



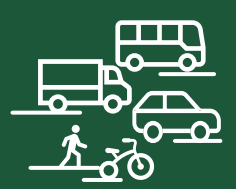
February 25, 2025

# Transportation Master Plan



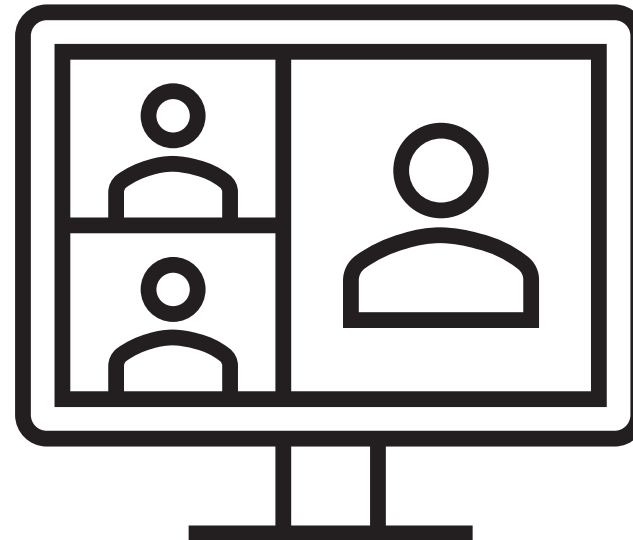
Virtual Public Information Centre (PIC) 2





# House Keeping Items

- Cameras and microphones currently turned off
- This presentation will be recorded
- Question period to follow after the presentation – any questions during the presentation 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 2



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



The Public Information Centre #2 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

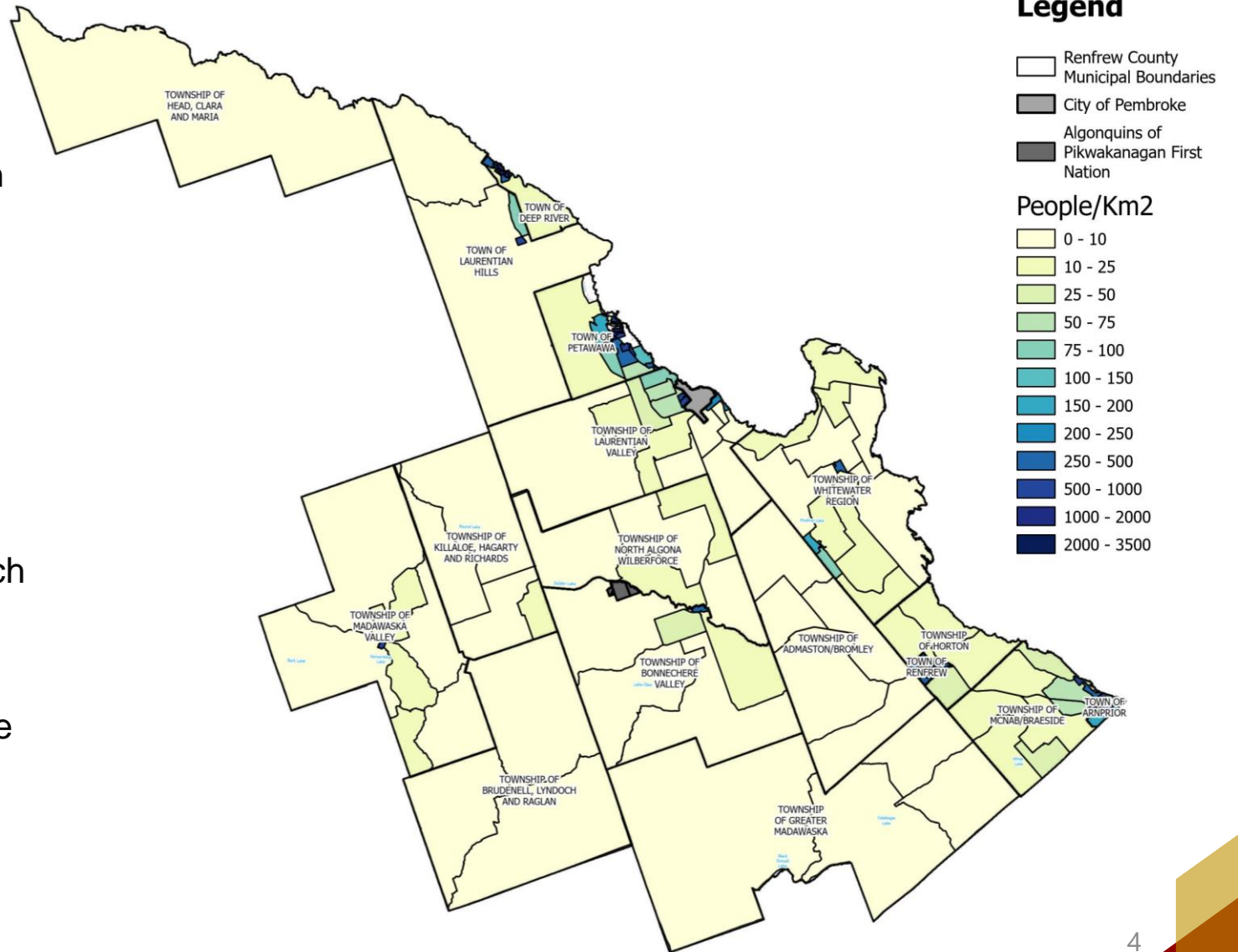
**For more information about this TMP study, please visit:**

