City of Clarence-Rockland
Multi-Modal Transportation Master Plan (MTMP)

Council Presentation

Stantec

Agenda

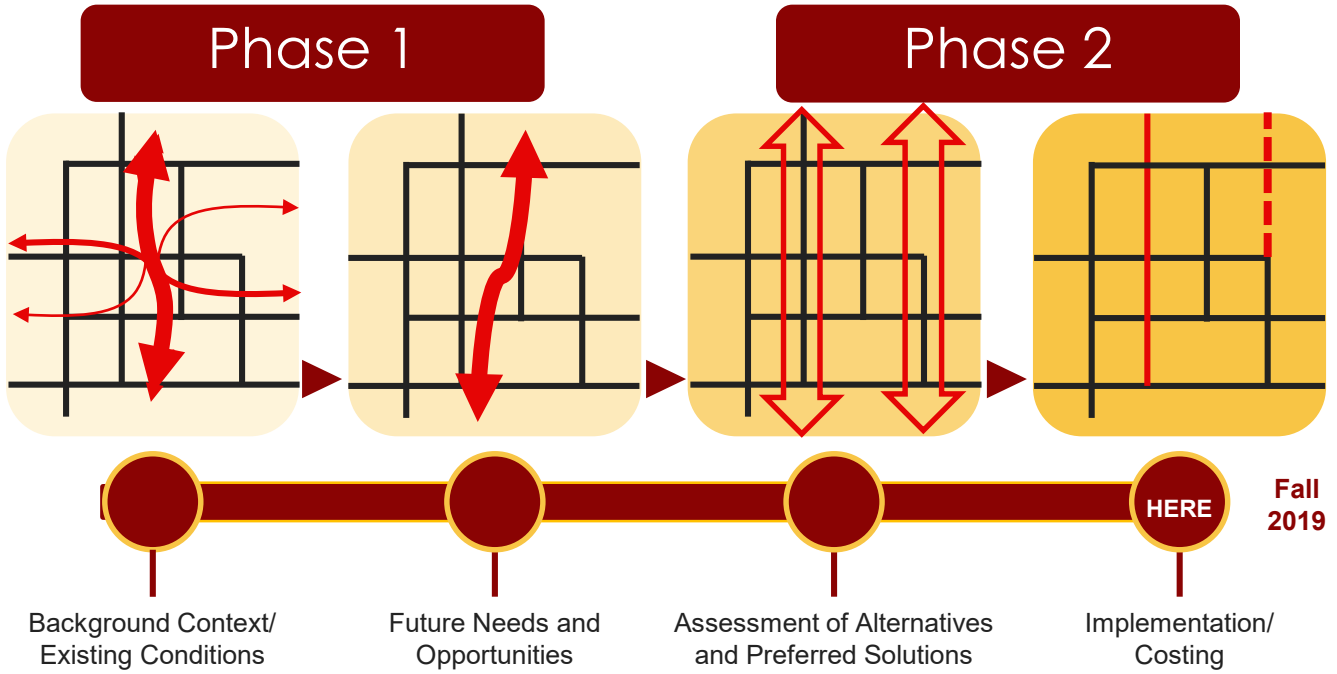
1. Study Process
2. Study Objectives
3. Current Conditions
4. Future Conditions
5. What We Heard
6. Recommendations
7. Cost

Study Process

Study Process

The Environmental Assessment (EA) Process

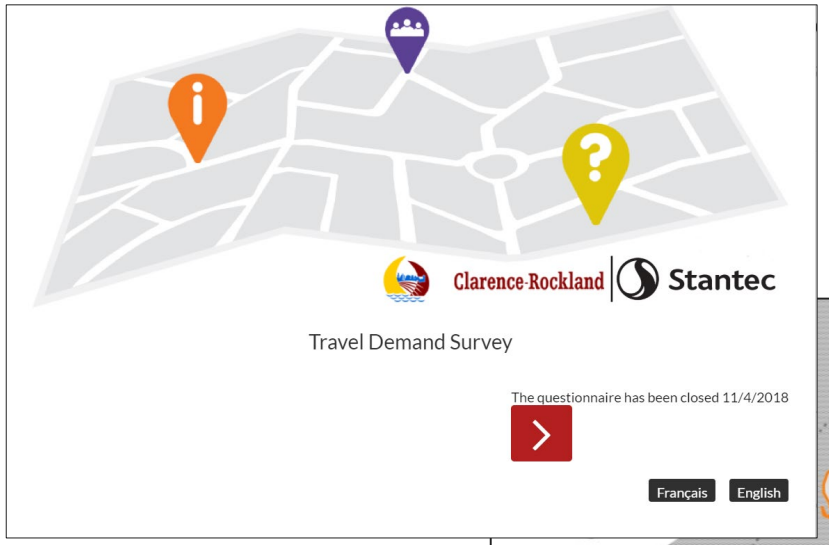
- Developed according to the Municipal Class Environmental Assessment (MCEA) Process (Approach 1);
- Addresses Phases 1 and 2 of the EA process
  - identification of problems & opportunities + alternative solutions to address them;
- Broad-level assessment of the community
  - more detailed analysis, if necessary, at the project-specific level via the relevant EA class for recommended improvements.

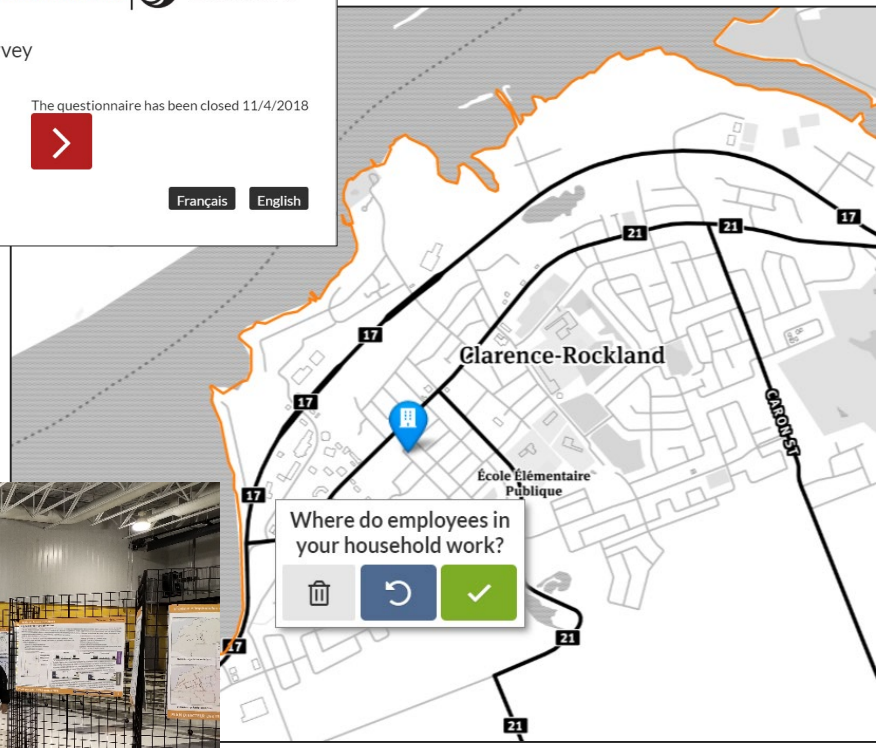


Study Process

Engagement

- Stakeholder engagement comprised:
  - Online Engagement Survey
    - Engagement: 889 people
    - Timeframe: October 8, 2018 to November 8, 2018;
  - Key Stakeholder Meetings
    - Engagement: 35 people
    - Timeframe: February 12, 2019;
  - 2 x Public Information Centre (PIC)
    - Engagement: 25 people
    - Timeframe: February 12/28, 2019;
  - Email comments received throughout the study
    - Engagement: 3 comments received
    - Timeframe: Throughout entire study
- Over 940 residents directly engaged





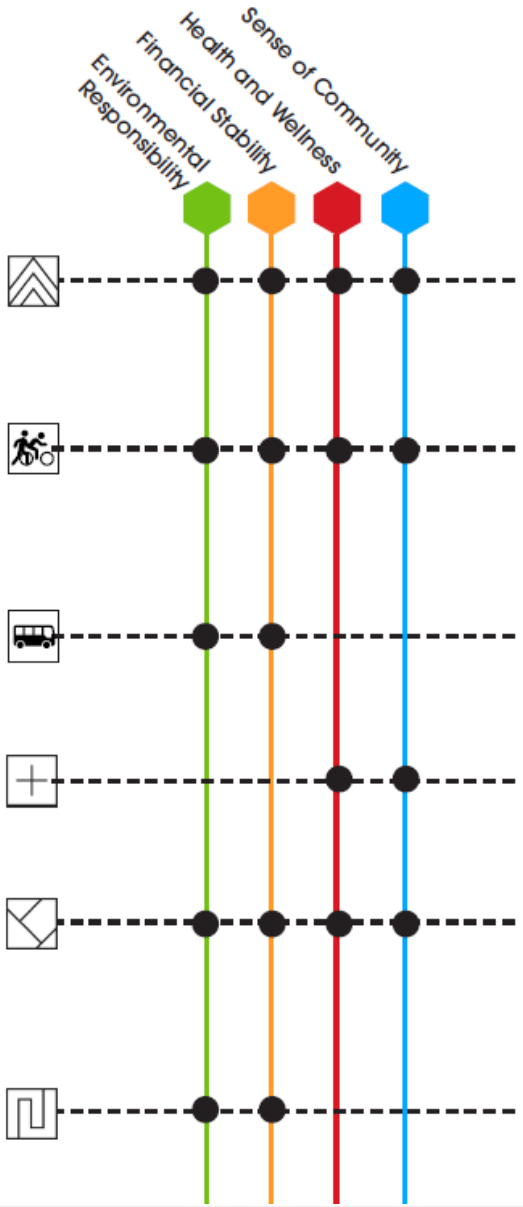
Study Objectives

Transportation Today

Building an interconnected Network

- Clarence-Rockland's Streets are as much **public spaces** as they are facilities meant to move residents and goods;
- The transportation network comprise several layers that interact with each other and integrate with land use/urban design at street-level;
- Several modes of transportation such as:
  - Private Automobile;
  - Transit;
  - Cycling;
  - Walking;
  - Micro-mobility.
- Taking a holistic approach to transportation planning that leverages all the different options to provide **greater choice, opportunities and mobility** for C-R.

Vision & Objectives



Objective 1: Provide Infrastructure for Growth

Objective 2: Prioritize and Encourage Active Transportation

Objective 3: Prioritize and Encourage Transit

Objective 4: Improve Safety for All Road Users

Objective 5: Enhance Multi-Modal Connections

Objective 6: Leverage Technology and Data for the future

Council Strategic Pillars

- Sense of Community;
- Health and Wellness;
- Financial Stability;
- Environmental Responsibility.

