Transportation Master Plan

Public Information Centre #2
Sept 23, 2021
6:00pm – 8:00pm
Virtual Meeting

Introduction

Welcome!

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.

We appreciate your participation in the second and final Public Information Centre (PIC) for the Carleton Place Transportation Master Plan! Please help shape the future of transportation in Carleton Place by:

- Asking us a question
- Submitting a comment

Event Objectives

- Recap the draft network strengthening plans
- Share transportation supporting strategies
- Share implementation plan with costs

What we heard in PIC #1

- "I am not sure the bridge connecting Joseph St. to John St. is a good plan."
- "Overall, I like the plan, but transit needs to be a bigger priority and so should densification of other areas."
- "Address commuter transport to Ottawa to reduce traffic on Highway 7."
- "A walking bridge over the river near the canoe club should be a priority."
- "The material is very detailed and speaks to many of the challenges that the Town is currently or will be dealing with."
- "Let's remember to not over complicate and not over accommodate use of cars."
- "There should be consideration for a 4-way stop at Mississippi and Morris."
- "Painted bike lanes are terrible so making sure that cars are fully separated from cyclists and pedestrians is crucial and should be considered on every roadway possible."
- "Overall, it looks like a good long-term plan for the community."

Transportation 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."

For more information on the study and to provide feedback, please visit:
https://carletonplace.ca/transportation-master-plan.php

Contact the Project Managers:

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Study Background

History

The Town of Carleton Place initiated a TMP in late 2020. The initial consultation process began with an Online Community Survey and an Online Interactive Mapping Tool open to the public from January 8, 2021, to February 1, 2021

Working Group Meetings were held:

- February 16th, 2021
- June 9th, 2021

The first PIC was held June 17, 2021.

Municipal Class EA Process

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

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

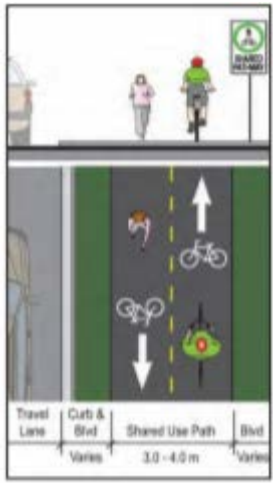
Study Timeline

Supporting Strategies/Policies: Cycling Priority Routes and Facility Types

- In recognition of the TMP vision, the Town's local context, and input from key stakeholders (including Town staff and the public), off-road cycling facilities, specifically Multi-Use Pathways (MUPs) and trails were the preferred type of facilities for accommodating cyclists.
- The Cycling Priority Route designations, in the map below, identifies the target corridors for enhanced cycling facilities. The AT Network Strengthening Plan identifies the type of cycling facility to be introduced based on the Complete Streets Approach.
- New MUPs and improvements to existing MUPs were prioritized on the arterial and collector streets, and the designation of shared cycling routes through signage and pavement markings were prioritized on the local streets.

Multi-use Pathways

Cyclists physically separated from vehicles. Multi-use pathways are shared between pedestrians and cyclists. Recommended parallel to high volume and high-speed corridors.



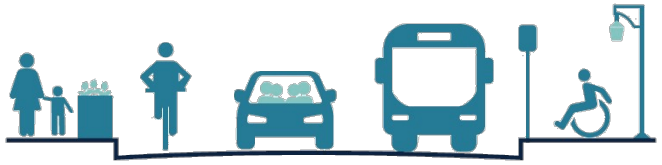
Shared Use Cycling Lanes

Shared use lane markings and signs. Cyclists travel in the same lane with lane markings. Recommended on local streets with low traffic volumes and speeds.

Supporting Strategies/Policies: Complete Streets

What are Complete Streets?

Complete Streets are roads that are designed, operated, and maintained with the needs and safety of all road users in mind. This means that roads account for people who walk, use mobility aids, ride bicycles, take transit, or drive.



Need

- Plan and design safe and accessible space for all road users.

Draft Official Plan Principles

All projects must be planned, designed and operated using the Complete Streets approach.

- Prioritize the Needs of Vulnerable Road Users – The aim of complete streets is to accommodate all modes, which requires prioritizing vulnerable road user safety.
- Consider All Projects – Every project must consider the needs of all road users.
- Plan for Neighbourhood Connectivity – Neighbourhoods that are designed with pedestrian/cycling connections between streets and pedestrian/cycling facilities are more supportive of sustainable modes.

Draft Complete Streets Cross-Sections

The Complete Streets cross-sections prepared for Arterial, Collector and Local Streets must be applied to the Cycling Priority Routes. They may also be applied to new or retrofit streets identified as candidates for the Complete Street Approach.

Draft Recommendations

- Adopt the Complete Streets policy in the Official Plan
- Update design guidelines and standards to include accommodations for all users on all streets (e.g. Complete Streets Cross-Sections).
- Review and update maintenance standards to address all modes.
- Review traffic operational study policies and procedures to ensure that they explicitly consider the safety of all modes (e.g. upcoming OTM MMLOS Guidelines).
- Review pavement marking and signage guidelines and adopt new approaches to enhance the safety of vulnerable users.

