

# Welcome!



## North Grenville Mobility Master Plan (MMP)

Public Information Session #2 . May 2026



# Project Overview



## What is a Mobility Master Plan?

A Mobility Master Plan (MMP) is a **long-term plan** that will help **guide the development and expansion** of the Municipality of North Grenville's **transportation system** for the **next 20 years and beyond**. The MMP will **set strategies and policies** that **support planned growth** and establish and align with the community's transportation vision. It will also **identify infrastructure projects to support travel** throughout North Grenville - whether by cycling, walking, transit, driving or other modes of transportation.

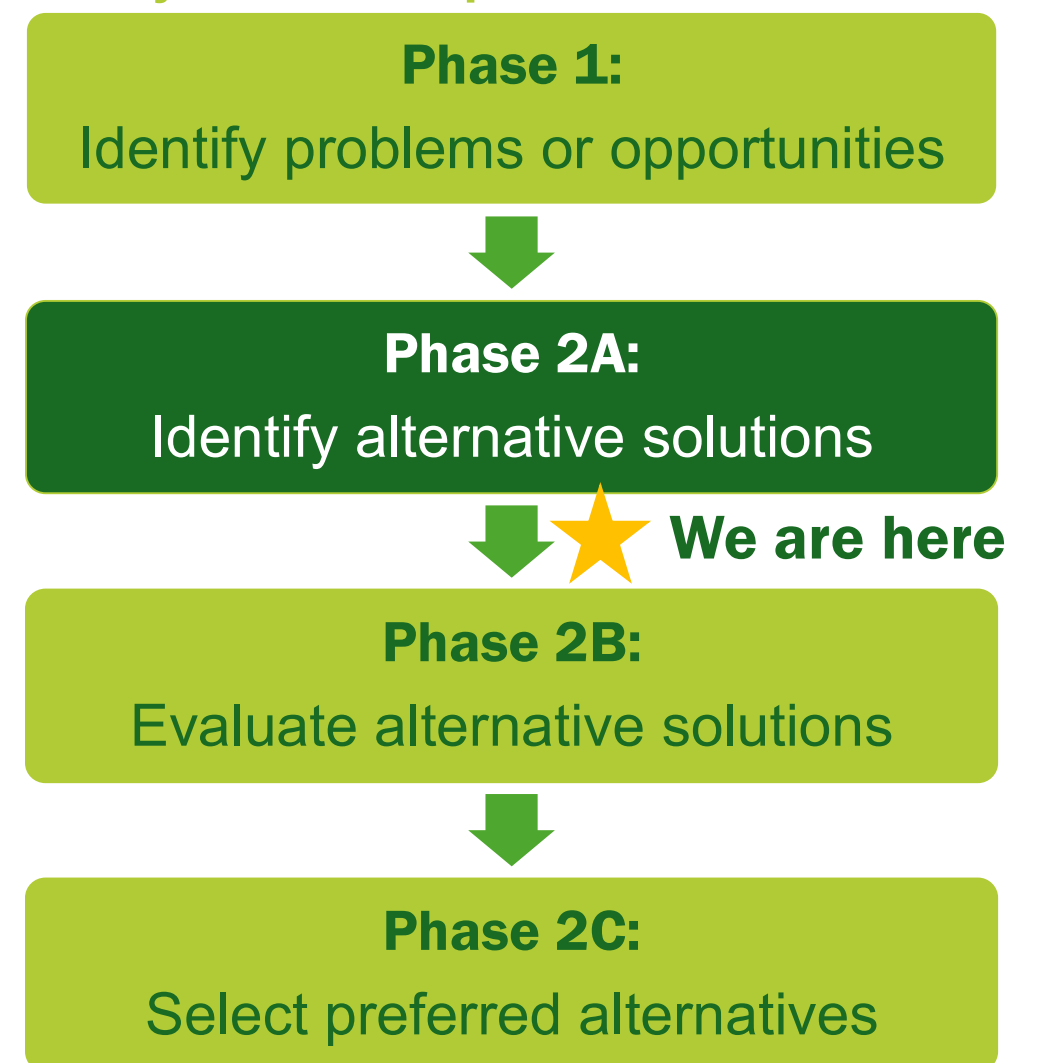
## Why Undertake this Study?

- North Grenville is growing and changing.
- Within the next 20 years, more people are anticipated to move here, and more visitors are expected to experience the area's landmarks and attractions.
- Travel preferences are shifting, with increasing demand for active transportation options.
- North Grenville wants to provide a safe, efficient transportation system that can accommodate these demands and connects the community to its many assets.

## Study Process

The Mobility Master Plan is following the Municipal Class Environmental Assessment Process for Master Plans for Phases 1 and 2:

**Project Start: September 2025**



**Project End: September 2026**

# MMP Foundations – Vision & Goals



During the first round of public engagement, we asked the community for input to help draft a **Vision for the future of Mobility in North Grenville** and a series of supporting **Mobility Goals**. Based on your feedback, we have developed the following Vision statement and Goals to guide the development of the Mobility Master Plan.


