



LANARK COUNTY

WELCOME

Network Analysis and Transportation Master Plan



Introduction and Purpose of the PIC

- The County of Lanark has initiated a Transportation Master Plan (TMP) to help guide the County's transportation programs and investments for the next 20 years.
- This study will be carried out in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment process.
- Today you will have the opportunity to learn about and comment on:
 - Master Plan Process
 - Consultation Process
 - Existing Conditions
 - County Road network
 - Traffic Data and Analysis
 - Problems and Opportunities
 - Results of Focus Group meetings and web-based questionnaire responses
 - Evaluation criteria and methodology
 - Next Steps
- Project Staff are available to answer questions you may have and to listen to your ideas and concerns about the study.



Purpose of Study

- The purpose of the Transportation Master Plan (TMP) is to determine the long-term (20-year) needs of the County transportation network, including roads and bridges. The study will examine the financial implications and strategies to accommodate anticipated growth.
- The study components include:
 - Network Analysis Study
 - Transportation Master Plan (including Needs Analysis, Transportation Recommendations, Cycling Study)
 - Policy Development (including traffic calming, noise, accessibility, integration of capital planning)
 - Level of service of maintenance study
- The TMP will be a comprehensive, long-range planning document that will guide transportation system decision-making over the next 20-years to meet the objectives of the Community Vision 2025 while supporting local municipal growth management strategies and Official Plans.
- It will help set the direction for road and bridge capital programs and provide a basis for budget planning.
- It must provide a balance between current and future transportation standards and needs, as well as between public safety, the environment, business needs and aesthetic considerations.



Objectives of the Transportation Master Plan (TMP)

- The TMP will provide a comprehensive, forward-looking strategy of improvements and a priority program required for the County to meet transportation challenges. The TMP will:
 - Provide a context for **how best to utilize transportation resources**
 - Provide guidance on **what policies, services and infrastructure should be implemented** to address community values, desires and mobility needs in an effective and responsible manner
 - Reflect the **rural character** of the County of Lanark, and its **quality of life**
 - Examine how **changes in community values, emerging trends, environmental considerations, financial constraints and other societal trends** have changed the public's focus on transportation
 - Provide a framework, from a transportation perspective, for the establishment of an **economically sustainable and environmentally respectful growth management strategy**, which supports the Vision articulated in the County's Strategic Plan



Study Issues

- The TMP must reflect the County's social, environmental and economic realities while encompassing a wide range of issues, such as:
 - Identifying transportation network **strengths, weaknesses, needs, alternatives and constraints**
 - Prioritizing new road construction, selective widening and other **necessary improvements**
 - Identifying by-pass route needs and recommending alternatives to improve **traffic flow** and to divert **heavy truck traffic** around urban centres
 - Enhancing **transportation links to isolated parts** of the County
 - Identifying **congestion** problems and recommending alternatives
 - Recommending **traffic calming** needs and other potential measures to make residential areas safer
 - Identifying the need and recommending alternatives for **on-road cycling**
 - Protecting communities from unacceptable **traffic noise** levels
 - Protecting transportation corridors and rights of way for **future construction**
 - Developing **Levels of Service standards** that balance public safety and affordability
 - Recommending **safety improvements** to mitigate locations with unacceptably high collision rates
 - Identifying potential **Park n' Ride locations**
 - Accommodating road use by **farm/agricultural vehicles** and equipment
 - Recommending measures to promote and improve **accessibility** for disabled persons
 - Evaluating the potential use of **roundabouts** and other road design innovations
 - Recommending design changes and construction upgrades to accommodate **year-round heavy truck traffic** on selected roads with heavy quarry and lumber traffic
 - Integrating local municipal and County **capital planning** for roads and bridges



