

Appendix A

Final Design Study



Final Study Design Report

REVISION 1

Town of Renfrew - Master Transportation Plan

July 2022

Submitted by:

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Revision History

Revision	Date	Description of Change
1	July 26, 2022	<ul style="list-style-type: none">• Identify Master Plan Process Approach in Section 2.0• Finalize Study Design post Public Open House

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1.0 INTRODUCTION

The Study Design Report is the initial consultation step in the Town of Renfrew’s Master Transportation Plan for the expansion of the transportation network to serve development needs over the next 20 years and beyond. Recent closures of the CN and CP rail corridors, as well as the planned Highway 417 freeway extension from Arnprior to Renfrew will continue to accelerate the growth in the Town. **Figure 1** illustrates current Active Transportation Trails in the Town of Renfrew

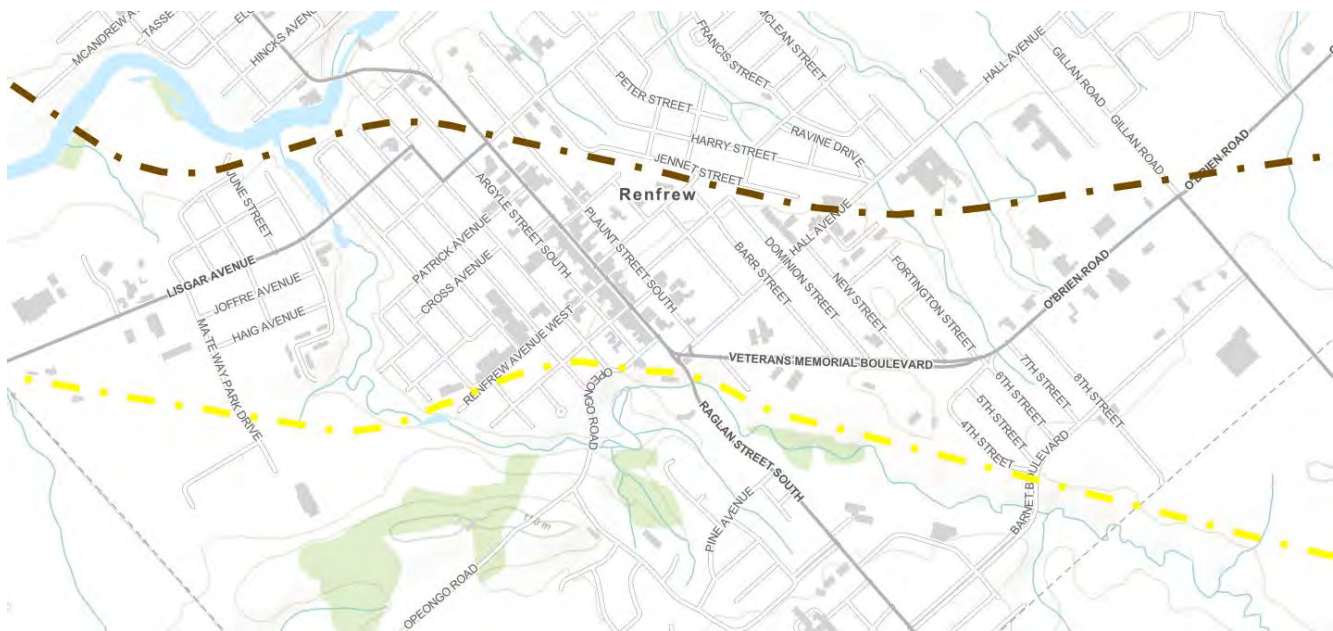


Figure 1: Town of Renfrew Active Transportation Trails

A Master Transportation Plan (MTP) is used to integrate the current and longer-term transportation needs associated with the future planning and growth of the municipality. The coordination and integration of land use planning, transportation system planning, and transportation infrastructure investment is required to address Provincial, County and municipal planning and transportation plans. This study will review current and future interconnectivity of roads and lands to provide recommendations to the Town. It will prioritize the implementation of transportation related infrastructure within the current planning horizon (20 years) and possible longer range corridor protection for infrastructure that may be beyond the Official Plan horizon but may require protection for development that may occur in the Official Plan timeline.

The MTP will provide direction for the planning, coordination and implementation of the road network as well as active transportation facilities. This plan will also guide the development and implementation of projects, policies and programs to address the existing and future transportation needs within the Town.

2.0 CLASS ENVIRONMENTAL ASSESSMENT

The MTP planning process will consider a number of built improvements to the transportation network that may have impacts on the natural, social and cultural environments. As such, it is subject to the Municipal Class Environmental Assessment process (Class EA), under the Province of Ontario's *Environmental Assessment Act*.

The Class EA Planning and Design Process is shown in **Figure 2**. The Planning process includes 5 phases and subject to the scope, value and complexity of future project may require some or all of these 5 phases. The Master Plan will be completed using Approach No. 1 and will complete Phases 1 and 2 of the Class EA process. The simplified view of the planning and design process is illustrated in **Figure 3**.

Master Planning Process Approach No. 1 involves the preparation of a Master Plan document at the conclusion of Phases 1 and 2 of the Municipal Class EA process. The MTP will be made available for public comment prior to being approved by the Town. The MTP will be completed at a broad level of assessment thereby requiring more detailed investigations at the project-specific level in order to fulfil the Municipal Class EA documentation requirements for the specific Schedule B and C projects identified within the Master Plan.

NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA

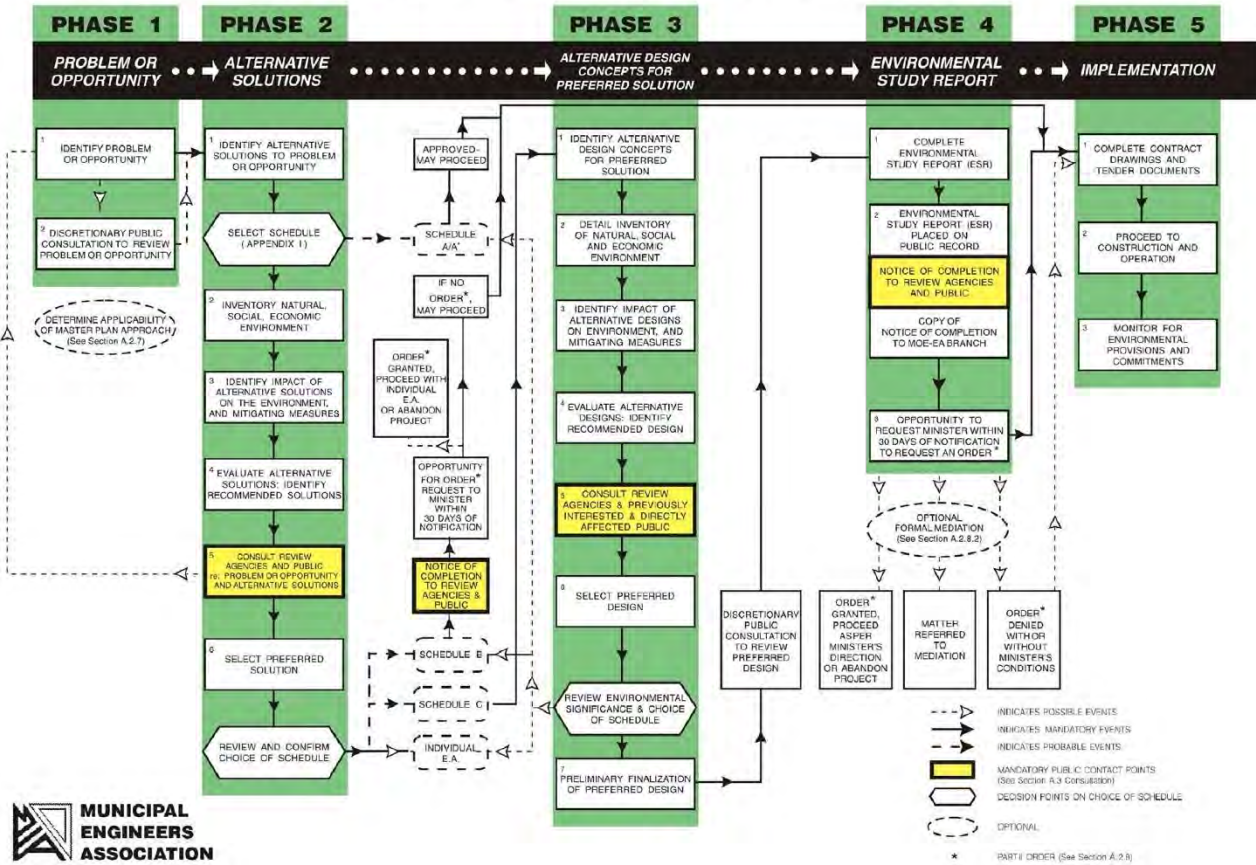
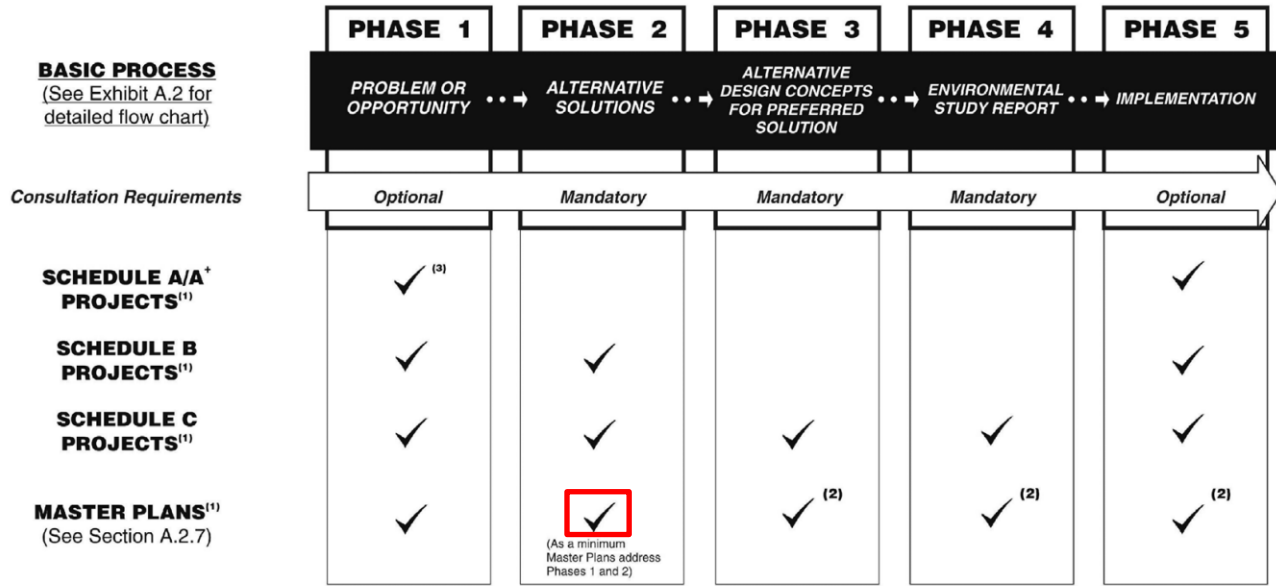


Figure 2: Municipal Class EA Process Flowchart

EXHIBIT A.1 KEY FEATURES OF THE MUNICIPAL CLASS EA

NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA



NOTES:

- ✓ Actions required during relevant phase
- (1) Schedule A, A+, B and C projects and Master Plans can also be integrated with the requirements of the Planning Act (See Section A.2.9)
- (2) Complete Phases 3 and 4 for any Schedule C projects included in the Master Plan prior to implementation
- (3) For Schedule A+ projects, public to be advised. See Section A.1.2.2.

Figure 3: Simplified Municipal Class EA Flowchart

This document, the initial public document for the Municipal Class EA, presents a blueprint of the Work Plan and Study Process for this Master Transportation Plan. The proposed approach reflects the discretionary public engagement of Step 1.2 in the Class EA process. The Study Design provides an early opportunity for public and agency input. It will identify an initial list of issues, and outline the key activities required to complete the study including the EA planning process and the anticipated schedule for completion. This report will be available on the Town of Renfrew’s website and will be circulated at the initiation of the study to various stakeholders and rights holder and presented to the Advisory Steering Committee. It will be available to the general public at the first public consultation event – Public Information Centre No. 1 and Community Café in the spring/summer of 2022.

The MTP will review a number of issues including:

- Network Connectivity;
- Cost/Affordability;
- Maintenance;
- Safety;
- Facilities; and
- Transit Options.

For any physical improvements subject to the Municipal Class EA process, the MTP will complete Phases 1 and 2 of Class EA by establishing the need and justification for the project, considering all reasonable alternatives with acceptable effects on the natural, social and cultural environments, and proactively involving the public in defining a recommended plan for improvements. Dependent on the scale of MTP recommendations, further phases of the Class EA may be associated with individual projects and will be completed at a later date.

At the time of release of the Draft and Final Study Design Report, the Town is monitoring the COVID-19 pandemic and continuing with measures to deal with the spread of the virus, and therefore the distribution of materials is relying on web-based communications with the public. Conventional public events may be conducted during subsequent stages of the study.

3.0 STUDY APPROACH

The Master Transportation Plan will define transportation projects, programs and policies that will integrate Municipal transportation planning and land use planning. It will build upon previous TMP priorities and recommendations to identify policy and infrastructure improvements. The updated TMP will aim to increase the mode share of forms of Active Transportation; primarily cycling and walking throughout the Municipality.

3.1 Study Issues

The MTP will aim to update the Town's vision for transportation infrastructure for a 20-year planning horizon. The study will develop, update and evaluate travel demand projections to confirm the required improvements and policies while revisiting recommendations of the Town's previous planning documents and studies. Key issues that will be addressed and key activities to be completed as part of this study include:

- Creating a policy for the provision of pedestrian crossings to reflect OTM standards and priority of pedestrians at these crossings;
- Accommodating the daily transportation needs and the future improvement needs for increased traffic as a result of the Highway 417 extension and other transportation network expansion;
- Traffic operations at key intersections;
- Parking supply and utilization in the downtown core;

- Historical remnant intersection configuration of County Road 52/Raglan Street/Veterans Memorial Boulevard (Highway 60 Connecting Link)/Hall Avenue;
- Reducing greenhouse gas emissions;
- Recognizing the increasing importance of active transportation to promote healthy lifestyles and environmental sustainability. This will include consideration for safety concerns with pedestrians/cyclists on rural roads;
- Improve connectivity for cyclists and pedestrians;
- Road policies for arterial, collector and local roads within the Town;
- Active transportation networks require significant improvements, protection and possible expansion – this includes both on-street and off-street facilities, connection to Algonquin and Millennium Trail through the Town of Renfrew; and
- Road system policies for improvements to ATV, ORV, and snowmobile use.

Longer Term System Connectivity

Within and adjacent to the Town, longer term system protection will assess the following:

- Need, justification and timing for a second Bonnechere River crossing to accommodate north-south movements;
- Feasibility of alternative connectivity for the Highway 132 Connecting Link
- Need for an alternate truck route from Highway 60 to Highway 417
- Need for a southern east-west collector link within the Town

These longer-term corridors are illustrated in **Section 3.5**.

3.2 Consultation Programs

Engagement will take place throughout the study and the consultation program will comply with the requirements of the *Freedom of Information and Protection of Privacy Act 2009*, and the obligations stipulated in the *Accessibility for Ontarians with Disabilities Act (2005)*.

The public and agency consultation program for this study will include the following:

- Public Notices;
- Draft and Final Study Design Reports;
- External communications/presentations with stakeholders, including ministries, agencies, Indigenous Peoples communities, municipalities and members of the public;
- Two (2) Public Information Centres (PIC's) and one Community Café (as part of the first PIC); and
- Town of Renfrew's website to provide information to the public.

3.3 Public Consultation

The consultation process will involve all potential stakeholders at all key study milestones. This will include, but is not necessarily limited to the public, community associations, private property owners, businesses and interest groups.

3.3.1 Study Website

The EA Study will use the Town’s website (<https://www.renfrew.ca/>) to post information and allow the public to monitor the study progress. The following will be posted to the website: Notices for the Study Commencement and Completion; PIC’s; Draft and Final Study Design Report; Master Plan Report submission; public information updates; and how to submit comments.

3.3.2 Public Notices

Notices will be published in the local newspaper and posted on the Town’s website for the study commencement and the PIC’s/Community Café. Each notice will announce the date, time and location, identify key information to be presented, request input from interested and affected parties, and invite the public to the PIC’s. Finally, a Notice of Study Completion will be published announcing the commencement of the 30-day public review period for the Master Plan Report.

3.3.3 Public Meetings

Formal public consultation in the form of one joint PIC/Community Café and a second PIC will be conducted at a local and accessible location (to be determined, based on restrictions on public gatherings due to the COVID-19 pandemic). Notices of the PIC’s will be published in the local newspaper along with letters mailed out to agencies, stakeholders, Indigenous Peoples Communities and utilities.

3.4 Stakeholder Consultation

3.4.1 Municipal and Agency Consultation

Meetings will be held at key milestones. Technical Steering Committee participation includes as a minimum, representatives from the Town of Renfrew, County of Renfrew, MTO and interest group representatives.

3.4.2 External Agencies and Regulatory Agencies

The following agencies will be on a study mailing list, which will be updated and maintained throughout the study:

- Ministry of the Environment, Conservation and Parks
- Ministry of Heritage, Sport, Tourism and Culture Industries
- Ministry of Northern Development, Mines, Natural Resources and Forestry
- Ministry of Agriculture, Food and Rural Affairs
- Ministry of Indigenous Affairs
- Ministry of Community and Social Services
- Ministry of Municipal Affairs and Housing
- Ministry of Energy
- Ministry of Infrastructure
- Ministry of Community Safety and Correctional Services
- Ontario Provincial Police

- Crown-Indigenous Relations and Northern Affairs Canada

3.4.3 Indigenous Peoples Consultation

The Town of Renfrew has a constitutional duty to consult with Indigenous Peoples with traditional land use or interests in the Study Area. Clear, effective and timely consultation with Indigenous Peoples is essential to ensure the success of the project. This will include:

- Identification of interested/affected Indigenous Peoples early in the decision-making process;
- Distribution and notification of relevant project-related information, including the Class EA process, potential alternatives and impacts;
- Early identification of concerns and issues;
- Understanding of potential risk and impacts of the Study on Indigenous Peoples' interests;
- Development of mutually acceptable solutions involving Indigenous Communities;
- Ensuring regulatory compliance throughout the Class EA process; and
- Indigenous Communities will be consulted during the Study and offered, at their request, meetings with their communities. The Ministry of the Environment, Conservation and Parks will be consulted to ensure all Indigenous Peoples with an interest are contacted.

3.5 Work Program

The major elements of the work program are described in the following sections.

Task 1: Project Start up: Upon initiation of the project, the Project Team will: review study scope; budget and schedule; establish membership, meeting dates and roles and responsibilities; review the Notice of Study Commencement; and prepare all required agreements. The Project Team will provide guidance into the technical elements of the study including the study issues, data collection, and weighting of factors and the evaluation of alternatives.

Task 2: Data Collection, and Field Investigations: The second task involves the collection and organization of the data necessary for the analysis and evaluation of transportation projects/strategies. Sources of information and activities may include:

- Assembly and preliminary review of study materials, land use forecasts, and population/employment projections;
- Obtain digital mapping, photographs and associated drawings;
- Field reviews of key corridors and destinations, active transportation, existing truck routes, existing infrastructure and growth areas;
- Obtain input from Town staff and stakeholders regarding known issues/ public concerns;

- Review available traffic volume data (if available), and collect new traffic counts data (where required); and
- Collect and review background reports and any existing plans, policies and studies related to transportation.

Task 3: Study Design Report: The Study Design describes, at the outset of the study, the intended approach in completing this assignment. The Study Design document will help establish the foundation for the transportation and environmental planning and public consultation processes. This document was posted on the Town’s website at the start of the study and sent to external agencies as a draft for public review and comment. The draft Study Design allowed the early identification of the major issues and concerns, and in addition, recognizes areas of consensus or agreement. The Study Design Report has been finalized following POH No. 1.

BTE will also hold a Community Café /PIC No. 1 to engage the community and allow early input from property owners and stakeholders. This Community Café will assist the Project Team in: confirmation of existing constraints; documentation of existing profile of transportation users; defining gaps and deficiencies (existing/future operational problems) within the current network; generation of operational improvement alternatives or strategies; and establishing initial priorities for stakeholders. The Community Café will solicit public discussion on the needs of the community.

Task 4: Development of Network Improvements: Traffic analysis to identify and evaluate roadway improvement requirements will be based upon automobile and truck traffic, pedestrians, cyclists, and safety considerations. Travel demand forecasts model and scenarios will be developed for key horizon years to reflect the anticipated level of development in each of the planned growth areas. The traffic analyses will provide input into the screening and evaluation of improvement alternatives. The priorities will be established to include the short term (immediate), medium term (planned within the Official Plan horizon) and long term (beyond 20 years).

The assessment of transportation network requirements will be carried out to ensure the development of an integrated plan. The work plan will include:

- Review of existing travel demands and development of growth factors to forecast future demands;
- Review/update the inventory of the existing roadway and pathway/trail networks, improvements and protections, and classifications;
- Obtain input from the Town staff regarding known issues/ public concerns;
- Review measures to improve network interconnectivity of roads and lands over a 20-year growth period (or beyond);
- Classify roads for Minimum Maintenance Standards (MMS) based on existing/new data;

- Risk assessment of emergency closure to Bonnechere River Bridge and the need and justification of a second river crossing;
- Identification of safety concerns and operational constraints crossing screenlines and at key intersections;
- Screenline and intersection analyses to confirm functionality and identify any capacity constraints;
- Review of the Official Plan and growth areas to determine the need for connectivity/ accessibility between key destinations;
- Traffic analysis of existing and forecasted traffic operational conditions at key locations within the Town to identify potential improvement opportunities and associated timelines;
- Review existing policy or practice for sidewalk and multi-use pathway design criteria;
- Review existing road system policies for ATV, ORV, snowmobiles, posted speeds, and utility use;
- Identify the ROW widths recommended by the Town and any land acquisition needed for network development;
- Review/update the locations and numbers of Park and Rides and electric fueling stations;
- Conceptual local road lotting/block plan, as required; and
- Development of a long list of improvement alternatives.

Renfrew County Roads: The County of Renfrew roads and intersections that form the geographic boundaries of the Town and connect to Highway 60 including County Road 6 (Gillan Road), County Road 52 (Raglan Street South) and County Road 20 (Bruce Street) will be considered in the assessment as they provide connectivity to the Town.

Connectivity is essential to support the movement of people/goods into and out of the Town. In developing the MTP, linkages will be reviewed from a multi-modal perspective, taking into account new development lands, new municipal facilities, and any network improvements being planned by other jurisdictions including the Highway 417 extension.

Task 5: Best Practices Review/Policy Development: This task will develop a list of best practices and policies, considering policies currently being used by other municipalities.

Some of the best practices involve:

- Transportation demand management;
- Transportation policy within the Town;
- Active transportation policy along designated cycling corridors;
- Traffic calming;
- Traffic signage;
- Route designation;
- Environmental protection;
- Road cross section and classification;
- Bicycle lanes, sidewalks and multi-use trails;
- Accessibility standards; and
- Safety performance factors.

- Parking at Algonquin Trail and Millennium Trail trailheads;

Task 6: Development, Analysis and Prioritization of Alternative Roadway Projects, Programs and Policies

Task 6.1 Development of Alternative Improvement Projects, Programs and Policies

The alternatives will be generated through technical analysis and discussions with the Town, the stakeholders, agencies and the general public. The list of alternative projects, programs, policies and strategies will be confirmed with the public, as required as part of the EA process, including the “Do Nothing” alternative. The forecast needs of the system (short, medium and long term) will be prioritized. This will include traffic operations, safety, illumination, active transportation, asset management and preservation as well as level of service standards (considering affordability constraints).

Improvement alternatives may include, but not be limited to:

- New network connections to provide redundancy and improved continuity through the Town;
 - Alternative crossings of the Bonnechere River
 - Provincial Highway connectivity
 - Termination of Highway 132
 - Connectivity to the Gillan Road interchange
 - Barnet Boulevard to Whitton Road
 - Stewart Street/Pinnacle Road arterial
 - Opeongo Road to Ma te Way Park Road
- Intersection improvements such as traffic signals or roundabouts;
 - Hall Avenue realignment
 - County Road 52 realignment
- Roadway reclassification;
- Road widening or road diets (narrowing);
- Traffic control measures including audible signals;
- New sidewalks or recreational pedestrian links; and
- Provisions for cyclists.

Recommendations will be made for: the Town roads network; commercial vehicle/truck; active transportation/ telecommuting; and transportation demand management.

Task 6.2 Prioritization of Alternatives

This study will include a systematic, traceable analysis and evaluation of the transportation needs in the Town, (based on the generation, analysis and evaluation of alternative projects

or strategies). Coordinating priorities with planned growth/development within the Town is recognized, where feasible, to be one of the most cost-effective methods of implementation. Prioritization will also include input received as part of the public consultation program and agency comments in the development of the MTP.

The prioritization will include the affordability of the future projects/ strategies and conformance/ integration with the Town's Official Plan. The ability to implement future projects in the Town will be constrained by funding. A key component of the prioritization of projects and traffic management measures will be the evaluation of these alternatives and the long-term life cycle costs to construct and maintain this infrastructure.

Output:

- The objective will be to define a long term vision for transportation and active transportation modes, including projected growth in population, employment, and residential and commercial development for a 20-year horizon (or beyond);
- Listing of capital need and priority of projects by planning horizons of 1, 3, 5, 7, 10, 15 and 20 years;
- Financial Plan (order of magnitude) of costs of the plan per year in current dollars;
- Develop a financial strategy that matches the plan; and
- Identify potential sources of funding (MTO, County of Renfrew, other), partnering or alternative delivery methods.

Task 7: Public and Agency Consultation

BTE will implement a consultation program including:

- One joint Community Café/PIC will be held in-person for the public and stakeholders to attend, depending on the prevailing COVID-19 restrictions. This format will allow open discussion with stakeholders as an event before the study presents any conclusions. The public event will present the Problem Statement, Draft Study Design, Assessment of Planning Solutions and Preliminary Design Alternatives. This will be used as input to finalize the Study Design.
- PIC No. 2 will be also held in-person depending on the prevailing COVID-19 restrictions to present the evaluation and preliminary recommendations for potential priorities of projects and policies to obtain input prior to finalizing the MTP report.

The public meetings will include coloured graphics and text boards/exhibits to describe the process and opportunities for the public to provide comment, to be posted on the Town's website. A Notice for the public events will be prepared for the Town to place in the local newspaper and on their website.

Task 8: Preparation of MTP Report and Presentation

The preparation of the draft and final MTP report will follow the requirement of the Class EA. The MTP will document the study methodology, findings, public involvement and recommendations. This will include:

- Evaluation of the current state of the transportation network and response to future demands;
- Identification of future traffic from Provincial, County and local growth;
- Identification of transportation network improvements required for future needs;
- Capital implementation plan; and
- Transportation fact sheets and cost estimates (for projects in the 20-year horizon).

A draft version will be submitted to the Town and external review agencies prior to the preparation of the final document. A presentation will be made to Council prior to the public review of the MTP. The MTP will be filed upon acceptance by the Town.

4.0 PRELIMINARY SCHEDULE

A draft schedule for this Study is shown below in **Table 1**.

Table 1: Preliminary Study Schedule

Task	Date
Project Start-Up Meeting	Spring 2022
Information Gathering	Spring 2022
Draft Study Design Report	Spring 2022
Study Commencement Notice	Spring 2022
PIC No. 1/Community Café	Summer 2022
Development of Network Improvements (Projects)	Summer 2022
Best Practices Review and Policy Development	Summer/Fall 2022
Development and Analysis of Alternative Roadway Projects and Strategies	Summer/Fall 2022
Prioritization of Alternative Roadway Projects and Strategies	Winter 2022/2023
PIC No. 2	Spring/Summer 2023
Final Master Transportation Plan	October 2023
Council Presentation	December 2023

GLOSSARY OF TERMS

-
- **AADT** Annual Average Daily Traffic – the average 24-hour, two-way traffic per day for the period from January 1st to December 31st.
-
- **Alignment** The vertical and horizontal position of a road.
-
- **Alternative** Well-defined and distinct course of action that fulfils a given set of requirements. The EA Act distinguishes between alternatives to the undertaking and alternative methods of carrying out the undertaking.
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- **Alternative Project** Alternative Planning Solutions, see above.
-
- **Bump-Up / Part II Order** The act of requesting that an environmental assessment, initiated as a Class EA, to be undertaken as an Individual EA process when potential adverse impacts to constitutionally protected Aboriginal and treaty rights may or has occurred. The change is a result of a decision by the Minister of Environment to require that an individual environmental assessment be conducted.
-
- **Canadian Environmental Assessment Act (CEAA)** The CEAA applies to projects for which the federal government holds decision-making authority. It is legislation that identifies the responsibilities and procedures for the environmental assessment.
-
- **Class Environmental Assessment Document** An individual environmental report documenting a planning process which is formally submitted under the EA Act. Once the Class EA document was approved, projects covered by the class can be implemented without having to seek further approvals under the EA Act provided the Class EA process is followed.
-
- **Class Environmental Assessment Process** A planning process established for a group of projects in order to ensure compliance with the Environmental Assessment (EA) Act. The EA Act, in Section 13 makes provision for the establishment of Class Environmental Assessments.

-
- **Corridor** A band of variable width between two locations. In transportation studies a corridor is a defined area where a new or improved transportation facility might be located.
-
- **Criterion** Explicit feature or consideration used for comparison of alternatives.
-
- **Cumulative Effects Assessment** Cumulative Effects Assessment assesses the interaction and combination of the residual environmental effects of the project during its construction and operational phases on measures to prevent or lessen the predicted impacts with the same environmental effects from other past, present, and reasonably foreseeable future projects and activities.
-
- **Detail Design** The final stage in the design process in which the engineering and environmental components of preliminary design are refined and details concerning, for example, property, drainage, utility relocations and quantity estimate requirements are prepared, and contract documents and drawings are produced.
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- **DFO** Department of Fisheries and Oceans.
-
- **EA** Environmental Assessment (used in the context of a report)
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- **EA Act** Ontario Environmental Assessment Act, RSO 1990 c. E.18 (as amended July 21, 2020).
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- **Environment**
 - Air, land or water,
 - Plant and animal life, including human life,
 - The social, economic and cultural conditions that influence the life of humans or a community,
 - Any building structure, machine or other device or thing made by humans,
 - Any solid, liquid, gas, odour, heat, sound, vibration or radiation resulting directly or indirectly from human activities, or

- Any part or combination of the foregoing and the interrelationships between any two or more of them, in or of Ontario.

<ul style="list-style-type: none"> • Environmental Effect 	<p>A change in the existing conditions of the environment which may have either beneficial (positive) or detrimental (negative) effects.</p>
<ul style="list-style-type: none"> • Evaluation 	<p>The outcome of a process that appraises the advantages and disadvantages of alternatives.</p>
<ul style="list-style-type: none"> • Evaluation Process 	<p>The process involving the identification of criteria, rating of predicted impacts, assignment of weights to criteria, and aggregation of weights, rates and criteria to produce an ordering of alternatives.</p>
<ul style="list-style-type: none"> • External Agencies 	<p>Include Federal departments and agencies, Provincial ministries and agencies, conservation authorities, municipalities, Crown corporations or other agencies other than MTO.</p>
<ul style="list-style-type: none"> • Factor 	<p>A category of sub-factors.</p>
<ul style="list-style-type: none"> • General Arrangement 	<p>Structural plan of the bridge and proposed works including elevations and cross sectional views of the bridge.</p>
<ul style="list-style-type: none"> • Integrated Environmental Assessment 	<p>An Environmental Assessment conducted in accordance with the Municipal Class EA and the <i>Planning Act</i>.</p>
<ul style="list-style-type: none"> • Individual Environmental Assessment 	<p>An Environmental Assessment requiring the submission of a document for approval by the Minister, pursuant to the EA Act and which is neither exempt from the EA Act nor covered by a Class EA approval.</p>
<ul style="list-style-type: none"> • Integrated Class Environmental Assessment 	<p>The Integrated Approach is used to simultaneously complete the land use planning for a study under the <i>Planning Act</i> and a road planning study under the <i>Municipal Class EA</i>. The Integrated Approach provides the Municipality an opportunity to reduce duplication by simultaneously complying with the</p>

Planning Act and *Municipal Class EA* processes, including public and stakeholder notification, preparation of technical reports and analyses, and land use planning and environmental protection decisions.

-
- **MECP** Ministry of the Environment, Conservation and Parks.

 - **MHSTCI** Ministry of Heritage, Sport, Tourism and Culture Industries.

 - **Mitigating Measure** A measure that is incorporated into a project to reduce, eliminate or ameliorate detrimental environmental effects.

 - **Mitigation** Taking actions that either remove or alleviate to some degree the negative impacts associated with the implementation of alternatives.

 - **MNDMNR** Ministry of Northern Development, Mines, Natural Resources and Forestry.

 - **MTO** Ministry of Transportation Ontario.

 - **MTP** Master Transportation Plan

 - **NSA** Noise Sensitive Areas

 - **OP** Official Plan

 - **PIC** Public Information Centre

 - **Planning Act** Planning Act, R.S.O. 1990 c. P.13. is a provincial legislation that sets out the ground rules for land use planning in Ontario. It describes how land uses may be controlled, and who may control them.

 - **Planning Alternatives** Planning alternatives are “alternative planning solutions” under the EA Act. Identification of significantly different transportation engineering opportunities while protecting significant environmental features as much as possible.

 - **Preliminary Design Alternatives** Preliminary Design Alternatives are “alternative methods” of carrying out the selected planning

	<p>solution while maximizing social and transportation benefits while protecting significant environmental features as much as possible.</p>
<ul style="list-style-type: none"> • Project 	<p>A specific undertaking planned and implemented in accordance with the Class EA including all those activities necessary to solve a specific problem.</p>
<ul style="list-style-type: none"> • Proponent 	<p>A person or agency that carries or proposes to carry out an undertaking, or is the owner or person having charge, management, or control of an undertaking.</p>
<ul style="list-style-type: none"> • Public 	<p>Includes the general public, interest groups, associates, community groups, and individuals, including property owners.</p>
<ul style="list-style-type: none"> • Realignment 	<p>Replacement or upgrading of an existing roadway on a new or revised alignment.</p>
<ul style="list-style-type: none"> • Recommended Plan 	<p>That part of the planning and design process, during which various alternative solutions are examined and evaluated including consideration of environmental effects and mitigation; the recommended design solution is then developed in sufficient detail to ensure that the horizontal and vertical controls are physically compatible with the proposed site, that the requirements of lands and rights-of-way are satisfactorily identified, and that the basic design criteria or features to be contained in the design, have been fully recognized and documented in sufficient graphic detail to ensure their feasibility.</p>
<ul style="list-style-type: none"> • RR 	<p>Regional Road</p>
<ul style="list-style-type: none"> • SAR 	<p>Species At Risk</p>
<ul style="list-style-type: none"> • Screening 	<p>Process of eliminating alternatives from further consideration, which do not meet minimum conditions or categorical requirements.</p>
<ul style="list-style-type: none"> • SDR 	<p>Study Design Report.</p>

-
- **Steering Committee** The Steering Committee will include the approving agencies and Consultants. It will act as the decision-making body for the study recommendations.
 - **Sub-factor** A single criterion used for the evaluation. Each sub-factor is grouped under one of the global factors.
 - **TIS** Traffic Impact Study
 - **TPA** Technically Preferred Alternative
 - **TPP** Technically Preferred Plan
 - **Traceability** Characteristics of an evaluation process which enables its development and implementation to be followed with ease.

Appendix B

Record of Consultation



Public Open House No. 1/Community Café Summary Report

Town of Renfrew Master Transportation Plan, RFP #07-2021

July 25, 2022

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1.0 INTRODUCTION

The Town of Renfrew (Town) has initiated a Master Transportation Plan (MTP) Study for the expansion of the transportation network to serve development needs over the next 20 years and beyond. Recent closures of the CN and CP rail corridors, as well as the planned Highway 417 freeway extension from Arnprior to Renfrew will continue to accelerate growth in the Town.

This Study will be completed as a Master Plan under the Municipal Class Environmental Assessment (MCEA) to define the transportation needs associated with future planning and growth of the town.

2.0 PUBLIC EVENT

The Town wishes to ensure that anyone interested in this study has the opportunity to be involved and provide input. This report summarizes the Public Open House No. 1/Community Café event and comments received during the 2-week comment period. The event was held as follows:

Date: Wednesday, June 29, 2022

Time: 6:00 pm to 8:00 pm

Location: Ma-te-Way Activity Centre, 1 Ma Te Way Park Drive, Renfrew, ON K7V 4J4

Comment Period: June 29 to July 15, 2022

Nine (9) people registered at the POH/Community Café event. Each person was encouraged to provide a written response to any issues or concerns or provide verbal comments at the Café. All members of the public and interest groups were invited to the POH/Community Café to view the presentation material and discuss the project as a group.

3.0 PUBLIC OPEN HOUSE

The Public Open House included exhibits placed around the perimeter for the room for attendees to view at their leisure. The exhibits can be found in **Appendix A**. Background documents, including the draft Study Design Report and the previous 1990 Traffic Planning Report were available for attendees to view. Consultant and Town staff were available to respond to any inquiries and record the discussion of the group.

4.0 COMMUNITY CAFÉ

The Community Café process follows the principles of the “World Café” philosophy; namely, that people want to talk together about issues that matter, and that that as we talk together we are able to collectively achieve greater wisdom and insight to the issues being discussed. People have the capacity to work together and can collectively be creative and insightful when actively engaged in meaningful conversations. The Community Café is a simple yet effective conversational

method for fostering dialogue, accessing collective intelligence and creating innovative possibilities for action. The café principles are:

- Set the context
- Explore questions that matter
- Encourage everyone's contributions
- Connect diverse perspectives
- Listen together for insights
- Share collective discoveries

The MTP Community Café was an informal event that facilitated conversation by providing participants with a comfortable and welcoming environment. The event was set up with tables and background music to evoke a feeling of familiarity and comfort.

The event was organized to create a network of dialogue about issues that matter to the stakeholders and community. Each conversation was chosen to reflect the most important parameters of the Town's transportation and land uses and the desired goals of the participants. Three topics were provided as discussion points to reflect the actual concerns of the community. As participants discussed the topics, key ideas and perspectives were exchanged which provided new insights to the project.

Typically, a café event includes multiple tables with a facilitator at each table to provide a neutral voice to the discussion. Based on the number of participants who attended the cafe, the group discussion was completed as a single group with facilitators encouraging all participants to contribute to the conversation and to remain focused on the topic(s) being discussed.

The Community Café event began with an introductory presentation, which is provided in **Appendix B**. The introductory presentation and exhibits summarized project issues and the approach/process. Following the project introduction, the process and objectives of the Community Café event were explained.

The three topics that were chosen to be discussed during the event included the following:

1. Roads/Bridges
2. Active Transportation
3. Programs and Policies

Each discussion lasted approximately 15 minutes.

5.0 PUBLIC AND AGENCY CONSULTATION

One of the key aspects of the project is to provide the public, interested parties, affected agencies, Indigenous Peoples, and stakeholders with the opportunity for input. In order to ensure this objective is met, a public and agency notification program was undertaken. The program includes a number of communication mechanisms, discussed in the following sections.

5.1 Advertisements

Notice of POH No. 1 was advertised in the Renfrew Mercury on Wednesday, June 22, 2022 and on social media including Facebook and Twitter. A copy of the notice is in **Appendix C**. The social media advertisements were posted on Facebook and Twitter on June 27 and June 29, 2022 and are shown in **Figure 1** and **Figure 2**.



Figure 1: Sample Facebook Social Media Post



Figure 2: Sample Twitter Social Media Post

6.0 POH NO. 1 COMMENTS

All verbal comments received at the public event were recorded and one (1) additional comment was received during the following 2-week comment period. The comment, excluding personal information, is provided in **Appendix D**. The comments and discussions are summarized in the following sections.

The written comments received by July 15, 2022 are summarized below in **Table 1** by general subject matter.

Table 1: Summary of Written POH No. 1 Comments	
Comment	Number of Respondents
Designate areas for pick-up and drop-off for people requiring accessible transportation within the downtown core (transportation is supplied by Sunshine Coach Service). This would enhance safety for drivers and clients as well as improve accessibility to goods and services along Raglan Street. These should be positioned so as allow access on both sides of the street in perhaps two designated areas each.	1

7.0 COMMUNITY CAFÉ TOPIC DISCUSSIONS

Three topics of conversation were provided for discussion. Each topic had several questions associated with the topic; however, the conversation often diverged from the given questions. This allowed for the conversation to flow freely and created an encouraging environment for everyone at the event to contribute ideas and perspectives. It also provided the participants an opportunity to direct the conversation to questions that are relevant to their actual concerns.

The following sections summarize the ideas and comments expressed verbally during the event and in correspondence received post-meeting (see **Appendix D**). The following comments were recorded to reflect the general comments from members in attendance and do not constitute an exact recording of the members of the public. Maps of the Town/Townships were provided at the Community Café and attendees were encouraged to mark up the maps with potential projects and issues. These marked-up maps are illustrated in **Figure 3** to **Figure 6**.

7.1 Roads/Bridges

Key Questions:

1. Are traffic congestion/delays or road surface type considered to be issues?
2. What do you feel are the safety concerns?
3. What road, bridge or intersection improvements would you like to see?
4. Are there missing transportation links (such as crossing the Bonnechere River)?

Comments:

- Flexibility is needed for alternative routes through the Town to relieve congestion.
- Downtown traffic backs up at the Post Office when vehicles are waiting to turn left onto Renfrew Avenue West, see **Photo 1**. There is no advanced green. This especially occurs on Thursdays and Fridays. The downtown gets too congested. This is also occurring at Confusion Corner (intersection of Raglan Street, Hall Avenue, Veteran’s Memorial Boulevard and Raglan Street South (County Road 52) with camper vehicles and tourists.



**Photo 1: Raglan Street South/Renfrew Avenue West Intersection
Potential Location for New Left-Turn Lane**

- The construction of Hall Street will take some of the pressure off O'Brien Road. There needs to be another parallel route to O'Brien Road. A new route was suggested to go over the Fitness Centre's parking lot past the garden centre and link into Wrangler Road. See **Figure 3**.
- There is no land in the Town to develop and future expansion may be into adjacent Townships.
- To avoid O'Brien Road congestion, people travel to Gillan Road from the Water Tower to O'Brien Road instead.
- O'Brien Road should be 2 lanes in each direction (i.e. 4-lane cross section).
- Short term project should include Gillan Road and O'Brien Road left-turn and right-turn lanes.
- Locals know to take Gillan Road to avoid the O'Brien Road congestion.
- Highway 17 is difficult to cross due to the amount of traffic on the highway and lack of signals at the Gillan Road/Highway 17 intersection. People go to an alternate intersection which has signals to turn safely onto the highway.
- Linking highways and County Roads coming into the Town with a second bridge is important.

- Link to Opeongo Road and Highway 132 is important because the Ma-te-way Activity Centre is the Emergency Centre for the Town.

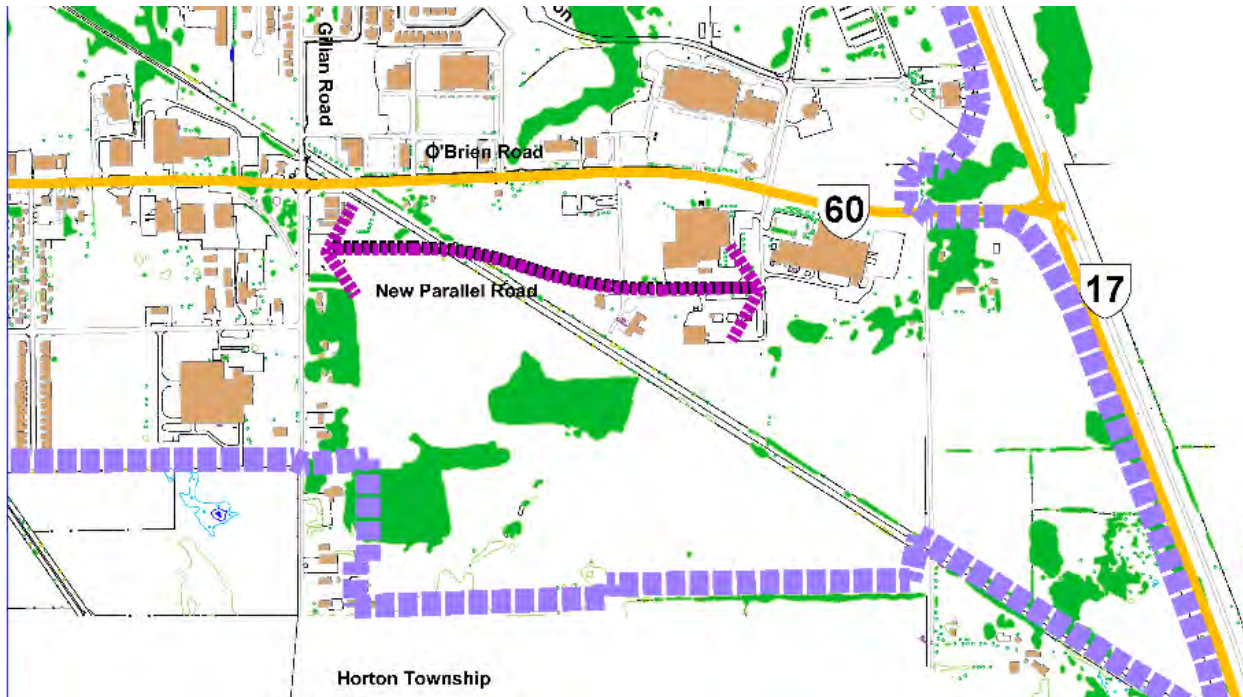


Figure 3: New Parallel Road to O'Brien Road

- Provide a second route to Ma-te-way Park/Activity Centre from Opeongo Road. Transport trucks have difficulty getting through town. Trucks take Opeongo Road from Highway 132 to Highway 17, but it's not a truck route.
- Truck routes should be defined as part of this long-term study.
- Opeongo Road should be realigned for better safety.
- Any large tournaments at the Ma-te-way Park need a second entrance out.
- Break the planning up into short / medium / long term plans to protect for corridors.
- The construction of Hall Avenue will move some traffic from O'Brien Road but another route could be to extend Barnet Boulevard.
- Signage should be added in the Town for an alternate route to Highway 17 using Gillan Road, especially once the interchange is built.
- The Highway 132 alignment in downtown needs to be investigated for alternatives.
- The alignment at Lochiel Street to link to Bruce Street needs to be considered. It is a missing connection in town.
- There is a previous parking study for the downtown core.
- Parking is all about location and getting to the stores - drivers want close convenient parking stalls near stores (shoppers and staff).