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

MODE	ELEMENT	LEVEL OF SERVICE A					F
Pedestrians (PLOS)	Segments	High level of comfort					Low level of comfort
	Intersections	Short delay, high level of comfort, low risk					Long delay, low level of comfort, high risk
Bicycles (BLOS)	Segments	High level of comfort					Low level of comfort
	Intersections	Low level of risk / stress					High level of risk / stress
Trucks (TkLOS)	Segments	Unimpeded movement					Impeded movement
	Intersections	Unimpeded movement / short delay					Impeded movement / long delay
Transit (TLOS)	Segments	High level of reliability					Low level of reliability
	Intersections	Short delay					Long delay
Vehicles (LOS)	Intersections	Low lane utilization					High lane utilization

Source: City of Ottawa - MMLOS Guidelines (2015)

Shared

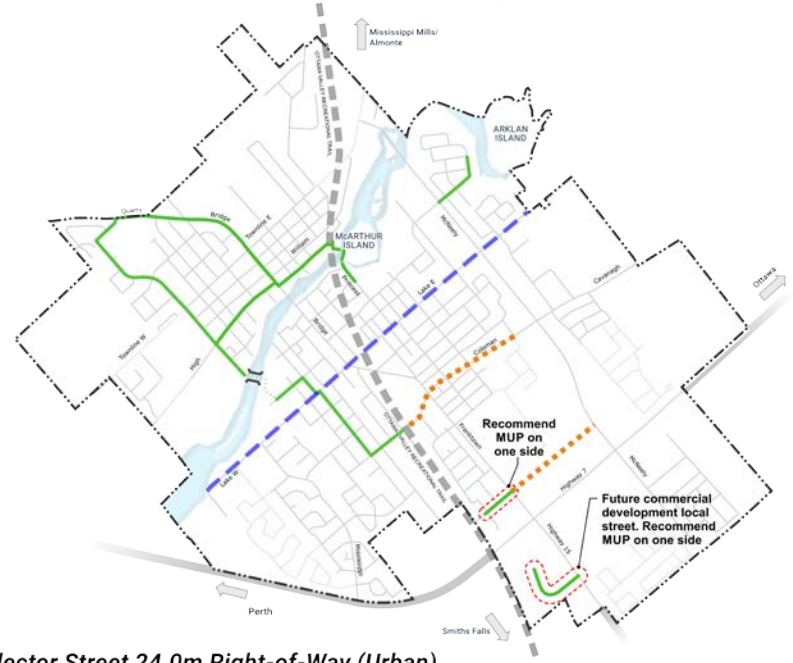
Dedicated

Separated

Complete Streets: Locals and Collectors - Draft

The following cross-sections showcase a "Complete Streets Approach" for the design of **Local** and **Collector Streets** in various contexts.

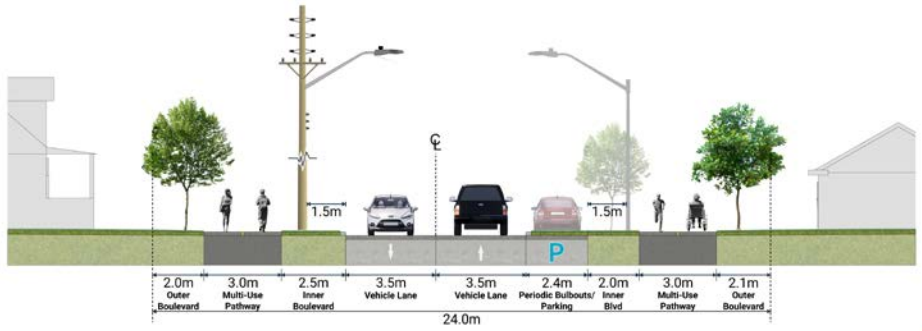
These designs should be applied to streets designated as Cycling Priority Routes.



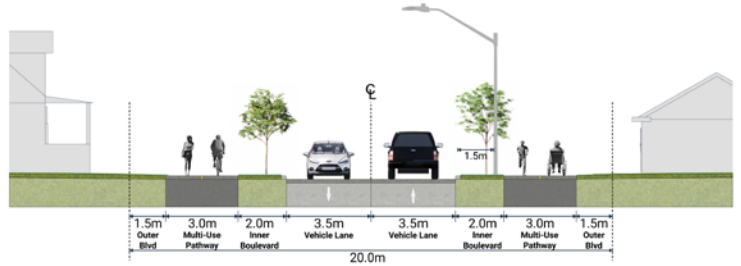
Note: For Cycling Priority Routes along existing Local Streets or Collector/Arterial Streets with constrained ROW where segregated cycling facilities may not be possible, specialized treatments are recommended to improve the cycling environment, such as:

"Cycling Route" signs
"Share the Road" signs
Sharrow Pavement Markings

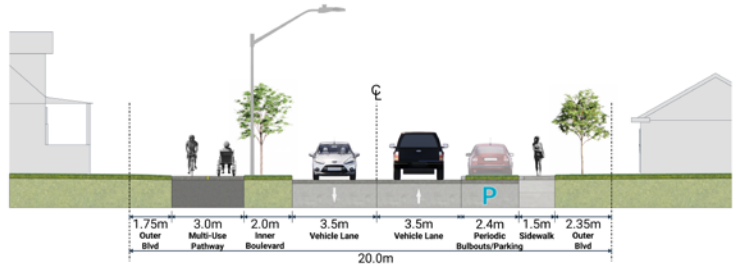
Collector Street 24.0m Right-of-Way (Urban)
New Streets and/or Future Reconstruction Option



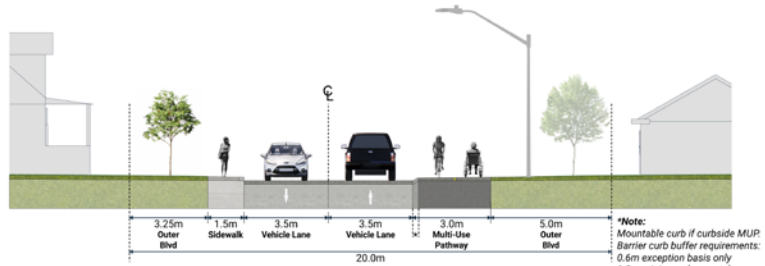
Collector Street 20.0m Right-of-Way (Urban)
Future Reconstruction Active Transportation Focused Options



