



Tuesday March 26<sup>th</sup>, 2024

# Transportation Master Plan

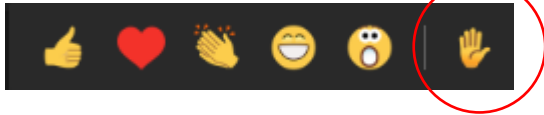


Virtual Public Information Centre (PIC) 1



# House Keeping Items

- Please mute microphones unless you are speaking
- This presentation will be recorded
- Question period to follow after the presentation – any questions can be submitted through the chat
- During the question period, if you wish to speak, please raise your hand (under 'reactions') and unmute when called on



# Welcome to the County of Renfrew's PIC 1



We want to hear from you as your involvement is key to the success of the Transportation Master Plan (TMP).



The Public Information Centre #1 will be used to present information about the TMP update, provide you with the chance to have your say, speak with the project team and learn more about transportation in the County of Renfrew.

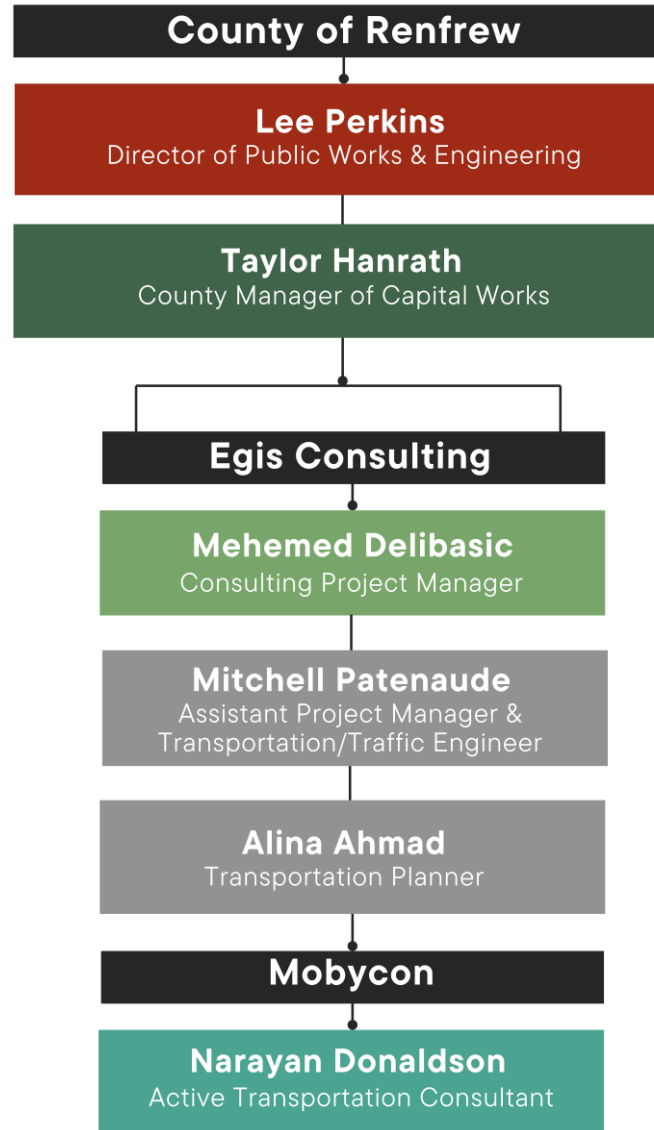


We want to hear your ideas and concerns about the transportation system. They will be reviewed as part of the study process.

**For more information about this TMP study, please visit:**

[County of Renfrew: Transportation Master Plan - County of Renfrew \(civilspace.io\)](https://www.civilspace.io)

# Project Team



# Public Engagement 1 Objectives



Introduce the project and outline the study process



Provide background information



Present the understanding of the study area and existing conditions of the County's transportation system



Gather feedback on the existing conditions within the study area including transportation issues, needs and opportunities

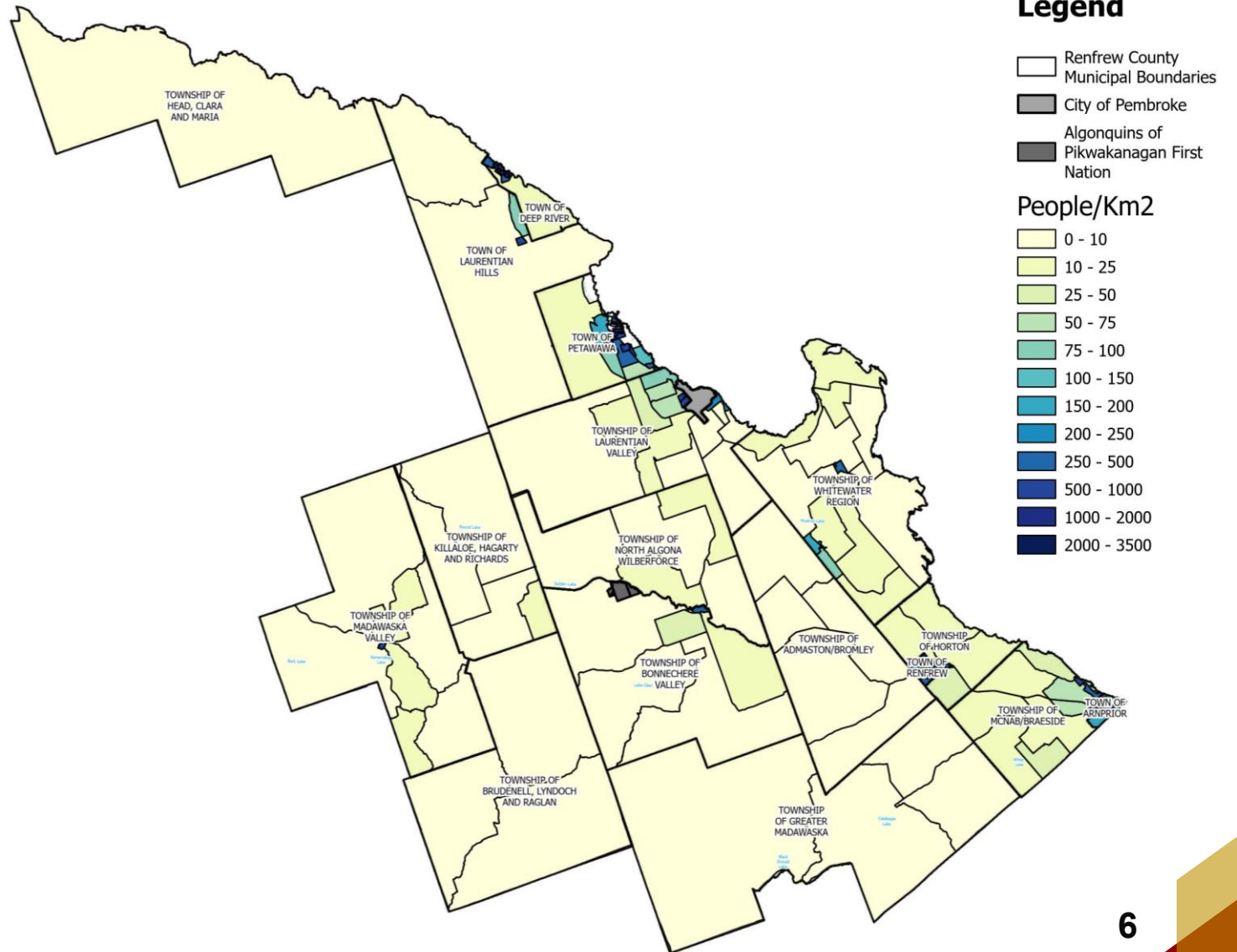


Answer questions about the study and provide information on how to get involved in the study



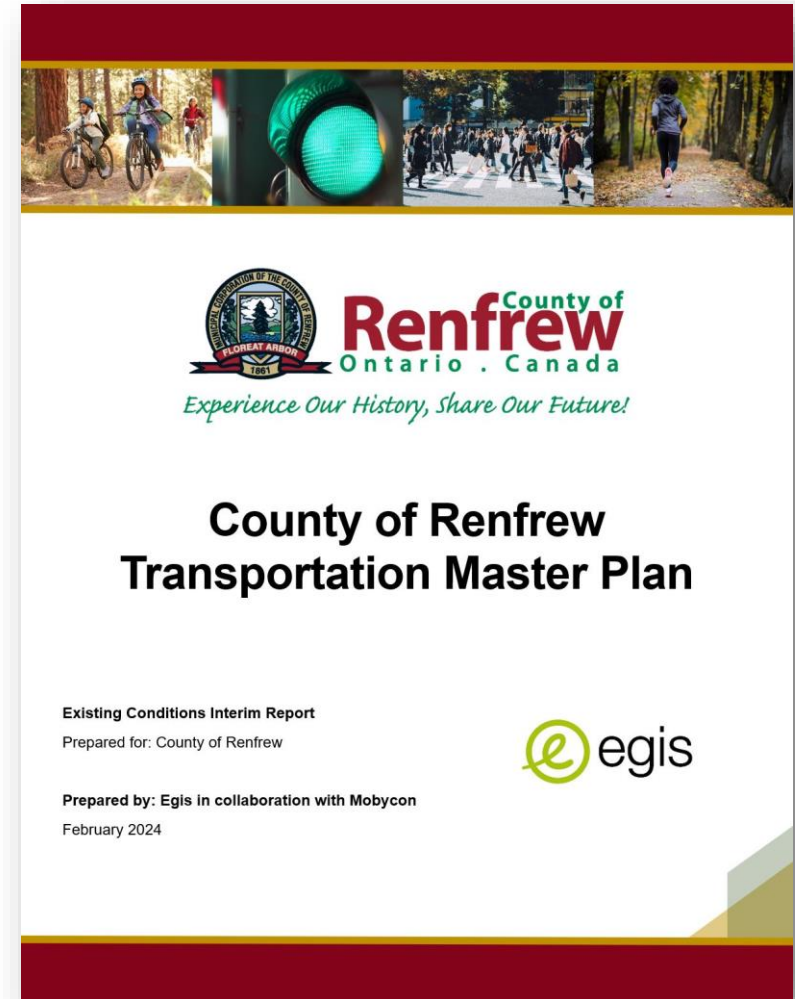
# Study Area Background

- Renfrew County is part of a two-tier government system. The County of Renfrew contains 12 Townships and five Towns and is located within Eastern Ontario along the Ottawa River.
- Renfrew is the largest County in Ontario. As per 2021 Statistics Canada data, the land area of Renfrew County is approximately **8,000 km<sup>2</sup>** and has a population density of **14.5 people/ km<sup>2</sup>**
- Renfrew County has a total population of **106,365 people** as per 2021 Census data which is a **3.9%** increase from 2016.
- Population for Renfrew County is forecasted to reach **107,245** by 2036 as per the County's Official Plan.



