plan

September 2015

Presentation to Town Council

Stay Involved:

Fill out a comment sheet and/or e-mail your comments to Troy Dunlop at: TDunlop@mississippimills.ca

Please provide your comments before Friday July 10th, 2015, to ensure they are considered.

Mississippi Mills

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Comprehensive Transportation Master Plan & Active Transportation Plan

Presentation to Council

December 17, 2015

Mississippi Mills Comprehensive Transportation Master Plan

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Mississippi Mills

Purpose

The Mississippi Mills Transportation Master Plan (MMTMP) provides a flexible and dynamic multi-modal transportation strategy that will guide the provision of transportation service and networks by the Municipality Mississippi Mills to the year 2035

The Municipality of Mississippi Mills has not carried out any community wide transportation study work since amalgamation. The County of Lanark completed its Transportation Master Plan in 2010.

Vision

“To provide an integrated, diverse transportation system for all residents and businesses that is safe, convenient, affordable and sustainable, and that facilitates the efficient movement of people and goods within the Municipality and to adjoining areas.

The transportation system will support the goals and values of the Municipality which include maintaining the rural and small Municipality character, protecting the environment and cultural and natural heritage, and promoting sustainable economic growth.”

Goals

Integration - ***Integrate transportation networks with each other and with adjacent land use.***

Social sustainability - ***Provide accessible transportation for all residents.***

Environmental sustainability - ***Reduce environmental footprint of transportation in MM. Maximize return on investment in, and economic benefit of transportation system.***

Safety - ***Reduce transportation-related safety concerns.***

Efficiency - ***Maintain reasonable mobility levels for workers and freight.***

Accountability - ***Engage stakeholders in decision making.***

Core Themes

The MMTMP was developed around four core themes:

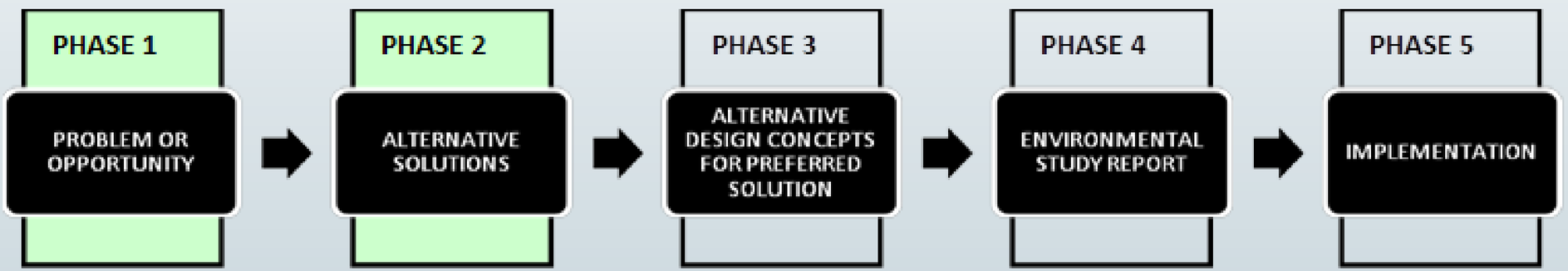
- **Improve the integration of the existing transportation networks;**
- **Provide networks to encourage and facilitate transportation by Active Modes;**
- **Provide infrastructure to serve demands at preferred Performance Targets; and,**
- **Provide transportation systems that serve all citizens.**

Municipal Class Environmental Assessment Process

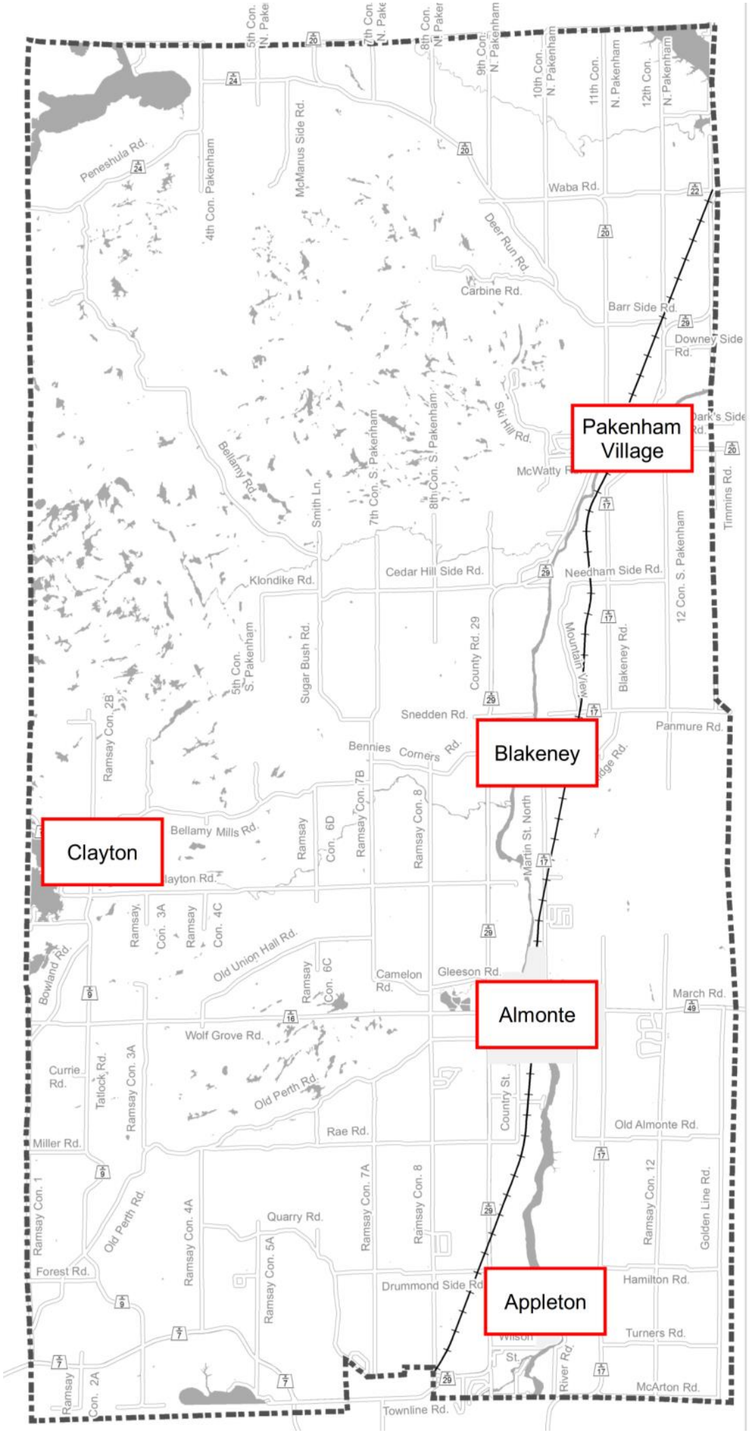
The MMTMP has been undertaken through a public process that was designed to integrate municipal transportation planning and environmental assessment objectives into a comprehensive planning process. The study was conducted as a Master Plan in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment process.

