

## Transportation Master Plan



Public Information Centre #1  
June 17, 2021  
6:00pm – 8:00pm  
Virtual Meeting



## Introduction

### Welcome!

We appreciate your participation in the first Public Information Centre for the Carleton Place Transportation Master Plan!

We want to hear from you! Please help shape the future of transportation in Carleton Place by:

- Asking us a question
- Submitting a comment
- Visiting the TMP webpage at: [carletonplace.ca](http://carletonplace.ca)

Key questions and discussion points are on the display panels, identified with the following icon: 

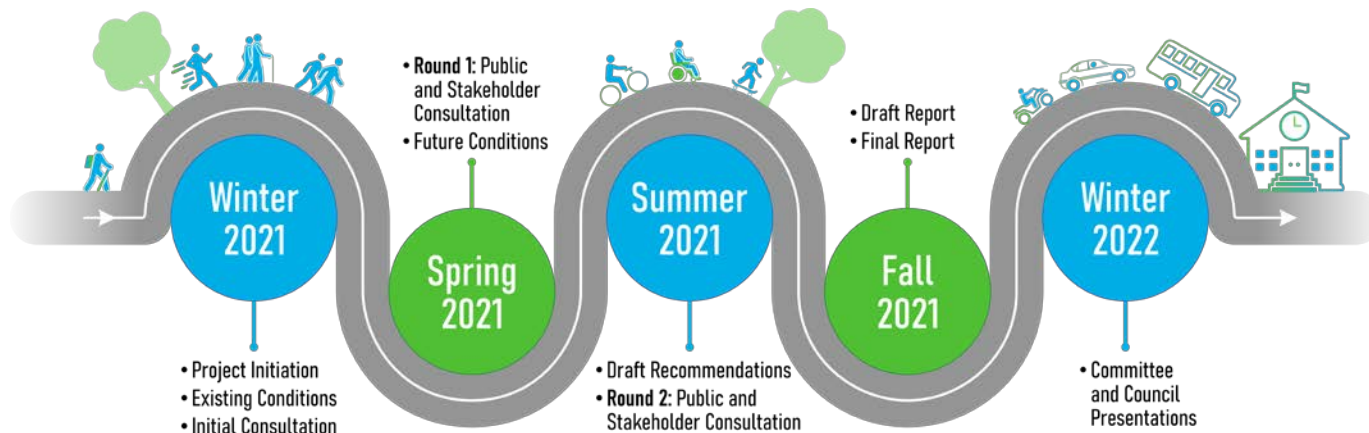
### Event Objectives

- Introduce the study
- Share the draft vision and objectives of the study
- Share the draft long-term network strengthening plans
- Help begin to answer the question:



**What should Carleton Place's future transportation system look like?**

### Study Timeline



## Study Background

### What is a Transportation Master Plan?

The Transportation Master Plan (TMP) is the Town’s blueprint for planning, developing and operating its transportation system over the next 20 years.

The TMP will identify policies and infrastructure investments to meet the needs of all modes of transportation including walking, cycling, transit, trucks and general traffic.

The TMP will develop a practical and affordable plan to meet the needs of the Town’s existing and future residents. An implementation plan will identify short-, medium- and long-term initiatives and projects.

### Municipal Class EA Process

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

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



Source: City of Thorold TMP (2019)

## Study Context

### Why does Carleton Place need a TMP?

The Town has been experiencing significant growth in recent years. The County projects the Town's population will nearly double (from approximately 11k to over 20k) within the next two decades.

The TMP will enable the Town to effectively accommodate planned growth and coordinate the development of transportation networks, policies and programs.

The TMP provides the unique opportunity for proactive thinking, anticipating community needs, and preparing for emerging trends in transportation solutions, such as "Complete Streets" and a system that is inclusive and accessible to a broad spectrum of our society.

### Relationship to Other Policies

The TMP considers existing provincial, regional, and municipal policies and plans, including the Town's Official Plan which is also being updated.

The TMP will focus on the needs and opportunities at the Town level, while broadly adhering to the direction in the Lanark County TMP.



**"Complete Streets" are streets that are planned, designed, constructed, operated and maintained with consideration given to all modes of transportation.**



## Vision and Objectives

### Draft Vision

*"The Town of Carleton Place will strive to create an inclusive and barrier-free multi-modal transportation system. The transportation system will move people and goods safely, sustainably, and efficiently while maintaining the values of a growing, vibrant, heritage-rich and healthy community."*



**Multi-modal refers to the availability of multiple modes (driving, transit, cycling, walking, etc.) within the transportation system.**

### Draft Objectives

To support the vision, the following TMP Objectives were developed:

- 1** Ensure an **Inclusive** and **Accessible/Barrier free** environment for all users regardless of age, physical ability, and financial means.
- 2** Develop a **multi-modal network** that emphasizes sustainable travel modes in an effort to reduce pollution, enhance quality of life through active living, while reducing dependency on the automobile.
- 3** Improve **road safety**, especially to the most vulnerable groups.
- 4** Improve **connectivity** within the Town, overcome barriers between communities and amenities.
- 5** Maintain adequate **mobility** to support the Town's anticipated growth.
- 6** Implement the plan in a **fiscally sustainable** and accountable manner.