- It is desirable to have more parking downtown.
- There is a problem with staff using the parking stalls outside the stores. Get staff to park at the back. There were parking meters previously but they were removed to promote shopping in the downtown.
- Need a big green “P” directional signage to direct shoppers/visitors to available alternate parking off the main streets.
- There is a vacant lot in the middle of town at the Children’s Aid Society, one block over on the west side, that could be used for additional parking.
- Lighting: all parking lots have lights.
- There is a busy Park and Ride that needs better signage. There should also be another one on O’Brien Road in the east end.
- There is a Draft Plan of Subdivision in the northwest corner of the Town (future traffic).
- New Bonnechere River crossings are needed in the Town.
- Propose a new alignment alternative by the Town’s garage for the second access across the Bonnechere River (see **Figure 4**).

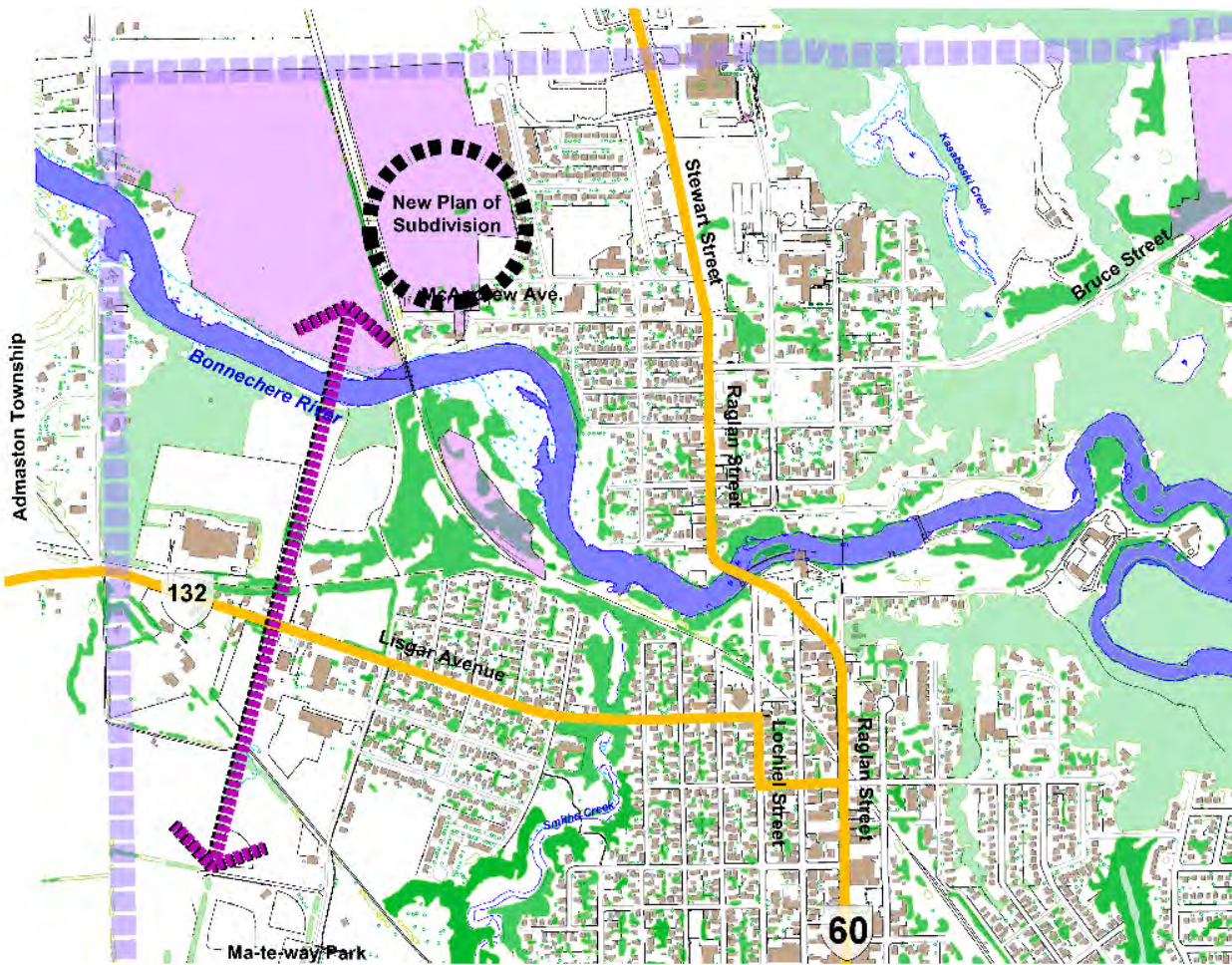


Figure 4: New Crossing of the Bonnechere River

- Consider wider rights-of-way for boundary roads to accommodate utilities and landscaping.
- Have the future transportation plan in place first and avoid the Hall Avenue issues with the new houses on Otteridge Drive and now Hall Avenue is planned behind the existing houses. After people have purchased their home, there should not be any unknown changes to the road system.
- Need longer term connectivity for the northwest development to Highway 60.

7.2 Active Transportation

Key Questions:

1. What type of facilities would you like to see for pedestrians and cyclists?
2. Do you feel safe walking or cycling along Town roads or streets?
3. How should cyclists be accommodated? On road? Off road? Shared facility?

4. What users and cyclist types should be accommodated along the corridor? (recreational or commuter cyclists?)
5. What are the key attractions that should be accessible to pedestrians/cyclists?
6. What are missing linkages for sidewalks?
7. What do you think are barriers preventing you from walking/cycling rather than driving?
8. What are the missing linkages in the cycling network?

Comments:

- Opeongo Road has very poor visibility and no/limited space for pedestrians and cyclists. Coming down the hill on Opeongo Road there are no sidewalks. Skateboarders go down the hill and it is dangerous due to the short sightlines.
- There should be a multi-use path on Hall Avenue because it is busy. The sidewalk currently ends at Barr Street and should be extended on the south side.
- Propose a crosswalk at Lisgar Avenue (Highway 132) and Ma-te-way Park which should be signalized (or a pedestrian crossover) for pedestrians coming to the park.
- Need a pedestrian crossover at Confusion Corner and other locations in downtown, especially on Thursdays and Fridays.
- A general comment was that people do not use crosswalks properly in Renfrew (education would be good to explain best practices for pedestrians).
- Children use crosswalks downtown because of the traffic. Otherwise, they would never get across the road.
- Take through traffic off Main Street (Raglan Street).
- Limit delivery times for trucks during the day would be a measure for downtown businesses.
- Crosswalks with flashing lights are important at school crossing. Currently there are crossing guards and flashing lights at the crosswalks.
- Provide parking for trail users, such as snowmobilers, dog walkers and cyclists.
- Snowmobilers get off for the trails for gas at O'Brien Road from Calabogie. They have signage for eco trip tourism for the Algonquin Trail. The cyclist's network is starting to get active in economic development by starting development along Algonquin Trail. See **Figure 5** for a potential new parking lot for trail users.

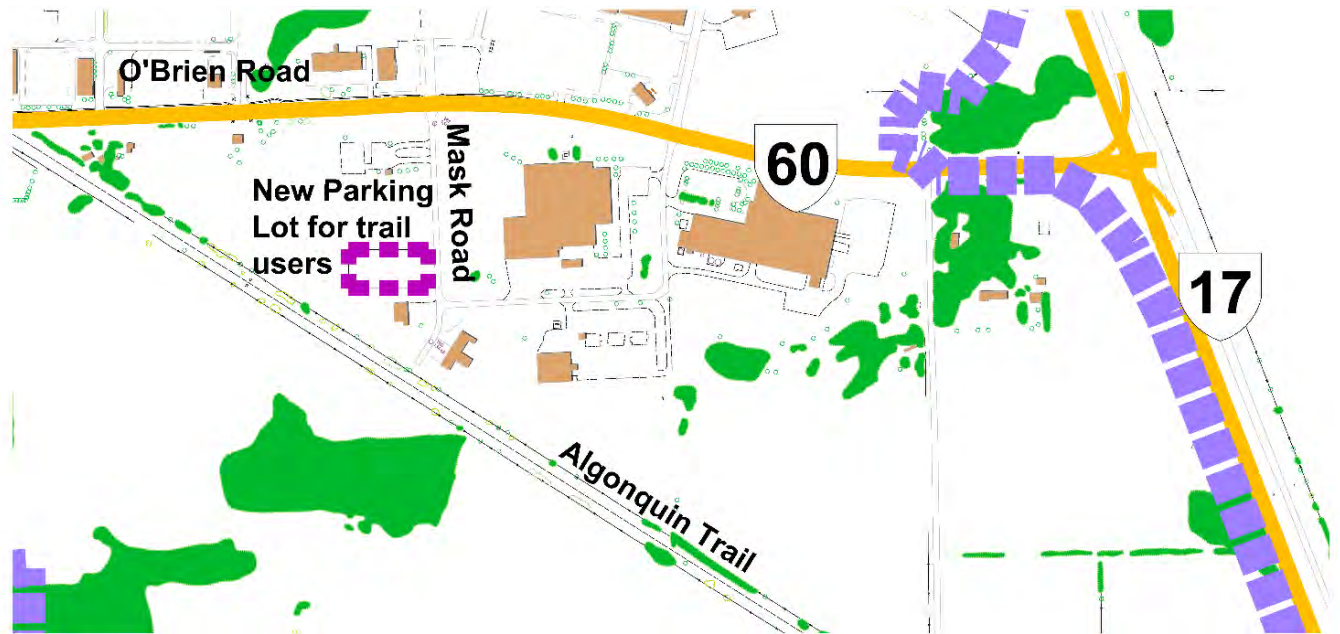


Figure 5: New Parking Lot for Trail Users

- There are also side-by-side ATVs using the trails.
- We should bring the trail to Ma-te-may Park.
- County is looking at long term leases for the rail corridor lands.
- Pedestrians like the multi-use path on Stewart Street, they use the sidewalk but not as much.
- Multi-use Path is the best way to go.
- There is a multi-use path but no sidewalk on the southside of O'Brien Road.
- Make sure there is enough time to cross the street for seniors on the walk cycle. Albert Street to the Tim Hortons by the hospital, there are no proper sidewalks and short green time.
- Sidewalks are narrow around Stewart Street where there is commercial development and a hospital. Sidewalk connectivity should be investigated.
- New light at hospital.
- Missing links with no sidewalks on Gillan Road north. Looks rural, see **Figure 6**.

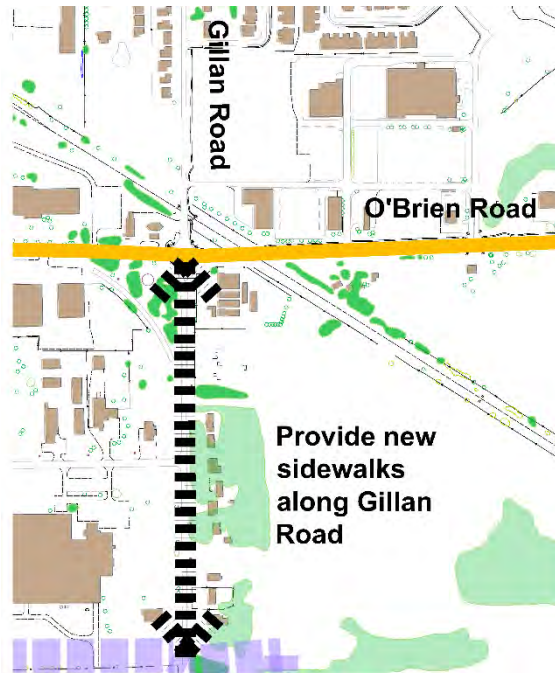


Figure 6: New Sidewalks on Gillan Road

- Trucks should be removed from the downtown. Make the downtown more people friendly. People don't go downtown when they know it is busy.
- A missing sidewalk link is on Barnet Boulevard to Gillan Road.
- Consider burying fibre/hydro lines in the roads for future planning and set buildings back from the road.

7.3 Programs and Policies

Key Questions:

1. What programs should be considered by the study?
2. What policies should be considered by the study?

Comments:

- There should be a program or signage for how to use a pedestrian crossover (PXO).
- Eco-tourism should be promoted in the Town and County to encourage visitors.
- Advertise businesses along the Algonquin Trail.
- Investigate canoe/kayak routes and portage routes.

8.0 CONCLUSIONS

The POH No. 1/Community Café was successful in creating an open dialogue for residents and interested parties to identify issues within the Town.

Based on the comments received and level of involvement, the public supports the long term planning goals of the Master Transportation Plan.

POH No. 1/Community Cafe Summary Report

Appendix A

POH No. 1 Exhibits

Welcome!

Town of Renfrew

Master Transportation Plan



Welcome to the Public Open House/Community Café. This is the first public consultation event for the Town of Renfrew's Master Transportation Plan Study.

There is an opportunity at any time during the process for interested persons to provide written input. Any comments received will be collected under the *Environmental Assessment Act* and, with the exception of personal information, will become part of the public record.

Should you have any questions regarding the materials or any other aspect of the study, or if you would like to review any of the background reports, contact either of the following by **July 15, 2022**:

Steve Taylor, P.Eng.
BT Engineering Inc., Consultant Project Manager
Email: steven.taylor@bteng.ca
Phone: 613-228-4813

Michel Asselin, Director
Town of Renfrew, Project Manager
Email: masselin@renfrew.ca
Phone: 613-432-8166



1

Purpose of Public Open House

The purpose of this event is to engage the public/stakeholders on their perspectives and interests in the Study. The Study will proactively involve the public, stakeholders and Indigenous Peoples.

The Town of Renfrew initiated this MTP to develop a comprehensive and sustainable transportation plan for efficient development. The MTP will document the study methodology, findings, public involvement and recommendations. This will include:

- Evaluation of the current state of the transportation network and response to future demands;
- Identification of future traffic from Provincial, County and local growth;
- Identification of transportation network improvements required for future needs;
- Capital implementation plan; and
- Future projects and timing of implementation (for projects in the 20-year horizon, or beyond).

2

Introduction

The Town of Renfrew has retained BT Engineering Inc. to undertake a Master Transportation Plan (MTP) for the Town's infrastructure including roads, sidewalks, paths, trails and other active transportation facilities. The Study will define the current and long-term improvements required for transportation infrastructure and traffic management in the Town, to improve traffic operation and safety for all modes of transportation.

This Study will review the current and future interconnectivity of roads and lands to provide recommendations to the Town. The Study will consider the potential transportation growth from provincial, County and local traffic and proposed land uses to develop a transportation network for all modes of transportation including vehicular/commuter trips, commercial vehicles, public transportation, and active transportation.

The MTP will provide direction for the planning, coordination, and implementation of the road network as well as active transportation facilities.

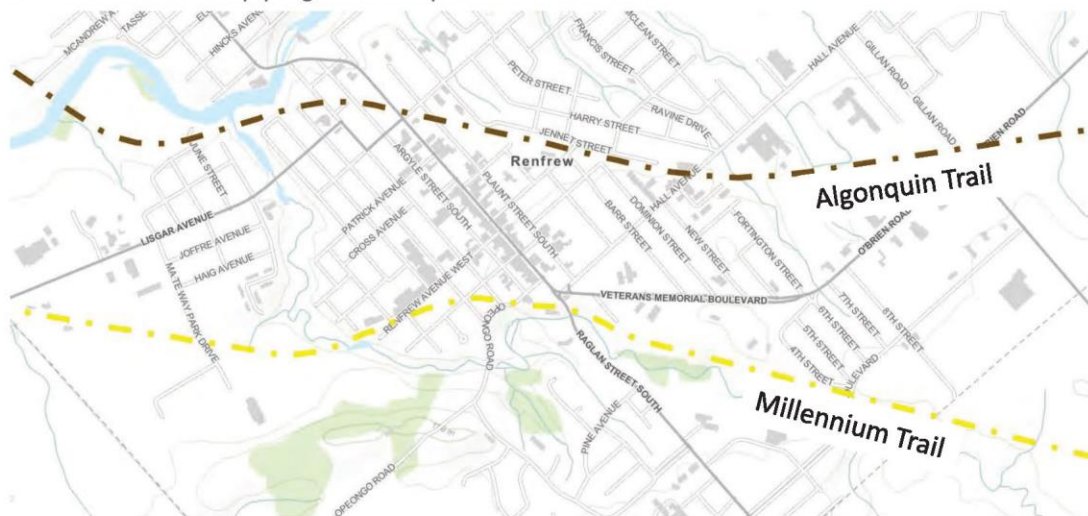
3

Study Area

This study will develop a Master Transportation Plan (MTP) for the Town's infrastructure including:

- Roadways
- Sidewalks/paths/trails
- Intersections
- Other transportation infrastructure

The MTP will also develop programs and policies for the Town.



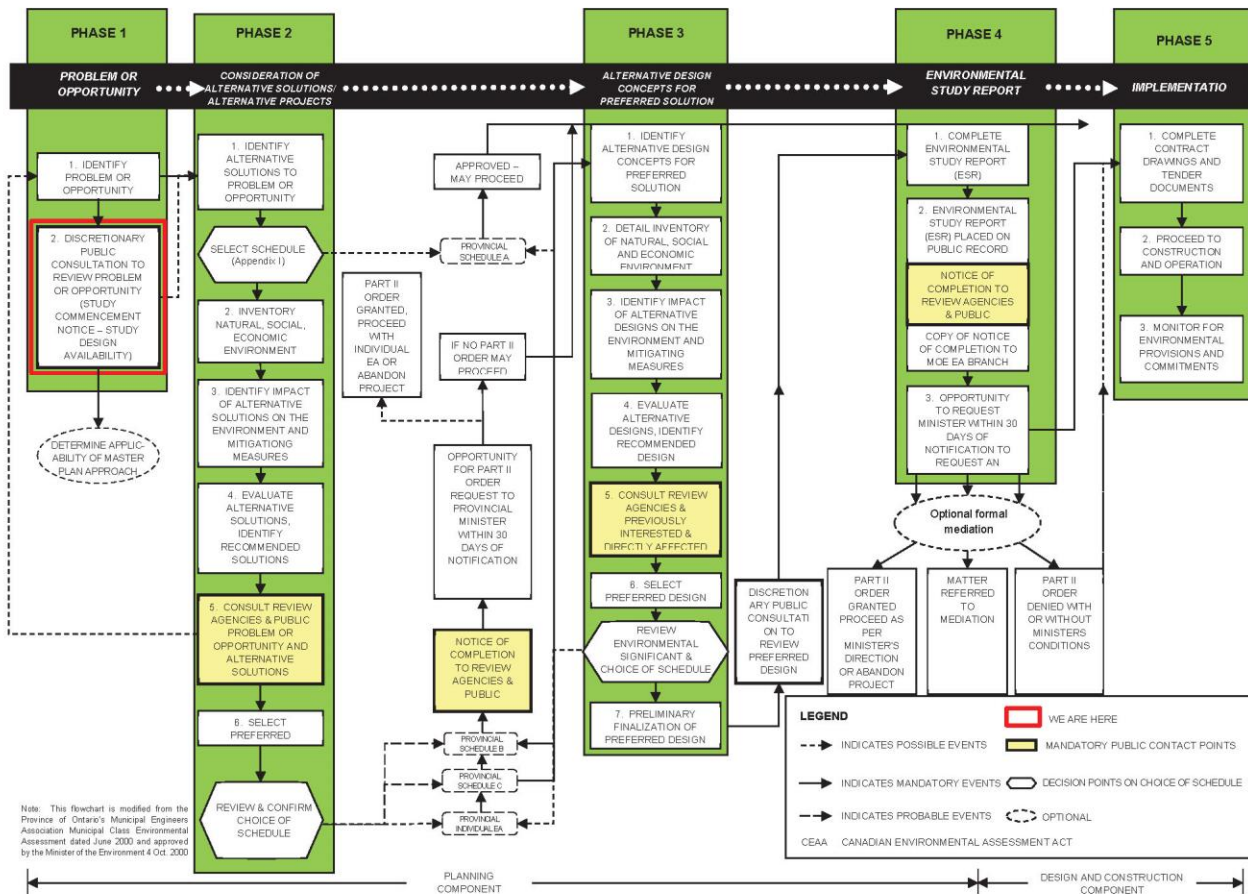
Town of Renfrew Algonquin and Millennium Trails

4

Municipal Class Environmental Assessment (Class EA) Process

The MTP planning process will consider a number of built improvements to the transportation network that may have impacts on the natural, social and cultural environments. As such, it is subject to the Municipal Class Environmental Assessment process (Class EA), under the Province of Ontario's *Environmental Assessment Act*.

The Town has initiated this MTP for the expansion of the transportation network in accordance with the Municipal Class Environmental Assessment. The Master Plan will complete Phases 1 and 2 of the Class EA process as shown in the following exhibit.



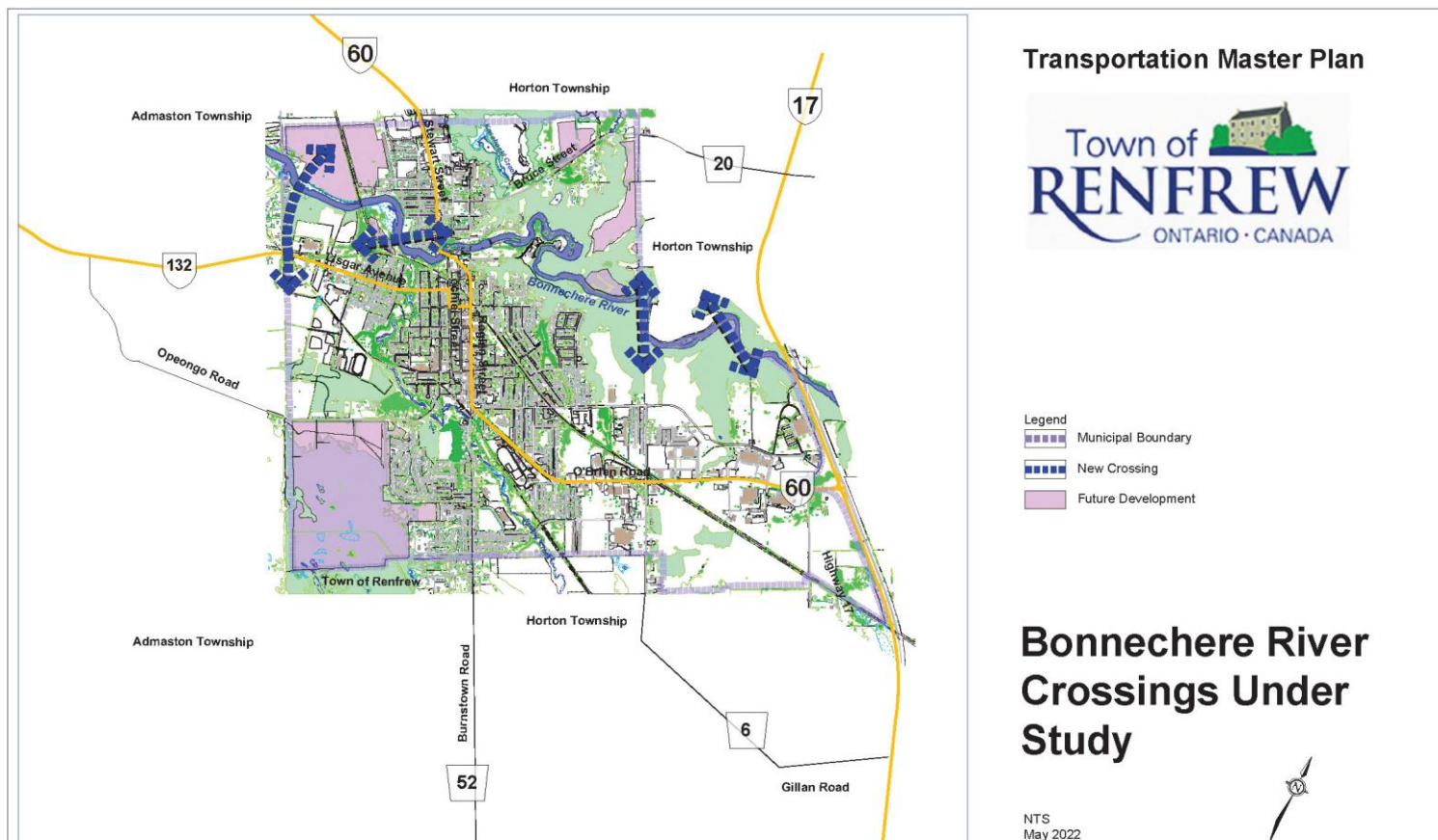
Existing Conditions and Issues

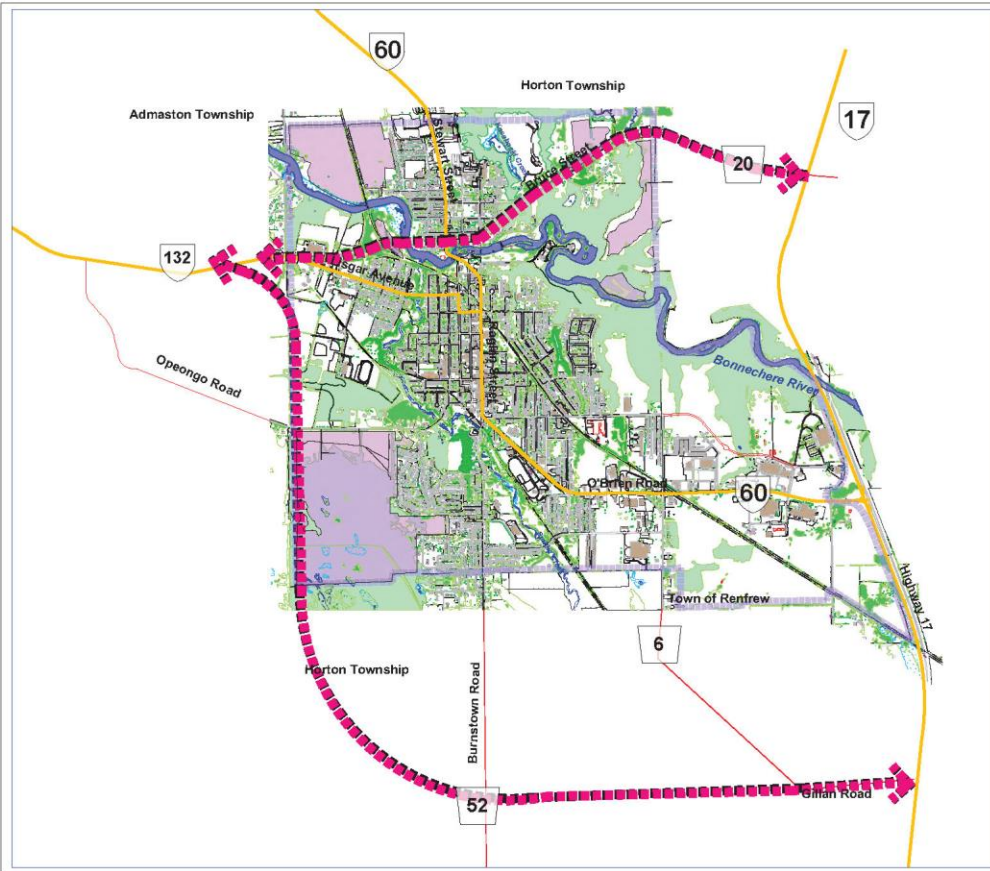
The Town of Renfrew has identified the need for the expansion of the transportation to serve development needs over the next 20 years and beyond. Recent closures of the CN and CP rail corridors, as well as the planned Highway 417 freeway extension from Arnprior to Renfrew, will continue to accelerate growth in the Town.

The MTP will aim to update the Town's vision for transportation infrastructure for a 20-year planning horizon. The MTP will identify and encourage opportunities for multi-modal travel, to support the Town's vision, optimize the performance of existing infrastructure and identify a sustainable approach to accommodate new development. Key issues to be addressed include:

- Network Connectivity
- Cost/Affordability
- Maintenance
- Safety
- Facilities
- Transit Options

Potential projects are identified on the following exhibits.





Transportation Master Plan



- Legend
- Municipal Boundary
 - New Roadway Links
 - Future Development

New Roadway Links Under Study

NTS
May 2022



Transportation Master Plan

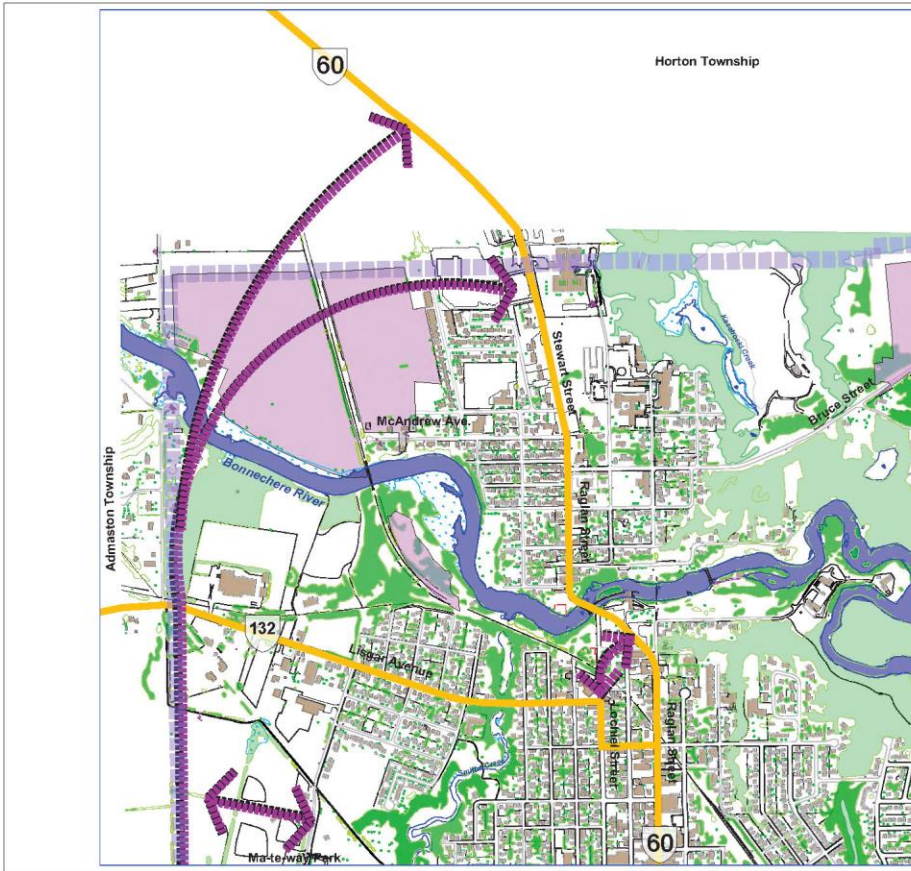


- Legend
- Municipal Boundary
 - New Collector Roads
 - Future Development

New Collector Roads Under Study

NTS
May 2022





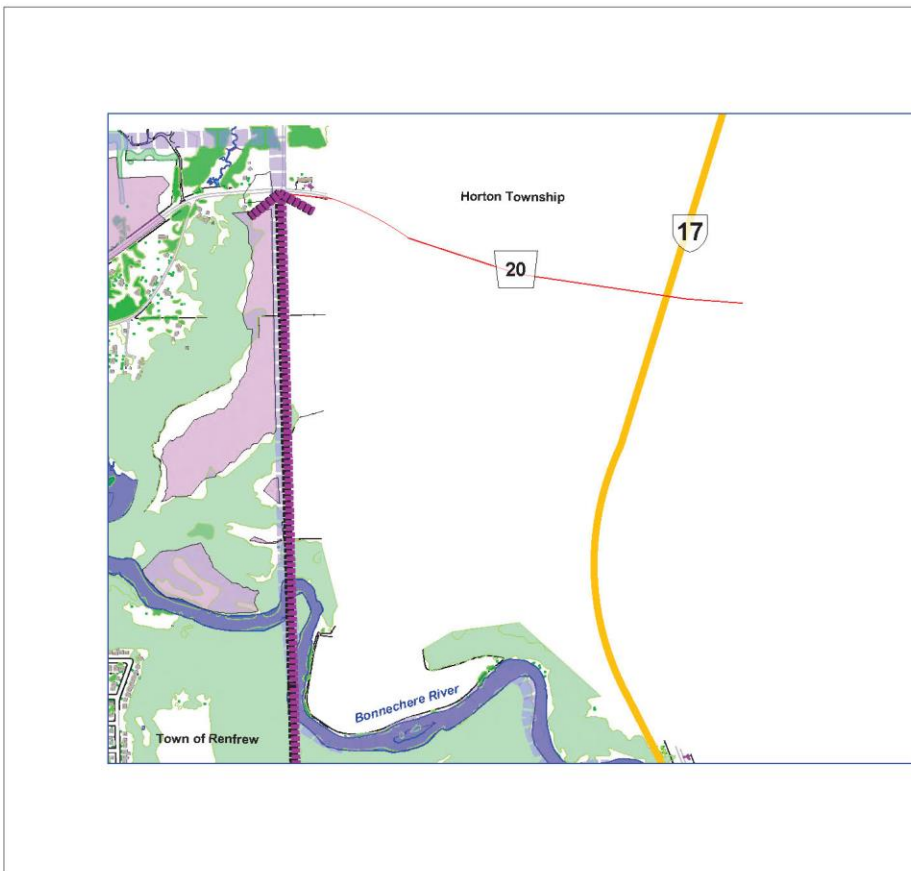
Transportation Master Plan



- Legend
- Municipal Boundary
 - New Collector Roads
 - Future Development

Collector Roads Under Study
Map 1

NTS
May 2022



Transportation Master Plan



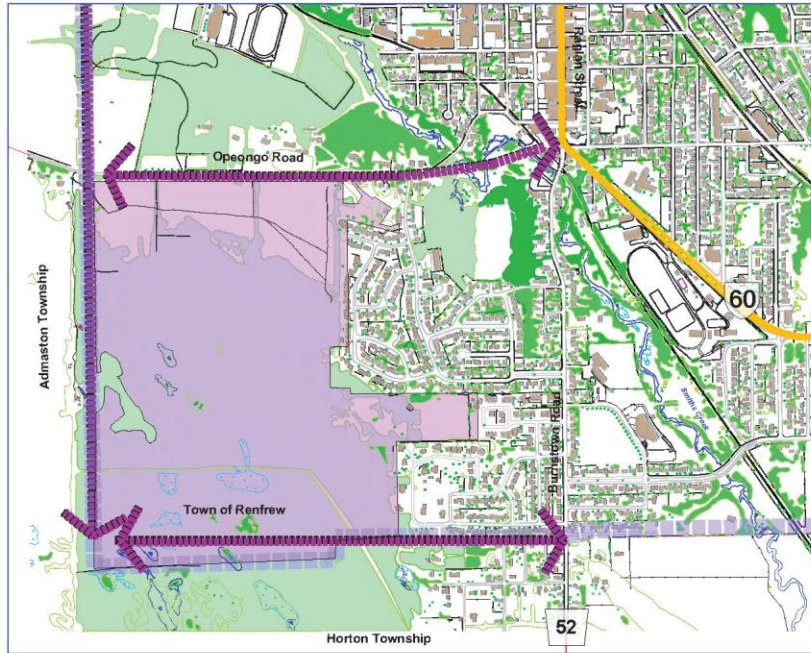
- Legend
- Municipal Boundary
 - New Collector Roads
 - Future Development

Collector Roads Under Study
Map 2

NTS
May 2022



Transportation Master Plan



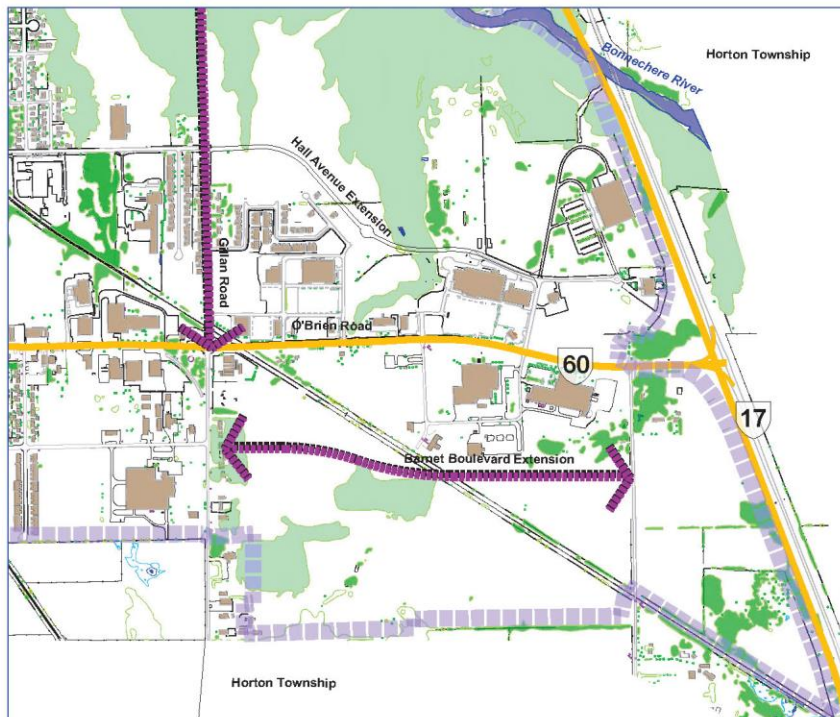
- Legend
- Municipal Boundary
- New Collector Roads
- Future Development

Collector Roads Under Study
Map 3

NTS
May 2022



Transportation Master Plan

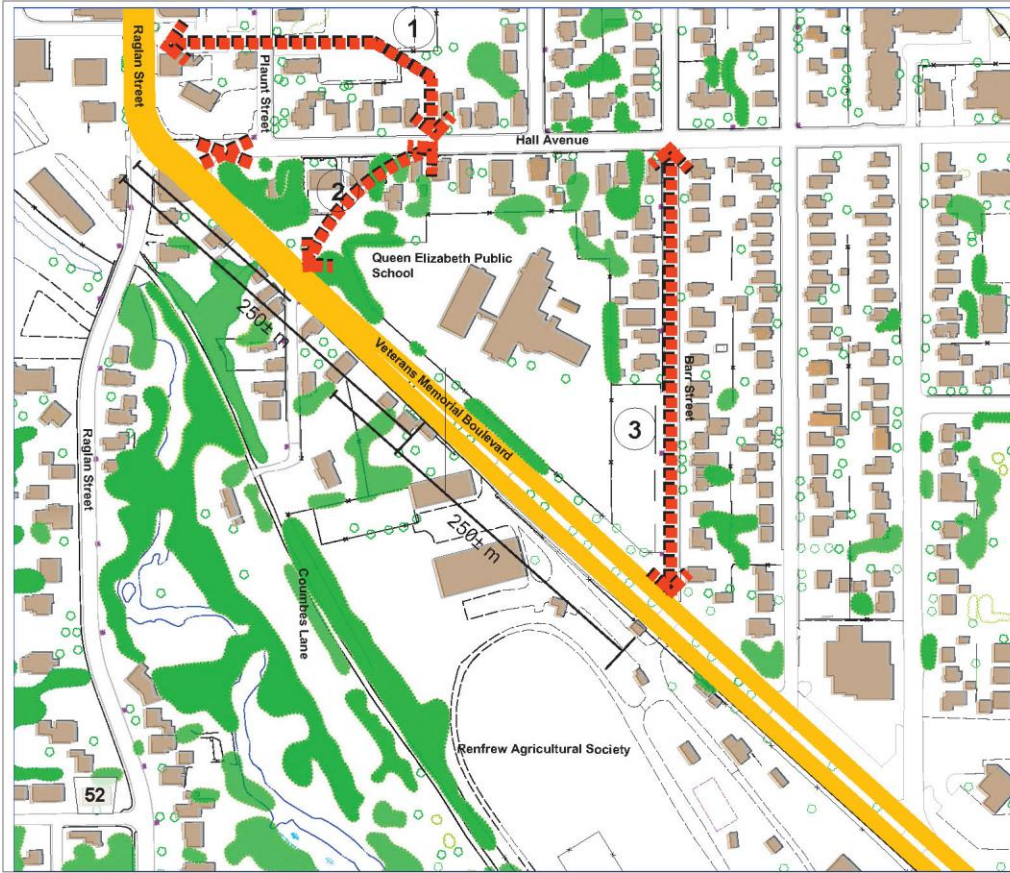


- Legend
- Municipal Boundary
- New Collector Roads
- Future Development

Collector Roads Under Study
Map 4

NTS
May 2022





Transportation Master Plan



Legend
 Road Realignments

Raglan/Hall/Veterans Memorial Intersection Alternatives 1 to 3

Raglan Street/Hall Avenue/Veterans Memorial Boulevard

NTS
 May 2022



Transportation Master Plan



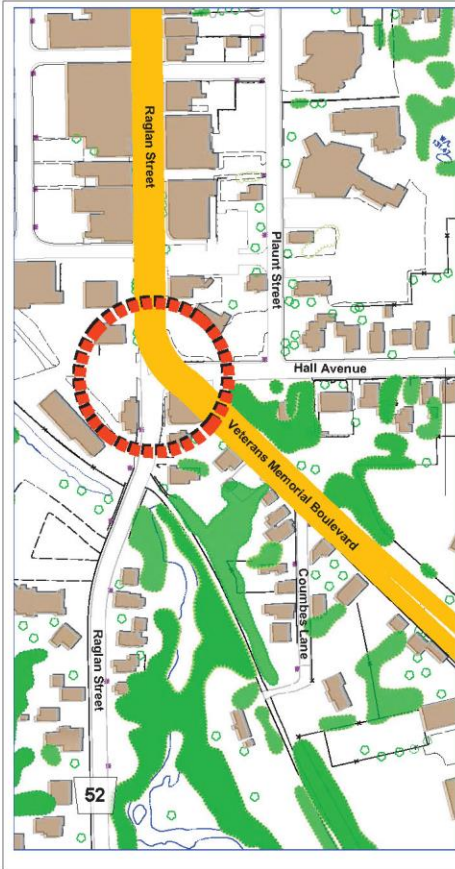
Legend
 Road Realignments

Raglan/Hall/Veterans Memorial Intersection Alternatives 4 to 6

Raglan Street/Hall Avenue/Veterans Memorial Boulevard

NTS
 May 2022





Transportation Master Plan



Legend

 Operational Improvements Under Study

Raglan/Hall/Veterans Memorial Intersection Improvements Alternative 7

Raglan Street/Hall Avenue/Veterans Memorial Boulevard

NTS
May 2022



Study Schedule

Task	Date
Information Gathering	Spring 2022
Draft Study Design/ Notice of Study Commencement	May 2022
Public Open House No. 1/ Community Café	June 29, 2022
Development of Network Improvements	Summer 2022
Best Practices Review and Policy Development	Summer/Fall 2022
Development and Analysis of Alternative Roadway Projects and Strategies	Summer/Fall 2022
Prioritization of Alternative Roadway Projects and Strategies	Winter 2022/2023
Public Open House No. 2	Summer 2023
Final Master Transportation Plan	Fall 2023
Council Presentation	Fall 2023

Next Steps

Following this Public Open House, we will:

- Review all comments
- Complete data collection and analysis of future traffic demand
- Develop network improvements
- Complete the analysis and evaluation of alternative roadway projects and strategies
- Hold Public Open House No. 2 – Summer 2023
- Present the Master Transportation Plan to Town Council – Fall 2023

19

Your Involvement

How can you remain involved in the Study?


- Request that your name/email be added to the Study Mailing List
- Provide an online comment
- Contact the Town's representative or the Consultant at any time. Contact information is provided on the next exhibit.

Thank you for your participation in this Public Open House.

Your input into this project is valuable and appreciated.

All information is collected in accordance with the *Freedom of Information and Protection of Privacy Act*.

20



For more information
please contact:

<p>Steve Taylor, P.Eng. BT Engineering Inc., Consultant Project Manager Email: steven.taylor@bteng.ca Phone: 613-228-4813</p>	<p>Michel Asselin, Director Town of Renfrew, Project Manager Email: masselin@renfrew.ca Phone: 613-432-8166</p>
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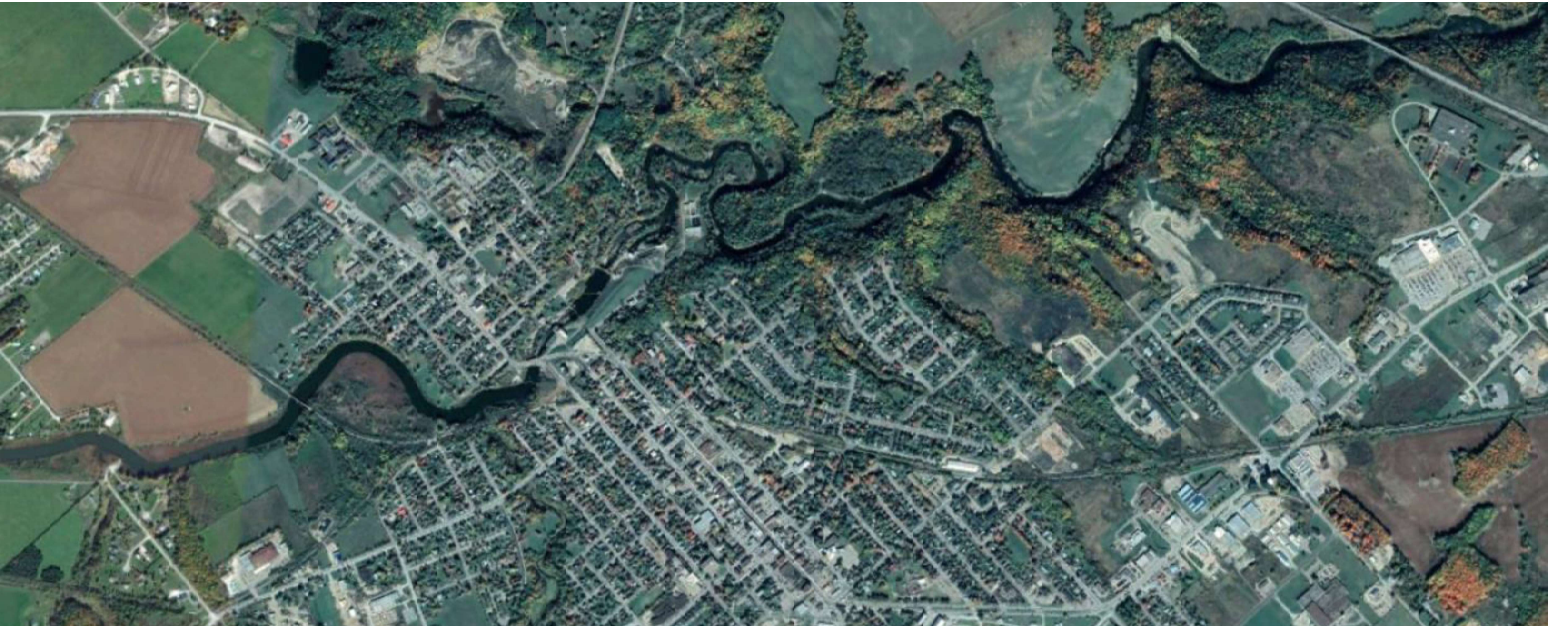
Please submit any questions or comments to the contacts listed above by
July 15, 2022.