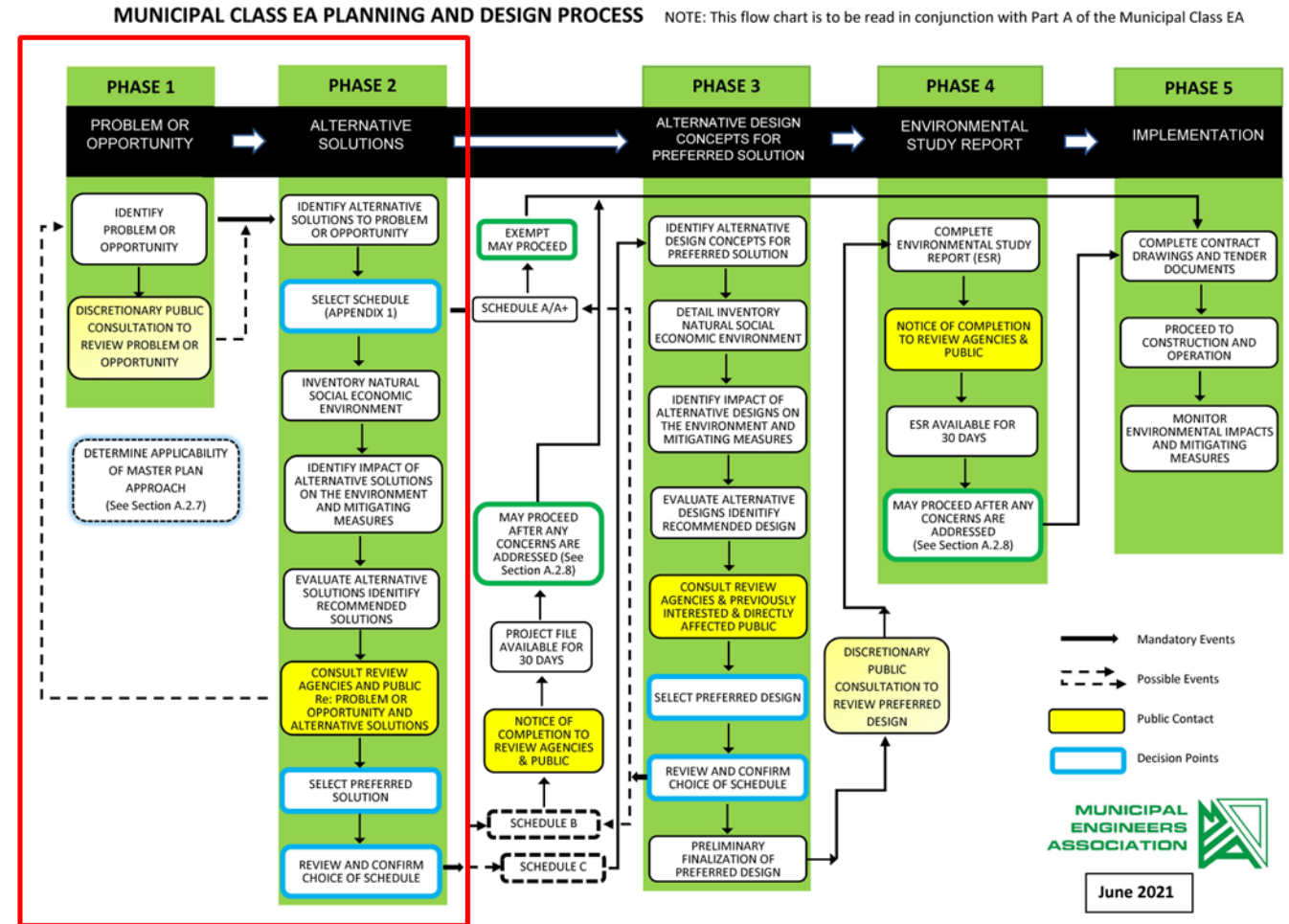
# What is a Transportation Master Plan (TMP)?

- A Transportation Master Plan (TMP) is a long-term strategy to guide the planning, expansion and management of a multi-modal transportation system.
- A TMP provides strategies and policies that align with the County of Renfrew growth and support its vision for the future of its transportation system.
- The TMP will be conducted in accordance with the Master Planning process as prescribed in the “Class EA for Municipal Road projects.”
- A TMP addresses Phases 1 and 2 of the five-phase Municipal Class Environmental Assessment Process including a Public Information Centre and assessing alternatives.



# Municipal Class Environmental Assessment Master Planning Process

- The TMP update will be developed in accordance with the Provincial Environmental Assessment (EA) Act, following Approach 1 as outlined in the 2023 Municipal Class Environmental Assessment (MCEA) document.
- The TMP will cover Phase 1, Problem and Opportunity, and Phase 2, Alternative Solutions, of the MCEA Process.
- The comprehensive TMP will satisfy Phases 1 and 2 of the EA process and facilitate streamlining and implementation of recommended capital works.



\*Completed as part of the TMP Process



# Study Process



Here

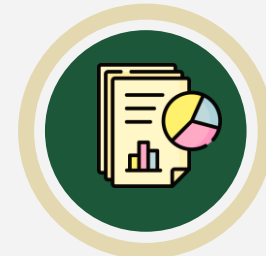
## Existing Conditions Assessment

- Study Initiation
- Information Gathering
- Data Collection and Background Document Review
- Existing Conditions Analysis
- Public and Stakeholder Engagement
- Identify system issues & opportunities



## Identification of Alternative & Solutions

- Transportation Modelling
- Network Assessment (Capacity, Transit Feasibility Study, Parking Assessment)
- Policies and Design Standard Updates
- Active Transportation Plan
- Development of Preferred Solutions and Alternatives
- Public and Stakeholder Engagement



## Documentation & Finalization

- Refinements of preferred solutions
- Refinements of Draft TMP Documents
- Public Works Staff Presentation
- County and Municipality Council Presentations
- Final TMP Document Handover

# TMP Objectives

1

Assess the existing state of the County's transportation network (roads and intersections), including recommendations for network optimization and improvements to address growth and travel demand up to 2031 horizon year.

2

Develop sustainable transportation network implementation plan that reflect scenarios for the short-term (1 to 5 year), medium-term (5 to 10 year) and long-term (10+ years) that will assist the County in prioritizing capital works and investing efficiently.

3

Review active transportation network gaps and the opportunities to better integrate the County's communities through adequate and safe infrastructure.

4

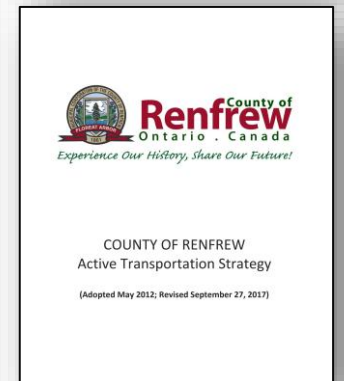
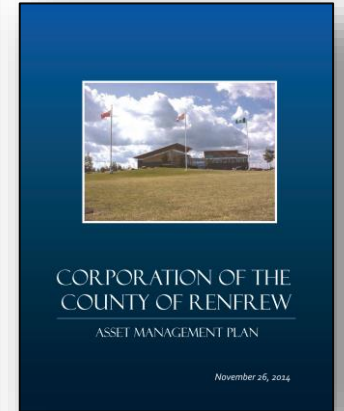
Develop and refine transportation related County policies such as road rationalization, classifications, traffic calming, etc.

5

Improve mobility across all transportation modes that is safe, connected, sustainable, affordable, and accessible for residents of all ages and abilities.

# Background Information & Data

1. Traffic Volume Data:
  - Existing County road traffic volumes
  - Additional Turning Movement Counts (TMC) collected at 11 intersections
  - Additional Automatic Traffic Recorder (ATR) Counts collected at 31 intersections
2. GIS Shapefiles for mapping purposes provided by the County of Renfrew
3. Collision Data for Collision Analysis provided by the County of Renfrew
4. Background Studies and Documents provided by the County of Renfrew



# Planning and Policy Connections

- This TMP study was informed by various local, regional, and provincial plans and policies, and requires a coordinated approach between land use planning and transportation system planning. This ensures the TMP reflects the multi-municipal context of the County and conforms to direction by the Province.

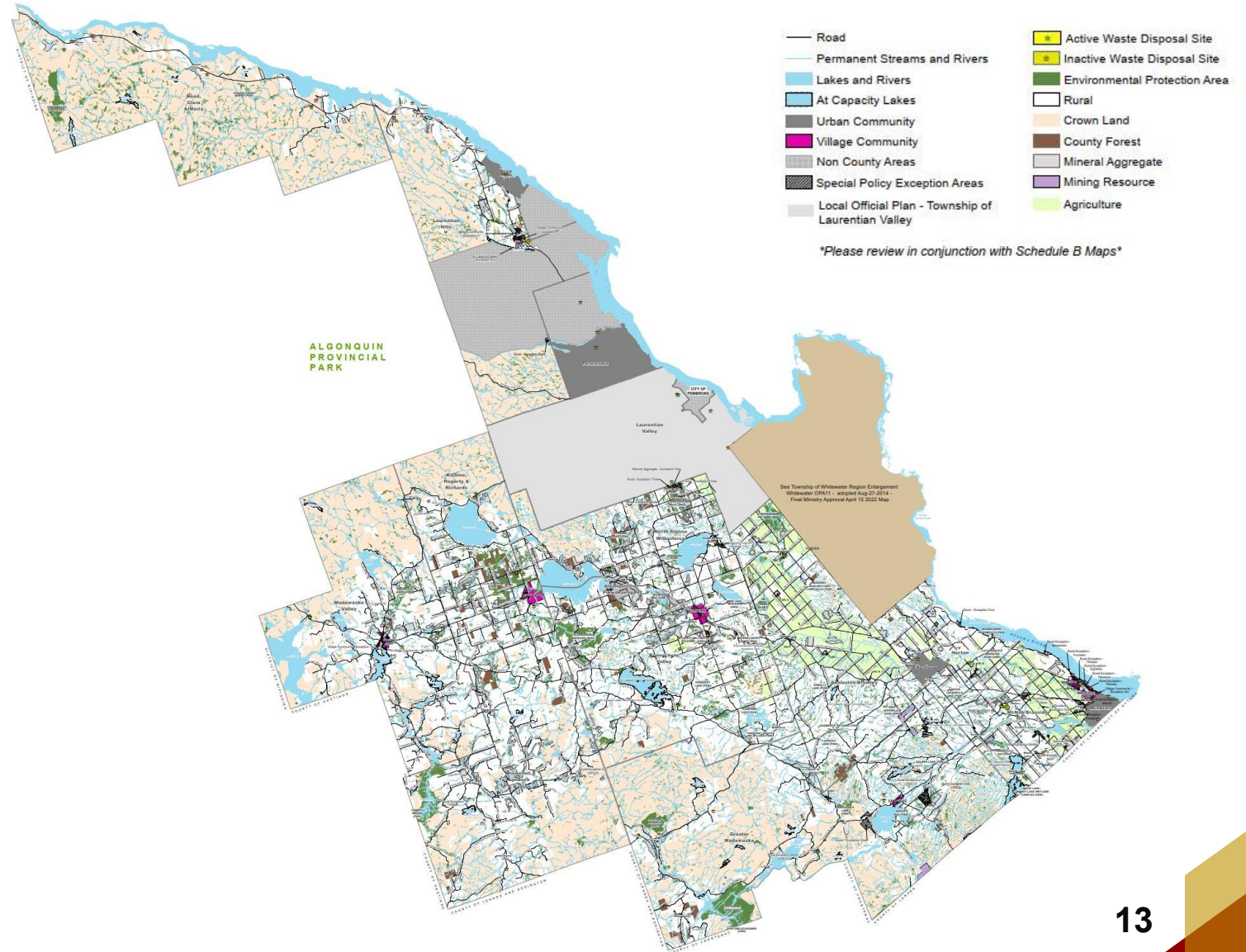
## Following background documents and studies were reviewed for the purpose of this TMP:

1. Provincial Policy Statement (2020)
2. County of Renfrew Official Plan (2020)
3. County of Renfrew Strategic Plan (2023-2026)
4. County of Renfrew Asset Management Plan (2014)
5. County of Renfrew Active Transportation Strategy (2017)
6. County of Renfrew Trails Strategy (2016)
7. The Ottawa Valley Recreational Trail Management Plan (2018)
8. MTO - Connecting the East: Draft Transportation Plan for Eastern Ontario (2022)