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



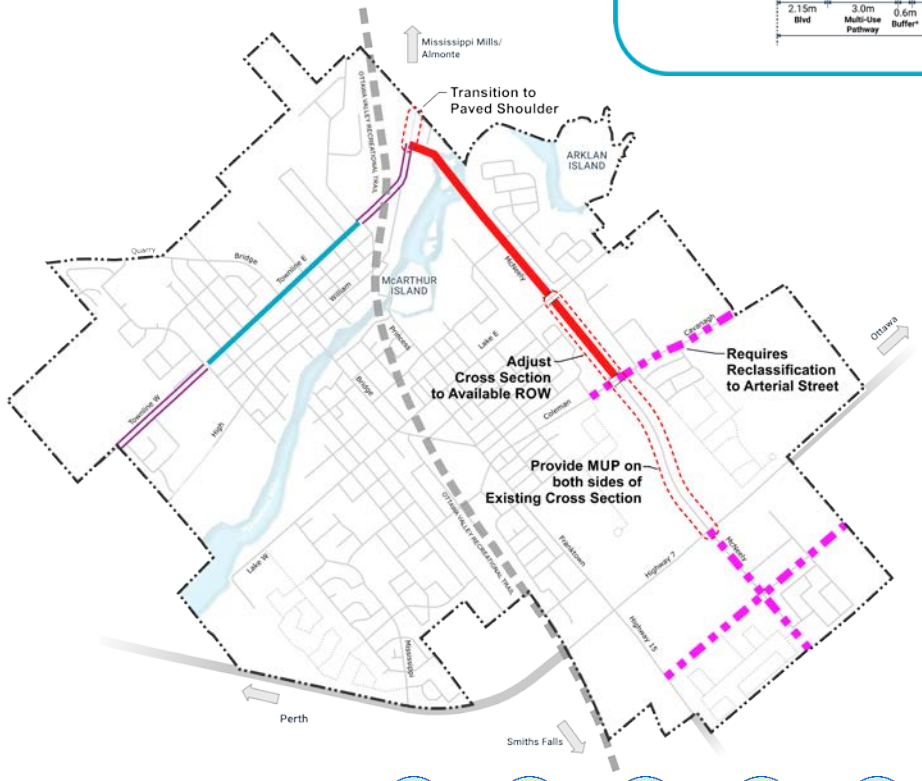
Collector Street 20.0m Right-of-Way (Urban)
Future Reconstruction Driveway Focused Option



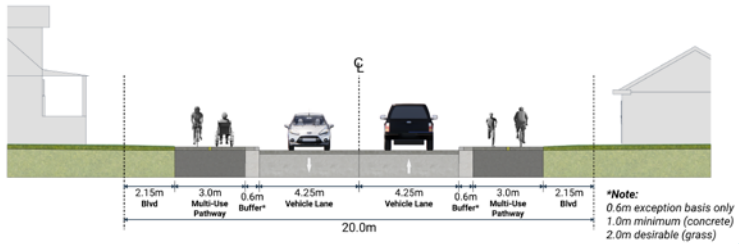
Complete Streets: Arterials - Draft

The following cross-sections showcase a "Complete Streets Approach" for the design of **Arterial Streets** in various contexts.

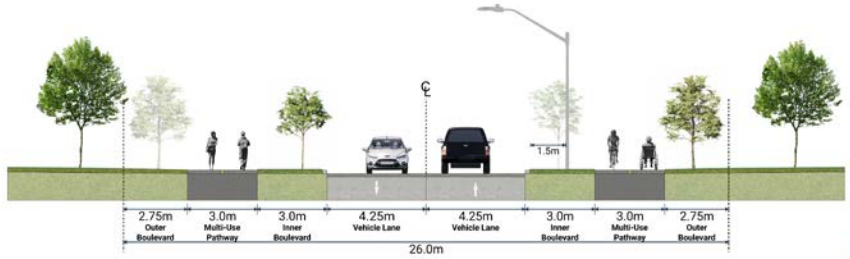
These designs should be applied to streets designated as Cycling Priority Routes.



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

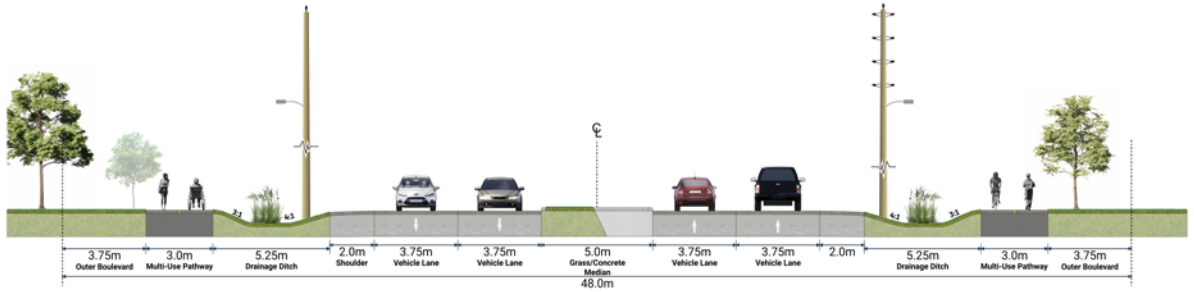


Arterial Street 26.0m Right-of-Way (Urban)
New Streets and/or Future Reconstruction Option