POH No. 1/Community Cafe Summary Report

Appendix B

Community Café Presentation





Town of Renfrew Master Transportation Plan Community Café

JUNE 29, 2022



Meeting Agenda



Study Introduction



Preliminary
Alternatives for
Discussion



Community Café and
Presentation



Community Café
Roundtable
Discussions

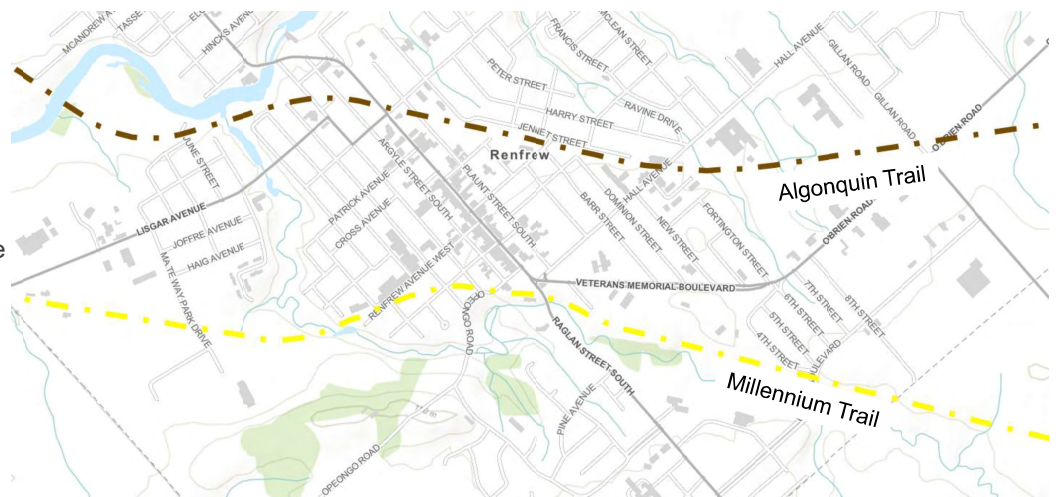
Study Introduction

Study Introduction

This study will develop a Master Transportation Plan (MTP) for the Town's infrastructure including:

- Roadways
- Sidewalks/paths/trails
- Intersections
- Other transportation infrastructure

The MTP will also develop programs and policies for the Town.







Town of Renfrew Algonquin and Millennium Trails

Study Stages

- Study Design
- Identification of Problems and Opportunities
- Development of Network Improvements
- Evaluate Connectivity with Area Municipalities
- Development, Analysis and Prioritization of Potential Roadway Projects and Strategies
- Preparation of Master Transportation Plan Documentation

Consultation

 Agency Consultation	Meetings at key milestones
 Public Consultation	One Public Open House/Community Café Town Website Stakeholder Meetings
 Indigenous Peoples Engagement	Offer to meet at milestones
 Ongoing Activities	Newspaper Notices Town Website Updates

Study Design

- A Draft Study Design document has been prepared to describe the study’s process and work plan
- The Draft Study Design is available for review on the Town’s website:

<https://www.renfrew.ca/projects.cfm>

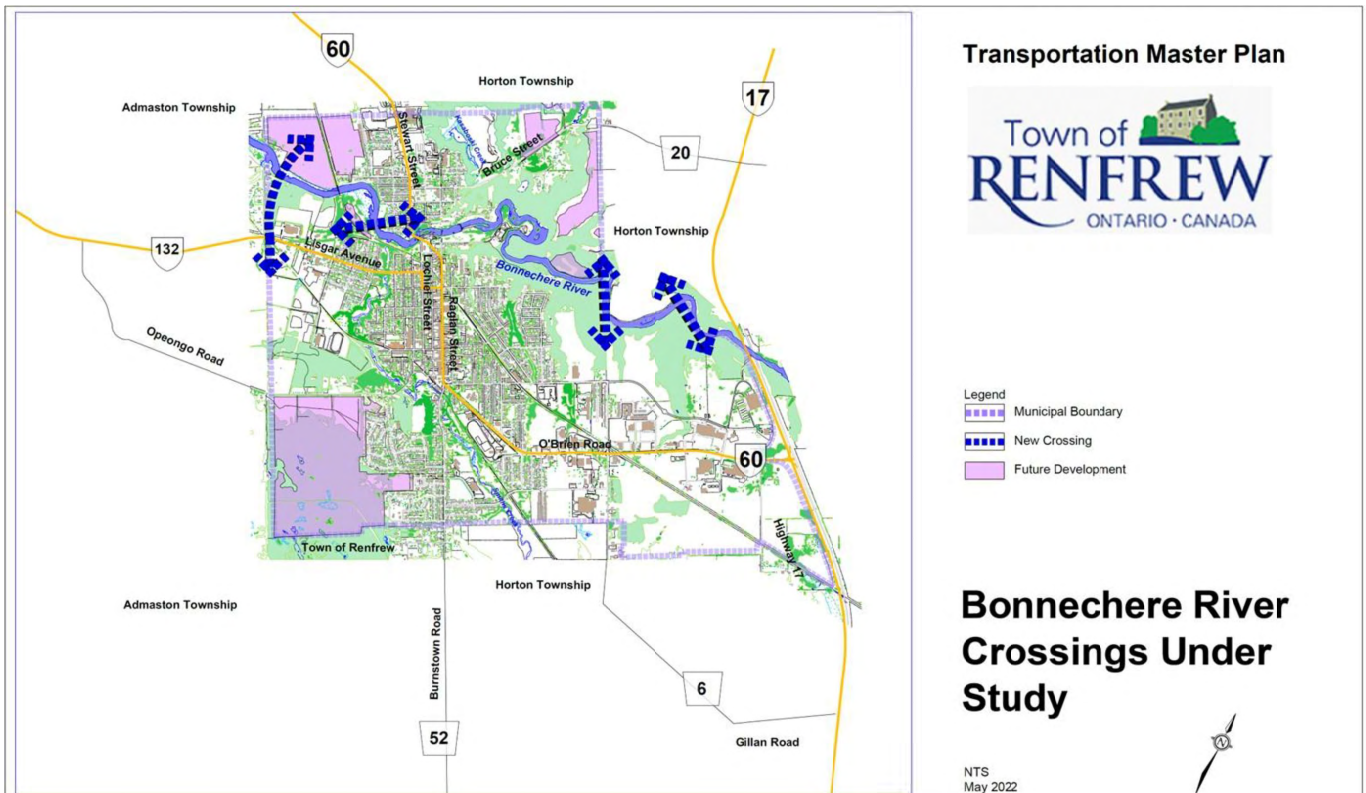


Study Schedule

Task	Date
Project Initiation Meeting	March 2022
Information Gathering	Spring 2022
Draft Study Design/ Notice of Study Commencement	May 2022
Public Open House No. 1/ Community Café	June 29, 2022
Development of Network Improvements	Summer 2022
Best Practices Review and Policy Development	Summer/Fall 2022
Development and Analysis of Alternative Roadway Projects and Strategies	Summer/Fall 2022
Prioritization of Alternative Roadway Projects and Strategies	Winter 2023
Public Open House No. 2	Summer 2023
Final Master Transportation Plan	October 2023
Council Presentation	December 2023



Preliminary Alternatives for Discussion





Transportation Master Plan



- Legend
- Municipal Boundary
 - New Roadway Links
 - Future Development

New Roadway Links Under Study

NTS
May 2022



Transportation Master Plan



- Legend
- Road Realignments

Raglan/Hall/Veterans Memorial Intersection Alternatives 1 to 3

Raglan Street/Hall Avenue/Veterans Memorial Boulevard

NTS
May 2022



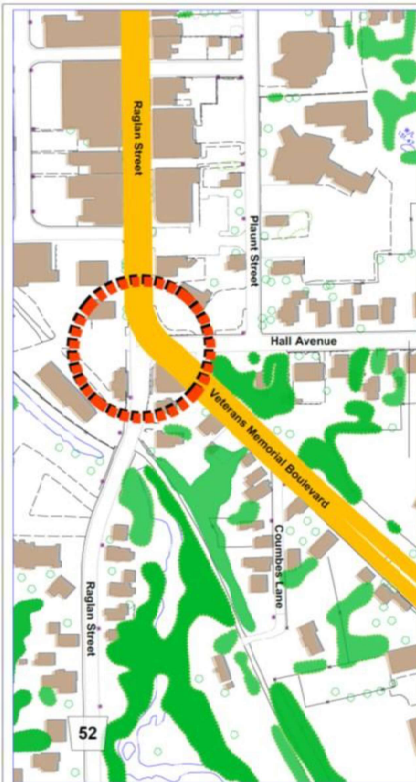


Legend
 Road Realignments

Raglan/Hall/Veterans Memorial Intersection Alternatives 4 to 6

Raglan Street/Hall Avenue/Veterans Memorial Boulevard

NTS
 May 2022



Legend
 Operational Improvements Under Study

Raglan/Hall/Veterans Memorial Intersection Improvements Alternative 7

Raglan Street/Hall Avenue/Veterans Memorial Boulevard

NTS
 May 2022



Community Café

15

Community Café Process

- Participants will be divided into small groups to allow conversations and dialogue
- At the conclusion of a discussion period, participants will be asked to change tables and mix between topics
- Participants are free to sit out a session
- A recorder person will make notes of the discussion of problems and potential solutions, and pose questions to generate discussion

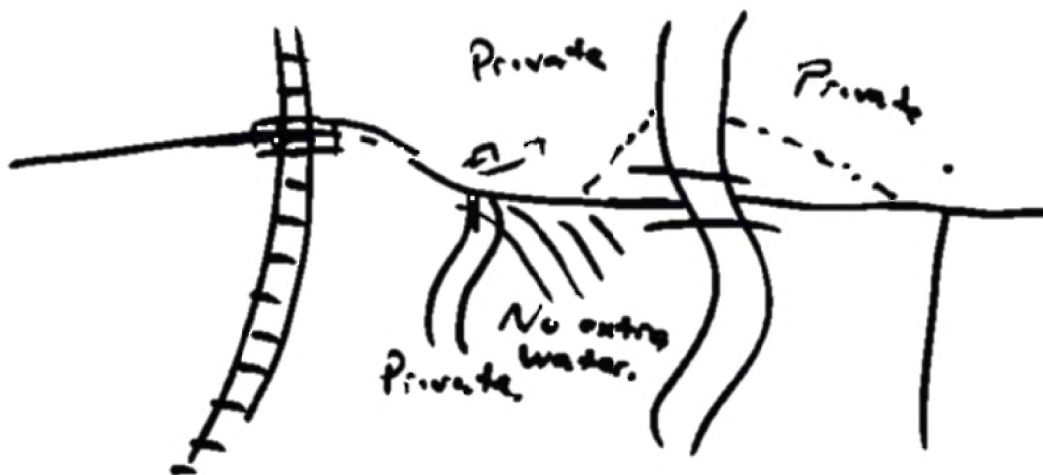
16

Café Approach

- Focus on dialogue between neighbours
- We are here to listen to your values and priorities
- Informal discussion of topics
- Encouraged to doodle sketches
- Build consensus of perspectives
- Records will be kept of discussions

17

Sample Doodle



18

Tonight's Café Discussion Topics

- Roads/Bridges
- Active Transportation
- Programs and Policies

Topic 1: Roads/Bridges

- Are traffic congestion/delays or road surface type considered to be issues?
- What do you feel are the safety concerns?
- What road, bridge or intersection improvements would you like to see?
- Are there missing transportation links (such as crossing the Bonnechere River)?

Topic 2: Active Transportation

- What type of facilities would you like to see for pedestrians and cyclists?
- Do you feel safe walking or cycling along Town roads or streets?
- How should cyclists be accommodated? On road? Off road? Shared facility?
- What users and cyclist types should be accommodated along the corridor? (recreational or commuter cyclists?)
- What are the key attractions that should be accessible to pedestrians/cyclists?
- What are missing linkages for sidewalks?
- What do you think are barriers preventing you from walking/cycling rather than driving?
- What are the missing linkages in the cycling network?

Topic 3: Programs and Policies

- What programs should be considered by the study?
- What policies should be considered by the study?

POH No. 1/Community Cafe Summary Report

Appendix C

Newspaper Notice





**Notice of Study Commencement and Public Open House
No. 1/Community Café
Town of Renfrew
Master Transportation Plan**

INTRODUCTION

The Town of Renfrew has retained BT Engineering Inc. to undertake a Master Transportation Plan (MTP) for the Town's infrastructure including roads, sidewalks, paths, trails and other active transportation facilities. The Study will define the current and long-term improvements required for transportation infrastructure and traffic management in the Town, to improve traffic operation and safety for all modes of transportation.

STUDY PROCESS

The MTP is being conducted as a Master Plan under the Municipal Class Environmental Assessment (MCEA) (2015). The MTP will complete Phases 1 and 2 of the Class EA and develop, update and evaluate travel demand projections, to confirm the required improvements and policies to integrate with other recommendations of the Town's previous planning studies. The Study will proactively involve the public, stakeholders and Indigenous Peoples.

PUBLIC CONSULTATION

Study Design Report: A draft Study Design Report has been prepared that describes the study background, approach, process, and consultation program. The draft Study Design Report is available on the Town's website at:

<https://www.renfrew.ca/projects.cfm>

Public Open House No. 1/Community Café: A Public Open House (POH)/Community Café event is being held to help define the study scope and issues. The goal of the POH/Community Café event is to engage the public/stakeholders on their perspectives and interests in the Study. Details of the POH/Community Café Event are as follows:

Date: Wednesday, June 29, 2022

Time: 6:00 pm to 8:00 pm

Location: Ma-te-Way Activity Centre, 1 Ma Te Way Park Dr, Renfrew, ON K7V 4J4

Please register for the event by contacting either Mr. Steve Taylor or Mr. Michel Asselin.

Comments: There is an opportunity at any time during the Class EA process for interested persons to provide comments. Early identification of individual and group concerns greatly aids in addressing these concerns. All information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act (2009). With the exception of personal information, all comments will become part of the public record. Persons will be advised of future communication opportunities by electronic notice in addition to newspaper public notices.

For more information, to register for the POH/Community Café, or if you wish to be placed on the study's mailing or emailing contact list, contact projects@renfrew.ca or:

**Steve Taylor, P.Eng.
EA Project Manager
BT Engineering Inc.**
100 Craig Henry Drive, Suite 201
Ottawa, ON K2G 5W3
Phone: 613-228-4813
Email: steven.taylor@bteng.ca

**Michel Asselin, Director
Project Manager
Town of Renfrew**
127 Raglan Street South
Renfrew, ON K7V 1P8
Phone: 613-432-8166
Email: masselin@renfrew.ca

POH No. 1/Community Cafe Summary Report

Appendix D

Comment Sheets

RE: Master Transportation Plan

Connor Jamieson [REDACTED]

Thu 2022-06-30 8:16 AM

To:

- [REDACTED]

Cc:

- Darcie Dillon [REDACTED];
- Steve Taylor <steven.taylor@bteng.ca>;
- Michel Asselin <MAsselin@renfrew.ca>

Hi [REDACTED]

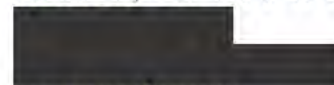
Thank you once again for participating last night and thank you for your comment/suggestion I will gladly pass this along!

Thanks,

Connor Jamieson, C.Tech
Engineering Technician
Development and Works Department



127 Raglan Street South
Renfrew, ON K7V 1P8



www.renfrew.ca

From: [REDACTED]
Sent: Thursday, June 30, 2022 7:04 AM
To: Connor Jamieson [REDACTED]
Subject: Master Transportation Plan

MTP Project:

Following last night's POH meeting, we have a suggestion which we hope you will include in your items-to-be-considered file.

Sunshine Coach Service is the Specialized Transportation provider for accessible transportation for the Town of Renfrew and five of the surrounding townships. We feel it would be a good addition to the MTP to include the provision of designated areas for Pickup and Dropoff of people requiring accessible transportation within the downtown core. This would enhance safety for drivers and clients as well as improve accessibility to goods and services along Raglan Street. These should be positioned so as to allow access on both sides of the street in perhaps two designated areas each. Clearly, these areas would have to be reserved with suitable enforcement for the exclusive short term use, (measured in minutes), of both commercial and personal accessible transportation.

We submit this suggestion for your consideration.

Thank you.





Renfrew

Public Open House No. 2 Summary Report

Town of Renfrew Master Transportation Plan

April 18, 2024

Submitted by:

BT Engineering Inc.
100 Craig Henry Drive, Suite 201
Ottawa, ON K2G 5W3
613-228-4813



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List of Appendices

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Appendix B	POH Exhibits
Appendix C	POH Comment Sheets

1.0 INTRODUCTION

The Town of Renfrew (Town) has initiated a Master Transportation Plan (MTP) Study for the expansion of the transportation network to serve development needs over the next 20 years and beyond. Recent closures of the CN and CP rail corridors, as well as the planned Highway 417 freeway extension from Arnprior to Renfrew will continue to accelerate growth in the Town.

This Study has reviewed the current and future interconnectivity of roads and lands to provide recommendations to the Town, and has considered the potential transportation growth from provincial, County and local traffic and proposed land uses to develop a transportation network for all modes of transportation including passenger and commercial vehicles, public transportation, and active transportation.

Following completion of the Environmental Assessment (EA) process, a MTP report will be prepared to document key components of the study: need and justification; natural and socio-economic inventories; evaluation of alternatives; selection of the recommended alternative; and public and Indigenous Peoples consultation. The MTP will be made available for a 30-day public review.

2.0 PUBLIC OPEN HOUSE

A Public Open House (POH) No. 2 for this project was held on:

Date: Wednesday, March 27, 2024

Time: 6:00 pm to 8:00 pm (drop-in format)

Location: myFM Centre, 1 Ma-te-Way Park Drive, Renfrew, ON K7V 4J4

The POH presented the following:

- Evaluation of the current state of the transportation network and response to future demands.
- Identification of future traffic demand from Provincial, County and local area growth.
- Identification of transportation network improvements required for future needs.
- Capital implementation plan.
- Future projects and timing of implementation (for projects in the 20-year horizon, or beyond).
- Next Steps.

Members of the public and interest groups were invited to the POH to view the exhibits and to discuss the project with the Town and consultant representatives, who were available to respond to any inquiries.

3.0 PUBLIC AND AGENCY CONSULTATION

One of the key aspects of the project is to provide the public, interested parties, affected agencies, Indigenous Peoples, and stakeholders with the opportunity for input. In order to ensure this objective is met, a public and agency notification program was undertaken. The program includes a number of communication mechanisms, discussed in the following sections.

3.1 Public Contacts

Notices were mailed to members of the public, agencies, stakeholders and utilities. A contact list was created for property owners in Renfrew, who may be affected by the study recommendations. The notice is provided in **Appendix A**.

3.2 Newspaper Notice

Notices of the POH were published in Eganville Leader on March 20, 2024. The newspaper notice is in **Appendix A**.

3.3 Agency and Stakeholder Contacts

The following ministries, agencies and stakeholders were invited to attend the POH:

- Ministry of Municipal Affairs and Housing
- Ministry of Natural Resources and Forestry, Southern Region, Pembroke District
- Ministry of Citizenship and Multiculturalism
- Ministry of Natural Resources and Forestry, Southern Region
- Ministry of Agriculture, Food & Rural Affairs
- Ministry of Transportation
- Fisheries and Oceans Canada, Fisheries Protection Program
- Ontario Municipal Water Association
- Ontario Clean Water Agency
- County of Renfrew
- Town of Renfrew
- Township of Horton
- Township of Admaston

3.4 Interest Groups and Utilities

The following Interest Groups and Utilities were invited to attend the POH:

- Enbridge Pipelines Inc.
- Enbridge
- Trans Northern Pipelines
- Cogeco
- Bell Canada
- Hydro One, Real Estate Services
- Rogers Communications

4.0 POH COMMENTS

POH exhibits were set up around the perimeter of the room for attendees to view at their leisure. A copy of the POH exhibits is provided in **Appendix B**.

Eleven (11) people attended the POH and two (2) comment sheets were received during the two-week comment period. Copies of the written submitted comments, excluding personal information, are provided in **Appendix C**.

4.1 Summary of Comments

The written comments received at the POH and during the subsequent two-week comment period are summarized in **Table 1**.

Table 1: Summary of Written Comments		
Comment	Number of Respondents	Comment Sheet Nos.
Suggest that Hall Avenue concrete sidewalk be removed, and the crushed limestone trail surface material extended to the road edge. Place asphalt ramp wedge at the barrier curb for adequate access between sidewalk and road.	2	1, 2
Cyclist crossing at O’Brien Road and Algonquin Trail is dangerous. Installation of a crushed stone pathway on the east side of O’Brien behind the curb from the signalized intersection at O’Brien/Gillan Road extending approximately 100 m to Algonquin Trail (east). This enables cyclists to travel on pathway connecting Algonquin Trail (east) to cross safely at the signalized intersection at O’Brien/Gillan Roads and continuing along Gillan to Algonquin Trail (west).	2	1, 2
Does not support back-to-back traffic circles (<i>roundabouts</i>) at “Confusion Square”.	1	2
Seniors and retirees are a large portion of Renfrew drivers, making traffic circles confusing.	1	2
Materials located near Otteridge are being used for a distribution centre and not for the watermain/roads project.	1	3

5.0 CONCLUSIONS

The comments received from POH No. 2 were generally supportive of the proposed recommendations and long-term planning.

Following the POH, all comments will be reviewed, and refinements may be made to the MTP recommendations, based on these comments.

POH No. 2 Summary Report
Appendix A

Newspaper Notice





Notice of Public Open House No. 2 Town of Renfrew Master Transportation Plan Notice of Study Commencement and Public Open House No. 1 Renfrew East Development Area/Whitton Road Closure EA Study Town of Renfrew

INTRODUCTION

The Town of Renfrew has retained BT Engineering Inc. to undertake a Master Transportation Plan (MTP) for the Town's infrastructure including roads, sidewalks, paths, trails and other active transportation facilities. The Study will define the current, medium and long-term improvements required for transportation infrastructure and traffic management in the Town, to improve traffic operation and safety for all modes of transportation.

In addition, the Renfrew East Development Area/Whitton Road Closure Harmonized Environmental Assessment (EA) Study has been initiated as a Group B (MTO)/Schedule C (Municipal) Class EA Study in parallel with the MTP for the Town of Renfrew and the Ministry of Transportation (MTO). BTE will complete the EA tasks concurrently, including the mandatory public consultation events and Technical Advisory Committee meetings. A separate final harmonized Transportation Environmental Study Report (TESR)/Environmental Study Report (ESR) will be prepared for this road project. The Study Area for the Whitton Road/ O'Brien Road EA Study is shown below.



MTP STUDY PROCESS

The MTP is being conducted as a Master Plan under the Municipal Class Environmental Assessment (MCEA) (2015) using Approach No. 1. The MTP will complete Phases 1 and 2 of the Class EA and develop, update and evaluate travel demand projections, to confirm the required improvements and policies to integrate with other recommendations of the Town's previous planning studies. The Study will proactively involve the public, stakeholders and Indigenous Peoples. At the completion of the Study, the Master Plan document will be made available for public comment. A notice will be provided at that time.

RENFREW EAST DEVELOPMENT AREA/WHITTON ROAD CLOSURE EA STUDY PROCESS:

The Renfrew East Development Area/Whitton Road Closure EA Study will define improvements to provide operational and safety benefits for the future O'Brien Road interchange on Highway 17. This road closure triggers the Provincial Class EA in association with Municipal Class EA (Amended 2023) to integrate land use and transportation network changes. As such, the EA will be described as a Harmonized MTO (Group B)/Municipal (Schedule C) Class EA.

PUBLIC CONSULTATION

MTP Public Open House (POH) No. 2: This is the second and final POH for the MTP and is being held to present draft Policies, Programs, and Projects proposed to meet the short, medium, and long term transportation goals of the MTP.

Renfrew East Development Area/Whitton Road Closure EA Study POH No. 1: This is the first of two POHs for the Renfrew East Development Area/Whitton Road Closure EA Study existing conditions and preliminary alternatives will be presented. A second POH is planned for this EA Study and will be held separately from the MTP. The purpose of the second POH will be to provide interested stakeholders, Indigenous Peoples communities, and the public an opportunity to review and comment on the evaluation of the alternatives and the technical recommendations. A notice will be provided at that time.

The goal of the combined POHs event is to engage the public/stakeholders on their perspectives and interests in the two Studies. Details of the POH are as follows:

Date: Wednesday, March 27, 2024
Time: 6:00 pm to 8:00 pm
Location: myFM Centre, 1 Ma-te-Way Park Drive, Renfrew, ON K7V 4J4

Comments: There is an opportunity at any time during the Class EA process for interested persons to provide comments. Early identification of individual and group concerns greatly aids in addressing these concerns. All information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act (2009). With the exception of personal information, all comments will become part of the public record. Persons will be advised of future communication opportunities by electronic notice in addition to newspaper public notices.

For more information and if you wish to be placed on the study's mailing or emailing contact list, contact:

Steve Taylor, P.Eng.
EA Project Manager
BT Engineering Inc.
100 Craig Henry Drive, Suite 201
Ottawa, ON K2G 5W3
Phone: 613-228-4813
Email: steven.taylor@bteng.ca

Eric Withers, Director
Project Manager
Town of Renfrew
127 Raglan Street South
Renfrew, ON K7V 1P8
Phone: 613-432-8166 ext. 305
Email: ewithers@renfrew.ca

POH No. 2 Summary Report

Appendix B

POH Exhibits



Welcome!

Town of Renfrew

Master Transportation Plan



Renfrew

Welcome to the second Public Open House. This is the second public event for the Town of Renfrew's Master Transportation Plan (MTP) Study.

There is an opportunity at any time during the process for interested persons to provide written input. Any comments received will be collected under the *Environmental Assessment Act*. Personal information you submit will become part of the public record that is available to the general public unless you request that your personal information remain confidential.

Should you have any questions regarding the materials or any other aspect of the study, or if you would like to review any of the background reports, contact either of the following:

Steve Taylor, P.Eng.
BT Engineering Inc., Consultant Project
Manager
Email: steven.taylor@bteng.ca
Phone: 613-228-4813

Eric Withers, Director
Town of Renfrew, Project Manager
Email: ewithers@renfrew.ca
Phone: 613-432-8166 ext. 305



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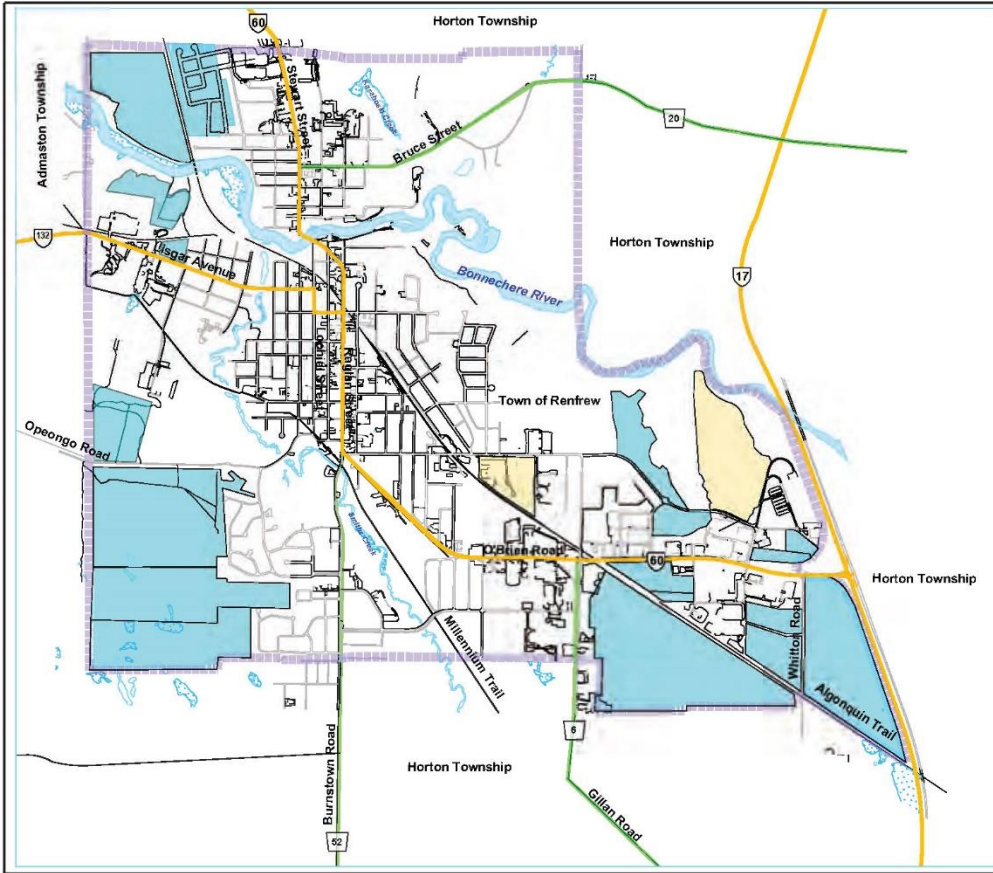
Introduction

The Town of Renfrew retained BT Engineering Inc. to undertake a Master Transportation Plan (MTP) for the Town's infrastructure including roads, sidewalks, paths, trails and other active transportation facilities. The Study will define the current and long-term improvements required for transportation infrastructure and traffic management in the Town, to improve traffic operation and safety for all modes of transportation.

This Study has reviewed the current and future interconnectivity of roads and lands to provide recommendations to the Town, and has considered the potential transportation growth from provincial, County and local traffic and proposed land uses to develop a transportation network for all modes of transportation including passenger and commercial vehicles, public transportation, and active transportation.

The MTP will provide direction for the planning, coordination, and implementation of the road network as well as active transportation facilities.

2



Renfrew

Master Transportation Plan

Legend

- Brownfield Areas (previously developed land that is currently vacant)
- Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.

Growth Areas

NTS
February 2024



Purpose of Public Open House No. 2

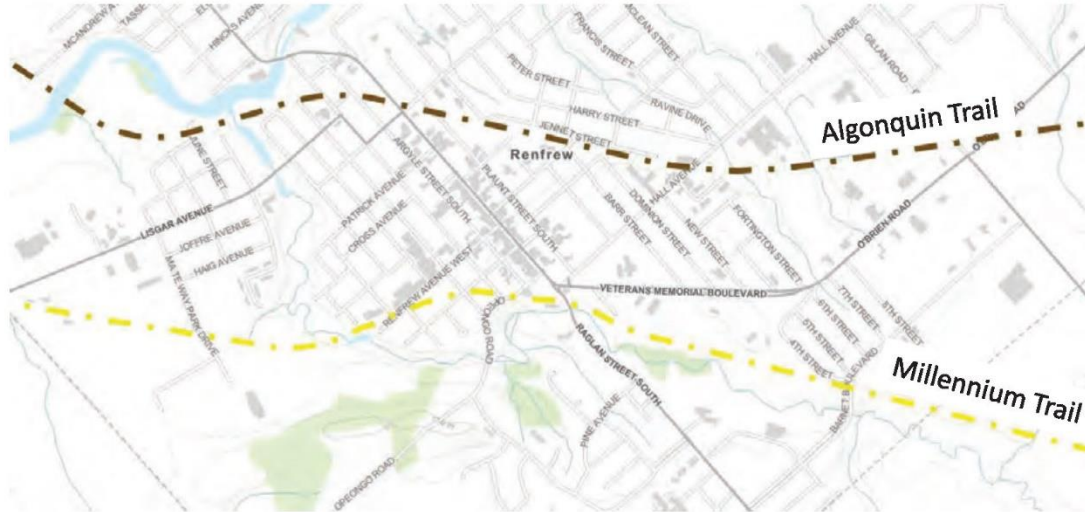
The purpose is to engage and inform the public and stakeholders with the recommended projects, policies, and programs in the MTP. The Study will proactively involve the public, stakeholders and Indigenous Peoples.

The Town of Renfrew initiated this MTP to develop a comprehensive and sustainable transportation plan for efficient development. The MTP includes:

- Evaluation of the current state of the transportation network and response to future demands.
- Identification of future traffic from Provincial, County and local growth.
- Identification of transportation network improvements required for future needs.
- Capital implementation plan.
- Future projects and timing of implementation (for projects in the 20-year horizon, or beyond).

Active Transportation

This study is developing a MTP for the Town's infrastructure including active transportation. Existing trails within the Town are shown below.



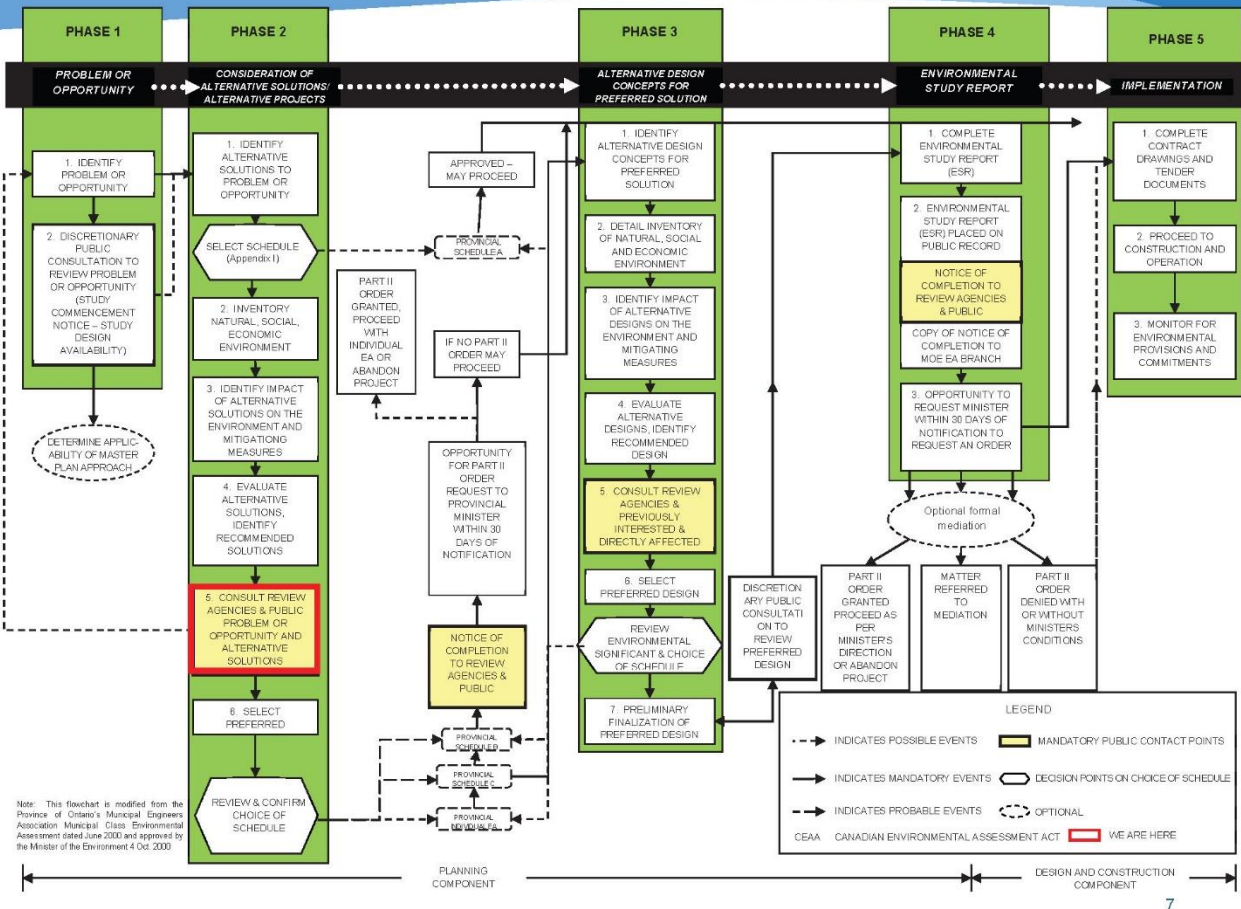
Town of Renfrew Algonquin and Millennium Trails

Municipal Class Environmental Assessment (Class EA) Process (2015)

The MTP planning process considered several transportation network changes that may have impacts on the natural, social and cultural environments. These changes are subject to the Municipal Class Environmental Assessment process (MCEA), under the Province of Ontario's *Environmental Assessment Act*.

The Town initiated this MTP for the expansion of the transportation network in accordance with the Municipal Class Environmental Assessment (2015). The Master Plan is completing Phases 1 and 2 of the Class EA process as shown in the following exhibit.

During the study the MCEA process was amended in 2023, however projects that were initiated before this date are continuing under the 2015 process.



Community Café Input

The study's initial public meeting, completed in Phase 1, was held on Wednesday June 29, 2022.

Three topics of conversation were provided for discussion and the following are major issues identified at the meeting.

Roads/Bridges:

- Traffic congestion.
- Interchange access to Highway 17.
- Need for additional parking lots.
- Linkage from Opeongo Road to Raglan/Hall/Veterans Memorial intersection.
- Modify Highway 132 connectivity.
- Additional capacity across the Bonnechere River.

Active Transportation:

- Trail connectivity to Ma-te-may Park.
- Incorporate multi-use paths (MUP).
- Extend sidewalk links.
- Safety of crosswalks.
- Bury fibre/hydro lines in the roads for future planning and set buildings back from the road.

Programs and Policies:

- Promote ecotourism to encourage visitors.
- Advertise businesses along the Algonquin Trail.
- Integration with ATV network.

A copy of the Public Open House No. 1/Community Café Report is available on the Resource Table.

Recommended Policies

Traffic Management Policy:

- Promotion of a rideshare program.
- Support for a private commuter bus service to Ottawa.
- Provisions for highspeed internet to facilitate residents to work from home.

Road Aesthetics Policy:

- Policy to improve road aesthetics within the right-of-way (ROW).
- Set buildings back a certain distance from the road.
- Bury utilities including fibre and hydro lines.
- Implement overland flow routes for major storm events.

Traffic Calming Policy:

- Creation of a municipal policy to address traffic calming requests.

Roundabout Policy:

- Consideration of roundabouts as an alternative to improve traffic operations and safety.

New Roads Policy:

- Set standards of road right-of-way, boulevard, sidewalk, and MUP widths.
- Set standards of sidewalk requirements of different road types.

Road Name Policy:

- Provide a common name for Veterans Memorial Boulevard/ Raglan Street/ O'Brien Road.

Truck Route By-law:

- Creation of a truck route by-law to manage transport truck traffic in the Town.

9

Recommended Programs

Local Business Advertisement

- Implement a program to advertise businesses along Algonquin Trail and Millennium Trail.

Eco-tourism

- Coordinate with Renfrew County to strategize ways to promote Eco-tourism in the Town.
- Promote tourism by improving signage and navigation for tourists to find local businesses and trails.

Education

- Create a website to educate the public on roundabouts.

Sustainability

- Promote sustainability by providing electric car charging stations near restaurants and businesses.
- Pedestrian and Bicycle Safety Program.

10

Recommended Projects

A long list of potential projects was generated through the Public Open House No. 1/Community Café and discussions with stakeholders. Several projects have been carried forward to be implemented in the Town.

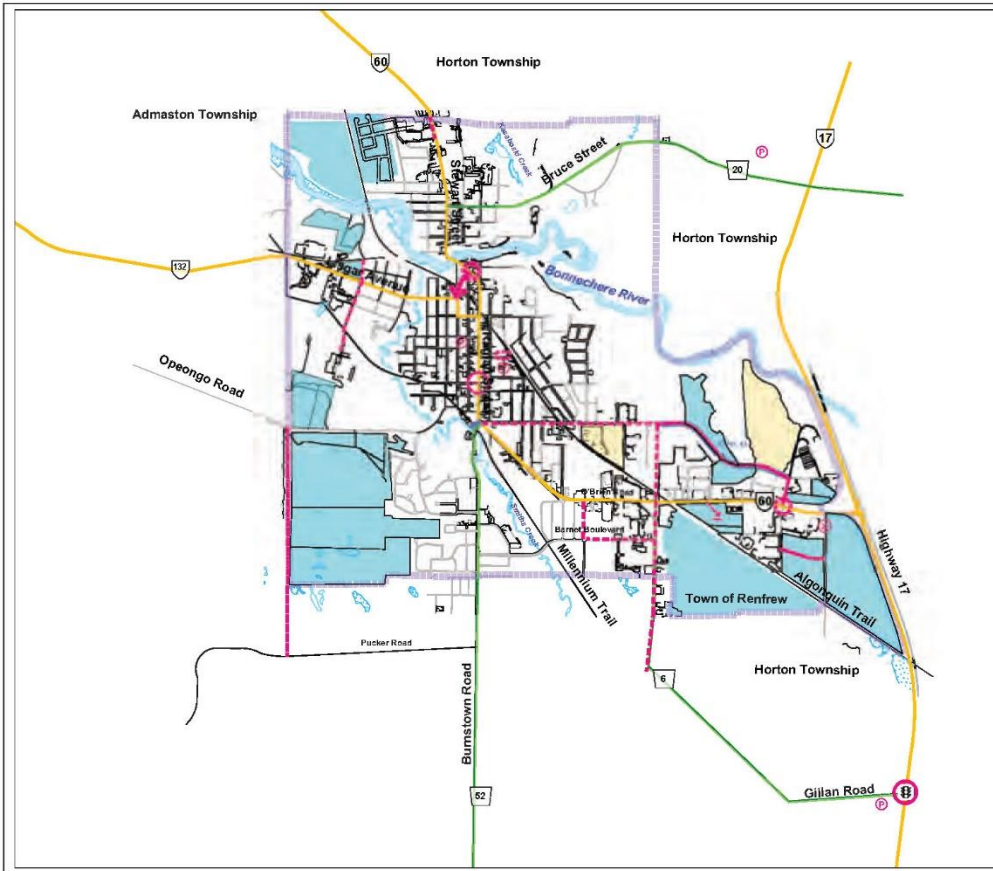
Timeline for these projects include short term (0-10 years), medium term (10-20 years), and long term (20+ years) projects to support development within the Town. The projects range from active transportation improvements (sidewalks and multi-use paths), to new collector and arterial roads to improve network connectivity, to intersection improvements, and more.

The identification of new road corridors allows land use development to be planned and municipal service planning within the future transportation corridors.

The recommended projects being carried forward in the plan are on the following exhibits.