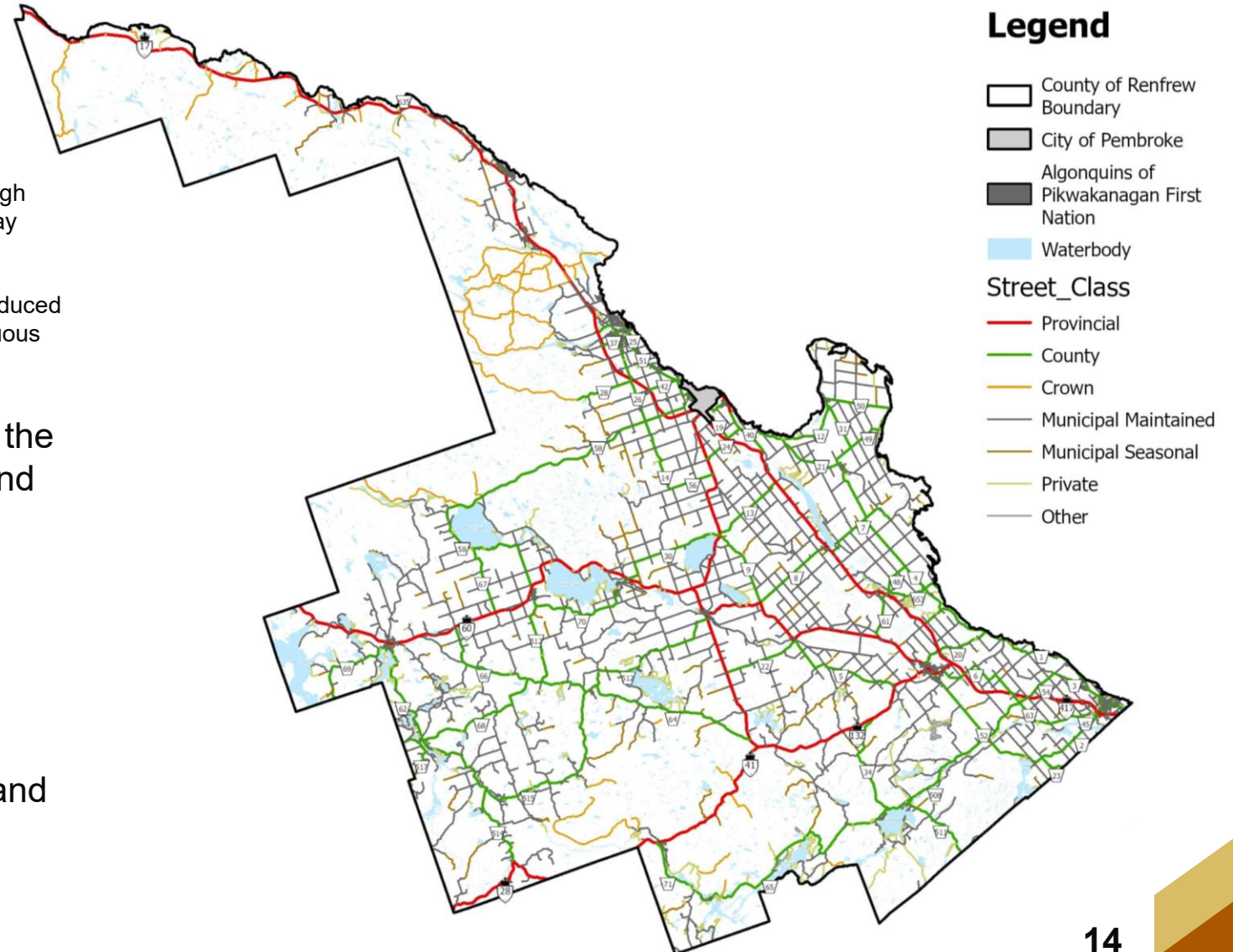
# Existing Zoning

- County predominantly has residential, rural and traditional industrial land uses as per Schedule “A” of the County of Renfrew’s Official Plan
- One of the main objective of the OP is to protect transportation corridors to facilitate the development of a transportation system that is compatible and supportive of existing and future land uses.

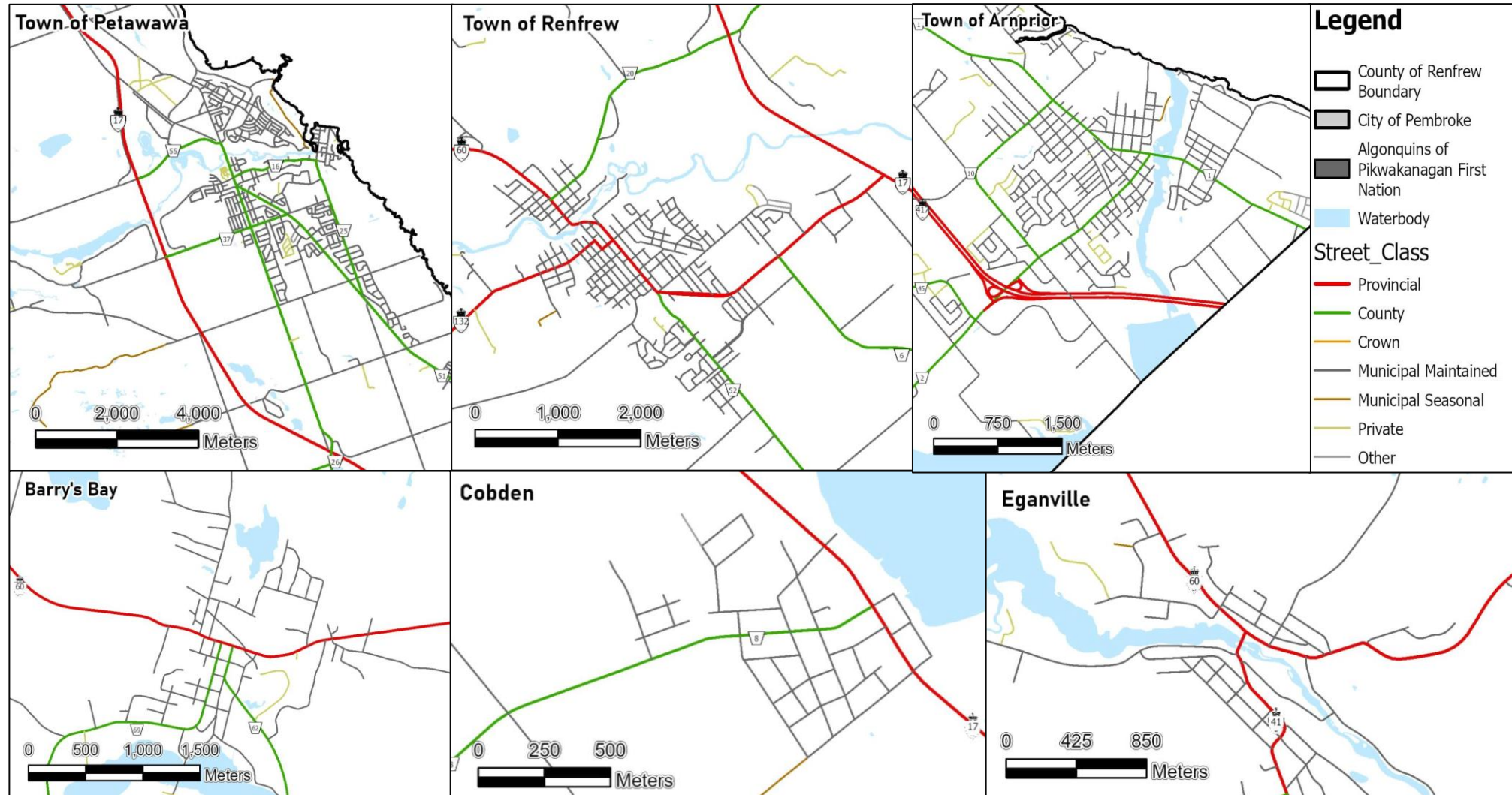


# Existing Road Jurisdiction

- Road network in Renfrew County consists of provincial, county and local municipal roads
  - Provincial highways fall under the jurisdiction of the Ministry of Transportation of Ontario (MTO) and serves high traffic volumes at high speed for long distance, and inter-urban travel. These include Highway 17/417, 60, 28, 132, 148 and Highway 28.
  - County Roads serve a similar function to provincial highways on a reduced scale, connecting smaller population centres through efficient continuous roadway services.
- The County's Road Rationalization Policy scores the roads within the County on a number of criteria and assigns the appropriate jurisdictions
- This TMP is only focused on assessing existing County roads that Renfrew owns/operates, and potential jurisdiction changes
- Overall, this TMP will evaluate and focus on developing policies and improving the operation and safety of the County's road network.



# Existing Road Jurisdiction



# Emergency Detour Route - Arnprior

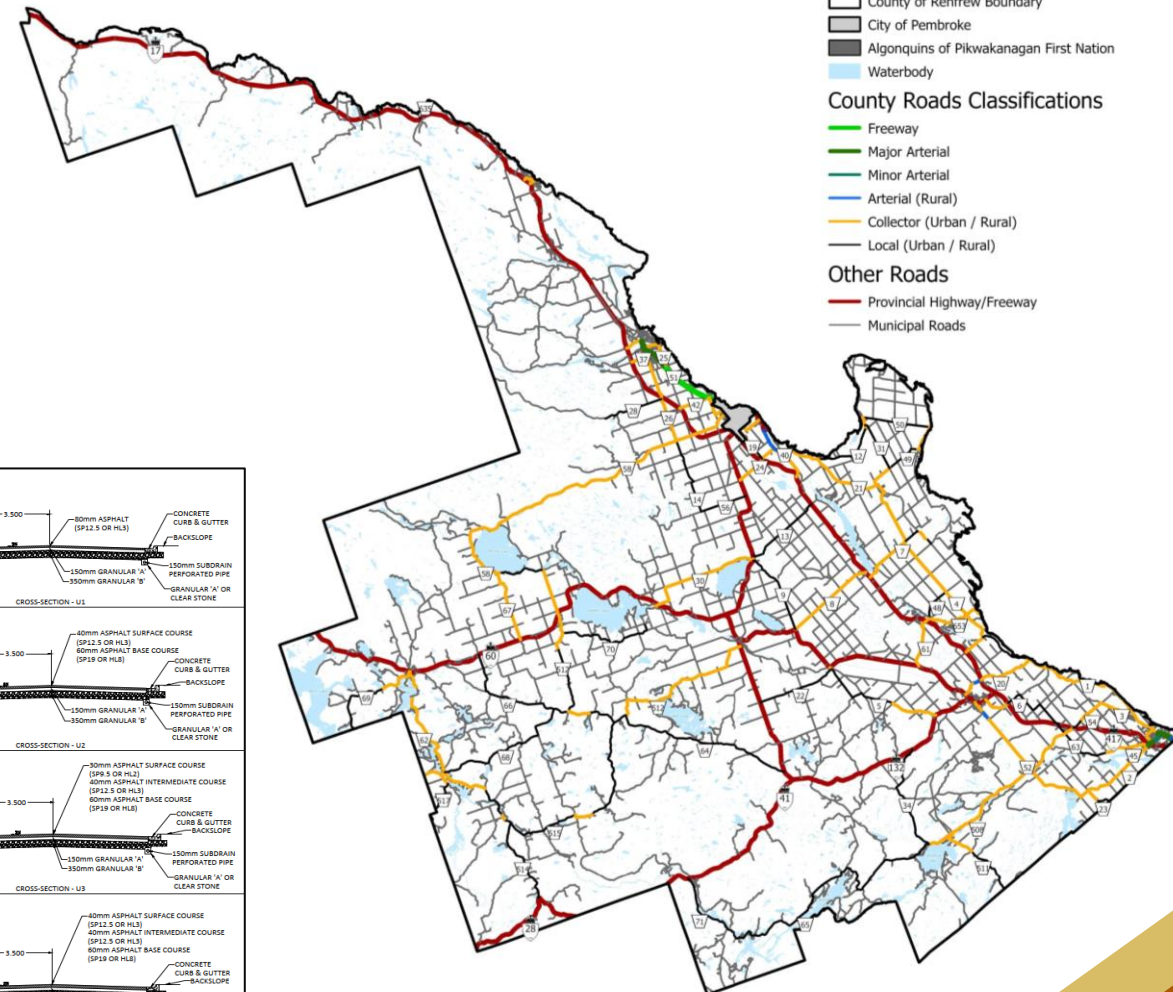
- In cases where a casualty or emergency requires part of the Ontario Provincial Highway to be closed for any duration of time, the signed Emergency Detour Route (EDR) is utilized.
- Currently EDRs present near the Towns of Arnprior.
- MTO anticipated to widen ('twin') Highway 17 from 2 to four lanes from Town of Arnprior to the Town of Renfrew and construct four interchanges, including one at Calabogie Road (Completed).
- Potential for new connections to Highway 17 need to be considered with respect to jurisdiction changes / road rationalization





# County Road Classification

- The County's road classification policy designates roads into different groups according to the type of service each group is intended to provide:
  - Arterial Roads:** Roads whose primary function is to move traffic. Property access along Arterials is general restricted as movement of traffic is the primary goal.
  - Collector Roads:** Roads whose function is both traffic movement and property access.
  - Local Roads:** Roads whose primary function is to provide direct access to property.