Municipal Class Environmental Assessment Process (con't)

- **Phase 1: Problem Identification; and**
- **Phase 2: Consideration of alternative ways to solve the identified problems, recognizing environmental, social, economic, cost and transportation service considerations.**



Study Area


Pakenham Village
Blakeney
Clayton
Almonte
Appleton
Peneshula Rd.
4th Con. Pakenham
McManus Side Rd.
5th Con. N. Pake
7th Con. N. Pake
9th Con. N. Pakenham
10th Con. N. Pakenham
11th Con. N. Pakenham
12th Con. N. Pakenham
Waba Rd.
Deer Run Rd.
Carbine Rd.
Barr Side Rd.
Downey Side Rd.
Ski Hill Rd.
McWatty Pl
Bellamy Rd.
Smith Ln.
7th Con. S. Pakenham
8th Con. S. Pakenham
Timmins Rd.
Klondike Rd.
Cedar Hill Side Rd.
Needham Side Rd.
12 Con. S. Pakenham
5th Con. S. Pakenham
Sugar Bush Rd.
County Rd. 29
Mountain View
Blakeney Rd.
Snedden Rd.
Panmure Rd.
Bennies Corners Rd.
Ramsay Con. 2B
Ramsay Con. 7B
Ramsay Con. 8
Martin St. North
Bellamy Mills Rd.
Ramsay
Con. 6D
Ramsay Con. 6C
Ramsay Con. 3A
Ramsay Con. 4C
Old Union Hall Rd.
Bowland Rd.
Camelon Rd.
Gleeson Rd.
March Rd.
Wolf Grove Rd.
Currie Rd.
Tatlock Rd.
Ramsay Con. 3A
Old Perth Rd.
Rae Rd.
Miller Rd.
Country St.
Old Almonte Rd.
Ramsay Con. 1
Ramsay Con. 4A
Ramsay Con. 5A
Ramsay Con. 7A
Ramsay Con. 12
Golden Line Rd.
Quarry Rd.
Forest Rd.
Drummond Side Rd.
Hamilton Rd.
Turners Rd.
River Rd.
McArton Rd.
Townline Rd.
Ramsay Con. 2A

Consultation

The consultation program included the following main activities:

- **Notice of Project Initiation**
  - Issued and distributed to stakeholders, Fall 2014;
- **Stand-alone Active Transportation Activities:**
  - E-Survey, Fall 2014;
  - Workshop, December 3, 2014;
- **Two Public Information Centres (PIC):**
  - Thursday February 19, 2015;
  - Thursday June 25, 2015;
- **Presentation of Final Recommendations to Council; and,**
- **Notice of Project Completion.**

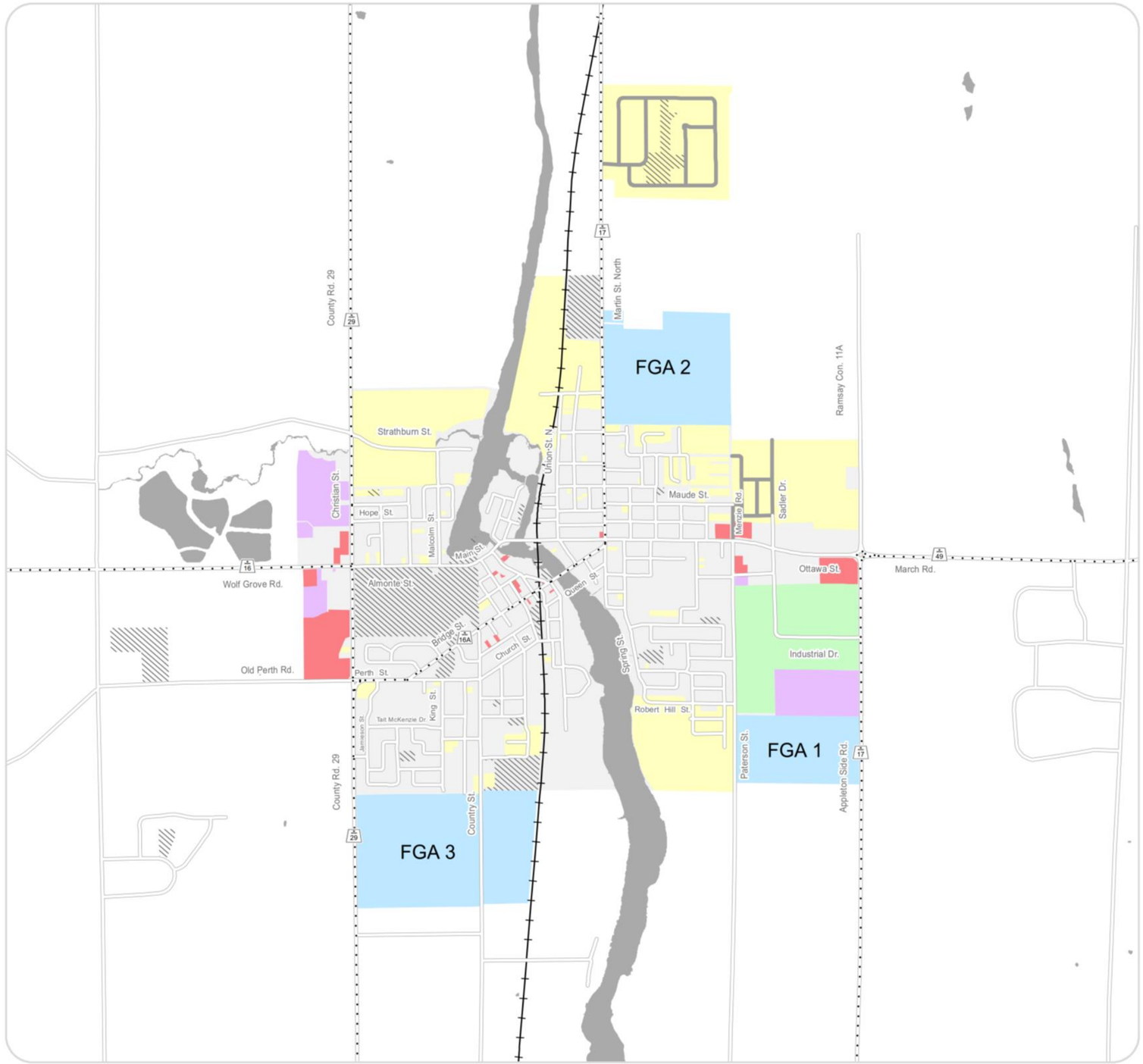
Transportation Demand Management Strategy

- The Transportation Strategy assumes no or limited expansion of public transit.
- Therefore, the majority of long commuter trips will be by auto.
- TDM strategies that might reduce the environmental impact of auto trips include the implementation of new or expansion of existing carpool lots.
- Only carpool lots located in Almonte west of the Mississippi River would have the potential to reduce road infrastructure requirements.
- The TDM strategy includes measures that encourage and support the use of Active Modes for trips within the Settlement Areas/ Villages and cycling trips for commuting purposes.

Growth – 2035 Horizon

- Over the next twenty years, the population of Mississippi Mills is expected to increase by approximately 1.74% per year, resulting in an additional population of 5,694, and a total population of 18,737.
- The majority of this growth (65%) will be concentrated in the Almonte Ward.
- 25% of growth will be located in the rural area, and 10% in the four smaller settlement areas.

Almonte Ward Growth Areas



Almonte Ward Growth Areas

Pre-2035

- Commercial
- Business Park
- Residential

Post-2035

- Future Growth Areas (FGA)
- Industrial

Community Features

- Rail Corridor
- Parks

Roads

- Existing
- Planned

Road Ownership

- Lanark County

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Mississippi Mills

Strategic East-West Road Network in Almonte Ward

Several questions related to the major east-west road network in Almonte Ward were posed:

1. **Is there a (future) need for the Almonte By-Pass?** - assumed to be an arterial road connecting March Road east of Appleton Side Road to Christian Street/ CR29.
2. **What is the best way to create a continuous arterial road between Christian Street/ CR 29 and Appleton Side Road, as identified in the Community Official Plan?** Given the policy commitment to Complete Streets, this corridor would have to be a multi-modal transportation facility.
3. **Is there a need to widen any existing major roads?**
4. **What is the best way to provide east-west road access and service to growth areas within Almonte Ward** (planned growth to 2035 and the Future Growth Areas)?