## Mobility Vision


*“North Grenville is focused on providing an integrated, accessible and connected transportation and mobility system that is responsive and reflective of municipal priorities around growth and sustainability. People are able to move with ease both now and in the future, giving them choice no matter the trip type, purpose or destination.”*

## Mobility Goals

- Improved Safety
- Cost Effective
- Enhanced Connectivity
- Responsive to Environmental Impact
- Well Managed & Maintained
- Responsive to Growth & Development
- Prioritization of Accessibility for Vulnerable Road Users

Do you support the Mobility Vision & Goals? If you have any suggestions or changes, please use a post-it note to share ideas!






 Looks good to me!

 I have a suggestion!

# Evaluating Transportation Solutions



We will be proposing different **transportation solutions** – such as new road connections, transit service, or active transportation infrastructure. Before transportation solutions are selected options / alternatives will be evaluated. We have developed the following **evaluation criteria** to help determine which projects should proceed i.e. those that provide the greatest benefits while minimizing negative impacts:

Criteria	Considerations / Indicators
 <b>Nature &amp; Climate</b>	Supports Mode Share Targets Climate Adaptation and Resilience Ecological Impact and Emissions
 <b>Growth &amp; Development</b>	Access to Local Businesses Supportive of Future Growth Access to Employment Areas
 <b>Mobility &amp; Safety</b>	Mitigation of Conflict Areas Transportation Level of Service Support for Active Modes
 <b>Equity &amp; Social</b>	Supports Access for High Needs Areas Supports Vulnerable Users Compliance with Heritage Policies Connectivity to Key Destinations
 <b>Feasibility &amp; Management</b>	Property Impacts Economies of Scale Operational and Capital Costs

Are there criteria we have missed, or criteria you would change?