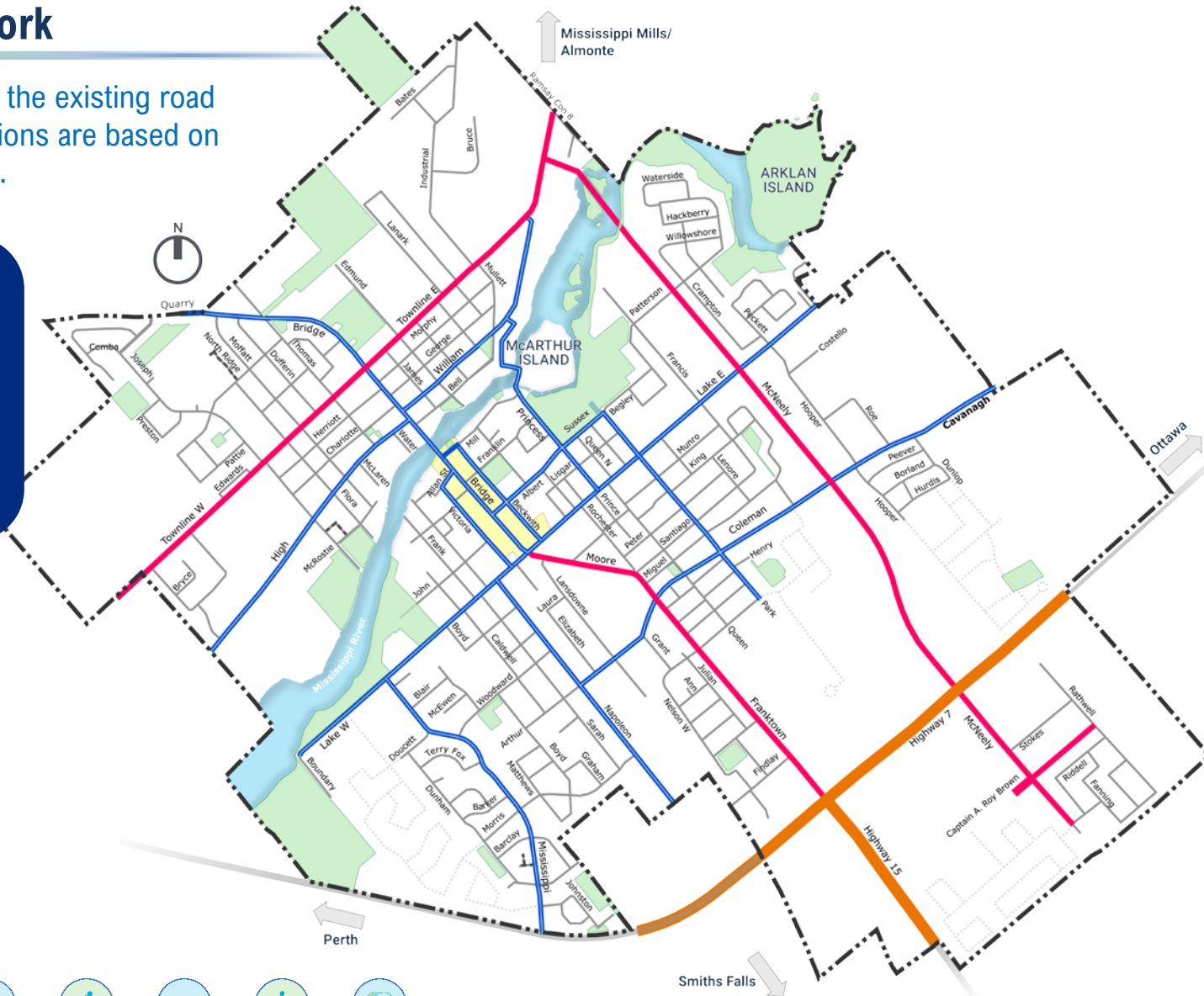
**Are we missing any key objectives or directions? Is there anything you would change?**



### Existing Road Network

The following map describes the existing road network. The road classifications are based on the Town's 2013 Official Plan.

A road classification system is a hierarchical structure of roadway types based on geometry, function and the type of service they provide to the public.