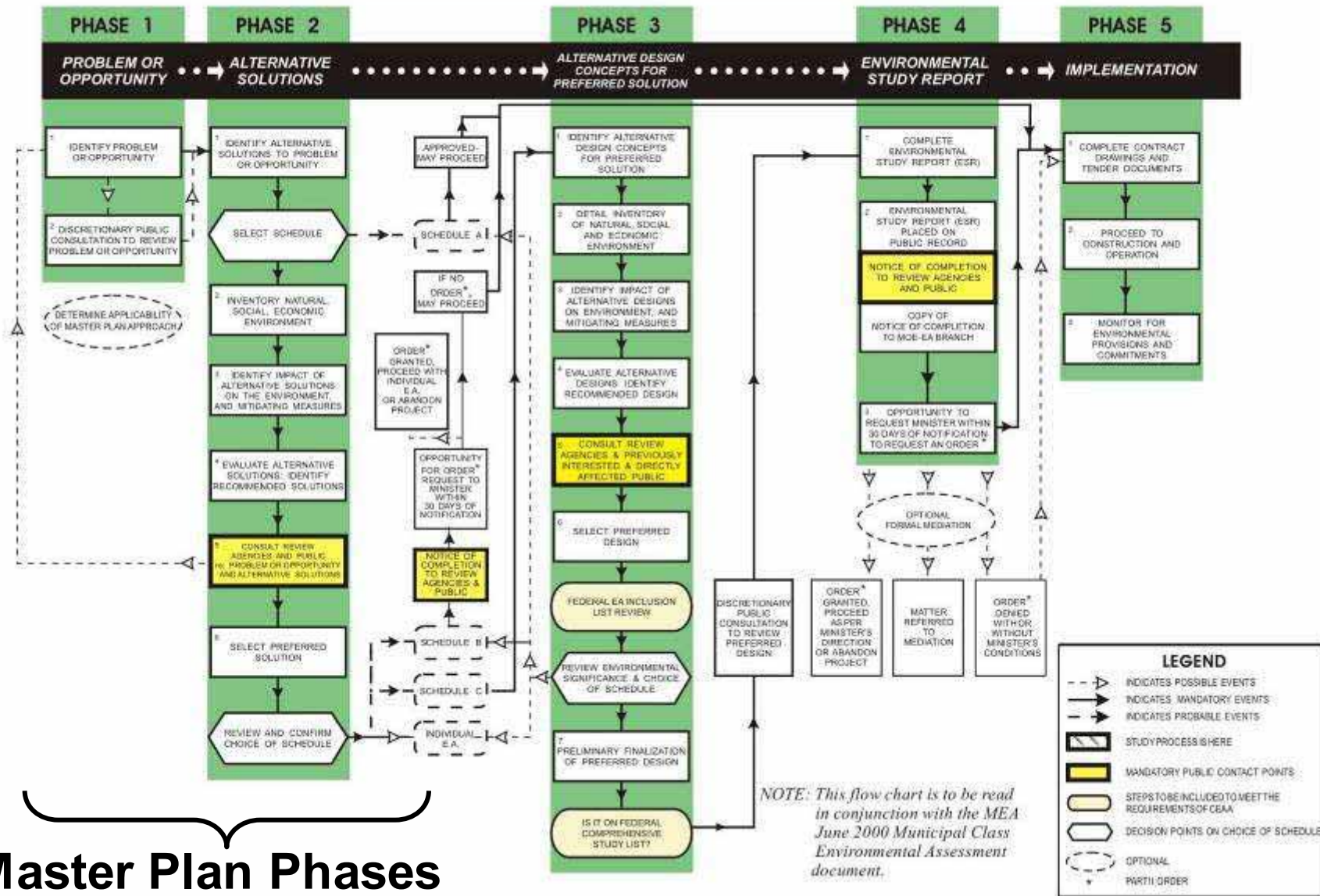
Background

- The County of Lanark is a largely rural municipality comprised of eight local municipalities including three Towns (Carleton Place, Perth and Mississippi Mills).
- The permanent population is 63,800 (2006 census) but increases substantially during the summer months.
- The projected population of the County in 2021 is 82,294.
- The forecasted population increase will bring significant change, and with it new opportunities and challenges. For example, the expansion of Highway 7 from two to four-lanes, between Highway 417 and Carleton Place, will spur residential and commercial development in the County and increase traffic on municipal roads.
- Roads are the backbone of the County's transportation network. In addition to meeting the needs of automobiles and trucks, they also serve pedestrians, cyclists, farm equipment and emergency services vehicles.
- The 2,500-kilometre network moving goods and people in the County includes about:
 - 70 km of provincial highways
 - 570 km of County roads
 - 1860 km of local municipal roads
- Although the County does not have an Official Plan, development and transportation issues are addressed in the Official Plans and the Zoning By-Laws of the local municipalities.
- The County has recently completed the first stage of a long-term strategic planning process: Community Vision 2025 – “What the Future May Hold for Lanark County”. (Copy provided on the Resource table.)
- The County of Lanark, through the TMP seeks to adequately fund, effectively coordinate and efficiently manage and deliver transportation services and improvements