# Active Transportation Network Problems & Alternatives

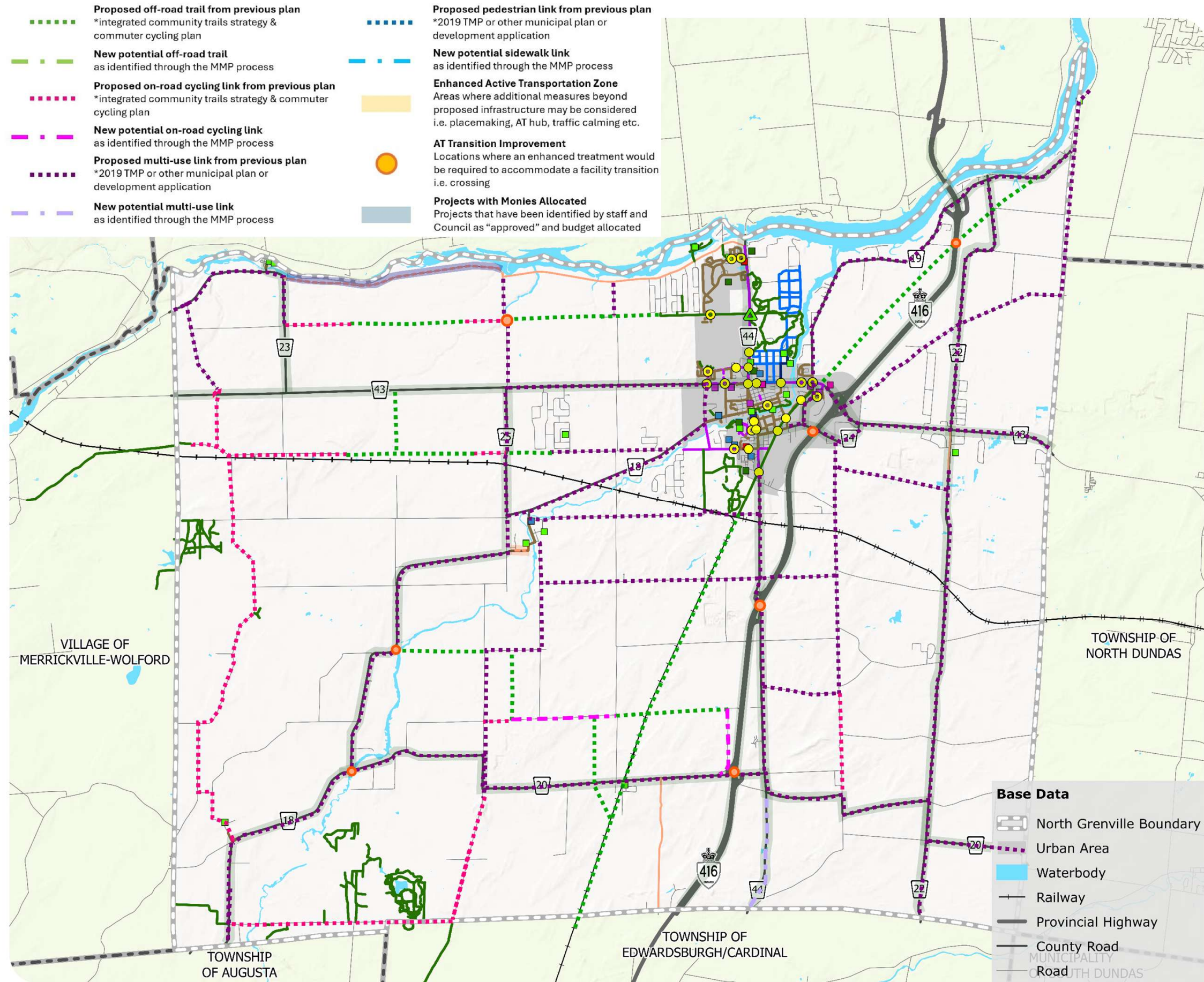


The following are the Active Transportation problems that have been identified in North Grenville. They were developed based on input from the first round of engagement, research and publicly available information. Please review the **Active Transportation Problems** and use the dot stickers to identify how important these problems are for the MMP to address.

Active Transportation Problems	Very Important	Somewhat Important	Not Important
Focus the majority of rural cycling network on County Roads with limited budget and capacity to implement.			
Direct connection to surrounding municipalities and areas of employment (i.e., Ottawa).			
Isolated trail linkages throughout rural areas of the Municipality.			
Lack of sidewalk connectivity and safe access in and around vulnerable areas such as schools.			
Reliance on signage when separated or designated infrastructure is needed			
Safe and accessible crossings of major infrastructure to provide access to major destinations.			
Condition of current infrastructure is not considered appropriate for the demand that is experienced.			
Missed opportunities for coordination and collaboration with area partners to expand the trail network.			
Insufficient design of entry and exit points of trails leading to lack of awareness of opportunity / facility.			
Pedestrian access and connectivity challenges into and outside of the downtown core.			
Lack of amenities at major active transportation destinations beyond bicycle parking.			
Integrating transit and active transportation not fully realized or designated in certain areas.			

# Active Transportation Network Candidate Solutions

Are there priority linkages? Are there linkages that should not be pursued? Are there missing linkages? **Use a post-it note to share ideas!**



## MOBILITY MASTER PLAN

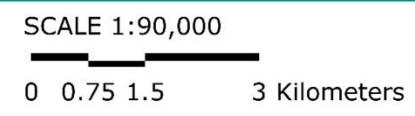
### EXISTING AND PLANNED ACTIVE TRANSPORTATION NETWORK- NORTH GRENVILLE

#### Major Destination

- Hospital
- Library
- Municipal
- Park
- Recreation
- School
- Shopping
- Shopping Future

#### Existing and Planned Active Transportation

- Pedestrian Crossover
- Planned Pedestrian Crossover
- ▲ Planned Intersection Pedestrian Signal
- Maintained Ferguson Forest Centre Roadway (year-round)
- Ferguson Forest Centre Roadway
- Trail
- - - Planned Trail
- Sidewalk
- - - Planned Sidewalk
- Multi-Use Path
- - - Planned Multi-Use Path
- Paved Shoulder
- - - Planned Paved Shoulder



MAP DRAWING INFORMATION:  
DATA PROVIDED BY MNR, LIO, The Township of North Grenville  
Imagery by ESRI

MAP CREATED BY: DU  
MAP CHECKED BY: JA  
MAP PROJECTION: NAD 1983 CSRS UTM Zone 18N

- #### Base Data
- North Grenville Boundary
  - Urban Area
  - Waterbody
  - +— Railway
  - Provincial Highway
  - County Road
  - Road