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

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



Supporting Strategies/Policies: Proposed Road Classification Updates

Need

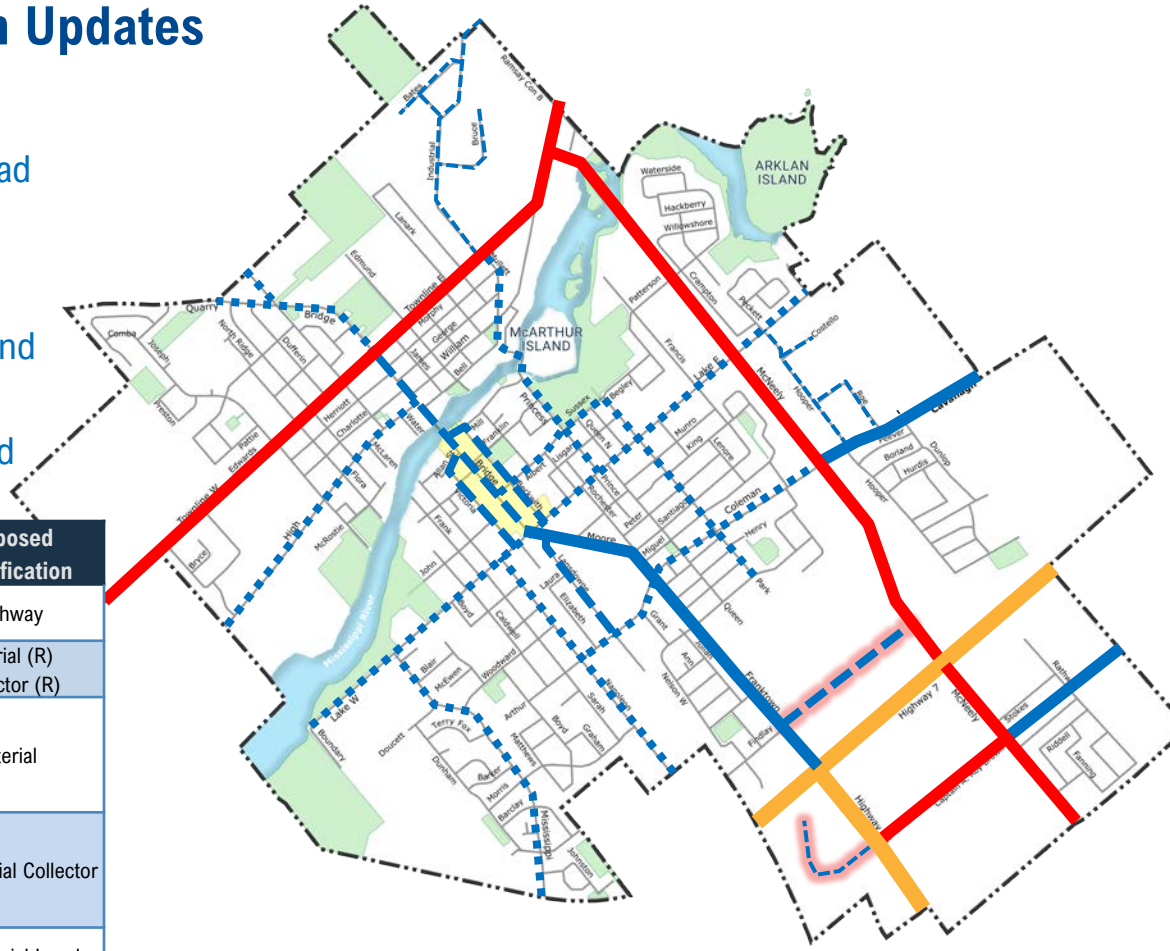
- Review and update the Town's road classification system to reflect existing and future road function.

Draft Recommendations

- Expand the Town's road classification system to differentiate between urban residential and commercial contexts for Collector and Local streets.
- Adopt new road classifications to better reflect the function of the current and future road network as per Table below and image to the right.

Jurisdiction	Name	Current Classification	Proposed Classification
MTO	Highway 7 Highway 15	Highway	Highway
Lanark CP	McNeely Ave (County Road 29) Ramsay Conc 8 (Townline Rd to North Limit)	Arterial (R) Collector (R)	Arterial (R) Collector (R)
Lanark Lanark CP CP	Townline Rd Captain A Roy Brown Blvd Franktown Rd/ Moore St Cavanagh Rd (McNeely to E Town Limit)	Arterial Arterial Arterial Collector	Arterial
CP CP CP	Bridge St (Lake Ave to Townline Rd), Victoria St, Beckwith St, Mill St (Bridge St to Beckwith St), and Allen St (Bridge St to Victoria St) Lansdowne Ave **NEW** Commercial St (North of Hwy 7)	Collector Local N/A	Commercial Collector
CP CP	Industrial Ave, Bruce Cr, Smythe Rd Bates Dr, Hooper St, Roe St, and Costello Dr **NEW** Hwy 7 South Commercial Street	Local N/A	Commercial Local
CP CP	Lake Ave, Arthur St/Coleman St, Mississippi Rd, Napoleon St, High St, Park Ave/Neelin St, Princess St, Bridge St (Townline Rd to Quarry Rd), Albert St/Sussex St, Mill St (Princess St to Rosamond St), and Rosamond St (Mill St to Bell St) Mullett St and Ramsay Conc 7A	Collector Local	Residential Collector
CP CP	William St and Rosamond St (Bell St to William St) All remaining local streets	Collector Local	Residential Local

(R) denotes rural cross section
Red denotes upgrade or downgrade in classification



Jurisdiction
Orange - Provincial (Highway)
Red - County (Arterial)
Blue - Town (Arterial, Collector and Local)

Denotes Future NEW Street

Proposed Road Classifications
- Arterial
- Commercial Collector
- Residential Collector
- Commercial Local

* All existing local streets will be classified "Residential Local" unless otherwise indicated.