**Legend**

- County of Renfrew Boundary
- City of Pembroke
- Algonquins of Pikwakanagan First Nation
- Waterbody

**County Roads Classifications**

- Freeway
- Major Arterial
- Minor Arterial
- Arterial (Rural)
- Collector (Urban / Rural)
- Local (Urban / Rural)

**Other Roads**

- Provincial Highway/Freeway
- Municipal Roads

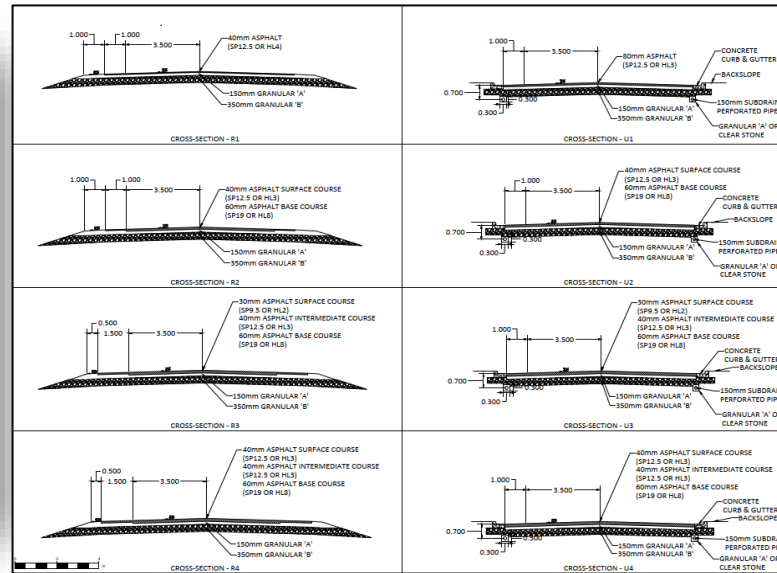
**Table 1**  
RURAL ROAD DESIGN CLASSIFICATIONS

TAC Classification (County Design Class)	Freeway (R4)	Arterial (R3)	Collector (R2)	Local (R1)
AADT	≥12,000	<12,000	<5,000	<1,000
Posted Speed (km/h)	50 – 120	50 – 90	40 – 80	40 – 80
Connections	freeways, arterials	freeways, arterials, collectors	arterials, collectors, locals	collectors, locals

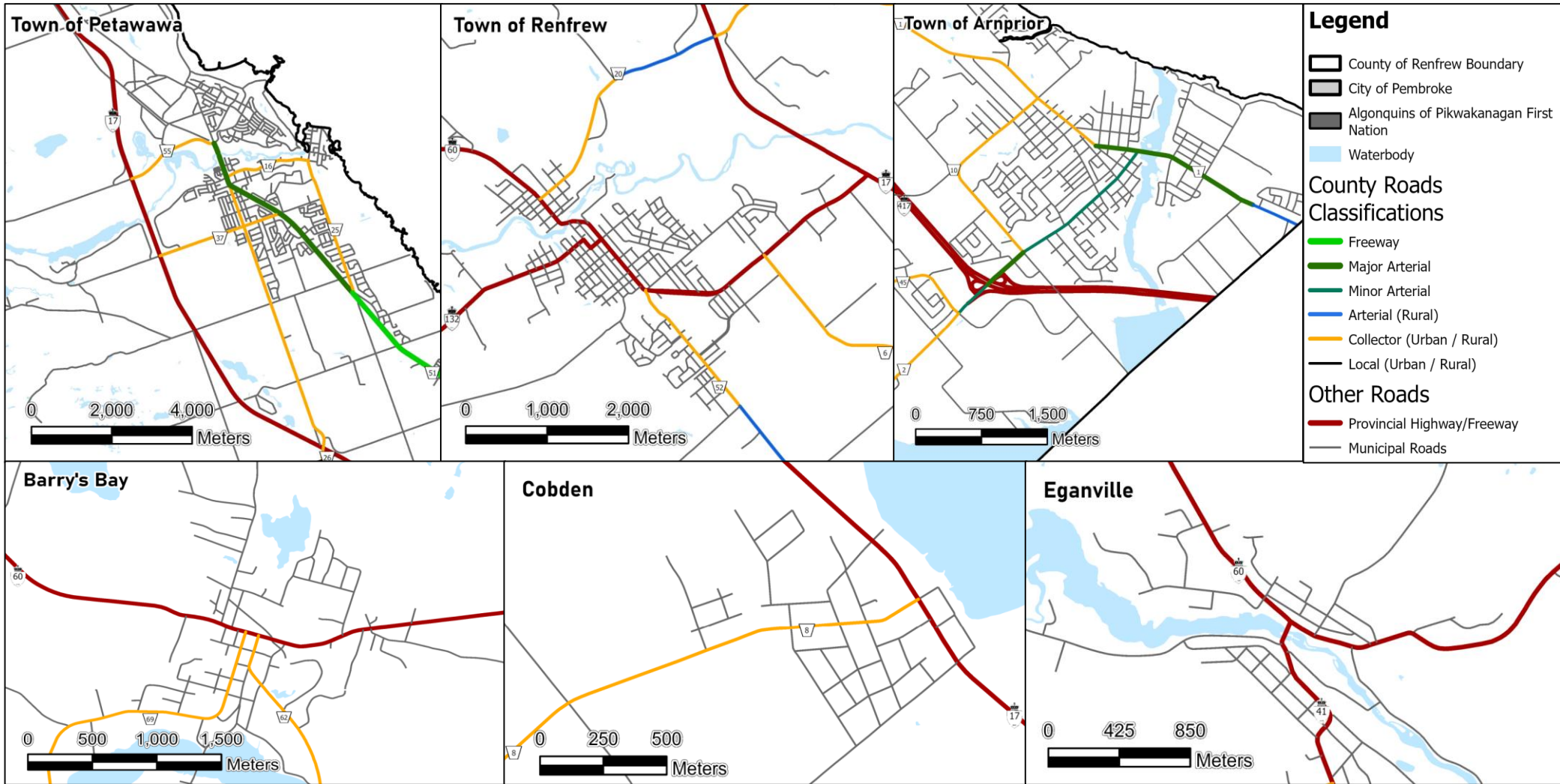
  

**Table 2**  
URBAN ROAD DESIGN CLASSIFICATIONS

TAC Classification (County Design Class)	Freeway / Expressway (U4)	Major Arterial (U4)	Minor Arterial (U3)	Collector (U2)	Local (U1)	Lane (U1)
AADT	>12,000	12,000 – 30,000	<12,000	<5000	<3,000	<500
Posted Speed (km/h)	80 – 110	50 – 80	40 – 80	40 – 80	<50	<30
Connections	freeways, arterials	freeways, arterials, collectors	freeways, arterials, collectors	arterials, collectors, locals	collectors, locals	locals, lanes