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



# Project Overview

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





# Municipal Class Environmental Assessment Master Planning Process

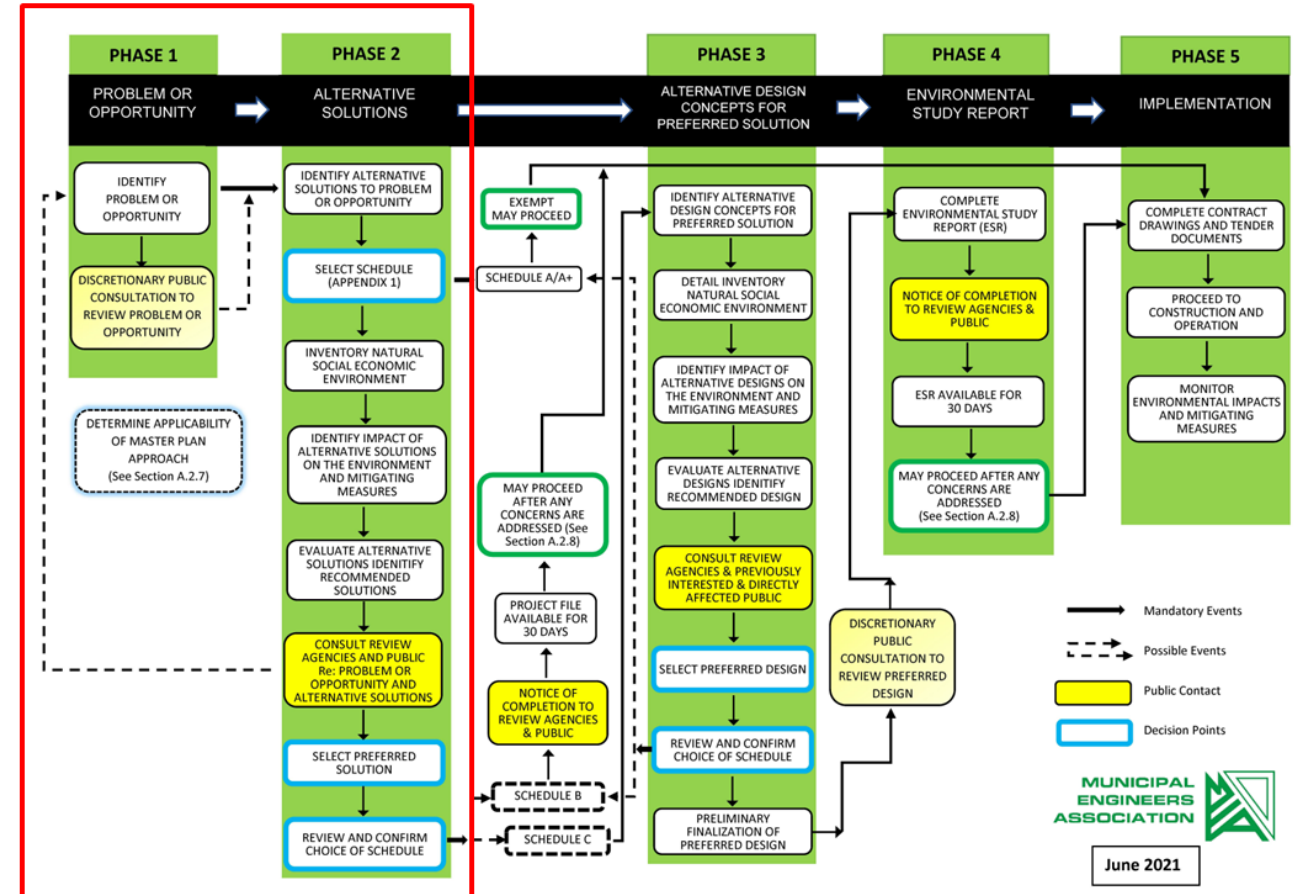
## What is a TMP?

- A Transportation Master Plan (TMP) is a long-term strategy for managing multi-modal transportation systems that would align with the County of Renfrew's growth and vision

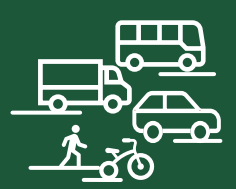
## Municipal Class Environmental Assessment Master Planning Process

- The TMP update follows the "Class EA for Municipal Road Projects" process, covering Phases 1 and 2 of the Municipal Class Environmental Assessment Process, including public information centres and evaluation of alternatives
- The comprehensive TMP facilitates streamlining and implementation of recommended capital works

MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA



\*Completed as part of the TMP Process



# Study Process



## 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

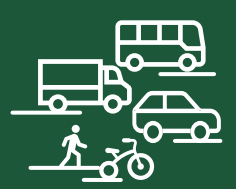
- Transportation Modelling
- Network Assessment (Capacity, Transit Feasibility Study, Parking Assessment)
- Policies and Design Standard Updates
- Active Transportation Plan
- Development of Preferred Solutions and Alternatives
- Public and Stakeholder Engagement