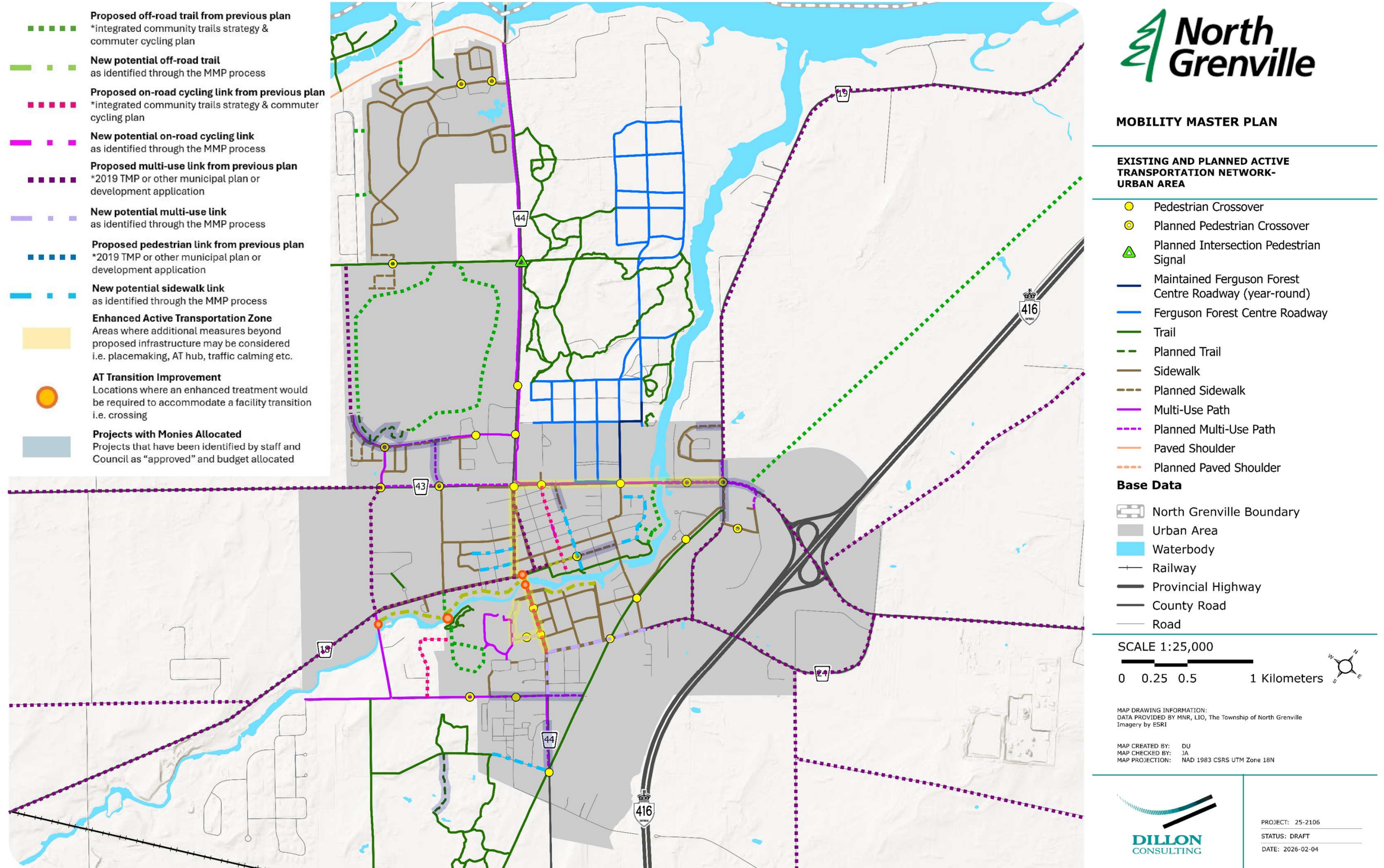


PROJECT: 25-2106  
STATUS: DRAFT  
DATE: 2026-02-04

FILE LOCATION: K:\2025\252106\Project\Client\252106 North Grenville TMP\252106 North Grenville TMP.aprx

# Active Transportation Network Candidate Solutions

Are there priority linkages? Are there linkages that should not be pursued? Are there missing linkages? **Use a post-it note to share ideas!**



# Alternative Solutions Overview



Various "**Problems**" have been identified with North Grenville's future mobility networks. For each problem, various of "**Alternative Solutions**" have been identified to address the issue. These alternatives generally fall into the following categories:



**“Do Nothing”** - This is the baseline. This scenario assesses what would happen if no changes are made to the existing road, intersection, vehicle fleet, routes, or days and hours of operation.



**Service Enhancement** - These are operational upgrades designed to improve the availability, reliability, and reach of the transit system.



**Transportation Demand Management (TDM)** - These are infrastructure (i.e., active transportation hubs, bicycle parking, signage and/or wayfinding, placemaking, etc.), policies, programs and partnerships designed to change how, when, and where people travel to reduce overall traffic. In simple terms, it is about making alternative modes of travel (transit, active transportation, etc.) more convenient, affordable, and attractive so fewer people rely on personal vehicles.



**Transportation System Management (TSM)** - These are operational upgrades designed to make existing roads run more efficiently and safely *without* making the road physically wider.



**Infrastructure Enhancements** - These are major construction projects designed to physically increase the capacity or connectivity of the network. Examples include widening the road from two lanes to four lanes, building an active transportation facility, or building a brand-new road or bridge.

# Local Transit Network Problems & Alternatives

Please place a sticker next to the one or two alternative(s) that you support.  
Use a post-it note if you have any comments, concerns, or other ideas regarding this problem and the proposed alternatives.



## Problem

North Grenville currently has an on-demand transit service for intra-municipal trips. However, public feedback indicates that this service faces reliability challenges (such as delays and no-shows) and has no late-night service.