List of Short-Term Projects (0-10 years)

Project
Roadway/Parking Projects
Raglan/Hall/Veterans Memorial Intersection Improvements EA
Completion of an EA for the replacement of the Raglan Street Bridge at a new elevation (higher height) including reconstruction of Raglan Street (to accommodate an intersection in close proximity to the bridge)
Gillan Road/Highway 17 intersection signalization (MTO)
Realign Highway 132 to connect to Highway 60, and consideration of realignment to Raglan Street
Completion of EA for Whitton Road at O'Brien Road and add new road network connectivity, see East Development Roads EA exhibits
Construct roadway link between Innovation Drive and Whitton Road
Construct a roundabout at Wrangler Road/Innovation Drive/O'Brien Road, see future roundabout on following exhibits
Extend Froats Street, southerly and create new 4-way intersection at O'Brien Road
Construct northbound left-turn lane on Raglan Street at Renfrew Avenue West (includes removal of on-street parking stalls).
Completion of Hall Avenue Extension
Extend the north-south arterial Boundary Roadway southerly to Pucker Street. Designate Pucker Street as an arterial road (Horton Township jurisdiction). This provides a southern/western boundary road for Renfrew connecting Burnstown Road to Highway 132.
Park and Ride: Provide better signage to the Mask Road Park and Ride (i.e. signage on O'Brien Road) and/or expansion / construct new Park and Ride lots at all three new MTO interchanges on Highway 17
Provision of public parking adjacent to the Children's Aid Society
Coordination of an alignment through the northwest development lands to facilitate the long-term arterial road for a west Bonnechere River bridge crossing
Active Transportation Projects
Construct multi-use paths along Hall Avenue
Provide connections between Algonquin Trail and Millennium Trail to access Ma-te-way Park (1. Ma-te-way Park Dr. and 2. Hall Ave.)
Extend the multi-use path link on Barnet Boulevard easterly
Provide new MUP on Gillan Road from O'Brien Road to Millenium Trail
Extension of Stewart Street MUP from Mason Avenue westerly
Provide wider sidewalks and improve sidewalk connectivity in the area surrounding the Renfrew Victoria Hospital
New Algonquin Trailhead at Railway Avenue
Construct a multi-use path along Eighth Street between O'Brien Road and Barnet Boulevard



Master Transportation Plan

Legend

- Short Term Projects
- Roundabout
- Signals and left-turn lanes
- Road Closure
- Multi-use Pathway
- Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.
- Brownfield Areas (previously developed land that is currently vacant)

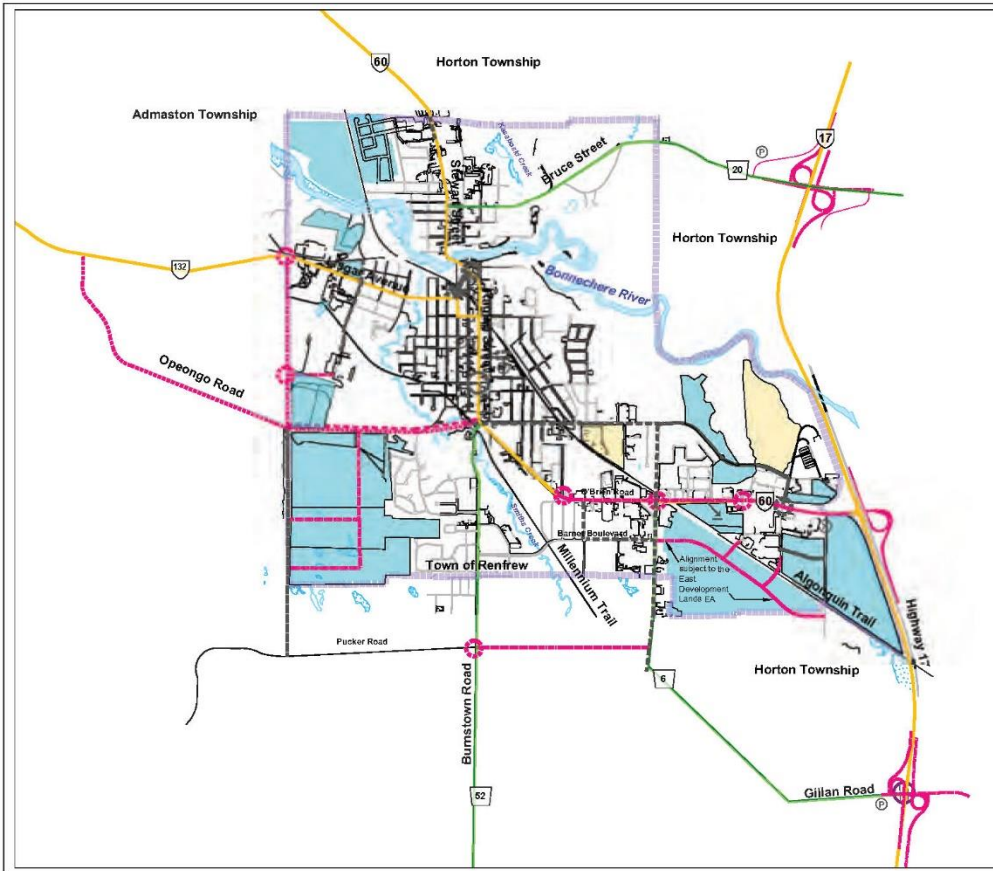
Project Prioritization Short Term 0-10 years

NTS
February 2024



List of Medium-Term Projects (10-20 years)

Project
Roadway Projects
New Gillan Road Interchange (by MTO)
New O'Brien Road Interchange (by MTO)
New Bruce Street Interchange (by MTO)
Roundabout at O'Brien Road and Mask Road
Roundabout at O'Brien Road and Gillan Road
Roundabout at O'Brien Road and Fortington Street
Widen O'Brien Road to a 4-lane arterial from Highway 17 to Veteran's Memorial Boulevard (2 km)
Provide new north-south Boundary Road connection from Opeongo Road to Highway 132 and improve access to the Ma-te-way Activity (Emergency) Centre
Extend Pucker Street from Burnstown Road to Gillan Road, County Road 6. This provides a southern/western boundary road for Renfrew connecting Gillan Road to Highway 132.
Provide Barnet Blvd. extension / Whittton Road closure as part of East Development Lands recommended plan
Mask Road and Innovation Drive extensions as part of East Development Lands recommended plan
Realignment of Opeongo Road to Raglan Street
Active Transportation Projects
Multi-use paths along Opeongo Road



Renfrew

Master Transportation Plan

Legend

- Medium Term Projects (Highway 417 interchanges by MTO)
- Roundabout
- Signals and left-turn lanes
- Road Closure
- Multi-use Pathway
- Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.
- Brownfield Areas (previously developed land that is currently vacant)

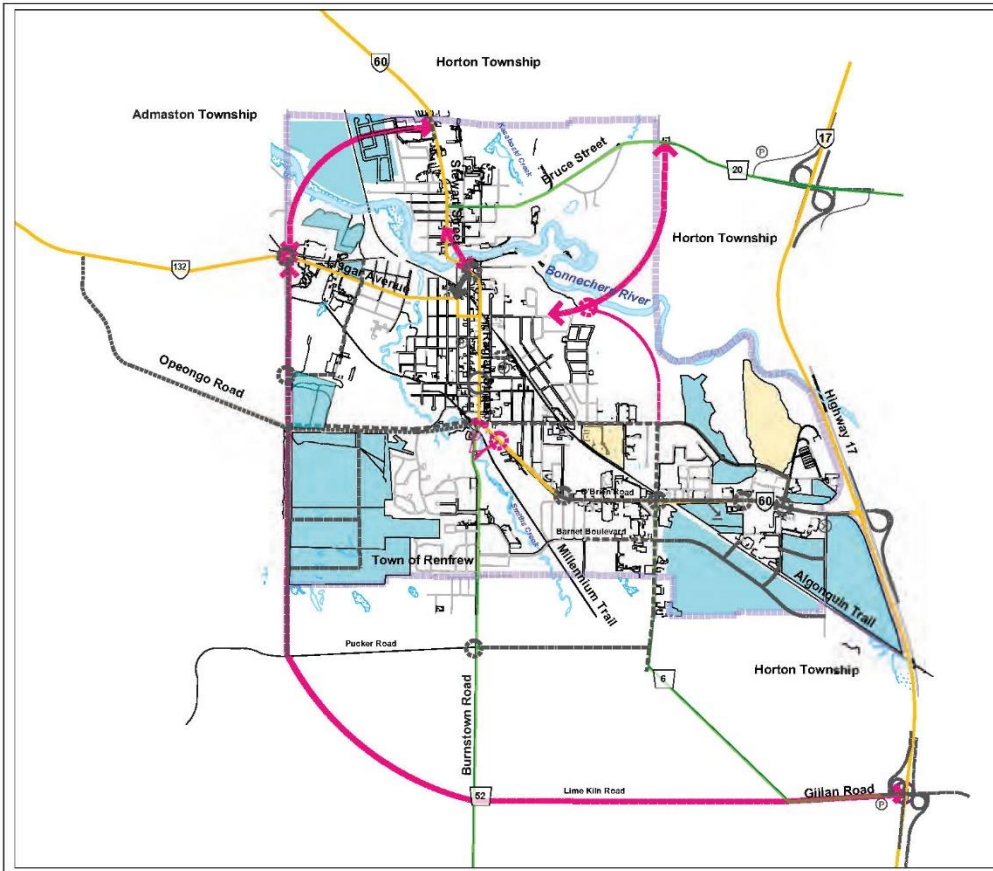
**Project Prioritization
Medium Term
10-20 years**

NTS
February 2024



List of Long-Term Projects (20+ years)

Project
Construct Raglan/Hall/Veterans Memorial Intersection improvements (Following the recommendations of the EA)
Replacement of the Raglan Street Bridge on a new alignment (horizontal and vertical) connecting to the improved intersection east of the bridge
New East Bonnechere River crossing and extensions to Munroe Avenue East and Gillan Road
New West Bonnechere River crossing from the future Boundary Road at Highway 132 through the northern development lands
New roadway link along west boundary to Lime Kiln Road to Highway 17.
Redesignate Boundary Road / Lime Kiln Road connection to Highway 17 as Highway 132 (MTO)



Renfrew

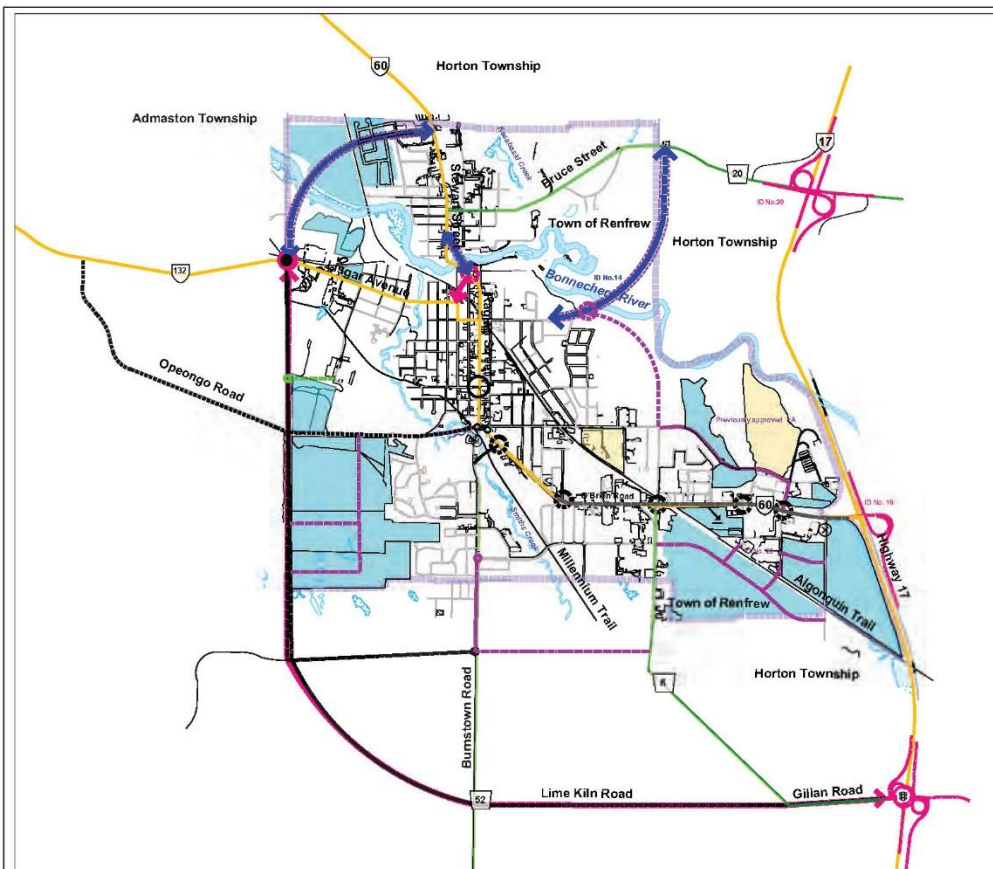
Master Transportation Plan

Legend

- Long Term Projects
- Roundabout
- Signals and left-turn lanes
- Road Closure
- Multi-use Pathway
- Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.
- Brownfield Areas (previously developed land that is currently vacant)

**Project Prioritization
Long Term
20+ years**

NTS
February 2024



Renfrew

Master Transportation Plan

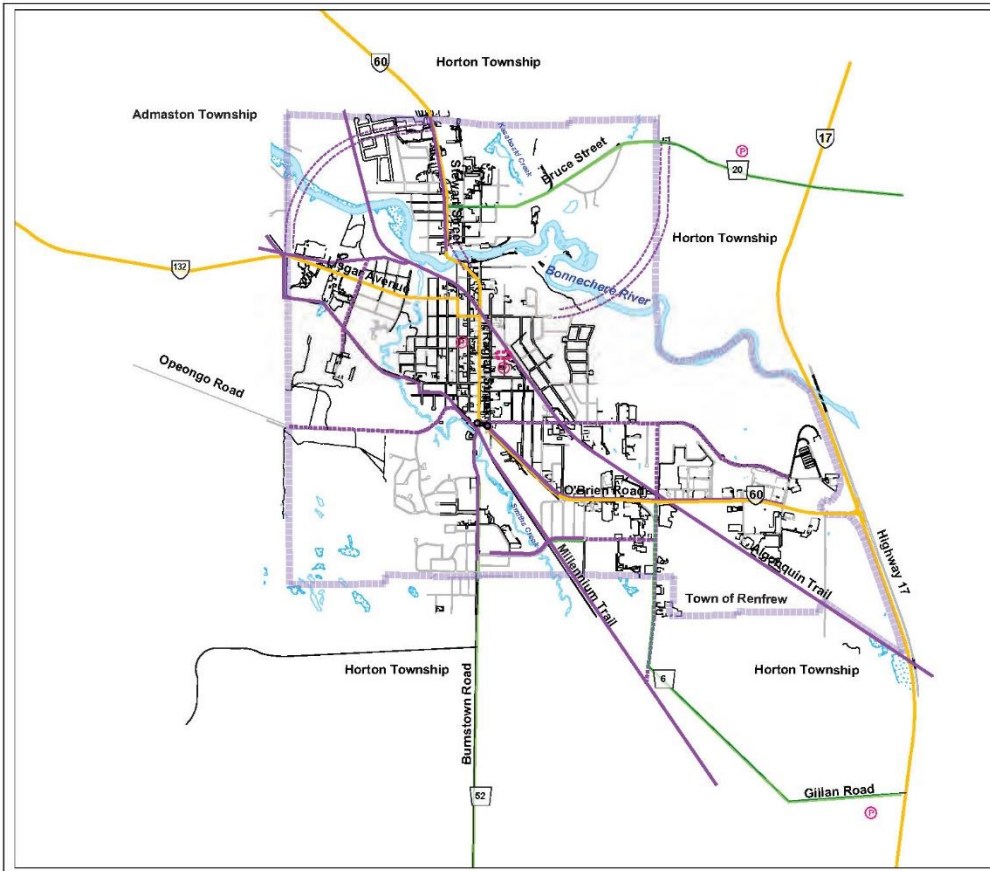
Legend

- New River Crossing Alternative
- New Arterial Road Improvements
- New Arterial Road Roundabout
- New Collector Road Alternative
- New Collector Road Roundabout
- New Highway Improvement Alternative
- Signals and left-turn lanes
- Road Closure
- New Driveway/ Roadway Alternative
- Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.
- Brownfield Areas (previously developed land that is currently vacant)

**Overall Projects
Under Study**




NTS
February 2024





Renfrew

Master Transportation Plan

- Legend
-  Existing Multi Use Pathway (MUP)/Abandoned Railway Trails
 -  New MUP/Active Transportation
 -  Proposed Parking

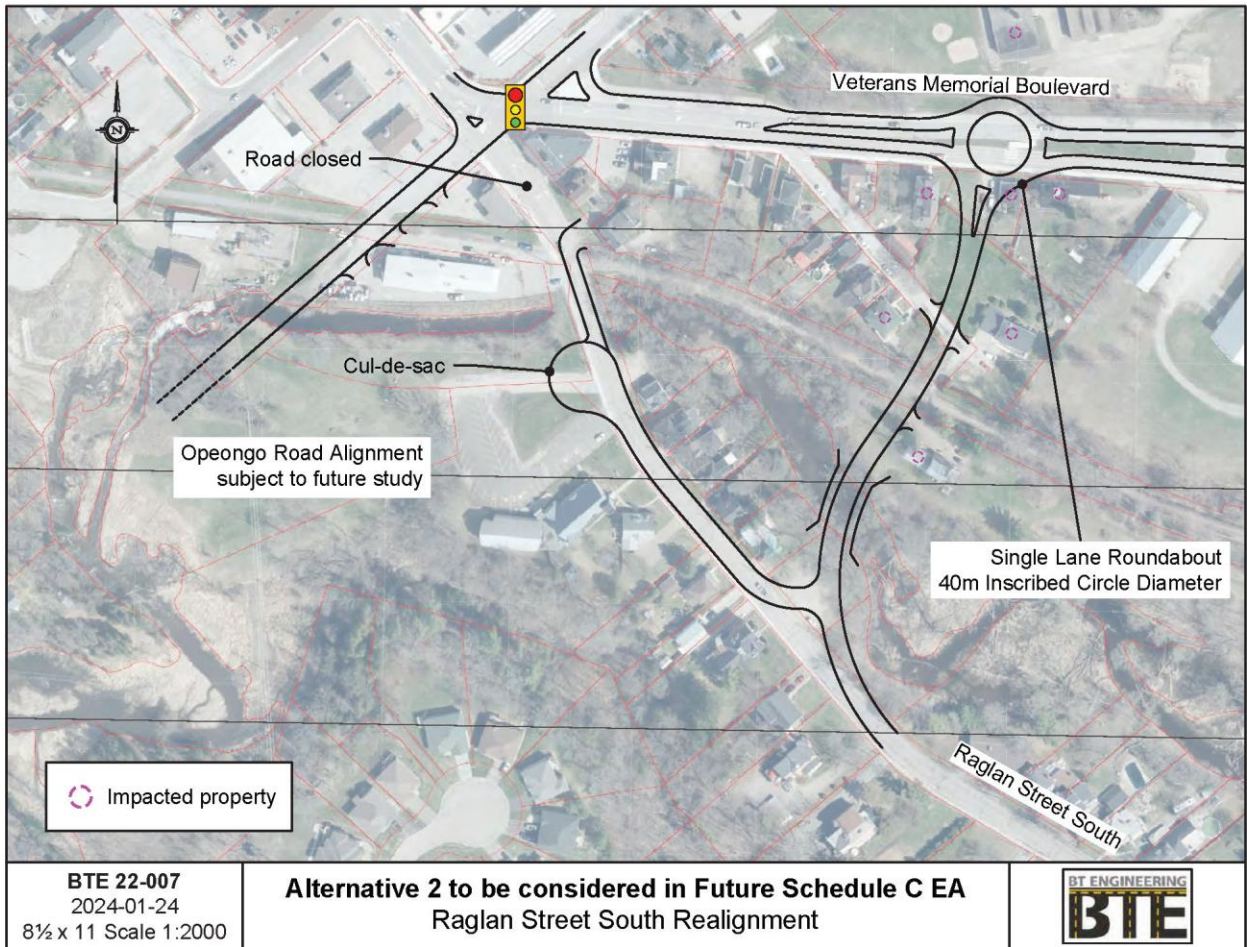
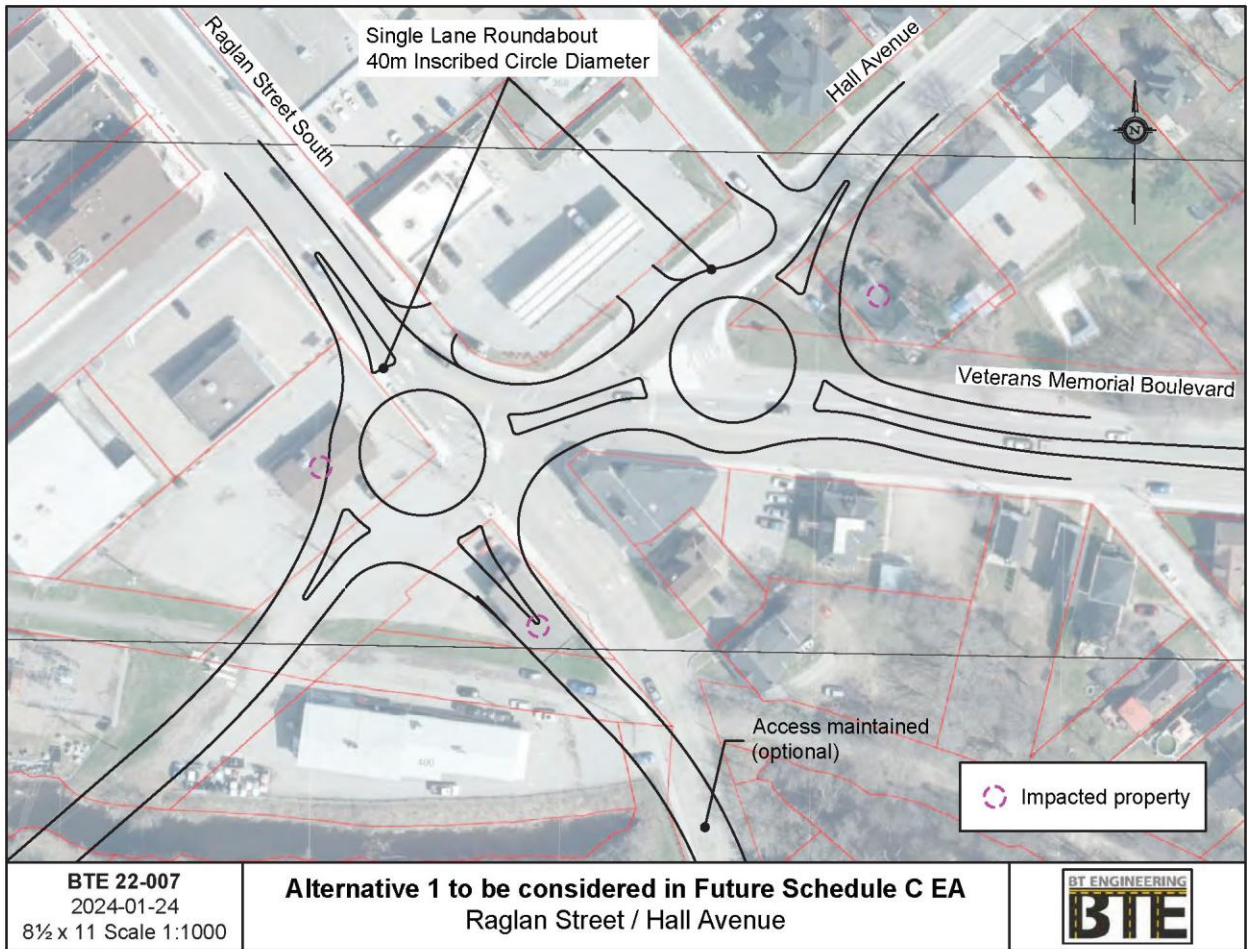
Trails and Parking Under Study

NTS
February 2024



The Major Future Projects

- Whitton Road Closure/East Development Lands EA and improvements.
- Opeongo Road Realignment.
- Improvements to O'Brien Road Intersections.
- Development of the west Boundary Road.
- Planning for Bonnechere River crossing improvements.
- Raglan/Hall/Veterans Memorial Intersection Improvements (Preliminary concepts for future study are shown on the following exhibits).





BTE 22-007
 2024-01-24
 Scale: NTS

Potential Alternative to be considered in
 Future Schedule C EA
 Lochiel Street South Realignment



BTE 22-007
 2024-01-24
 8½ x 11 Scale 1:1000

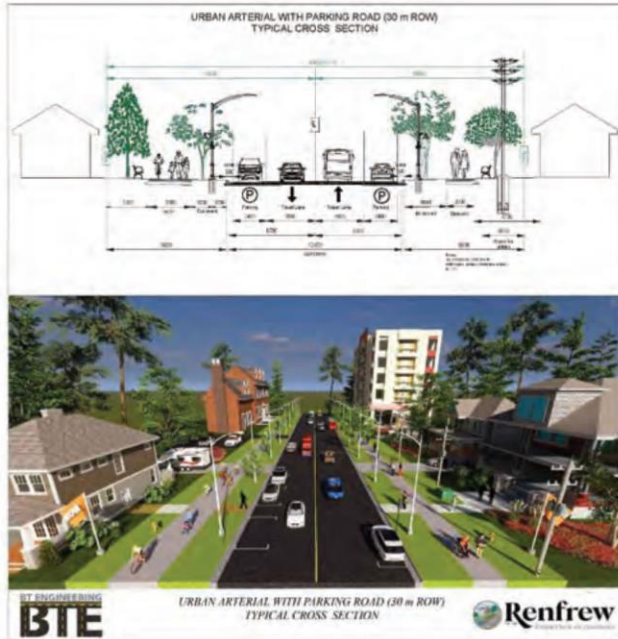
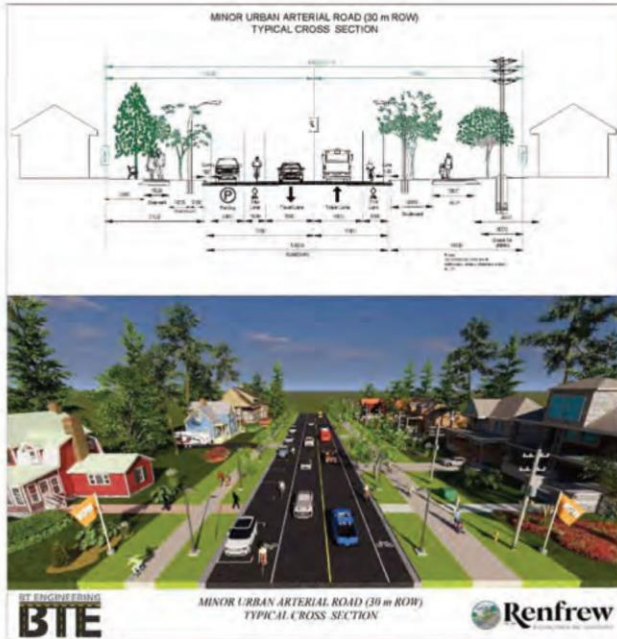
Potential Alternative to be considered in
 Future Schedule C EA
 Proposed Bridge Street Concept



Urban Local and Collector Road Standards



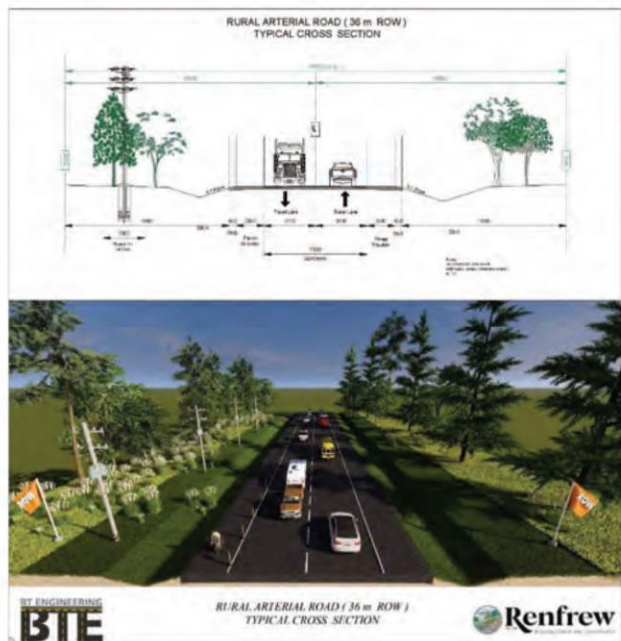
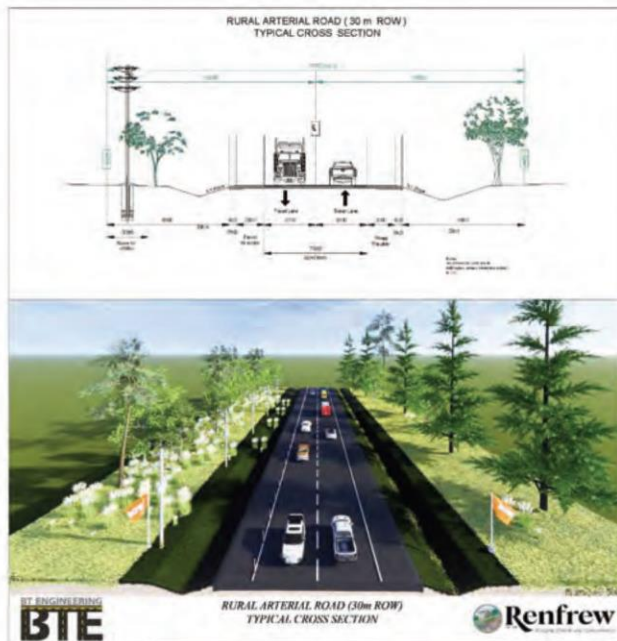
Urban Arterial Road Standards



Urban Divided Arterial and Urban Arterial with Parking



Rural Arterial Road Standards



Next Steps and Your Involvement

Following this Public Open House, we will:

- Review all comments.
- Present the Master Transportation Plan to Town Council.
- Finalize the Master Transportation Plan Report.
- Advertise the Master Transportation Plan for a 30-day public review.

How can you remain involved in the Study?

- Request that your name/email be added to the Study Mailing List.
- Provide a comment by submitting a comment sheet or emailing one of the contacts below.
- Contact the Town's representative or the Consultant at any time.

Steve Taylor, P.Eng.
BT Engineering Inc., Consultant Project Manager
Email: steven.taylor@bteng.ca
Phone: 613-228-4813

Eric Withers, Director
Town of Renfrew, Project Manager
Email: ewithers@renfrew.ca
Phone: 613-432-8166 ext. 305

Please submit any questions or comments to the contacts listed above by **April 12, 2024**.

Thank you for your participation in this Public Open House. Your input into this project is valuable and appreciated.

All information is collected in accordance with the *Freedom of Information and Protection of Privacy Act*.

POH No. 2 Summary Report
Appendix C

POH Comment Sheets

lay <rtremblay@r

To: Ron Moss <chair2@ovcata.org>

Cc: Bob Peltzer <bobpeltzer@gmail.com>; Eric Withers <ewithers@renfrew.ca>; +2 others

Thu 1/25/2024 11:40 AM

Thanks for your input. We appreciate the feedback.

Cheers, RT

From: Ron Moss <chair2@ovcata.org>

Sent: Thursday, January 25, 2024 11:28 AM

To: Rob Tremblay <rtremblay@renfrew.ca>

Cc: Bob Peltzer <bobpeltzer@gmail.com>; Eric Withers <ewithers@renfrew.ca>; Andrea Bishop <abishop@renfrew.ca>; Taylor Hanrath <THanrath@countyofrenfrew.on.ca>

Subject: Re: Algonquin Trail at O'Brien

May I point out that both of these locations, Hall Ave and O'Brien Rd may result in personal injuries and that immediate action is suggested rather than wait for the time periods that have been provided.

May we suggest that at Hall Ave, the concrete sidewalk could be removed and the crushed limestone trail surface material be extended to the road edge. Alternatively, place an asphalt ramp wedge at the barrier curb to allow a less dangerous access between sidewalk and road.

O'Brien Rd is a very dangerous crossing for cyclists at the angled Algonquin Trail crossing and OVCATA has pointed this out several times before O'Brien Rd design work was completed.

Your consideration to immediately rectify this dangerous condition would be greatly appreciated with the installation of a crushed stone pathway on the east side of O'Brien behind the curb from the signalized intersection at O'Brien/Gillan Rd extending approximately 100 m to Algonquin Trail (east).

This will allow cyclists and walkers to travel on the suggested pathway connecting Algonquin Trail (east) to cross safely at the signalized intersection at O'Brien/Gillan Rds and continuing along Gillan to Algonquin Trail (west).

On Wed, Jan 24, 2024 at 2:22 PM Rob Tremblay <rtremblay@renfrew.ca> wrote:

Hi Ron,

Thanks for sharing the letter. I don't recall seeing it. With regard to the existing crossing, that section of O'Brien is not being improved. Any alignment issues should be addressed to the County as the road will not likely see any changes in the short term. We are moving forward to the next phase of the connecting link (O'Brien Road) from Mask to Wrangler in 2024.

In terms of Hall Ave, we will be starting some design work to improve that section of road in 2025, pending budget approval. Accordingly, I'm copying our Director of Development, Environment and Engineering and Manager of Engineering & Asset Management (eric and Andrea) for info and follow up.

This would also be a great opportunity to have a broader chat about trail connections/heads at other locations given that we have three trails in Renfrew: Millennium, Algonquin and K&P. We are the trail town! A chat with our Economic Development Team would be great and Eric & Andrea can loop them in later.

Hope you are both keeping well!

Cheers, RT

Robert Tremblay MPA CMO AOMC

Chief Administrative Officer

127 Raglan Street South

Renfrew, ON K7V 1P8

Office (613) 432-4848 x104

This e-mail is privileged & confidential.

If it is not addressed to you, and you receive it, kindly delete it and all copies and advise the sender right away.



From: Ron Moss <chair2@ovcata.org>

Sent: Wednesday, January 24, 2024 2:10 PM

To: Rob Tremblay <rtremblay@renfrew.ca>

Cc: Bob Peltzer <bobpeltzer@gmail.com>

Subject: Algonquin Trail at O'Brien

Hi Robert

In reference to our attached correspondence dated July 28, 2023 has there been any consideration for improving the Algonquin Trail at O'Brien crossing as requested?

We may also point out a dangerous crossing Algonquin Trail at Hall Ave where all trail users encounter a vertical drop at the sidewalk on the west side of Hall Ave. We request consideration to have this sidewalk removed and replaced with a dropped sidewalk.

regards, Ron Moss, co-chair

Ottawa Valley Cycling and Active Transportation Alliance

From: Debbie Macdonald <debbiemacdonald12@gmail.com>
Sent: Friday, March 29, 2024 1:08 PM
To: Eric Withers <ewithers@renfrew.ca>; steven.traylor@bteng.ca
Subject: Town of Renfrew Master Transporta on Plan

Hello Eric and Steve,

I was one of the 7 or 8 people that attended the Master Transportation plan open house on Wednesday. Although the presentation displays were interesting, I was disappointed that there wasn't more interest from people regarding the future of Renfrew. I have to mention that I did not see any advance notice of this open house on social media such as Inside Ottawa Valley or MyFm on Facebook. Instead, I was advised of the event by the Ottawa Valley Active Transportation Alliance chair, Ron Moss who lives in Pembroke, otherwise I would never known open house was happening.

Nevertheless, I want to comment on two things from the open house:

1. For the love of God, do not even consider installing two traffic circles back-to-back at "Confusion Square". That intersection is bad enough without making it worse. My 88-year-old Mother, who still drives, and has never even seen a traffic circle, will not be able to navigate it. The population in Renfrew is made up of a large portion of retirees and seniors, and this design will be disastrous. I would advise the town to either expropriate or purchase the triangular building at the intersection and construct just one traffic circle if you go forward with a traffic circle proposal.
2. I also attended the meeting for my own personal interest as well as representing the **Ottawa Valley Active Transportation Alliance**. The OVCATA wanted me to **highlight and stress** the need to realign the Algonquin Trail at Gillan and O'Brien Rd. I live in the Hunter Gate subdivision and often walk by the Gillan and O'Brien intersection, as well as cycle in the summer and cross-country ski in this area in the winter, and this intersection has become a very dangerous for snowmobiles and cyclists crossing Gillan and O'Brien before and after the lights. What needs to be done is to have the trail intersect at the lights both at Gillan and O'Brien. I can't tell you how many times I observed near miss collisions with bicycles and snowmobiles since the Algonquin Trail opened. I know the proposed future plan is to install a traffic circle at Gillan and O'Brien, but in the meantime the Algonquin Trail in this area needs to be rectified ASAP. It is unfortunate that when O'Brien Road was resurfaced, this was not done at that time. I recall submitting my comments regarding this before the road construction and was disappointed nothing was done.

Thank you in advance for reading my email and considering my feedback.

Regards

Debbie Macdonald

228 Foxden St., Renfrew, ON, K7V 0A1



Renfrew

Town of Renfrew Master Transportation Plan, Public Open House No. 2

Renfrew East Development Area/Whitton Road Closure EA Study

Public Open House No. 1

Wednesday, March 27, 2024

Liz + Bob Mosco
93 Otteridge Ave

613-432-8223

Over two years ago Eric Withers told the Otteridge group that Mr. Grimmon was hauling materials to prepare for installation of water mains, roads etc. To date, they keep hauling it in but it is not being used at Hunter Gate but ^{going out} for other projects he has on the go — out to his (Derek McE) house on Burnstown Road and Jim Barr Road off Mullins Rd in Horton. He is using it as a distribution centre (gravel pits as such) to other locations we are unaware of. If the area is residential as we believe it must be because it is to be Hunter Gate Phase 6 how then can he use it as a commercial zoning?

Appendix C

Long List of Programs and Policies

Town of Renfrew MTP - Long List of Potential Programs

ID	Type	Programs	Description	Carry Forward
1	General		Promotion of Eco-tourism to be coordinated with Renfrew County	Yes
2	General	Promote Active Transportation	Coordinating with the Region, wayfinding/signage improvements to locate local supporting businesses and trails.	Yes
3	General	Education	Create a web site to educate the public on roundabouts	Yes
4	General	Promote tourism	Support downtown Renfrew businesses	Yes
5	General	Promote sustainability and support downtown businesses	Provide EV charging stations that are accessible to downtown businesses and other municipal facilities.	Yes
6	General	Pedestrian and Bicycle Safety Program	Maintenance of existing facilities and prioritizing improvements to crossings.	Yes

Town of Renfrew MTP - Long List of Potential Policies

ID	Type	Policy	Description	Carry Forward
1	Planning	Overall Traffic Management Policy	Create a Municipal policy to provide direction for a Traffic Management Plan To seek support for private commuter bus service to the Ottawa region that increases mobility and is responsive to the needs of the community. To promote ridesharing as a travel demand management measure and improve accessibility. The provision high speed internet to facilitate work at home.	Yes
2	Planning	Policy to promote improved aesthetics within road right-of-ways by including right-of-way space for buried utilities. See policy for right-of-way widths.	Bury fibre/hydro lines in the roads and set buildings back from the road Overland flow routes in major storm events Greater resiliency for utilities during storm events (i.e. ice storms and high winds)	Yes
3	Planning	Traffic Calming	Create a Municipal protocol/policy for dealing with traffic calming requests	Yes
4	Planning	Consideration of roundabouts as an alternative to improve traffic operations and safety	Identify additional right-of-way within the Official Plan Consider for "Confusion Corner"	Yes
5	Planning	Create a policy for new roads and road widening projects in the Town	New Construction: Lane widths per TAC Sidewalks: 1.5 m minimum/1.8 m desirable Boulevard: 1.0 m minimum/3.0 m desirable Multi-use paths: 3.0 m minimum/4.0 m desirable Local roads: No minimum sidewalk requirements Collector roads: minimum sidewalk one side, two sidewalks are desirable Arterial roads: Sidewalks both sides/sidewalk one side + MUP Brownfield construction: meet minimum where possible. For the ongoing road reconstruction projects, the design should meet the minimum requirements, where possible.	Yes
6	Planning	Provide common name for Veteran's Memorial Boulevard/Raglan Street/O'Brien Road		Yes
7	Planning	Creation of truck route by-law		Yes
8	Planning	Limit Truck Deliveries	Provide a limited time window for truck deliveries to limit congestion in the downtown	No
9	Planning	Prohibit Trucks Downtown		No

Town of Renfrew MTP - Long List of Potential Policies

ID	Type	Policy	Description	Carry Forward
10	Active Transportation	Promote Active Transportation modes as an alternative mode to encourage healthier lifestyles	<ul style="list-style-type: none"> - Use of Pedestrian Crossovers (PXOs) - School Crossings - Pedestrian Walking Speeds (Traffic Signals) - Alternative Provision for Cyclists - Wayfinding/signage improvements - Education and Information Distribution - Adopting a stepped warrant for provision of paved shoulders on medium to high volume roads to improve safety and reduce longer term maintenance costs while also accommodating active transportation 	Yes
11	Active Transportation	Investigation into GIS tools to provide live updates to road condition, closures and detours		Yes
12	Active Transportation	Restrict ATVs from multi use pathways and trails	Create a Municipal protocol/policy for dealing with ATVs	Yes
13	Active Transportation	Electric Scooters and Hoover Boards	Create a Municipal protocol/policy for dealing with Electric Vehicles and Hoover Boards	Yes
12	Parking	Employee Parking	Employees should use parking stalls at the back of stores	Yes
13	Safety	To support active transportation while promoting safety and healthy lifestyles by adopting a Complete Streets approach for all corridor improvements		Yes
14	Parking	Electric charging stations	Create a Municipal policy to promote sustainability and support downtown businesses through the development of a plan for the provision of electric vehicle (EV) charging stations and considering potential requirements to include EV charging stations in the review of future development applications.	Yes
15	Working at home	High speed internet		Yes

Appendix D

Long List of Projects

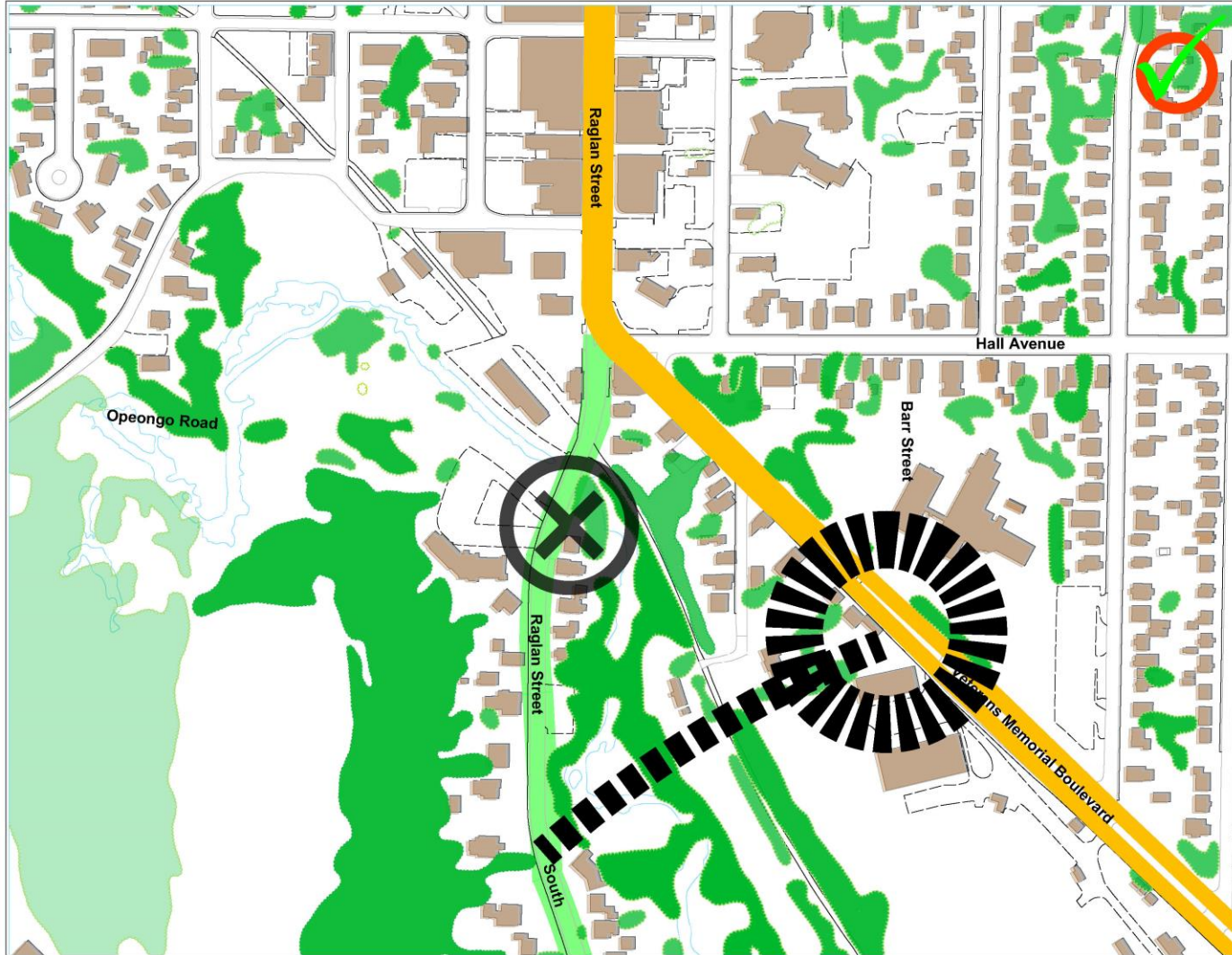
ID	Project	Description	Priority Short Term: 5-10 years Moderate Term: 10-25 years Long Term: Beyond 25 years	Carry Forward	Preliminary Study Recommendations	Jurisdiction
1	Raglan/Hall/Veterans Memorial Intersection Improvements	New road link from Hall Avenue northerly to Raglan Street/Opeongo Road and close existing Hall Avenue leg to intersection		See ID No. 7		Town of Renfrew and County of Renfrew
2	Raglan/Hall/Veterans Memorial Intersection Improvements	New road link from Hall Avenue southerly to Raglan Street and close existing Hall Avenue leg to intersection and new road link from Raglan Street South easterly to Veterans Memorial Boulevard and close existing Raglan Street South leg to intersection		See ID No. 7		Town of Renfrew and County of Renfrew
3	Raglan/Hall/Veterans Memorial Intersection Improvements	Close Hall Avenue leg to the intersection and direct traffic to Barr Street intersection to Veterans Memorial Boulevard, with new Opeongo Road link		See ID No. 7		Town of Renfrew and County of Renfrew
4	Raglan/Hall/Veterans Memorial Intersection Improvements	New road link from Raglan Street South easterly to Veterans Memorial Boulevard and close existing Raglan Street South leg to intersection with new Opeongo Road link		See ID No. 7	Preliminary preference for the Raglan/Hall/Veterans Memorial Intersection Improvements, subject to Municipal Class EA	Town of Renfrew and County of Renfrew
5	Raglan/Hall/Veterans Memorial Intersection Improvements	New road link from Raglan Street South easterly to Veterans Memorial Boulevard and close existing Raglan Street South leg to intersection with new Opeongo Road link		See ID No. 7		Town of Renfrew and County of Renfrew
6	Raglan/Hall/Veterans Memorial Intersection Improvements	Roundabout with new Opeongo Road link		See ID No. 7		Town of Renfrew and County of Renfrew
6A	Raglan/Hall/Veterans Memorial Intersection Improvements	Peanut Roundabout with new Opeongo Road link		See ID No. 7		Town of Renfrew and County of Renfrew
7	Raglan/Hall/Veterans Memorial Intersection Improvements Environmental Assessment (EA)		EA: Short Term Implementation: Long Term		A joint proponenty of the Town and County, outcome of EA to create property protection plan to be included in Official Plan Update. Preliminary preference for ID 4. See Opeongo Road realignment ID No. 40	Town of Renfrew and County of Renfrew
8	New West Bonnechere River crossing	New alignment adjacent to Town boundary from Highway 132 to northern development	Long Term	Yes	This project should be planned as an integrated EA with the development areas to establish the collector road alignment within the plans of subdivision.	Town of Renfrew
9	New West Bonnechere River crossing	New alignment east of ID 8 (east of the Town garage)		No		Town of Renfrew
10	New Bonnechere River crossing in the centre	New alignment from Bruce Street westerly to Highway 132		No		Town of Renfrew
11	Completion of an EA for the replacement of the Raglan Street Bridge at a new alignment including reconstruction of Raglan Street (to accommodate an intersection in close proximity to the bridge)		EA: Short Term Implementation: Long Term	Yes	Future alignment of the Raglan Street bridge should be planned to be offset from the existing bridge and at a higher elevation. This will accommodate staging of the new bridge and a connection to Highway 132.	Town of Renfrew and MTO
12	Widen existing Raglan Street Bridge crossing to 4 lanes	Connected with other network alternatives to provide additional capacity across the Bonnechere River		No	This should be a separate Schedule C EA that should consider the link to Highway 132, see ID No. 20	Town of Renfrew and MTO
13	New East Bonnechere River crossing	New alignment along the Horton Township boundary		No	Schedule C EA to consider projects ID No. 14 and 15 to compare for long term property protection	Town of Renfrew
14	New East Bonnechere River crossing	Munroe Avenue East and Gillan Road extension	Long Term	Yes	Schedule C EA to consider projects ID No. 14 and 15 to compare for long term property protection	Town of Renfrew
15	Gillan Road/Highway 17 intersection signalization	Signalized intersection	Short Term	Yes		MTO
16	Realign Highway 132 to connect to Highway 60	Connection in the vicinity to Lochiel Street, in consideration with ID No. 11 and 17 with realignment to Raglan Street	Short Term	Yes		MTO
17	Realign Highway 132 to connect to Highway 17	Connection to Bruce Street to Highway 17		No		MTO
18	Gillan Road Interchange	Freeway connection to Highway 17	Medium Term	Yes		MTO
19	O'Brien Road Interchange	Freeway connection to Highway 17	Medium Term	Yes		MTO
20	Bruce Street Interchange	Freeway connection to Highway 17	Medium Term	Yes		MTO
21	Realign Highway 132 to connect to Highway 17	Connection south through Admaston / Bromley and Horton Townships	Long Term	Yes	(same as ID 33)	MTO
22	Realign Highway 132 along Opeongo Road to Raglan Street	Connection south through Admaston / Bromley and Horton Townships		No		MTO
23	Completion of EA to close Whitton Road at O'Brien Road and East Development Lands connectivity	For safety for the operation of the MTO interchange. Includes new road link from Innovation Drive to Whitton Road	Short Term	Yes	See Barnet Blvd. Extension to Whitton Road ID 36.	Town of Renfrew and MTO
24	Roundabout at O'Brien Road and Mask Road		Medium Term	Yes		Town of Renfrew
25	Construct roundabout at Wrangler Road/Innovation Drive/O'Brien Road		Short Term	Yes		
26	Extend Froats Street and create 4-way intersection at O'Brien Road		Short Term	Yes		Town of Renfrew
27	Roundabout at O'Brien Road and Gillan Road		Medium Term	Yes		Town of Renfrew
28	Roundabout at O'Brien Road and Fortington Street		Medium Term	Yes		Town of Renfrew