Class EA process

MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS



Master Plan Phases

Consultation Process

- Opportunities for public input are available during the study, including this PIC. A second PIC will be held later to present the alternative solutions considered and the preferred solutions recommended.
- A Technical Advisory Group (TAG) was formed to meet regularly through the study and provide input. The composition and role of the TAG is:
 - Members include representatives from each of the local municipalities that make up Lanark County and representatives from the County as well.
 - TAG addresses technical issues; comments on the work as it progresses, assesses the alternatives and communicates with local municipal staff and Councils.
- Focus Groups were formed to meet twice during the process:
 - Focus Groups provide a voice for the community to raise issues and concerns.
 - Participants were solicited via newspaper notices, radio announcements and interviews, web site, contact with potentially interested community groups, lake associations, interest groups and business groups as well as through word of mouth.
 - From August 21 to September 25, Focus Groups met in 6 locations through the County: Maberly, Lanark Village, Almonte, Carleton Place, Montague and Perth.
 - At each meeting the participants completed a questionnaire on issues regarding the transportation network and discussed issues of particular interest to them.
 - The questionnaire was also placed on the County of Lanark web site so that members of the public who were unable to attend a Focus Group meeting could express their views on the transportation network. This was available on line from August 20 to September 24, 2008.
- Federal and provincial agencies were also contacted for their input.
- Formal Public Review at Study Completion:
 - A Transportation Master Plan Report (TMP) will be prepared and presented to County Council. Upon approval, the TMP may be made available for a 30-day public review.
 - A notice will be published in local newspapers at the time and will identify locations where the TMP can be viewed.
- Part II Order (Bump Up Request):
 - For the Schedule B projects identified, anyone who feels that environmental concerns remain unresolved may request that the Minister of the Environment make an order for the project to comply with Part II of the Environmental Act, which would require preparation of a Schedule C or an individual environmental assessment.
 - The decision rests with the Minister.
- Information on the study is being placed on the Lanark County Web Site as it becomes available (www.county.lanark.on.ca). Links from many of the web sites of the Local Municipalities have been provided.



Schedule and Purpose of Consultation

Study Schedule

Network analysis	spring-summer 2008
Needs analysis	summer 2008
Focus Groups, PIC 1	summer-fall 2008
Transportation study	fall 2008 to spring 2009
Policies	fall 2008 to winter 2009
Level of service study	fall 2008
Focus Groups, PIC 2	winter 2009
Final report	spring-summer 2009

- The purpose of the first series of Focus Group meetings and the web-based questionnaire was to obtain public input on the issues such as:
 - Traffic safety and operations
 - Truck traffic
 - New road links
 - Commuter traffic
 - Cycling and walking
 - Rural and urban transportation issues
 - Population and employment growth over the next 20 years and its affect on transportation
- During the second round of focus group meetings the study team will present and seek input on the recommendations for the TMP.