Vision Statement

A multi-modal transportation network that integrates a mixture of infrastructure and options for residents to access jobs, services, and recreation within and beyond the City safely and efficiently.

Current Conditions

Travel Characteristics

Identified Trends:

C-R produces more external trips, fewer internal trips

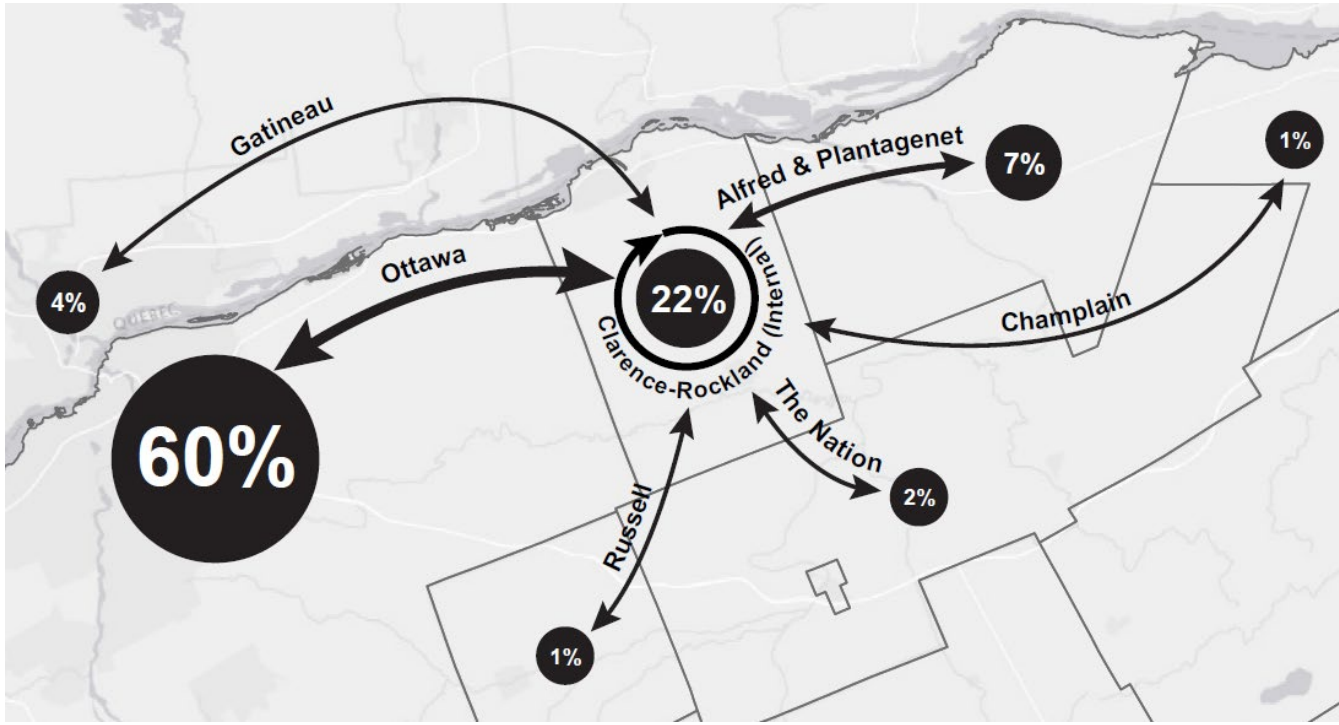
Travel time from Ottawa Centre to Rockland takes approximately 55 minutes

1K — **Number of vehicles on CR 17 going west in the morning and east in the afternoon**

60% — **Of peak period trips are destined to/from the City of Ottawa, primarily to Ottawa Centre, Alta Vista, and Orleans**

>80% — **Of peak period trips are to/from Ottawa, are for work**

Existing (2016) AM Peak Period Distribution[1]



Sources:
1. Commuter Flows – Statistics Canada, 2016

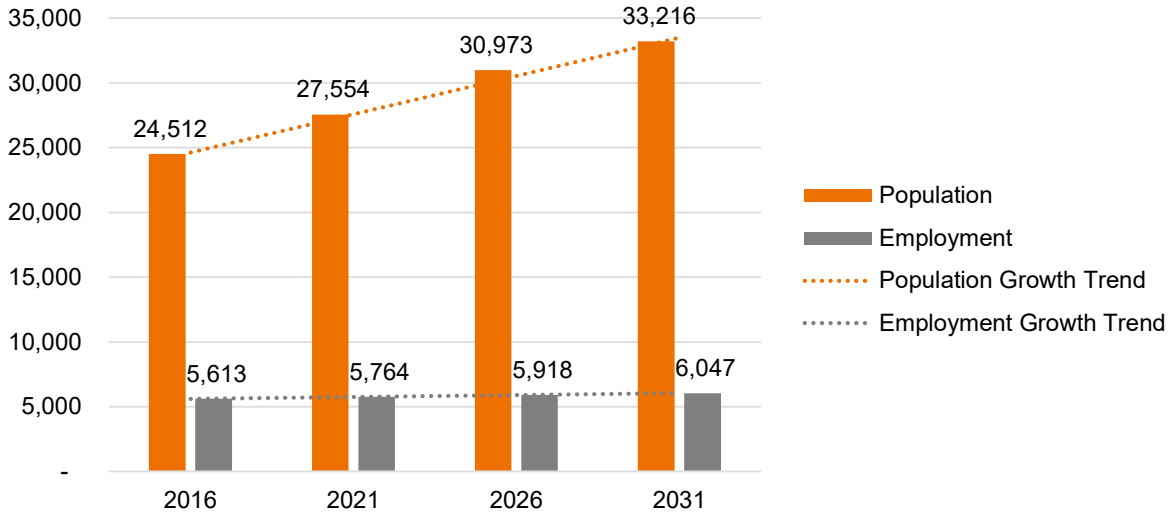
Future Conditions

Future Conditions

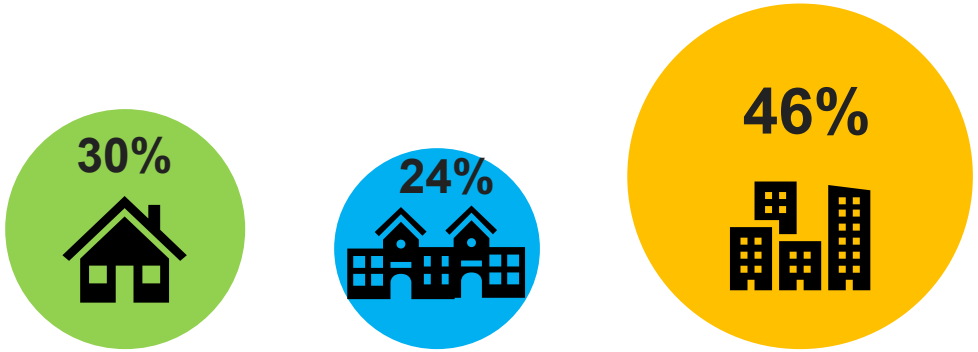
Future Population & Employment Growth:

- C-R 10-year growth projections:
  - +36% growth in population (33,200 total pop);
  - +8% growth in employment (6,050 total emp);
- 85% of growth is forecasted toward Rockland and Clarence Point;
- 70% of future population will be accommodated through higher density or mixed-use housing options;
- Mixture of imbalance between pop/emp growth combined with City of Ottawa growth (+33%) will continue to present external demand for mobility for access to employment;

Future Population & Employment (2016-2031)[1]



Forecasted Residential Development (2016-2031)[2]



Singles, Semis & Rows | Apts | Mixed

Sources:
1. City of Clarence-Rockland Staff Forecasts, 2019
2. Development Charges Background Study, 2014

Future Conditions

Future Trip Growth/Distribution:

- C-R's total growth will be outpaced by growth beyond its borders;
- Internal trips will continue to grow while external trips will shift proportionately from smaller surrounding communities toward Ottawa;
- C-R will primarily remain a bedroom community for Ottawa, but will still see demand for internal trips between hamlets for access to services and jobs;
- Overall an average of 1,982 peak trips will be added to C-R's roads by 2031;

Forecasted Trip Growth & Distribution (2018-2031)[1, 2]

Zone	2018 AM Peak Period		2031 AM Peak Period		Change	Proportion of growth
	Volume to	%	Volume To	%		
Internal	1,286	23%	1,705	23%	+420	21%
Ottawa	3,268	59%	4,618	62%	+1,350	68%
Gatineau	169	3%	288	4%	+119	6%
East	242	4%	276	4%	+35	2%
South	364	7%	422	6%	+58	3%
Other External	166	3%	166	2%	0	0%
Total	**5,493**	**100%**	**7,475**	**100%**	**+1,982**	**100%**

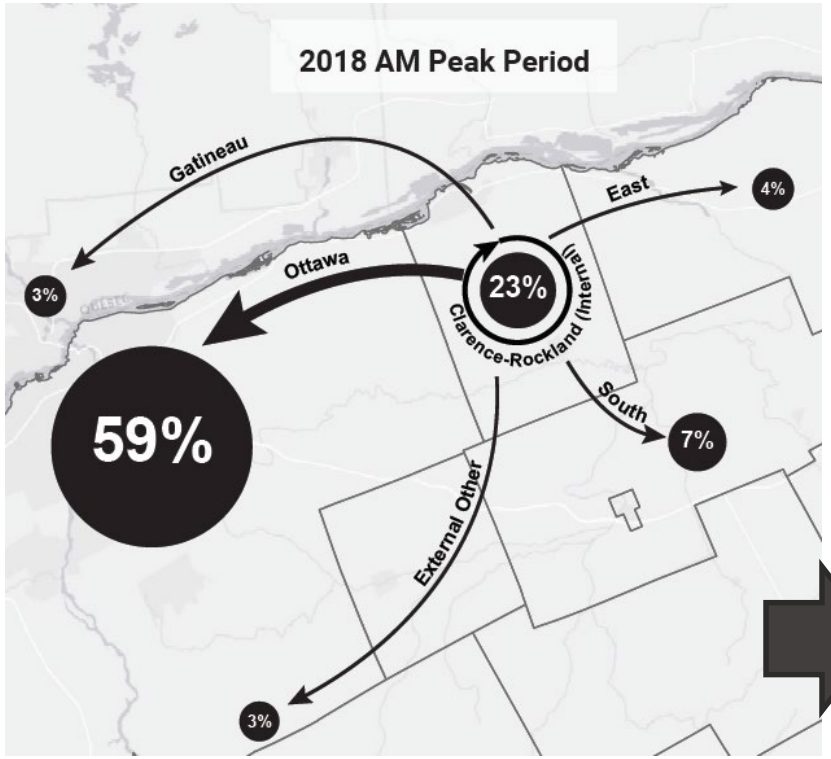
Sources:
1. Existing data obtained through a mixture of traffic counts, census data, NCR – external travel survey, and study online engagement survey data
2. Forecasts estimated by Stantec