## 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 Horizon Years

**2029** – Short Term  
**2034** – Medium Term



# Phase 1 Consultation Recap – What We Heard?

- The virtual PIC #1 was held on Tuesday, March 26<sup>th</sup>, 2024
- Key messages we heard from residents included:
  1. **Public Transportation:** TMP shall explore accessible transit opportunities, but specific services will not be defined. Council will need to decide on implementation
  2. **Focus on Hwy 17 vs. Smaller Communities:** Concern about concentration on Hwy 17, with less focus on smaller communities, especially in western Renfrew
  3. **Traffic Management:** Need for traffic calming, roundabouts, or signals, especially near Daniel St. Speeding concerns, particularly on Madawaska Blvd
  4. **Pedestrian & Active Transportation:** Need for better pedestrian access and connections to services, particularly in smaller communities. Review of Baskin Rd for active transportation
  5. **Bypasses for Large Trucks:** Request for potential bypasses to reroute trucks from narrow downtown streets in smaller communities
  6. **Road Maintenance:** Road maintenance not part of TMP scope, but there will be recommendations for further studies on specific roads





# Public Engagement Objectives



Introduce the project to provide recap and outline study process



Present preliminary recommendations for all modes of transportation (i.e., active transportation, transit, and road improvements)



Present the understanding of the study area and future conditions of the County's transportation system and discuss strategies for traffic safety, active transportation, transit and more



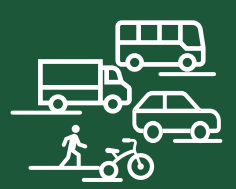
Gather feedback on the future conditions within the study area including transportation issues, needs and opportunities



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







# Challenges



**High Auto-Dependency:** 92% of the modal split is represented by automobiles; therefore, there is a need to provide viable, age-friendly transportation options and alternatives



**Road User Safety:** Various problem areas within the County were identified with speeding, poor intersection sightlines, lack of safe AT facilities for crossing, and poor roadway conditions



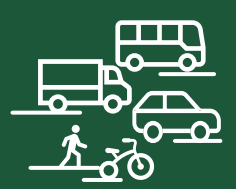
**Lack of Maintenance and Capacity Concerns:** Poor road conditions and lack of roadway maintenance is a major concern within the County especially during winter months



**Population Growth:** County has maintained a growing population over the last Census period. Growth patterns indicate that the County continues to be an attractive and viable place to live



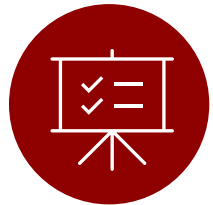
**Aging Population:** County has an aging population as it is an attractive location for older adults, therefore, meaningfully responding to the needs of the community is a vital aspect of developing this TMP



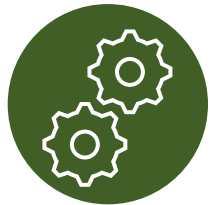
# Opportunities



**Road Safety Strategy:** Strategic investments in road safety initiatives, including public education, technologies and infrastructure improvements, and law and enforcement can help make streets safer for all people, particularly vulnerable road users like pedestrians and cyclists



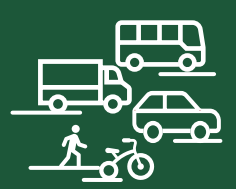
**Alignment with Land Use Objectives:** The County's roads need to be able to prioritize different features. The road design practices need to be updated to guide discussions around the priorities of different areas and land uses



**Provision of Appropriate Infrastructure:** The County is responsible for facilitating the safe movement of people travelling between communities, including trips by travel modes besides cars. The County also has the potential to fund and deliver facilities in partnership with local municipalities and can coordinate the implementation of facilities across jurisdictional boundaries



**Operation and Maintenance Cost:** Decision-making practices need to be updated to consider the operation and maintenance costs associated with project decisions instead of just considering the upfront capital costs of the service or infrastructure



# Identification of Alternative Solutions



## Alternative 1: Do Nothing

Maintain the current transportation network and policy/programming. This alternative would not include further development of roads under the jurisdiction of the County of Renfrew



## Alternative 2: Status Quo

The County will continue infrastructure development and expansion at its current pace with new or refined policies/programming. New infrastructure development would happen in response to local development as it occurs



## Alternative 3: Road Network Strategy

The County would focus investment on strategic road network improvements, such as road urbanization, local traffic operation and safety improvements. Roads would prioritize active transportation facilities such as sidewalks and multi-use pathways. Corresponding strategic investment would be made towards providing safer pedestrian and cycling facilities



## Alternative 4: Strategic Investments (Preferred Alternative)

Focus on strategic road network capacity improvements, while also promoting and enhancing the active transportation network and explore the possibility of developing a public transit system. The County will target investments to where they are needed and prepare itself to adapt to meet the changing conditions due to emerging trends and transportation technologies



# Strategic Priorities



**Mobility Options:** Improve travel options by providing an increased number of reliable, equitable, and accessible options that meaningfully respond to the mobility needs of the community



**Safe, Livable Communities:** Enhance safety of the transportation system for all users. Ensure investments in the transportation network serve all modes and enhance equity and accessibility



**A Resilient System:** Reliance on cars and historical approaches to street and network design have left the County underprepared to adapt to changes in conditions. County needs to ensure resources are dedicated to monitoring and preparing for emerging modes and transportation technologies



**Climate Mitigation:** Mitigate negative impacts to the natural environment and air quality by reducing vehicle emissions



**Economic and Financial Prosperity:** Leverage transportation investment to catalyze economic growth and invest strategically in new capital projects that provide long-term benefit to the County.