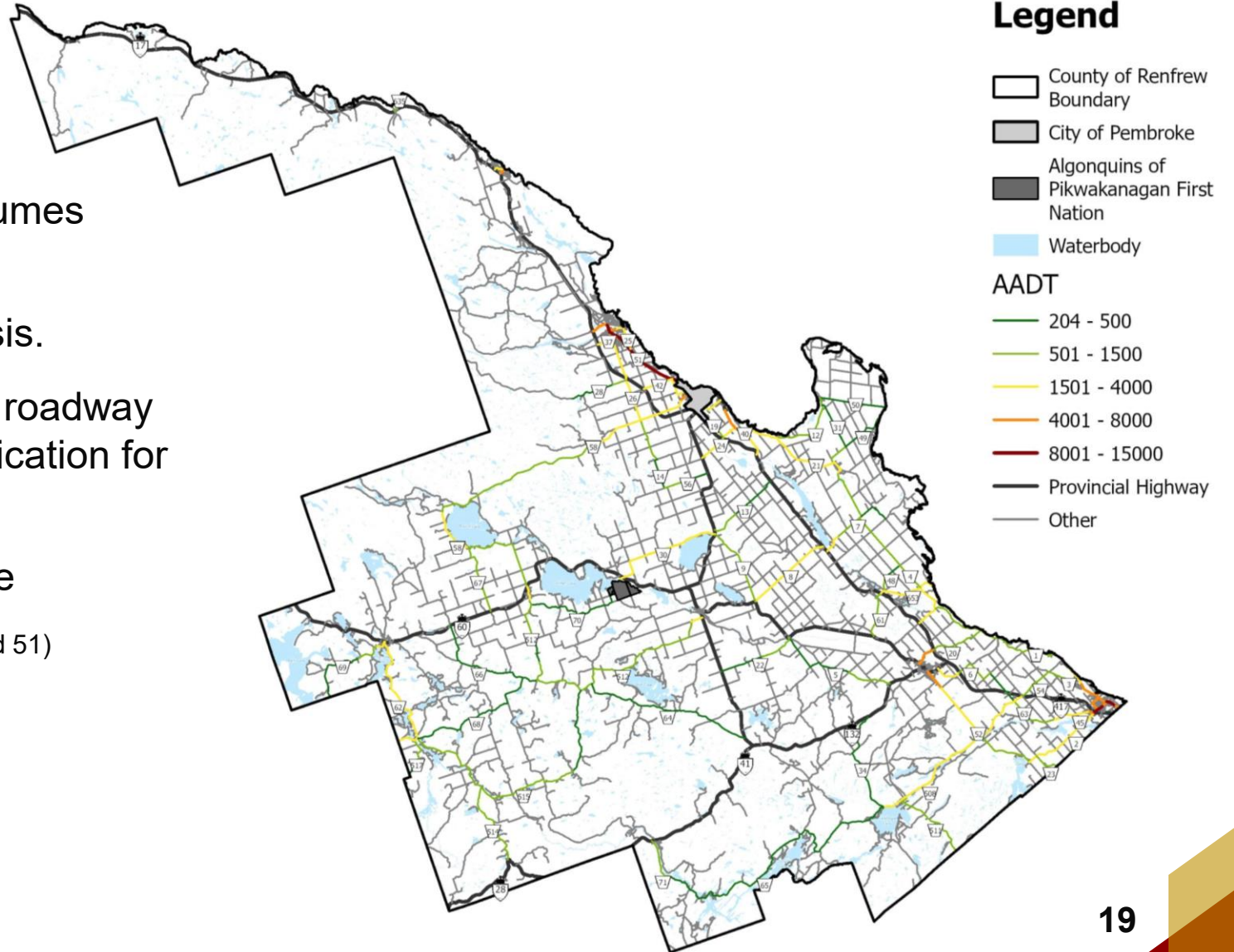


# County Road Classification

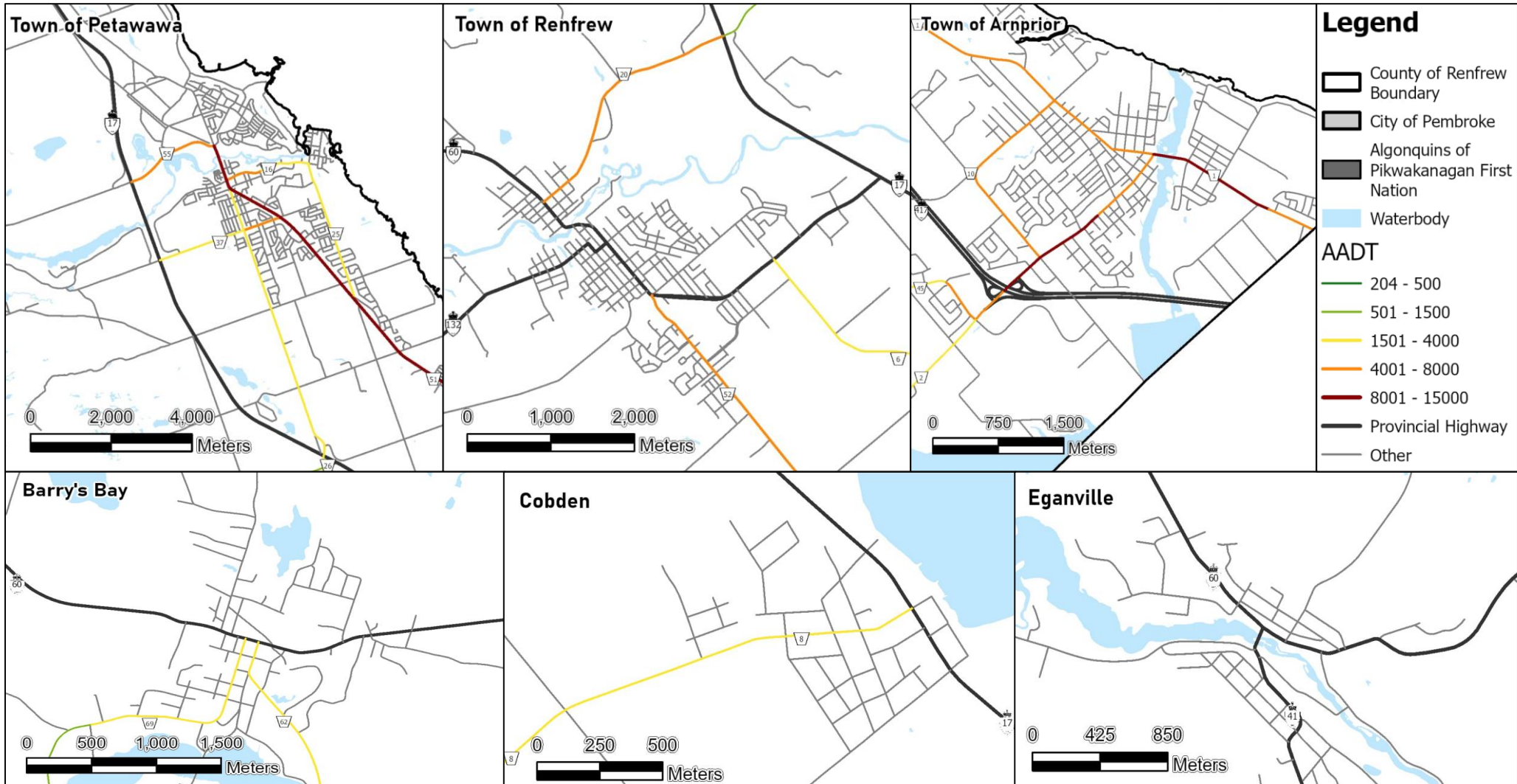


# Existing Traffic Volumes

- Annual Average Daily Traffic (AADT) volumes were projected to the 2023 study
- AADT is essential in road network analysis.
- AADT determines adequacy of available roadway capacity and design/maintenance classification for roads.
- The highest volume County roads include
  - Petawawa Boulevard / Pembroke Street W (County Road 51)
  - Daniel Street ( County Road 2)
  - Madawaska Boulevard ( County Road 1)

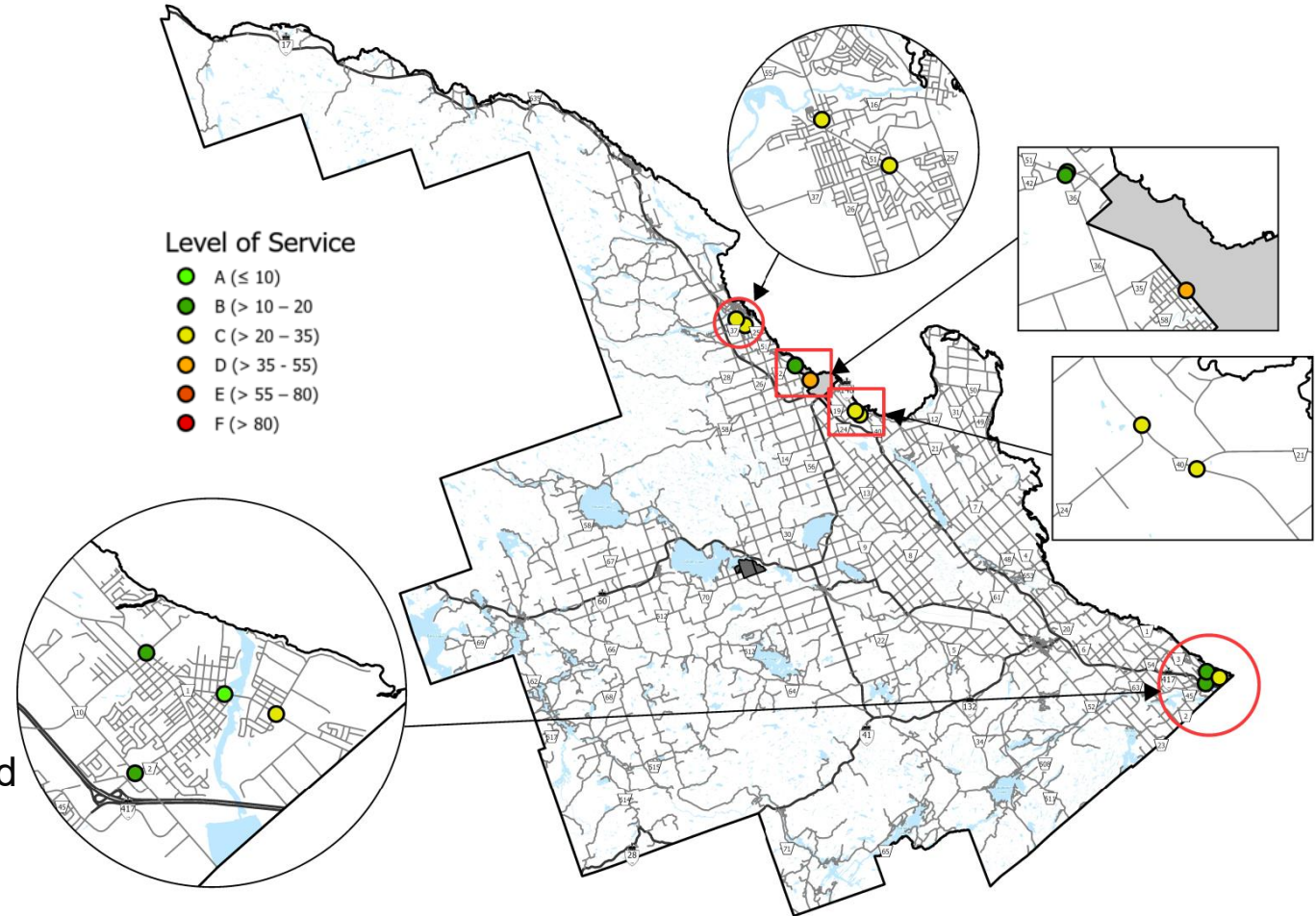


# Existing Traffic Volumes



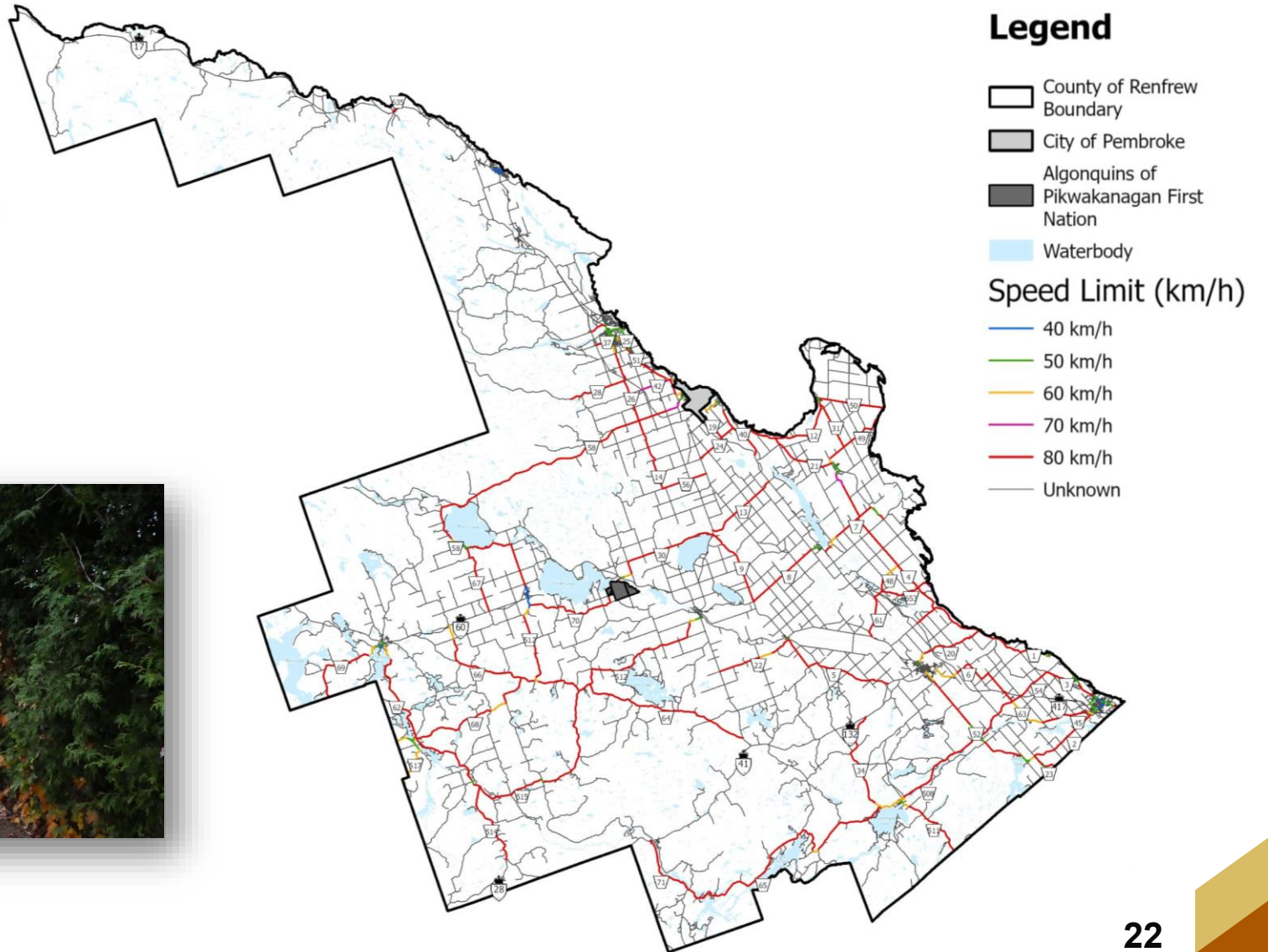
# Existing Traffic Operations

- Turning Movement Count (TMC) data was collected at 11 County operated intersections in November 2023
  - Included 5 signalized intersections and 6 stop-controlled intersections
- Intersection Operations were analyzed for the morning and afternoon peak hours
  - Critical levels of service (delays) typically include LOS E or LOS D which indicate intersections operating at or near capacity.
  - Overall, all intersections assessed were shown to operate at acceptable levels of service.
  - Operational concerns such as along Petawawa Boulevard may be attributed to access control and high hourly volume variations
- Signals not currently warranted at any of the unsignalized intersections