Future Conditions

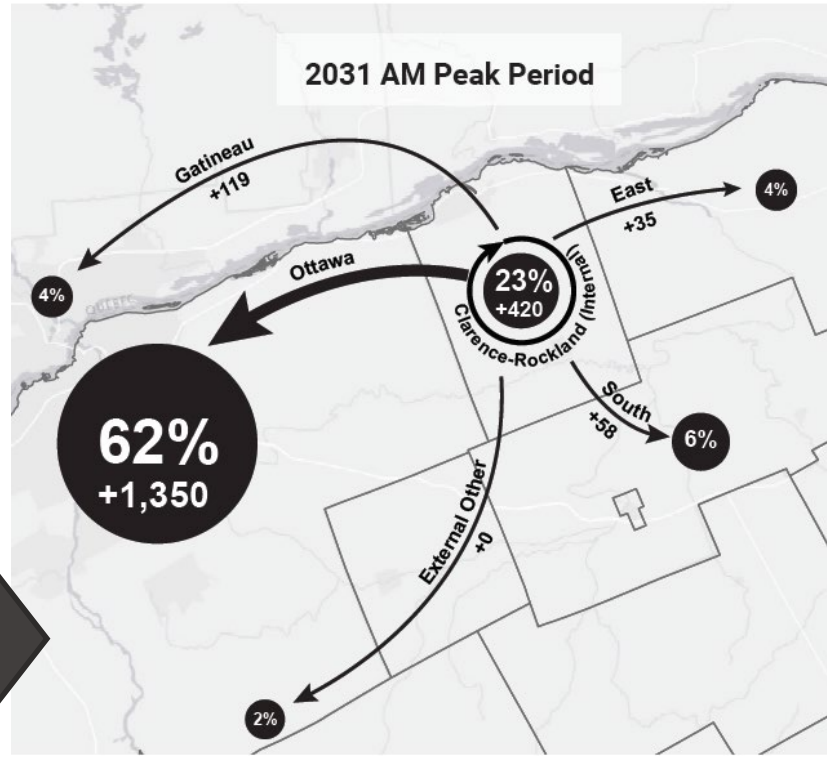
Future Trip Distribution:

- **More trips going to Ottawa:** ~66% of trips will be going to Ottawa-Gatineau vs ~62% today;
- **Local Trips will be the second biggest growth area, but will proportionately remain the same:** ~23% of trips will be internal to C-R as it is today despite adding >400 trips;
- **CR 17 intersections in Rockland will be approaching capacity** by 2031

Existing (2016) AM Peak Period Distribution[1]



Future (2031) AM Peak Period Distribution[2]

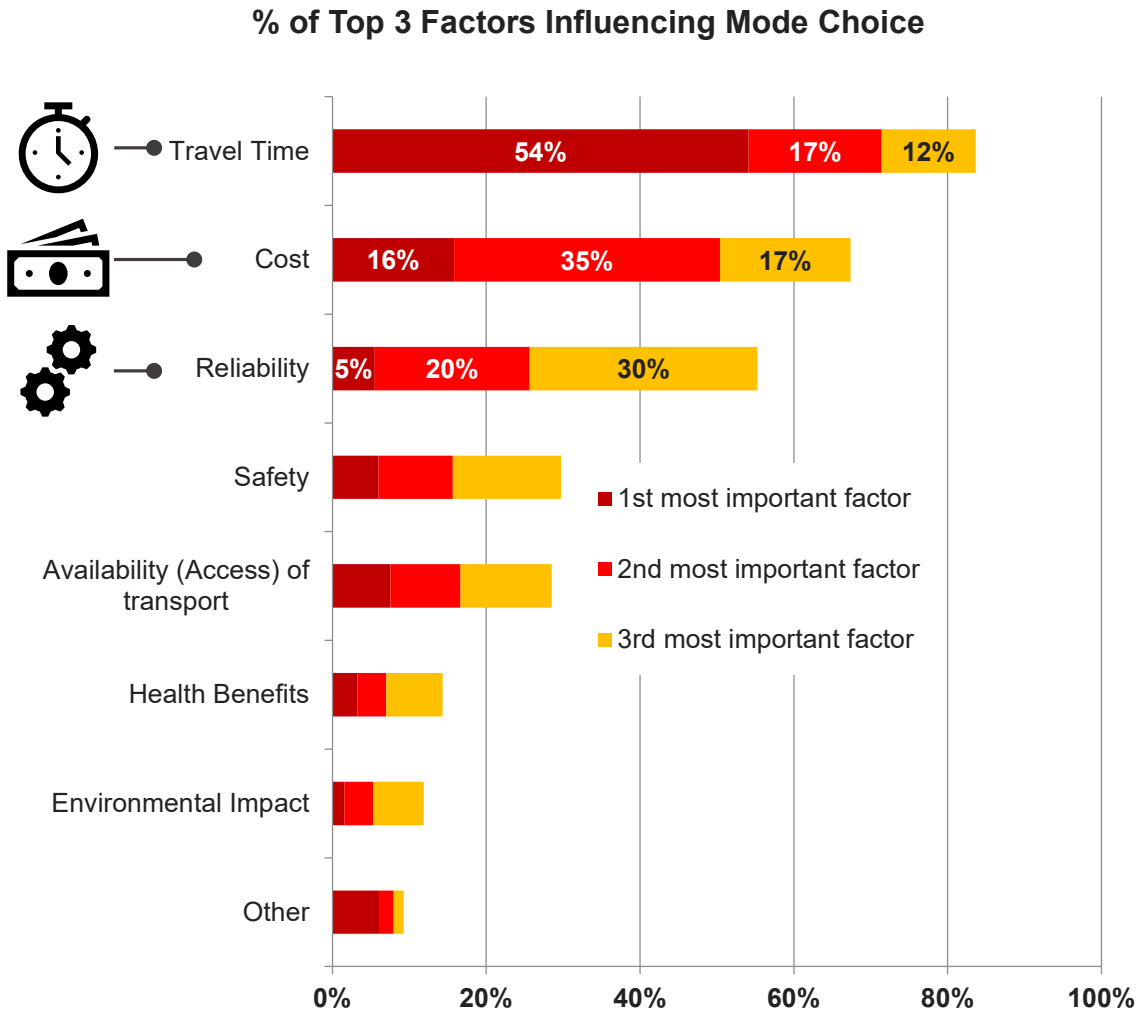


Sources:
1. Existing data obtained through a mixture of traffic counts, census data, NCR – external travel survey, and study online engagement survey data
2. Forecasts estimated by Stantec

What We Heard

Travel Influence

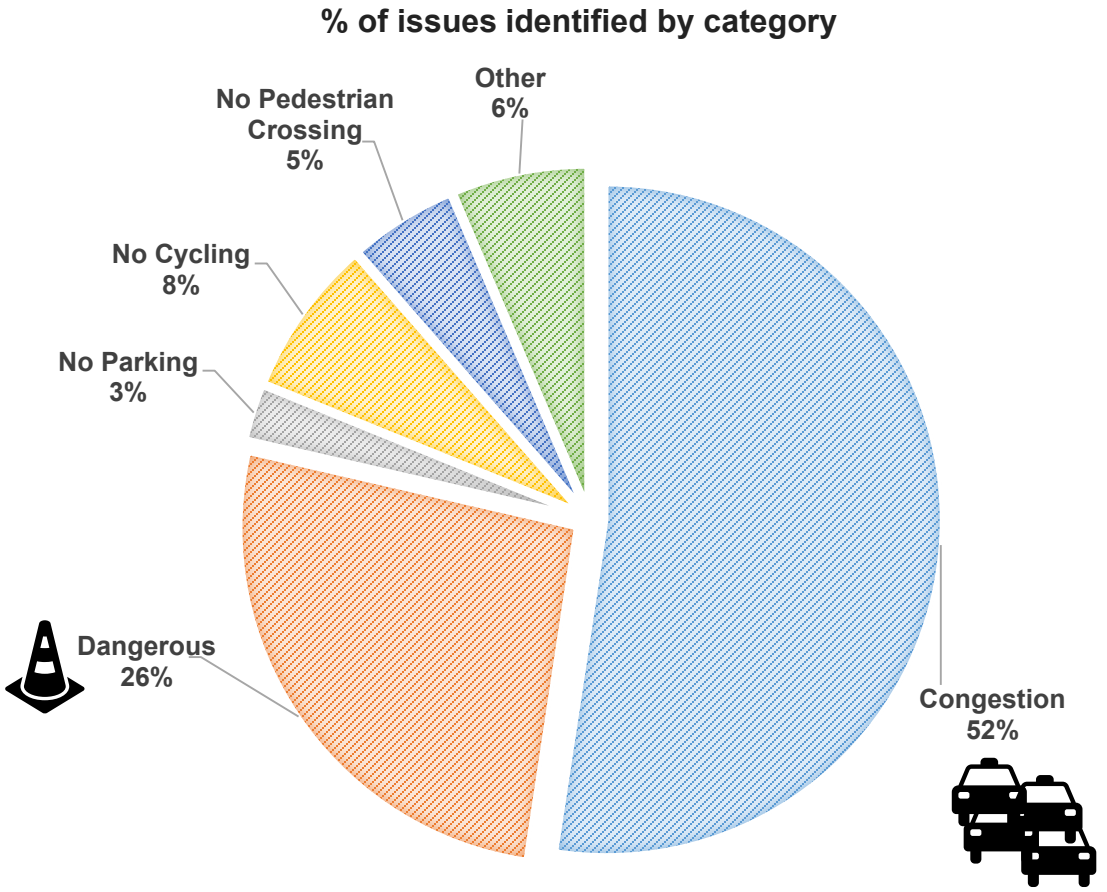
- Survey participants identified **travel time** as having the most influence on their transport mode choice followed by **cost** and **reliability**
- Participants from all geographical locations identified **health benefits** and **environmental impacts** as having the ***least*** influence on their mode choice
- Residents from rural areas and hamlets identified similar factors influencing their mode choice as respondents from Rockland



Areas of Issue

- **Congestion** and **dangerous conditions** were identified as the largest transportation problems in the City

