



Mississippi Mills 2048

Our Community, Our Future



Welcome to PIC #1!

We appreciate your participation in the first of two planned Public Information Centres for the **Mississippi Mills Transportation Master Plan**.

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

- Asking us a question
- Submitting a comment
- Visiting the TMP webpage at:
<https://www.mississippimills.ca/en/mm2048.aspx>

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



Event Objectives

- Introduce the TMP Study
- Establish a Vision
- Share information on Existing Conditions
- Gather Community Input

Get Involved!

If you wish to be included on the mailing list to receive updates on the study, please provide your contact information to a study team member or email one of the Project Managers below:

Robert Smith, C.E.T.
MMTMP Project Manager
Municipality of Mississippi Mills
SmithR@mississippimills.ca
613-256-2064 (ext. 404)

Austin Shih, M.A.Sc., P. Eng.
Senior Engineer
Parsons Inc.
Austin.Shih@Parsons.com
613-738-4160



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Transportation Master Plan Background

What is a Transportation Master Plan?

A Transportation Master Plan (TMP) is a high-level strategic planning document guiding the planning, expansion, and management of multi-modal transportation system to its planning horizon. A Transportation Master Plan identifies the policies and projects that will support the vision and meet short- and long-term transportation needs.

The Municipal Class Environmental Assessment (MCEA) Process

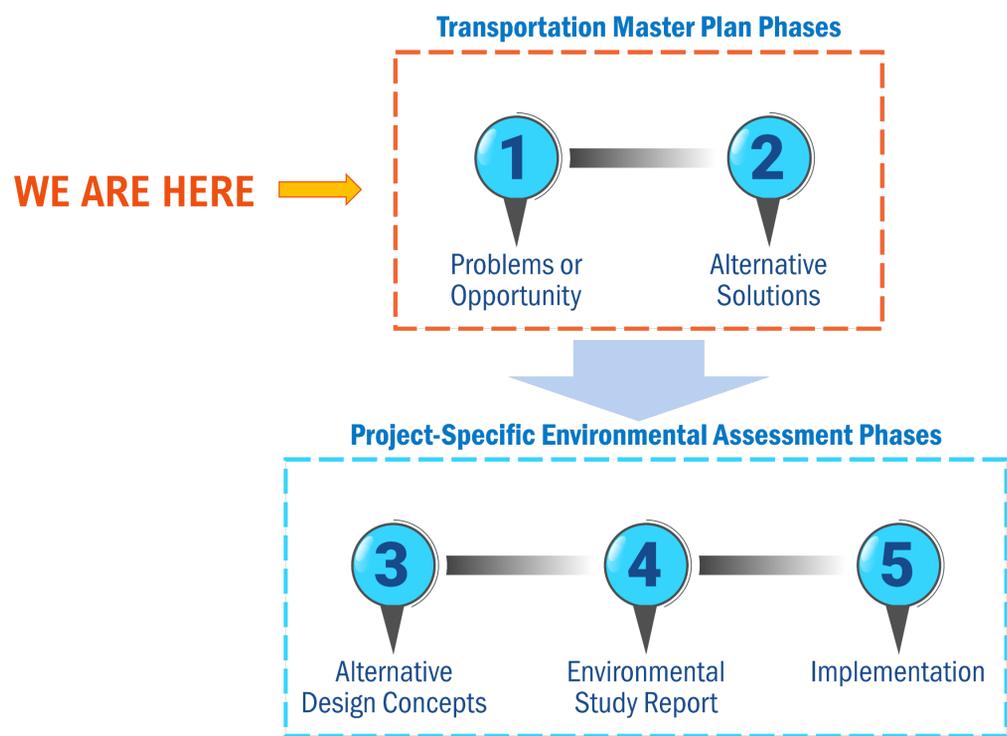
The TMP is being conducted in accordance with the Master Planning process as outlined in the Municipal Engineers Association Municipal Class Environmental Assessment (EA) following “Approach #1” which is an approved process under the Environmental Assessment Act. The Master Planning process will complete Phase 1 and 2 of the Class EA process.

Why is the TMP Important?

The TMP will develop a practical and affordable plan to meet the transportation needs of the municipality’s existing and future residents.

Why is the MCEA Process Important?

The Class EA process provides a transparent approach to planning municipal infrastructure utilizing consensus building through public and stakeholder consultation conducted throughout the study lifecycle.





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TMP Study Context

Why are we updating the 2016 TMP?

<< Needs of the Community >>



Connecting new communities to the street and active transportation networks, and planning for active transportation infrastructure (multi-use pathways, sidewalks, trails) within new developments are paramount. These priorities must be balanced with maintaining adequate and safe vehicular mobility.

<< Evolving Travel Behaviour >>



How we travel is constantly evolving. Evolving travel choices need to be properly recognized in the TMP.

<< Anticipating Growth >>



The Municipality is expecting population growth to accelerate, beyond what was anticipated in the 2016 TMP. It is essential that transportation infrastructure and policies defined in the 2016 TMP are still appropriate and able to accommodate this growth.

2016 TMP 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.”

2016 Active Transportation 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.”

2016 Active Transportation Goals

1. Make it easy for people to use AT in favour of private automobiles.
2. Improve AT connections between different communities and between community facilities.
3. Develop AT friendly culture in MM.
4. Develop MM as a regional recreation destination.

2016 TMP Themes

- Integration
- Social Sustainability
- Environmental Sustainability
- Economic Sustainability
- Safety
- Efficiency
- Accountability



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Existing Rural Transportation Network