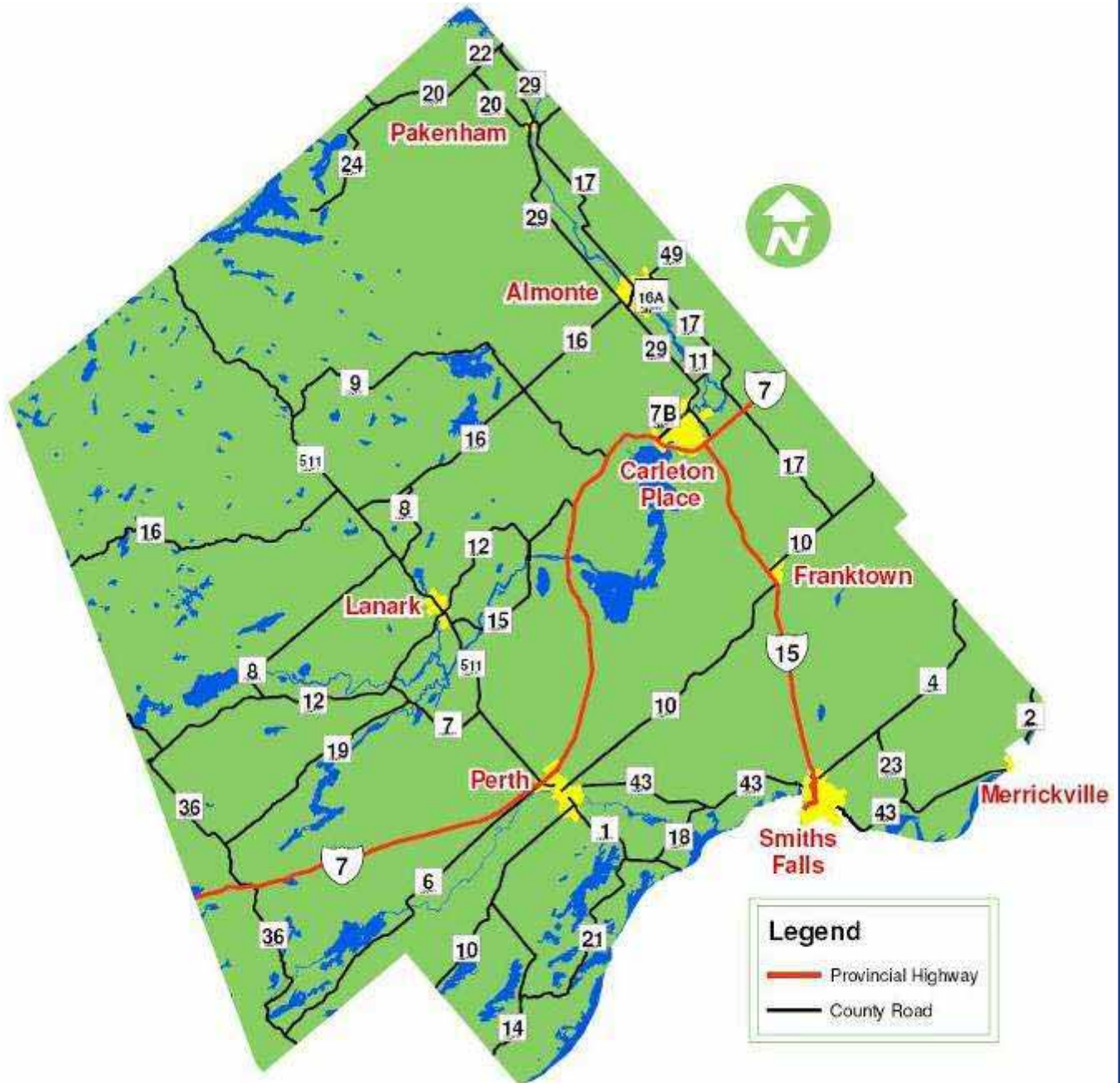
Previous Studies and Available Data

- Input to the Network Analysis and Transportation Master Plan included:
 - MTO Criteria for County road classification
 - Draft report: Our Road to the Future: The Case for Road Rationalization In Lanark County
 - Transportation Services Delivery Study
 - Reports on previous and current class Environmental Assessment studies for roads within the County
 - Traffic Impact studies for recent developments
 - Discussions with other Counties in Ontario regarding their Classification criteria for County roads
 - Official Plans from the Townships and Towns within Lanark County
 - Lanark County Geographic Information System (GIS)
 - Lanark County WorkTech database providing data on the existing County road network and collision experience
 - Information on municipal roads from local municipalities
 - Data and documents from agencies such as the Ministry of Natural Resources, the Rideau Valley Conservation Authority and Mississippi Valley Conservation Authority
 - Anecdotal information from groups and individuals
- Documents and examples of data are provided at the Resource Table and in the maps presented



Network Analysis and Transportation Master Plan

LANARK
COUNTY



Existing Conditions - Additional maps showing

- Towns and hamlets
- Pits and Quarries
- Tourist and recreation areas
- Conservation areas
- Business and industrial parks and location
- Commercial areas
- Lakes, rivers, wetlands and forests
- Significant species
- Topography (1:50,000)