Planning Screenlines

Key Findings

- **There is no need for Almonte By-Pass to serve projected traffic demands across the Mississippi River.** The Mississippi River Screenline will function better than target LOS, even with build-out of the FGA.
- **An Almonte By-Pass is not the preferred approach to resolving a projected capacity deficiency on Ottawa Street** between Martin Street North and Paterson Street. The environmental impacts of crossing the Mississippi River and capital cost of constructing a By-Pass are significant, and other, less impactful, solutions are available.
- **East-West Collector roads are required north and south of Ottawa Street** to divert existing traffic and serve projected new traffic from the development areas and FGA. Construction of these roads will significantly defer any need to widen Ottawa Street between Martin Street North and Paterson Street.

Key Findings (con't)

- **Perth-Bridge-Main-Ottawa Street corridor will become the continuous high capacity multi-modal corridor between Christian Street and March Road east of Appleton Side Road.**
- Long term demands from FGA3 result in **the need to protect a 30m ROW on Ottawa Street between Martin Street North and Paterson Street** in case a widening is eventually required to maintain performance at target LOS.

Growth Areas

- **There are several planned Growth Areas within Mississippi Mills. Many of these anticipated prior to 2035 have some level of design complete, including road networks. The adoption of a new road hierarchy requires identification of collector and arterial corridors to insure that the desired level of community circulation and active mode corridors are preserved.**

Road Hierarchy and Design Guidelines

The 2006 Community Official Plan indicates that the Municipality wants a hierarchical road classification system that includes classes for Scenic roads and Historic roads.

- **The Municipality will adopt a road hierarchy based on typical municipal road classes**
  - Local – urban, rural
  - Collector – urban, rural
  - Arterial - urban
- **Cross-sections are a starting point for designing roads in these road classes;** individual roads need to consider local conditions for road design and construction and are subject to the discretion of the Director of Public Works.

Complete Streets

- **Complete streets are designed to consider the needs of all users, such as people who walk, bicycle, or drive, and people of varying ages and levels of ability. *The overriding principle of complete streets is to offer safety, comfort and convenience to all* users (i.e. pedestrians, cyclists, transit riders and motorists) regardless of their age or ability.**
- **Where high demands from multiple modes exist, the Town will seek to balance the needs of all users in a sustainable way.**

Complete Streets – What does this mean?

- New roads will be designed and built with facilities for pedestrians and cyclists in addition to cars
- Pedestrian and cyclist facilities will be added to existing roads when reconstructed
- Key gaps in the pedestrian and cyclist network within the road system will be prioritized based on network plans and recommendations from the AT plan
- Pedestrian and cyclist crossings of Arterials and Collectors will be provided as needed

Roundabouts

The Municipality will consider roundabouts as a first option for traffic control at all intersections on its Arterial and Collector roads where traffic control signals are needed.

Road Surface Treatments

As traffic volumes grow, truck volumes increase, and development patterns change, surface treatments on existing roads need to be reviewed and surface treatments on new roads needs to be determined.

Urban Roads

- **All urban public roads will be paved. The roles of Urban roads in pedestrian and cycling networks and long term maintenance needs indicate this is preferred approach.**

Road Surface Treatments (con't)

Rural Roads

- Triggers to modify the existing road surface were taken from the *Canadian Practice in the Design, Use, and Application of Bituminous Surface Treatments* published by the Canadian Strategic Highway Research Program (C-SHRP), which surveyed practices in the use of bituminous surface treatments across Canada. **The C-SHRP report indicated the following maximum AADT values for gravel and Chip Sealed roads:**
  - **Gravel surface – AADT < 500 vpd**
  - **Chip sealed – AADT < 1000 vpd**
- These AADT guidelines assume a low to moderate demand from heavy trucks; higher volumes of trucks with heavy loads would drive the need for upgrading surface treatments to paved surfaces. Therefore there is a need to modify surface treatment reviewed based on guidelines described above.

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Single Lane Bridges

- Mississippi Mills has 11 single lane bridges in its road network . The scope of work included the identification of any Single Lane Bridge that may require future widening during structural rehabilitation.
- There is no requirement to widen existing Municipality-owned single bridges based on the analysis that was completed.
- The single lane bridge on Blakeney Road in Blakeney (owned by the County of Lanark) may need to be widened in future based on the MTO criteria. The County of Lanark will program any required modifications in their Capital Works budget.

Road Safety/Operational Issues

- **The County of Lanark TMP identified three intersections in Mississippi Mills that would be modified to improve either safety or operations (often an indication of safety concerns, but without collision experience):**
  - Martin Street North-South/ Ottawa Street/ Queen Street
  - County Road 29 North/ Old Perth Road/ Perth Street; and
  - Bellamy Road/ Tatlock Road
- **These intersection modifications are a County responsibility. No additional locations were identified for safety or operations-related modifications.**

Truck Routes

- **No additional truck management measures are recommended for MM**
- The MMTMP considered the need for additional restrictive truck bylaws in the Municipality.
- The Municipality currently has no truck route map, and has only one load restriction bylaw in place, which prohibits trucks on Golden Line Road.
- The majority of the large, heavy truck traffic is on County Roads, which are beyond the Municipality's jurisdiction; therefore no further restrictions were found to be necessary.

Infrastructure Exchange with the County of Lanark

- **The County of Lanark has an established framework for evaluating the potential for lower tier municipalities to upload transportation infrastructure. As assessment using this framework indicates that the Municipality should consider discussions with the County of Lanark regarding uploading Ottawa Street from Martin Street North to Appleton Side Road.**

Implementation Plan - Planning

Project	Rationale	Growth Portion	Cost ($2015)	Priority
North Collector Schedule C EA Study and Preliminary Design	• Need to identify connections and alignment and preserve property – involves multiple land owners and modifications to existing roads; therefore, a Municipal Class EA study is required • If design is completed to Preliminary Design level (aka 60% design); detailed design and construction could be advanced by land developers	100%	$350k	0-5
South Collector Schedule C EA Study and Preliminary Design	• Need to identify connections and alignment and preserve property – involves multiple land owners and modifications to existing roads; therefore, a Municipal Class EA study is required • If design is completed to Preliminary Design level (aka 60% design); detailed design and construction could be advanced by land developers	100%	$350k	0-5
Streetlight Policy	• Needed to promote AT • Develop a planning/ evaluation guideline for adding streetlights on existing streets • Develop a design guideline for streetlights on new streets	0%	$20k	0-5
Ottawa Street (Martin Street North-Paterson Street) Corridor Plan	• Need to determine future vision for this segment of Ottawa Street – only residential segment in continuous Perth-Bridge-Ottawa Street arterial • Long-term need to protect 30m ROW for potential future widening • Need to identify pedestrian crossings • Potential to approach County about uploading	100%	$100k	0-5

Implementation Plan - Design

Project	Rationale	Growth Portion	Cost ($2015)	Priority
Pedestrian Crossing Design Main Street / Union St North	Need to determine type of traffic control device required and design intersection for new pedestrian crossing	0%	$20k	0-5
Pedestrian Crossing Design Almonte Street/ Malcolm Street	Need to determine type of traffic control device required and design intersection for new pedestrian crossing	0%	$20k	0-5
Pedestrian Crossing Design Main Street / Mill Street	Need to determine type of traffic control device required and design intersection for new pedestrian crossing	0%	$20k	0-5
Pedestrian Crossing Design Paterson Street, near schools	Need to determine type of traffic control device required and design intersection for new pedestrian crossing	0%	$20k	0-5
Pedestrian Crossing Design Bridge Street/ Country Street	Need to determine type of traffic control device required and design intersection for new pedestrian crossing	0%	$20k	0-5