Key Elements

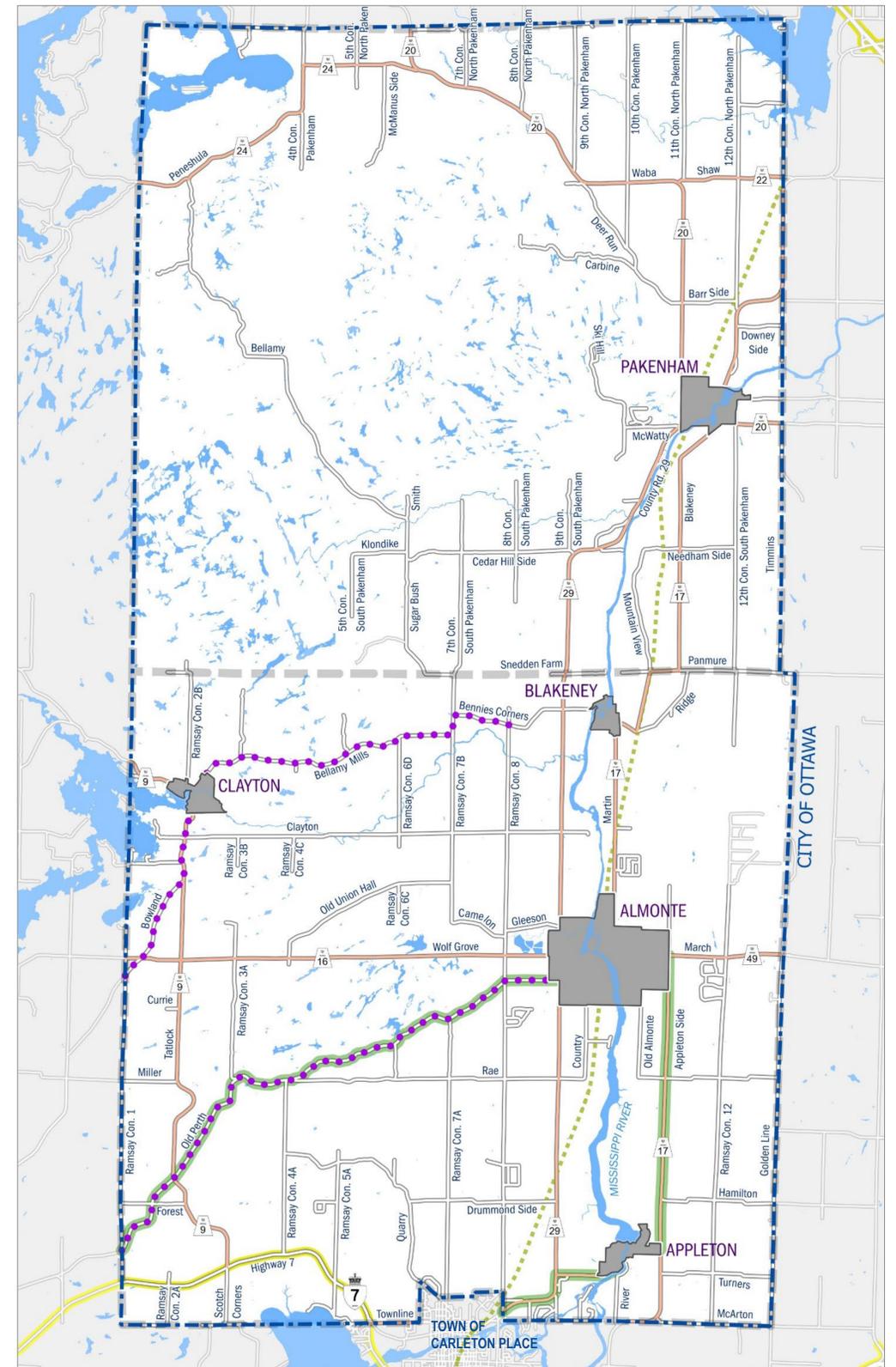
The Rural Transportation Network is composed of Rural Municipal or Private Roads, Scenic or Heritage Roads, County Roads, and Provincial Roads.

Two prominent trail networks are the Trans Canada Trail and the Ottawa Valley Recreational Trail that traverse through the Municipality.

What are Scenic or Heritage Roads?

The Community Official Plan acknowledges a special class of roads that it calls Scenic or Heritage 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.

- Legend**
- Municipal Boundary
 - Town/Village Boundary
 - Road Network**
 - Provincial Highway
 - Lanark County Road
 - Municipal Road
 - Scenic or Historic Road
 - Other Features**
 - Trans Canada Trail
 - Ottawa Valley Recreational Trail
 - Water Feature





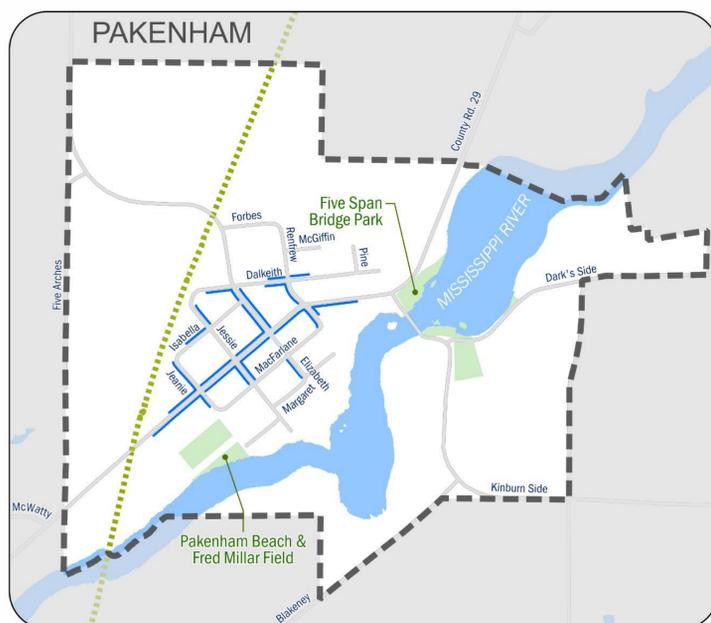
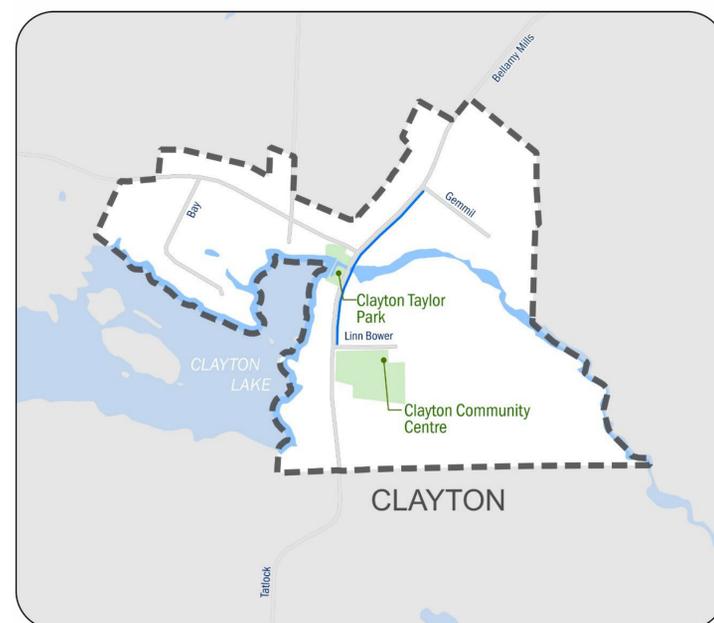
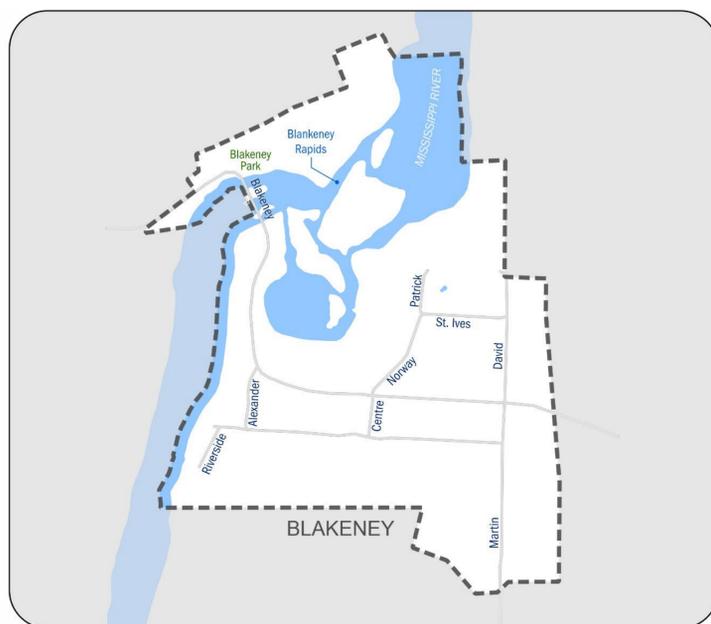
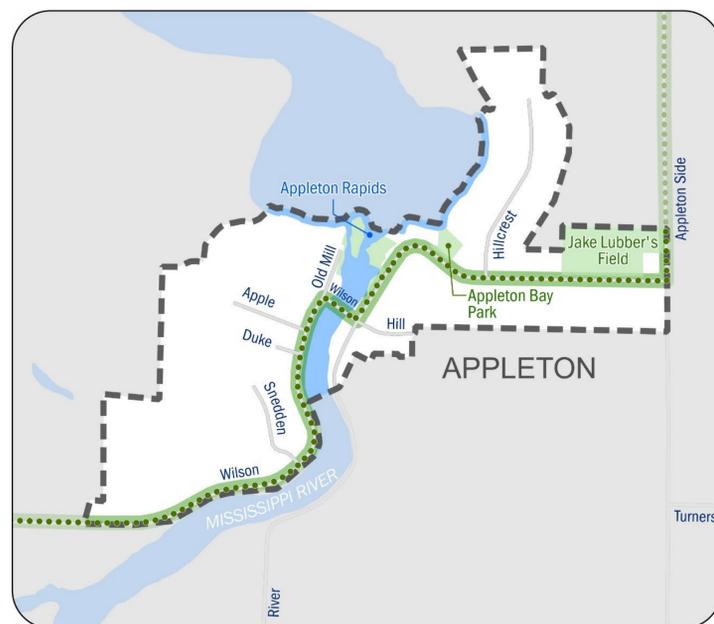
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Existing Active Transportation (AT) Network