Supporting Strategies/Policies: Active Transportation and TDM

Active Transportation (AT)

Needs

- Move towards the Town vision of a multi-modal transportation system.
- Strive for a connected, healthy, and inclusive community.
- Encourage more sustainable modes of travel, i.e. human powered transport.

Draft Recommendations

- Designate key cycling corridors as Cycling Priority Routes.
- Apply Complete Streets designs on all Cycling Priority Routes.
- Prioritize winter maintenance on Cycling Priority Routes.
- Review and consider updates to long-term winter maintenance priorities for sidewalks.
- Complete sidewalk gaps and consider widening existing sidewalks as part of street reconstruction work.
- Review pedestrian and bicycle crossing safety and visibility at locations of concern.
- Prioritize additional bicycle parking downtown and key Town destinations.
- Prioritize cycling education programs.
- Identify cycling end-user guidelines for larger businesses (e.g. showers and lockers).
- Consider enhancements to existing trails as part of the Town's upcoming Recreation Master Plan.
- Consider a future ATV/Snowmobile network study.

Source: https://www.tn.gov/. Accessed 2021-06-15.

Transportation Demand Management (TDM)

TDM refers to a set of strategies that aim to encourage use of the available infrastructure for walking, cycling, ridesharing, and transit.

Needs

- Reduce reliance on single-occupant vehicles.
- Improve efficiency of the transportation system.

Draft Recommendations

- Consider the feasibility of establishing a part-time TDM Coordinator role.
- Key TDM initiatives that may be considered include:
  - Ridesharing strategies
  - Special events strategies (e.g. providing shuttles and temporary carpool locations away from core areas)
  - Marketing of AT on Town website and social media
  - Promotion of Walk to School Programs
- Ensure that AT and TDM are key considerations in the development review process.

Supporting Strategies/Policies: Safety and Accessibility

Introduction

Safety and accessibility are arguably the highest priorities for the Town in its role as a road authority. Below are key concepts and measures the Town should consider in addressing safety and accessibility related issues and concerns.

Vision Zero

The ultimate goal of Vision Zero is to eliminate deaths or serious injuries on roads.

Vision Zero is part of Canada's Road Safety Strategy 2025 and the Ministry of Transportation of Ontario Vision.

The TMP acknowledges the principles within the Vision Zero approach in the planning and design of the Town's future transportation network.

Source: www.participatoryplanning.ca.
Accessed 2021-09-07.

Accessibility

The goal of accessibility is to ensure that the physical environment can be accessed by people of all abilities and that everyone is included.

- New and re-construction work on streets or pathways should ensure that facilities meet accessible design standards (i.e. AODA), including minimum sidewalk widths, tactile walking indicators and curb depressions.
- Require re-development and new development applicants to demonstrate accessibility of proposed design plans.
- Accessibility enhancements such as accessible pedestrian signals and benches/rest areas should be considered as opportunities arise.

Ontario
ACCESSIBILITY FOR ONTARIANS WITH DISABILITIES ACT (AODA)

Source: www.newdesigngroup.ca
Accessed 2021-09-07

Traffic Calming

- The Town Speed Management and Traffic Calming policy should be used to identify when, where and how to implement traffic calming measures at locations of concern.
- It is recommended that the Town implement traffic calming measures on Cycling Priority Routes for collector and local streets where appropriate.
  - Potential traffic calming measures include curb extensions, raised medians, flex posts, streetscaping, pavement markings, and signage.
- The Town should consider roundabouts at all new and retrofit intersections.

Supporting Strategies/Policies: Safety and Accessibility

Draft Recommendations (continued)

Intersection Traffic Control

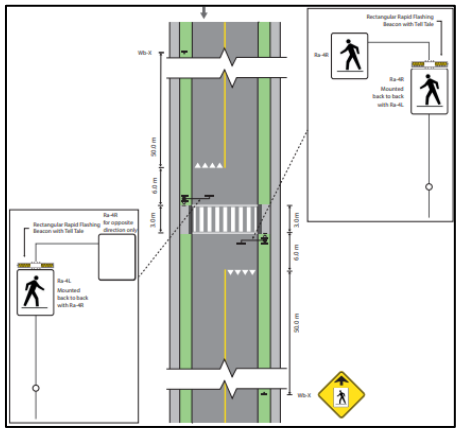
- Warrants and guidelines for AWSC and traffic signal warrants should be based on provincial guidelines.
- Periodic review of signal timing plans should be completed to ensure sufficient crossing time for pedestrians.

Pedestrian Crossing Treatments

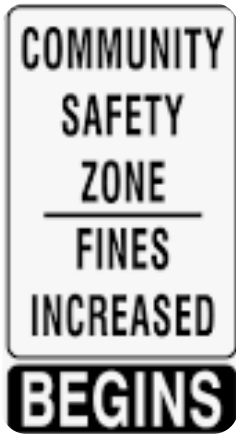
- Pedestrian crossing reviews should be initiated at problem locations.
- OTM Book 15 provides a Decision Support Tool to aid in determining the need for and selection of the appropriate pedestrian crossing control, including PXOs.
- It is recommended that the Town implement the Decision Support Tool in OTM Book 15 when considering requests for pedestrian crossings.

Speed Limits, School Zones and Community Safety Zones

- Reduced speed limit signs should be considered where the street merits a lower speed limit due to the surrounding land use and local context.
- School Zones and Community Safety Zones combine speed limit signs with school or community area signs to indicate that the area requires a reduced speed.



Source: OTM Book 15



Supporting Strategies/Policies: Other

Transit

Needs

- Encourage the use of transit for commuter trips.
- Support a growing Town to access amenities and services within the County.