Implementation Plan - Design

Project	Rationale	Growth Portion	Cost ($2015)	Priority
Pedestrian Crossing Design Mill Street / Brae Street	• Need to determine type of traffic control device required and design intersection for new pedestrian crossing	0%	$20k	0-5
Pedestrian Crossing Design Tatlock Road / Bellamy Mills Rd Tatlock	• Need to determine type of traffic control device required and design intersection for new pedestrian crossing	0%	$20k	0-5
Pedestrian Crossing Design CR 29/ Jeanne Street Pakenham	• Need to determine type of traffic control device required and design intersection for new pedestrian crossing	0%	$20k	0-5

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Mississippi Mills

Implementation Plan – Construction

Project	Rationale	Growth Portion	Cost ($2015)	Priority
North Collector Detailed Design and Construction	• Need to design road for construction to permit developers to integrate into their capital works as opportunity arises	100%	$6.4M	6-10
South Collector Detailed Design and Construction	• Need to design road for construction to permit developers to integrate into their capital works as opportunity arises	100%	$6.4M	6-10
Carss Street Reconstruction (100m)	• Need to pave to meet objective of paving all urban roads • Need to coordinate with water and sewer infrastructure projects	0%	$210k	6-10
Florence Street Reconstruction (200m)	• Need to pave to meet objective of paving all urban roads • Need to coordinate with water and sewer infrastructure projects	0%	$420k	6-10
Adelaide Street Reconstruction (450m)	• Need to pave to meet objective of paving all urban roads • Need to coordinate with water and sewer infrastructure projects	0%	$950k	6-10
McDermott Street Reconstruction (150m)	• Need to pave to meet objective of paving all urban roads • Need to coordinate with water and sewer infrastructure projects	0%	$320k	6-10
Water Street Reconstruction (350m)	• Need to pave to meet objective of paving all urban roads • Need to coordinate with water and sewer infrastructure projects	0%	$730k	6-10

Implementation Plan – Construction

Project	Rationale	Growth Portion	Cost ($2015)	Priority
Ramsay Conc. 11 Reconstruction (600m)	• Need to urbanize to serve new urban development • Need to coordinate with planning and design of North Collector Road	90%	$630k	0-5
Old Almonte Rd Surface Treatment (3.5km)	• Need to apply surface treatment because of traffic volumes • Identified as a Secondary cycling route • Almonte Ward Boundary to Golden Line Road	0%	$480k	5-20
4th Conc. Pakenham Reconstruction (1 km)	• Need to pave because of forecasted increase in traffic volumes • Campbell Side Road to Northern Municipal Boundary	100%	$2M	5-20
Ramsay Conc. 8 Surface Treatment (2.7 km)	• Need to apply surface treatment because of traffic volumes • Identified as a Spine Cycling Route • Wolf Grove Road to Clayton Road	50%	$370k	0-5
Ramsay Conc. 7A Surface Treatment (1.5 km)	• Need to apply surface treatment because of traffic volumes • Old Perth Road to Rae Road	0%	$210k	5-10
Paterson Street Reconstruction	• Need to urbanize to serve new urban development • Robert Hill Street to Urban Boundary	90%	$380k	0-5
Menzie Street Construction	• New road needed to serve development • Ottawa Street to Maude Street	100%	$378k	0-5

Mississippi Mills
Active Transportation (AT) Plan

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Mississippi Mills

Goals

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.**
3. **Develop an AT friendly culture in Mississippi Mills.** 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.
4. **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.

AT Advisory Committee

An AT Advisory Committee should be formed

- Consists of representatives from the Municipality, Lanark County, 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.

Community Official Plan Policies

- **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).**

Accessibility

Future transportation infrastructure projects must include the Accessibility for Ontarians with Disabilities Act (AODA) design requirements. This includes but is not limited to:

- **Design limitations on widths, surface features, slopes of curbs and ramps, etc.;**
- **Curb depressions must be aligned with the direction of travel and have tactile walking surface indicators;**
- **New or replaced traffic control signals with a pedestrian cross over must provide audible and vibro-tactile walk indicators, tactile surfaces, as well as manual and automatic activation features.**

Winter Maintenance Practices

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).

The following prioritization is recommended:

- All sidewalks where school board transportation policies do not provide bussing;
- Arterial roadways;
- Collector roadways;
- Links to seniors residences; and,
- Links to community facilities (postal facilities, arenas, community centre, etc.

This approach will increase costs for snow clearing and removal, as sidewalk and shoulder space will not be available for snow storage.

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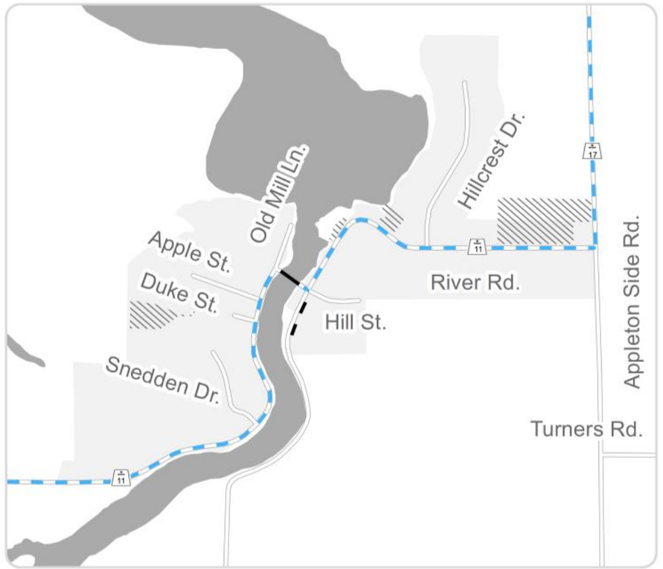
Street Lighting Policy