Almonte and Villages



Legend

Town/Village Boundary

AT Network

- Sidewalk
- Bike Lanes
- Recreational Trail

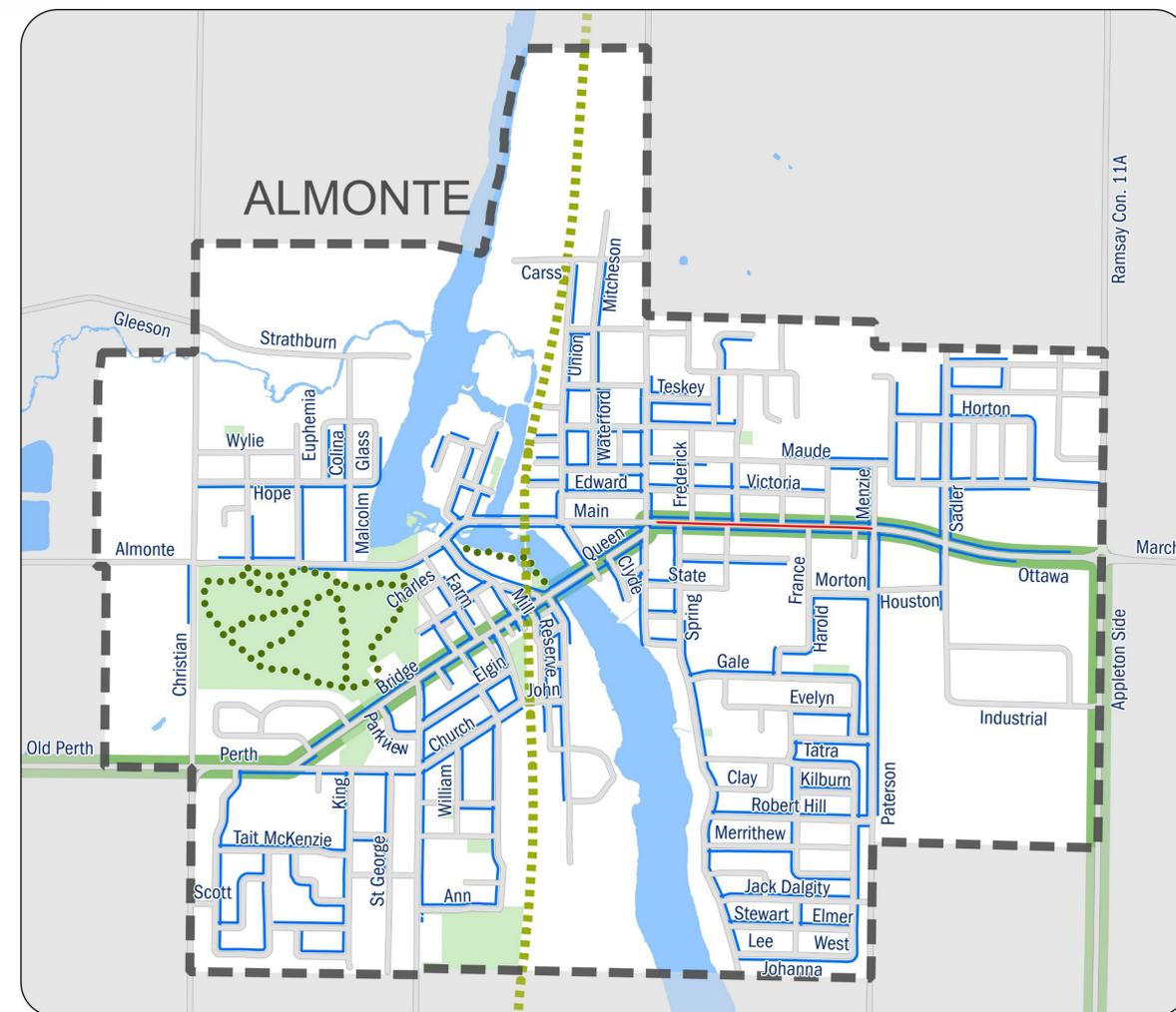
Other Features

- Trans Canada Trail
- Ottawa Valley Recreational Trail
- Water Feature



What is Active Transportation?

Active Transportation refers to any type of human-powered means of travel such as walking, cycling and rolling.