## Vision Statement

The County of Renfrew will provide a safe, accessible, sustainable, and efficient transportation system that responds to its vast geography, meets the connectivity needs of its growing and evolving population and businesses, and supports community and environmental health

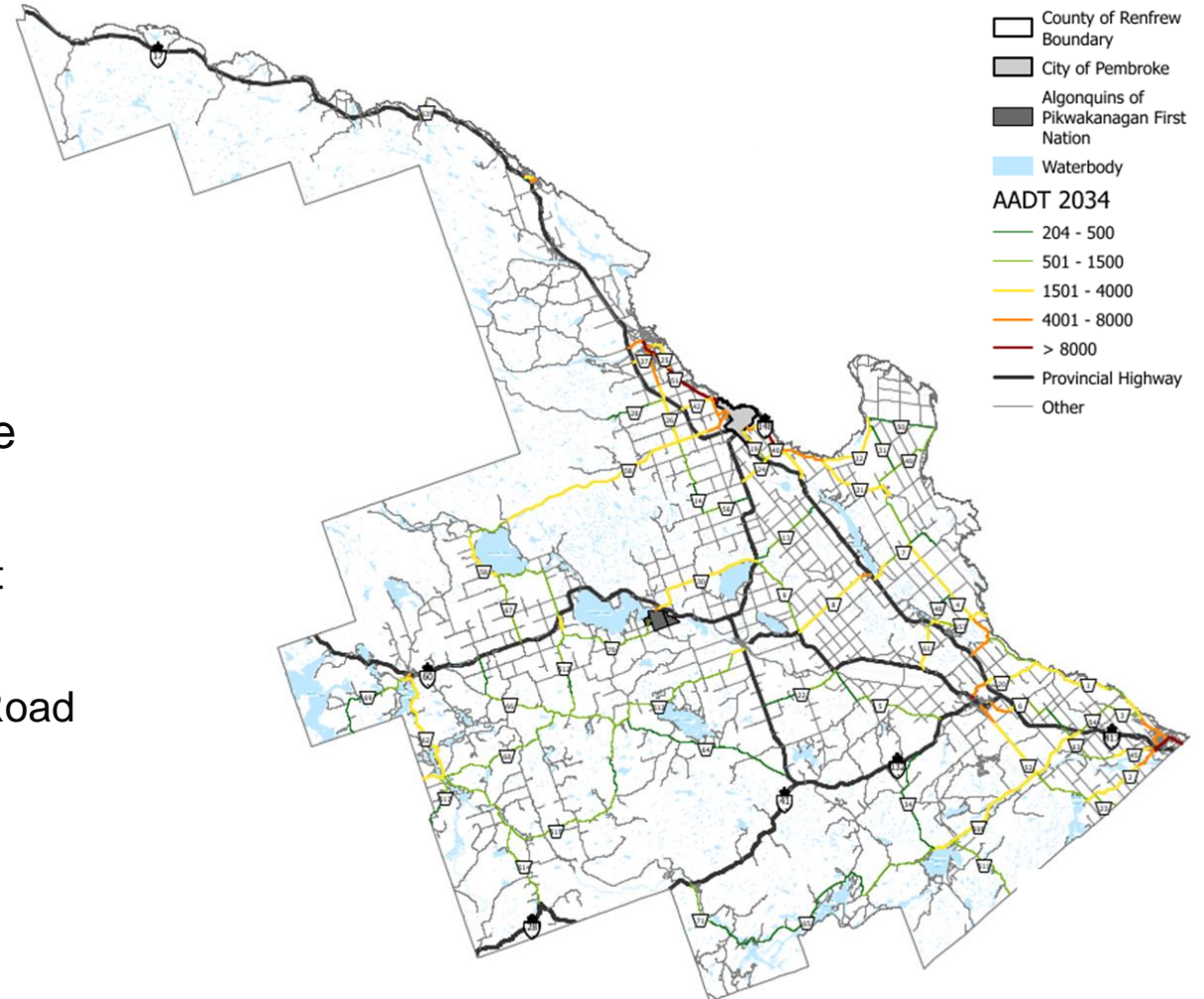




# Future Forecasted Traffic Volumes (2034)

## Legend

- County of Renfrew Boundary
- City of Pembroke
- Algonquins of Pikwakanagan First Nation
- Waterbody
- AADT 2034
  - 204 - 500
  - 501 - 1500
  - 1501 - 4000
  - 4001 - 8000
  - > 8000
- Provincial Highway
- Other