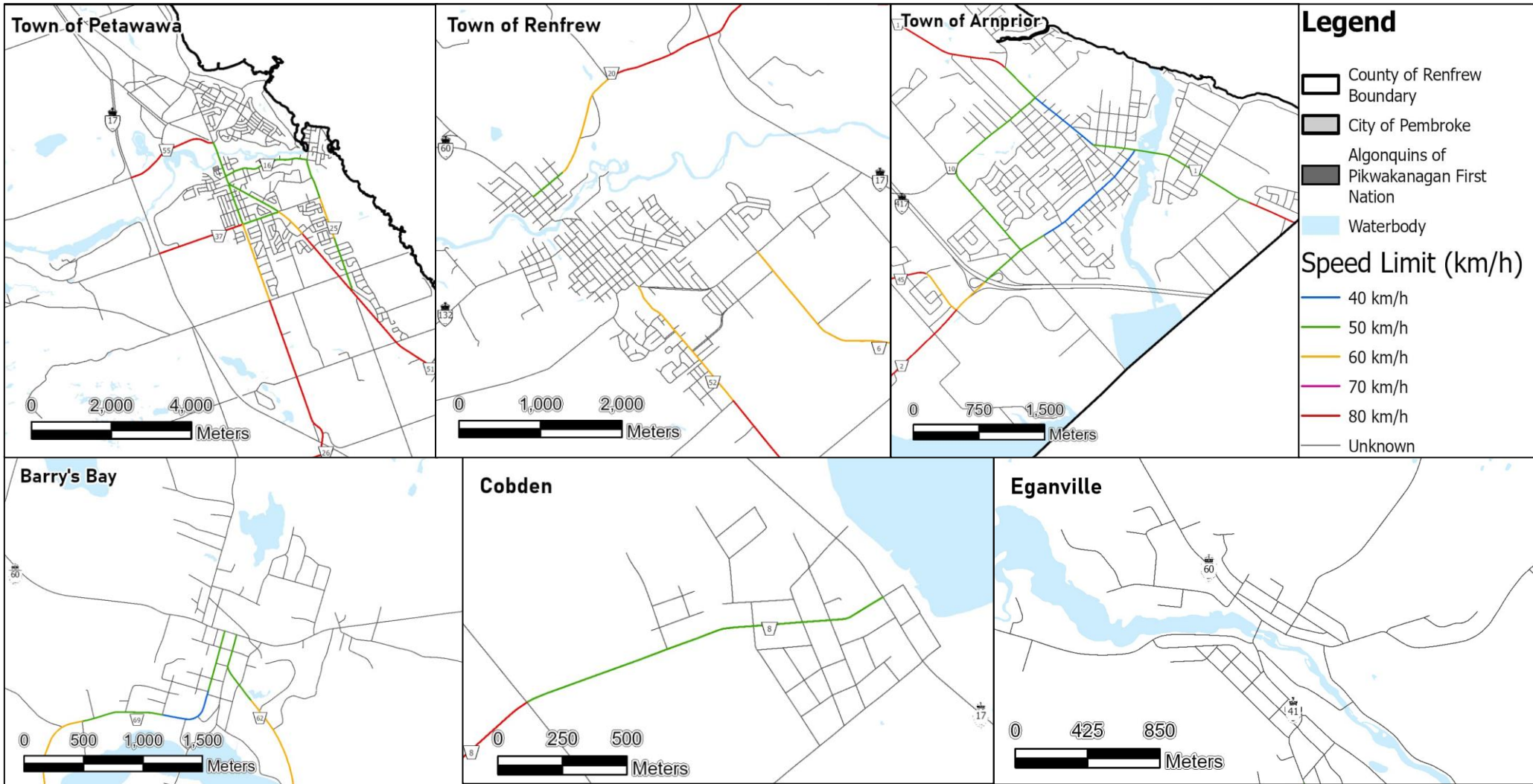


# Existing Speed Limits & Traffic Calming

- Many County Roads are signed at 80 km/h and reduced to 50 km/h through urbanized areas.
- As part of the TMP study, traffic calming policy will be reviewed to provide a framework to ensure compliance with posted speed limits across the County

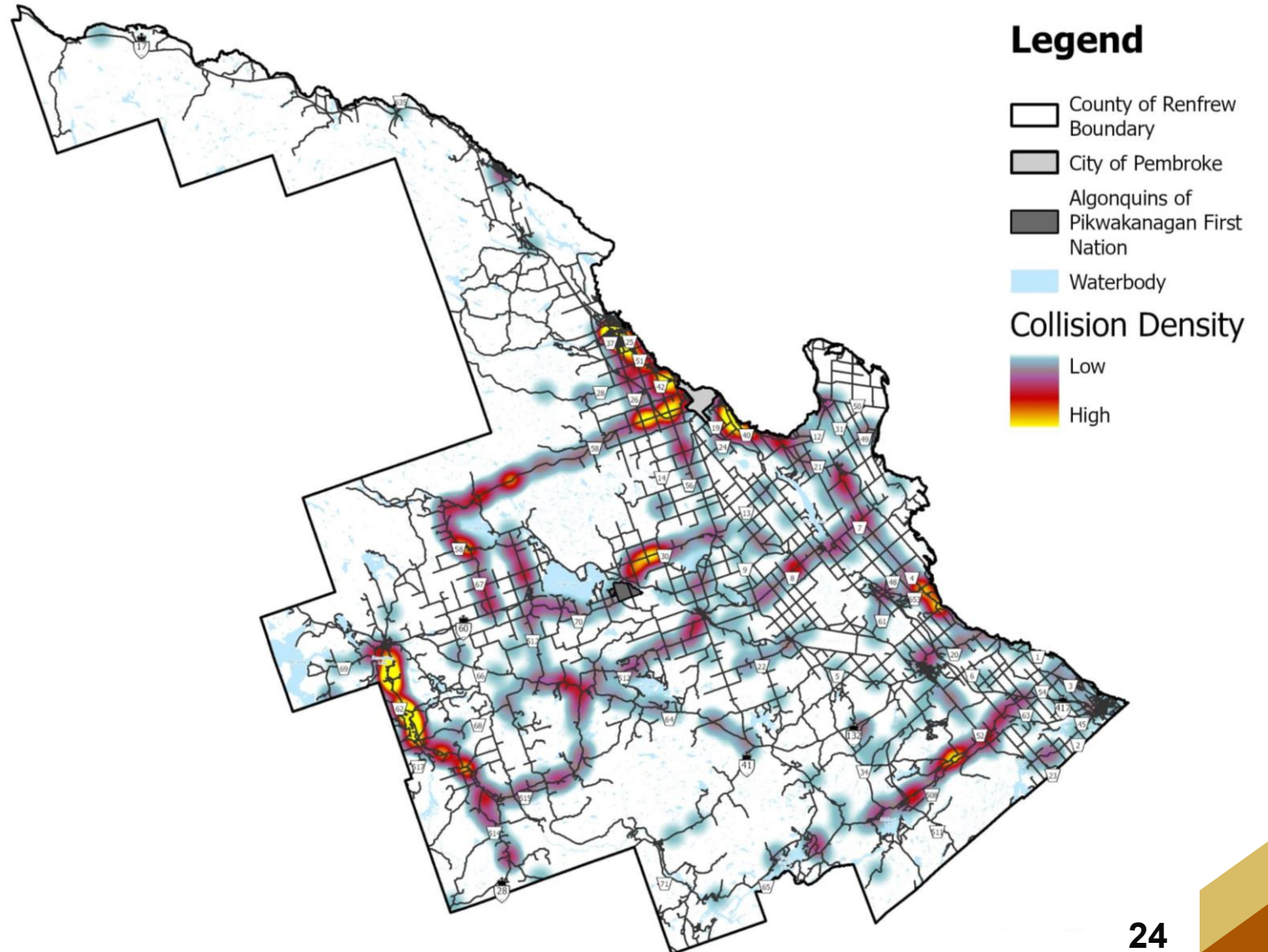


# Existing Speed Limits



# Existing Collision Analysis

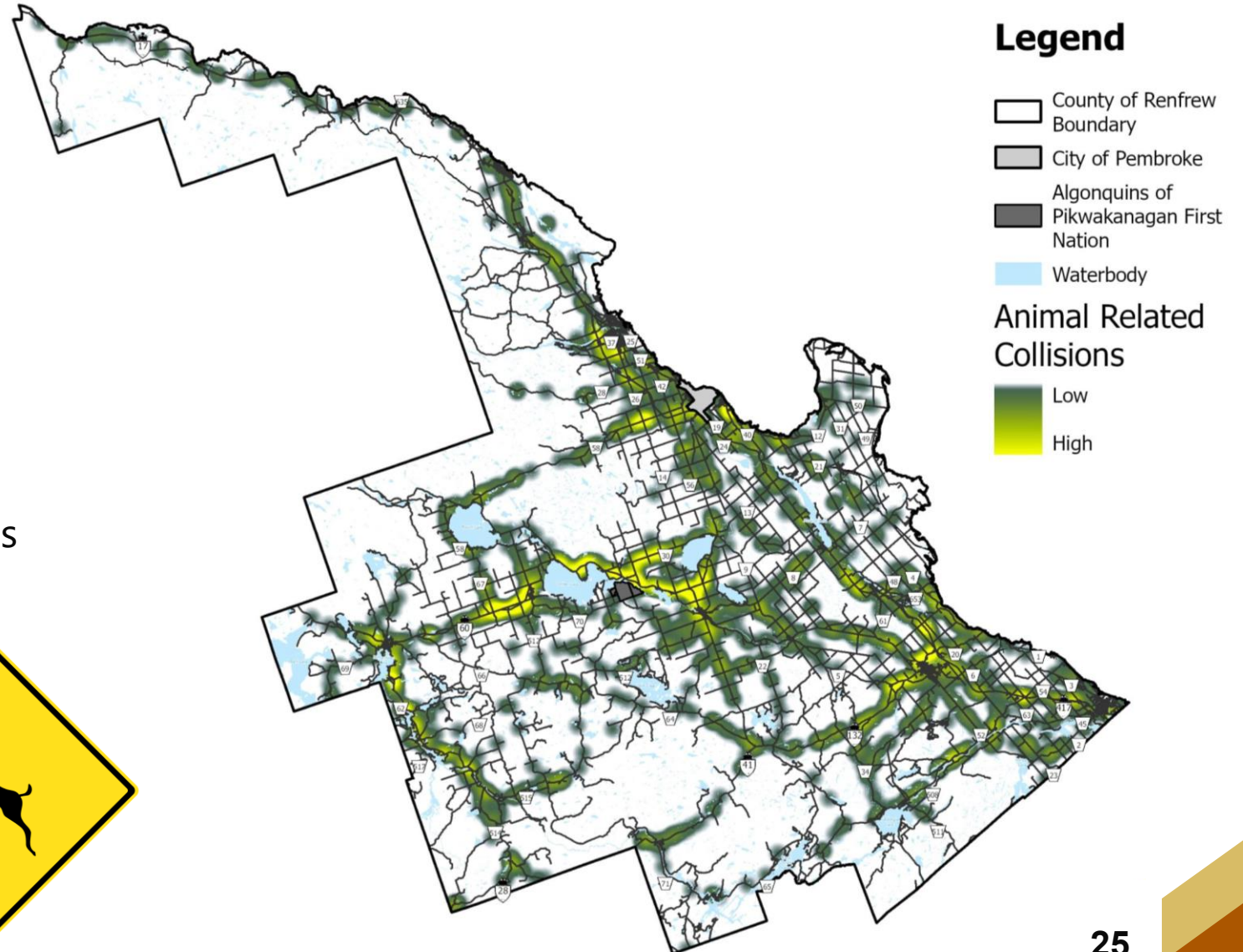
- A high-level review of available collision data was completed from 2019 to 2023
- While collision frequency correlates to traffic volume, animal related collisions were found to be overrepresented – As is expected in a rural environment.