ID	Project	Description	Priority Short Term: 5-10 years Moderate Term: 10-25 years Long Term: Beyond 25 years	Carry Forward	Preliminary Study Recommendations	Jurisdiction
29	Construct northbound left-turn lane on Raglan Street at Renfrew Avenue West	Includes removal of on-street parking stalls	Short Term	Yes		Town of Renfrew
30	O'Brien Road 4-lane arterial from Highway 17 to Veteran's Memorial Boulevard (2 km)		Medium Term	Yes		Town of Renfrew
31	Provide new north-south Boundary Road connection from Opeongo Road to Highway 132 and improve access to the Ma-te-way Activity (Emergency) Centre		Medium Term	Yes		County of Renfrew and Admaston / Bromley Township
32	Extend the north-south Boundary Road connection southerly to Pucker Street Designate Pucker Street as an arterial road (Horton Township jurisdiction)	This provides a southern/western Boundary Road of Renfrew connecting Burnstown Road to Highway 132	Medium Term	Yes		Horton Township
33	Redesignate Boundary Road/Lime Kiln Road connection to Highway 17 as Highway 132 (MTO)		Long Term	Yes	(same as ID 21)	
34	Completion of Hall Avenue extension		Short Term	Yes		Town of Renfrew
35	New Parallel Road to O'Brien Road	A new route was suggested go over the Fitness Centre's parking lot past the garden centre and link into Wrangler Road.		No		Town of Renfrew
36	Extension of Innovation Road southerly to Barnet Blvd. Extension or Whitton Road closure as part of East Development Lands Recommended Plan		Medium Term	Yes	Being carried forward as a separate Schedule C Class EA (same as ID 23)	Town of Renfrew
37	Barnet Blvd. Extension to Mask Road			No	(same as ID 38)	Town of Renfrew
38	Mask Road and Innovation Drive extensions to the new collector road as part of East Development Lands Recommended Plan		Medium Term	Yes	Preliminary preference for the closure of Whitton Road, subject to Municipal Class EA	Town of Renfrew
39	New collector road from Burnstown Road westerly to a future Townline Road			No	(same as ID 32)	Town of Renfrew
40	Realignment of Opeongo Road to Raglan Street		Medium Term	Yes		Town of Renfrew
41	Intersection improvements at the Barnet Boulevard/Raglan Street South			No		Town of Renfrew
42	Extend Pucker Street from Burnstown Road to Gillan Road, County Road 6.	This provides a southern/western Boundary Road of Renfrew connecting Gillan Road to Highway 132	Medium Term	Yes		Town of Renfrew and Horton Township
43	New collector road from the west boundary easterly in the southwest development area.			No		Town of Renfrew and Horton Township
44	New collector road from Opeongo Road southerly to support the southwest development area		Short Term	Yes		
45	Ma-te-way Park	Provide second driveway access for exits during large tournaments to Lisgar Avenue		No	See ID 31	Town of Renfrew
46	Hall Avenue	Construct multi-use paths	Short Term	Yes		Town of Renfrew
47	Opeongo Road	Multi-use paths	Medium Term	Yes		Town of Renfrew
48	Provide connections between Algonquin Trail and Millennium Trail to access Ma-te-way Park (1. Ma-te-way Park Drive and 2. Hall Avenue)	Link trail to Ma-te-way Park	Short Term	Yes	See ID 46	Town of Renfrew
49	Extend MUP along Barnet Boulevard to Gillan Road	Provide MUP link from 8th Street to Gillan Road	Short Term	Yes	See Barnet Extension ID No. 27	Town of Renfrew
50	Provide new MUP on Gillan Road (O'Brien Road to Millenium Trail)		Short Term	Yes	For future implementation	Town of Renfrew
51	Extension of MUP Stewart Street (from Mason Avenue westerly)		Short Term	Yes		Town of Renfrew
52	Provide wider sidewalks and improve sidewalk connections in the area surrounding Victoria Hospital and retirement residences	Improve sidewalk connectivity in the area of Health Village Lane and hospital	Short Term	Yes		Town of Renfrew
53	Bruce Street	Provide wider sidewalks. Investigate sidewalk connectivity		No	See ID 52	Town of Renfrew
54	Children's Aid Society - Vacant Lot	Convert to additional parking space	Short Term	Yes		Town of Renfrew
55	Park and Ride	Provide better signage to the Mask Road Park and Ride (i.e. signage on O'Brien Road) and/or expansion Construct new Park and Ride lots at two of the new MTO interchanges on Highway 17	Short Term	Yes		Town of Renfrew
56	New Algonquin Trailhead at Railway Avenue		Short Term	Yes		
57	Coordination of an alignment through the northwest development lands that can facilitate the long-term arterial road for a west Bonnechere River crossing		Short Term	Yes		
58	New active transportation link (sidewalk and/or multi-use path) on Eighth Street from O'Brien Road to Barnet Boulevard		Short Term	Yes		
59	Realign Algonquin Trail at O'Brien Road to cross at the lights at Gillian Road		Short Term	Yes		

ID	Project	Description	Priority Short Term: 5-10 years Moderate Term: 10-25 years Long Term: Beyond 25 years	Carry Forward	Preliminary Study Recommendations	Jurisdiction
60	Realign Algonquin Trail to cross at the lights at Munroe Avenue East/Raglan Street North		Short Term	Yes		
61	Create canoe/kayak launch in the Bonnechere River			Yes		
62	Increase downtown parking spaces	Provide more parking spaces (new municipal parking lot(s))		Yes		
63	Parking signage	Provide directional parking signage for shoppers/visitors to available parking off the main street				
64	O'Brien Road to Gillan Road	Re-route some traffic through Gillan Road to reduce congestion on O'Brien Road				
65	Raglan Street	Re-direct through traffic		No	See ID No. 30	
66	Renfrew Victoria Hospital	Streetlighting		Yes		
67	Parking	Purchase land for municipal parking lots with signage and a linkage (walking path/laneway) from Raglan Street				
68	Create a parking lot(s) along Algonquin Trail and Millennium Trail for recreational use			Yes		
69	Construct new multi-use path along O'Brien Road from the interchange to Raglan Street South	existing on the north side of O'Brien Road		No		

Appendix E

Shortlisted Projects Drawings



ID No. 4 Raglan Street Realignment with a Roundabout



Renfrew

Master Transportation Plan

**Short Term
(0-10 years)**

Legend



Roundabout/Intersection Improvements



Road Alignment Alternative



Road Closure



Carried Forward

**Raglan/Hall/Veterans
Memorial
Intersection
Alternative**

NTS
September 2024





Renfrew

Master Transportation Plan

Short Term (0-10 years)

Legend



Roundabout/Intersection Improvements



Road Alignment Alternative



Carried Forward



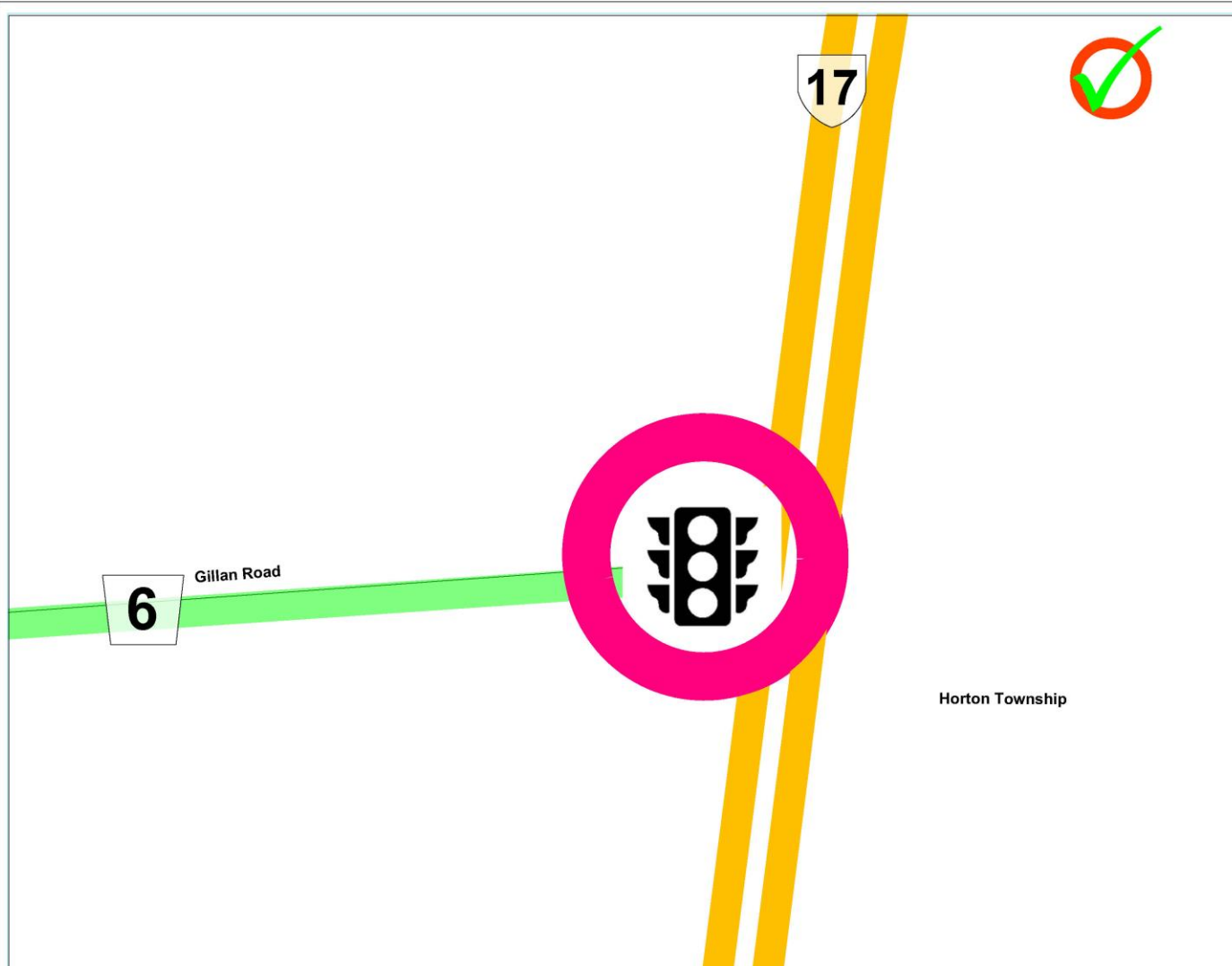
ID No. 6A

Roundabout Variation

Raglan/Hall/Veterans Memorial Intersection Alternative

NTS
September 2024





ID No. 15



Renfrew

Master Transportation Plan

**Short Term
(0-10 years)**

Legend



Signals and Intersection Improvements



Carried Forward

**New Highway
Improvements**

NTS
September 2024






Renfrew

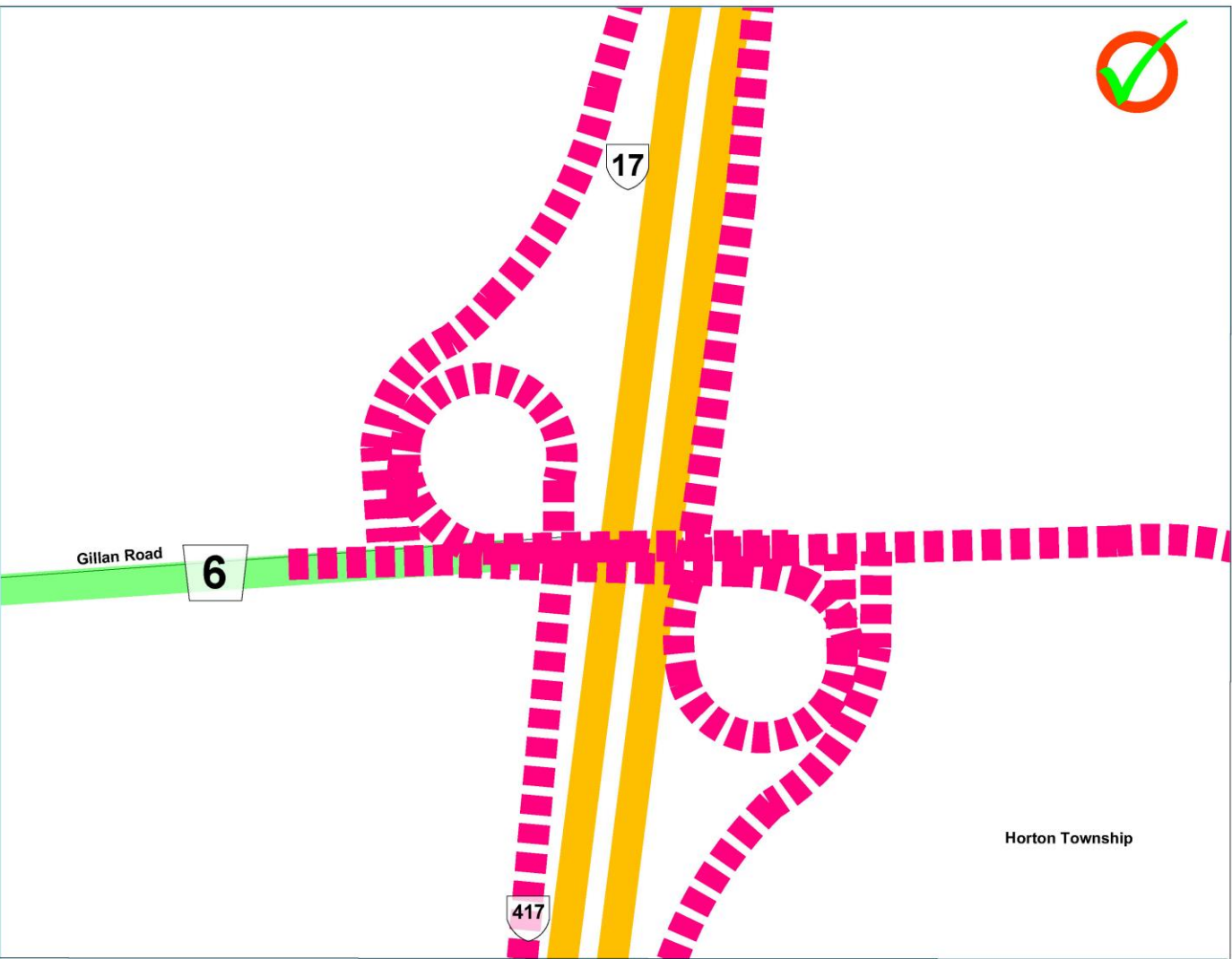
Master Transportation Plan

Short Term (0-10 years)

Legend

 New Highway Improvement Alternative

 Carried Forward



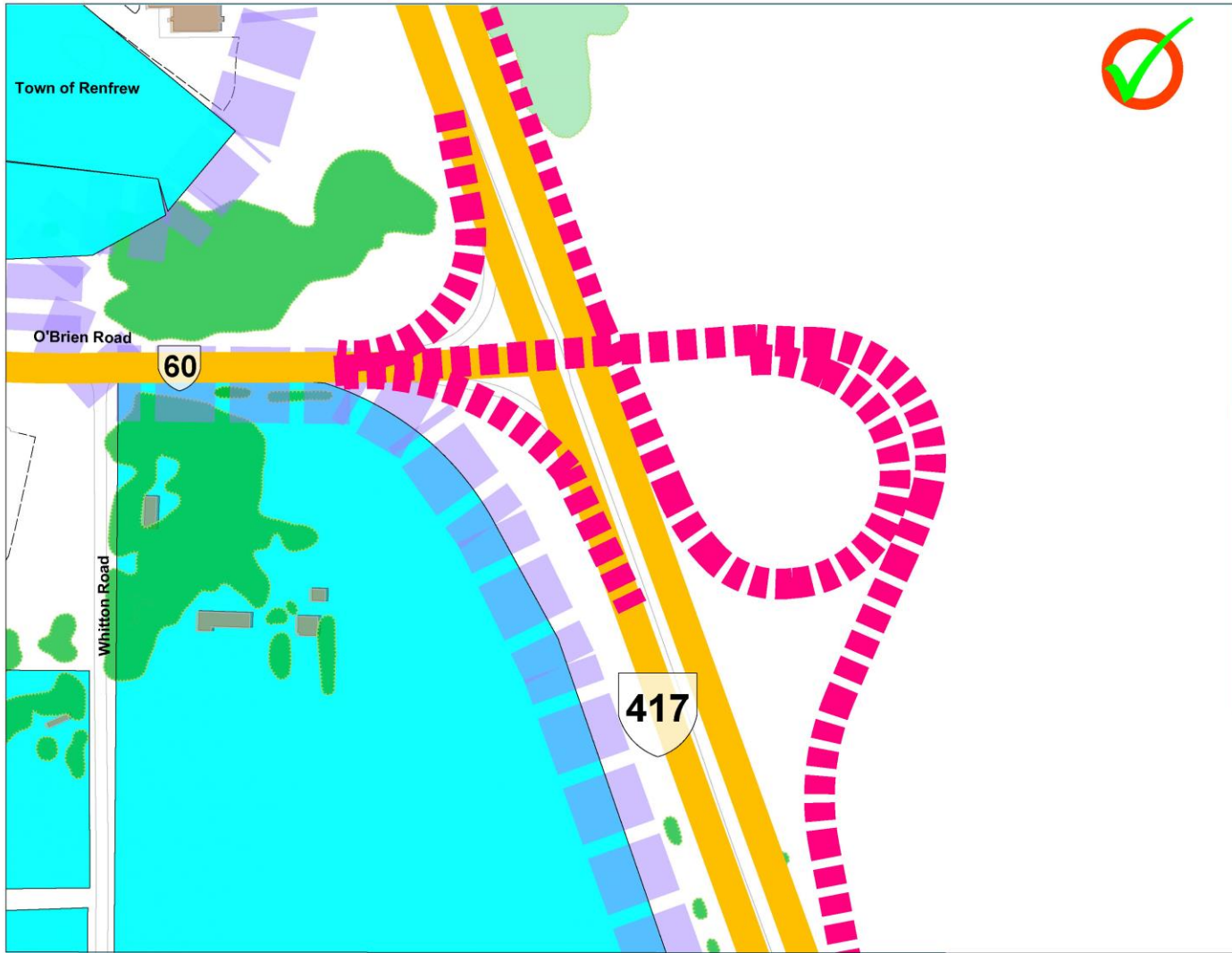
ID No. 18

Gillan Road Interchange

New Highway Improvements

NTS
September 2024





ID No. 19

O'Brien Road Interchange



Renfrew

Master Transportation Plan

**Short Term
(0-10 years)**

Legend



New Highway Improvement Alternative



Town Boundary



Carried Forward



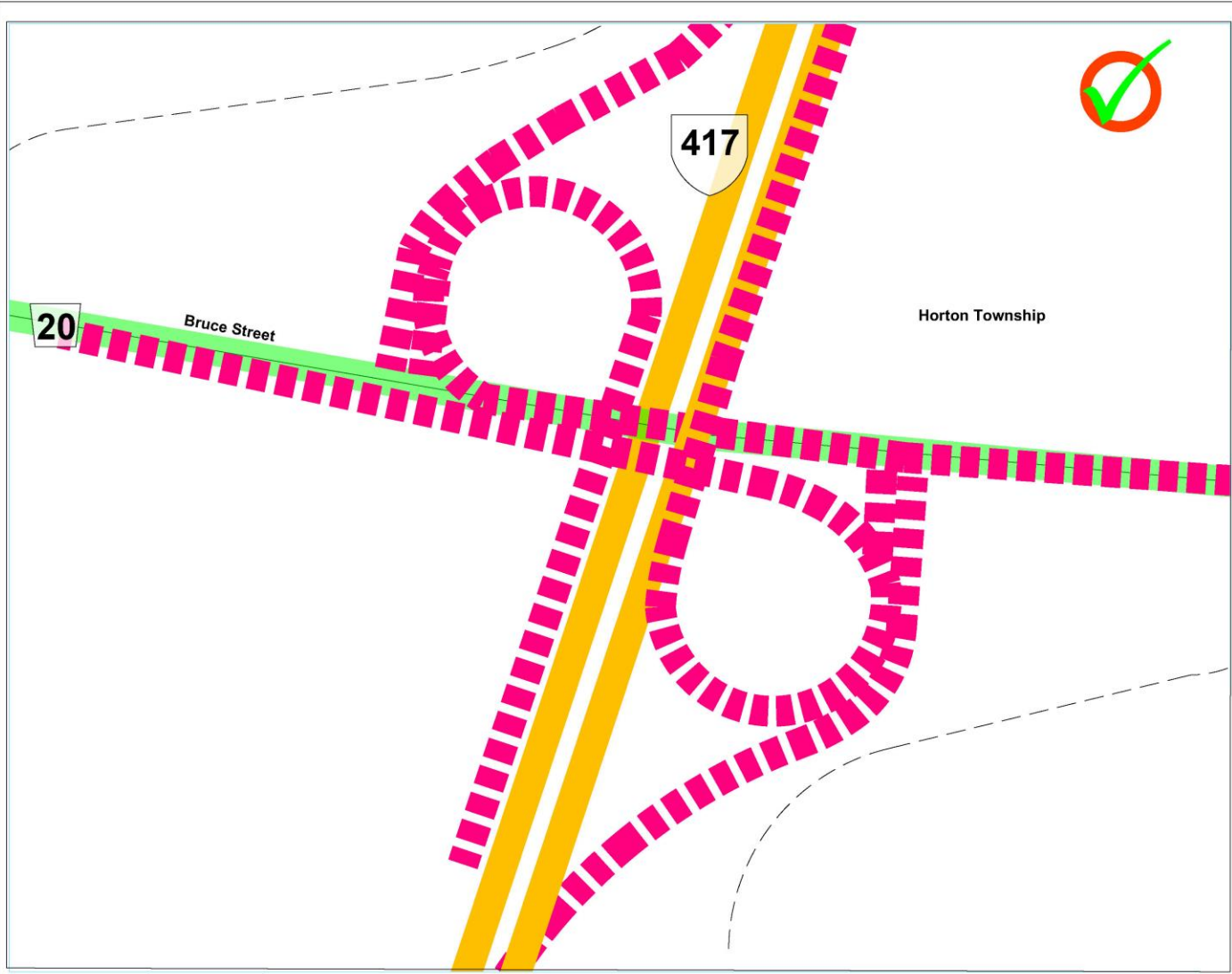
Development Areas

Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.

**New Highway
Improvements**

NTS
September 2024





ID No. 20



Bruce Street Interchange



Master Transportation Plan

Short Term (0-10 years)

Legend

-  New Highway Improvement Alternative
-  Carried Forward

New Highway Improvements

NTS
September 2024





ID No. 23






Whitton Road Closure
New Collector Road



Renfrew

**Master Transportation Plan
Short Term
(0-10 years)**

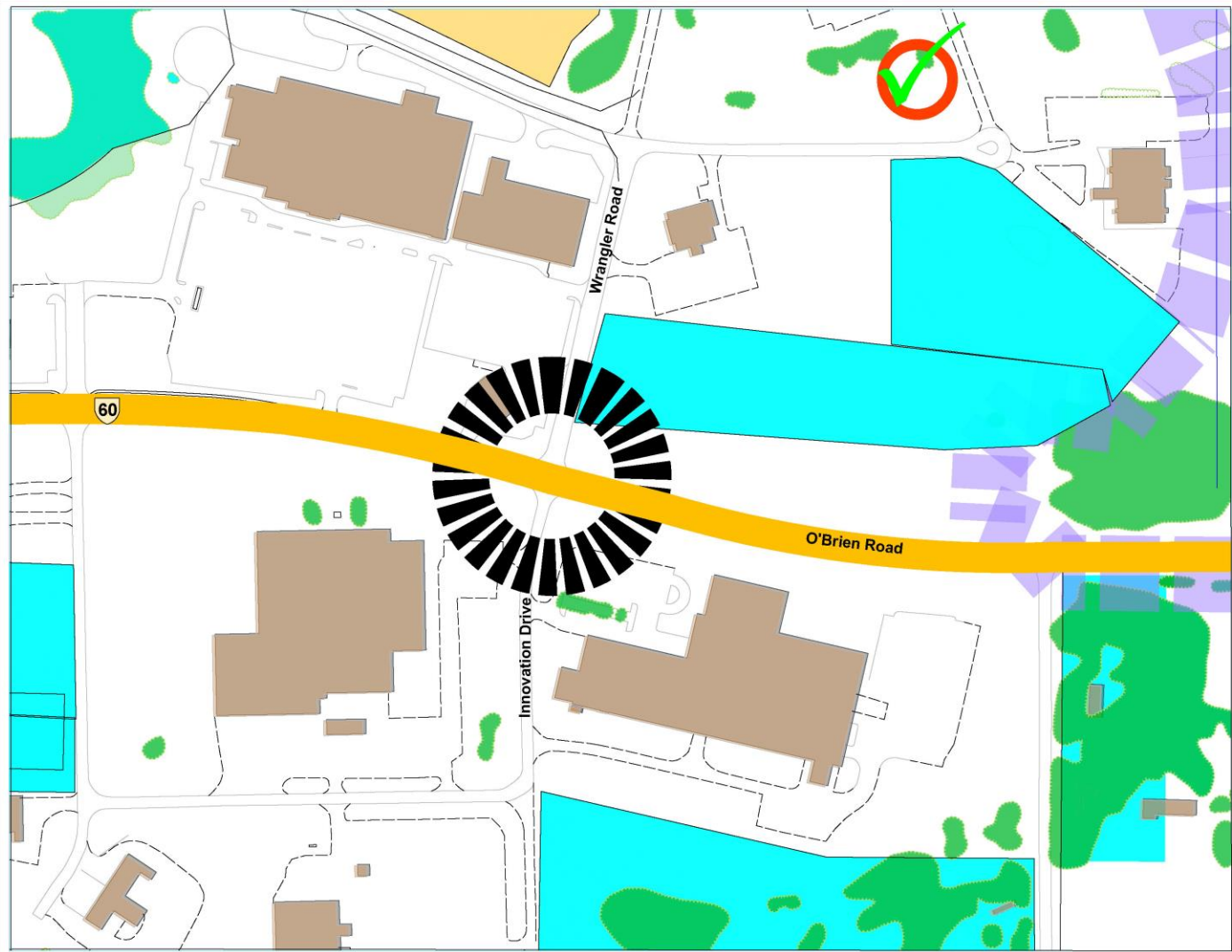
Legend

-  Collector Road Improvement
-  Road Closure
-  Carried Forward
-  Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.
-  Town Boundary

**New Roadway
Improvements**

NTS
September 2024





ID No. 25

New Roundabout at O'Brien Road and Wrangler Road



Renfrew

**Master Transportation Plan
Short Term
(0-10 years)**

Legend



Roundabout/Intersection Improvements



Carried Forward



Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.



Brownfield Areas (previously developed land that is currently vacant)



Town Boundary

**New Roadway
Improvements**

NTS
September 2024





Renfrew

Master Transportation Plan Short Term (0-10 years)



Legend



Roadway Extension



Carried Forward



Development Areas

Source: Town of Renfrew Official Plan January 2018
Schedule 'A'.



ID No. 26

Extend Froats Street

New Roadway Improvements

NTS
September 2024





Renfrew

Master Transportation Plan Short Term (0-10 years)

Legend



Left Turn



Town Boundary



Carried Forward



ID No. 29

Northbound Left-turn Lane

New Roadway Improvements

NTS
September 2024



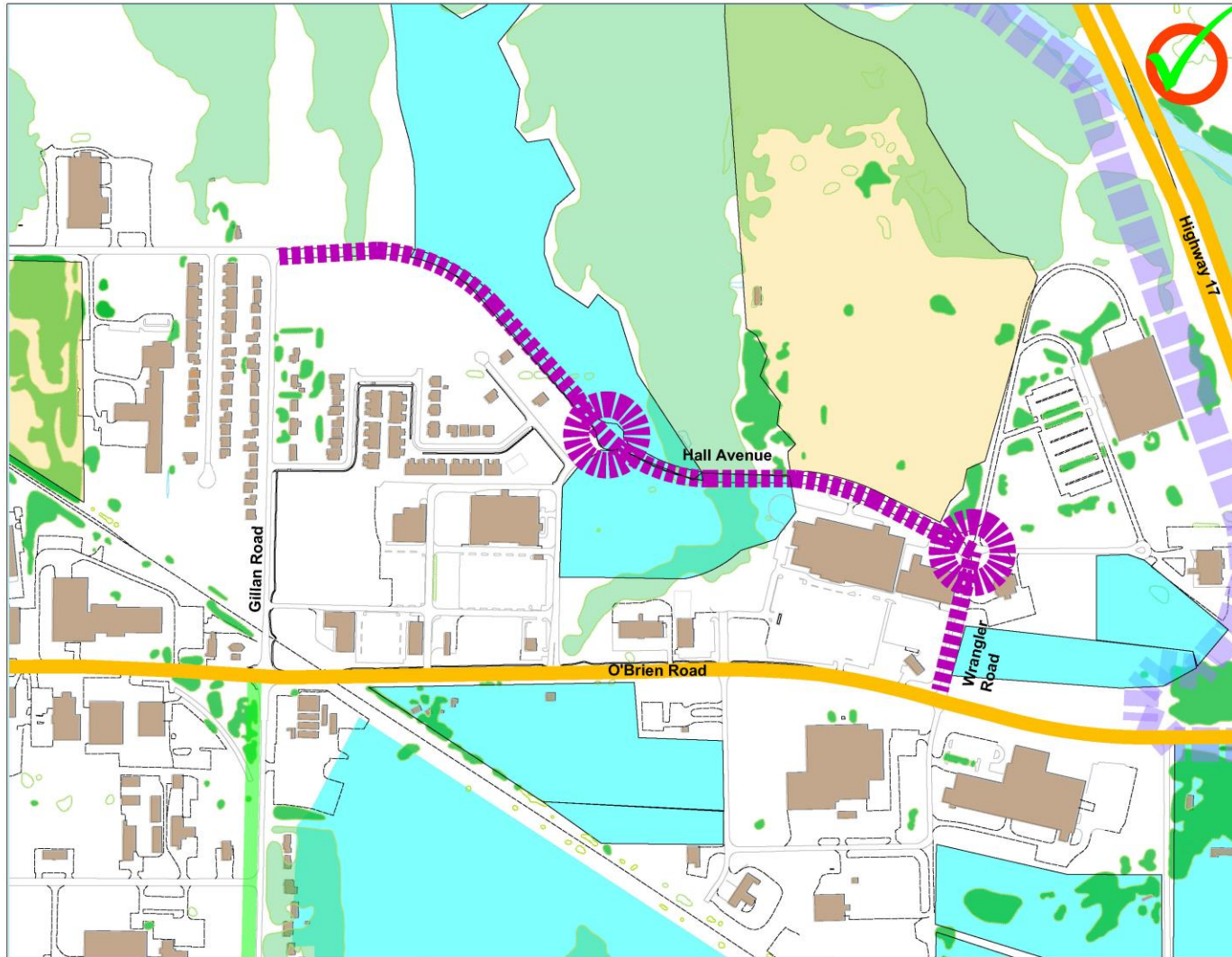


Renfrew

Master Transportation Plan Short Term (0-10 years)

Legend

-  Roundabout
-  New Collector Road
-  Carried Forward
-  Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.
-  Brownfield Areas (previously developed land that is currently vacant)
-  Town Boundary



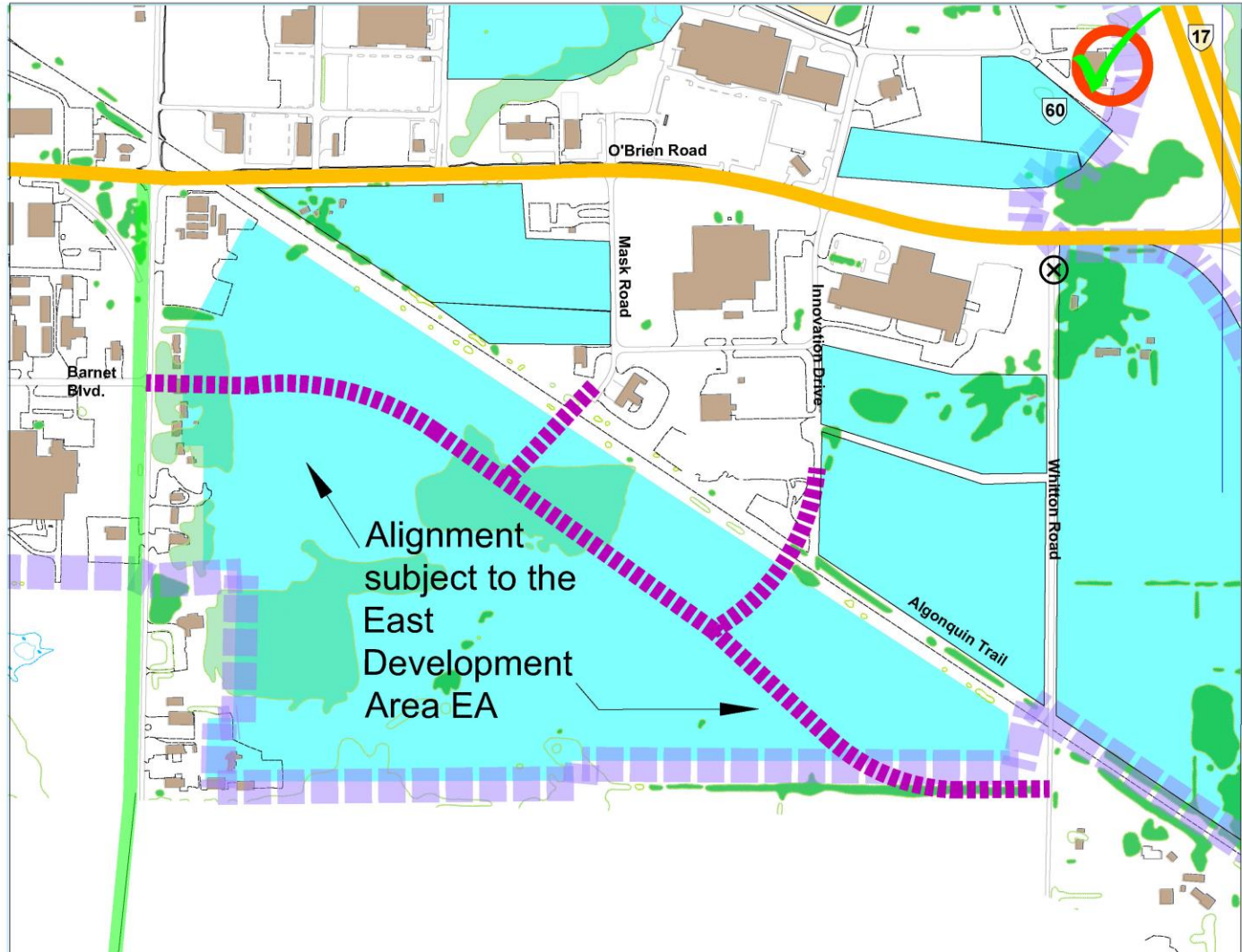
New Collector Road Improvement

ID No. 34

Hall Avenue Extension to Wrangler Road and
Wrangler Road Upgrade to O'Brien Road

NTS
September 2024










Renfrew

**Master Transportation Plan
Short Term
(0-10 years)**

Legend

-  New Collector Road
-  Road Closure
-  Carried Forward
-  Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.
-  Town Boundary

**New Collector Road
Improvement**



ID No. 38

Barnet Boulevard Extension Under
Study for East Development Area EA

NTS
September 2024



Renfrew

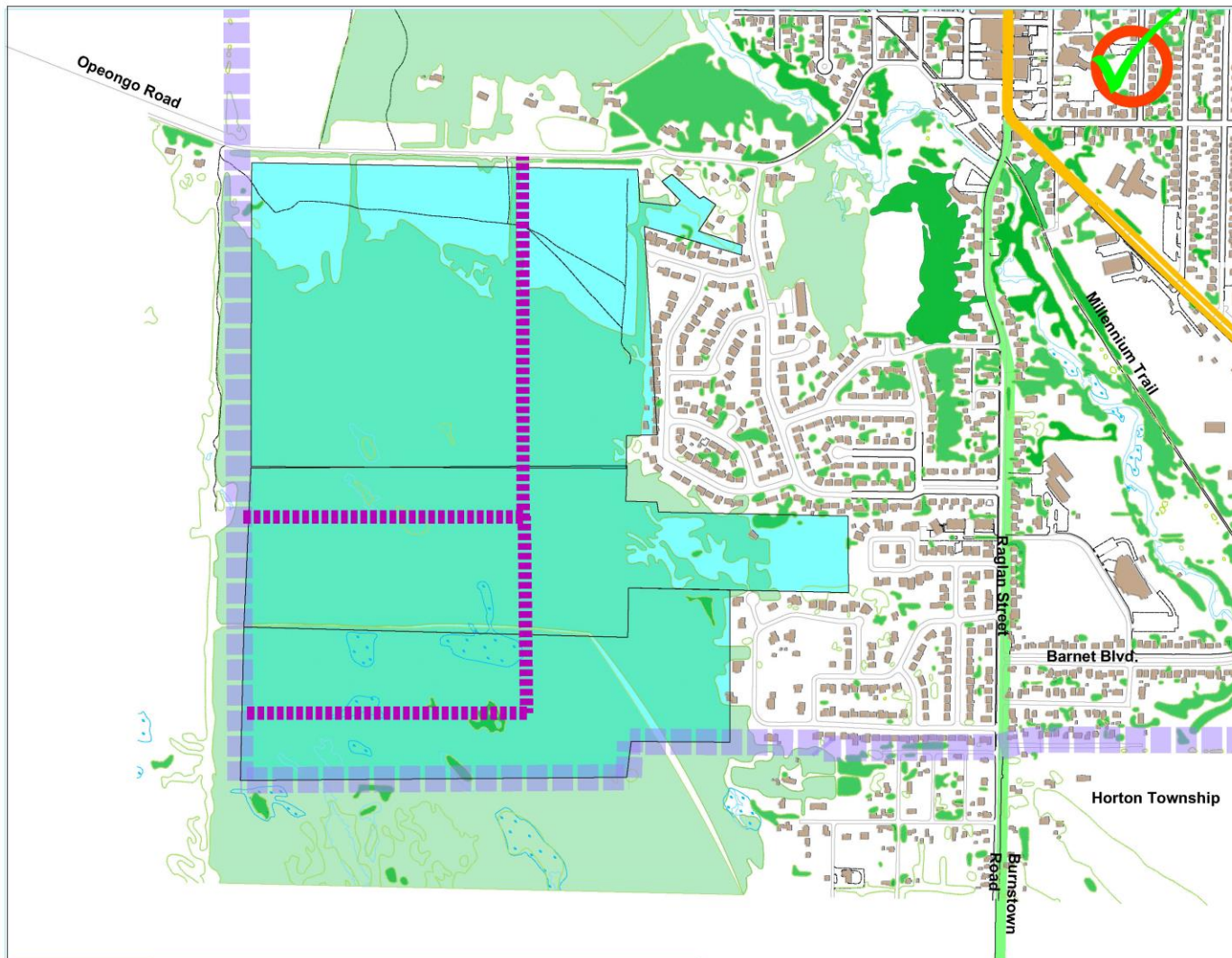
Master Transportation Plan Short Term (0-10 years)

Legend

-  New Collector Road
-  Carried Forward
-  Development Areas
Source: Town of Renfrew Official Plan January 2018
Schedule 'A'.
-  Town Boundary

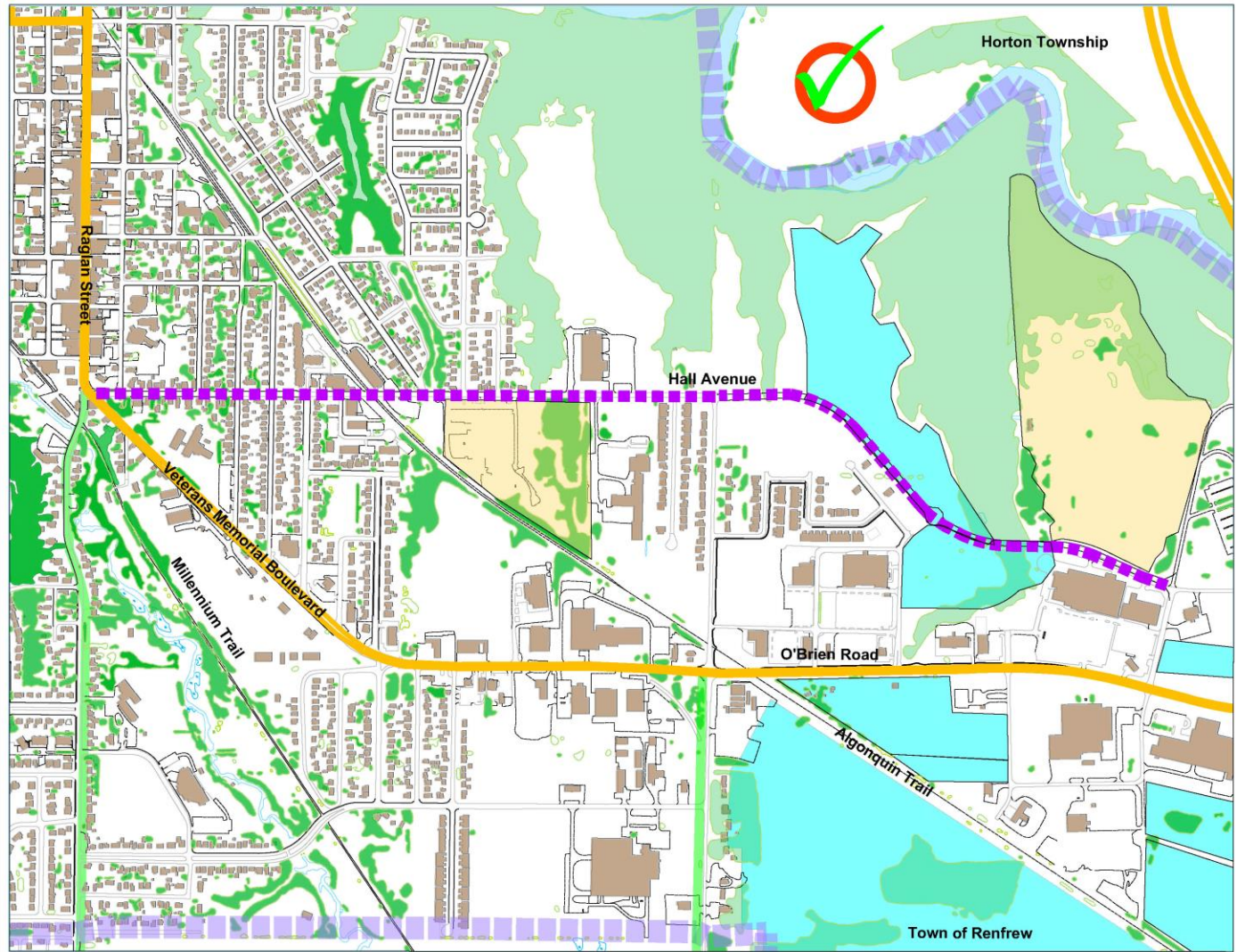
New Collector Roads

NTS
September 2024



ID No. 44

New Collector Roads to service Southwest
Development Areas



ID No. 46





Hall Avenue Multi Use Path



Renfrew

Master Transportation Plan Short Term (0-10 years)

Legend

-  New Multi Use Path
-  Carried Forward
-  Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.
-  Brownfield Areas (previously developed land that is currently vacant)
-  Town Boundary

New Multi Use Path

NTS
September 2024










Renfrew

Master Transportation Plan

**Short Term
(0-10 years)**

Legend

-  Existing Multi Use Paths
-  New Multi Use Paths
-  Carried Forward
-  Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.
-  Town Boundary

New Multi Use Trails

ID No. 48

Multi Use Path Connections to Millennium Trail

NTS
September 2024










Renfrew

Master Transportation Plan

**Short Term
(0-10 years)**

Legend

-  Existing Multi Use Paths
-  New Multi Use Path
-  Carried Forward
-  Development Areas
Source: Town of Renfrew Official Plan January 2018
Schedule 'A'.
-  Town Boundary