**Existing Road Classifications**

- █ Provincial
- █ Arterial
- █ Collector
- █ Local
- Private

**Points of Interest**

- Downtown Area
- Natural / Recreational Areas

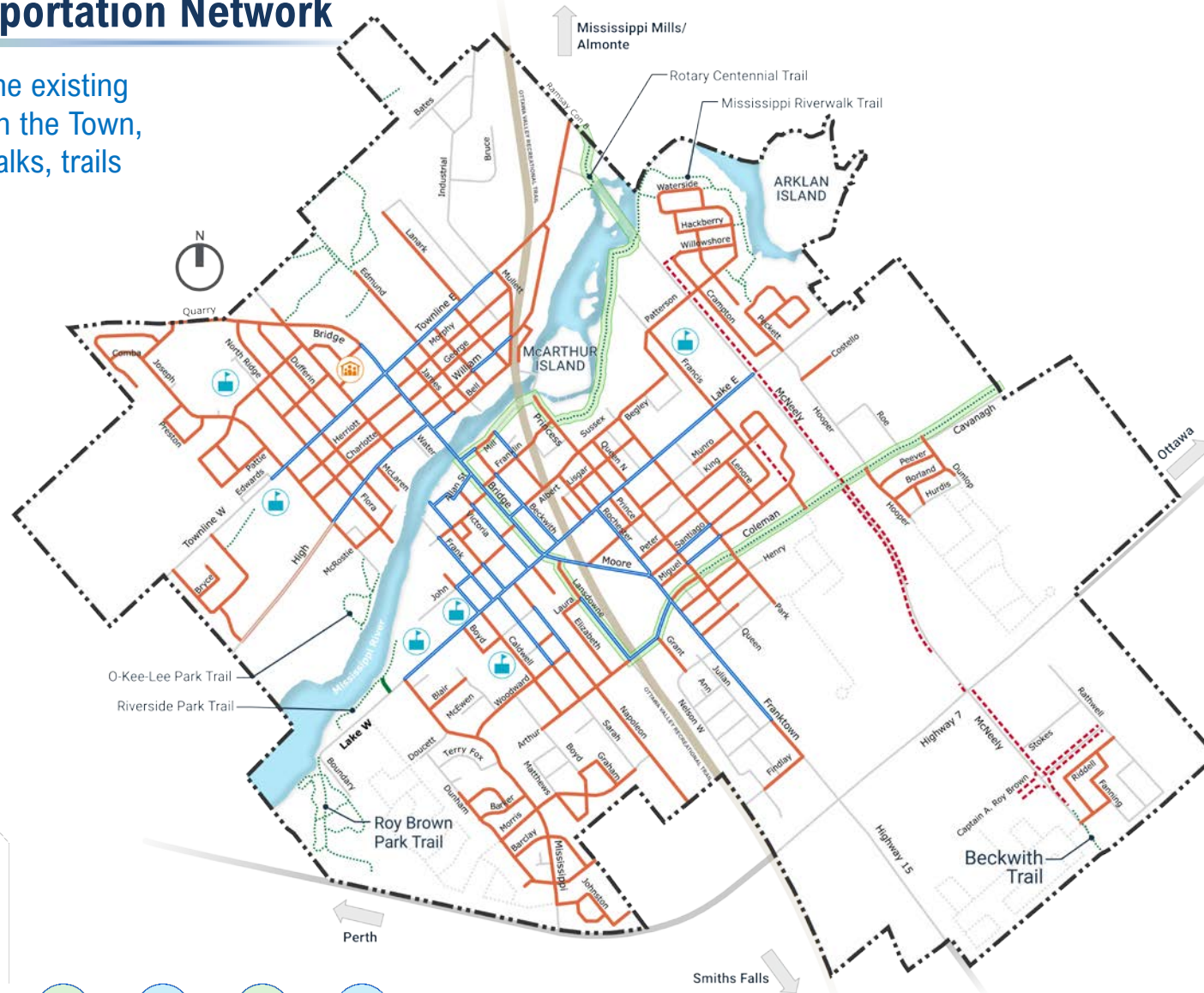
\* Note: Classification based on 2013 Town of Carleton Place Official Plan



### Existing Active Transportation Network

The following map describes the existing active transportation network in the Town, including the location of sidewalks, trails and pathways.

**Active Transportation (AT)** refers to any type of human-powered means of travel such as walking, cycling etc.

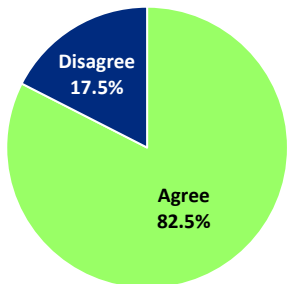


### Early Community and Stakeholder Feedback

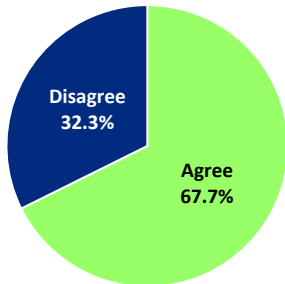
#### What have we heard?

Consultation began with an Online Community Survey and an Interactive Mapping Tool, whereby feedback was welcomed from Jan 8, 2021, to Feb 1, 2021. Over 300 respondents provided feedback!

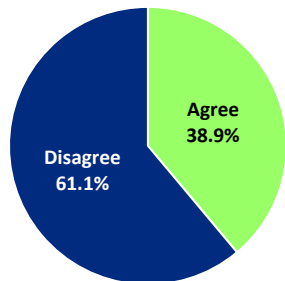
I feel safe and comfortable Walking within Carleton Place.



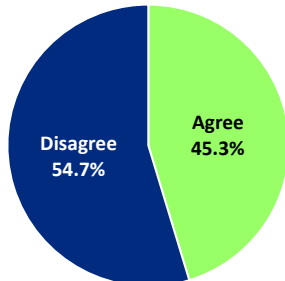
I feel safe and comfortable Cycling within Carleton Place.



