

Municipality of Mississippi Mills

LESSONS LEARNED - DEVELOPING AN ACTIVE TRANSPORTATION PLAN

Presentation – W. Troy Dunlop, C.E.T.
Eastern Ontario Active Transportation
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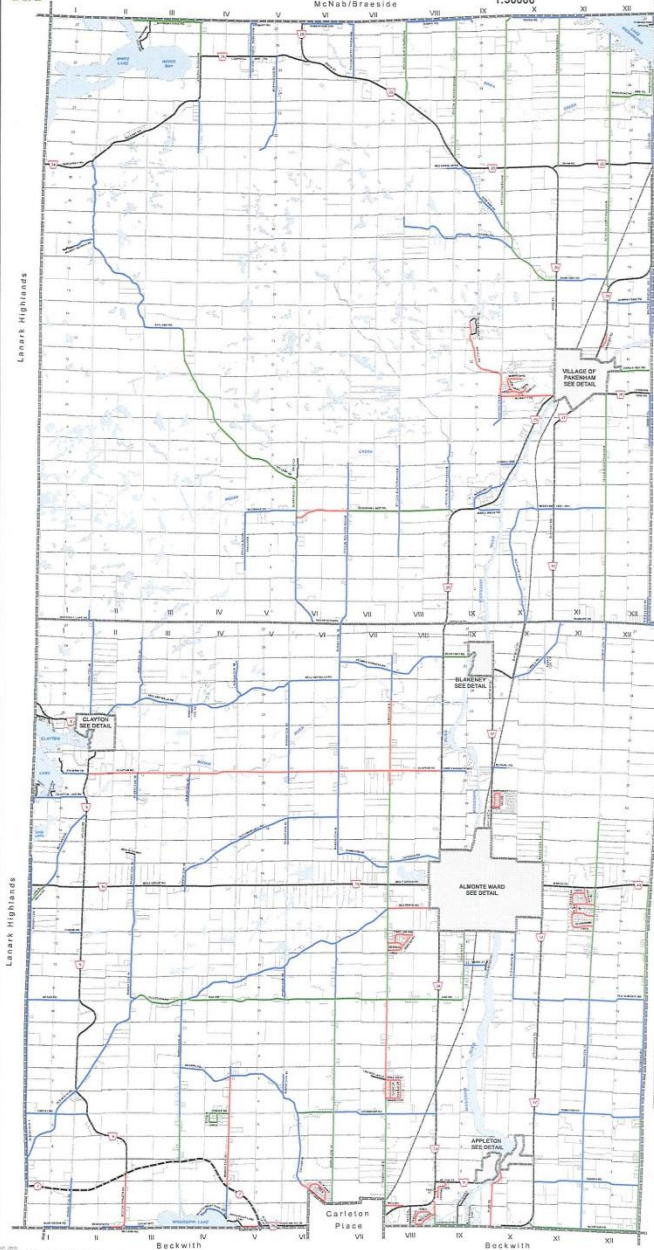
About Mississippi Mills...

- Population of approx 13,000 (5,500 urban and 7,500 in rural/villages)
- Consists largely of rural areas, four villages (Appleton, Blakeney, Clayton and Pakenham) and the urban area of Almonte
- 500km², 366km of roads, 148 acres of parkland
- Many locations of cultural and heritage significance
- Strong tradition of celebrating cycling in the community (MM Bicycle Month)



TOWN OF MISSISSIPPI MILLS ROAD PLAN (2014)

TOWN OF MISSISSIPPI MILLS
1:30000



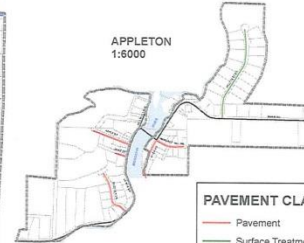
BLAKENEY
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CLAYTON
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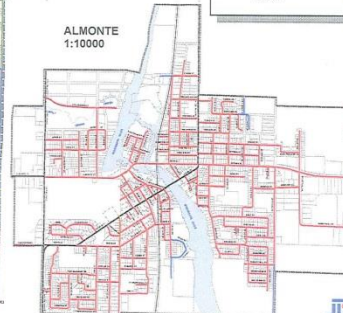
APPLETON
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PAVEMENT CLASS