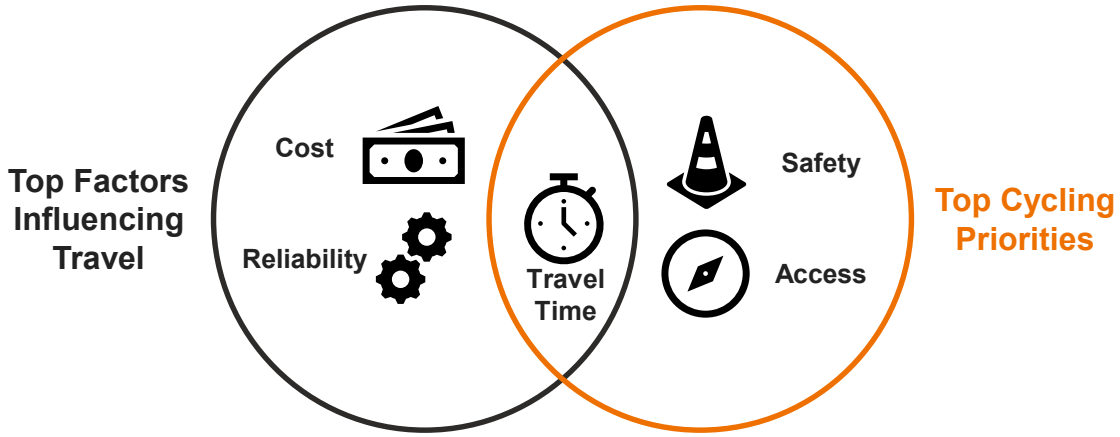
- Survey participants identified other specific transportation issues including:
  - **Lack of transit service -** congested buses and inadequate transit stops
  - **Poor road conditions -** gravel surfaces, potholes and muddy surfaces
  - **Snow plowing, weather maintenance**
  - **Unsafe conditions -** cycling, walking, speeding and turning movements

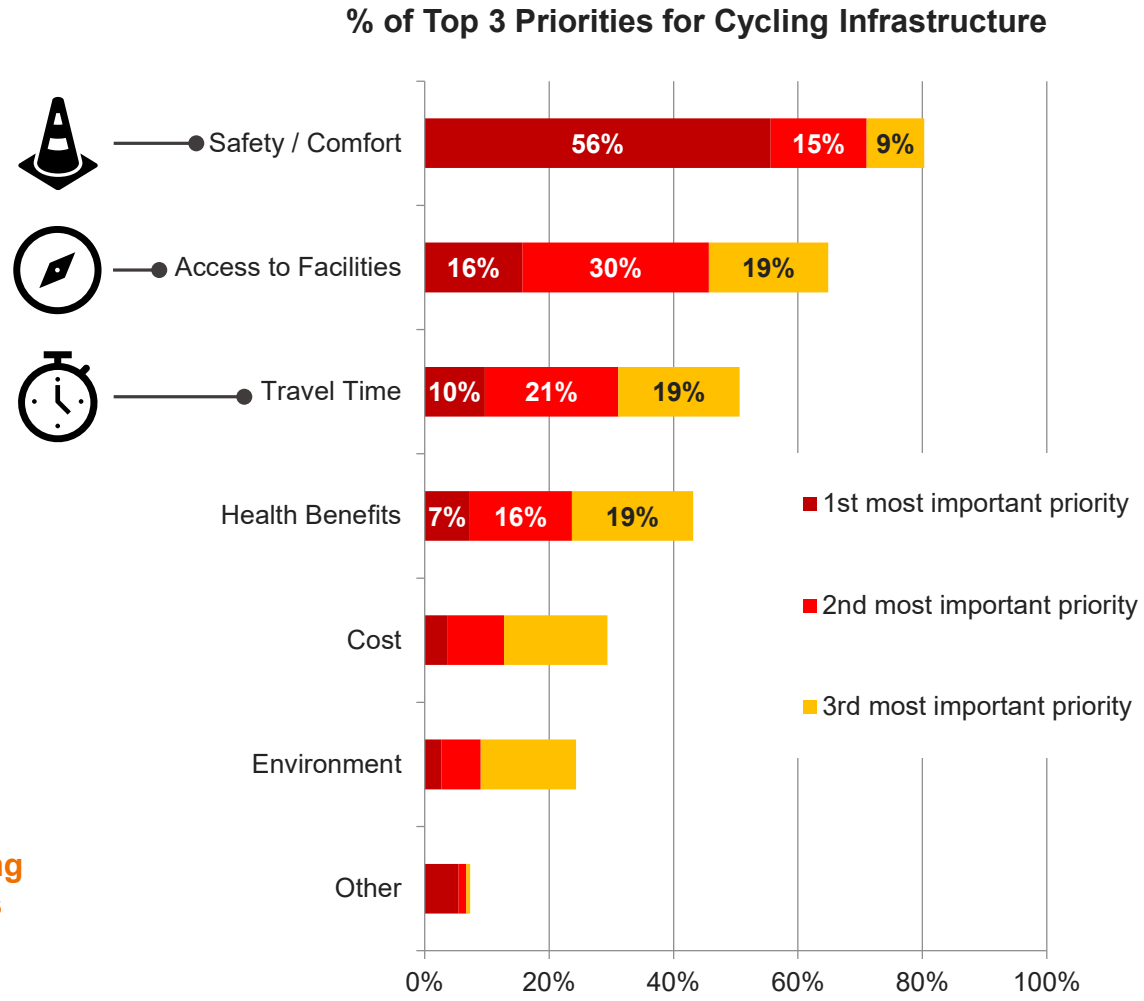


Cycling Priorities

- Over half of the survey participants identified **safety and comfort** (56%) as the primary factor encouraging them to cycle, followed by **access to facilities** (16%) and **travel time** (10%)

- Cyclists have specific needs and priorities compared to other road users, however a need for infrastructure that helps people get places faster to cut down on travel time is shared across modes

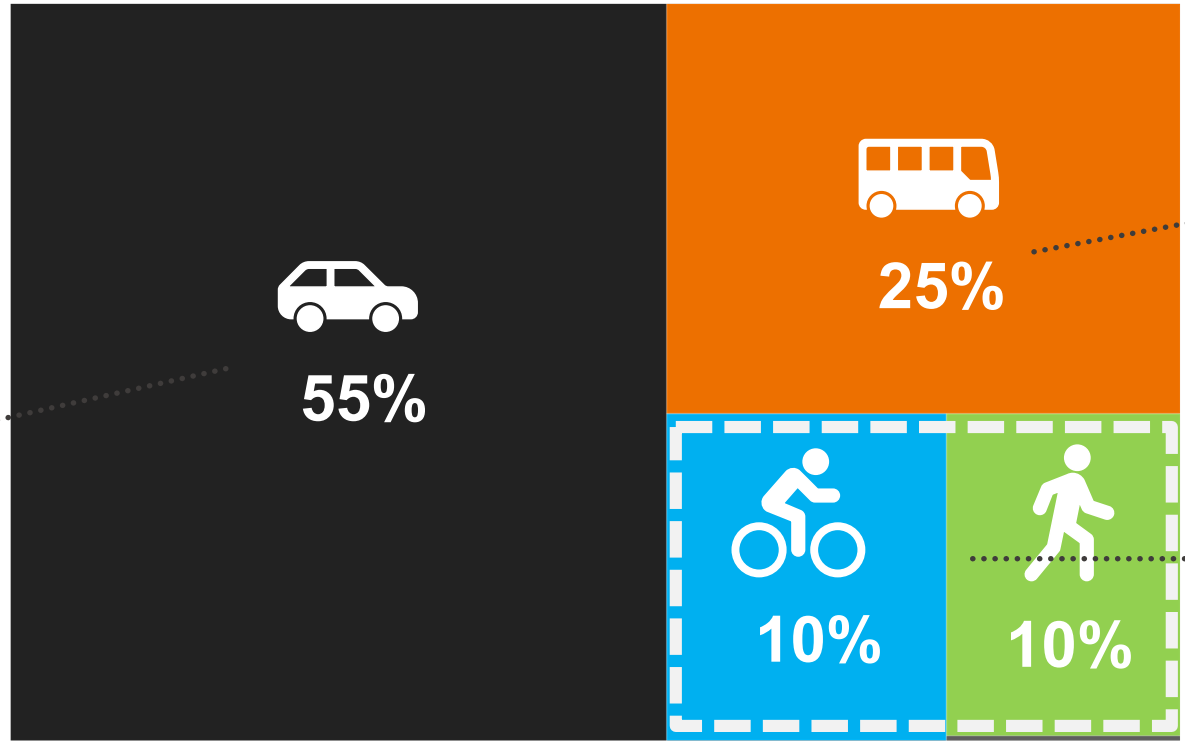




Priorities

Participants were asked to identify what % of the TMP should be focused on each mode of transportation. Respondents identified that the majority of the TMP should focus on a mixture of transportation options, not just automobiles

Average respondent priority % by mode

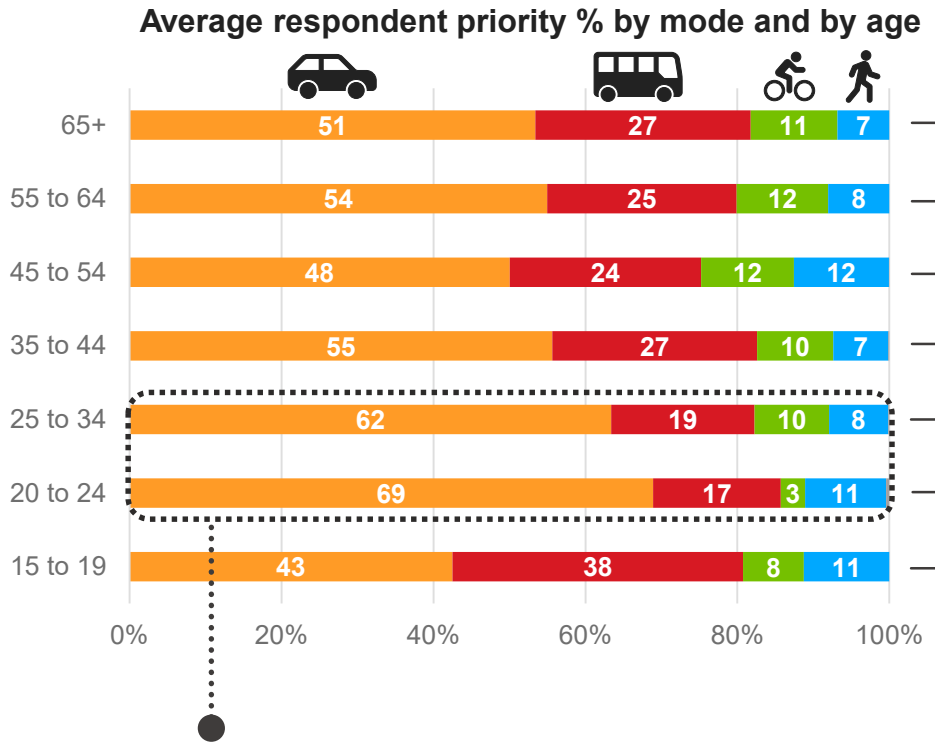


Respondents felt that 55% of the TMP focus should be on vehicular modes (including cars, trucks and motorcycles)