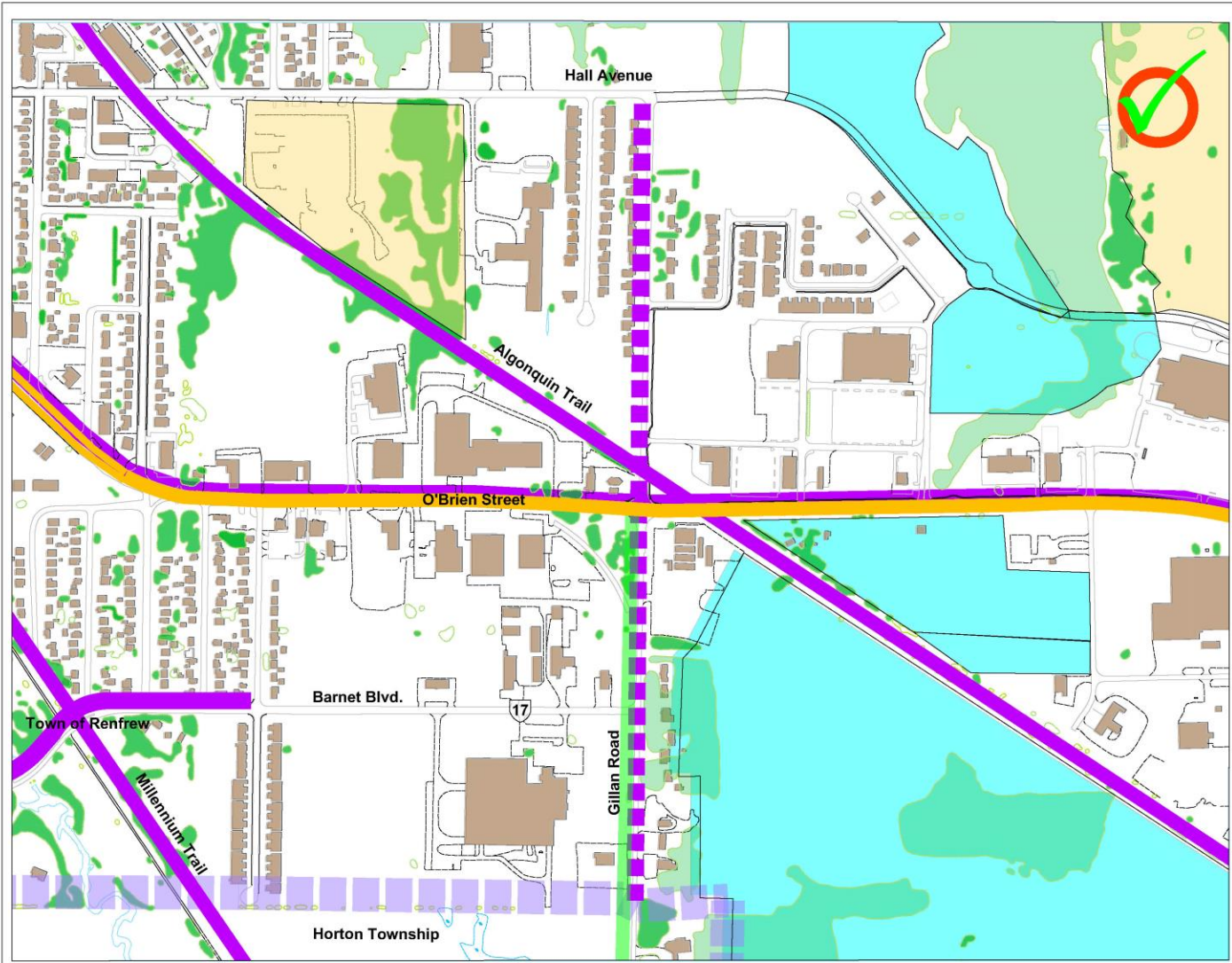
New Multi Use Path

ID No. 49

Extend Multi Use Path along Barnet Boulevard
to Gillan Road

NTS
September 2024











Renfrew

Master Transportation Plan

**Short Term
(0-10 years)**

Legend

-  Existing Multi Use Paths
-  New Multi Use Path
-  Carried Forward
-  Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.
-  Brownfield Areas (previously developed land that is currently vacant)
-  Town Boundary

New Multi Use Path

ID No. 50

New Multi Use Path along Gillan Road

NTS
September 2024










Renfrew

Master Transportation Plan

Short Term (0-10 years)



Legend

-  Existing Multi Use Paths
-  New Multi Use Path
-  Carried Forward
-  Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.
-  Town Boundary

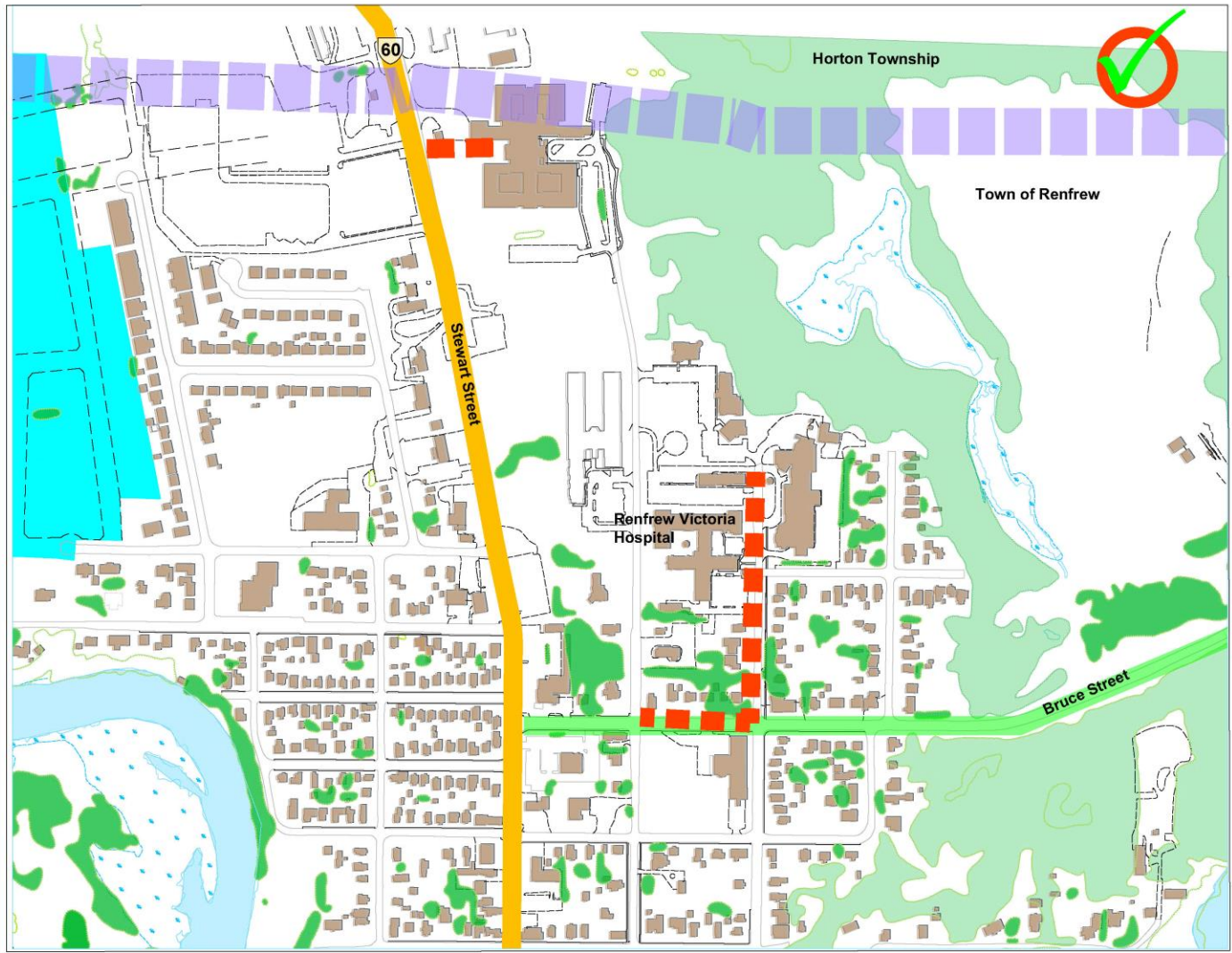
New Multi Use Path

ID No. 51

Multi Use Path Extension along Stewart Street

NTS
September 2024





Renfrew

**Master Transportation Plan
Short Term
(0-10 years)**

Legend

-  New Sidewalk
-  Carried Forward
-  Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.
-  Town Boundary

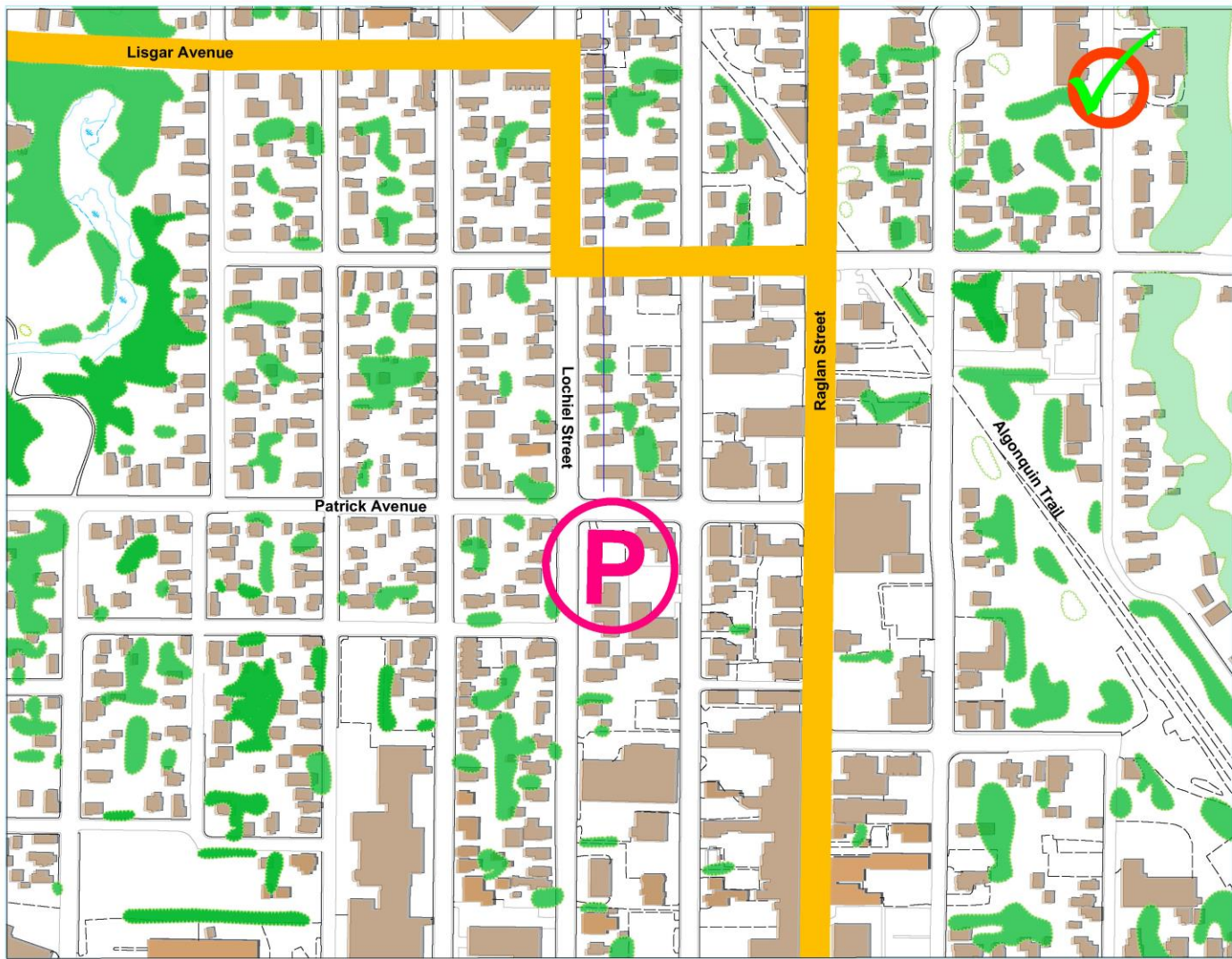
New Sidewalks

ID No. 52

Improve Sidewalk Connections and Width

NTS
September 2024





ID No. 54

New Parking Lot





Renfrew

Master Transportation Plan

**Short Term
(0-10 years)**

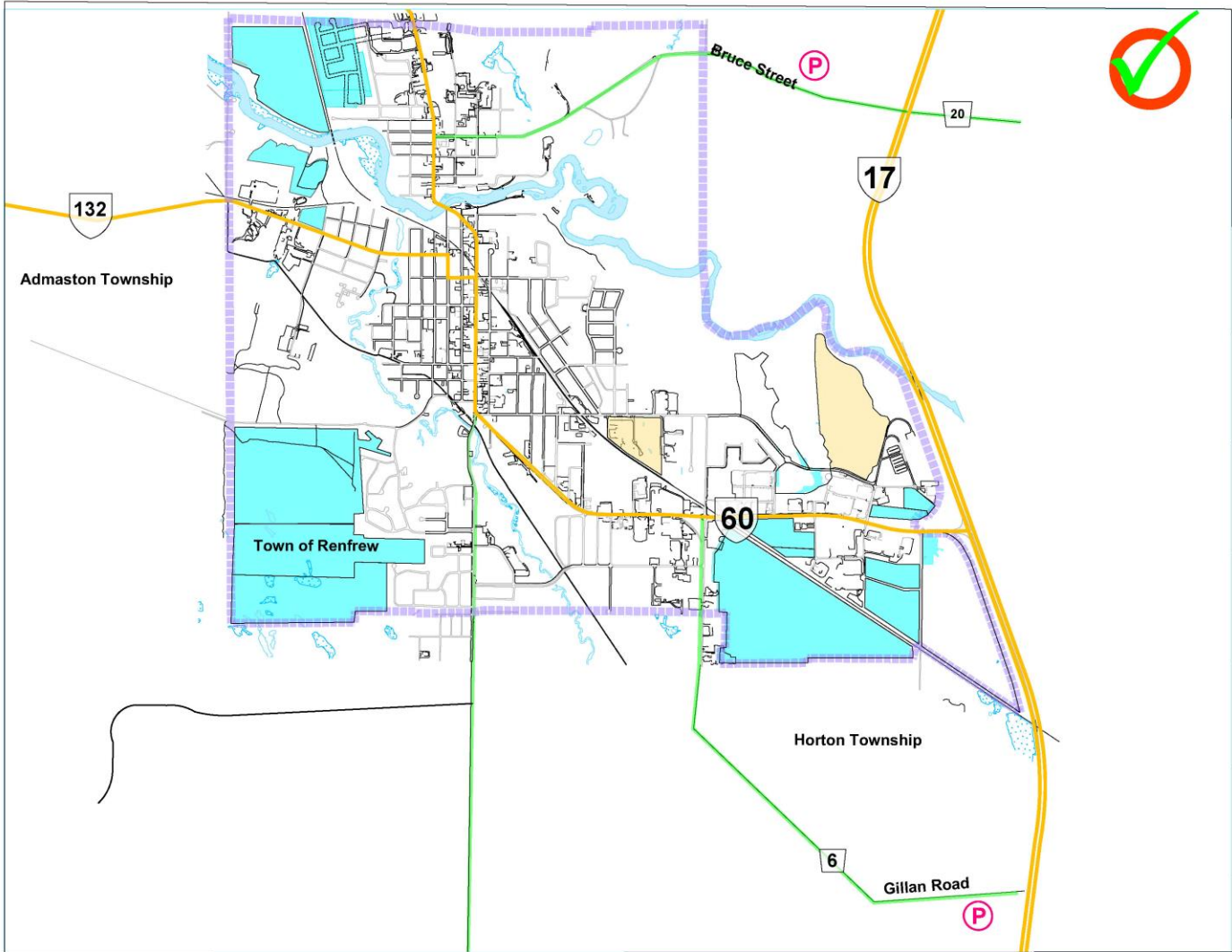
Legend

-  Proposed Parking Lots
-  Carried Forward

New Parking Lot

NTS
September 2024





Renfrew

Master Transportation Plan

Short Term (0-10 years)

Legend

-  Proposed Parking Lots
-  Carried Forward
-  Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.
-  Brownfield Areas (previously developed land that is currently vacant)
-  Town Boundary

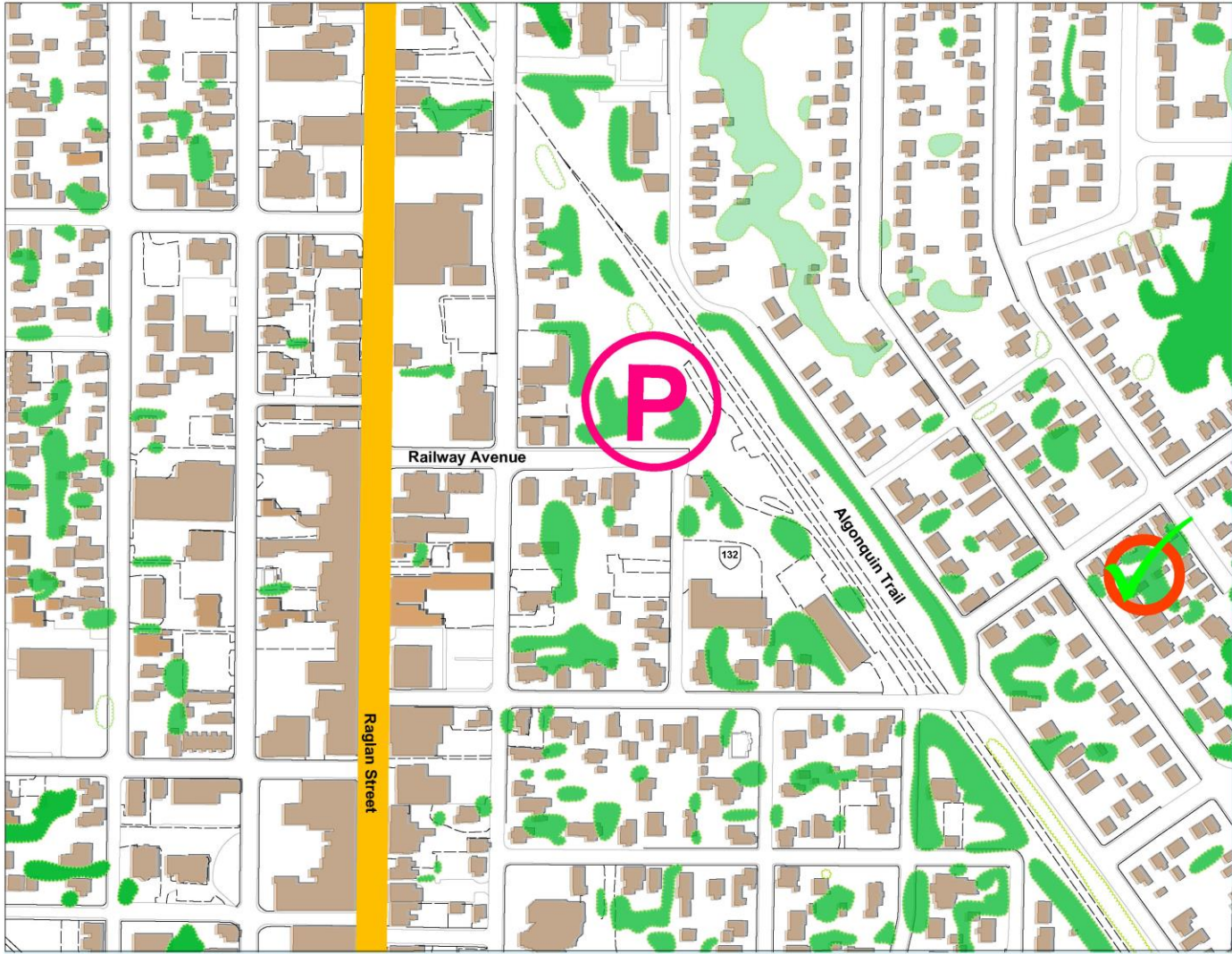
New Parking Lots

ID No. 55

New Park'n Ride Lots at Bruce Street and Gillan Road at Highway 17

NTS
September 2024





ID No. 56

New Algonquin Trailhead on Railway Avenue





Renfrew

Master Transportation Plan

**Short Term
(0-10 years)**

Legend

-  Proposed Parking Lots
-  Carried Forward

New Parking Lot



NTS
September 2024



ID No. 58

Eighth Street Multi Use Path





Renfrew

Master Transportation Plan

**Short Term
(0-10 years)**

Legend

 Existing Multi Use Paths

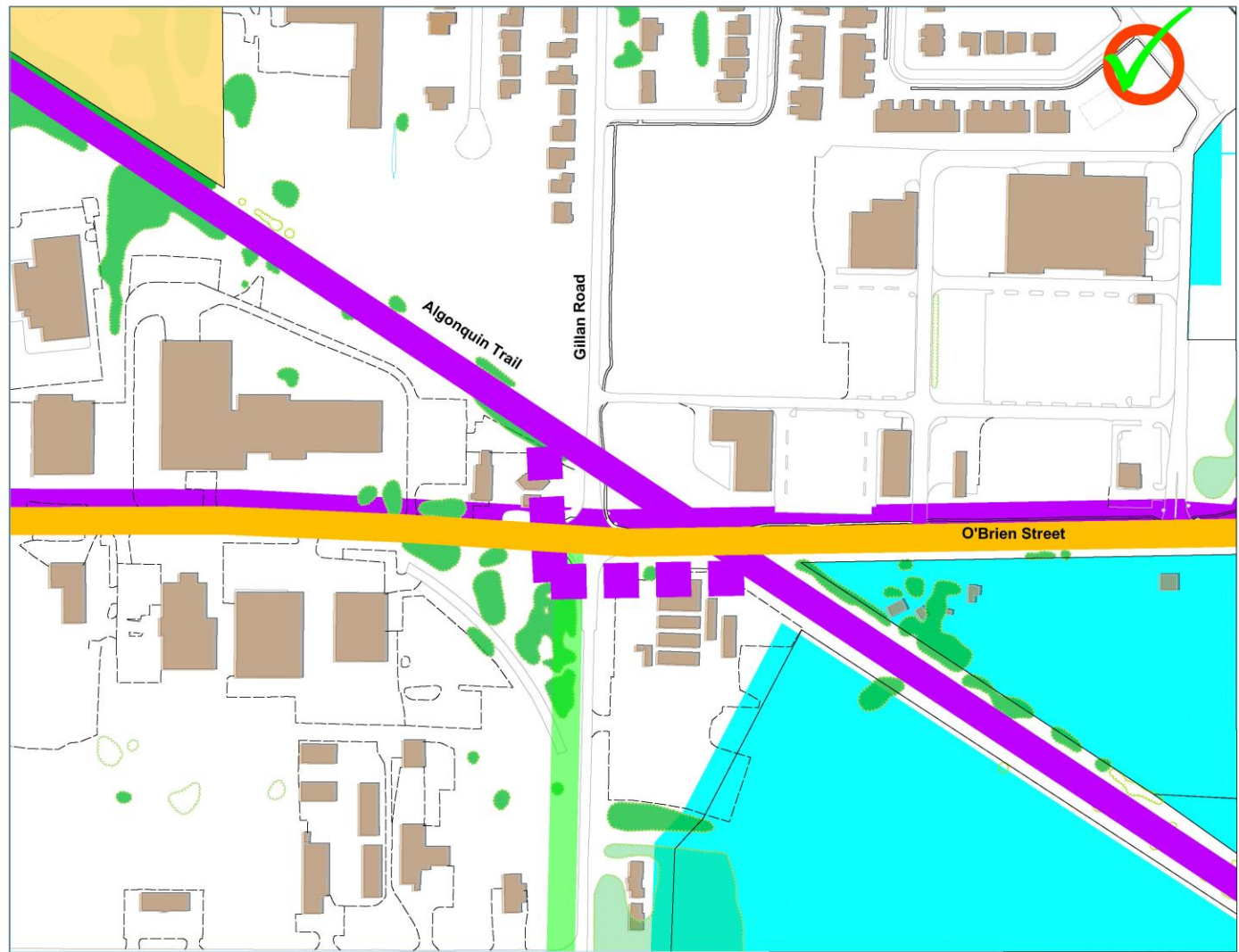
 New Multi Use Path

 Carried Forward

New Multi Use Path

NTS
September 2024









ID No. 59

Algonquin Trail Realignment through
O'Brien Road and Gillan Road Intersection



Master Transportation Plan
Short Term
(0-10 years)

- Legend
-  Existing Multi Use Paths
 -  New Multi Use Path
 -  Carried Forward
 -  Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.

Multi Use Path
Realignment

NTS
September 2024





Renfrew

Master Transportation Plan

Short Term (0-10 years)

Legend

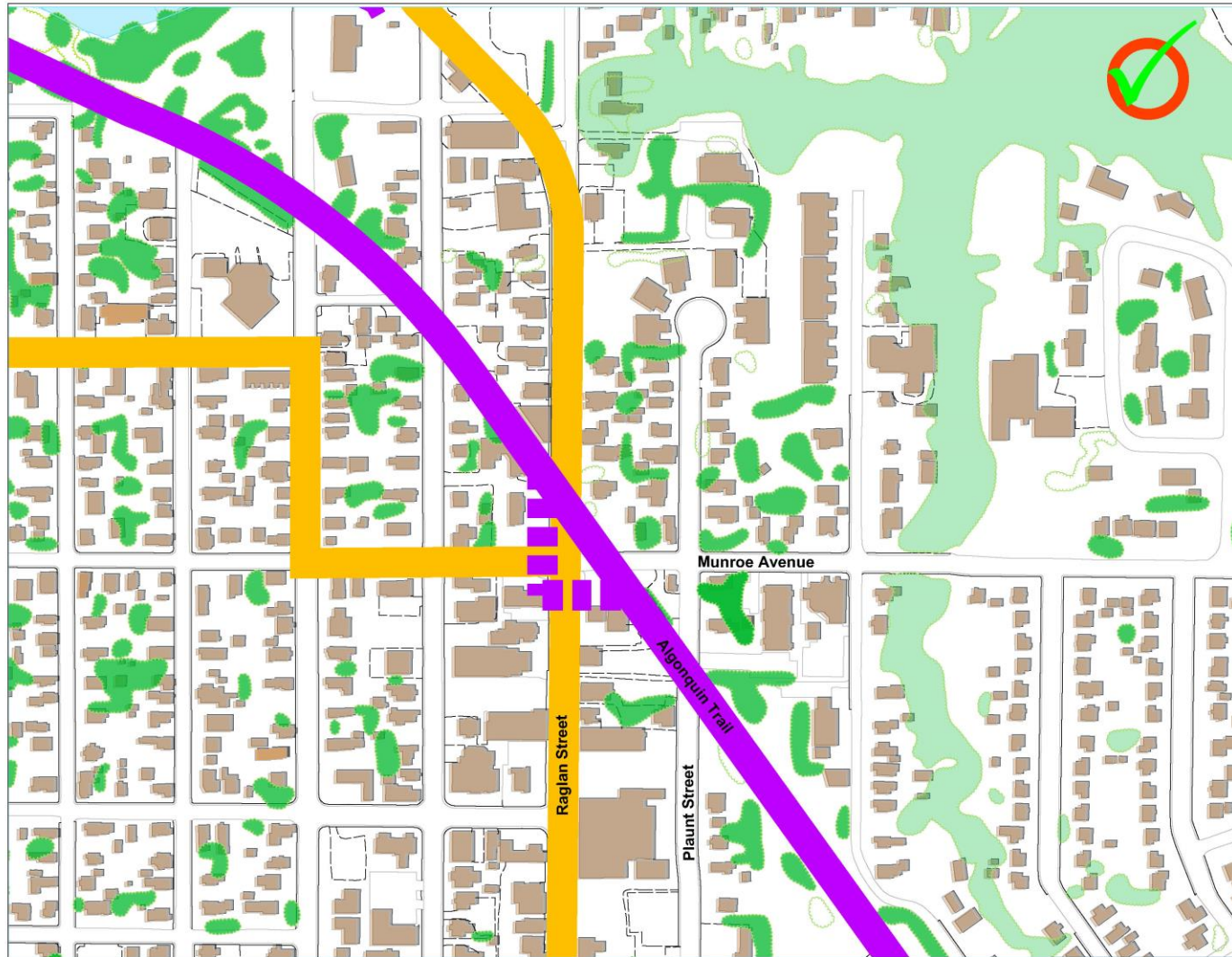
 Existing Multi Use Path

 New Multi Use Path

 Carried Forward

New Multi Use Trails

NTS
September 2024



ID No. 60

Algonquin Trail Realignment at Munroe
Avenue and Raglan Street Intersection



ID No. 70

Ma-te-Way Park Drive Multi Use Path



Renfrew

Master Transportation Plan

**Short Term
(0-10 years)**

Legend

 Existing Multi Use Path

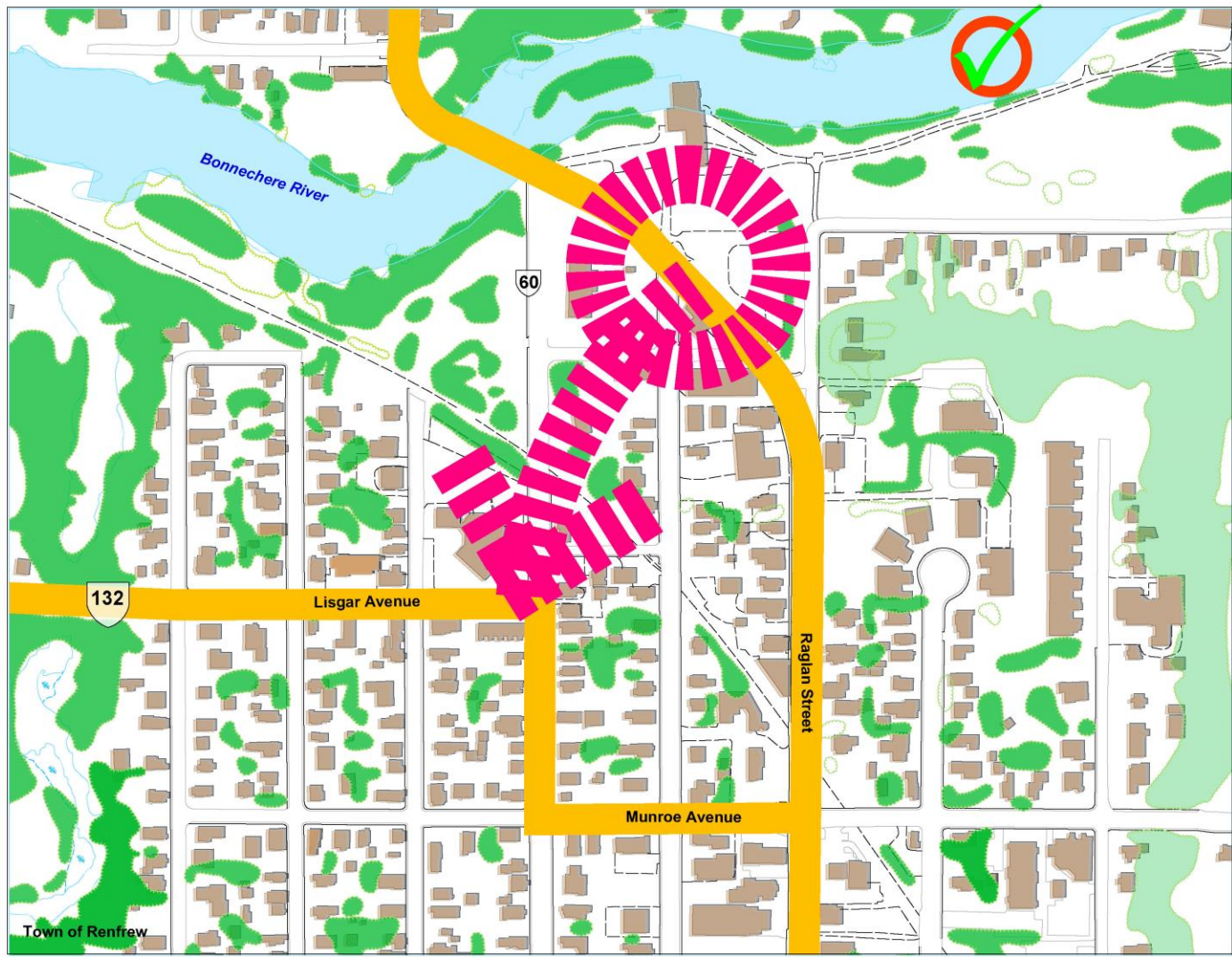
 New Multi Use Path

 Carried Forward

New Multi Use Path

NTS
September 2024





ID No. 16






Renfrew

Master Transportation Plan

**Medium Term
(10-20 years)**

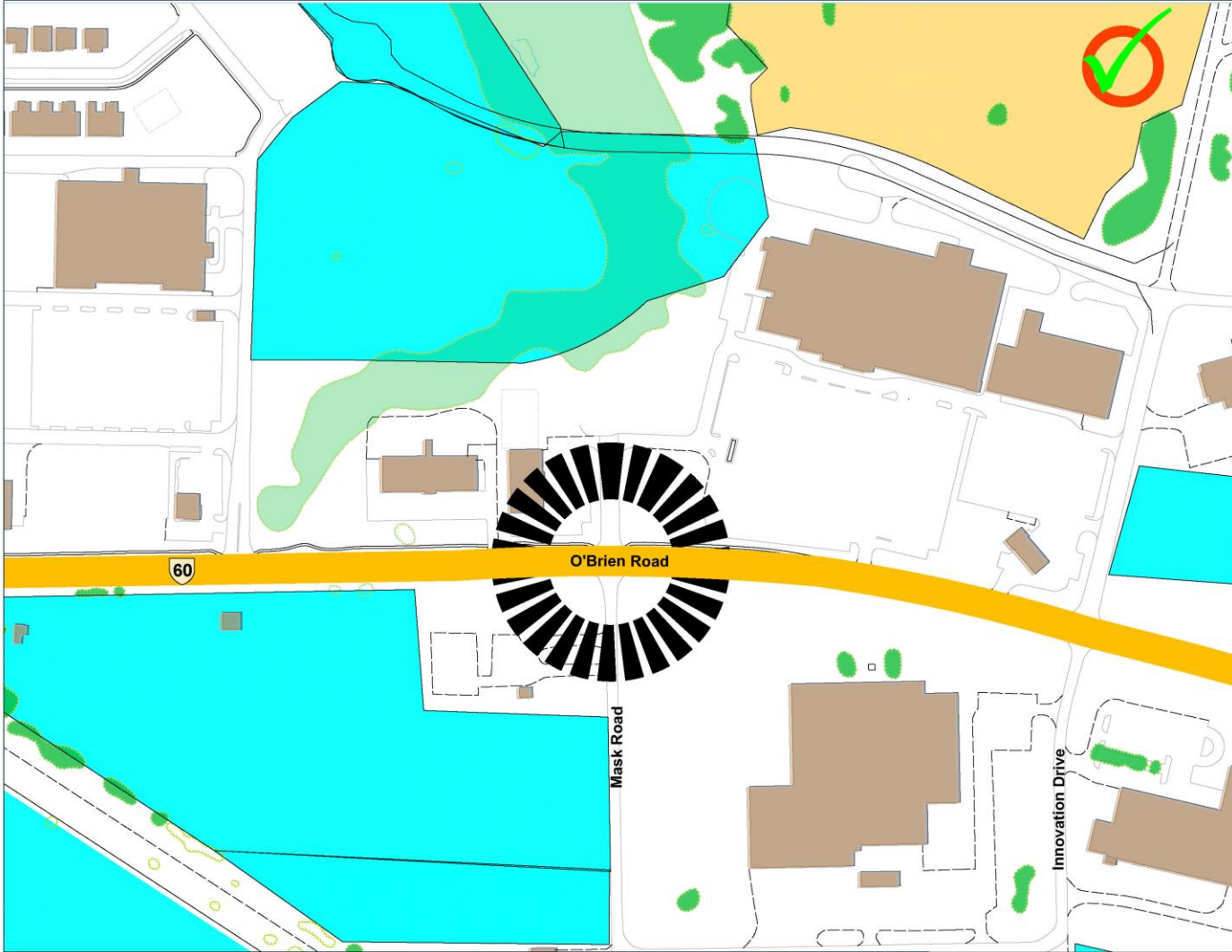
Legend

-  New Highway Improvement Alternative
-  Roundabout
-  Carried Forward

**New Highway
Improvements**

NTS
September 2024





ID No. 24

Roundabout at Mask Road



Renfrew

Master Transportation Plan Medium Term (10-20 years)

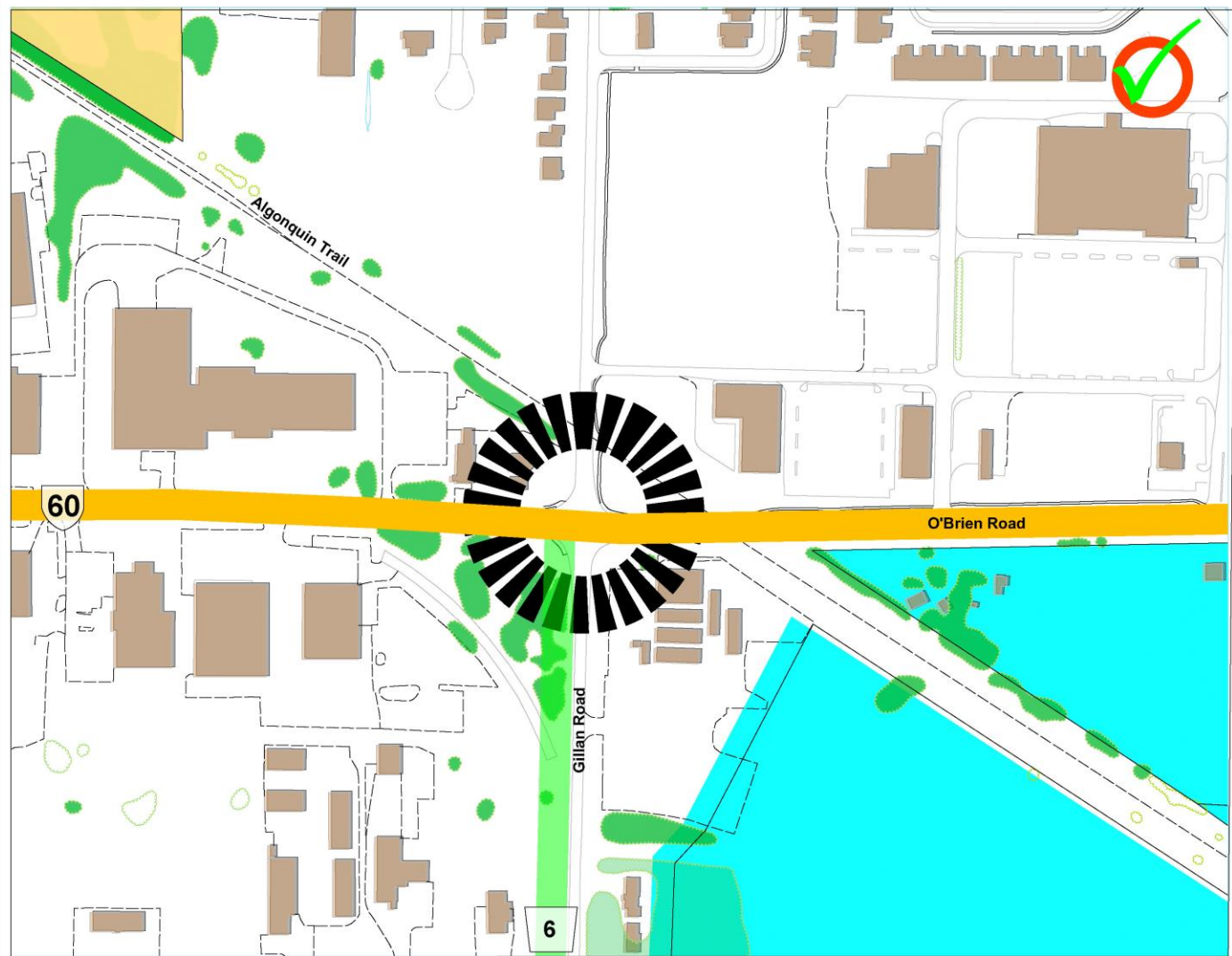
Legend

-  Roundabout/Intersection Improvements
-  Carried Forward
-  Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.
-  Brownfield Areas (previously developed land that is currently vacant)

New Arterial Road Improvements

NTS
September 2024





ID No. 27

Roundabout at O'Brien Road
and Gillan Road



Renfrew

**Master Transportation Plan
Medium Term
(10-20 years)**

Legend



Roundabout/Intersection Improvements



Carried Forward



Development Areas
Source: Town of Renfrew Official Plan January 2018
Schedule 'A'.

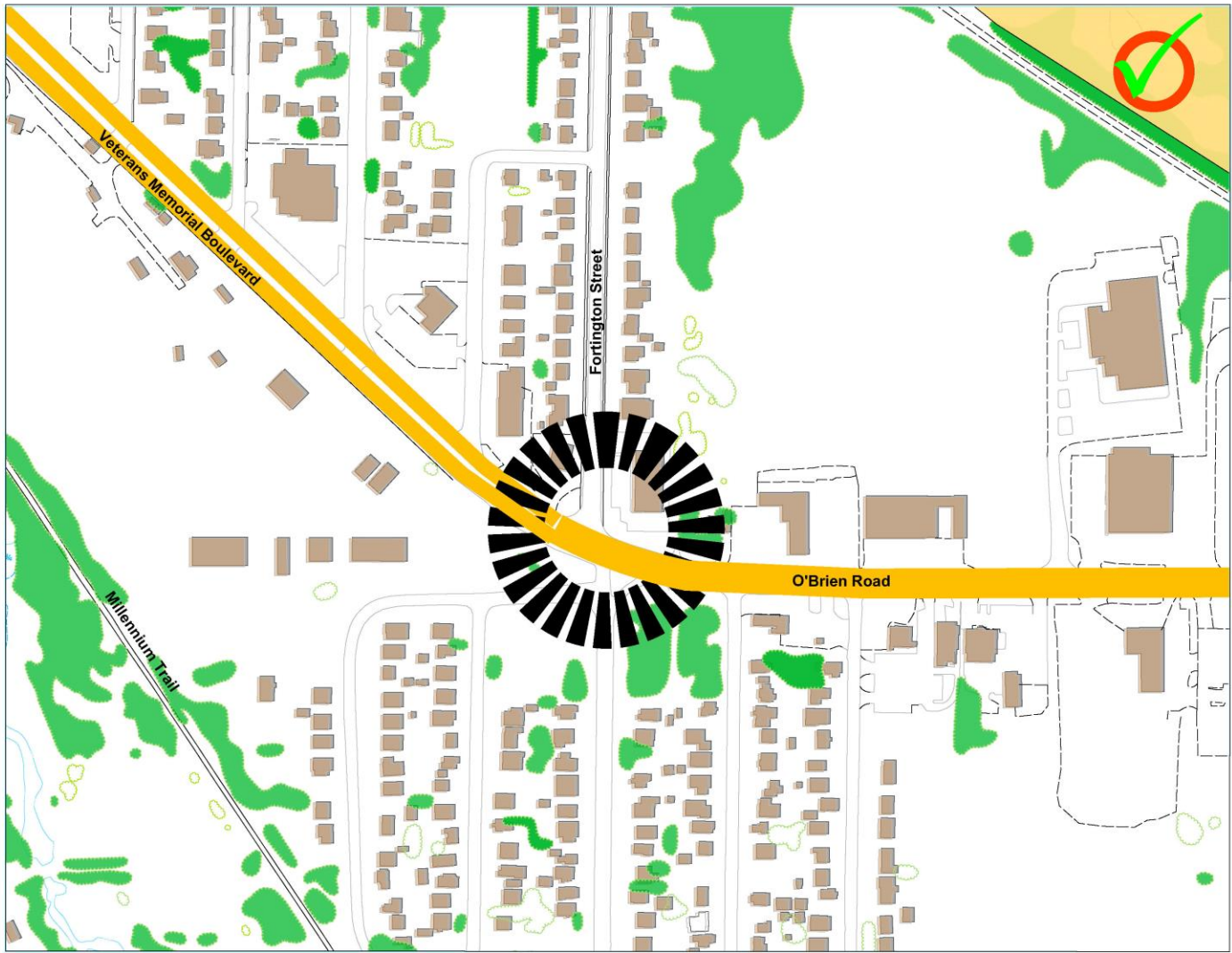


Brownfield Areas (previously developed land that is
currently vacant)

**New Arterial Road
Improvements**

NTS
September 2024





ID No. 28

Roundabout at O'Brien Road
and Fortington Street



Renfrew

Master Transportation Plan
Medium Term
(10-20 years)

Legend



Roundabout/Intersection Improvements



Carried Forward

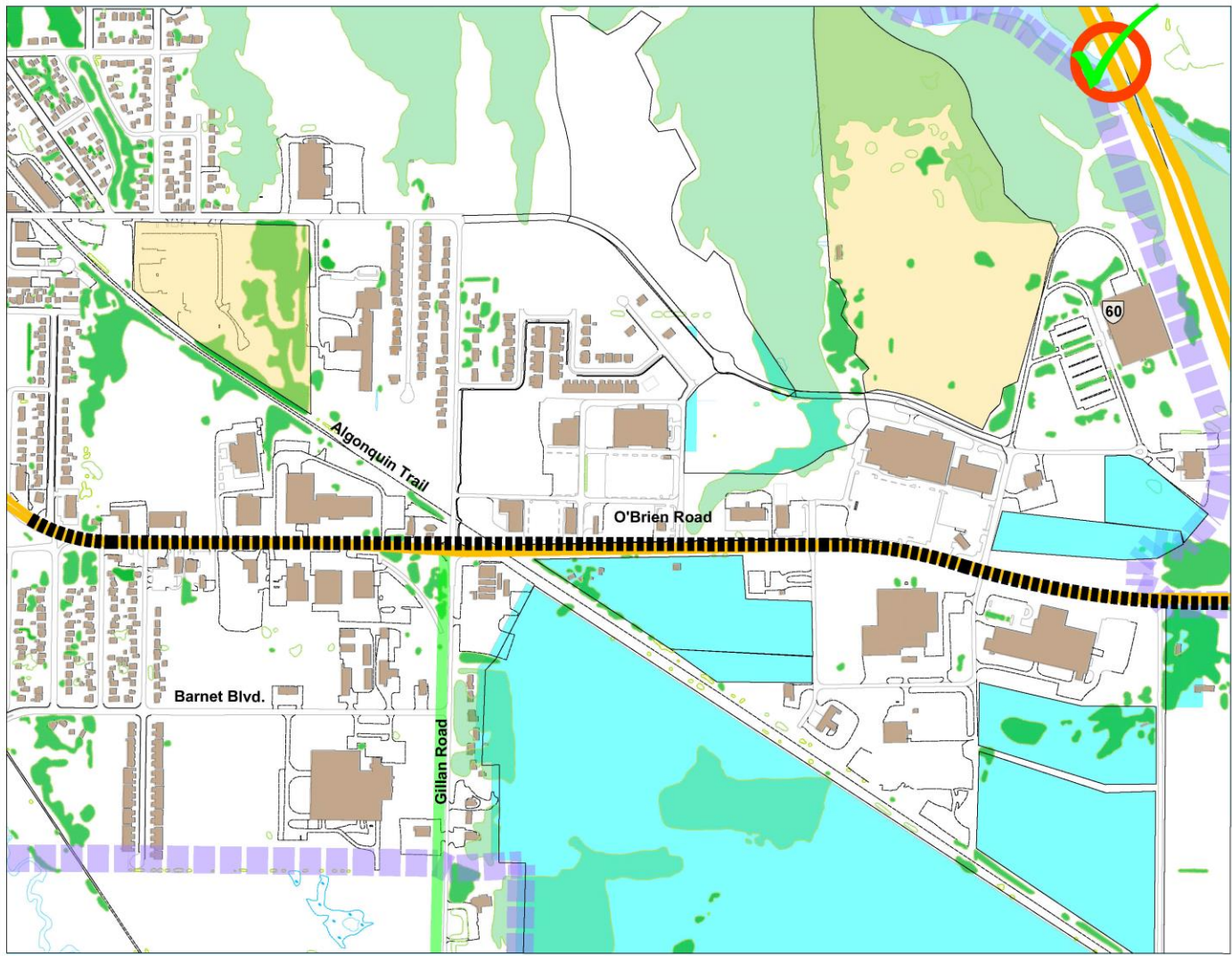


Brownfield Areas (previously developed land that is currently vacant)

New Arterial Road
Improvements

NTS
September 2024





ID No. 30

4-Laning O'Brien Road



Renfrew

**Master Transportation Plan
Medium Term
(10-20 years)**

Legend

-  Arterial Road Improvement
-  Carried Forward
-  Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.
-  Brownfield Areas (previously developed land that is currently vacant)
-  Town Boundary

**New Arterial Road
Improvements**

NTS
September 2024





Renfrew

Master Transportation Plan Medium Term (10-20 years)

Legend



Roundabout



Arterial Road Improvement



New Ma-te-Way Park Access



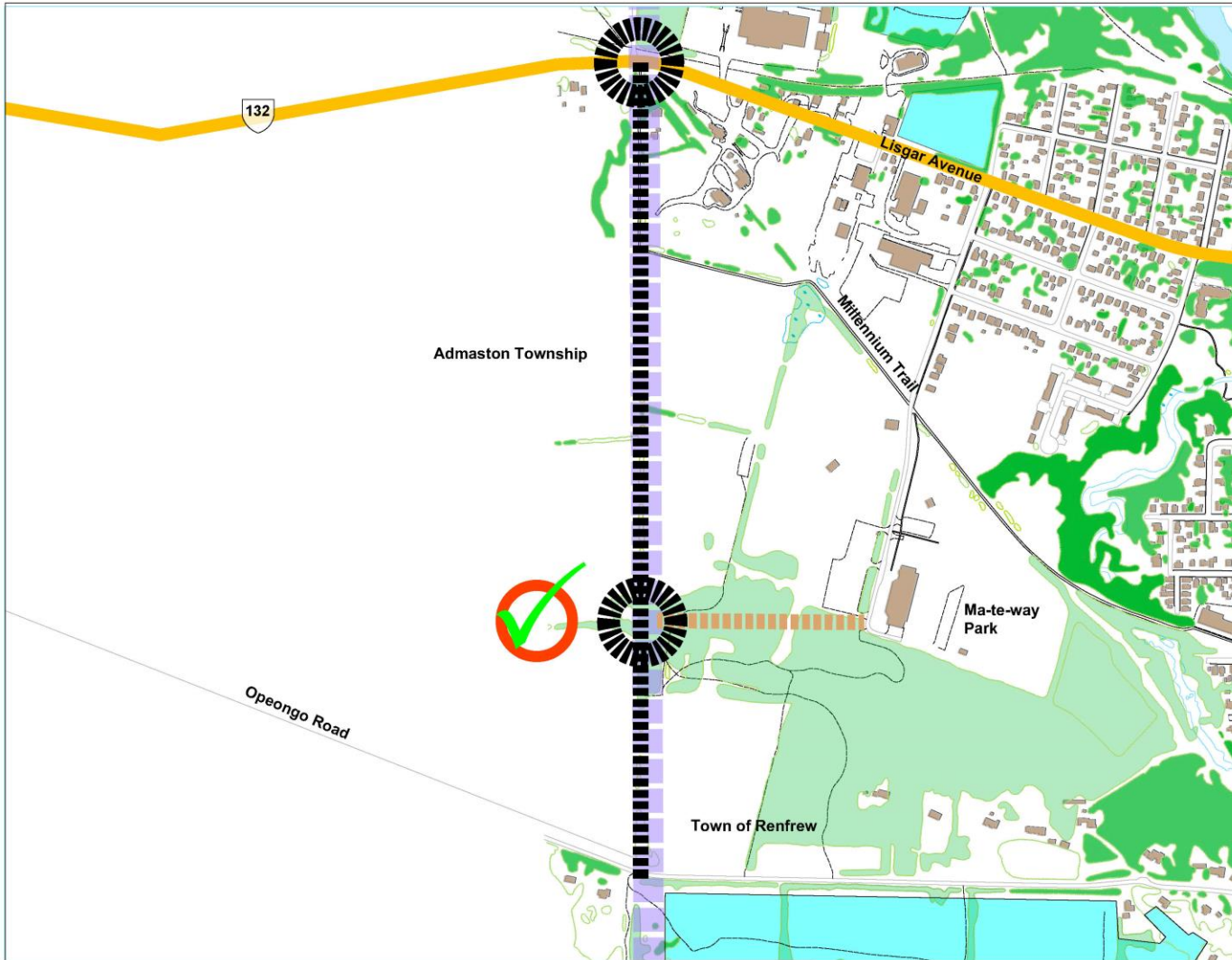
Carried Forward



Development Areas
Source: Town of Renfrew Official Plan January 2018
Schedule 'A'.