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Existing Travel Trends

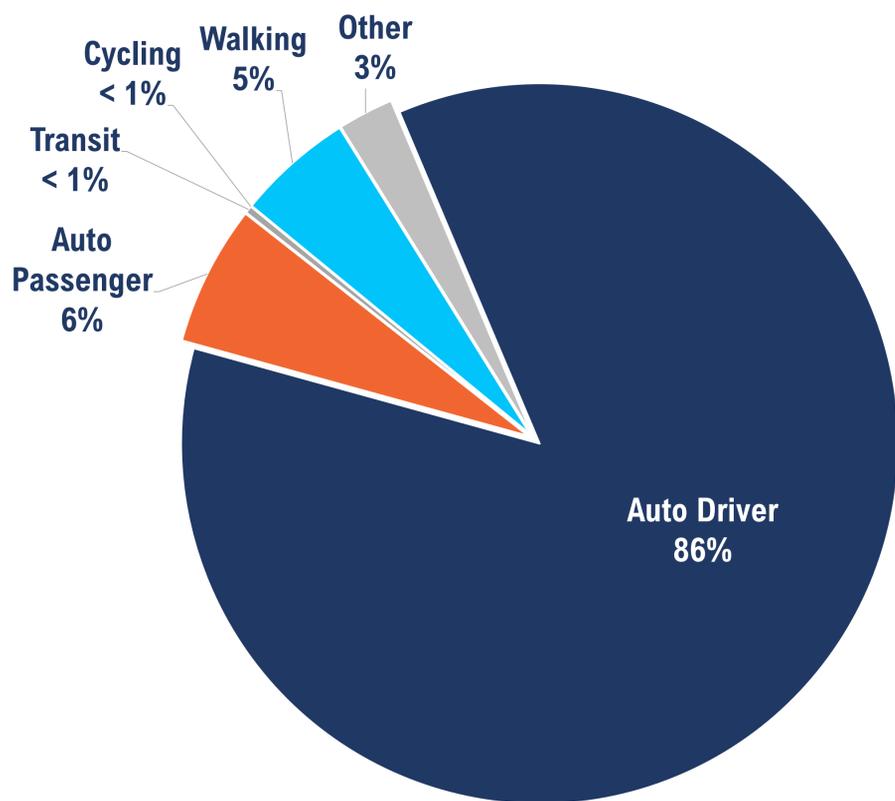
2021 Census Data: Mississippi Mills



Car-Dependent Municipality

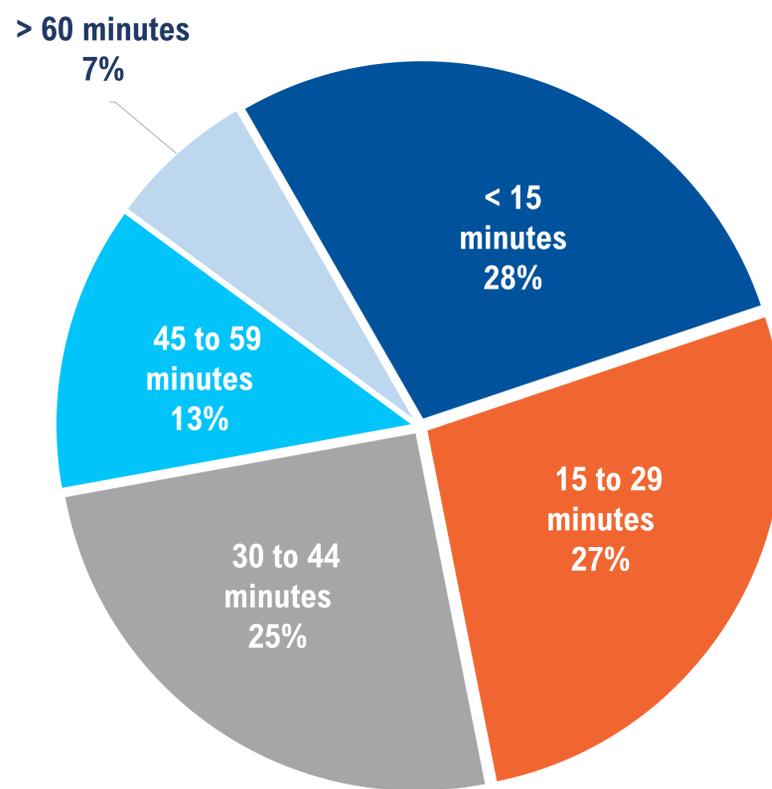
Commuting trends suggest residents of the municipality generally commute by passenger vehicle. Nearly half of commute durations are over 30-minutes, with roughly 65% destined outside the municipality.

Mode Share Amongst Commuters



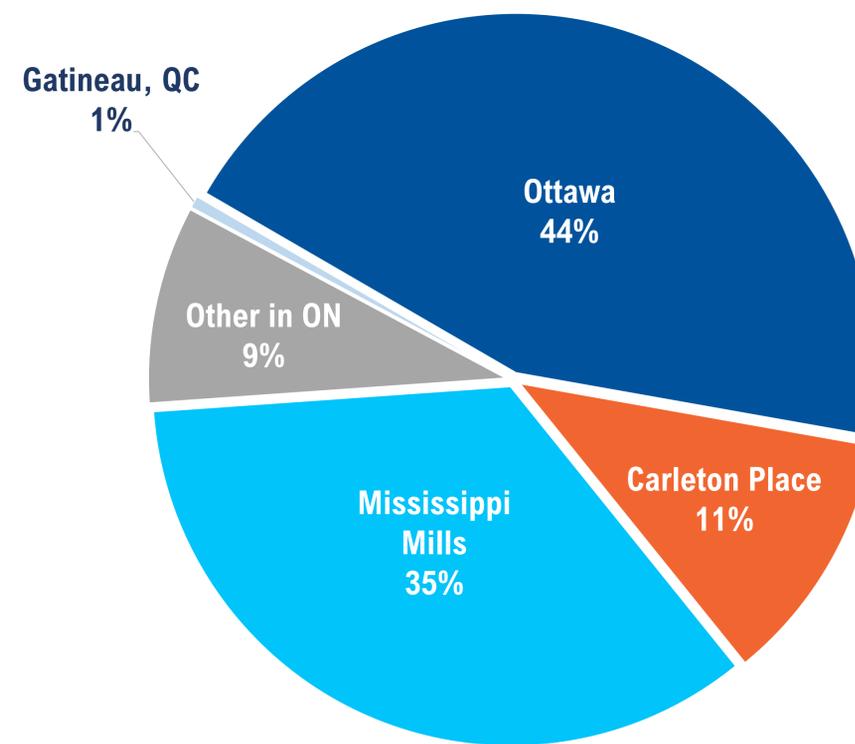
* Main mode of commuting for the employed labour force aged 15 years and over with a usual place of work or no fixed workplace address

Commuting Duration



* Commuting duration for the employed labour force aged 15 years and over with a usual place of work or no fixed workplace address

Commuting Destination



* Commuting flow from geography of residence to geography of usual place of work



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Historic Trends

2021 Census Data: Mississippi Mills



More Working from Home

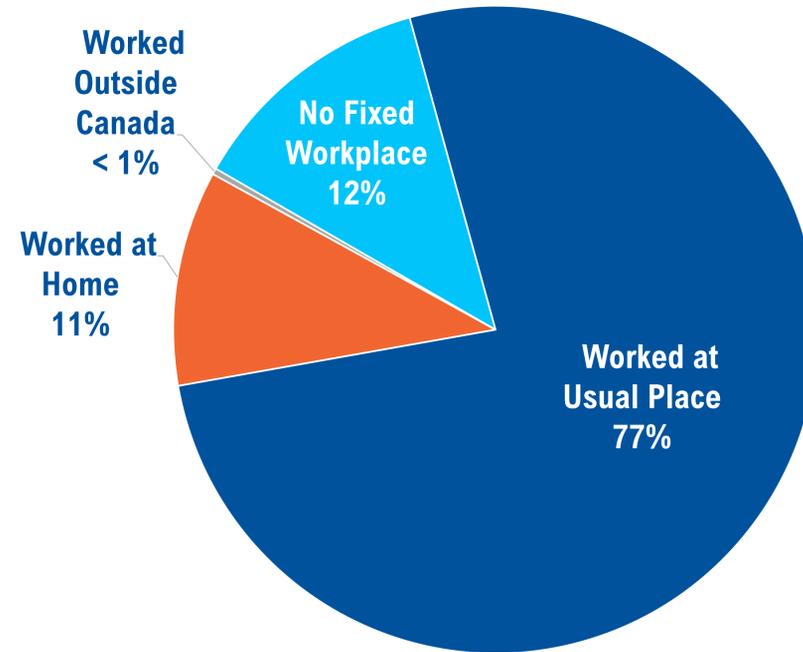
There was a growing trend of working from home between 2016 and 2021, which was influenced by COVID-19.¹