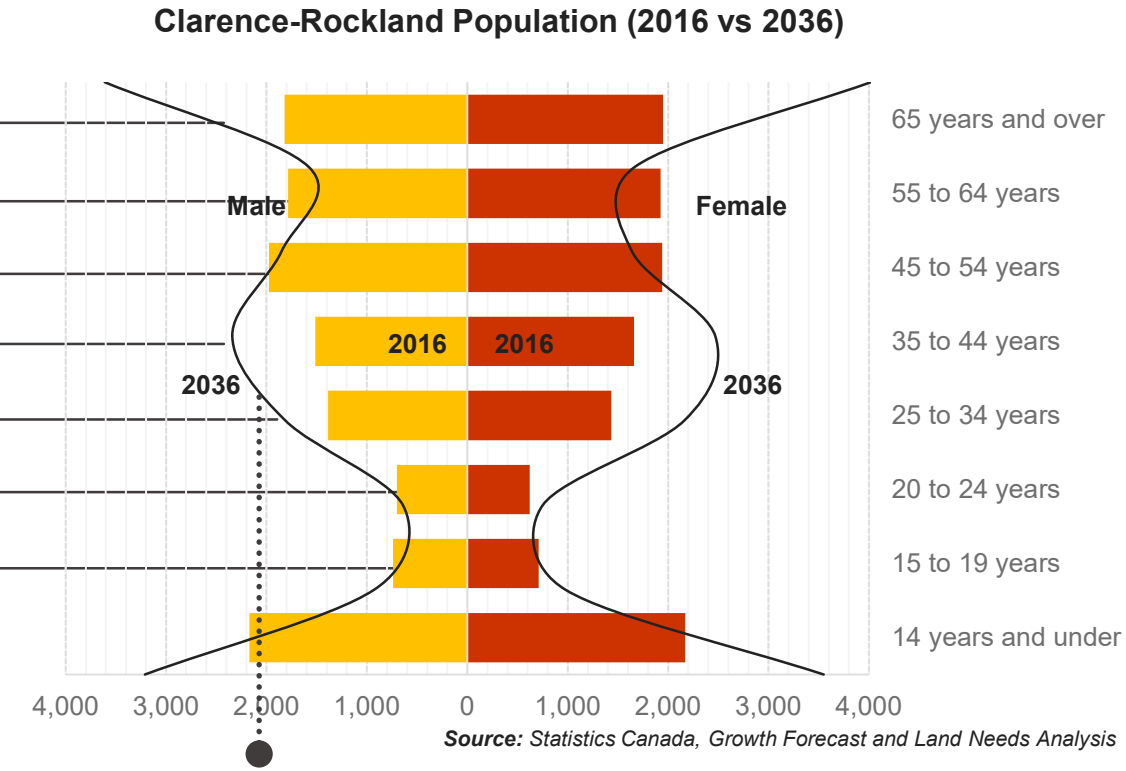
25% to focus on transit both within and beyond Clarence-Rockland

20% to focus on active transportation focusing on safety, access, and travel time improvements

Priorities by Age



Young professionals had a greater focus on automobiles, compared to school-aged and older respondents who had a stronger focus on Transit and active transportation

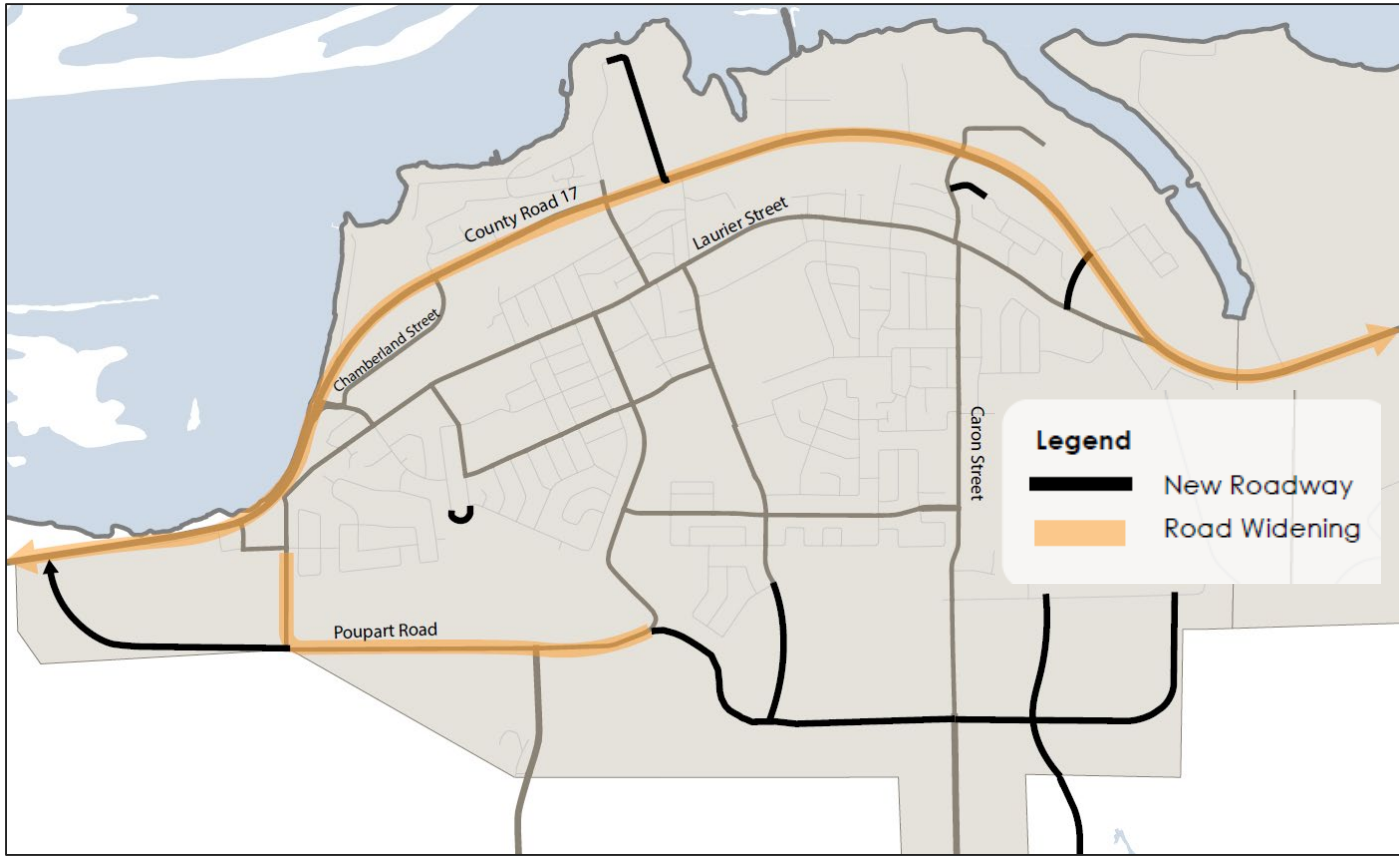


Working age and senior age demographics are anticipated to grow in the future until 2036

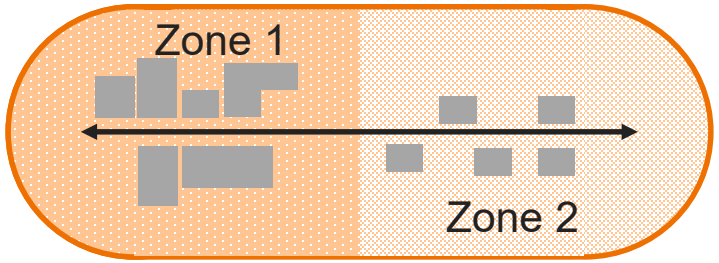
Recommendations

Roadways

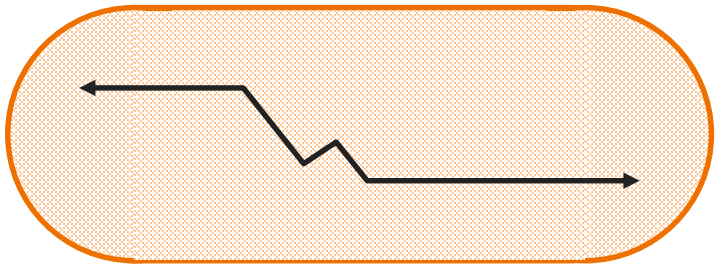
- 15 roadway improvements:
  - Focused on enhancing safety, operations, and support growth areas;
  - The biggest changes revolve around widening of Poupart Rd and CR 17, along with E/W extensions of Poupart road to accommodate growth.
- **Short-Term:**
  - Poupart Rd improvements needed to accommodate growth in south Rockland (Morris Village) + Intersection improvements along Carmen Bergeron.
- **Medium-Term:**
  - Mostly revolves around additional roadway infrastructure to service existing and emerging neighbourhoods.
- **Long-Term:**
  - Work with the County and the province to either widen CR 17 or implement other corridor improvements to enhance throughout. Explore potential westerly extension of Poupart to connect with CR 17.