- **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.**

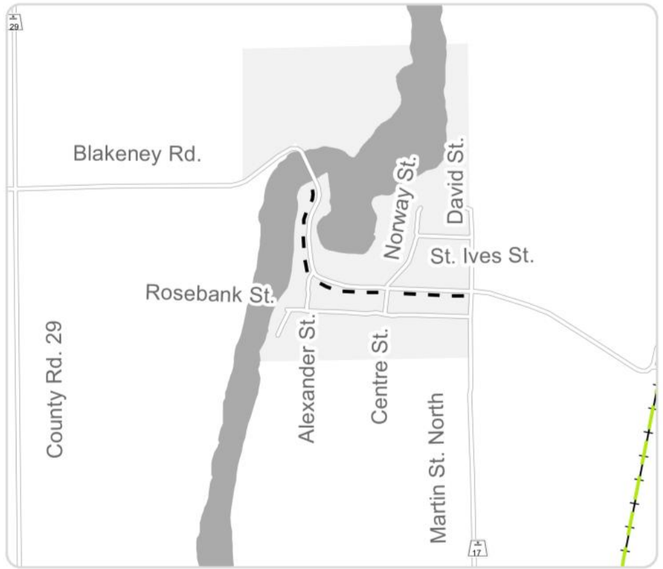
Proposed AT Networks

Pedestrian Facilities Village

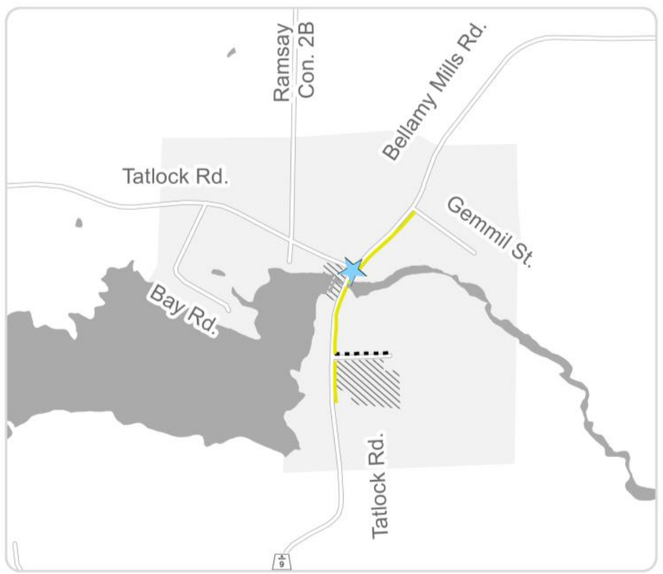
Appleton
1:20,000



Blakeney
1:20,000



Clayton
1:20,000



Pakenham
1:20,000

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

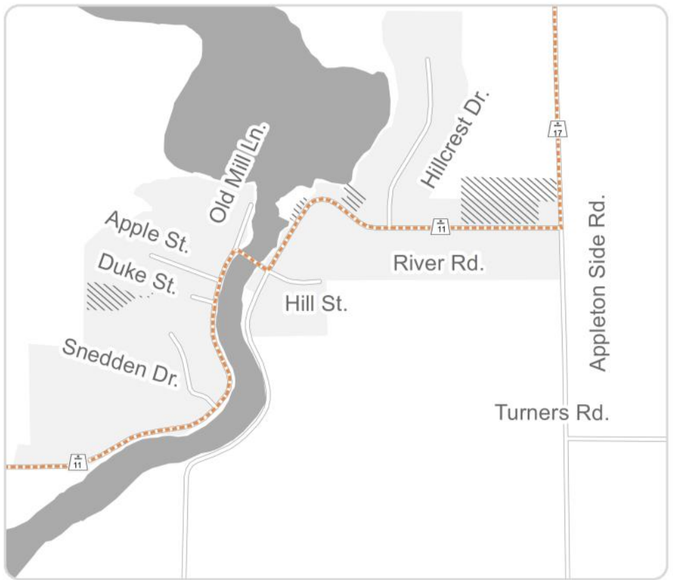
Proposed Pedestrian Facility
- Proposed sidewalk
- Proposed paved shoulder
- Proposed paved shoulder (shared)
- Proposed Multi-Use Trail

Community Features
- Rail Corridor
- Parks
- Roads

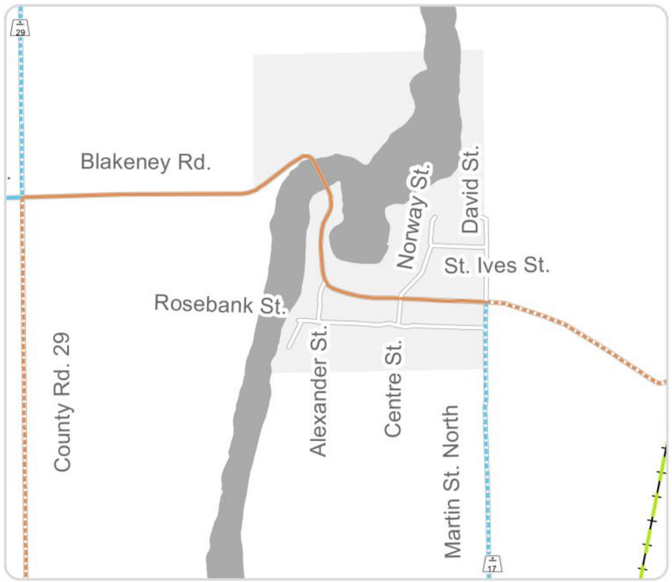
DILLON CONSULTING

Mississippi Mills

Appleton
1:20,000



Blakeney
1:20,000



Clayton
1:20,000

Pakenham
1:20,000

Cycling Facilities Village

Proposed Cycling Facilities

Mississppi Mills

- Spine route
- Secondary route route
- Primary urban route

Lanark County

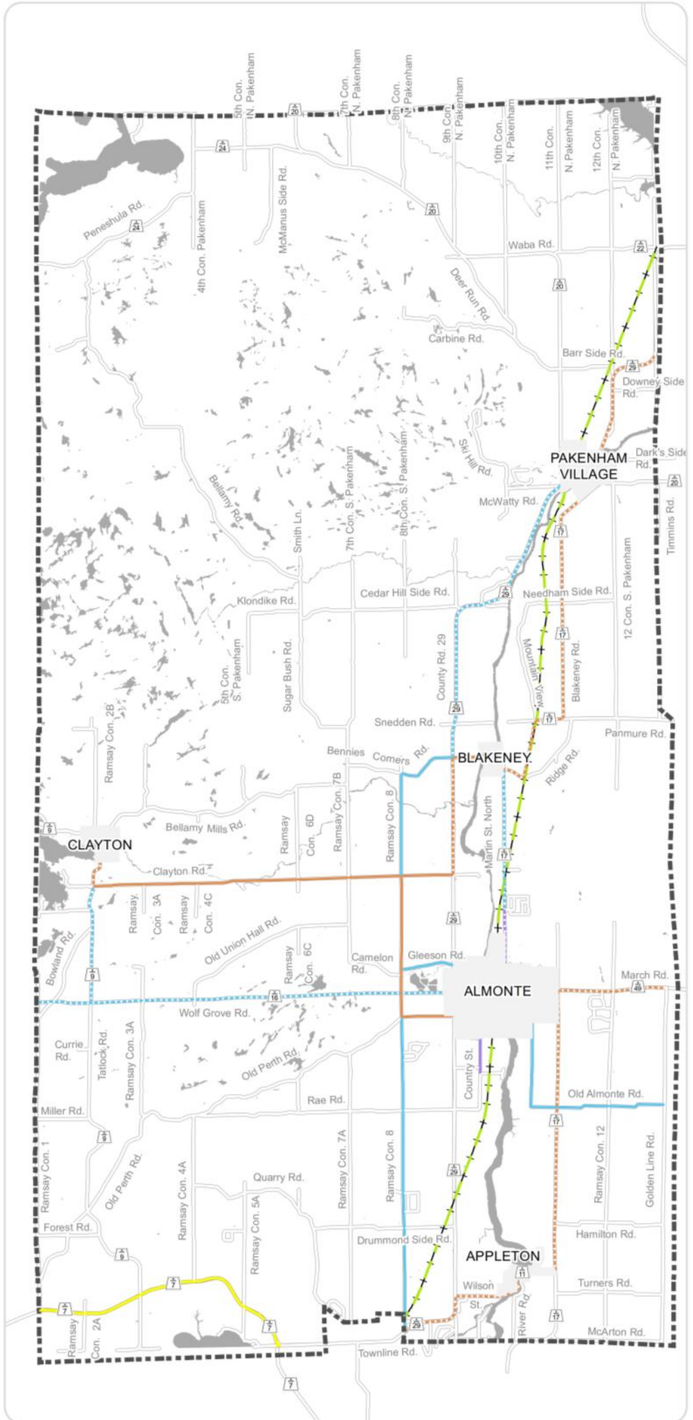
- Spine route
- Secondary route
- Primary urban route
- Proposed Multi-Use Trail

Community Features

- Rail Corridor
- Parks
- Roads

DILLON CONSULTING

Mississippi Mills



Cycling Facilities Rural*

Proposed Cycling Facilities

Mississppi 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
- Roads

Road Ownership

- Provincial (Highway 7)
- Mississippi Mills Boundary

* See zoomed in figure in appendix slides

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Mississippi Mills

Cycling Facilities Almonte

Existing Bike Lane

Existing Bike Lane

Proposed Cycling Facilities

Mississppi 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

DILLON CONSULTING

Mississippi Mills

Shoulder Treatments

- Applying a hard surface to road shoulders to create a safe space for cyclists and pedestrians is a cost-effective way to create AT facilities in rural and village settings.
- Hard surfacing of shoulders has been recommended as the preferred facility type at a number of locations in the AT Plan.