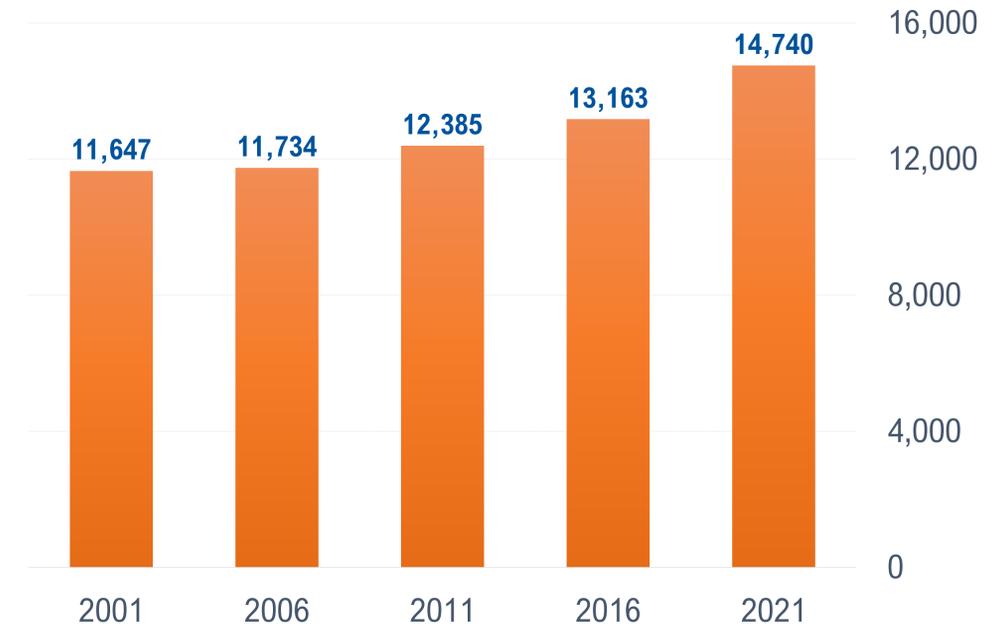
Growing Older

The municipality's population has been growing over the last decade and is also aging. These will be important considerations when planning transportation infrastructure and policies that are inclusive and equitable for all users.

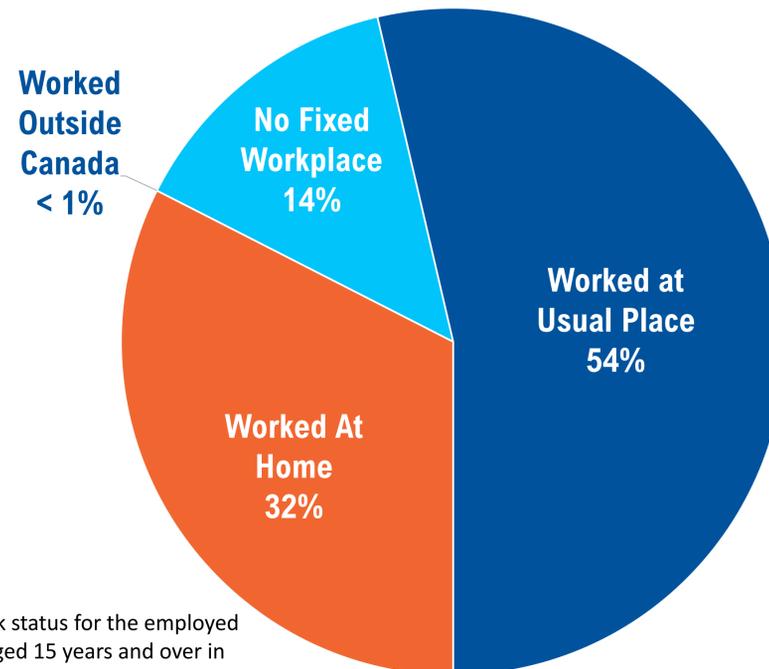
2016 Place of Work



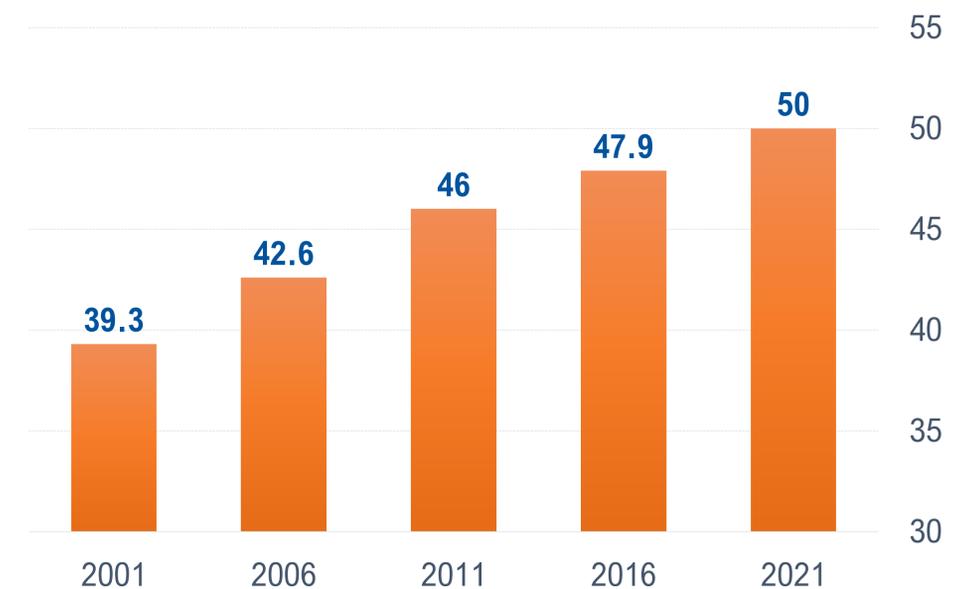
Historic Population



2021 Place of Work



Historic Median Age



1 - The 2021 Census was carried out during the third wave of the COVID-19 pandemic (May 2021), which factored into these results. However, work from home proportions were declining through 2021.

* Place of work status for the employed labour force aged 15 years and over in private households.