Draft Recommendations

- Explore opportunities to improve transit service integration in coordination with OC Transpo and private transit operators to enhance commuter travel to the City of Ottawa.
  - Advocate for better connections with existing transit service.
  - Investigate opportunities to increase commuter transit ridership.
- Engage Lanark Transportation to:
  - Support expansion of transit service within the County, i.e. Ride the LT.
  - Explore the feasibility of demand-responsive transit opportunities or a subsidized Uber service for key community destinations and special events.
- Ensure pedestrian links to transit are provided, meet AODA guidelines, and are prioritized for winter maintenance.

Goods Movement

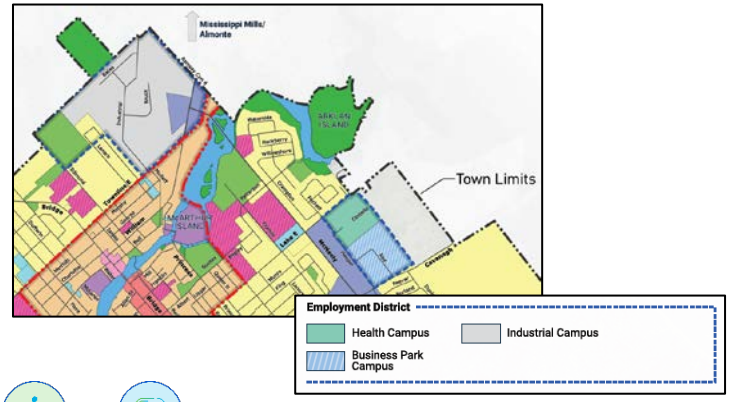
Need

- Support local businesses and economic prosperity by accommodating efficient goods movement.

Draft Recommendations

The majority of heavy truck traffic is on County Roads, beyond the Municipality's jurisdiction.

- The need to expand the County Truck Route network has not been identified at this time. If warranted in the future, the Town should work with the County to augment the network.
- Consider the needs of freight movement when designing Complete Streets.
- Engage with goods movement stakeholders when changes to the road network are being planned.



Emerging Technologies

Needs

- Prepare for changes in transportation technology.
- Enable the Town to dictate implementation of new technology on its own terms.

Draft Recommendations

Emerging technologies cover a broad range of possibilities, from micromobility (bike share, e-scooters, etc.) to connected and autonomous vehicles. They present a complementary approach to TDM strategies that help improve efficiency of the existing system. The Town should:

- Continue to explore opportunities to support electrified vehicle infrastructure.
- Investigate the feasibility of a bike share program in coordination with the County.
- Investigate alternative methods of providing transit service as technology provides more efficient options for demand-responsive approaches.