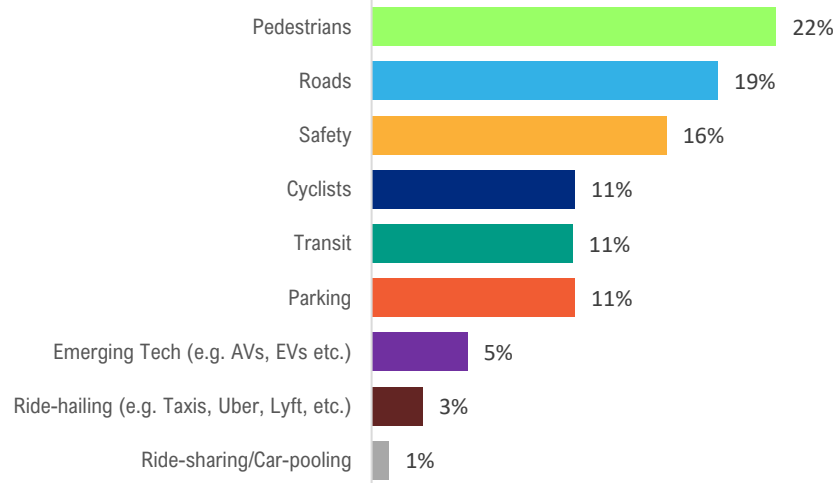
Carleton Place has a transportation system that is Accessible and Inclusive (i.e. people of all ages, financial means, and physical abilities).



Carleton Place has Traffic Congestion issues.



#### Transportation Topics of Highest Public Interest

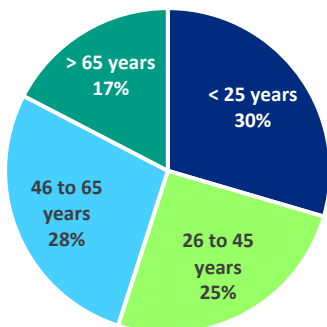




### Forecasts and Trends

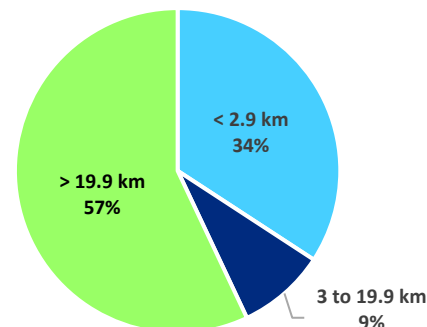
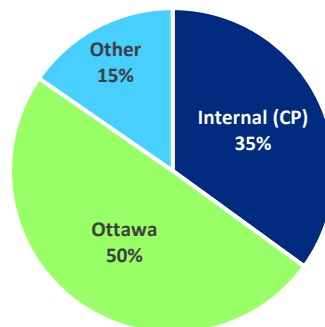
#### Who lives in Carleton Place?

- Carleton Place has a balanced age distribution – younger, middle aged, and elderly age groups have different travel needs and challenges, which highlights the importance of inclusivity in this study.



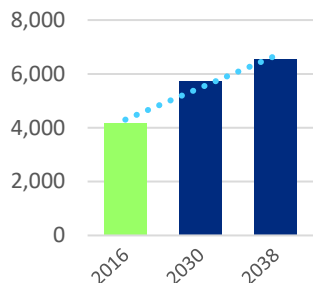
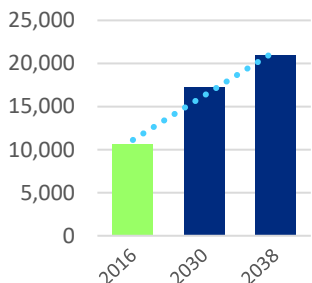
#### Where do residents work?

- 35% of employed Carleton Place residents also work in Carleton Place; 50% work in Ottawa
- Commuter trips are either short (<3km) or long (>20km)



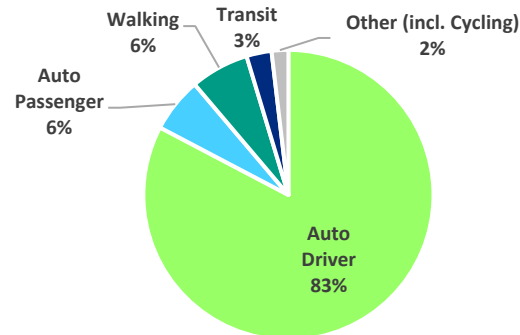
#### How is Carleton Place growing? [2016 to 2038]

- Population is expected to grow by 98%
- Employment is expected to grow by 57%



#### How are residents travelling to work?

- Most residents drive to work (83%)



### Issues & Opportunities

The following specific issues/challenges related to transportation were heard during the early consultations and discussions with Town staff.

Are there any other Issues we should explore?