Town Boundary



ID No. 31

New Townline Road and New Park Access Road

New Arterial Road Improvements

NTS
September 2024



Opeongo Road

Admaston Township

Town of Renfrew

Pucker Street

52 Horton Township

Raglan Street South

Barnet Blvd.

Millennium Trail



Renfrew


Master Transportation Plan Medium Term (10-20 years)

Legend

 Arterial Road Improvement

 Roundabout

 Carried Forward

 Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.

 Town Boundary

New Arterial Road Improvements

NTS
September 2024



ID No. 32

Extend New Townline Road southerly to Pucker Street and easterly to County Road 52



Renfrew

Master Transportation Plan

Medium Term (10-20 years)

Legend

-  New Collector Road
-  Road Closure
-  Carried Forward
-  Town Boundary

Collector Road Improvement



ID No. 40

Opeongo Road Realignment

NTS
September 2024





Renfrew

Master Transportation Plan

Medium Term (10-20 years)



Legend

-  New Collector Road
-  Carried Forward
-  Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.
-  Town Boundary

New Collector Road Improvement



ID No. 42

New Collector Road between
County Roads 52 and 6


NTS
September 2024




Renfrew

Master Transportation Plan Medium Term (10-20 years)

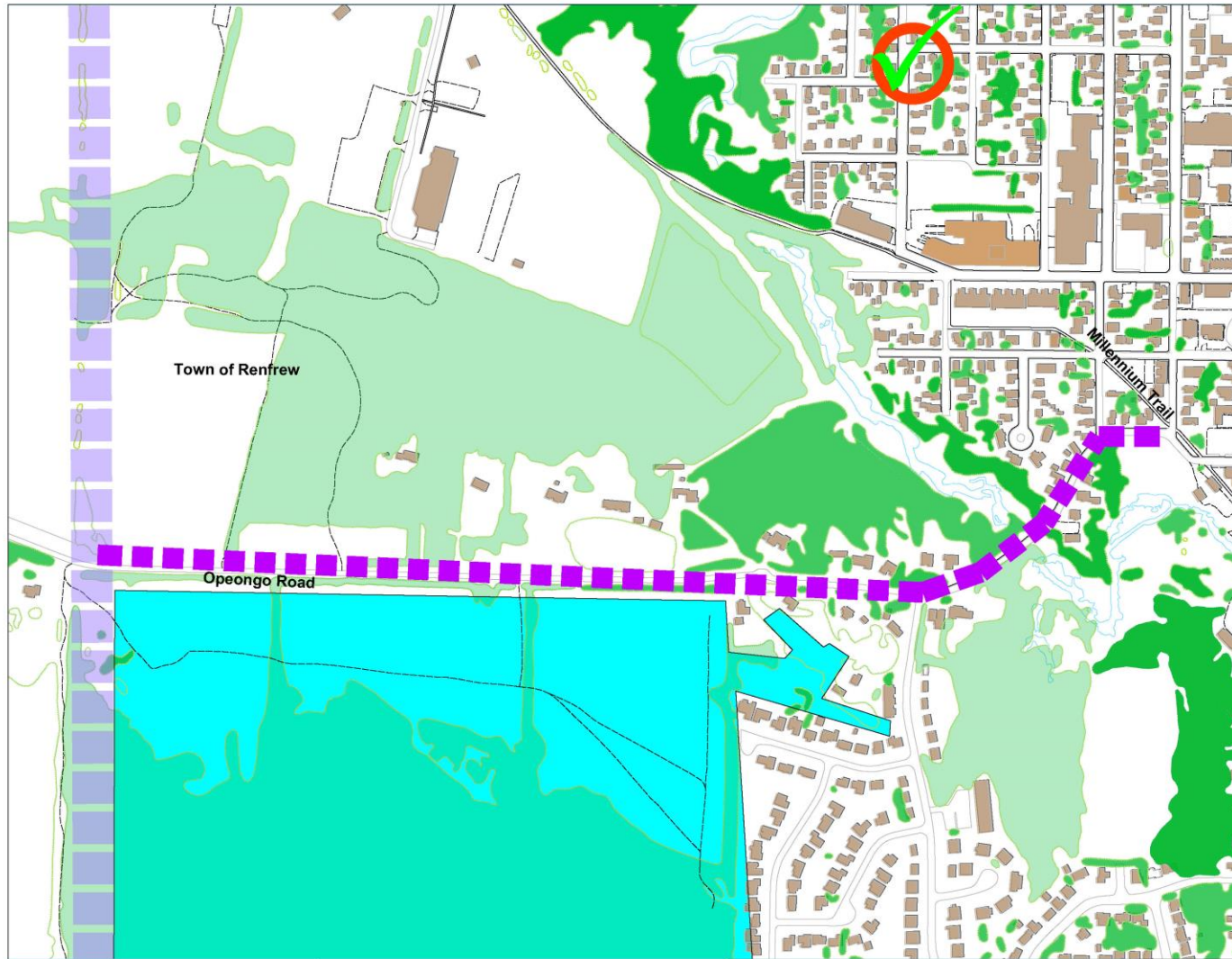
Legend

 New Multi Use Path

 Carried Forward

 Development Areas
Source: Town of Renfrew Official Plan January 2018
Schedule 'A'.

 Town Boundary



ID No. 47

Opeongo Road Multi Use Path

New Multi-Use Path Improvement

NTS
September 2024









Renfrew

**Master Transportation Plan
Long Term
(20+ years)**

Legend

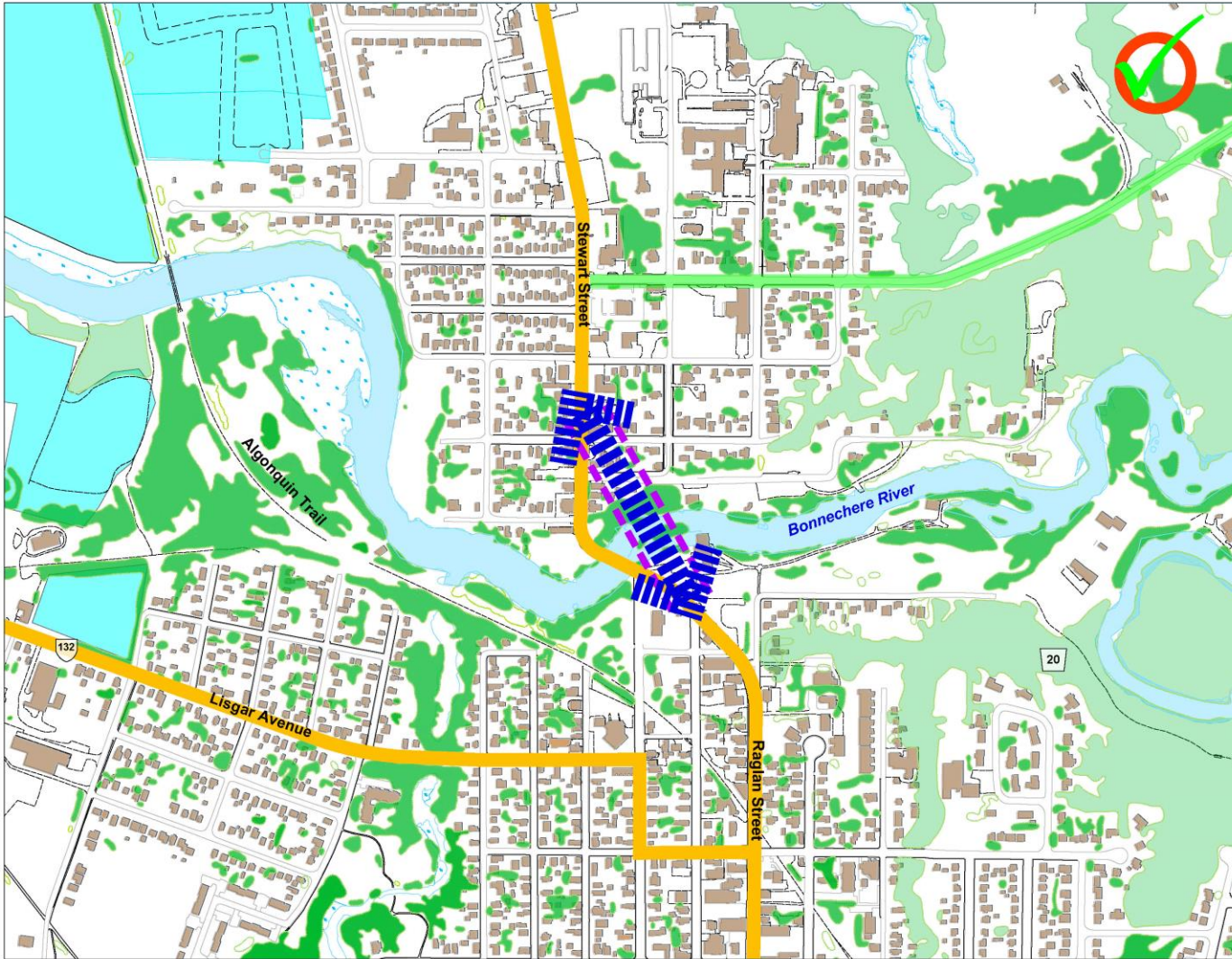
-  New River Crossing Alternative
-  Active Transportation
-  Carried Forward
-  Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.
-  Town Boundary

**New West End
River Crossing**

ID No. 8

NTS
September 2024





Renfrew

**Master Transportation Plan
Long Term
(20+ years)**

Legend

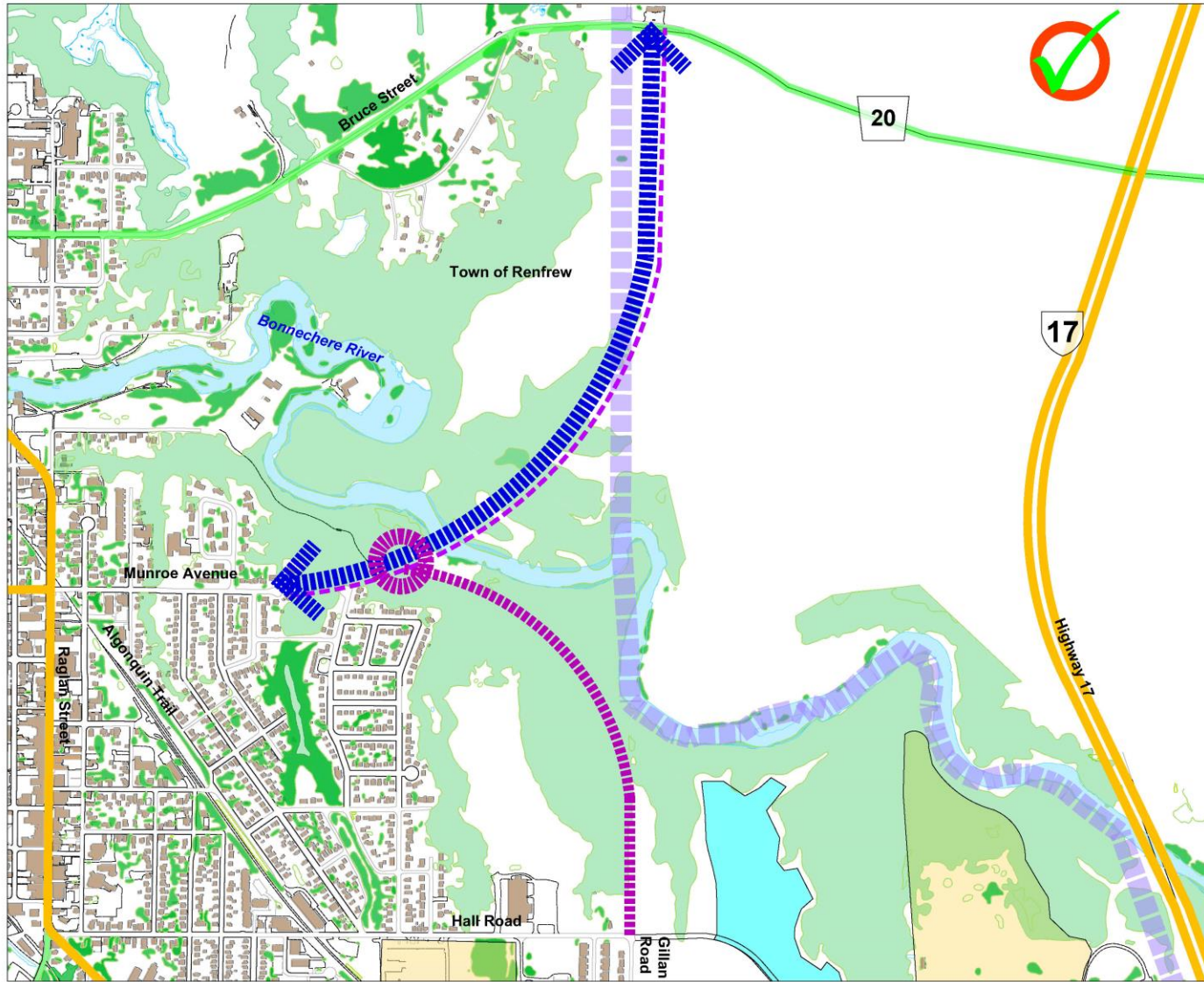
-  New River Crossing Alternative
 -  Active Transportation
 -  Carried Forward
 -  Development Areas
- Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.

New Central River Crossing

ID No. 11

NTS
September 2024













Renfrew

Master Transportation Plan Long Term (20+ years)

Legend

-  New River Crossing Alternative
-  Active Transportation
-  New Collector Road
-  Roundabout
-  Carried Forward
-  Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.
-  Brownfield Areas (previously developed land that is currently vacant)
-  Town Boundary

New East End River Crossing

NTS
September 2024



ID No. 14



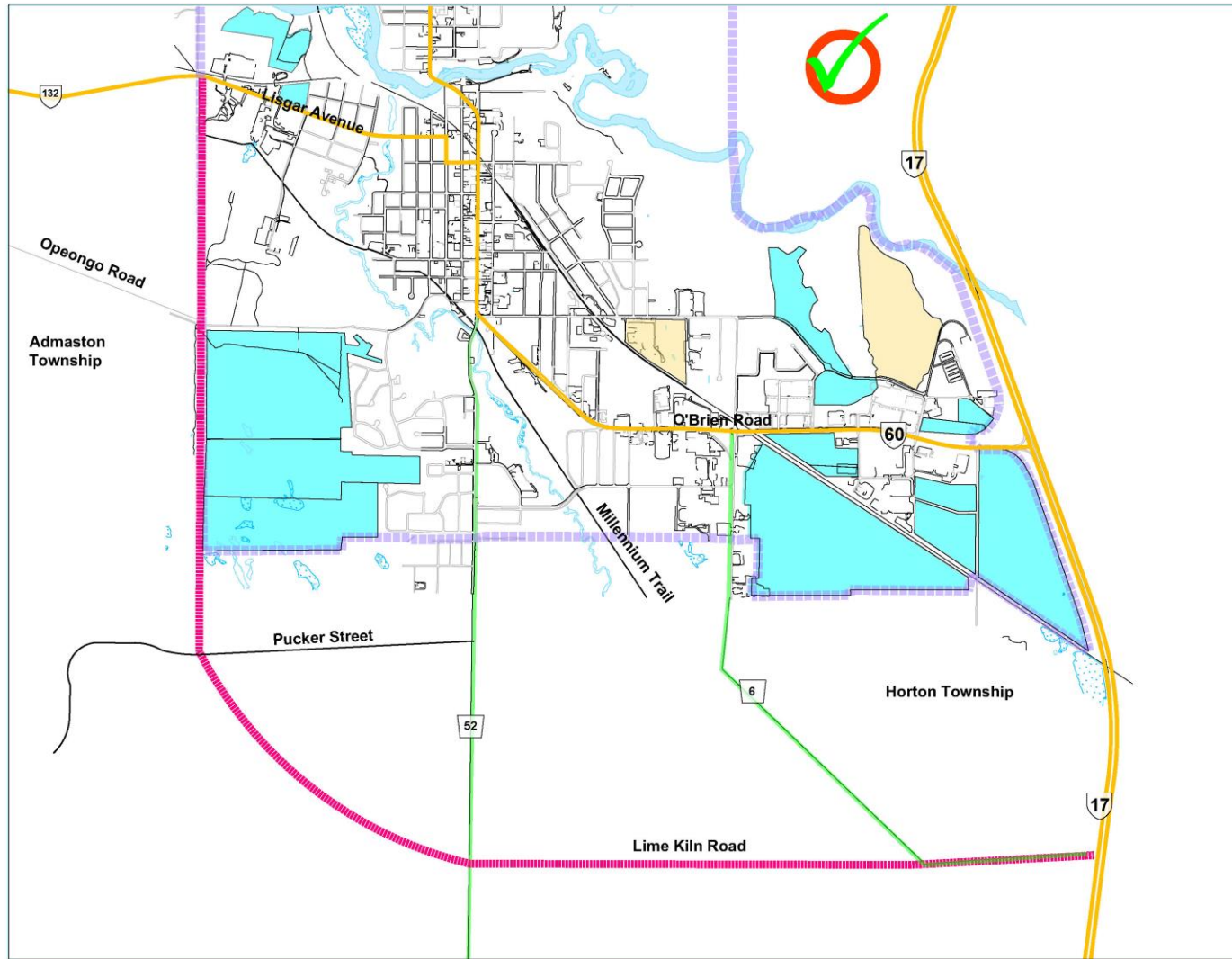
Renfrew

Master Transportation Plan

Long Term (20+ years)

Legend

-  New Highway Improvement
-  Carried Forward
-  Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.
-  Brownfield Areas (previously developed land that is currently vacant)
-  Town Boundary



ID No. 21

Highway 132 Realignment

New Highway Improvement

NTS
September 2024





Renfrew

Master Transportation Plan Long Term (20+ years)

Legend

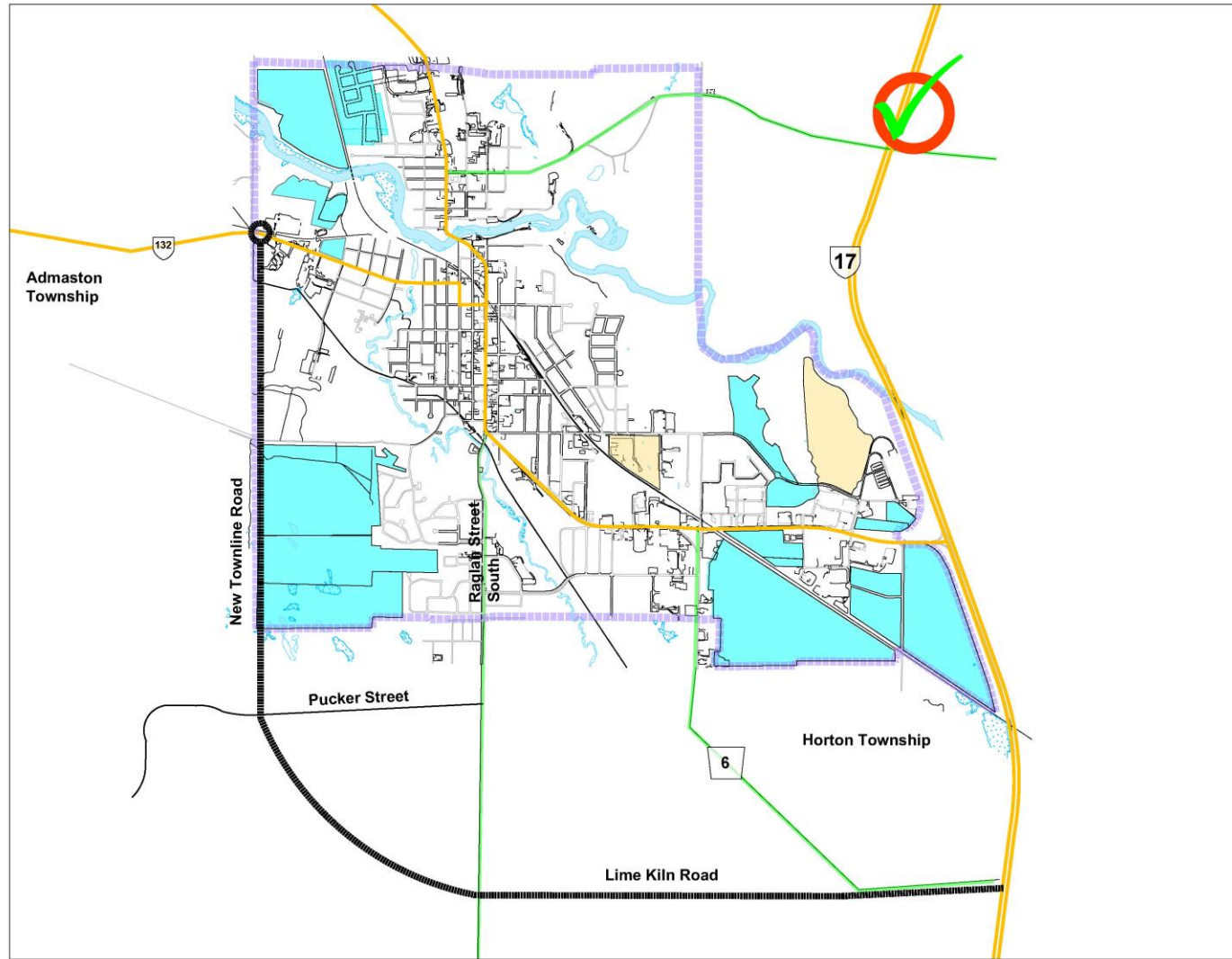
-  Roundabout
-  New Arterial Road
-  Carried Forward
-  Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.
-  Brownfield Areas (previously developed land that is currently vacant)
-  Town Boundary

New Arterial Road

ID No. 33

Connect New Townline Road to Highway 17 via Lime Kiln Road

NTS
September 2024



Appendix F

Road Classification

Street	FromStreet	ToStreet	FunctClass	Sidewalk	Desirable Road ROW	Desirable Sidewalk width
Wade Avenue	Vanier Crescent	Centennial Drive	Local	No sidewalk	20m	1.6m
Vanier Crescent	Wade Avenue	Airth Boulevard	Local	No sidewalk	20m	1.6m
Wade Avenue	James Avenue	Vanier Crescent	Local	No sidewalk	20m	1.6m
Wade Avenue	James Avenue	James Avenue	Local	No sidewalk	20m	1.6m
James Avenue	James Crescent	Wade Avenue	Local	No sidewalk	20m	1.6m
James Avenue	Wade Avenue	James Crescent	Local	No sidewalk	20m	1.6m
James Crescent	Wade Avenue	Wade Avenue	Local	No sidewalk	20m	1.6m
James Crescent	Dead End	Wade Avenue	Local	No sidewalk	20m	1.6m
Wade Avenue	Airth Boulevard	James Avenue	Local	No sidewalk	20m	1.6m
Bolger Lane	Bolger Lane	Raglan Street South	Local	No sidewalk	20m	1.6m
Muriel Avenue	Muriel Avenue	Raglan Street South	Local	One sidewalk on north side	20m	1.6m
Haramis Drive	Kedrosky Drive	Raglan Street South	Local	No sidewalk	20m	1.6m
Haramis Drive	Dead End	Kedrosky Drive	Local	No sidewalk	20m	1.6m
Kedrosky Drive	Haramis Drive	Erindale Avenue	Local	No sidewalk	20m	1.6m
Raglan Street South	Muriel Avenue	Haramis Drive	Arterial	One sidewalk on west side	30-36m	2-2.4m
Moore Street	Bruce Street	Dead End	Local	No sidewalk	20m	1.6m
Raglan Street North	Grigg Avenue	Raglan Street North	Local	One sidewalk on east side	20m	1.6m
Raglan Street North	Bruce Street	Grigg Avenue	Local	One sidewalk on east side	20m	1.6m
Grigg Avenue	Raglan Street North	Dead End	Local	No sidewalk	20m	1.6m
Moore Street	Elgin Avenue	Bruce Street	Local	No sidewalk	20m	1.6m
Arthur Avenue	Raglan Street North	Dead End	Local	No sidewalk	20m	1.6m
Bruce Street	Albert Street	Stewart Street	Arterial	Two sidewalks	30-36m	2-2.4m
Bruce Street	Raglan Street North	Albert Street	Arterial	One sidewalk on south side	30-36m	2-2.4m
Bruce Street	Moore Street	Raglan Street North	Arterial	One sidewalk on south side	30-36m	2-2.4m
Bruce Street	Maloney Street	Moore Street	Arterial	No sidewalk	30-36m	2-2.4m
Bruce Street	Maloney Street	Maloney Street	Arterial	No sidewalk	30-36m	2-2.4m
Bruce Street	Cobus Road	Maloney Street	Arterial	No sidewalk	30-36m	2-2.4m
Maloney Street	Bruce Street	Bruce Street	Local	No sidewalk	20m	1.6m
Raglan Street North	Elgin Avenue	Bruce Street	Local	One sidewalk on east side	20m	1.6m
Raglan Street North	Hincks Avenue	Elgin Avenue	Local	One sidewalk on east side	20m	1.6m
Albert Street	Bruce Street	Elgin Avenue	Local	No sidewalk	20m	1.6m
Albert Street	Hincks Avenue	Elgin Avenue	Local	Two sidewalks	20m	1.6m
Albert Street	Arthur Avenue	Hincks Avenue	Local	Two sidewalks	20m	1.6m
Stewart Street	Hincks Avenue	Elgin Avenue	Arterial	Sidewalk on east side, MUP on west side	30-36m	2-2.4m
Stewart Street	Arthur Avenue	Hincks Avenue	Arterial	Sidewalk on east side, MUP on west side	30-36m	2-2.4m
Elgin Avenue	Raglan Street South	Moore Street	Local	One sidewalk on south side	20m	1.6m
Elgin Avenue	Albert Street	Raglan Street South	Local	One sidewalk on south side	20m	1.6m
Elgin Avenue	Stewart Street	Albert Street	Local	One sidewalk on south side	20m	1.6m
Hincks Avenue	Albert Street	Raglan Street North	Local	One sidewalk on north side	20m	1.6m
Hincks Avenue	Stewart Street	Albert Street	Local	One sidewalk on north side	20m	1.6m
Arthur Avenue	Albert Street	Raglan Street North	Local	No sidewalk	20m	1.6m
Arthur Avenue	Stewart Street	Albert Street	Local	One sidewalk on north side	20m	1.6m
Albert Street	Dead End	Bruce Street	Local	No sidewalk	20m	1.6m
Albert Street	Dead End	Bruce Street	Local	No sidewalk	20m	1.6m
Stewart Street	Mason Avenue West	City Limits	Arterial	No sidewalk	30-36m	2-2.4m
McGarry Avenue	First Street	Raglan Street South	Local	No sidewalk	20m	1.6m
Graham Avenue	Dead End	Raglan Street South	Local	No sidewalk	20m	1.6m
Raglan Street South	Barnet Boulevard	McGarry Avenue	Arterial	One sidewalk on west side	30-36m	2-2.4m
Raglan Street South	Muriel Avenue	Airth Boulevard	Arterial	One sidewalk on west side	30-36m	2-2.4m
Raglan Street South	Bolger Lane	Airth Boulevard	Arterial	One sidewalk on west side	30-36m	2-2.4m
Raglan Street South	May Avenue	Bolger Lane	Arterial	One sidewalk on west side	30-36m	2-2.4m
Raglan Street South	Pine Avenue	May Avenue	Arterial	One sidewalk on west side	30-36m	2-2.4m
Raglan Street South	Pine Avenue	Hall Avenue	Arterial	One sidewalk on west side	30-36m	2-2.4m
Pine Avenue	York Street	Raglan Street South	Local	One sidewalk on south side	20m	1.6m
Pine Avenue	Coleraine Drive	York Street	Local	No sidewalk	20m	1.6m
York Street	Pine Avenue	Dead End	Local	One sidewalk on west side from May to Pine	20m	1.6m
May Avenue	York Street	Raglan Street South	Local	No sidewalk	20m	1.6m
Coleraine Drive	Simpson Avenue	Pine Avenue	Local	No sidewalk	20m	1.6m
Coleraine Drive	Grant Boulevard	Simpson Avenue	Local	No sidewalk	20m	1.6m
Coleraine Drive	Airth Boulevard	Grant Boulevard	Local	Two sidewalks	20m	1.6m
Airth Boulevard	Coleraine Drive	Raglan Street South	Collector	One sidewalk on the north side	26m	1.8m
Pine Avenue	Coleraine Drive	Coleraine Drive	Local	No sidewalk	20m	1.6m
Coleraine Drive	Dead End	Pine Avenue	Local	No sidewalk	20m	1.6m
Pine Avenue	Simpson Avenue	Coleraine Drive	Local	No sidewalk	20m	1.6m
Simpson Avenue	Pine Avenue	Coleraine Drive	Local	No sidewalk	20m	1.6m
Grant Boulevard	Dead End	Coleraine Drive	Local	Two sidewalks	20m	1.6m
Airth Boulevard	Wade Avenue	Coleraine Drive	Collector	Two sidewalks	26m	1.8m
Simpson Avenue	Airth Boulevard	Pine Avenue	Local	No sidewalk	20m	1.6m
Airth Boulevard	Simpson Avenue	Wade Avenue	Collector	No sidewalk	26m	1.8m
Airth Boulevard	Massey Crescent	Simpson Avenue	Collector	No sidewalk	26m	1.8m
Massey Crescent	Dead End	Airth Boulevard	Local	No sidewalk	20m	1.6m
Airth Boulevard	Vanier Crescent	Massey Court	Collector	No sidewalk	26m	1.8m
Airth Boulevard	Centennial Drive	Vanier Crescent	Collector	No sidewalk	26m	1.8m
Airth Boulevard	Opeongo Road	Centennial Drive	Collector	No sidewalk	26m	1.8m
Centennial Drive	Wade Avenue	Airth Boulevard	Local	No sidewalk	20m	1.6m
Centennial Drive	Dead End	Wade Avenue	Local	No sidewalk	20m	1.6m
Stewart Street	McAndrew Avenue	Mason Avenue West	Arterial	Sidewalk on east side, MUP on west side	30-36m	2-2.4m
Stewart Street	Tasse Avenue	McAndrew Avenue	Arterial	Sidewalk on east side, MUP on west side	30-36m	2-2.4m
Stewart Street	Bruce Street	Tasse Avenue	Arterial	Two sidewalks	30-36m	2-2.4m
Oak Crescent	Dead End	Frank Dench Street	Local	No sidewalk	20m	1.6m
Frank Dench Street	Basswood Avenue	Oak Crescent	Local	No sidewalk	20m	1.6m
Frank Dench Street	Mason Avenue West	Basswood Avenue	Local	No sidewalk	20m	1.6m
Aberdeen Street	Dead End	McAndrew Avenue	Local	No sidewalk	20m	1.6m
Basswood Avenue	Frank Dench Street	Aberdeen Street	Local	No sidewalk	20m	1.6m
Mason Avenue West	Dead End	Aberdeen Street	Local	No sidewalk	20m	1.6m

Street	FromStreet	ToStreet	FunctClass	Sidewalk	Desirable Road ROW	Desirable Sidewalk width
Mason Avenue West	Baldwin Street	Aberdeen Street	Local	No sidewalk	20m	1.6m
Mason Avenue West	Frank Dench Street	Baldwin Street	Local	No sidewalk	20m	1.6m
Mason Avenue West	Stewart Street	Frank Dench Street	Local	No sidewalk	20m	1.6m
McAndrew Avenue	Aberdeen Street	Dead End	Local	No sidewalk	20m	1.6m
McAndrew Avenue	Rousselle Street	Aberdeen Street	Local	One sidewalk on south side	20m	1.6m
McAndrew Avenue	Baldwin Street	Rousselle Street	Local	One sidewalk on south side	20m	1.6m
Prince Avenue East	Raglan Street South	Plaunt Street South	Local	Two sidewalks	20m	1.6m
Hall Avenue	Plaunt Street South	Raglan Street South	Collector	Two sidewalks	26m	1.8m
Hall Avenue	Lynn Street	Plaunt Street South	Collector	Two sidewalks	26m	1.8m
Hall Avenue	Barr Street	Lynn Street	Collector	Two sidewalks	26m	1.8m
Hall Avenue	Dominion Street	Barr Street	Collector	One sidewalk on north side	26m	1.8m
Hall Avenue	New Street	Dominion Street	Collector	One sidewalk on north side	26m	1.8m
Hall Avenue	Robert Drive	New Street	Collector	One sidewalk on north side	26m	1.8m
Hall Avenue	Harry Street	Robert Drive	Collector	One sidewalk on north side	26m	1.8m
Hall Avenue	McLean Street	Harry Street	Collector	One sidewalk on north side	26m	1.8m
Hall Avenue	Martin Street	McLean Street	Collector	One sidewalk on north side	26m	1.8m
Hall Avenue	Les Fraser Street	Martin Street	Collector	One sidewalk on north side	26m	1.8m
Hall Avenue	Mayhew Street	Les Fraser Street	Collector	One sidewalk on north side	26m	1.8m
Hall Avenue	Gillan Road	Mayhew Street	Collector	One sidewalk on north side	26m	1.8m
Jennet Street	Sidney Avenue	Renfrew Avenue East	Local	One sidewalk on east side	20m	1.6m
Jennet Street	Dead End	Sidney Avenue	Local	One sidewalk on east side	20m	1.6m
Sidney Avenue	Jennet Street	Harry Street	Local	Two sidewalks	20m	1.6m
Sidney Avenue	Harry Street	Ravine Drive	Local	One sidewalk on south side	20m	1.6m
Sidney Avenue	Francis Street	Ravine Drive	Local	No sidewalk	20m	1.6m
Sidney Avenue	McLean Street	Francis Street	Local	No sidewalk	20m	1.6m
Sidney Avenue	McLean Street	Dead End	Local	No sidewalk	20m	1.6m
Harry Street	Duff Avenue	Sidney Avenue	Collector	Two sidewalks	26m	1.8m
Harry Street	Hall Avenue	Duff Avenue	Collector	Two sidewalks	26m	1.8m
Ravine Drive	Duff Avenue	Sidney Avenue	Local	No sidewalk	20m	1.6m
Ravine Drive	Harry Street	Duff Avenue	Local	No sidewalk	20m	1.6m
Duff Avenue	Harry Street	Ravine Drive	Local	No sidewalk	20m	1.6m
Martin Street	Dead End	Hall Avenue	Local	No sidewalk	20m	1.6m
McLean Street	Francis Street	Hall Avenue	Local	No sidewalk	20m	1.6m
McLean Street	Sidney Avenue	Francis Street	Local	No sidewalk	20m	1.6m
McLean Street	McNab Avenue	Sidney Avenue	Local	Two sidewalks	20m	1.6m
McLean Street	Archibald Avenue	McNab Avenue	Local	Two sidewalks	20m	1.6m
McLean Street	Allan Avenue	Archibald Avenue	Local	Two sidewalks	20m	1.6m
McLean Street	George Avenue	Allan Avenue	Local	Two sidewalks	20m	1.6m
McLean Street	Charles Avenue	George Avenue	Local	Two sidewalks	20m	1.6m
Charles Avenue	Coronation Street	McLean Street	Local	Two sidewalks	20m	1.6m
Charles Avenue	Francis Street	Coronation Street	Local	Two sidewalks	20m	1.6m
Francis Street	Charles Avenue	Dead End	Local	No sidewalk	20m	1.6m
Francis Street	Rotary Avenue	Charles Avenue	Local	One sidewalk on east side	20m	1.6m
Francis Street	George Avenue	Rotary Avenue	Local	One sidewalk on east side	20m	1.6m
Francis Street	Allan Avenue	George Avenue	Local	Two sidewalks	20m	1.6m
Francis Street	Archibald Avenue	Allan Avenue	Local	Two sidewalks	20m	1.6m
Francis Street	McNab Avenue	Archibald Avenue	Local	Two sidewalks	20m	1.6m
Francis Street	Sidney Avenue	McNab Avenue	Local	Two sidewalks	20m	1.6m
George Avenue	Coronation Street	Francis Street	Local	Two sidewalks	20m	1.6m
George Avenue	McLean Street	Coronation Street	Local	Two sidewalks	20m	1.6m
Allan Avenue	Francis Street	McLean Street	Local	Two sidewalks	20m	1.6m
Archibald Avenue	McLean Street	Francis Street	Local	Two sidewalks	20m	1.6m
McNab Avenue	Francis Street	McLean Street	Local	Two sidewalks	20m	1.6m
Gillan Road	Foxden Street	O Brien Road	Collector	One sidewalk on east side	26m	1.8m
Hall Avenue	Gillan Road	Forestview Crescent	Local	Two sidewalks	20m	1.6m
Forestview Crescent	Hall Avenue	Dead End	Local	One sidewalk on east side	20m	1.6m
McAndrew Avenue	Stewart Street	Baldwin Street	Local	One sidewalk on south side	20m	1.6m
Baldwin Street	McAndrew Avenue	Mason Avenue West	Local	No sidewalk	20m	1.6m
Tasse Avenue	Baldwin Street	Stewart Street	Local	Two sidewalks	20m	1.6m
Tasse Avenue	Rousselle Street	Baldwin Street	Local	Two sidewalks	20m	1.6m
Tasse Avenue	Dead End	Rousselle Street	Local	One sidewalk on north side	20m	1.6m
Stewart Street	Elgin Avenue	Cameron Avenue	Arterial	Sidewalk on east side, MUP on west side	30-36m	2-2.4m
Stewart Street	Cameron Avenue	Bruce Street	Arterial	Sidewalk on east side, MUP on west side	30-36m	2-2.4m
Cameron Avenue	Baldwin Street	Stewart Street	Local	Two sidewalks	20m	1.6m
Cameron Avenue	Rousselle Street	Baldwin Street	Local	Two sidewalks	20m	1.6m
Elgin Avenue	Baldwin Street	Stewart Street	Local	One sidewalk on north side	20m	1.6m
Elgin Avenue	Rousselle Street	Baldwin Street	Local	One sidewalk on north side	20m	1.6m
Hincks Avenue	Stewart Street	Baldwin Street	Local	Two sidewalks	20m	1.6m
Ready Avenue	Stewart Street	Baldwin Street	Local	No sidewalk	20m	1.6m
Ready Avenue	Baldwin Street	Dead End	Local	No sidewalk	20m	1.6m
Baldwin Street	Tasse Avenue	McAndrew Avenue	Local	No sidewalk	20m	1.6m
Baldwin Street	Cameron Avenue	Tasse Avenue	Local	No sidewalk	20m	1.6m
Baldwin Street	Elgin Avenue	Cameron Avenue	Local	No sidewalk	20m	1.6m
Baldwin Street	Hincks Avenue	Elgin Avenue	Local	No sidewalk	20m	1.6m
Baldwin Street	Ready Avenue	Hincks Avenue	Local	No sidewalk	20m	1.6m
Rousselle Street	Tasse Avenue	McAndrew Avenue	Local	No sidewalk	20m	1.6m
Rousselle Street	Cameron Avenue	Tasse Avenue	Local	No sidewalk	20m	1.6m
Rousselle Street	Elgin Avenue	Cameron Avenue	Local	No sidewalk	20m	1.6m
Stewart Street	Arthur Avenue	Ready Avenue	Arterial	One sidewalk on east side, MUP on west side	30-36m	2-2.4m
Stewart Street	Ready Avenue	Bridge Street	Arterial	Two sidewalks	30-36m	2-2.4m
Bridge Street	Argyle Street North	Lochiel Street North	Arterial	Two sidewalks	30-36m	2-2.4m
Bridge Street	Raglan Street North	Argyle Street North	Arterial	Two sidewalks	30-36m	2-2.4m
Mutual Avenue	Dead End	Raglan Street North	Local	One sidewalk on south side	20m	1.6m
Raglan Street North	Mutual Avenue	Bridge Street	Local	One sidewalk on east side	20m	1.6m
Raglan Street North	Munroe Avenue West	Bridge Street	Arterial	Two sidewalks	30-36m	2-2.4m