Source: https://www.cbc.ca/ Accessed 2021-09-08

Long-Term Street Network Strengthening Plan - Draft

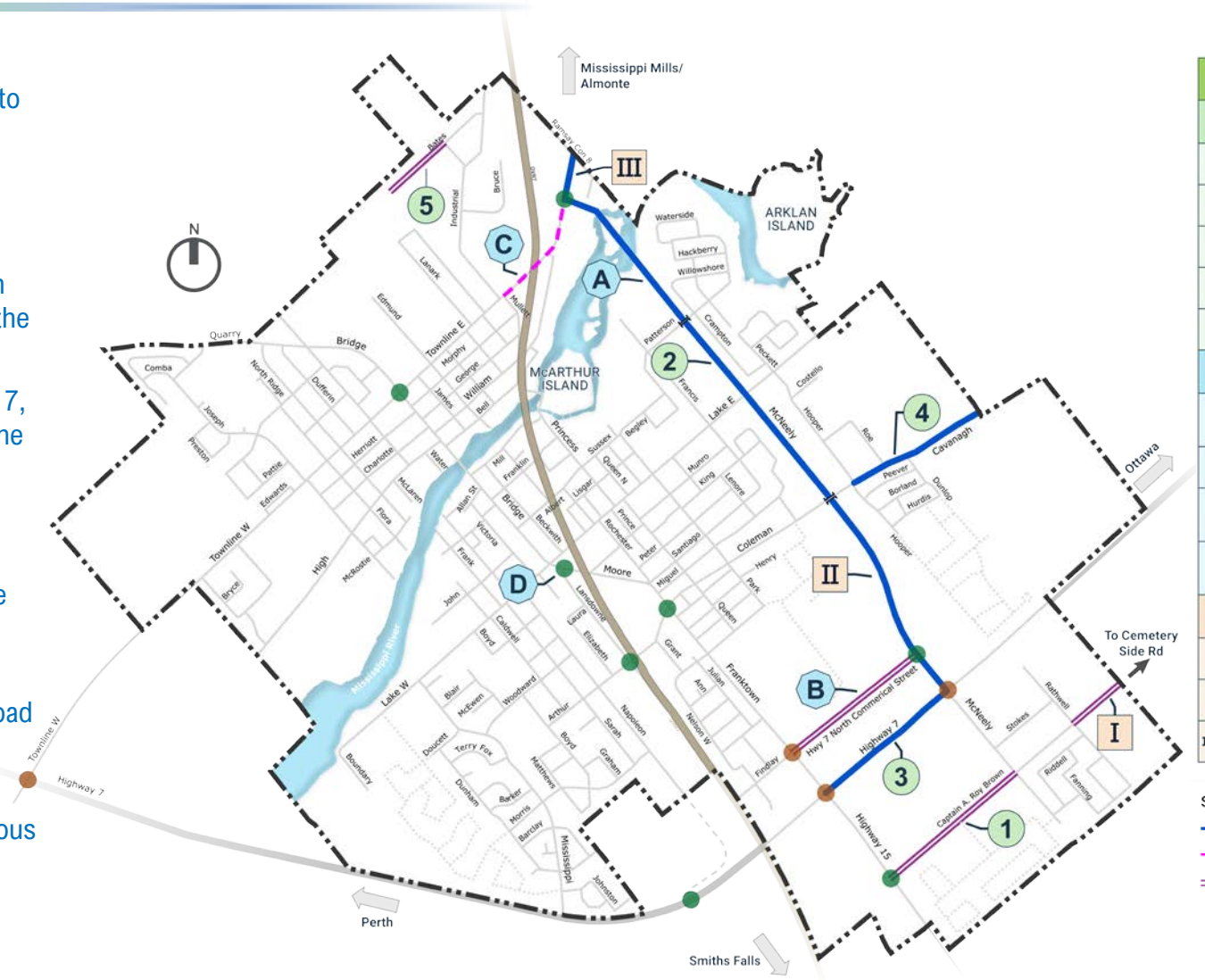
Needs

- The population in Carleton Place is expected to nearly double within the next two decades to over 20k.

Draft Recommendations

The TMP recommends modifications to Carleton Place's street network as shown on the map to the right, including:

- Widening key corridors or sections (Highway 7, McNeely Avenue, Cavanagh Road and Townline Road).
  - Provincial/County corridors would be shared responsibilities with MTO or the County.
- Providing new streets to accommodate future development (Captain A Roy Brown and Commercial Street north of Highway 7).
- Rebalancing the cross-section of Townline Road to better utilize available corridor space to enhance active transportation facilities.
- Capacity improvements or monitoring of various intersections.
  - Recommended Highway 7 intersection modifications or monitoring would be MTO responsibility.



	LOCATION	DESCRIPTION
Approved Capital Projects		
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
Recommended Capital Projects		
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
Potential Long Term Projects		
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

- Street Widening
- Street Rebalancing
- New Streets
- Intersection Modification
- Intersection Monitoring
- Ottawa Valley Recreational Trail

Long-Term AT Network Strengthening Plan - Draft

Introduction

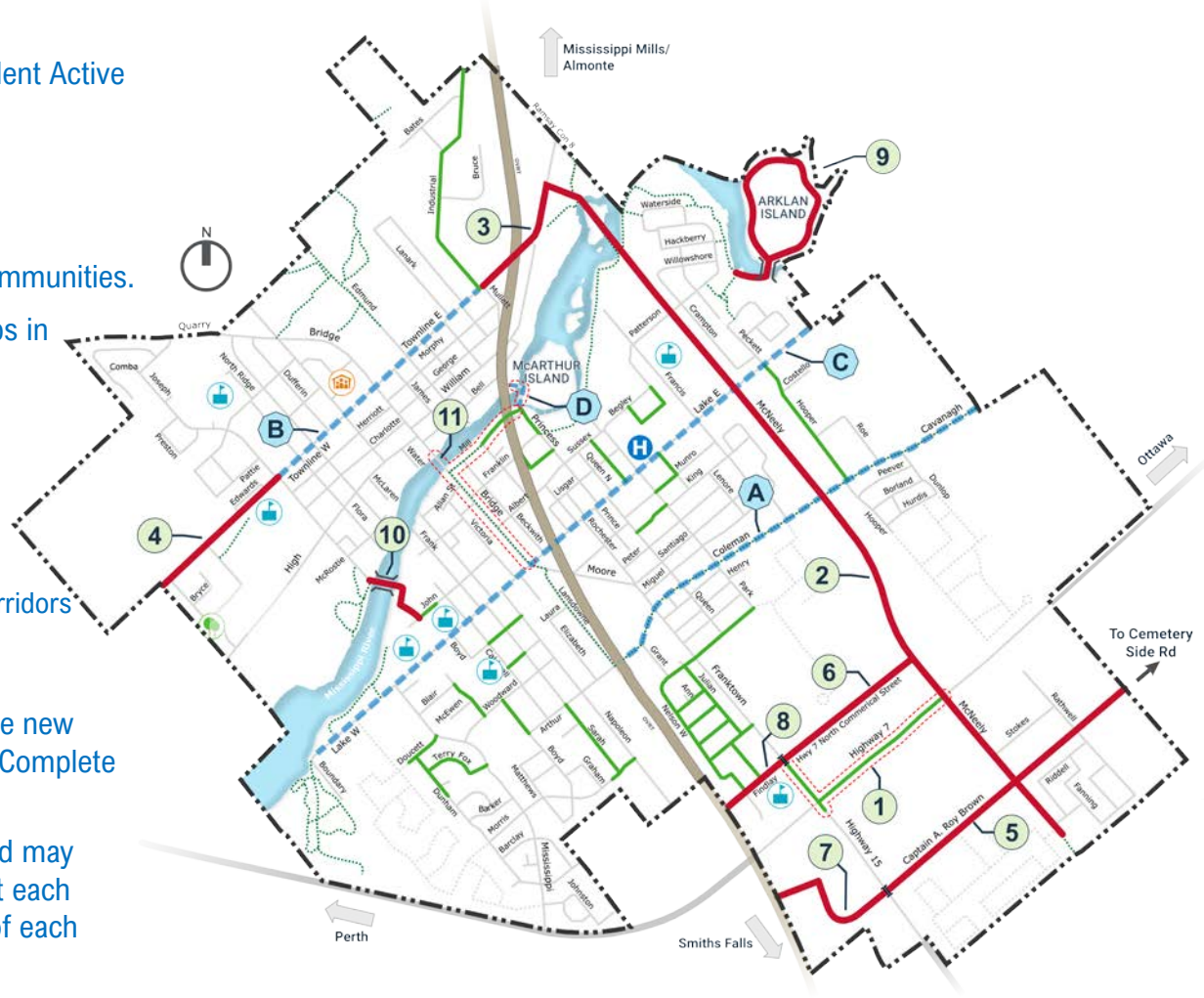
- The Town's existing infrastructure does not meet resident Active Transportation (AT) demands.