Shoulder Treatments – County Policy

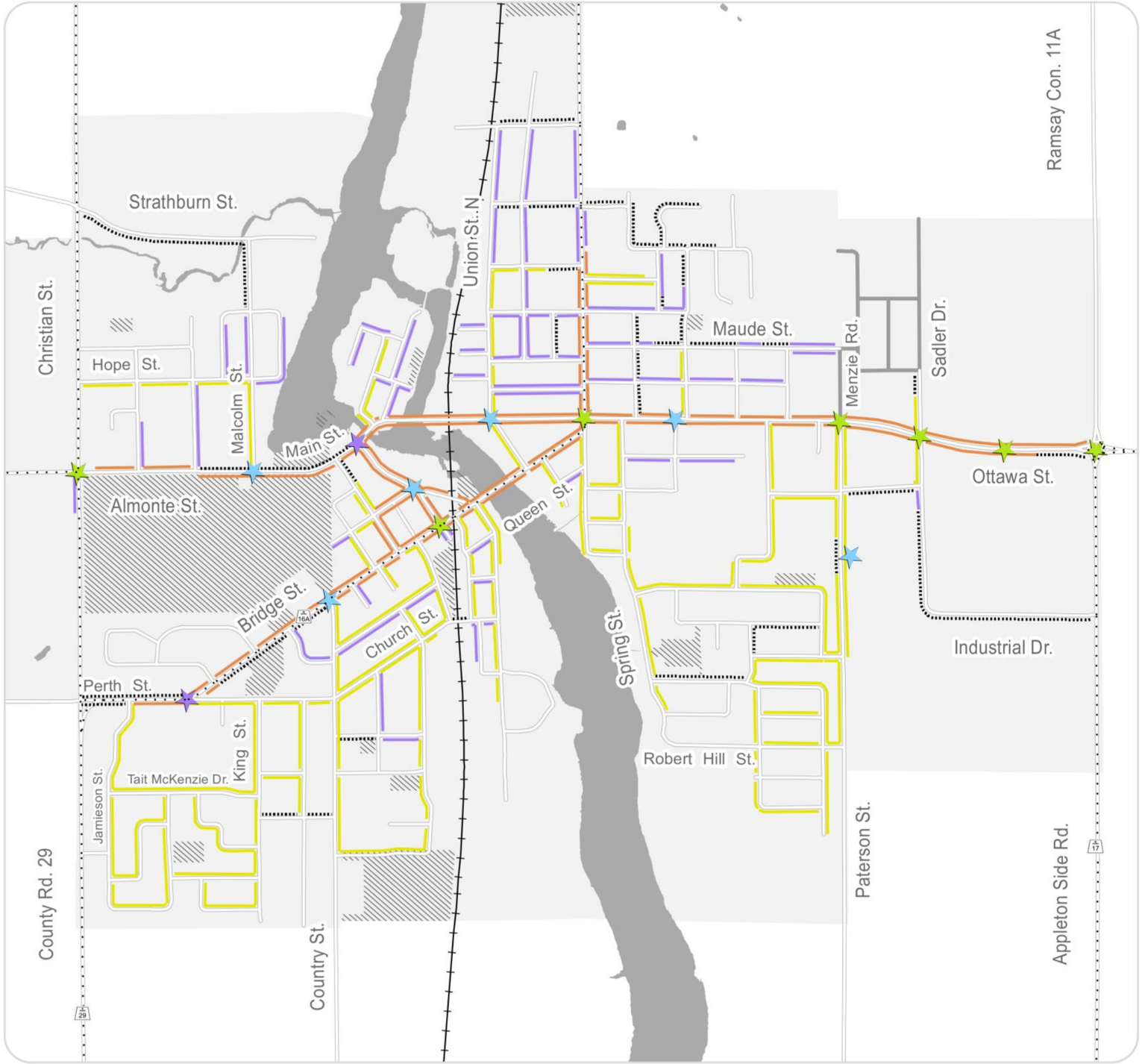
The 2010 County of Lanark TMP also adopted a policy of applying hard surfaces to the shoulders of all of their roads during resurfacing/ rehabilitation as a method for promoting cycling in the County. The County also prioritized paved shoulders on the following County Roads within Mississippi Mills:

- CR 11 (Wilson Street/ River Road) through Appleton;
- CR 16/ Wolf Grove Road (Hope Municipality to Almonte Ward boundary);
- CR 17/ Appleton Side Road/ Martin Street North (Appleton to Pakenham); and
- CR 49/ March Road (Almonte Ward boundary to City of Ottawa boundary).

Almonte-Main-Ottawa Street Pedestrian Crossings

- The MMTMP sets several goals related to improving the pedestrian environment and increasing the participation in walking as a mode of travel. Increasing the number of locations where pedestrians can cross the Almonte-Main-Ottawa Street corridor was identified as a key initiative in advancing these goals. There are currently six controlled crossing of the Almonte-Main-Ottawa Street corridor.
- The AT Plan recommends adding crossings at Malcolm Street, Union Street North, and Gomme Street. It also recommends reviewing the intersection of Almonte Street/ Mill Street to determine if a controlled crossing can be safely implemented.
- The type of crossing control and any modifications required to support the new crossings should be determined through a review of OTM Book 15.

Almonte Pedestrian Crossings



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

Community Features
- Rail Corridor
- Parks

Roads
- Existing
- Planned

Road Ownership
- Lanark County

DILLON CONSULTING

Mississippi Mills

AT Implementation Plan

Facility Type	High	Medium	Low	Sub Total
New Concrete Sidewalks	$ 159,750	$ 495,750	$ 351,150	$ 1,006,650
New Paved Pedestrian Shoulder	N/A	$ 108,940	$ 113,880	$ 222,820
Controlled / Uncontrolled Ped Crossings	$ 120,000	$ 204,000	N/A	$ 324,000
Rural Cycle Lane (MM)	$ 3,856,670	$ 2,194,564	$ 1,167,600	$ 7,218,834
Urban Spine Network (Painted & signed Road, MUP or Widened Roadway)	$ 95,450	N/A	N/A	$ 95,450
Urban Secondary Cycling Routes	N/A	$ 7,728	N/A	$ 7,728
Urban Primary Routes Cycle Route	$ 47,300	N/A	N/A	$ 47,300
Total				$ 8,922,782

Questions?

NOTICE OF COMPLETION

Municipality of Mississippi Mills

Class Environmental Assessment (Class EA)
Comprehensive Transportation Master Plan & Active Transportation Plan

The Study

The Municipality of Mississippi Mills (the Town) is undertaking a planning process to complete a Transportation Master Plan and an Active Transportation Plan for the entirety of the Mississippi Mills. The Master Plan is being undertaken to: 1) provide transportation systems that serve all citizens, 2) improve the integration of existing transportation networks, and 3) provide networks to encourage and facilitate transportation by Active Modes.

Recommended Master Plan

The recommended Master Plan has been completed and is available for review beginning Thursday, March 24, 2016. The Master Plan identifies the recommended infrastructure to service the future growth of Mississippi Mills over a 20-year planning period. The recommended Master Plan incorporates the comments received from the public and agencies during the course of the study. While the Master Plan addresses the need and justification at a broad level, more detailed studies for some of the projects included in the Master Plan will be required at a later date following the Municipal Class EA.