Theme	Issue
<b>Pedestrians</b>	<ul style="list-style-type: none"> <li>• <b>Network gaps</b></li> <li>• Poor lighting and conflicts (snow, poles etc.)</li> <li>• Courtesy Crossings a false sense of security</li> <li>• <b>Walkability</b> to Town destinations for existing and future development</li> </ul>
<b>Cyclists</b>	<ul style="list-style-type: none"> <li>• <b>Network gaps</b></li> <li>• Difficulty getting to trail systems</li> <li>• <b>Lack of “shared” space</b> on streets</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>• <b>Accessibility</b> concerns</li> <li>• Crossing Highway 7 and the OVRT</li> <li>• Vehicle speeding and stop sign infractions</li> </ul>
<b>Traffic</b>	<ul style="list-style-type: none"> <li>• <b>Congestion</b> on major streets and intersections</li> <li>• Mississippi River bridge crossing capacity</li> <li>• Infrastructure falling behind development</li> </ul>
<b>Transit</b>	<ul style="list-style-type: none"> <li>• Need more <b>affordable alternatives</b> to personal vehicles, Uber and taxis</li> <li>• Considerations for elderly/retirees</li> </ul>
<b>Parking</b>	<ul style="list-style-type: none"> <li>• <b>Constrained road space</b> in residential subdivisions</li> <li>• Winter control practices</li> <li>• Bylaw enforcement for illegal parking</li> </ul>



## Meeting Future Needs

### The Challenges of Growth

- Connecting new communities to the street and active transportation networks.
- Planning for active transportation infrastructure (multi-use pathways, sidewalks, trails) within new developments.
- Maintaining adequate vehicular mobility.

### Pedestrian and Cycling Networks

- Connect and integrate sidewalks, MUPs, and trails.
- Build out the pedestrian network with age friendly and accessible design standards.
- Provide safe and efficient cycling connections between key destinations.
- Develop a connected network of cycling facilities to promote sustainable travel choices.



### Transit

- Explore opportunities to improve existing transit service (Ride the LT) in the Town and to adjacent municipalities.

### The Complete Streets Approach

Complete Streets are road corridors that are designed, operated and maintained to consider all modes of travel more equitably and efficiently. Elements of a Complete Street can be prioritized based on the context of each specific corridor and its intended users and function.

- **For Pedestrians:** Sidewalks or paths, accessible crossings with appropriate markings, curb cuts and tactile indicators.
- **For Cyclists:** Cycling facilities suitable for the context, bicycle parking, intersection crossing markings.
- **For Transit Users:** Accessible transit stops, shelters or benches, sidewalk access to transit stops.
- **For Motorists:** Travel lanes, turn lanes, parking and loading areas.



Source: City of Ottawa – Designing Neighbourhood Collector Streets (2019)

### Long-Term Street Network Strengthening Plan - Draft

A long-term street network improvement plan to accommodate future growth.

LOCATION	DESCRIPTION
<b>Approved Capital Projects</b>	
1	Capt. A. Roy Brown Blvd Extension Street extension from McNeely Ave to Highway 15
2	McNeely Ave Street widening from 2 to 4 lanes from Coleman St to Patterson Cr
3	Hwy 7, Franktown Rd, & McNeely Ave Hwy 7 corridor modifications between McNeely and Hwy 15
4	Cavanagh Rd Street widening from 2 to 4 lanes from Hooper St to Boundary Rd
5	Bates Ave Street extension for future development
<b>Recommended Capital Projects</b>	
A	McNeely Ave Street widening from 2 to 4 lanes Patterson Cr to Townline Rd E with widened bridges across the Mississippi River
B	Hwy 7 North Commercial Street Street extension from McNeely to Franktown for rear Hwy 7 commercial development access
C	Townline Road E from Industrial Ave to West of McNeely Ave Lane reduction from 4 to 2 lanes with active transportation facilities
D	Moore St from Lake Ave to OVRT Monitor corridor operations. Consider Right-in Right-out at Lansdowne/Moore Intersection if congestion occurs in the future at this location
<b>Potential Long Term Projects</b>	
I	Capt. A. Roy Brown Blvd Road extension from Rathwell to Cemetery Side Rd
II	McNeely Ave Street Widening from 4 to 6 lanes from Hwy 7 to Cavanaugh Rd
III	Townline Rd E Street widening from 2 to 4 lanes from McNeely Ave to Ramsay Con 8

**Street Network Improvements**

- Blue line: Street Widening
- Pink dashed line: Street Rebalancing
- Purple line: New Streets
- Orange circle: Intersection Modification
- Green circle: Intersection Monitoring
- Brown line: Ottawa Valley Recreational Trail



### Cycling Priority Routes - Draft

Cycling Priority Routes represent parts of the Town's street network targeted for higher quality cycling facilities and/or treatments.

These routes were strategically chosen for connecting to key amenities, institutions, public spaces and various trail systems.

Are there other streets we should consider?