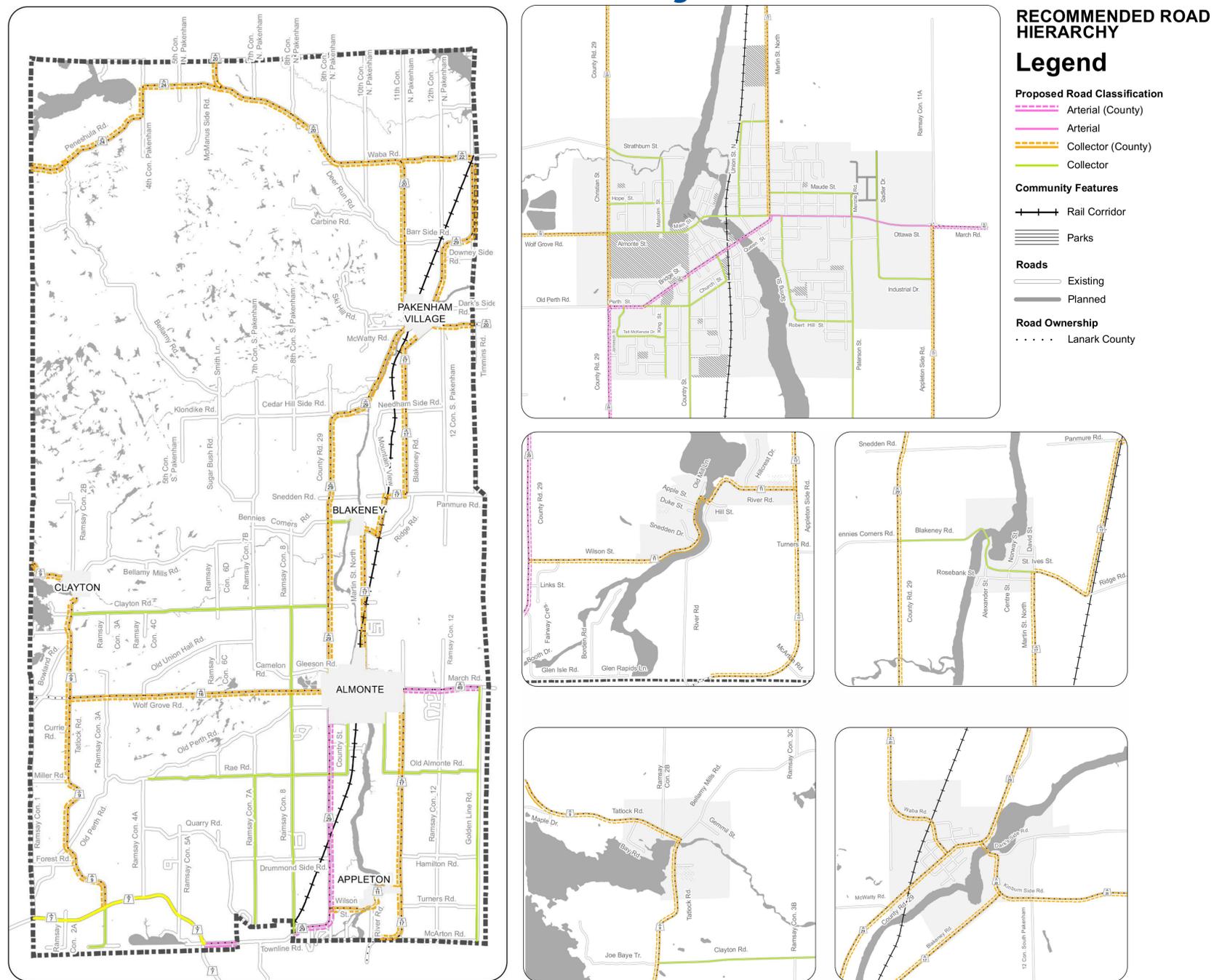
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Reviewing Aspects of the 2016 TMP

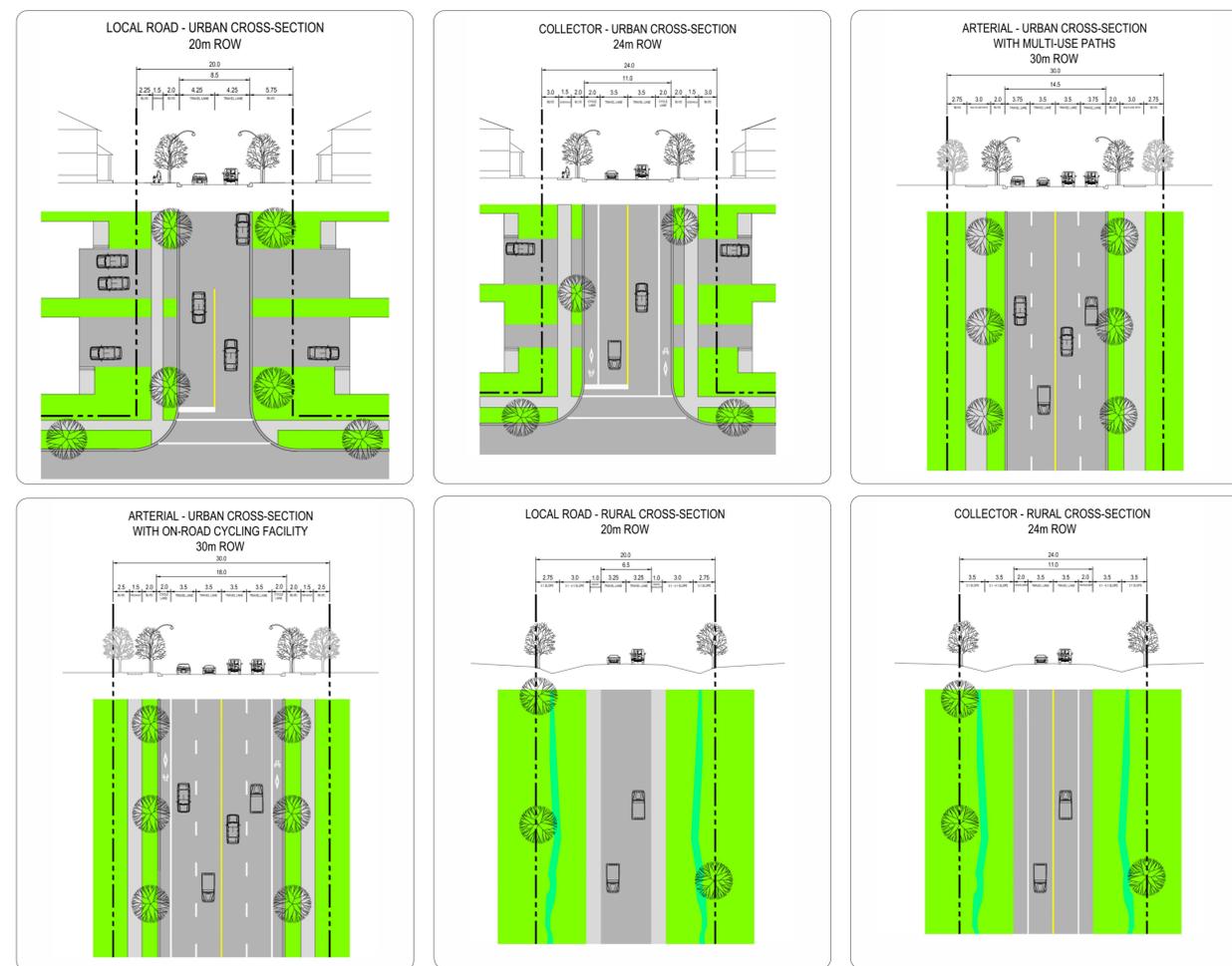
2016 TMP Road Classification System



What is a Road Classification System?