Traffic Data and Results

- Lanark County regularly undertakes traffic volume counts on its road network and estimates an AADT (Annual Average Daily Traffic) for each segment in its database (see the document “WorkTech data” on resource table)
- Future traffic volumes for this study were estimated using:
 - Lanark County counts and forecasts
 - Intersection turning movement counts from MTO for intersections with provincial highways
 - Traffic analysis by others for current/recent development projects
 - Information of potential future development from local municipalities
- Level of Service analysis was undertaken for higher volume locations (i.e. those most likely to need improvement) in 5 year increments to 20 years in the future
- The following road segments are expected to require improvement as noted (dates could be sooner if development is more than currently estimated) :
 - By 2013:
 - existing 2-lane segment of McNeely Avenue, Carleton Place
 - By 2023:
 - Townline Rd from Bridge St to Concession 8, Carleton Place
 - CR 43 in Port Elmsley
 - Queen Street, Almonte between the bridge and Martin Street
 - By 2028:
 - Townline Road west of Bridge Street in Carleton Place
- The following intersections require improvement (traffic control or physical changes) in the near term:
 - Gore Street and North Street, Perth
 - Wilson Street and North Street, Perth
 - Perth Street and Christian Street, Almonte



Results of Focus Group Meetings and Web-based Questionnaire

- Between August 20 and September 25, 105 questionnaires were completed by people living, working and visiting Lanark County.
- Comments reflected the value that people place on the quality of life in Lanark County, as documented in the Strategic Plan and Vision.
- Members of the Health Unit stressed the relationship between healthy communities and a healthy population and transportation choices.
- Many specific safety and operational issues were identified. The team reviewed the public's issues and updated the list of problems and opportunities.
- Provision of cycling lanes or paved shoulders was highlighted as an important consideration for the promotion of alternate transportation, recreation and cycling tourism.
- The future of public transit, while not part of this TMP was of interest to many people, especially those who commute into Ottawa for work. It was felt that better transit would increase employment opportunities.
- Increased rail use in the future was suggested.
- People were concerned about the cost of infrastructure
- A number of people noted their concern with current economic uncertainties and how that might impact the assumptions made in the development of this Transportation Master Plan.
- A detailed listing of comments from Focus Group meetings and questionnaires is provided on the Resource Table.
- The following table summarizes the broad range of opinions heard on the issues raised in the questionnaire (numbers refer to questions posed).



Summary of Comments

Ques. # Summary of Responses

1-3	Respondents were frequent travelers with 80% having trips every day or several times a week. They were generally aware of the various road jurisdictions. The amount of time spent on each type of road varied with the location of their residence.
4	65-80% of people were satisfied or very satisfied with the summer condition of Provincial Hwys and County roads while 30-35% had similar views on Township and Town roads.
5	70% or more people identified the following criteria as important for the designation of a County road: connecting towns and hamlets, connecting to other County roads, connecting commercial and industrial areas to Provincial Hwys and connecting urban arterials to the network.
6-7	People who walk or cycle tend to use Township/Town roads (and County roads as necessary). Most considered improvements important, especially sidewalks and bike lanes in Towns and paved shoulders on County roads.
8	Over half of respondents commute outside their community to work and one third have considered car pooling. People identified locations for future car pool lots to serve most built-up areas.
9	About 40% of respondents felt new roads and bypasses were needed. The ones receiving the most support were Perth, Lanark Village, Almonte. Concerns were expressed about the impact of some bypasses on businesses.
10-12	Safety concerns were identified by 68% of people for many intersections and sections of road with substandard horizontal and vertical curves. Speeding was a concern for 67% of respondents. Over 70% identified County, Town and Township roads. About 50% identified provincial hways. As drivers, respondents were influenced to slow down by: signs, enforcement, gateway features at hamlets, pedestrians and cyclists on the road, potholes, deer, farm vehicles
13	About half of the people live on roads with significant truck traffic. Few changed their route as a result of trucks.
14	Businesses were noted as important to the economy
15	Response time for emergency services did not factor into the selection of a residence location for 60% but there were anecdotal stories of families and older residents moving into Towns due to response time concerns for ambulance.
16	Only a few private road residents completed the survey and they did not identify unique issues with the County road system.
17	Some people were opposed to growth and other saw it as inevitable in Lanark. The County was congratulated at Focus Group meetings for undertaking this study to plan for the future
18	When it comes to paying for the transportation network, respondents were concerned about taxes used for growth projects and most new roads. They prioritized facilities for pedestrians and cyclists but noted the need to maintain existing roads and bridges.