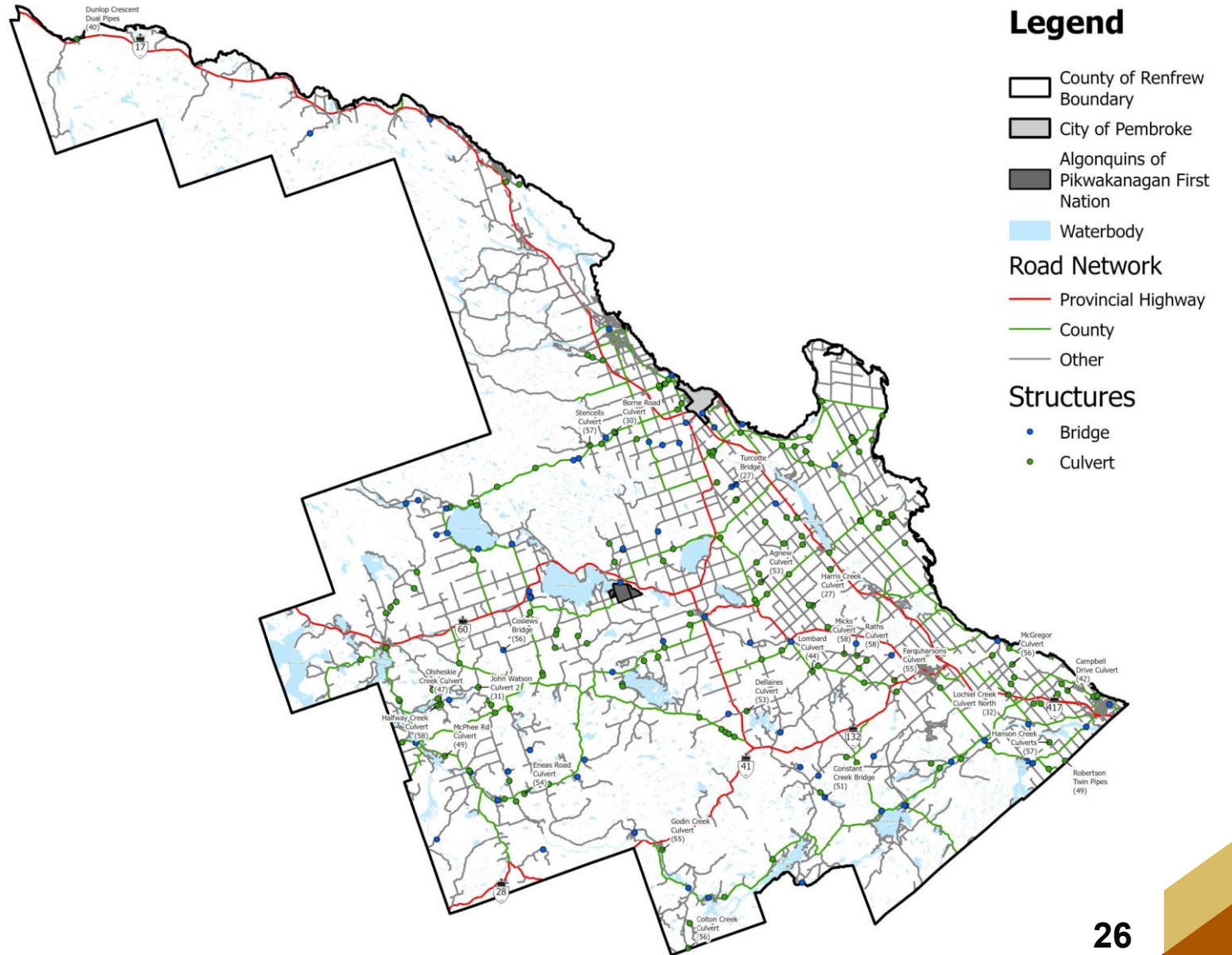
# Existing Animal Related Collisions

- Some high frequency corridors were identified such as:
  - Round Lake Road (Cty Rd 58)
  - Lake Dore Road (Cty Rd 30)
  - Beachburg Road (Cty Rd 21)
  - Combermere Road (Cty Rd 62)
- There is opportunity for the County to investigate potential safety improvements on its roads by implementing road design and traffic engineering mitigation measures to reduce the likelihood of animal related collisions.



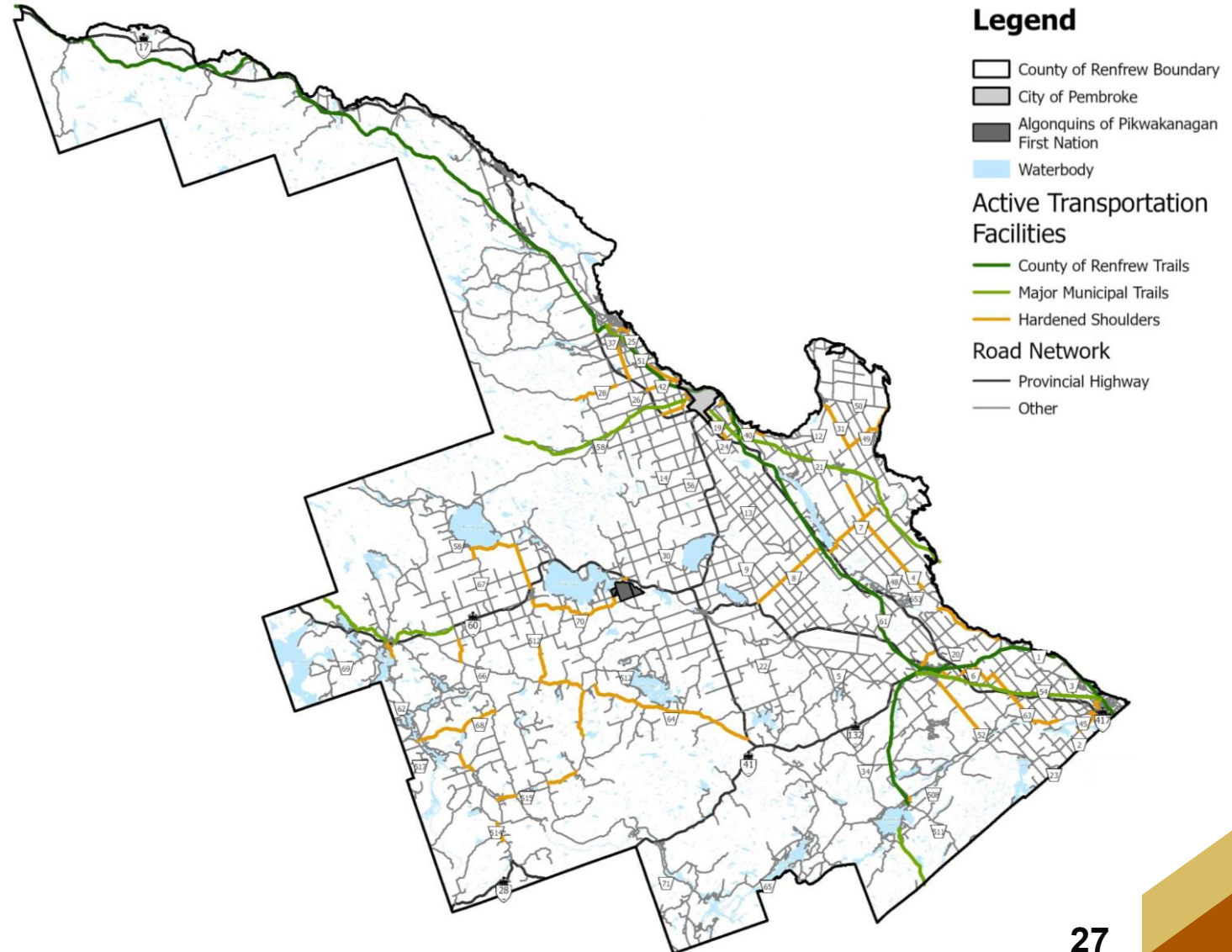
# Existing Structures

- Renfrew County has total of 251 bridge and culvert structures
- Implementation of recommended projects (road improvements/widening, AT facilities) will have to consider structure conditions and management plans.



# Existing Active Transportation Network

- Active transportation network in Renfrew County consists of:
  - “Rail Trails” along former rail corridors
  - Hardened shoulders along County roads
  - Lower-tier municipalities manage sidewalks and some other trails.
  - No cycling lanes within County and participating municipalities
- Two primary rail trail corridors owned by Renfrew County
  - The Algonquin Trail & the Kingston and Pembroke (K&P) Trail
- County’s policy about Pedestrian Crossings & Hiking Trail Crossings on County roads will be reviewed as part of the TMP process