Street	FromStreet	ToStreet	FunctClass	Sidewalk	Desirable Road ROW	Desirable Sidewalk width
Raglan Street South	Munroe Avenue West	Patrick Avenue	Arterial	Two sidewalks	30-36m	2-2.4m
Raglan Street South	Duke Avenue	Patrick Avenue	Arterial	Two sidewalks	30-36m	2-2.4m
Raglan Street South	Railway Avenue	Duke Avenue	Arterial	Two sidewalks	30-36m	2-2.4m
Raglan Street South	Renfrew Avenue East	Railway Avenue	Arterial	Two sidewalks	30-36m	2-2.4m
Raglan Street South	Renfrew Avenue West	Renfrew Avenue East	Arterial	Two sidewalks	30-36m	2-2.4m
Raglan Street South	Prince Avenue West	Renfrew Avenue West	Arterial	Two sidewalks	30-36m	2-2.4m
Raglan Street South	Prince Avenue East	Prince Avenue West	Local	Two sidewalks	20m	1.6m
Raglan Street South	Opeongo Road	Prince Avenue East	Arterial	Two sidewalks	30-36m	2-2.4m
Raglan Street South	Hall Avenue	Opeongo Road	Arterial	Two sidewalks	30-36m	2-2.4m
Argyle Street North	O Gorman Avenue	Bridge Street	Collector	Two sidewalks	26m	1.8m
Argyle Street North	Barry Avenue	O Gorman Avenue	Collector	Two sidewalks	26m	1.8m
Argyle Street North	Munroe Avenue West	Barry Avenue	Collector	Two sidewalks	26m	1.8m
Argyle Street South	Patrick Avenue	Munroe Avenue West	Collector	Two sidewalks	26m	1.8m
Argyle Street South	Duke Avenue	Patrick Avenue	Collector	Two sidewalks	26m	1.8m
Argyle Street South	Renfrew Avenue West	Duke Avenue	Collector	Two sidewalks	26m	1.8m
Argyle Street South	Prince Avenue West	Renfrew Avenue West	Collector	Two sidewalks	26m	1.8m
Argyle Street South	Opeongo Road	Prince Avenue West	Collector	Two sidewalks	26m	1.8m
Lochiel Street North	O Gorman Avenue	Bridge Street	Collector	One sidewalk on east side	26m	1.8m
Lochiel Street North	Barry Avenue	O Gorman Avenue	Collector	One sidewalk on east side	26m	1.8m
Lochiel Street North	Lisgar Avenue	Barry Avenue	Collector	Two sidewalks	26m	1.8m
Lochiel Street North	Munroe Avenue West	Lisgar Avenue	Arterial	Two sidewalks	30-36m	2-2.4m
Lochiel Street South	Patrick Avenue	Munroe Avenue West	Collector	Two sidewalks	26m	1.8m
Lochiel Street South	Cross Avenue	Patrick Avenue	Collector	Two sidewalks	26m	1.8m
Lochiel Street South	Renfrew Avenue West	Cross Avenue	Collector	Two sidewalks	26m	1.8m
Lochiel Street South	Prince Avenue West	Renfrew Avenue West	Collector	One sidewalk on east side	26m	1.8m
Lochiel Street South	Opeongo Road	Prince Avenue West	Collector	One sidewalk on west side	26m	1.8m
Bonnechere Street North	Lisgar Avenue	Dead End	Local	One sidewalk on west side	20m	1.6m
Bonnechere Street North	Munroe Avenue West	Lisgar Avenue	Local	Two sidewalks	20m	1.6m
Bonnechere Street South	Patrick Avenue	Munroe Avenue West	Local	Two sidewalks	20m	1.6m
Bonnechere Street South	Cross Avenue	Patrick Avenue	Local	Two sidewalks	20m	1.6m
Bonnechere Street	Renfrew Avenue West	Cross Avenue	Local	Two sidewalks	20m	1.6m
Bonnechere Street	Prince Avenue West	Renfrew Avenue West	Local	Two sidewalks	20m	1.6m
Bonnechere Street	Opeongo Road	Prince Avenue West	Local	One sidewalk on west side	20m	1.6m
Queen Street North	Lisgar Avenue	O Gorman Avenue	Local	Two sidewalks	20m	1.6m
Queen Street North	Munroe Avenue West	Lisgar Avenue	Local	Two sidewalks	20m	1.6m
Queen Street South	Patrick Avenue	Munroe Avenue West	Local	Two sidewalks	20m	1.6m
Queen Street South	Cross Avenue	Patrick Avenue	Local	Two sidewalks	20m	1.6m
Queen Street South	Arnprior Avenue	Cross Avenue	Local	Two sidewalks	20m	1.6m
Queen Street South	Renfrew Avenue West	Arnprior Avenue	Local	One sidewalk on west side	20m	1.6m
Bank Street North	Lisgar Avenue	O Gorman Avenue	Local	One sidewalk on east side	20m	1.6m
Bank Street North	Munroe Avenue West	Lisgar Avenue	Local	One sidewalk on west side	20m	1.6m
Bank Street South	Patrick Avenue	Munroe Avenue West	Local	One sidewalk on west side	20m	1.6m
Bank Street South	Cross Avenue	Patrick Avenue	Local	One sidewalk on west side	20m	1.6m
Bank Street South	Arnprior Avenue	Cross Avenue	Local	One sidewalk on east side	20m	1.6m
Carswell Street	Cross Avenue	Patrick Avenue	Local	One sidewalk on west side	20m	1.6m
Carswell Street	Cross Avenue	Renfrew Avenue West	Local	Two sidewalks	20m	1.6m
Gladstone Street	Thompson Avenue	Patrick Avenue	Local	One sidewalk on west side	20m	1.6m
Ross Street	Arnprior Avenue	Thompson Avenue	Local	Two sidewalks	20m	1.6m
O Brien Road	Mask Road	Gillan Road	Arterial	No sidewalk, MUP on north side	30-36m	2-2.4m
O Brien Road	Innovation Drive	Mask Road	Arterial	No sidewalk	30-36m	2-2.4m
Wrangler Road	Gibbons Road	O Brien Road	Local	No sidewalk	20m	1.6m
Innovation Drive	Booth Road	O Brien Road	Local	No sidewalk	20m	1.6m
Gibbons Road	Dead End	Wrangler Road	Local	No sidewalk	20m	1.6m
Cobus Road	Dead End	Bruce Street	Local	No sidewalk	20m	1.6m
O Brien Road	Highway 17	Whitton Road	Arterial	No sidewalk	20m	1.6m
O Brien Road	Whitton Road	Innovation Drive	Arterial	No sidewalk	20m	1.6m
Whitton Road	City Limits	O Brien Road	Local	No sidewalk	20m	1.6m
Booth Road	Mask Road	Innovation Drive	Local	No sidewalk	20m	1.6m
Mask Road	O Brien Road	Booth Road	Local	No sidewalk	20m	1.6m
Eighth Street	Dead End	Barnet Boulevard	Local	Two sidewalks	20m	1.6m
Eighth Street	Barnet Boulevard	O Brien Road	Local	No sidewalk	20m	1.6m
Barnet Boulevard	Fourth Street	First Street	Collector	One sidewalk on south side	26m	1.8m
First Street	Barnet Boulevard	First Street	Local	One sidewalk on east side	20m	1.6m
Barnet Boulevard	First Street	Raglan Street South	Collector	No sidewalk	26m	1.8m
First Street	McGarry Avenue	Barnet Boulevard	Local	No sidewalk	20m	1.6m
Ross Street	Dead End	Arnprior Avenue	Local	Two sidewalks	20m	1.6m
O Gorman Avenue	Queen Street North	Bank Street North	Local	One sidewalk on south side	20m	1.6m
O Gorman Avenue	Lochiel Street North	Argyle Street North	Local	No sidewalk	20m	1.6m
O Gorman Avenue	Argyle Street North	Bridge Street	Local	No sidewalk	20m	1.6m
Barry Avenue	Lochiel Street North	Dead End	Local	One sidewalk on south side	20m	1.6m
Lisgar Avenue	Queen Street North	Bank Street North	Arterial	Two sidewalks	30-36m	2-2.4m
Lisgar Avenue	Bonnechere Street North	Queen Street North	Arterial	Two sidewalks	30-36m	2-2.4m
Lisgar Avenue	Lochiel Street North	Bonnechere Street North	Arterial	Two sidewalks	30-36m	2-2.4m
Munroe Avenue West	Queen Street North	Bank Street North	Local	One sidewalk on south side	20m	1.6m
Munroe Avenue West	Bonnechere Street North	Queen Street North	Local	Two sidewalks	20m	1.6m
Munroe Avenue West	Lochiel Street North	Bonnechere Street North	Local	Two sidewalks	20m	1.6m
Munroe Avenue West	Argyle Street North	Lochiel Street North	Arterial	Two sidewalks	30-36m	2-2.4m
Munroe Avenue West	Raglan Street North	Argyle Street North	Arterial	Two sidewalks	30-36m	2-2.4m
Patrick Avenue	Carswell Street	Gladstone Street	Local	One sidewalk on north side	20m	1.6m
Patrick Avenue	Bank Street South	Carswell Street	Local	One sidewalk on north side	20m	1.6m
Patrick Avenue	Queen Street South	Bank Street South	Local	One sidewalk on north side	20m	1.6m
Patrick Avenue	Bonnechere Street South	Queen Street North	Local	One sidewalk on north side	20m	1.6m
Patrick Avenue	Lochiel Street South	Bonnechere Street South	Local	One sidewalk on north side	20m	1.6m
Patrick Avenue	Argyle Street North	Lochiel Street North	Local	Two sidewalks	20m	1.6m
Patrick Avenue	Raglan Street South	Argyle Street North	Local	Two sidewalks	20m	1.6m

Street	FromStreet	ToStreet	FunctClass	Sidewalk	Desirable Road ROW	Desirable Sidewalk width
Cross Avenue	Bank Street South	Carswell Street	Local	Two sidewalks	20m	1.6m
Cross Avenue	Queen Street South	Bank Street South	Local	Two sidewalks	20m	1.6m
Cross Avenue	Bonnechere Street South	Queen Street South	Local	One sidewalk on south side	20m	1.6m
Cross Avenue	Bonnechere Street South	Lochiel Street North	Local	One sidewalk on south side	20m	1.6m
Duke Avenue	City Limits	Raglan Street North	Local	One sidewalk on south side	20m	1.6m
Thompson Avenue	Ross Street	Dead End	Local	One sidewalk on north side	20m	1.6m
Thompson Avenue	Gladstone Street	Ross Street	Local	Two sidewalks	20m	1.6m
Thompson Avenue	Carswell Street	Gladstone Street	Local	Two sidewalks	20m	1.6m
Arnprior Avenue	Carswell Street	Ross Street	Local	Two sidewalks	20m	1.6m
Arnprior Avenue	Bank Street South	Carswell Street	Local	One sidewalk on north side	20m	1.6m
Arnprior Avenue	Queen Street South	Bank Street South	Local	One sidewalk on north side	20m	1.6m
Renfrew Avenue West	Dead End	Carswell Street	Local	One sidewalk on south side	20m	1.6m
Renfrew Avenue West	Queen Street South	Carswell Street	Local	Two sidewalks	20m	1.6m
Renfrew Avenue West	Bonnechere Street South	Queen Street South	Local	Two sidewalks	20m	1.6m
Renfrew Avenue West	Lochiel Street South	Bonnechere Street South	Local	Two sidewalks	20m	1.6m
Renfrew Avenue West	Argyle Street South	Lochiel Street South	Local	Two sidewalks	20m	1.6m
Renfrew Avenue West	Raglan Street South	Argyle Street South	Local	Two sidewalks	20m	1.6m
Raglan Street South	Erindale Avenue	Haramis Drive	Arterial	One sidewalk on west side	30-36m	2-2.4m
Raglan Street South	Barnet Boulevard	Erindale Avenue	Arterial	One sidewalk on west side	30-36m	2-2.4m
Erindale Avenue	Kedrosky Drive	Raglan Street South	Local	No sidewalk	20m	1.6m
Kedrosky Drive	Erindale Avenue	Ivy Avenue	Local	No sidewalk	20m	1.6m
Erindale Avenue	Hillsview Street	Kedrosky Drive	Local	No sidewalk	20m	1.6m
Raglan Street South	McGarry Avenue	Ivy Avenue	Arterial	One sidewalk on west side	30-36m	2-2.4m
Raglan Street South	Ivy Avenue	Graham Avenue	Arterial	One sidewalk on west side	30-36m	2-2.4m
Ivy Avenue	Dead End	Raglan Street South	Local	No sidewalk	20m	1.6m
Hillsview Street	Erindale Avenue	Ivy Avenue	Local	No sidewalk	20m	1.6m
Erindale Avenue	McDougall Road	Hillsview Street	Local	No sidewalk	20m	1.6m
Erindale Avenue	Ivy Avenue	McDougall Road	Local	No sidewalk	20m	1.6m
McDougall Road	Erindale Avenue	Ivy Avenue	Local	No sidewalk	20m	1.6m
Mayhew Street	Dead End	Hall Avenue	Local	No sidewalk	20m	1.6m
Francis Street	McLean Street	Martin Street	Local	No sidewalk	20m	1.6m
Francis Street	Sidney Avenue	McLean Street	Local	No sidewalk	20m	1.6m
Veterans Memorial Blvd	New Street	King Street	Arterial	One sidewalk on south side, MUP on north side	30-36m	2-2.4m
Veterans Memorial Blvd	Dominion Street	New Street	Arterial	One sidewalk on south side, MUP on north side	30-36m	2-2.4m
Veterans Memorial Blvd	Barr Street	Dominion Street	Arterial	One sidewalk on south side, MUP on north side	30-36m	2-2.4m
Veterans Memorial Blvd	Coumbes Lane	Barr Street	Arterial	One sidewalk on south side, MUP on north side	30-36m	2-2.4m
Veterans Memorial Blvd	Raglan Street South	Coumbes Lane	Arterial	One sidewalk on south side, MUP on north side	30-36m	2-2.4m
Foxden Street	Gillan Road	Foxden Street	Local	No sidewalk	20m	1.6m
Foxden Street	Foxden Street	Eagle Avenue	Local	No sidewalk	20m	1.6m
Eagle Avenue	Foxden Street	Elk Street	Local	No sidewalk	20m	1.6m
Elk Street	Eagle Avenue	Elk Street	Local	No sidewalk	20m	1.6m
Elk Street	Elk Street	Otteridge Avenue	Local	No sidewalk	20m	1.6m
Otteridge Avenue	Elk Street	Otteridge Avenue	Local	One sidewalk on west side	20m	1.6m
Otteridge Avenue	Elk Street	Froats Street	Local	One sidewalk on west side	20m	1.6m
Froats Street	Otteridge Avenue	Froats Street	Collector	One sidewalk on west side	26m	1.8m
Froats Street	Otteridge Avenue	O Brien Road	Collector	No sidewalk	26m	1.8m
Prince Avenue West	Queens Crescent	Dead End	Local	Two sidewalks	20m	1.6m
Prince Avenue West	Bonnechere Street South	Queens Crescent	Local	Two sidewalks	20m	1.6m
Prince Avenue West	Lochiel Street South	Bonnechere Street South	Local	Two sidewalks	20m	1.6m
Prince Avenue West	Argyle Street South	Lochiel Street South	Local	One sidewalk on south side	20m	1.6m
Prince Avenue West	Raglan Street South	Argyle Street South	Local	One sidewalk on south side	20m	1.6m
Health Village Lane	Stewart Street	Albert Street	Local	No sidewalk	20m	1.6m
Queens Crescent	Dead End	Prince Avenue West	Local	Two sidewalks	20m	1.6m
Opeongo Road	Raglan Street South	Argyle Street South	Collector	Two sidewalks	26m	1.8m
Opeongo Road	Lochiel Street South	Argyle Street South	Collector	One sidewalk on north side	26m	1.8m
Opeongo Road	Bonnechere Street South	Lochiel Street South	Collector	One sidewalk on north side	26m	1.8m
Opeongo Road	Airth Boulevard	Bonnechere Street South	Collector	One sidewalk on west side	26m	1.8m
Opeongo Road	Airth Boulevard	Bonnechere Street South	Collector	One sidewalk on west side	26m	1.8m
Lisgar Avenue	Farewell Street	Bank Street North	Arterial	Two sidewalks	30-36m	2-2.4m
Lisgar Avenue	June Street	Farewell Street	Arterial	One sidewalk on north side	30-36m	2-2.4m
Lisgar Avenue	Dufferin Street	June Street	Arterial	One sidewalk on north side	30-36m	2-2.4m
Lisgar Avenue	Blake Street	Dufferin Street	Arterial	One sidewalk on north side	30-36m	2-2.4m
Lisgar Avenue	Tupper Street	Blake Street	Arterial	One sidewalk on north side	30-36m	2-2.4m
Lisgar Avenue	Smallfield Lane	Tupper Street	Arterial	One sidewalk on south side	30-36m	2-2.4m
Lisgar Avenue	Riverview Drive	Smallfield Lane	Arterial	One sidewalk on south side	30-36m	2-2.4m
Smallfield Lane	Dead End	Lisgar Avenue	Local	No sidewalk	20m	1.6m
Mary Street	Blake Street	Tupper Street	Local	One sidewalk on north side	20m	1.6m
Mary Street	Dufferin Street	Blake Street	Local	One sidewalk on north side	20m	1.6m
Mary Street	June Street	Dufferin Street	Local	One sidewalk on north side	20m	1.6m
Mary Street	Farewell Street	June Street	Local	One sidewalk on north side	20m	1.6m
Tupper Street	Mary Street	Lisgar Avenue	Local	No sidewalk	20m	1.6m
Blake Street	Dead End	Lisgar Avenue	Local	One sidewalk on east side	20m	1.6m
Dufferin Street	Joffre Avenue	Dead End	Local	One sidewalk on west side	20m	1.6m
Dufferin Street	Haig Avenue	Joffre Avenue	Local	No sidewalk	20m	1.6m
June Street	Mary Street	Dead End	Local	No sidewalk	20m	1.6m
June Street	Lisgar Avenue	Mary Street	Local	One sidewalk on west side	20m	1.6m
Farewell Street	Lisgar Avenue	Dead End	Local	Two sidewalks	20m	1.6m
Ma-Te-Way Park Drive	Joffre Avenue	Lisgar Avenue	Local	One sidewalk on east side	20m	1.6m
Ma-Te-Way Park Drive	Joffre Avenue	Dead End	Local	No sidewalk	20m	1.6m
Vimy Boulevard	Lisgar Avenue	Dead End	Local	One sidewalk on east side	20m	1.6m
Joffre Avenue	Dufferin Street	Ma-Te-Way Park Drive	Local	No sidewalk	20m	1.6m
Joffre Avenue	Vimy Boulevard	Dufferin Street	Local	No sidewalk	20m	1.6m
Haig Avenue	Dufferin Street	Ma-Te-Way Park Drive	Local	No sidewalk	20m	1.6m
Haig Avenue	Vimy Boulevard	Dufferin Street	Local	No sidewalk	20m	1.6m
Riverview Drive	Dead End	Riverview Crescent	Local	No sidewalk	20m	1.6m

Street	FromStreet	ToStreet	FunctClass	Sidewalk	Desirable Road ROW	Desirable Sidewalk width
Riverview Crescent	Dead End	Riverview Drive	Local	No sidewalk	20m	1.6m
Riverview Drive	Lisgar Avenue	Riverview Crescent	Local	No sidewalk	20m	1.6m
Opeongo Road	City Limits	Airth Boulevard	Collector	No sidewalk	26m	1.8m
Munroe Avenue East	Harry Street	Raglan Street North	Collector	Two sidewalks	26m	1.8m
Munroe Avenue East	Wilson Street	Harry Street	Collector	One sidewalk on south side	26m	1.8m
Munroe Avenue East	Dead End	Wilson Street	Local	No sidewalk	20m	1.6m
Railway Avenue	Raglan Street North	Plaunt Street North	Local	Two sidewalks	20m	1.6m
Railway Avenue	Plaunt Street North	Xavier Street	Local	Two sidewalks	20m	1.6m
Plaunt Street North	Munroe Avenue East	Dead End	Local	One sidewalk on east side	20m	1.6m
Plaunt Street South	Quarry Avenue	Munroe Avenue East	Collector	Two sidewalks	26m	1.8m
Plaunt Street South	Hall Avenue	Quarry Avenue	Collector	One sidewalk on east side	26m	1.8m
Lorne Street North	Dead End	Munroe Avenue East	Local	One sidewalk on west side	20m	1.6m
Stevenson Crescent	Stevenson Crescent	Munroe Avenue East	Local	No sidewalk	20m	1.6m
Lorne Street South	Munroe Avenue East	Jennet Street	Local	One sidewalk on west side	20m	1.6m
Jennet Street	Joe Avenue	Lorne Street South	Local	One sidewalk on east side	20m	1.6m
Jennet Street	William Avenue	Joe Avenue	Local	One sidewalk on east side	20m	1.6m
Jennet Street	Renfrew Avenue East	William Avenue	Local	One sidewalk on east side	20m	1.6m
Harry Street	Joe Avenue	Munroe Avenue East	Collector	Two sidewalks	26m	1.8m
Harry Street	William Avenue	Joe Avenue	Collector	Two sidewalks	26m	1.8m
Harry Street	Sidney Avenue	William Avenue	Collector	Two sidewalks	26m	1.8m
Peter Street	Joe Avenue	Munroe Avenue East	Local	Two sidewalks	20m	1.6m
Peter Street	Joe Avenue	Dead End	Local	One sidewalk on west side	20m	1.6m
Wilson Street	Rotary Avenue	Munroe Avenue East	Local	No sidewalk	20m	1.6m
Wilson Street	Peter Street	Rotary Avenue	Local	No sidewalk	20m	1.6m
Joe Avenue	Peter Street	Harry Street	Local	No sidewalk	20m	1.6m
Joe Avenue	Harry Street	Jennet Street	Local	No sidewalk	20m	1.6m
William Avenue	Harry Street	Jennet Street	Local	Two sidewalks	20m	1.6m
William Avenue	Peter Street	Harry Street	Local	One sidewalk on south side	20m	1.6m
William Avenue	Dead End	Peter Street	Local	Two sidewalks	20m	1.6m
Rotary Avenue	Francis Street	Wilson Street	Local	No sidewalk	20m	1.6m
Xavier Street	Railway Avenue	Renfrew Avenue West	Local	One sidewalk on west side	20m	1.6m
Lynn Street	Quarry Avenue	Renfrew Avenue East	Local	One sidewalk on east side	20m	1.6m
Lynn Street	Hall Avenue	Quarry Avenue	Local	Two sidewalks	20m	1.6m
Barr Street	Quarry Avenue	Renfrew Avenue East	Local	Two sidewalks	20m	1.6m
Barr Street	Hall Avenue	Quarry Avenue	Local	Two sidewalks	20m	1.6m
Dominion Street	Quarry Avenue	Hall Avenue	Local	Two sidewalks	20m	1.6m
Renfrew Avenue East	Plaunt Street South	Raglan Street South	Local	Two sidewalks	20m	1.6m
Renfrew Avenue East	Xavier Street	Plaunt Street South	Local	Two sidewalks	20m	1.6m
Renfrew Avenue East	Lynn Street	Xavier Street	Local	Two sidewalks	20m	1.6m
Renfrew Avenue East	Barr Street	Lynn Street	Local	Two sidewalks	20m	1.6m
Renfrew Avenue East	Jennet Street	Barr Street	Local	No sidewalk	20m	1.6m
Quarry Avenue	Lynn Street	Jennet Street	Local	Two sidewalks	20m	1.6m
Quarry Avenue	Barr Street	Lynn Street	Local	Two sidewalks	20m	1.6m
Quarry Avenue	Dominion Street	Barr Street	Local	Two sidewalks	20m	1.6m
McNab Crescent	Dead End	McLean Street	Local	One sidewalk	20m	1.6m
Les Fraser Street	Dead End	Hall Avenue	Local	No sidewalk	20m	1.6m
Gillan Road	Hall Avenue	O Brien Road	Collector	One sidewalk on east side	26m	1.8m
Gillan Road	Barnet Boulevard	O Brien Road	Collector	No sidewalk	26m	1.8m
Gillan Road	City Limits	Barnet Boulevard	Collector	No sidewalk	26m	1.8m
Barnet Boulevard	Gillan Road	Eighth Street	Collector	No sidewalk	26m	1.8m
O Brien Road	Eighth Street	Gillan Road	Arterial	One sidewalk on south side, MUP on north side	30-36m	2-2.4m
O Brien Road	Seventh Street	Eighth Street	Arterial	One sidewalk on south side, MUP on north side	30-36m	2-2.4m
O Brien Road	Sixth Street	Seventh Street	Arterial	One sidewalk on south side, MUP on north side	30-36m	2-2.4m
Barnet Boulevard	Eighth Street	Seventh Street	Collector	No sidewalk, MUP on north side	26m	1.8m
Barnet Boulevard	Seventh Street	Sixth Street	Collector	No sidewalk, MUP on north side	26m	1.8m
Barnet Boulevard	Sixth Street	Fifth Street	Collector	No sidewalk, MUP on north side	26m	1.8m
Seventh Street	O Brien Road	Barnet Boulevard	Local	No sidewalk	20m	1.6m
Sixth Street	Barnet Boulevard	O Brien Road	Local	No sidewalk	20m	1.6m
O Brien Road	Fifth Street	Sixth Street	Local	No sidewalk	20m	1.6m
O Brien Road	Fourth Street	Fifth Street	Local	No sidewalk	20m	1.6m
Fourth Street	Railway Avenue	Fifth Street	Local	No sidewalk	20m	1.6m
Fourth Street	O Brien Road	Railway Avenue	Local	No sidewalk	20m	1.6m
Fifth Street	Fourth Street	O Brien Road	Local	No sidewalk	20m	1.6m
Veterans Memorial Blvd	King Street	Fortington Street	Arterial	One sidewalk on south side, MUP on north side	30-36m	2-2.4m
Veterans Memorial Blvd	New Street	King Street	Arterial	One sidewalk on south side, MUP on north side	30-36m	2-2.4m
Veterans Memorial Blvd	Dominion Street	New Street	Arterial	One sidewalk on south side, MUP on north side	30-36m	2-2.4m
Veterans Memorial Blvd	Barr Street	Dominion Street	Arterial	One sidewalk on south side, MUP on north side	30-36m	2-2.4m
Veterans Memorial Blvd	Coumbes Lane	Barr Street	Arterial	One sidewalk on south side, MUP on north side	30-36m	2-2.4m
Coumbes Lane	Dead End	Veterans Memorial Blvd	Local	No sidewalk	20m	1.6m
New Street	Jordan Avenue	Hall Avenue	Local	Two sidewalks	20m	1.6m
New Street	Veterans Memorial Blvd	Jordan Avenue	Local	No sidewalk	20m	1.6m
Dominion Street	Veterans Memorial Blvd	Hall Avenue	Local	Two sidewalks	20m	1.6m
Barr Street	Quarry Avenue	Hall Avenue	Local	Two sidewalks	20m	1.6m
Dominion Street	Veterans Memorial Blvd	Hall Avenue	Local	Two sidewalks	20m	1.6m
Robert Drive	Dead End	Hall Avenue	Local	One sidewalk on east side	20m	1.6m
Jordan Avenue	Fortington Street	New Street	Local	One sidewalk on north side	20m	1.6m
Jordan Avenue	Dead End	Fortington Street	Local	No sidewalk	20m	1.6m
Fortington Street	King Street	Jordan Avenue	Local	Two sidewalks	20m	1.6m
King Street	King Street	Fortington Street	Local	No sidewalk	20m	1.6m
King Street	Veterans Memorial Blvd	Park Avenue	Local	No sidewalk	20m	1.6m
Fortington Street	Veterans Memorial Blvd	King Street	Local	Two sidewalks	20m	1.6m
Bridge Street	Lochiel Street North	Ready Avenue	Arterial	Two sidewalks	30-36m	2-2.4m
Coleraine Drive	Coleraine Drive	Dead End	Local	No sidewalk	20m	1.6m
Coleraine Drive	Pine Avenue	Coleraine Drive	Local	No sidewalk	20m	1.6m
Buckridge Crescent	Coleraine Drive	Dead End	Local	No sidewalk	20m	1.6m

Street	FromStreet	ToStreet	FunctClass	Sidewalk	Desirable Road ROW	Desirable Sidewalk width
Hall Avenue	Gillan Road	Otteridge Avenue	Collector	One sidewalk on south side	26m	1.8m
Otteridge Avenue	Hall Avenue	Foxden Street	Local	One sidewalk on west side	20m	1.6m
Otteridge Avenue	Foxden Street	Otteridge Avenue	Local	One sidewalk on south side	20m	1.6m
Foxden Street	Otteridge Avenue	Eagle Avenue	Local	One sidewalk on east side	20m	1.6m
Haramis Drive	Haramis Drive	Haramis Drive	Local	No sidewalk	20m	1.6m
Airth Boulevard	Coleraine Drive	Raglan Street South	Collector	Two sidewalks	26m	1.8m
Barnet Boulevard	First Street	Raglan Street South	Collector	No sidewalk	26m	1.8m
Barnet Boulevard	Fourth Street	First Street	Collector	One sidewalk on south side	26m	1.8m
Raglan Street North	Graham Avenue	City Limits	Arterial	One sidewalk on west side	30-36m	2-2.4m
Haramis Drive	Dead End	Kedrosky Drive	Local	No sidewalk	20m	1.6m
Munroe Avenue East	Harry Street	Lorne Street North	Collector	Two sidewalks	26m	1.8m
Opeongo Road	City Limits	Airth Boulevard	Collector	No sidewalk	26m	1.8m
Veterans Memorial Blvd	Dominion Street	Veterans Memorial Blvd	Local	One sidewalk on south side, MUP on north side	20m	1.6m
Veterans Memorial Blvd	New Street	Veterans Memorial Blvd	Local	One sidewalk on south side, MUP on north side	20m	1.6m
McDougall Road	Erindale Avenue	Ivy Avenue	Local	No sidewalk	20m	1.6m
Ivy Avenue	McDougall Road	Erindale Avenue	Local	No sidewalk	20m	1.6m
Ivy Avenue	McDougall Road	Erindale Avenue	Local	No sidewalk	20m	1.6m
Barnet Boulevard	Gillan Road	Eighth Street	Collector	No sidewalk	26m	1.8m
Francis Street	Sidney Avenue	McLean Street	Local	No sidewalk	20m	1.6m
Hincks Avenue	11	37	Local	One sidewalk on north side	20m	1.6m
Elgin Avenue	Albert Street	Raglan Street South	Local	One sidewalk on south side	20m	1.6m
Stevenson Crescent	Stevenson Crescent	Munroe Avenue East	Local	No sidewalk	20m	1.6m

Appendix G















Schedules



Renfrew

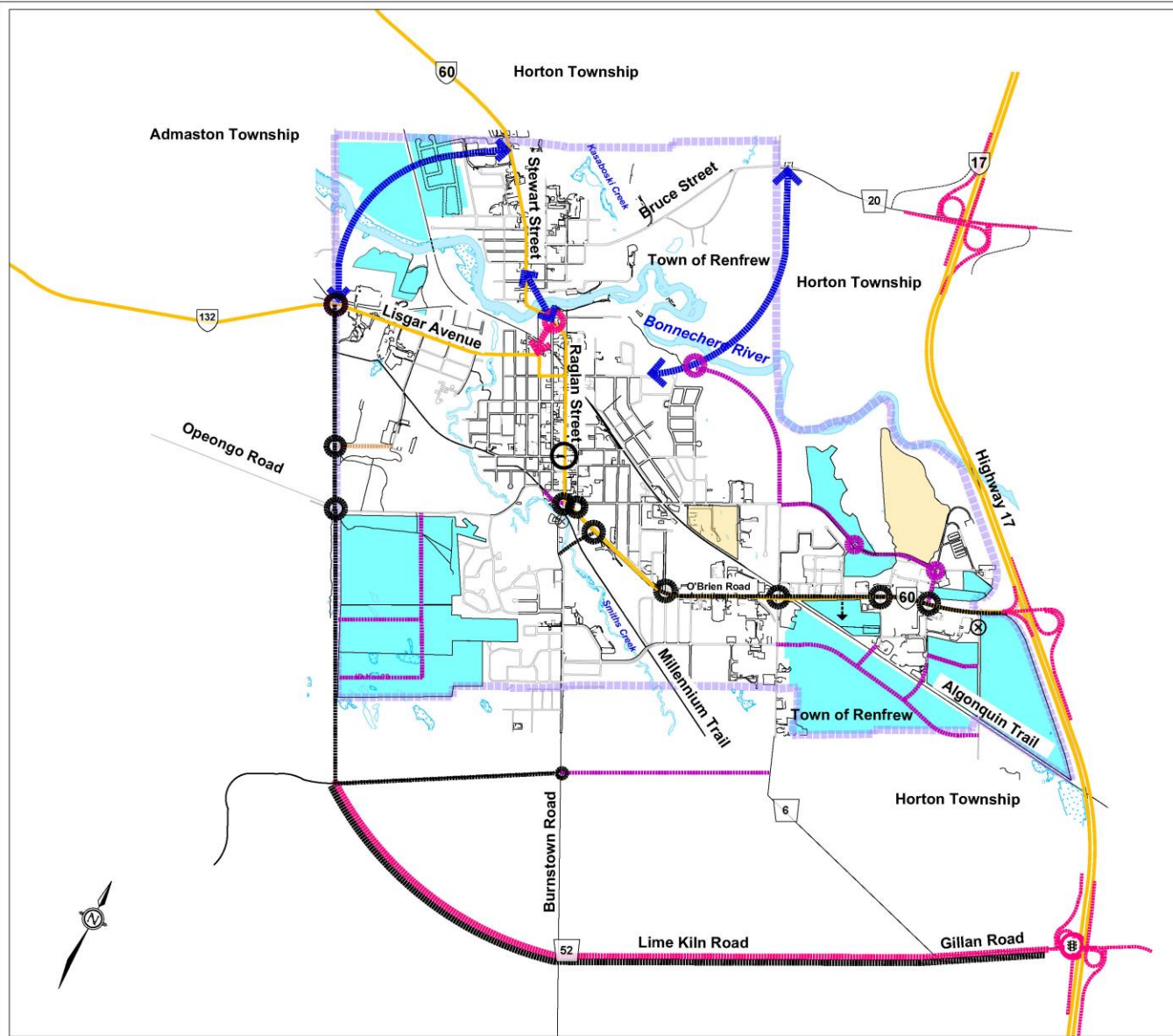
Master Transportation Plan

Legend

-  New River Crossing Alternative
-  New Arterial Road Improvements
-  New Arterial Road Roundabout
-  New Collector Road Alternative
-  New Collector Road Roundabout
-  New Highway Improvement
-  Signals and left-turn lanes
-  New Highway/Arterial Roundabout
-  Road Closure
-  New Driveway/ Roadway Alternative
-  Left Turn
-  Roadway Extension
-  Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.
-  Brownfield Areas (previously developed land that is currently vacant)

Overall Roadway Projects Under Study

NTS
September 2024














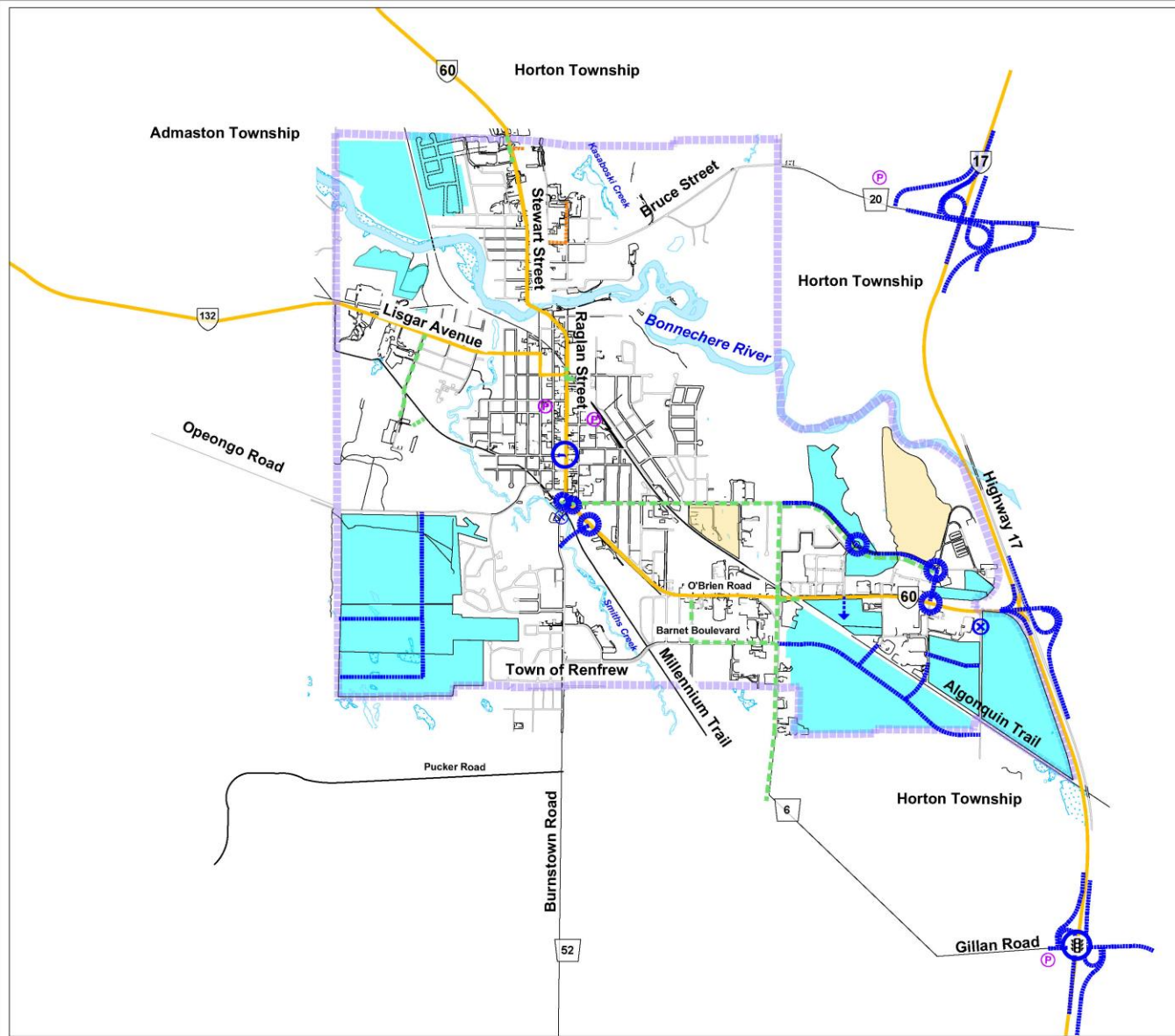


Renfrew

Master Transportation Plan

Legend

-  Roadway Projects
-  Roundabout
-  Signals and left-turn lanes
-  Road Closure
-  Left Turn
-  Roadway Extension
-  Parking Lot
-  Multi-use Pathway
-  Sidewalks
-  Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.
-  Brownfield Areas (previously developed land that is currently vacant)



Project Prioritization Short Term 0-10 Years

NTS
September 2024





Renfrew

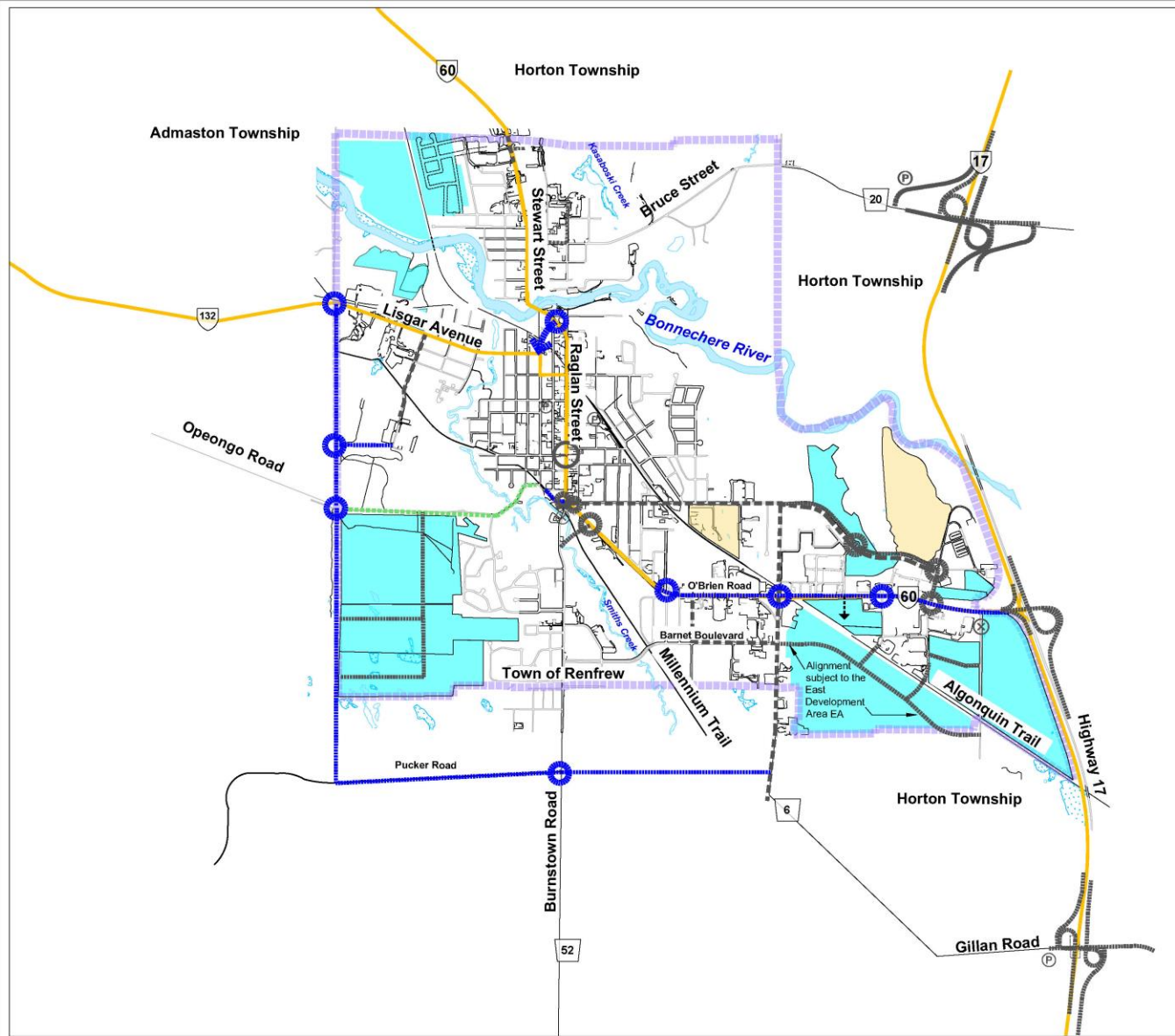
Master Transportation Plan

Legend

- Medium Term Roadways
- Short Term Roadways (Highway 417 interchanges by MTO)
- Medium Term Roundabout
- Short Term Roundabout
- Short Term Road Closure
- Short Term Left Turn
- Short Term Roadway Extension
- Medium Term Multi-use Pathway
- Short Term Multi-use Pathways
- Short Term Sidewalks
- Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.
- Brownfield Areas (previously developed land that is currently vacant)

Project Prioritization Medium Term 10-20 Years

NTS
September 2024

















Renfrew

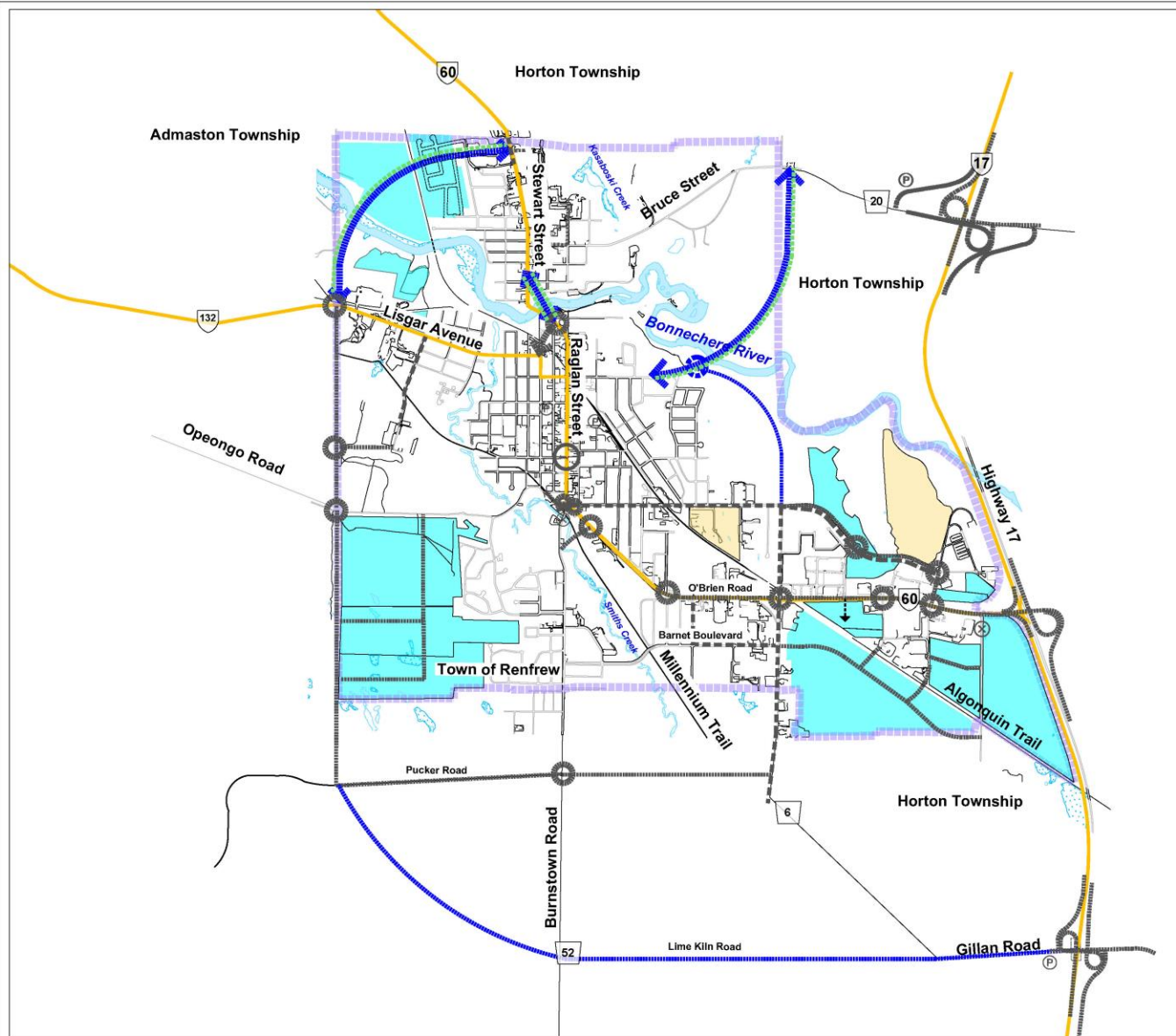
Master Transportation Plan

Legend

-  Long Term Road Projects
-  Medium and Short Term Roadway Projects
-  Long Term Roundabout
-  Medium and Short Term Roundabout
-  Short Term Road Closure
-  Short Term Left Turn
-  Short Term Roadway Extension
-  Long Term Multi-use Pathways
-  Multi-use Pathways
-  Sidewalks
-  Development Areas
Source: Town of Renfrew Official Plan January 2018 Schedule 'A'.
-  Brownfield Areas (previously developed land that is currently vacant)

Project Prioritization Long Term 20+ Years

NTS
September 2024





Renfrew

Master Transportation Plan

Legend

- Existing Multi Use Pathway (MUP)/Abandoned Railway Trails
- New MUP/Active Transportation
- Proposed Parking
- New Sidewalks

Active Transportation and Parking

NTS
September 2024