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

2016 TMP Cross Sections



200

1823-2023

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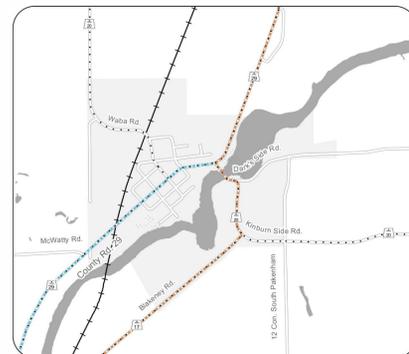
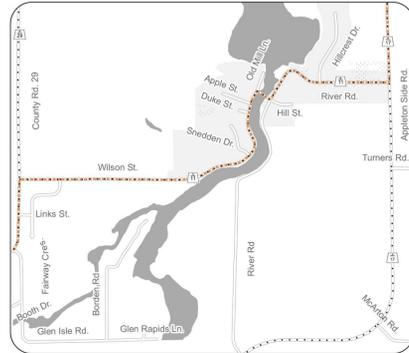
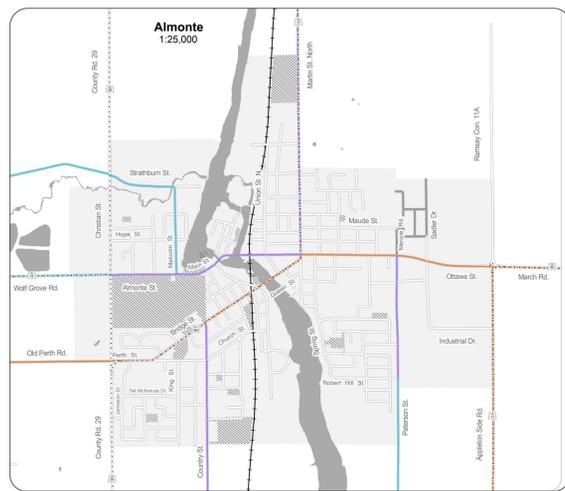
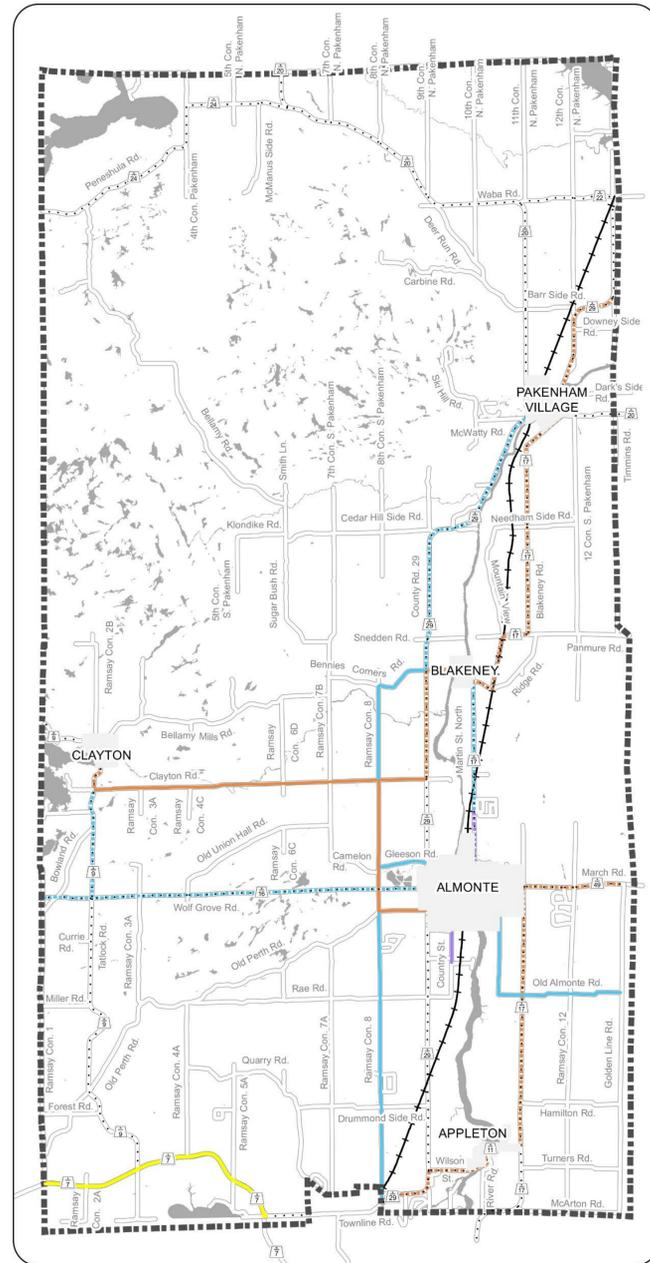
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Reviewing Aspects of the 2016 TMP

Active Transportation

Cycling Priority Network



2035 CYCLING NETWORK

Legend

- Existing Bike Lane**
 - Existing Bike Lane
- Proposed Cycling Facilities**
 - 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
- Mississippi Mills Boundary

Active Transportation (AT) Priority

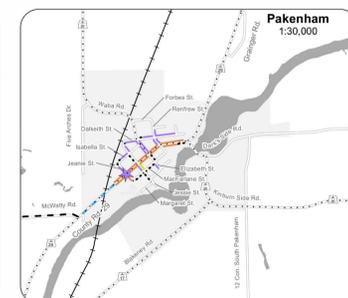
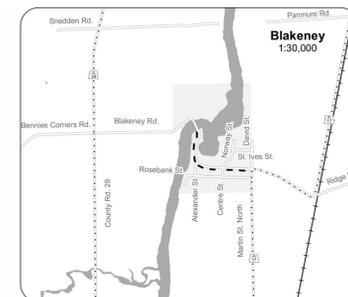
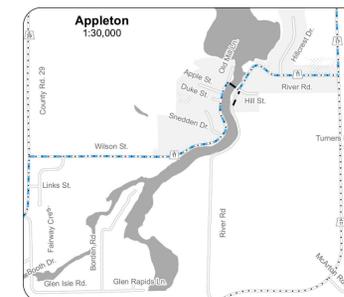
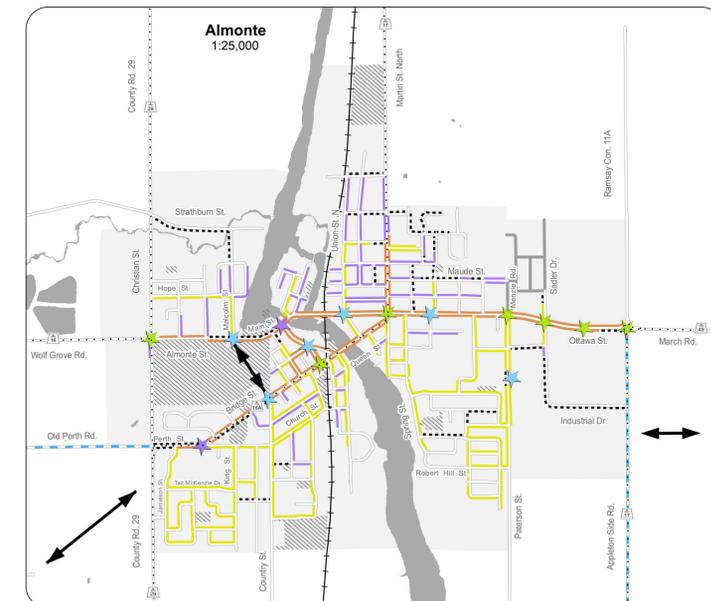
The 2016 TMP established a cycling priority network system and pedestrian infrastructure in an effort to better connect Almonte and the Villages, and to increase AT adoption.