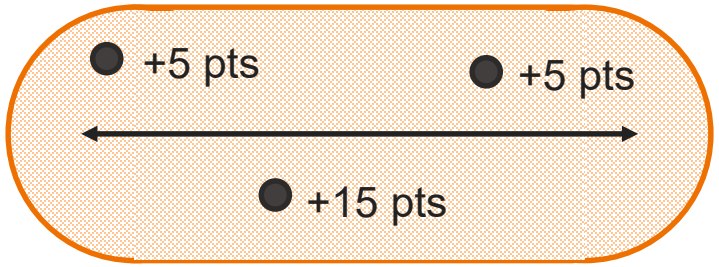
Evaluation Criteria



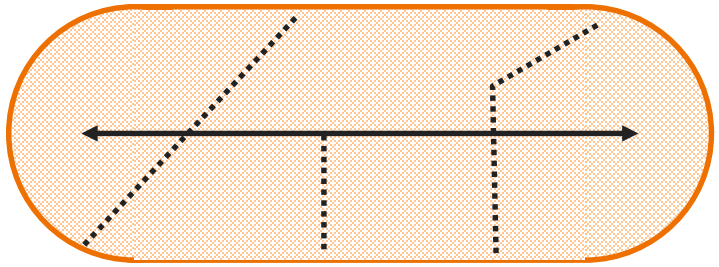
1. Population Density



2. Incline



3. Access to Major Destinations

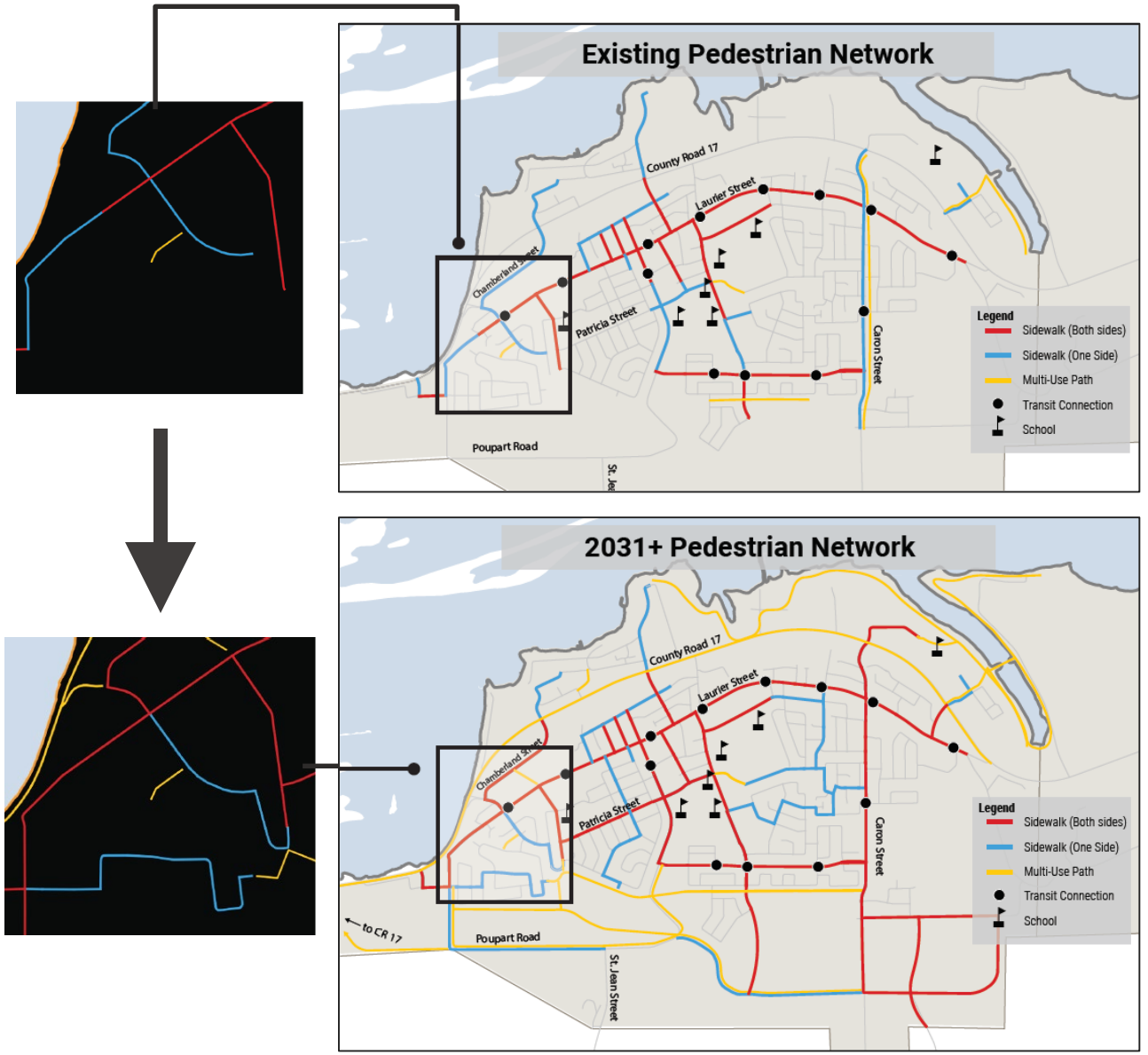


4. Network Connectivity

Pedestrian

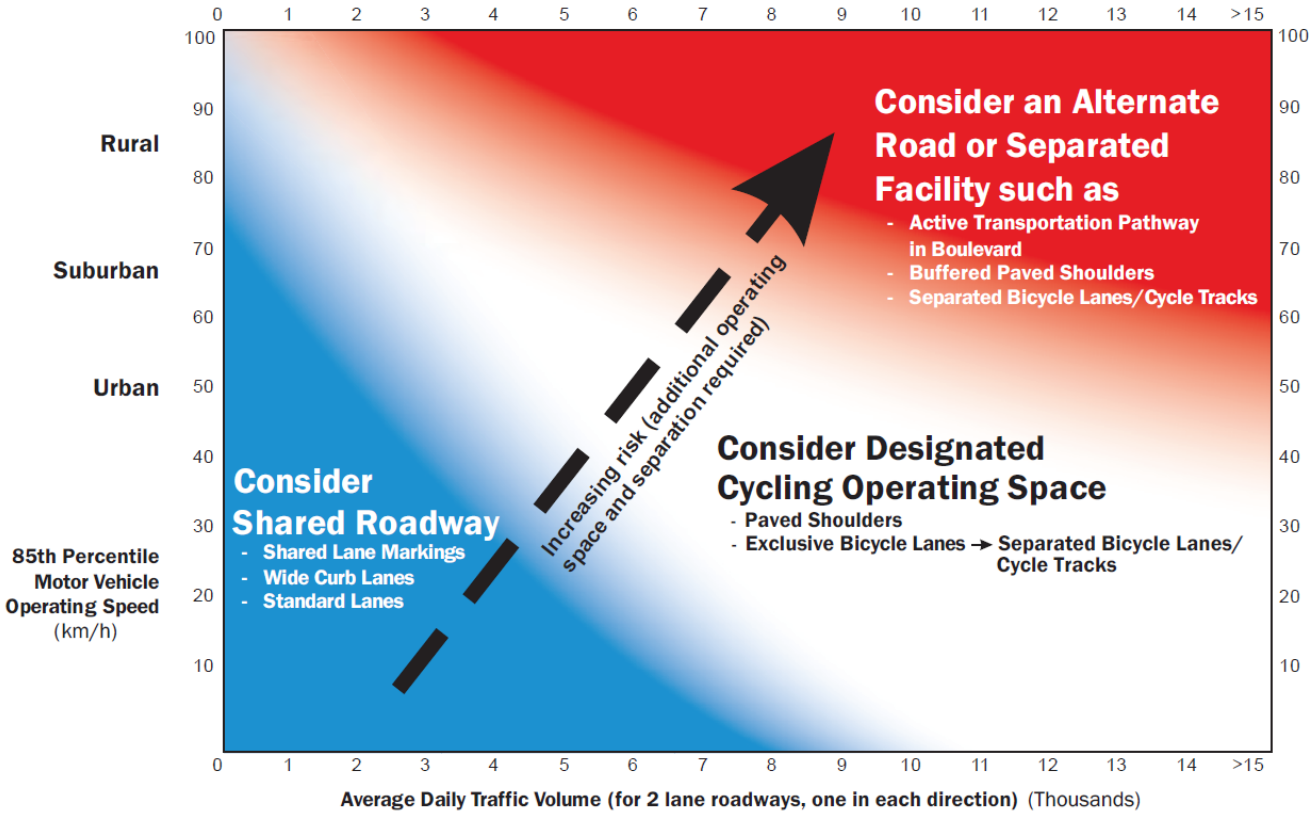
- Focused on:
  - Improving **Safety;**
  - Improving **Accessibility;**
  - Creating **connections;**
  - **Integrating** with other modes (i.e. connections to transit)
- **Short-Term:**
  - **Fills sidewalk gaps in the network** within established neighbourhoods, particularly in Rockland and Bourget;
  - **Adds protected pedestrian crossing opportunities** on arterial roadways within established neighbourhoods.
- **Medium/Long-Term:**
  - Expands the pedestrian network and protected crossings as growth areas are developed.

Pedestrian Facility	Existing	Kilometres Added			Total	Change
		2023	2028	2031+		
Sidewalks	35.6	12.5	9.1	2.9	60.1	+24.5
Multi-Use Paths	17.7	4.5	22.4	19.1	63.7	+46.0
Total	**53.2**	**17.0**	**31.5**	**22.0**	**123.8**	**+70.5**



Cycling

- Focuses:
  - Improving Safety
  - Improving Accessibility
  - Creating connections
  - Integrating with other modes (i.e. connections to transit)



Cycling

What we changed:

+ 152 km of cycling infrastructure & **60% more coverage** over existing cycling network;

Brings cycling infrastructure **within 100m of 80% of the City;**

+ 17 km of separated/dedicated facilities along high-volume corridors to improve safety;