Alternative Overview	Alternative Description	Input
Alternative 1 - "Do Nothing"	Maintain the existing on-demand vehicle fleet and the current days and hours of operation.	
Alternative 2 - Service Enhancement	Investigate on-time performance to determine the root cause of the reliability concerns.	
Alternative 3 - Service Enhancement	Increase the number of on-demand transit service vehicles that are operating at any given time.	
Alternative 4 - Service Enhancement	Increase the operating hours of the on-demand transit service to include late night service on Fridays and Saturdays.	
Alternative 5 - Transportation Demand Management	Investigate municipal opportunities to support a local taxi or ride-share service (e.g., Uber) to help fill mobility gaps.	

# Commuter Transit Problems & Alternatives

Please place a sticker next to the one or two alternative(s) that you support.  
Use a post-it note if you have any comments, concerns, or other ideas regarding this problem and the proposed alternatives.



## Problem

North Grenville currently has a fixed-route commuter transit connection to Ottawa. However, the service has limited capacity and only operates two trips in the morning and two trips in the evening, Monday to Friday.

Alternative Overview	Alternative Description	Input
Alternative 1 - "Do Nothing"	Maintain the existing capacity and schedule for the commuter route between North Grenville and Ottawa.	
Alternative 2 - Service Enhancement	Increase the capacity, frequency, or operating hours of the fixed-route connection to Ottawa to accommodate future commuting demands and provide more flexibility.	
Alternative 3 - Service Enhancement	Increase the number of trips by adding additional trips before and/or after the existing trips.	
Alternative 4 - Service Enhancement	Increase the number trips by increasing the frequency of trips within the existing time window.	
Alternative 5 – Service Enhancement	Expand the days of operation of the fixed route service to include Saturday and Sunday service.	

# Road Network Problems & Alternatives

Please place a sticker next to the one or two alternative(s) that you support.  
Use a post-it note if you have any comments, concerns, or other ideas regarding this problem and the proposed alternatives.



## Problem

Projected 2046 traffic volumes indicate that County Road 43 between Somerville Road and County Road 44 will be approaching capacity and/or operating over capacity.



## County Road 43 - Somerville Road to County Road 44

Alternative Overview	Alternative Description	Input
Alternative 1 - "Do Nothing"	Maintain the existing two-lane road and intersection configurations.	
Alternative 2 - Transportation Demand Management	Implement TDM infrastructure (i.e., active transportation hubs, bicycle parking, signage and/or wayfinding, placemaking, etc.) to encourage alternative travel modes. Specific policy and/or programming recommendations will be addressed in the TDM strategy section of the MMP.	
Alternative 3 - Infrastructure Enhancement	Widen the corridor from two-lanes to four-lanes between Somerville Road to County Road 44.	

# Road Network Problems & Alternatives

Please place a sticker next to the one or two alternative(s) that you support.  
Use a post-it note if you have any comments, concerns, or other ideas regarding this problem and the proposed alternatives.



## Problem

Projected 2046 traffic volumes indicate that County Road 44 will be operating over capacity between River Road and County Road 43.



## County Road 44 - River Road to County Road 43

Alternative Overview	Alternative Description	Input
<b>Alternative 1 - "Do Nothing"</b>	Maintain the existing two-lane road and intersection configurations.	
<b>Alternative 2 - Transportation Demand Management</b>	Implement TDM infrastructure (i.e., active transportation hubs, bicycle parking, signage and/or wayfinding, placemaking, etc.) to encourage alternative travel modes. Specific policy and/or programming recommendations will be addressed in the TDM strategy section of the MMP.	
<b>Alternative 3 - Transportation System Management</b>	Recommend that the County conduct a further technical study (in collaboration with the Municipality) to determine the workability of implementing strategies to increase roadway capacity within its current footprint. Such measures could include but are not limited to a centre left turn lane or intersection upgrades.	
<b>Alternative 4 - Infrastructure Enhancement</b>	Recommend that the County conduct a further technical study (in collaboration with the Municipality) to determine the workability of implementing strategies to increase roadway capacity within its current footprint. Such measures could include but are not limited to intersection upgrades or reconstruction to a four-lane corridor with additional travel lanes.	

# Road Network Problems & Alternatives

Please place a sticker next to the one or two alternative(s) that you support.  
Use a post-it note if you have any comments, concerns, or other ideas regarding this problem and the proposed alternatives.



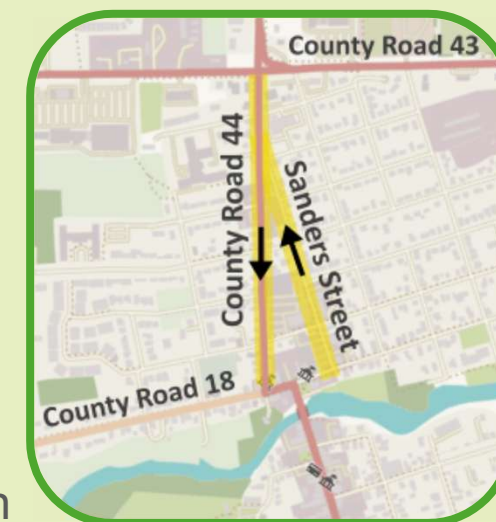
## Problem

Traffic volumes are expected to increase significantly along the County Road 44 corridor by 2046. Projected 2046 traffic volumes indicate the corridor will be over capacity between County Road 43 and County Road 18.