The Master Plan is available for review at the following locations:

Municipality of Mississippi Mills
Municipal Office
3131 Old Perth Road, Almonte, ON
Telephone: 613-256-2054
Toll-Free: 1-888-779-8666
Monday to Friday: 8:30 am to 4:30 pm

Almonte Public Library
155 High St, Almonte, ON
Telephone: 613-256-1037
Monday, Tuesday, Thursday: 2:00 pm to 8:30 pm
Friday: 10:00 am to 6:00 pm
Saturday: 10:00 am to 2:00 pm
Sunday: closed

Please forward any comments by April 30, 2016 to:

Mr. W. Troy Dunlop, C.E.T.
Director of Roads and Public Works
Municipality of Mississippi Mills
3131 Old Perth Road
RR#2 P.O. Box 400
Almonte, ON K01 1A0
Tel: 613-256-2064 ext. 233
Fax: 613-256-4242
E-mail: tdunlop@mississippimills.ca

Mr. Michael Flainek, P. Eng.
Consultant Project Manager
Dillon Consulting Limited
101-177 Colonnade Road
Ottawa, ON K2E 7J4
Tel: 613-745-2213
Fax: 613-745-3491
E-mail: sdoyle@dillon.ca

After May 14, 2016, the Master Plan will be reviewed and revised taking into consideration the comments which are received from the public.

Mr. W. Troy Dunlop, C.E.T.
Director of Roads and Public Works
Municipality of Mississippi Mills
This Notice issued the weeks of March 21 and March 28, 2016.

Appendix B

County of Lanark

Assumption of New Roads Policy

THE CORPORATION OF THE COUNTY OF LANARK
BY-LAW NO. 2010-10

BEING A BY-LAW TO AUTHORIZE A TRANSPORTATION MASTER PLAN POLICY FOR THE ASSUMPTION OF LOCAL ROADS BY THE CORPORATION OF THE COUNTY OF LANARK

WHEREAS, Section 5 (3) of the Municipal Act 2001 S.O. Chapter 25 states that the powers of a municipality shall be exercised by by-law;

AND WHEREAS, Sections 8 and 9 of the Municipal Act 2001 S.O. Chapter 25 provide municipalities with the authority to govern their affairs as they consider appropriate and to enhance their ability to respond to municipal issues;

AND WHEREAS, the Council of the Corporation of the County of Lanark deems it expedient to adopt a policy for the assumption of local roads by the County;

NOW THEREFORE BE IT RESOLVED THAT, the Council of the Corporation of the County of Lanark enacts as follows;

1. GENERAL REGULATIONS

THAT, the Transportation Master Plan Policy for the Assumption of Local Roads by the County of Lanark attached as Schedule "A" be adopted.

2. ULTRA VIRES

Should any sections of this by-law, including any section or part of any schedules attached hereto be declared by a court of competent jurisdiction to be ultra vires, the remaining sections shall nevertheless remain valid and binding.

3. BY-LAWS TO BE REPEALED

THAT, all other previous by-laws or parts thereof, resolutions and policies regarding the establishment, purpose and management of elected official remuneration are repealed unless otherwise required by law.

4. EFFECTIVE DATE

This By-Law will come into effect on the day of its adoption.

THE CORPORATION OF THE COUNTY OF LANARK
BY-LAW NO. 2010-10

This By-Law read a first and second time this 24th day of March, 2010.

This By-Law read a third time and finally passed this 24th day of March, 2010.

Cathie Ritchie, Clerk

John Fenik, Warden

THE CORPORATION OF THE COUNTY OF LANARK
BY-LAW NO. 2010-10

SCHEDULE "A"

LANARK COUNTY

Section Roads & Bridges Policy

SUBJECT: ***ASSUMPTION OF LOCAL ROADS BY THE COUNTY OF LANARK***

TABLE OF CONTENTS 1

ISSUED BY:	DATE ISSUED:	SUPERCEDES:	PAGE:
Department Public Works		n/a	1 of 9

1.0 PURPOSE

1.1 The purpose of this policy is to state the criteria and the methodology that determines roads which should be under the jurisdiction of The Corporation of the County of Lanark.

2.0 LEGISLATIVE AUTHORITY

2.1 The *Municipal Act* permits municipalities to pass By-laws to establish policies under spheres of jurisdiction.

3.0 DEFINITIONS

For the purpose of this policy:

"Average Annual Daily Traffic" shall mean the average twenty-four hour, two-way traffic for the period January 1st to December 31st.
"Summer Average Daily Traffic" shall mean the average twenty-four hour, two-way traffic for the period July 1st to August 31st, including weekends.

4.0 SCOPE

This policy establishes the process for the submission of requests by the local municipalities of the County of Lanark, to Lanark County Council, for the assumption of local roads by the County.

5.0 ACCOUNTABILITY FRAMEWORK

The Director of Public Works is responsible for ensuring compliance with this policy and established procedures.

6.0 APPROVAL AUTHORITY

Lanark County Council.

7.0 RESPONSIBILITY & AUTHORIZATION

7.1 **Proposal Submission**
Local municipalities may request that the County of Lanark assumes responsibility for an existing local road or a new road which is to be constructed. Such proposals must be based on a written analysis of the applicable road section(s) using the nine (9)

criteria at Appendix "A", and any other factors that are deemed important. To qualify for consideration by County Council, a road section must score at least 8 points, of the 15 points available. A summary of the criteria and their corresponding point scores is at Appendix "B". The submission must also include a map of the relevant road section. A flowchart which describes the Council decision-making process is attached as Appendix "C" and is described in detail below.

7.2 Consultation Phase. Local municipal staff should consult with the County Director of Public Works, to ensure that they fully understand the submission requirements and Council's decision-making process. Prior to beginning work on their submission, local municipalities must advise County Council, in writing, of their intent to submit a proposal for the County to assume responsibility for a local road. Upon receipt of a local municipal Letter of Intent, the Director of Public Works shall inform the Public Works Committee. County Council shall consider the Letter of Intent and advise the local municipality if they should proceed to the Preparation Phase.

7.3 Preparation Phase. The local municipality may use their own staff or a Consultant of their choice to prepare their written submission. In any case, all costs will be borne by the local municipality.

7.4 Evaluation Phase. Upon receipt of a local municipal Proposal, the Director of Public Works shall inform the Public Works Committee and recommend a qualified Consulting Engineering firm to evaluate the submission. The submission will be evaluated using Appendix "A" to the Policy: The Nine (9) Criteria for a County Road. The local municipality that submits the Proposal shall be responsible for all costs associated with the evaluation and the presentation of the findings to the Public Works Committee and Council.

7.5 Decision-making Phase. The Public Works Committee shall consider the Consultant's findings and provide a recommendation to County Council. Typical recommendations could be:

- To defer the Report, pending more information from the Consultant
- To approve the local municipal Proposal
- To deny the local municipal Proposal, pending an Appeal, as the Criteria for a County Road are not met.

- To deny the local municipal Proposal, due to the financial impact on the County, and to offer the local municipality the opportunity to submit alternatives for cost-sharing.

7.6 Appeal Phase. If the local municipal Proposal is denied, as the Criteria for a County Road are not met, the local municipality may choose to appeal the decision. Written Appeals must be submitted, in writing, to the Director of Public Works within 30 days of the date of Council's decision. Within 30 days of receiving the Appeal, County Council shall decide upon the best approach to hear the Appeal. Council may choose to have the local municipality present their Appeal at a Public Works or a County Council meeting. Alternatively, Council and the local municipality may mutually agree on the selection of a qualified Consulting Engineering firm to complete a peer review of the evaluation of the original proposal. In this case, the peer review findings and recommendations will be presented to the Public Works Committee within 90 days of receiving the Appeal. Council's decision regarding the Appeal shall be final. The local municipality that submits the Appeal shall be responsible for all costs associated with the Appeal process.

7.7 Negotiation Phase. If the local municipal Proposal is denied, due to the financial impact on the County, the local municipality will be given the opportunity to submit cost-sharing alternatives. The proposed alternatives will be presented by the local municipality for the consideration of the Public Works Committee and County Council. The County Treasurer will provide recommendations to Council regarding the proposed local municipal cost-sharing alternative(s).