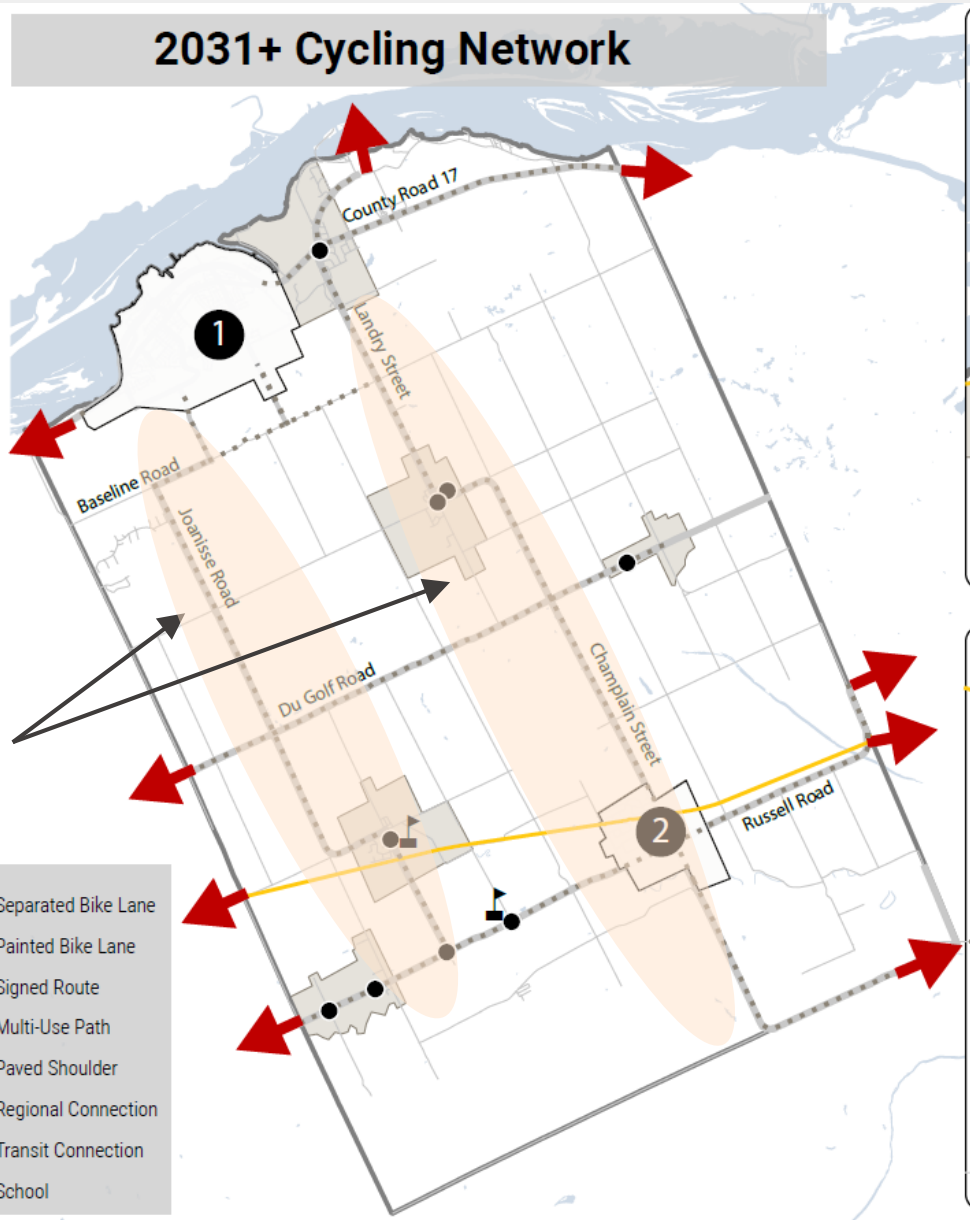
Leverages pedestrian crossing improvements to also serve cycling corridors;

Leverages a **County Arterial network (CR 17, Landry, St. Jean, Champlain, etc)** & adds **cycling facilities to connect Hamlets**

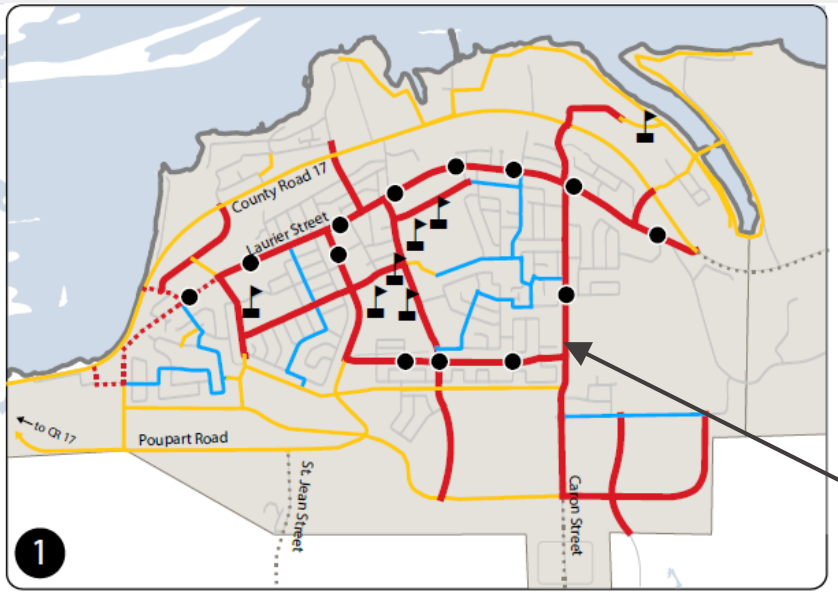
Works with C-R's varying elevation to mitigate cyclist strain via a mixture of off-road/on-road facilities;

Cycling Facility Type	Existing	Kilometres Added			Total	Change
		2023	2028	2031+		
Protected Bike Lanes	-	1.4	-	0.8	2.2	+ 2.2
Painted Bike Lanes	3.4	7.3	2.9	4.8	18.4	+15.0
Signed Route	-	8.5	0.9	-	9.4	+9.4
Paved Shoulders	28.1	-	2.0	77.3	107.4	+ 79.3
Multi-Use Paths	17.7	4.5	22.4	19.1	63.7	+ 46.0
Total	**49.2**	**21.7**	**28.2**	**102.0**	**201.0**	**151.8**

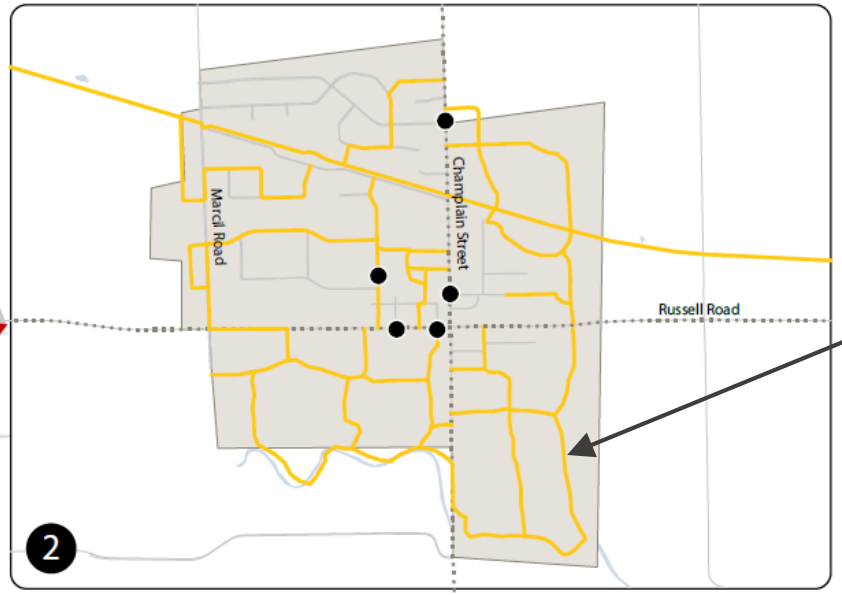
2031+ Cycling Network



Key internal hamlet links

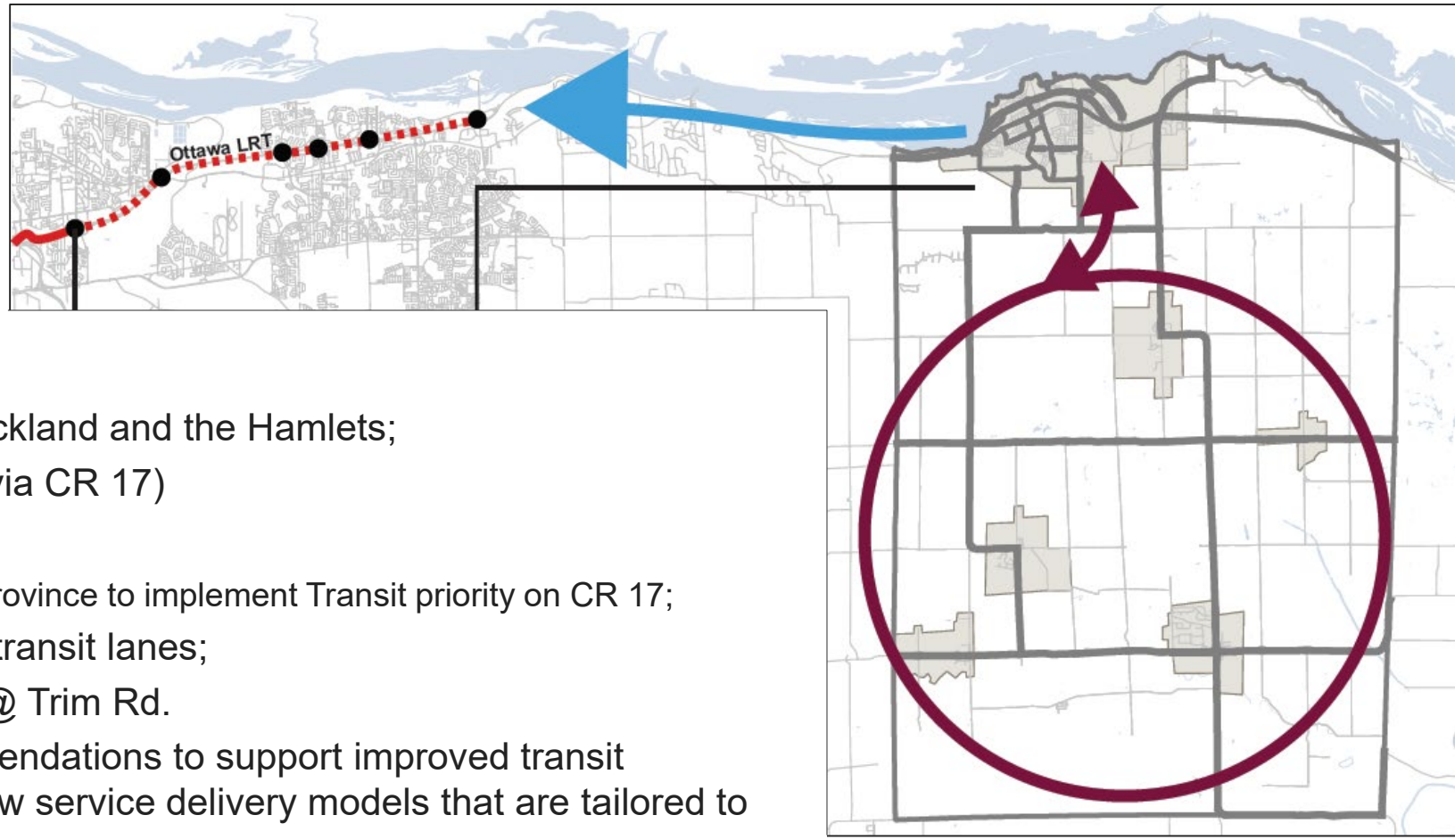


Backbone network of dedicated cycling facilities in Rockland



Integrated network of multi-use paths in Bourget can be used by cyclists and peds

Transit

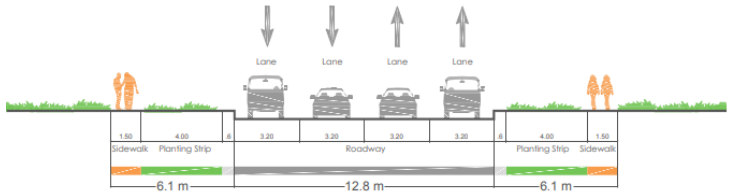


- **Identified two transit needs:**
  - Internal connections between Rockland and the Hamlets;
  - External connections to Ottawa (via CR 17)
- **Opportunities:**
  - Collaborate with Ottawa + County + Province to implement Transit priority on CR 17;
    - Potential HOV or dedicated transit lanes;
    - Future connections to LRT @ Trim Rd.
  - Public transit contracting recommendations to support improved transit service reliability and leverage new service delivery models that are tailored to the two (2) identified transit needs.