Analysis of Road Network

- Historically, County roads were designated from the overall road network by criteria laid out by the Ministry of Transportation (MTO), which had a funding mechanism for County and Township/ Town roads
- In the 1990's the MTO downloaded 118 km of provincial highways to Lanark County, including Highways 511, 29, 43 and 44 and the funding of municipal roads by the MTO stopped.
- Given the changed circumstances, the County reviewed their road network together with the local municipalities with a view to rationalization of the road network. The only change made at that time was the designation of McNeely Avenue as a County road.
- A re-examination of the County road network was included in the assignment for the Transportation Master Plan. The purpose was to develop a guideline to assist Council in its decision-making for the designation of future County roads.
- The draft criteria are presented on the next display.
- The County Council will set a minimum number of points (out of the available 15) that a road must achieve before a report may be submitted by the Local Municipality to the County asking for consideration for designation of the road as a County road. Qualitative factors, such as how well the road helps the transportation network fulfill the County vision, may also be documented.



Network Analysis and Transportation Master Plan



County Road Criteria

Criterion 1 – Connects Population Centres

Population centres inside the County of Lanark: Perth, Lanark Village, Carleton Place, Almonte, Pakenham, Franktown and Maberly. Population centres outside of the County of Lanark: Ottawa (North Gower, Richmond, Stittsville-Kanata, Carp, Fitzroy Harbour), Amprior, Renfrew, Calabogie, Shabot Lake, Westport, Smiths Falls, Merrickville, Kemptville.

Roads connecting to towns will be given 3 points; roads connecting to villages will be given a 2 points and roads connecting to hamlets will be given 1 point.

Criterion 2 – Connects Commercial/Industrial areas within the County to Provincial Highways (417/17, 7, 15)

Commercial and industrial areas are defined as business parks and industrial parks outside of the downtown cores (which are covered under C-1 above). These were identified in the vicinity of Perth (County Road 10 and 1 and north of Hwy 7), Carleton Place (Townline and McNeely) and Almonte (Ottawa Street). This criterion was given 2 points.

Criterion 3 – Provide service to major truck generating areas / Truck traffic approaching from outside the County

Major truck generating areas would be those areas that contain heavy industry: Omya on Hwy 7, Hershey in Smiths Falls and DRS in Carleton Place. Pits and quarries outside the County also contribute to truck traffic within the County, e.g. Cavanagh pit off March Road in Ottawa serves Lanark municipalities. Other examples: 3M on County Rd 43; Cavanagh: several locations; Waste Management sites including land fills and recycling depots. This criterion was given 2 points.

Criterion 4 – Provides service across or parallel to major barriers

Barriers are created by water (lakes, wetlands and rivers), railways and the future controlled access portion of Highway 7. There are many barriers and also, with respect to the rivers, a considerable number of crossings. Examples include: Clyde River, Fall River, Mississippi River, Tay River, Rideau River-Rideau Canal. This criterion was not given any points but kept on the list as a “qualitative” criterion, i.e. a road providing service across a barrier would be a supportive characteristic.

Criterion 5 – Provide service to public recreational areas (resorts, parks, provincial parks)

Public recreational areas within and close to Lanark County include two provincial parks and four conservation areas. Other parks, such as Riverside Park in Carleton Place, may be considered under this criterion where they generate a significant amount of non-local traffic on a continuous basis. This criterion was given 1 point.

Criterion 6 – Urban Arterial Extension

An Urban Arterial Extension should continue to be a County Road until the volume of traffic is below 700 vehicles per day (AADT) and then the County Road designation would terminate at the next intersection. This criterion also applies to connecting links. This criterion was given 3 points.

Criterion 7 – Speed limit is 80 km/h along the majority of the road

This criterion was given 1 point.

Criterion 8A – Traffic Volumes > 1000 vehicles/day (AADT)

The current 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.

Criterion 8B – Peak seasonal /monthly volumes (SADT)

The peak season traffic volumes are counted or estimated for this criterion, which is intended for roads that have an AADT of under 1000 vpd. 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. A road with an SADT of greater than 1000 will be assigned 1 point.