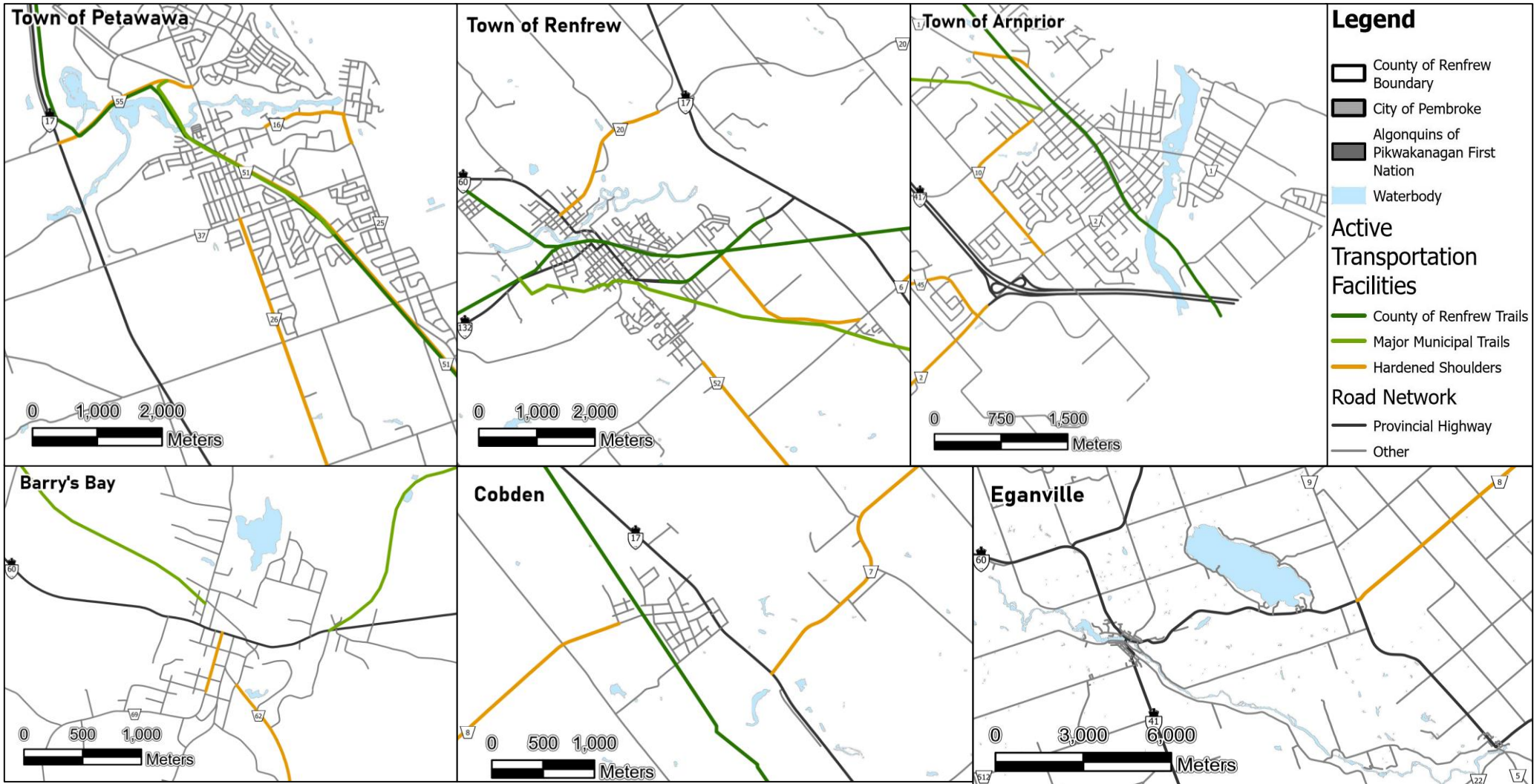


# Existing Active Transportation Network

- Renfrew County and the local municipalities have over **3,800 kilometres of trails**. Over 1,200 kilometres of trails are for multi-use and for all terrain vehicles, walking, cycling, hiking, snowmobiling, mountain biking, and cross-country skiing.
- Most significant municipal trails in Renfrew include:
  - The Millenium Trail, and
  - The J.R. Booth Heritage Railway Trail
- New rail trail corridor is being developed along the former **Canadian National Railway (CN)** Beachburg Subdivision that was CN's mainline between Ottawa and North Bay.



# Existing Active Transportation Network

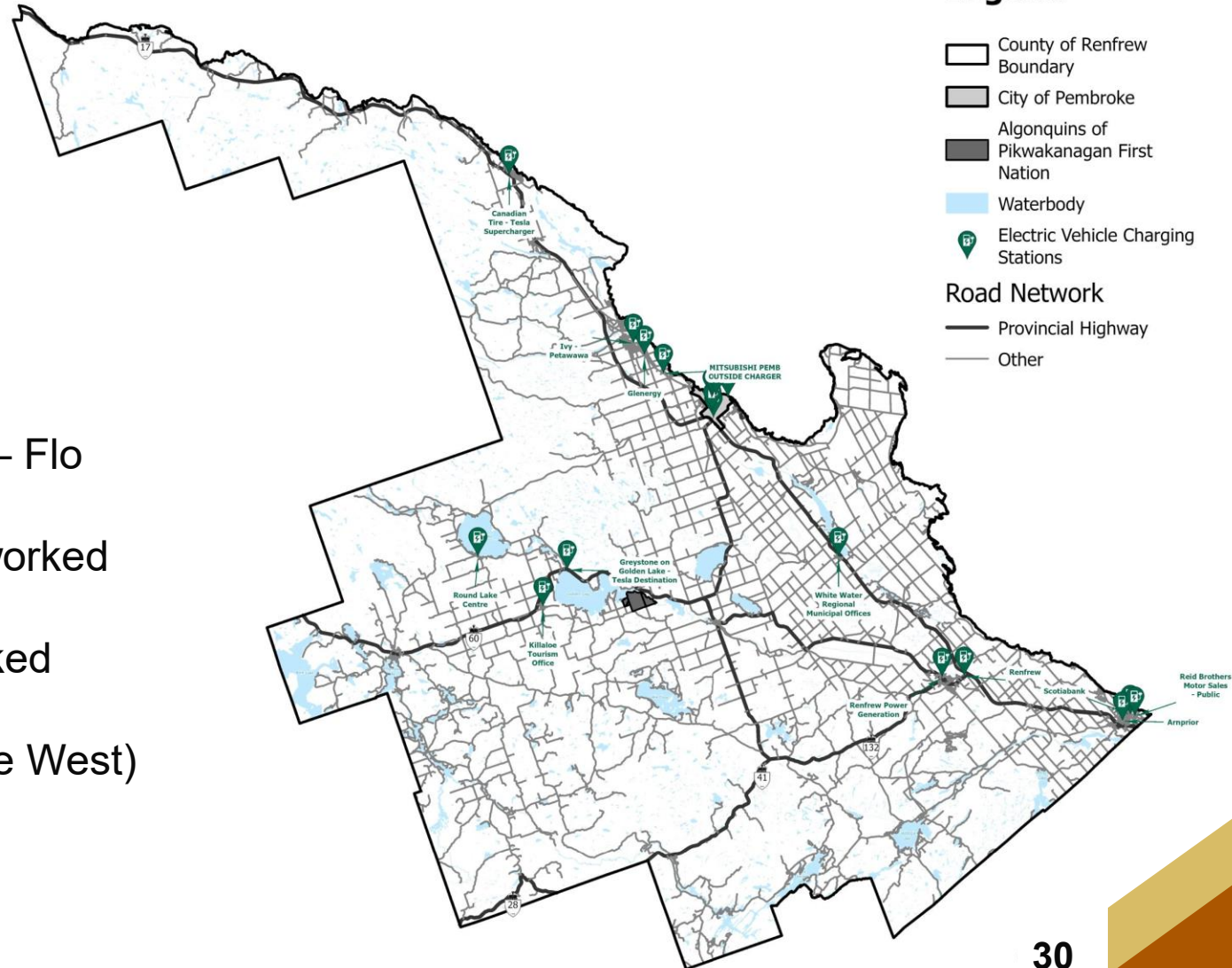


# Emerging Technologies

- Government of Canada's target for all new cars & passenger trucks is to be zero emission by 2035
- Renfrew County currently has 12 charging stations available for the public.
- There is significant opportunity for collaboration with developers and stakeholders to expand EV capacity throughout the County

## The electric charging stations are located at:

1. Canadian Tire Renfrew (1050 O'Brien Road) – Flo Charging Station
2. KOA Renfrew (2826 Johnston Rd) - Non-networked Charging Station
3. Metro (94 Plaunt Street South) – Non-networked Charging Station
4. Renfrew Power Generation (32 Bridge Avenue West) - Flo Charging Station
5. Ontario Inc (9 Raglan Street South)



# Existing Transit Service

- There is currently no local or regional public transit service in Renfrew County
- The only scheduled bus service in Renfrew County is the Ontario Northland intercity bus service which operates once per day between Ottawa and Sudbury, via Arnprior, Renfrew, Petawawa, and Deep River.
  - Buses travel through Renfrew County toward Sudbury in the morning and toward Ottawa in the evening, making the service impractical for day trips to Ottawa.
- Commuter buses were previously operated from Arnprior to Ottawa by a private operator as part of OC Transpo's Regional Partner program, but service was discontinued in 2020.



# Online Survey

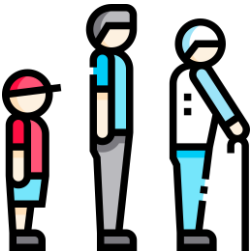
## Online Survey Recap:



Conducted from July 20<sup>th</sup>, 2023 to January 1<sup>st</sup>, 2024



432 respondents completed survey. 62% completion rate



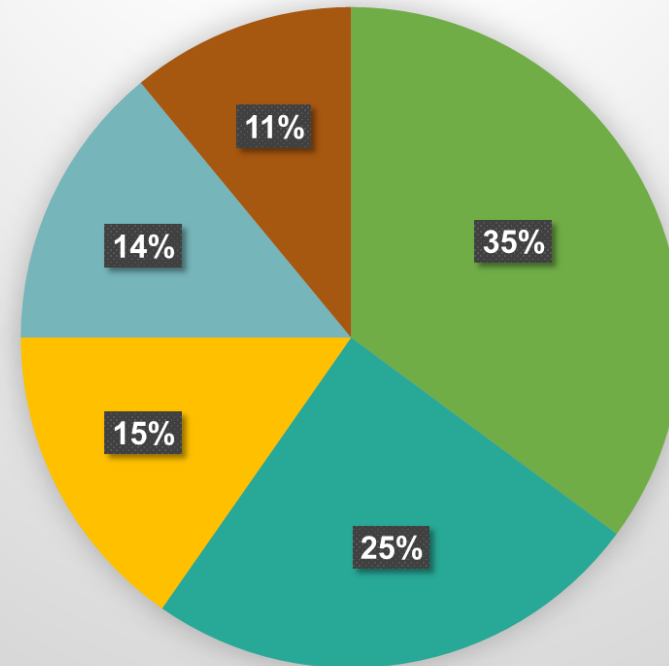
Wide range of age groups between 18 and 65+ participated in survey



## Main issues identified by Respondents:

1. Poor road conditions
2. Inadequate public transit/bus services
3. Speeding issues around Madawaska Blvd
4. Concerns over traffic congestion at Daniel St in Arnprior and it being unsafe for pedestrians
5. Local operations/roadway capacity (Traffic signals, widenings, etc.)
6. Lack of connected and safe active transportation network

What is the most important transportation improvement that needs to be made in Renfrew County?



- Road Maintenance
- Public Transit/Bus Services
- Road Safety (signage, reduced speeds, geometric changes, etc)
- Local Operations / Roadway Capacity (traffic signals, road widenings, etc)
- Active Transportation (trails, hardened shoulders, cycling routes, etc)

# Next Steps

## Following this round of consultation we will:

1. Review your feedback to better understand your needs and priorities
2. Outline the transportation needs, issues and opportunities, building on your input
3. Develop supporting policies and strategies
4. Present recommendations at the second round of public consultation

## Please see link below to the project website for the Transportation Master Plan study:

- Project Website: [County of Renfrew: Transportation Master Plan - County of Renfrew \(civilspace.io\)](https://www.civilspace.io/countyofrenfrew/transportation-master-plan)

## Contact Us

For further information, please contact the study team:

### Mehemed Delibasic, P.Eng.

Consultant Project Manager at Egis

Phone: 647-463-7993

[Mehemed.delibasic@egis-group.com](mailto:Mehemed.delibasic@egis-group.com)

### Taylor Hanrath

Manager of Capital Works at

County of Renfrew

Phone: 613-732-4353, Ext. 457

[THanrath@countyofrenfrew.on.ca](mailto:THanrath@countyofrenfrew.on.ca)



**Thank you for  
attending the first PIC!**