Policies & Strategies

- **Complete Streets:**
  - Updated road classification to reflect the inclusion of active transportation;
  - Formalize a road hierarchy to integrate with the County classification;
  - **Recommendations:**
    - Update the Official Plan;
    - Update Municipal Design Standards to include transit, active transportation, and road safety parameters.

- **Active Transportation Winter Maintenance:**
  - Updated provincial standards for pedestrian and cycling facility maintenance;
  - Identified considerations and best-practice recommendations.
  - **Recommendations:**
    - Develop snow maintenance standards for the cycling network and amend the changes to the existing winter control policy;
    - Re-evaluate the winter fleet requirements for maintaining additional active transportation infrastructure.



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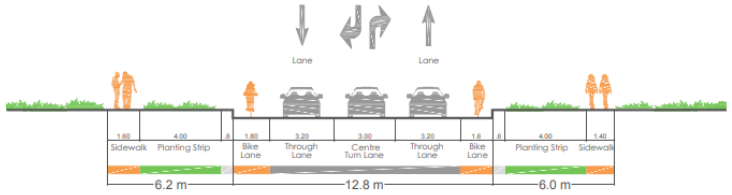
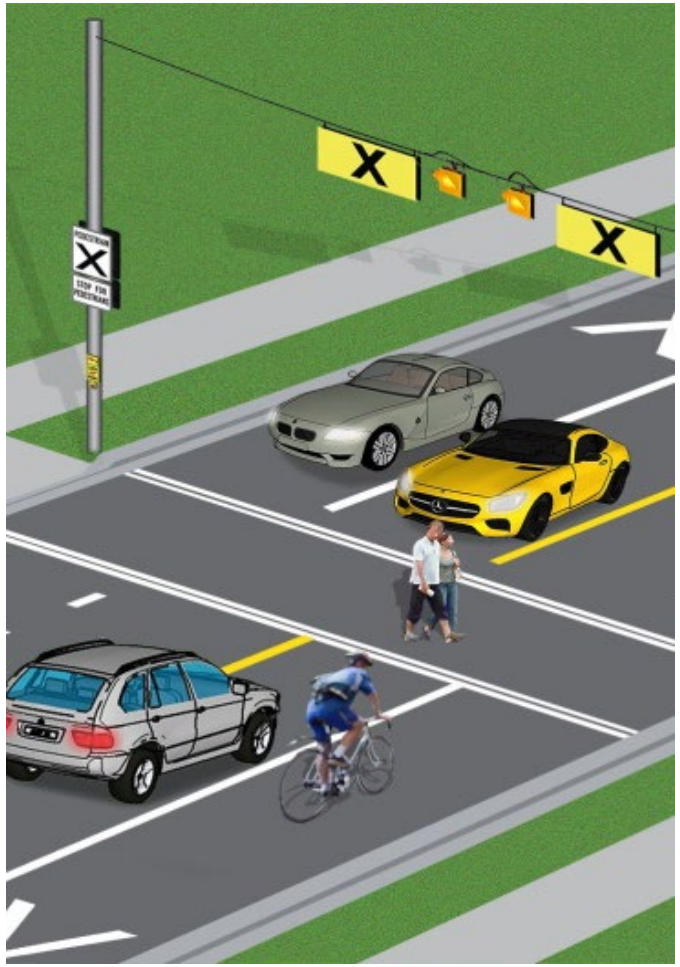


AFTER

Policies & Strategy Recommendations

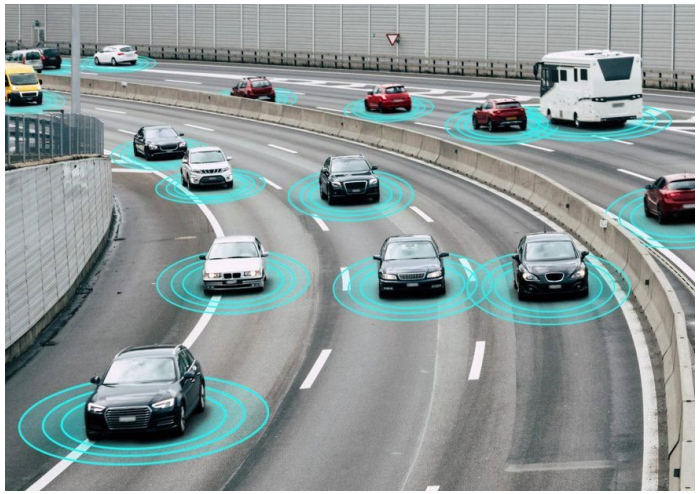
- **Transportation Demand Management:**
  - Develop a TDM checklist for new developments to consider;
  - Re-evaluate the City's parking by-laws to incorporate context-sensitive parking rates that focus on maximum parking rates and parking reductions
- **Traffic Calming:**
  - Update the City's Traffic Calming Policy based on recommendations outlined within the MTMP;
  - Develop a traffic calming guide to accompany the policy.
  - Potential future opportunities to implement reduced speed limits in urban areas on local streets (i.e. 50 km/h -> 40 km/h)
- **Pedestrian Crosswalk Safety Program:**
  - Develop a pedestrian safety plan that encompasses an evaluation scoring system for pedestrian crossings.



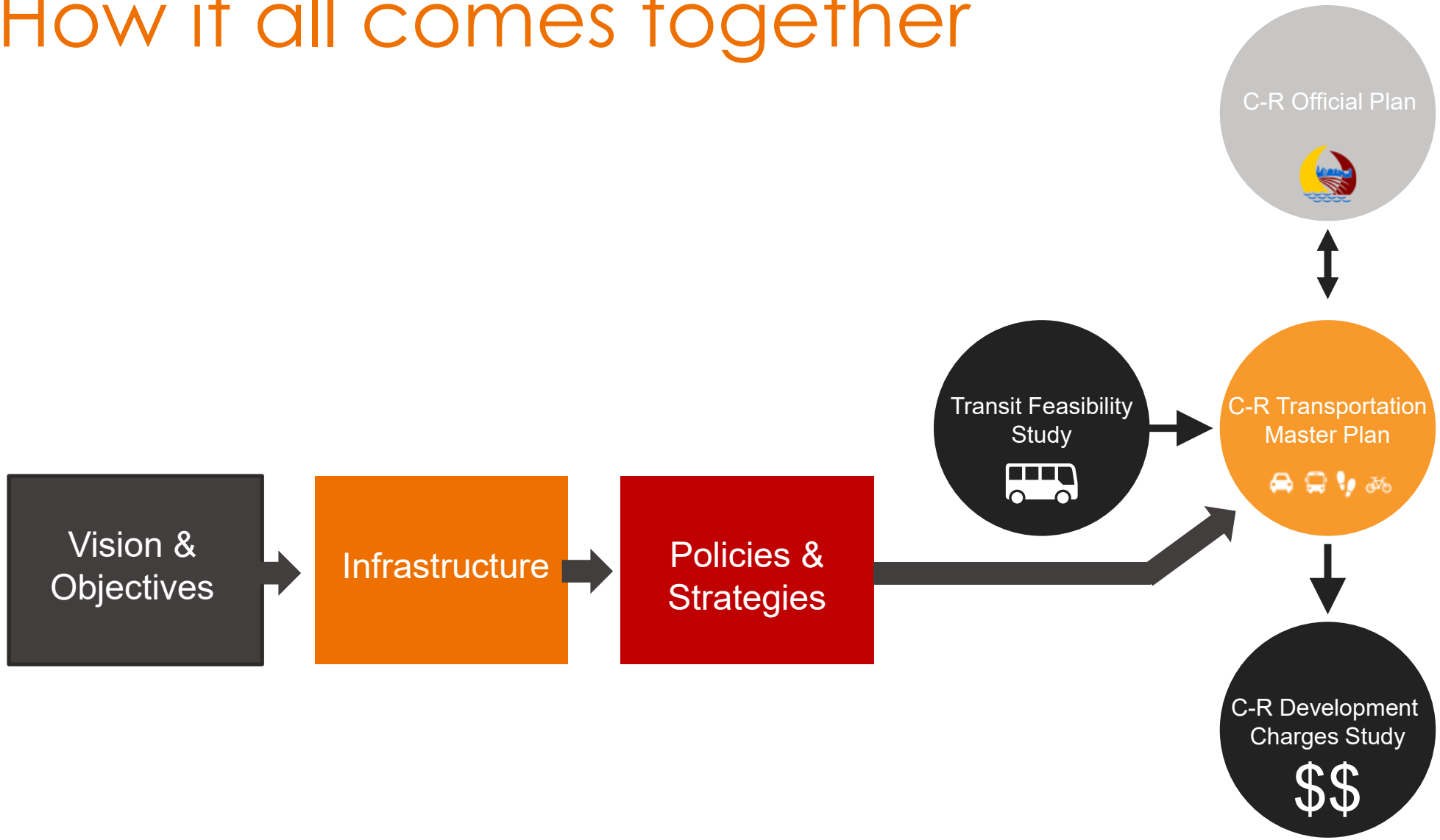
Policies & Strategy Recommendations

- **Downtown Parking Management:**
  - Develop a Downtown Parking Plan that considers special events, future parking, and curbside demand needs

- **Smart Mobility:**
  - Identify strategy for emerging technology such as autonomous vehicles, micro-transit, and micro-mobility & associated data



How it all comes together



Costs

Costs

Implementation

- Improvements can be implemented over time via:
  - Minor Additions;
  - Rehab Additions;
  - Capital Investments.

Development Charges vs Taxes

- Approximately 85% ($54.3M) of the capital improvement costs will be eligible for cost recovery through DC mechanisms;
- Remaining 15% ($9.5M) to be financed through residential tax-base.

Where's the money going?

- 43% of the capital costs are for active transportation, the other 57% are for roadway improvements;
- Online Engagement Survey respondents identified a desire for a 45/55 split.

Mode	Municipal Cost	% of cost	Survey focus %
Cycling	$ 6,143,322	10%	45%
Pedestrian	$ 8,362,466	13%	
Multi-Use	$ 13,154,147	21%	
Roadway	$ 33,431,967	52%	55%
Intersections	$ 2,760,000	4%	
Total	**$ 63,851,902**	**100%**	**100%**