Phase 1: Transportation Problems and Opportunities

- Issues identified in the Lanark transportation network:

- Capacity / Level of Service

- McNeely Avenue, Carleton Place (2013 to 2018)
- Townline Road, Carleton Place (2023 to 2028)
- CR 43, Port Elmsley (2028)
- Queen Street, Almonte (2028)
- North and Wilson, Perth (2008 to 2013)
- North and Gore, Perth (2008 to 2013)
- Perth and Christian, Almonte (2008 to 2013)

- Safety

- Inadequate sight lines due to skewed intersections, horizontal and vertical curves
- Poor pavement and shoulder condition
- Fixed objects hazards in clear zone
- Traffic speeds in hamlets and in excess of the design speed on curvilinear sections of road
- Potential illumination needs
- Inconsistent or inadequate pavement markings, delineation and signage
- Lack of clarity at some stop-controlled intersections
- Discontinuous sidewalks
- Inconsistent use of flashing beacons
- At-grade rail crossings

- Network

- Main road through Almonte connecting CR 29 and CR 49 is not currently a County Road
- Lack of identification at the entry points of some hamlets such as Balderson and McDonald's Corners
- Need for additional arterial capacity in Perth, Carleton Place and Almonte
- Limited access to White Lake area of the County
- Identification of truck routes
- Increased focus on transit



Phase 1: Transportation Problems and Opportunities (cont'd)

- Issues identified in the Lanark transportation network:

- Geometrics (Alignment, Cross-section, Intersections)

- Inconsistent use of turn/curve warning signs
- Inconsistent use of speed advisory signs
- Intersection warning signs needed due to vertical alignment
- Skewed intersections
 - Argyle/Mill, Lanark Village
 - George/Mill, Lanark Village
 - Upper Perth/Ferguson's Falls, Pine Grove, Lanark Highlands
 - Queen St/Martin St S/Martin St N, Almonte
 - Tatlock/ Bellamy Mills
- Narrow shoulders or lack of shoulders, inconsistent shoulder treatment
- Potential need for additional turn lanes

- Other Issues

- Truck traffic volume and speeds on some roads
- Pedestrians – need for sidewalks in some areas
- Cyclists – need for paved shoulders and/or pathways
- Farm vehicle use of County roads
- Illegal ATV use of County roads (lack of interconnecting trail network)
- Parking for carpool and transit pick-up
- Emergency response time to some areas of the County
- Ensuring adequate funding to maintain the existing road system and additional needs/priorities
- Opportunity to plan for growth ahead of development pressures



Phase 2: Alternative Solutions

- Alternatives to address the identified problems and opportunities will be identified in the next phase of the study
- The Master Plan Study will then identify and review the environmental effects of the proposed alternative solutions based on readily available information
- To be considered, all solutions must address the identified transportation problems and opportunities
- The evaluation of Alternative Solutions will have a qualitative emphasis. It will be conducted in a traceable and objective manner and to a level of detail sufficient to compare the various alternatives
- The evaluation will focus on comparing the advantages and disadvantages of the various alternatives in order to select a preferred
- The trade-offs used to select a preferred alternative will be based on:
 - Government legislation, policies and guidelines
 - Municipal policy (i.e. Official Plans and the TMP)
 - Input from the Public, Agencies, Consultation Groups, and other stakeholders
 - Technical findings
- General evaluation criteria:
 - **Transportation Service**
 - **Natural Environment**
 - **Economic Environment**
 - **Social/Cultural Environment**
- Mitigation measures will be identified and documented to be carried forward to any subsequent project-specific class environmental assessments (Schedule B and C projects)



Next Steps

- Consider and document comments received
- Prepare PIC #1 Summary Report
- Identify improvement alternatives that could provide a solution to address each of the problems and opportunities
- Meet with TAG, assess the improvement alternatives and refine
- For each independent problem or opportunity, evaluate the improvement alternatives and generate a preferred solution.
- Develop the proposed Transportation Master Plan. The collection of all the preferred solutions will form the basis for the Transportation Master Plan
- Meet with and obtain input on the improvement alternatives and preferred solutions from TAG and Focus Groups
- Present the Transportation Master Plan, including the improvement alternatives, the evaluation and the preferred solutions to the public at OH #2
- Consider and document comments received
- Document the Study and Recommended Plan in a Transportation Master Plan Report (TMP)
- Present the TMP to County Council





Thank you for Attending

We encourage you to provide your comments in writing

All information/comments received will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

Comment sheets are available. Please deposit completed comment sheets in the box provided or mail/fax/e-mail your comments to the address shown on the bottom of the comment sheet **by October 24, 2008.**

If you would like to receive future study notices, please fill out a comment sheet requesting that your name be added to the project mailing list, or keep in touch via the County web site at:

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