7.8 Implementation Phase. If the local municipal proposal is accepted by Council, a timetable for the assumption of the local municipal road, by the County, shall be approved by Council. For budgetary reasons, assumptions shall normally be effective January 1st.

8.0 EXCLUSIONS

None.

9.0 POLICY REVIEW

Every effort will be made to maintain this policy, within currently prescribed regulations, and will, therefore, be amended as soon as possible to reflect any legislative changes.

10.0 RESTRICTIONS

None.

County Road Criteria
Criterion 1 – Connects Population Centres. A road that connects to a Town will receive 3 points and a road that connects to a Village or a Community Development Area will receive 2 points.
Criterion 2 – Connects Commercial/Industrial areas within the County to Provincial Highways. [2 points.] Commercial and industrial areas are defined as business parks and industrial parks outside of the downtown cores.
Criterion 3 – Provides service to major truck generating areas/truck traffic approaching from outside the County. [2 points.] Major truck generating areas from heavy industry or Waste Management sites including land fills, recycling depots and pits and quarries.
Criterion 4 – Provides service across or parallel to major barriers. [This criterion was given zero points, but it was kept on the list as a "qualitative" criterion, i.e. once the scores are determined, a roads service across a barrier would be a further supportive characteristic.]
Criterion 5 – Provides service to public recreational areas (resorts, parks, provincial parks). [1 point.] Public recreational areas within and close to Lanark County, which generate a significant amount of non-local traffic on a continuous basis.
Criterion 6 – Urban Arterial Extension. [3 points.] An Urban Arterial Extension shall continue to be a County Road until the volume of traffic is reduced to 700 vehicles per day (AADT) and then the County Road designation will terminate at the next intersection. This criterion also applies to former connecting links.
Criterion 7 – Speed limit is 80 km/h along the majority of the road. [1 point.]
Criterion 8 – Traffic Volumes > 1000 vehicles/day (AADT) The current Annual Average Daily Traffic (AADT) for each section of road is established and the highest AADT along the entire road is the determining factor for the weight awarded. An AADT of 1000-2500 receives 1 point, an AADT of 2500-7500 receives 2 points and an AADT of more than 7500 receives 3 points.

County Road Criteria

Criterion 9 – Peak seasonal /monthly volumes (SADT)

The peak season traffic volumes are counted or estimated for this criterion. The purpose of Criterion 9 is to award points to those roads that do not qualify for points, under Criterion 8, but have high summer traffic. This is prevalent in areas with many seasonal residents.

Ideally, traffic volumes should be measured on roads in question for one week in the spring, summer and fall to assess the summer traffic volumes. If only an AADT is available, graphs produced by the MTO may be used to estimate the Summer Average Daily Traffic (SADT) with consideration for the type of traffic using the road.

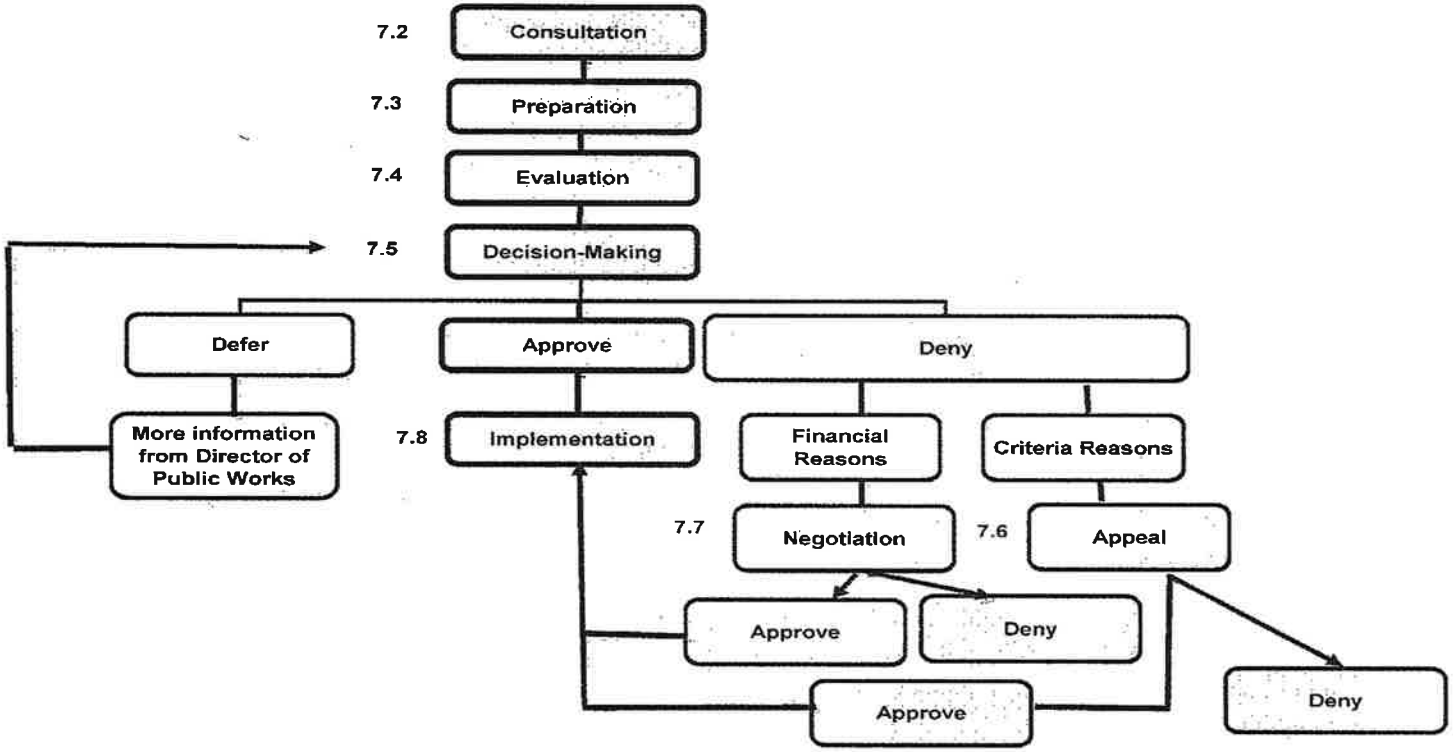
From the MTO data, routes with a recreational focus experience volume fluctuations of up to about 2 times AADT, during July, with high levels of traffic also in June and August. Without specific data for SADT versus AADT, the MTO factor of 2 should be applied. A road with an SADT of greater than 1000 will be assigned 1 point. If counts reveal substantial differences between peak season and off-season traffic counts (greater than the 2 times maximum observed by MTO), this will be a further supporting characteristic that may be considered during the process.

APPENDIX "B"

Summary of County Road Criteria		
Criteria	**Description**	**# of Points**
1	Connects Population Centres	2 to 3
2	Connects Commercial/Industrial areas within the County to Provincial Highways.	2
3	Provides service to major truck generating areas and truck traffic approaching from outside the County.	2
4	Provides service across or parallel to major barriers (qualitative criterion only).	0
5	Provides service to public recreational areas (resorts, parks, provincial parks).	1
6	Urban Arterial Extension.	3
7	Speed limit is 80 km/h along the majority of the road.	1
8	Traffic Volumes > 1000 vehicles/day (AADT).	1 to 3
9	Peak seasonal/monthly volumes (SADT).	1
	MAXIMUM SCORE	**15**

APPENDIX "C"

DECISION FLOWCHART:
ASSUMPTION OF LOCAL ROADS BY THE COUNTY OF LANARK



NOTE: County Council is the authority for all decisions related to this Policy.