## County Road 44 - County Road 43 to County Road 18

Alternative Overview	Alternative Description	Input
<b>Alternative 1 - "Do Nothing"</b>	Maintain the existing two-lane road and intersection configurations.	
<b>Alternative 2 - Transportation Demand Management</b>	Implement TDM infrastructure (i.e., active transportation hubs, bicycle parking, signage and/or wayfinding, placemaking, etc.) to encourage alternative travel modes. Specific policy and/or programming recommendations will be addressed in the TDM strategy section of the MMP.	
<b>Alternative 3 - Transportation System Management</b>	Convert Sanders Street to one-way northbound and Rideau Street (County Road 44) south of Sanders Street to one-way southbound. This increases capacity by removing conflicting vehicles for left turns and frees up space to add active transportation facilities on both Sanders Street and Rideau Street.	



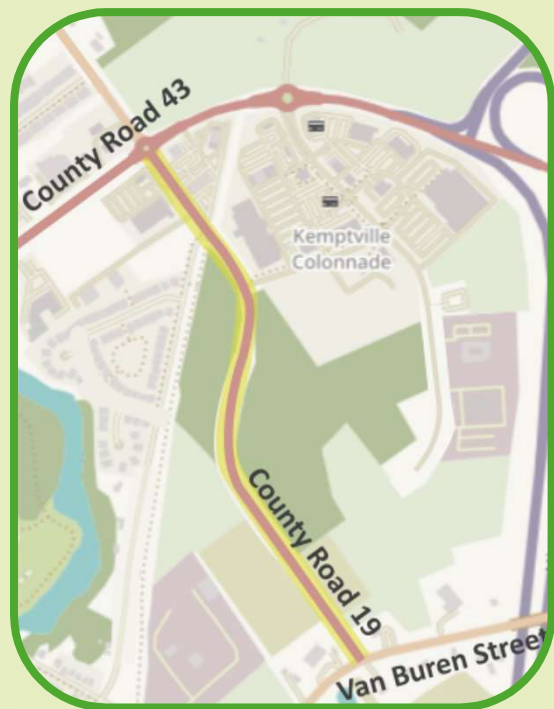
# Road Network Problems & Alternatives

Please place a sticker next to the one or two alternative(s) that you support.  
Use a post-it note if you have any comments, concerns, or other ideas regarding this problem and the proposed alternatives.



## Problem

Projected 2046 traffic volumes indicate that County Road 19 will be over capacity between County Road 43 and Van Buren Street.



## County Road 19 - Van Buren Street to County Road 43

Alternative Overview	Alternative Description	Input
<b>Alternative 1 - "Do Nothing"</b>	Maintain existing cross-section and intersection configuration along the corridor.	
<b>Alternative 2 - Transportation Demand Management</b>	Implement TDM infrastructure (i.e., active transportation hubs, bicycle parking, signage and/or wayfinding, placemaking, etc.) to encourage alternative travel modes. Specific policy and/or programming recommendations will be addressed in the TDM strategy section of the MMP.	
<b>Alternative 3 - Transportation System Management</b>	Recommend that the County conduct a further technical study (in collaboration with the Municipality) to determine the workability of implementing strategies to increase roadway capacity within its current footprint. Such measures could include but are not limited to a centre left turn lane or intersection upgrades.	
<b>Alternative 4 - Infrastructure Enhancement</b>	Recommend that the County conduct a further technical study (in collaboration with the Municipality) to determine the workability of implementing strategies to increase roadway capacity within its current footprint. Such measures could include but are not limited to intersection upgrades or reconstruction to a four-lane corridor with additional travel lanes.	

# Road Network Problems & Alternatives

Please place a sticker next to the one or two alternative(s) that you support.  
Use a post-it note if you have any comments, concerns, or other ideas regarding this problem and the proposed alternatives.






## Problem

Significant residential development is planned for the Northwest Quadrant. Currently, the proposed collector road connections to County Road 44 (De Pencier Drive and Commercial Way) are very close together, likely resulting in traffic flow and operational issues, or restricted turning movements.



## Northwest Quadrant Connectivity

Alternative Overview	Alternative Description		Input
<b>Alternative 1 - "Do Nothing"</b>	Implement the road network currently shown in the Official Plan plus the connection to the eQuinelle subdivision.		
<b>Alternative 2 - Infrastructure Enhancement</b>	Build a new road connection north of the North Grenville Fire Station. The proposed connection to Commercial Way would be removed.		
<b>Alternative 3 - Infrastructure Enhancement</b>	Build a new road connection north of Kemptville Public School. The proposed connection to Commercial Way would be removed.		
<b>Alternative 4 - Infrastructure Enhancement</b>	Build a new road connection by extending Pratt Road (via the unopened Settler's Trail road allowance) to County Road 44. The proposed connection to Commercial Way would be removed.		