Needs

- Need to develop cycling connections between major destinations, established neighbourhoods and new communities.
- Need to improve sidewalk connectivity by filling in gaps in sidewalk network.

Draft Recommendations

- Implement the AT Network Strengthening Plan, which includes:
  - Filling in sidewalk gaps
  - New MUPs and enhancing existing MUPs along key corridors
  - New recreational trails
  - Two new pedestrian/cycling bridges
- The proposed corridor enhancements are based on the new Cycling Priority Route designations and the proposed Complete Streets cross-sections.
- The proposed AT network is intended to be flexible and may change as the Town's needs grow. The facility types at each location will be confirmed during the detailed design of each project.



Location		Description
Recommended Facilities		
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
Long-Term Incremental Improvements		
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

Points of Interest

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

Network Implementation Plan – Draft Preliminary Costs

Street Network Strengthening Plan (SNSP)

Description	County Cost	Town Cost
RECOMMENDED CAPITAL PROJECTS (20 YEAR PLAN)		
1. McNeely Avenue * Widening from 2 to 4 lanes from Patterson Cr to Townline Rd, includes bridge structure costs and MUPs on both sides	$18,390,000	$5,330,000
2. New Commercial Collector North of Highway 7 * Franktown Rd to McNeely Ave, includes MUPs on both sides	$0	$6,490,000
3. Townline Rd E * Street rebalancing from Industrial Ave to West of McNeely Ave, includes MUPs on both sides	$1,435,000	$1,435,000
4. Moore St Corridor optimization from Lake Ave to OVRT. Potentially limit Lansdowne/Moore to right-in right-out only if needed.	Requires further study	
TOTAL	**$19,825,000**	**$13,255,000**
POTENTIAL LONG-TERM PROJECTS (BEYOND 20 YEAR)		
1. Captain A Roy Brown Blvd * Extension from Rathwall St to Cemetery Side Rd	Requires further study	
2. McNeely Avenue * Widening from 4 to 6 lanes from Highway 7 to Cavanagh Rd	$10,250,000	$2,000,000
3. Townline Rd E * Widening from 2 to 4 lanes from McNeely Ave to East Town Limit	$2,500,000	$400,000
TOTAL	**$12,750,000**	**$2,400,000**

* Must meet the requirements of a Schedule 'C' project under the Municipal Class Environmental Assessment Process.

AT Network Strengthening Plan

Description	Town Cost
SHORT-TERM (0-5 YEARS)	
1. Hwy 7 / Hwy 15 / Franktown / McNeely Sidewalks	Included in Capital Budget Plan
2. Central Bridge & Bridge St Renewal	
3. Mill Street / Princess Street Sidewalk	
4. Findlay Avenue (MUP on one side from Franktown Rd with new OVRT connection)	$230,000
TOTAL	**$230,000**
MEDIUM-TERM (6-10 YEARS)	
1. McNeely Avenue - MUP on both sides from Townline Rd E to Patterson Cr (not including bridge structure costs)	Included in SNSP Costs
2. Townline Rd E - MUP on both sides from Industrial Rd to McNeely Ave	
3. Commercial Collector North of Highway 7	
4. McNeely Avenue – MUP on both sides from Patterson Cr to South Town Limit	$3,780,000
5. Townline Rd W – MUP on both sides from Joseph St to West Town Limit	$970,000
TOTAL	**$4,750,000**
LONG-TERM (11-20 YEARS)	
1. New Arklan Island AT Bridge & Trail (New AT bridge)	$1,380,000
2. New AT Bridge (Assumed Flora St to Riverside Park Beach Alignment)	$8,420,000
TOTAL	**$9,800,000**
LIFE-CYCLE STREET RENEWAL	
3. Filling of sidewalk gaps (at time of street renewal)	$5,480,000
GRAND TOTAL	**$20,260,000**

Note: All MUPs will be 3m wide.

Description	Town Cost
DEVELOPMENT DRIVEN	
1. Captain A Roy Brown Blvd (MUP on south side from HWY 15 to East Town Limit)	$900,000
2. Future Employment lands (MUP on one side with new OVRT connection) - Contingent on Dev Application	$450,000
TOTAL	**$1,350,000**
LONG-TERM INCREMENTAL MODIFICATIONS (20+ YEARS)	
1a. Coleman St/Cavanagh Ave: Full (MUP on both sides)	$2,680,000
OR	
1b. Coleman St/Cavanagh Ave: Partial (MUP only on one side)	$620,000
2a. Townline Rd: Full (MUP on both sides)	$2,340,000
OR	
2b. Townline Rd: Partial (MUP only on one side)	$1,520,000
3a. Lake Ave: Full (MUP on both sides)	$4,540,000
OR	
3b. Lake Ave: Partial (MUP only on one side)	$2,270,000
4. Gilles Bridge and Mill St. Bridge (Based on Central Bridge ESR Cost Estimate)	$1,150,000

Note: All MUPs will be 3m wide.

Closing

THANK YOU FOR PARTICIPATING!!

Visit the website to complete an online survey and contact the Project Managers to provide feedback!

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Website: https://carletonplace.ca/transportation-master-plan.php

The comment period for PIC #2 will be open until October 12, 2021.

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

1. Summarize and process input received.
2. Prepare the draft report for Council.