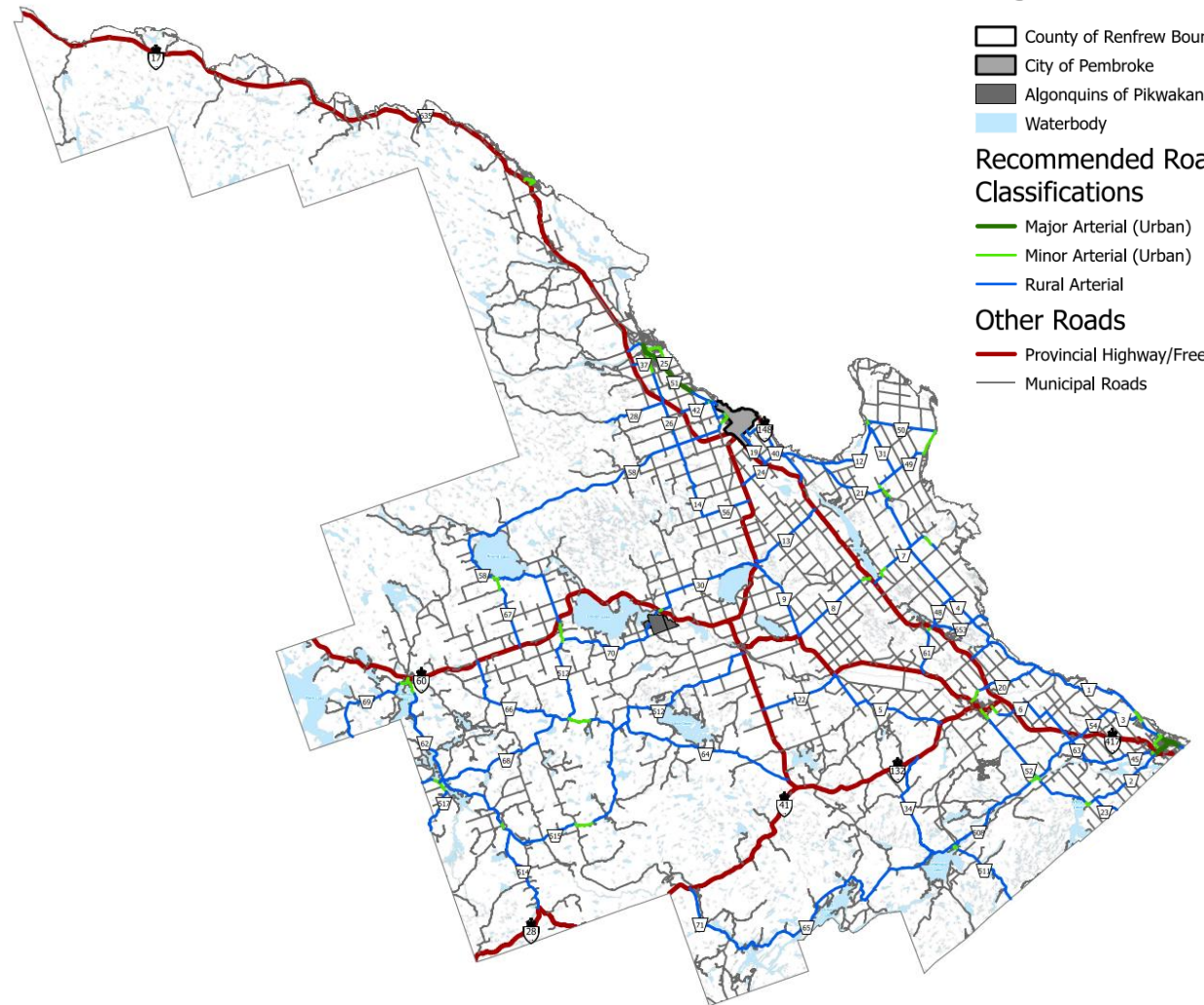


- A 1.0% growth rate (growth per annum) was assumed as the default rate for all County of Renfrew Roads
- Other factors beyond local population growth and development activity will influence future traffic volumes using the County road network
- Most intersections continue to operate at acceptable LOS through 2034 except for:
  - Petawawa Boulevard and Portage Road/Victoria Street
  - Daniel Street S and Baskin Drive
  - Petawawa Boulevard and Murphy Road/Civic Centre Road
  - Boundary Road E and Bruham Avenue



# Future Road Classification

- All County roads place a high degree of priority on traffic movement, an Arterial Road classification is appropriate, regardless of the roadways AADT
- Characteristics of an Arterial roadway differ between rural and urban land use
- Arterials are divided into Minor and Major subcategories which reflect the degree at which the arterial roadways is required to serve more local functions within an urban environment
- While some County roads are classified as “semi-Urban” for the purposes of design, all semi-urban should be considered urban in terms of their functional design characteristics

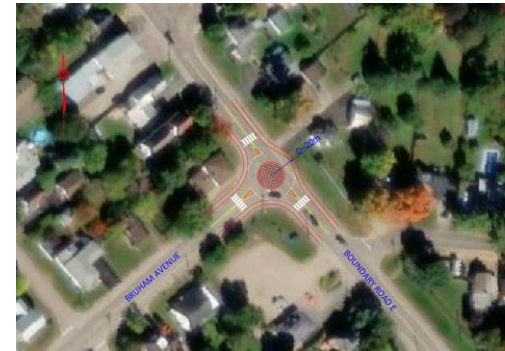




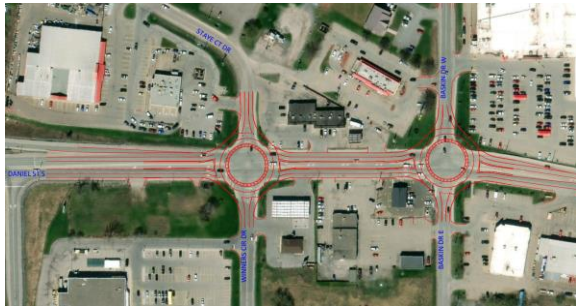
# Future Road Outlook



**Madawaska Boulevard:** Conversion from 4-lane cross-section to 2-lanes with two way left turn lane and cycling facilities. Pavement marking changes recommended on Madawaska Boulevard and Daniel Street as an interim solution



**Boundary Road at Burham Avenue:** anticipated operational concerns. Recommended for implementing traffic circle (20m radius) to accommodate growth. Warrants signals



**Daniel Street:** High access density concerns and extremely short intersection spacing. Recommend long term implementation of roundabouts with interim solution of a continuous median



**Division Street/Baskin Dr W and Duncan Drive Realignment:** realignment of Basking Drive and Division Street to form 4-leg intersection with Duncan Dr. Consideration to operate as a roundabout. Improves site distances and traffic control in response to high growth along Baskin drive corridor