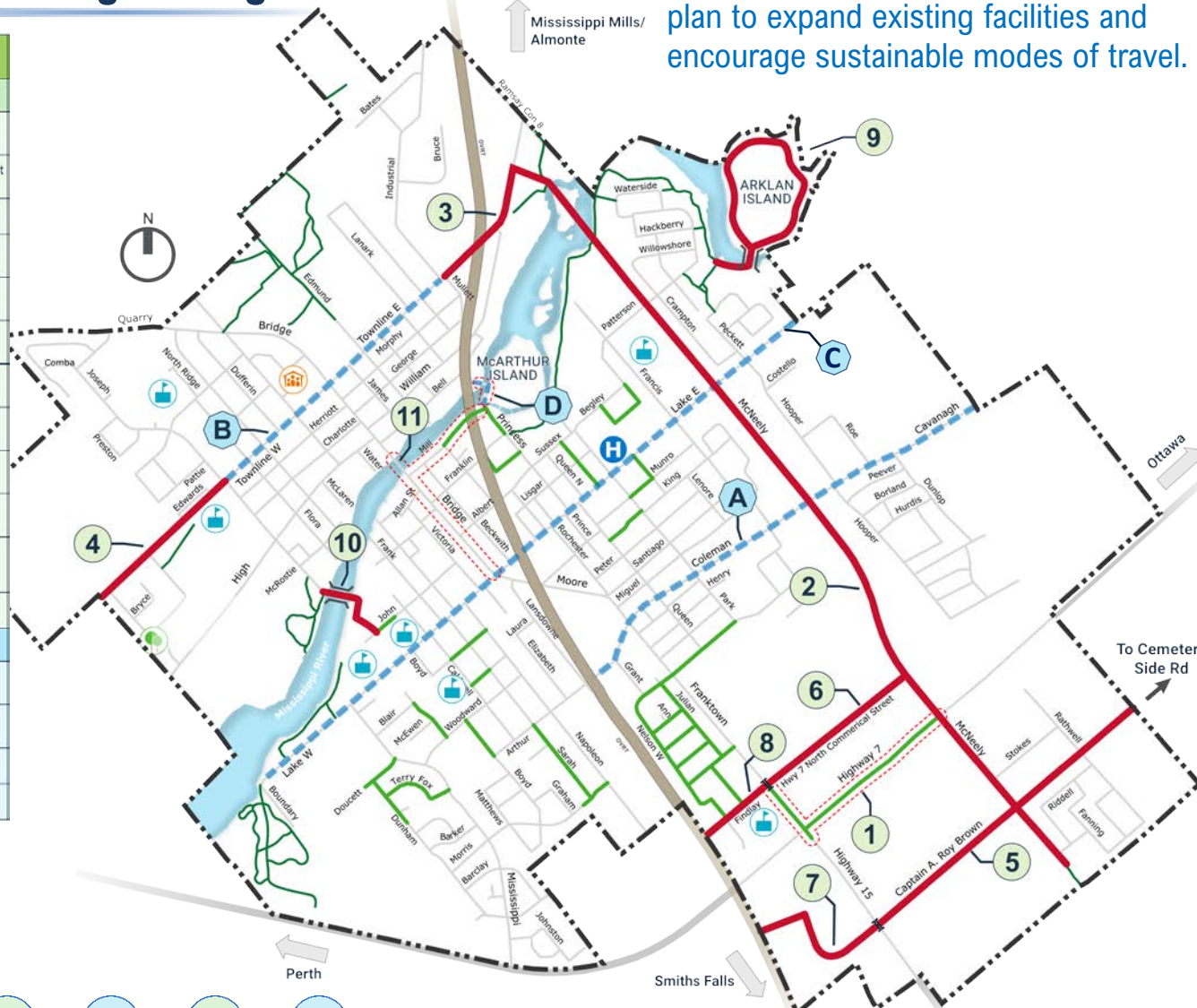


- Proposed Priority Routes**
- Cycling Priority Routes
- Points of Interest**
- Schools
  - Community Centre
  - Parks
  - Hospital
  - Existing Trails
  - Ottawa Valley Recreational Trail

### Long-Term AT Network Strengthening Plan - Draft

A long-term AT network strengthening plan to expand existing facilities and encourage sustainable modes of travel.

Location	Description
<b>Recommended Facilities</b>	
1	Hwy 7 / Hwy 15 / Franktown / McNeely Sidewalks on Hwy 7 and Hwy 15 / Franktown Rd
2	McNeely Ave MUP on both sides from Townline Rd E to South Town Limit with AT accommodations over the Mississippi River
3	Townline Rd E MUP on both sides from Industrial Rd to McNeely Ave
4	Townline Rd W MUP on both sides from Joseph St to West Town Limit
5	Captain A. Roy Brown Blvd MUP on both sides from Hwy 15 to East Town Limit, and on future street extension to the OVRT
6	Future Hwy 7 North Commercial Street MUP on both sides from McNeely Ave to Franktown Rd
7	Future Employment Lands MUP on one side of future street with a new OVRT pathway connection
8	Findlay Ave MUP on one side from Franktown Rd to street end, with a new OVRT pathway connection
9	New Arklan Island AT Bridge & Trail New AT bridge across Mississippi River to Arklan Island and new Arklan Island Trail Loop
10	New AT Bridge New AT bridge across Mississippi River connecting Joseph St to John St
11	Central Bridge & Bridge St Renewal Planned Street renewal to improve safety and accessibility downtown and new sidewalk on south side of Mill St from Judson St to Princess St
12	Various Locations Sidewalk on one side to fill network gaps
<b>Long-Term Incremental Improvements</b>	
A	Coleman St / Cavanagh Ave MUP on both sides where possible, one side if constrained, from OVRT to East Town Limit
B	Townline Rd MUP on both sides where possible, one side if constrained, from Joseph St to Industrial Rd
C	Lake Ave MUP on both sides where possible, one side if constrained, from Boundary Rd to East Town Limit
D	Gilles Bridge and Mill St Bridge Construct AT Bridges to connect to McArthur Island