# Road Network Problems & Alternatives

Please place a sticker next to the one or two alternative(s) that you support.  
Use a post-it note if you have any comments, concerns, or other ideas regarding this problem and the proposed alternatives.



## Problem

The Colonnade Retail Centre is currently only accessible via the Colonnade Drive roundabout and Ryans Well Drive. Delays have been noted at the County Road 19 and Ryans Well Drive intersection. As the development expands, traffic demands will increase.

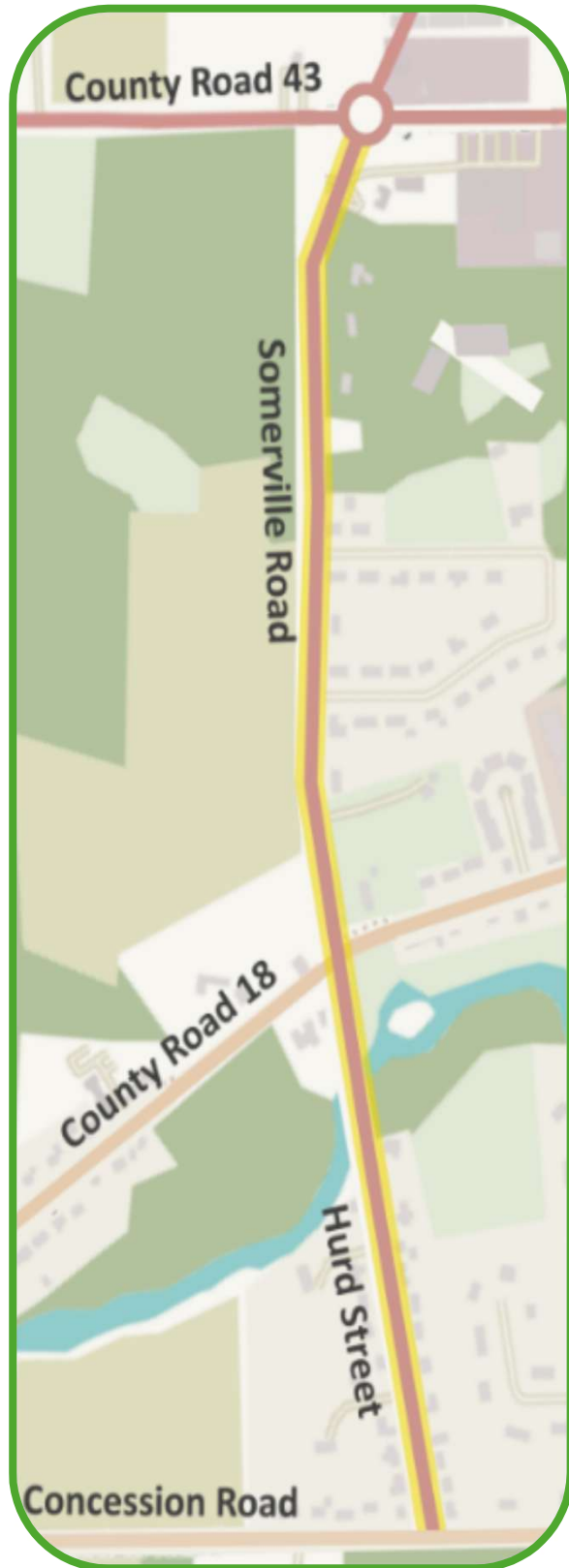


## Colonnade Retail Centre

Alternative Overview	Alternative Description		Input
Alternative 1 - "Do Nothing"	Make no changes to the existing access points at Colonnade Drive/County Road 43 and Ryans Well Drive/County Road 19.		
Alternative 2 - Infrastructure Enhancement	Re-align the north end of Wellington Road so that it intersects County Road 19 directly at Ryans Well Drive, creating a more direct connection into the development.		
Alternative 3 - Infrastructure Enhancement	Build a new road connection by extending Colonnade Drive to County Road 19.		
Alternative 4 - Infrastructure Enhancement	Construct a new road between County Road 19 and Wellington Road.		

# Road Network Problems & Alternatives

Please place a sticker next to the one or two alternative(s) that you support.  
Use a post-it note if you have any comments, concerns, or other ideas regarding this problem and the proposed alternatives.



## Sommerville Road / Hurd Street

### Problem

A planned roundabout at of County Road 43 & Somerville Road will create a new connection into the Northwest Quadrant residential development. This new connection is expected to increase traffic volumes on Somerville Road and Hurd Street as vehicles travel between the northern developments (Northwest Quadrant and eQuinelle) and the numerous schools and hospital located around Concession Road to the south. Currently, Somerville Road / Hurd Street has a narrow two-lane cross-section with no shoulders, which will not safely support this expected growth in traffic.