# Challenges & Opportunities for Active Transportation

## Challenges

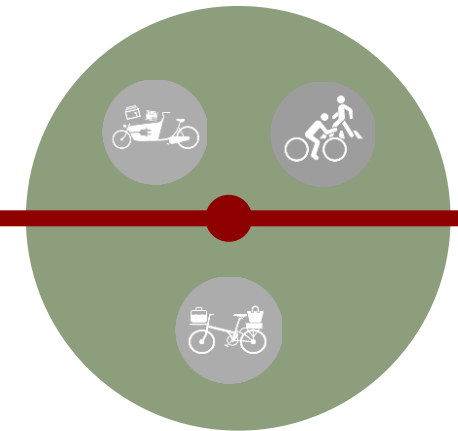
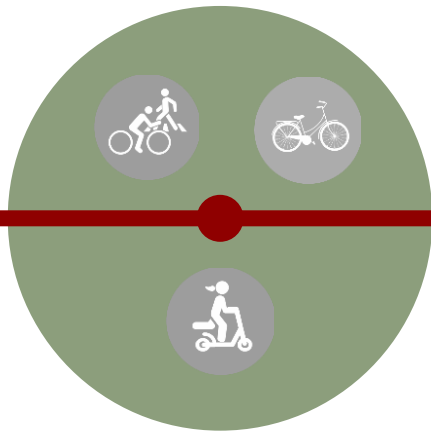
- Large distances between communities
- Small population (infrastructure funds limited)
- Conflicting surface needs with ATVs
- Winter maintenance; conflicting needs with snowmobiles & ski

## Opportunities

- Compact communities
- Introduction of electric micromobility (e.g. e-bikes)

## Result:

- Active travel within communities can be very competitive
- Active travel between communities is not very competitive – connect with transit







# Proposed Active Transportation Network

Within towns & between towns <10km:  
All ages & abilities

- Multi-use paths
- Cycling paths
- Quiet streets
- Upgraded sidewalks

Between towns >10 km apart:  
Limited investment

- Hardened shoulders
- Signed routes

## Legend

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

## Future Cycling Network

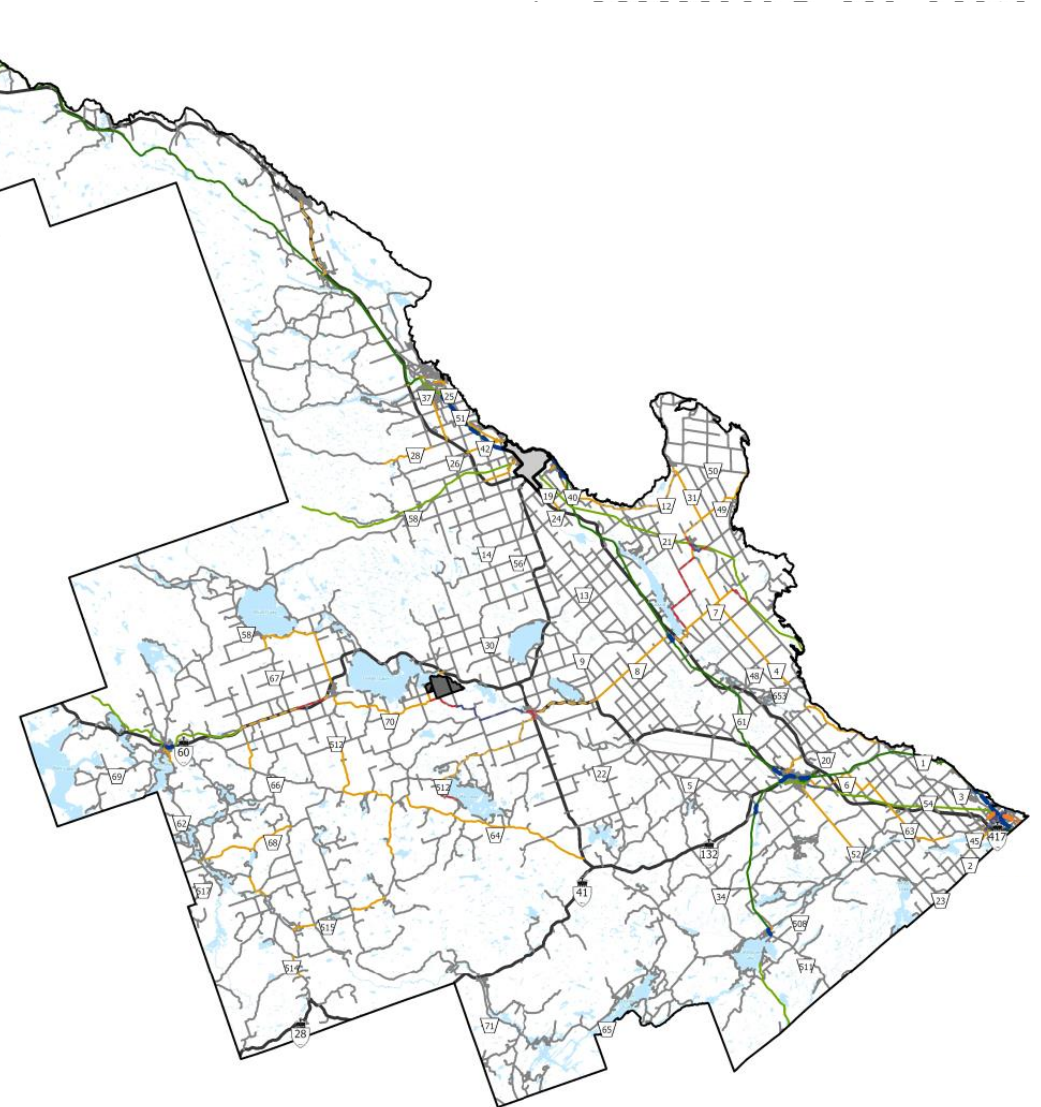
- MUP
- Cycle Track
- Paved Shoulder
- Signed Route
- Future Cycling Network (Municipal)