- Pavement
- Surface Treatment
- Gravel
- Provincial
- County
- Private

ALMONTE
1:10000





The Opportunity for AT

- New wastewater treatment facility in 2012
- Municipality was completing Master Plans in preparation for new growth (solid waste, water and sewer, parks and cultural plan);
- Transportation Master Plan (TMP) was the last of a series of master plan documents needed for infrastructure planning;
- Access new revenue potential through Development Charges Bylaw updates;
- A TMP had never been done for the amalgamated municipality;



Vision and Goals

- The municipality wanted a transportation system that balanced the needs of pedestrians, cyclists and vehicles. The 2006 Official Plan needed further details to expedite this vision;
- Encourage use of more active modes for recreation, commuting, running errands and tourism;
- Influence decisions and behaviors that affect ability to travel, daily physical activity and health and wellbeing;

TIP # 1 – Ensure the Vision is in your Official Plan first

Roll Out of Study

- The RFP was built around the planning framework of Transport Canada's guide "Active Transportation in Canada 2011";
- Scope focused toward existing open road corridors (Stay within Schedule A – Municipal Class EA);
- Steps included:
 - Stakeholder identification,
 - Situational assessment,
 - Vision and Objectives,
 - Option identification / Option evaluation,
 - Implementation Plan and
 - Monitoring and Evaluation;





Background Material for RFP

- Municipality offered availability of
 - Official Plan & Zoning Bylaw;
 - Parks & Recreation Master Plan;
 - Development Charges Bylaw and Background Study;
 - County of Lanark Transportation Master Plan;
 - Traffic Count Data (2012 to present);
 - Bridge and Road Asset Inventories;
 - OPP Collision Records (2012 to present); and
 - Mapping (properties, roads, parks and sidewalks)

TIP # 2– Doing your homework saves money.

Consultant Engagement



- RFP was released March 2014 and closed after a five week period;
- Procurement on basis of merit and scoring;
- A total of 8 firms bid the project;
- Bid proposal was \$129,500 taxes included (\$16,500 of this cost was Active Transportation);
- Council awarded contract in June of 2014;

TIP # 3 – You don't have to do a Transportation Master Plan to start an AT Plan.

Initial Outreach – E Survey

- E-survey in November 2014 (2 weeks)
- Launched through Web and Facebook
- Survey Monkey - 26 questions
- What active modes do you use? Why and how often do you use them? What changes should be made to increase use of AT in Mississippi Mills?
- 207 responses received, almost half of the respondents provided written comments on what they believed to be key routes or missing links



TIP # 4 - Surveys support decision making but should not drive decision making.



AT Stakeholder Workshop

- Stakeholder Workshop held in Dec 2014
- Group included sub-committee representatives, business community, leaders from the health community, environmental groups, cycling community, accessibility advocates, policing, schools and parent councils, youth etc...
- Good representation – geographically;
- Initial presentation on Active Transportation, preliminary E-survey results;

TIP # 5 – Stakeholder Groups are great for mining ideas early in study process.

Open Houses

- First Open House should educate public on Town's Vision for Active Transportation and Benefits (Health, Social, Economic);
- Second Open House generally presents the networks (pedestrian, cycling and other) and preliminary financial information;

TIP # 6 – Present a good backbone before building too large a network. A big price tag can undermine a good initiative. You can always add on.





Final AT Plan – Recommendations

- Pedestrian networks were presented for villages and urban areas;
- Cycling networks were also presented showing spine routes and secondary routes for rural areas and villages;
- Priorities were recommended (ranking projects as high, medium and low);

Pedestrian Projects – Almonte





AT Plan – Implementation Plan

- Establish an AT Advisory Committee;
- Update Policies – Official Plan, Accessibility, Winter Maintenance, and Street lighting
- Operational Improvements – sidewalk warrant program, hard surface road shoulders, begin screening routes against OTM Book 18
- Enhance AT - pedestrian crossings, sidewalks, catch basins, enforcement

TIP # 7 – An AT Advisory Committee is a critical group to drive a successful AT plan.



AT Plan – Implementation Plan

- Work with the County of Lanark to enhance network;
- Education and Promotion – “work on informing and developing culture change”
- Explore Funding Opportunities – Federal Gas Tax, Ontario CycleON Strategy, OMCIP, Etc...

TIP # 8 – Work with your municipal partners to set priorities – joint funded projects are always good candidates for grant funding.

AT Plan – Approval & Next Steps

- Plan was presented to Committee of the Whole on December 17, 2015;
- Received by Council in January 2016
- AT Committee Appointed February 2016



TIP # 9 – The study can take time to develop with proper public input (18 months).