**AT Network Improvements**

- New Sidewalks
- New Multi-Use Pathways or Trails
- Long-term Incremental Improvements
- Existing Trails
- Ottawa Valley Recreational Trail

**Points of Interest**

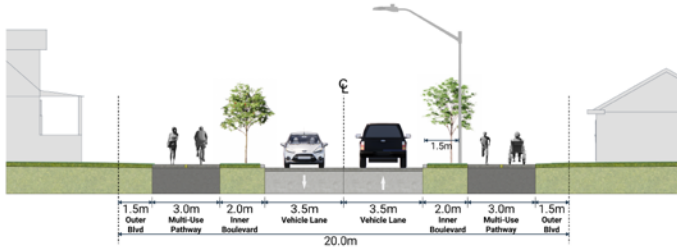
- Schools
- Community Centre
- Hospital
- Existing Trails
- Ottawa Valley Recreational Trail



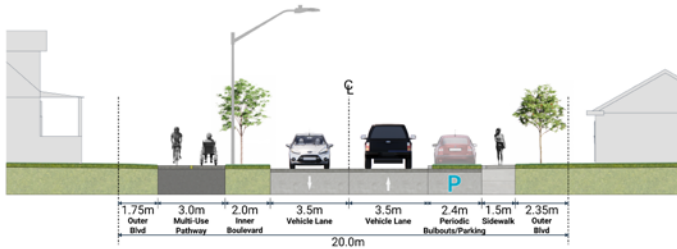
### Complete Streets: Locals and Collectors - Draft

The following cross-sections showcase a “Complete Streets Approach” to the design of **Local** and **Collector Streets** in various contexts. These design would ideally be applied along designated Cycling Priority Routes.

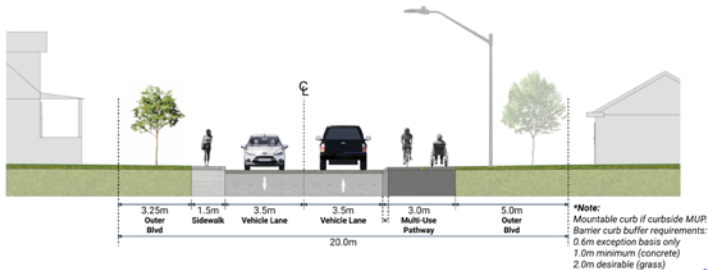
**Collector Street 20.0m Right-of-Way (Urban)**  
Future Reconstruction Active Transportation Focused Options



**Collector Street 20.0m Right-of-Way (Urban)**  
Future Reconstruction On-Street Parking Option

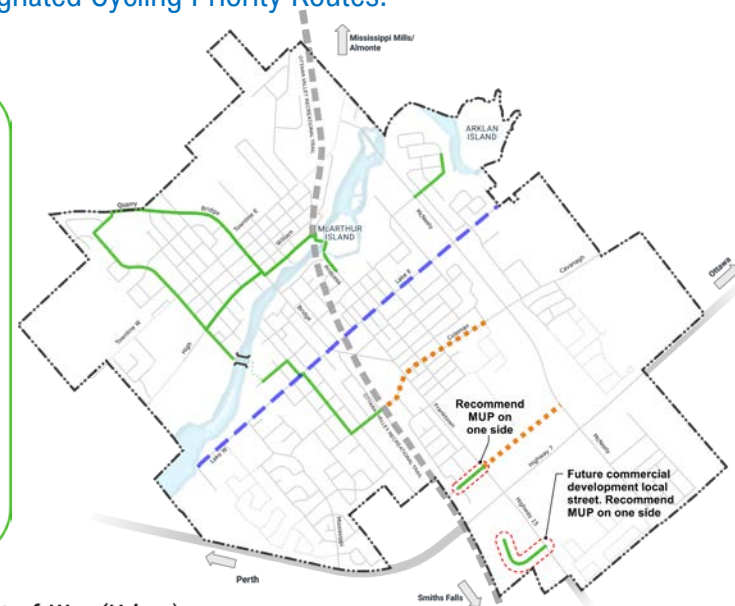


**Collector Street 20.0m Right-of-Way (Urban)**  
Future Reconstruction Driveway Focused Option

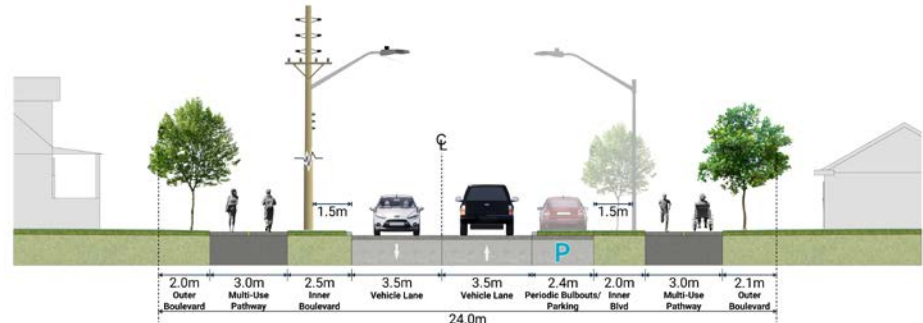


Note: For Cycling Priority Routes along existing Local Streets or Collector/Arterial Streets with constrained ROW where segregated cycling facilities may not be possible, specialized treatments are recommended to improve the cycling environment, such as:

- “Cycling Route” signs
- “Share the Road” signs
- Sharrow Pavement Markings

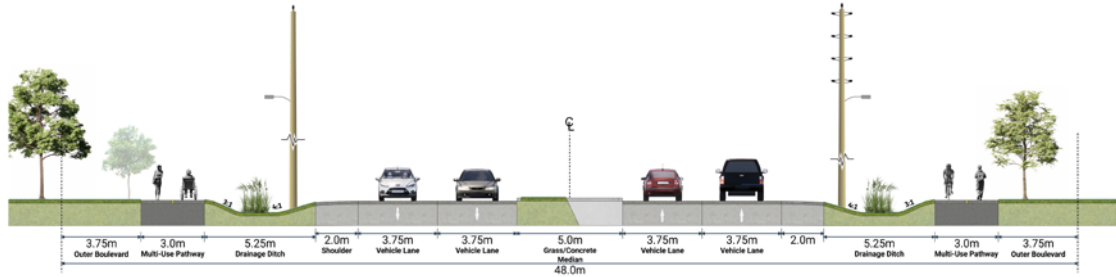


**Collector Street 24.0m Right-of-Way (Urban)**  
New Streets and/or Future Reconstruction Option



### Complete Streets: Arterials - Draft

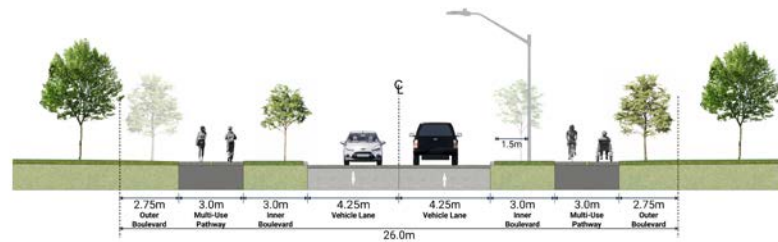
McNeely Avenue 48.0m Right-of-Way (Rural)  
North of Lake Ave E - MUP on Both Sides Option



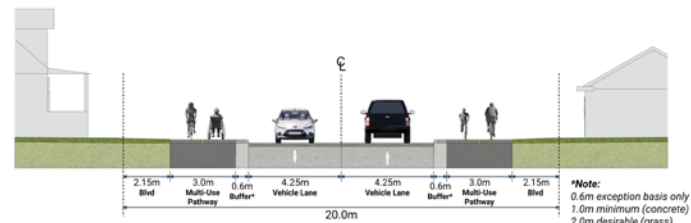
Arterial Street 36.0m/43.0m Right-of-Way (Urban)  
MUP on Both Sides Option



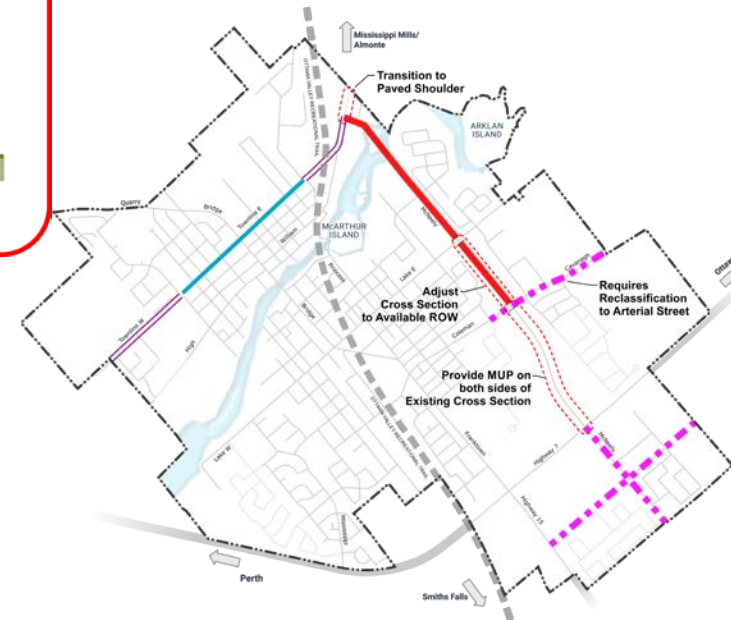
Arterial Street 26.0m Right-of-Way (Urban)  
New Streets and/or Future Reconstruction Option



Arterial Street 20.0m Right-of-Way (Urban)  
Future Reconstruction Option



The following cross-sections showcase a “Complete Streets Approach” to the design of **Arterial Streets** in various contexts. These design would ideally be applied along designated Cycling Priority Routes.





## Next Steps

# THANK YOU FOR PARTICIPATING!!

### What is next for the TMP? The study team will:

- 1 Summarize and review input received.
- 2 Finalize the TMP's vision and objectives.
- 3 Refine the network strengthening plans.
- 4 Present the remaining draft recommendations and strategies at the final Public Information Centre in early September.

### Stay Connected!

Visit us online at:

<https://carletonplace.ca/transportation-master-plan.php>



Contact the TMP Project Managers to provide us with your thoughts!

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Director of Public Works

**Town of Carleton Place**

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