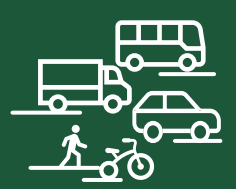
## Existing Active Transportation

- Major Municipal Trails
- County of Renfrew Trails
- Hardened Shoulders

## Road Network

- Provincial Highway
- Other





# Proposed Trail Upgrades

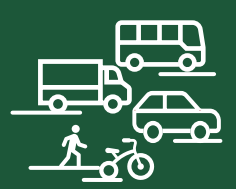
## Trail Upgrade Areas:

- Paved surface
- Safer roadway crossings
- Additional connection points

## Algonquin Trail upgrades:

- Arnprior—Braeside (6.4 km)
- Renfrew – Cotieville (4.7 km)
- Cobden (0.7 km)
- Cotnam Island –Pembroke (3.4 km)
- Pembroke – Petawawa (10.0 km)





# Example of Filtered Permeability





# Proposed Regional Transit Service

## Challenge:

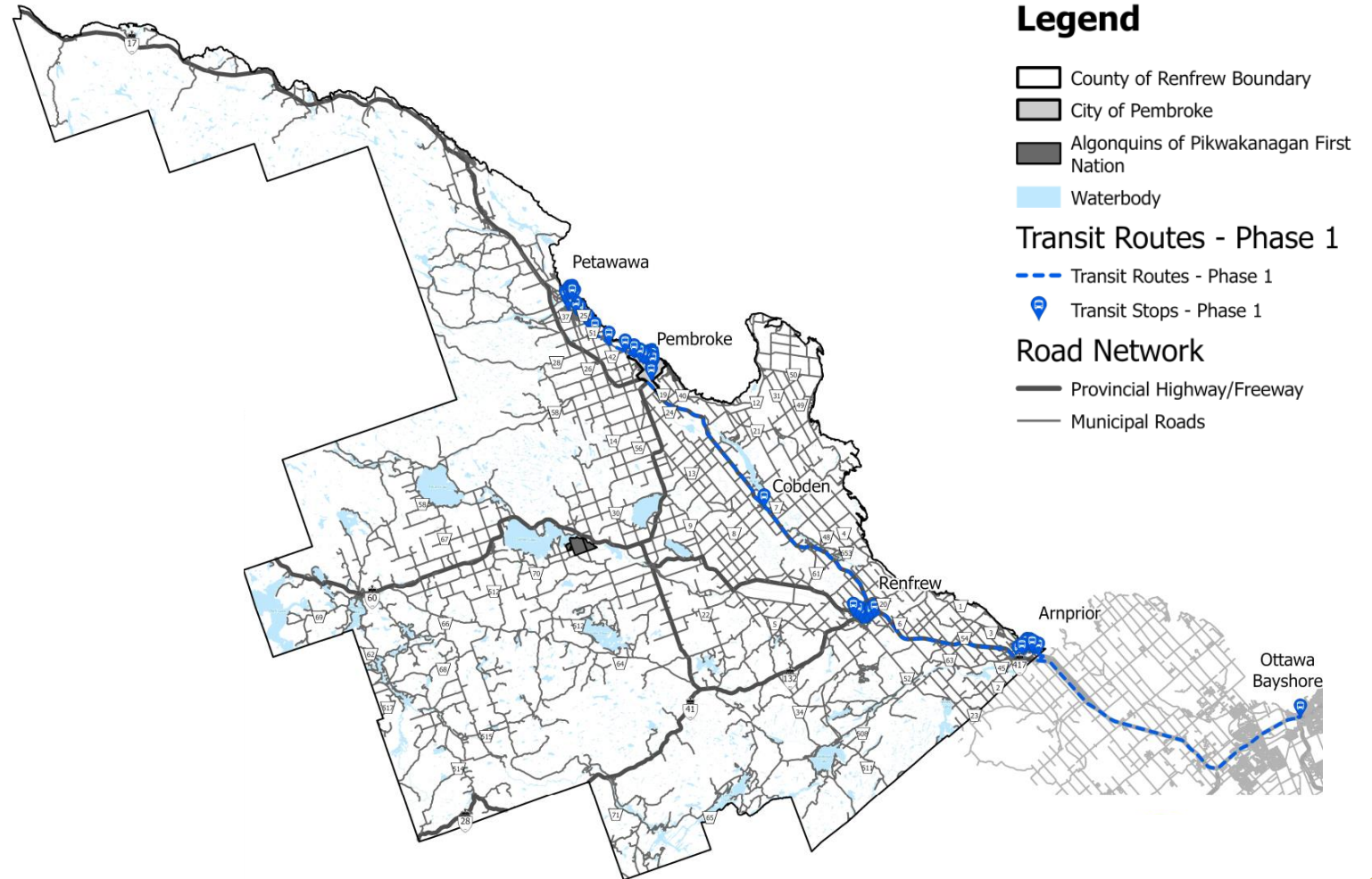
- Low average population density

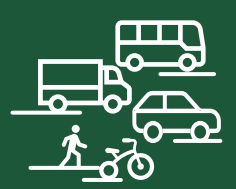
## Opportunities:

- Half of County's population is concentrated along the Ottawa River Corridor
- Geographically compact communities

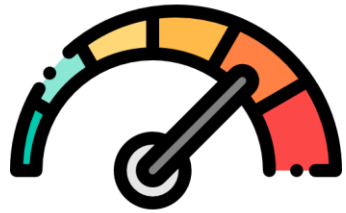
## Greatest cost/benefit option: Scheduled bus Petawawa-Ottawa

- Connects 42% of County + Pembroke residents to each other and to Ottawa
- Ends at west end of Ottawa O-Train
- Frequency TBD based on budget, 4-16 roundtrips/day
- Requires operational funding grant from Province





# TMP Supportive Policies



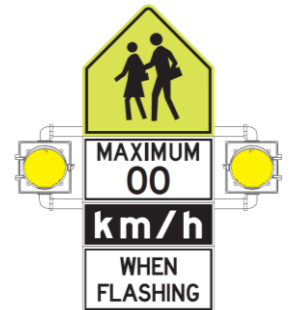
## Speed Limit Policy

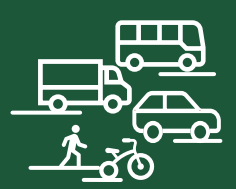
- Adopt a systematic approach to speed limit evaluations, ensuring alignment with best practices and community needs to create a safer and more vibrant environment
- Apply the methodology set out in TAC Canadian Guidelines for Establishing Posted Speed Limits (2009) in setting speed limits on County Roads
- Ensure posted speed limits are set adequately according to the road's design speed
- Use Automated Speed Enforcement (ASE) technology to address vehicle speed concerns and collisions involving speeding



## Special Speed Zones

- Designate the following zones for heightened safety and enforcement emphasis on roads abutting schools and community facilities: School Zones and Areas, Playground Zones and Areas, Community Safety Zones, and Special Speed Zone Areas
- Utilize the TAC School and Playground Area Zones Guidelines (2006) when considering new and revising existing School and Playground Zones or Areas
- Update the criteria and process for establishing a Community Safety Zone on a County Road in coordination with local municipalities.





# TMP Supportive Policies



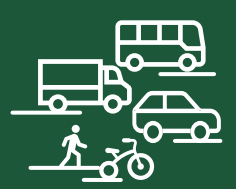
## All-Way Stop Control Policy

- Adopt an all-way stop policy to ensure fair access to the right-of-way for similar volumes of traffic travelling in opposite directions
- All-way stop signs should be considered at intersections where traffic volumes, accident history, and pedestrian activity warrant their installation
- Benefits of this policy include reduced collision rates, enhanced visibility for all road users, and improved safety for pedestrian crossings
- Ensure all-way stop control is not relied upon to manage or reduce vehicle speeds and is not used as a traffic calming measure



## Pedestrian Cross-over (PXO) Policy

- Currently, several County crossings do not meet provincial standards and give pedestrians a false right-of-way impression
- Pedestrian crossovers (PXOs) play a crucial role in ensuring pedestrian safety by providing designated crosswalks in areas where there are no traffic signals
- The County should adopt a pedestrian crossover policy to create safer and more pedestrian-friendly environments
- The County should ensure that all current and new PXOs meet the standards set in the County-specific PXO policy, as well as other industry best practices



# TMP Supportive Policies



Traffic Calming

- Traffic calming refers to design strategies aimed at reducing vehicle speeds and enhancing safety for pedestrians and cyclists, contributing to vibrant and safe communities
- All County roads are Arterials, therefore, only a few traffic calming measures can be applied to address speeding problems
- Key strategies include implementing measures such as speed display device and speed posted bollard



Transportation Impact Assessment Guidelines

- The Transportation Impact Assessment (TIA) Guidelines provide a framework for evaluating the effects of proposed developments on the transportation network
- Benefits of these guidelines include improved traffic flow, enhanced safety for all users, and informed decision-making for development approvals
- It is recommended that the County adopt these TIA guidelines to align with current best practices and community needs, fostering a sustainable and efficient transportation system

## Speed Display Device



## Speed Posted Bollard





# Next Steps

## Following this round of consultation we will:

1. Review your feedback to understand if any changes to the draft recommendations are needed
2. Finalize the future road network and transit network recommendations
3. Confirm phased implementation plan for various transportation system components
4. Finalize supporting strategies and policies
5. Prepare Transportation Master Plan final report

## 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:

### Francois Tomeo

Vice President Transportation Planning

Egis Group

Phone: 613-894-6274

[Francois.Tomeo@egis-group.com](mailto:Francois.Tomeo@egis-group.com)

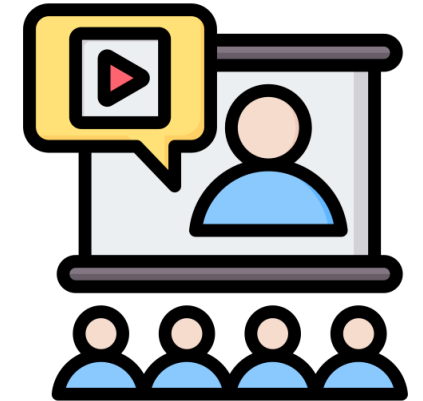
### Taylor Hanrath

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 PIC 2!