Pedestrian Linkages and Crossings

2035 PEDESTRIAN NETWORK

Legend

- Existing Sidewalks**
 - Class 1: Plowed within 8 hours
 - Class 2: Plowed within 24 hours
 - Class 3: No winter maintenance
- Proposed Pedestrian Facility**
 - Proposed paved shoulder
 - Proposed paved shoulder (shared)
- Pedestrian Crossings**
 - Existing Crossing
 - Review Crossing
 - Potential New Crossing
- Community Features**
 - Rail Corridor
 - Parks
- Roads**
 - Existing
 - Planned
- Road Ownership**
 - Lanark County
- Explore Future Active Transportation Connection Opportunities





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Needs and Opportunities

What Have We Heard So Far?



- ❑ **Vehicle congestion** concerns associated with expected population growth.
- ❑ **New road corridors** needed to service future growth areas.
- ❑ Ottawa St **pedestrian and cycling** safety concerns.
- ❑ Ottawa St **roundabout** safety concerns.
- ❑ Reported **speeding** in neighbourhoods.
- ❑ Need for **traffic calming** on some neighbourhood streets.
- ❑ **Active transportation facilities** don't fit the context.
- ❑ 35% of commuters working within MM is an opportunity to **encourage other travel options**.
- ❑ An aging population may increase the need for **alternative and more affordable travel options**.
- ❑ Evolving **work from home trends** post-COVID.

Ongoing Outreach

The TMP team has engaged with the Municipality and stakeholders in the form of:

- ❖ A kick-off meeting was held with municipal staff on February 13, 2023.
- ❖ A Community Transportation Survey was released on March 16, 2023, and will remain open until April 14, 2023.
- ❖ A stakeholder Working Group meeting was held with key agencies and organizations on April 11, 2023.





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Opportunities for Healthy and Age Friendly Transportation

Road Widening, Expansions, and Rebalancing



We will explore opportunities to strengthen the road network through **road widening and expansions**, as well as improve the efficiency of the road network through **road rebalancing and local intersection modifications** to maintain adequate vehicular mobility that support residents, visitors and businesses.

Transit – Ride Sharing – Park N Ride



There may be opportunities to leverage technology and new approaches to make transit and ride-sharing more **convenient, efficient and affordable**, particularly for regular commuters.

Pedestrian and Cycling Treatments



Promoting active transportation will continue to be a priority in this TMP to offer people sustainable travel choices that will foster healthier communities. We will build upon the previous efforts to apply **age friendly and accessible design standards** and develop **safe and efficient connections** between key destinations.

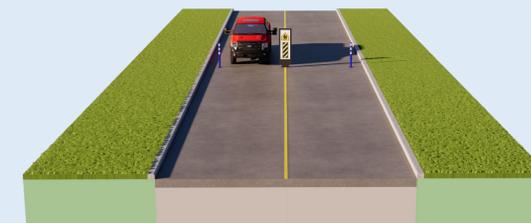


Traffic Calming

Contemporary road network planning and design often consider traffic calming measures with the goal of improving quality of life and safety for all road users. Examples include:

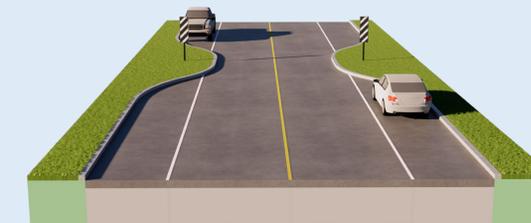
“Minor Treatments”

Narrowing the travel lane without affecting road geometry is a lower-cost approach to reduce vehicle speeds. Flex-posts (as shown) are temporary/seasonal measures.



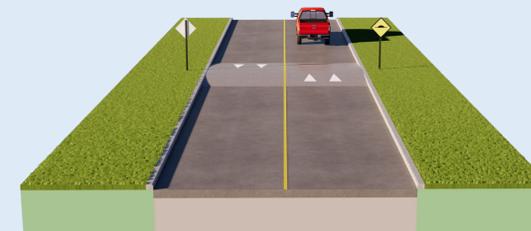
“Horizontal Deflection”

Physically narrowing the road provide permanent friction. Curb extensions (as shown) may also provide on-street parking demarcation.



“Vertical Deflection”

Introducing an elevated road treatment is a very effective way to reduce speeds (such as the speed hump shown). They must be used with caution and in the appropriate context.





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Share Your Thoughts!

Help us Shape the Future Transportation Network!



**Use a Sticky and tell us what you think about the TMP, and the information presented today.
Was anything missed?
Be as general or specific as you like!**



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THANK YOU FOR PARTICIPATING!

What is next for the TMP?

The study team will:

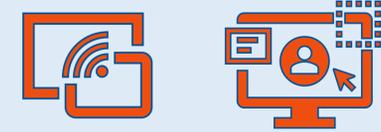
- ➔ Review and incorporate feedback received.
- ➔ Finalize the TMP Vision and Needs/Opportunities.
- ➔ Assess the Municipality's transportation network and develop technically preferred solutions to mitigate identified issues.

Before You Leave!



- ➔ Please fill out the **Community Transportation Survey** (ask for a paper copy or you may access the online survey via the TMP website); it provides another opportunity for you to share your thoughts with us.
- ➔ If you wish to be included on the **mailing list** to receive updates on the TMP, please provide your contact information to a study team member or email the Project Managers directly.

Stay Connected!



Visit the TMP Webpage for updates and additional information about the study.

<https://www.mississippimills.ca/en/how-we-go.aspx>

The next Public Information Centre for the study is planned in the Fall/Winter 2023.

TMP Project Managers

Robert Smith, C.Tech.
 MMTMP Project Manager
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SmithR@mississippimills.ca
 613-256-2064 (ext. 404)

Austin Shih, M.A.Sc., P. Eng.
 Senior Transportation Engineer
 Parsons Inc.
Austin.Shih@Parsons.com
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