Alternative Overview	Alternative Description	Input
Alternative 1 - "Do Nothing"	Make no changes to the existing narrow cross-section of Somerville Road / Hurd Street.	
Alternative 2 – Infrastructure Enhancement	Upgrade the roadway elements (widen lanes, add shoulders, and Active Transportation facilities) to align with the roads existing Collector Road classification type.	

# Road Network Problems & Alternatives

Please place a sticker next to the one or two alternative(s) that you support.  
Use a post-it note if you have any comments, concerns, or other ideas regarding this problem and the proposed alternatives.



## Problem

Traffic operations and parking on Reuben Crescent are currently a challenge. A lack of clear markings and signage for travel lanes, parking, and walking areas creates confusion and leads to improper use of the road space.



## Reuben Crescent

Alternative Overview	Alternative Description	Input
<b>Alternative 1 - “Do Nothing”</b>	Make no changes to the existing cross-section of Reuben Crescent.	
<b>Alternative 2 – Transportation Demand Management</b>	Implement TDM infrastructure (i.e., active transportation hubs, bicycle parking, signage and/or wayfinding, placemaking, etc.) to encourage alternative travel modes. Specific policy and/or programming recommendations will be addressed in the TDM strategy section of the MMP.	
<b>Alternative 3 – Transportation System Management</b>	Reconstructing the street to include curbs and gutters while keeping it a two-way street. Adds a continuous sidewalk on the west side, install new street lighting, and construct the two planned pedestrian crossings in the vicinity of the curling club.	
<b>Alternative 4 – Transportation System Management</b>	Reconstruct the street to include curbs and gutters and convert the street to one-way street (flowing from north to south). Add a dedicated parking lane on the east side and a Multi-Use Pathway on the west side. Install new street lighting and construct the two planned pedestrian crossings in the vicinity of the curling club.	

# Road Network Problems & Alternatives

Please place a sticker next to the one or two alternative(s) that you support.  
Use a post-it note if you have any comments, concerns, or other ideas regarding this problem and the proposed alternatives.



## Problems

1) The intersection of Rideau St. & Sanders St. creates several stop-controlled approaches and turning movements that create confusion.

2) The intersections of Clothier St. & Rideau St., and Clothier St. & Prescott St. are closely spaced intersections that require vehicles to make quick left and right turns.



## The “Downtown Triangle”

Alternative Overview	Alternative Description	Input
<b>Alternative 1 - “Do Nothing”</b>	Make no changes to the existing ‘downtown triangle’.	
<b>Alternative 2 – Transportation Demand Management</b>	Convert Sanders Street to one-way northbound and Rideau Street (south of Sanders Street) to one-way southbound. This eliminates the westbound right turn (the tightest and most constrained turning movement) at the Rideau Street and Clothier Street intersection.	
<b>Alternative 3 – Infrastructure Enhancement</b>	Close and eliminate the Sanders Street one-way northbound merge between Georgiana Street and Rideau Street.	
<b>Alternative 4 – Infrastructure Enhancement</b>	Re-align Rideau Street (south of Alma Street) so that it connects directly to Prescott Street.	

# Other elements that will be addressed in the MMP



## Update the Road Network Hierarchy/ Classifications

Update the North Grenville Road hierarchy, implementing a complete streets/multimodal and high-level climate risk philosophy.



1

## Update the Speed Limit and Traffic Calming Policies

Update the North Grenville 'Speed Limit Policy' and 'Traffic Calming Policy' in relation to the municipality's current context (urban vs rural, Gateway Signage and Speed Display Device Programs).



2

## Transportation Demand Management (TDM) Strategy

Develop a strategy to support the reduction of single-occupant vehicle use, including policies and programs, and recommend clear roles for all partners in promoting car-pooling, transit use, cycling, and pedestrian activity.



3

## Strategic Transportation Policies and Actions

Develop strategic transportation policy recommendations to align with the MMP Vision and to support sustainable and resilient design in development and public infrastructure projects.



4

## Project Costing

Prepare cost estimates for the identified capital projects based on benchmark unit cost information.



5

## Implementation Strategy

Develop an implementation strategy to proposed horizons / timelines for implementation to align with growth and development and to support coordinated efforts by the Municipality and its partners.



6

# Any other thoughts, questions or input?



Is there **anything else you would like to ask or share** when it comes to the future of mobility in North Grenville?  
Use a post-it and pen to write down your thoughts, ideas and comments.

# Next Steps



## Technical next steps include:

- Compile and document your input and feedback received through this round public engagement.
- Assess the alternative transportation solutions using the evaluation criteria.
- Select the preferred alternatives.
- Strategic updates / meetings with partners.
- Posting of summaries and plan information to the project web page.

## Who can you contact?

### Colleen Kennedy

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**Visit us on the project page to  
receive study updates**

[www.northgrenville.ca/mobilitymasterplan](http://www.northgrenville.ca/mobilitymasterplan)

# Thank you for participating and contributing!