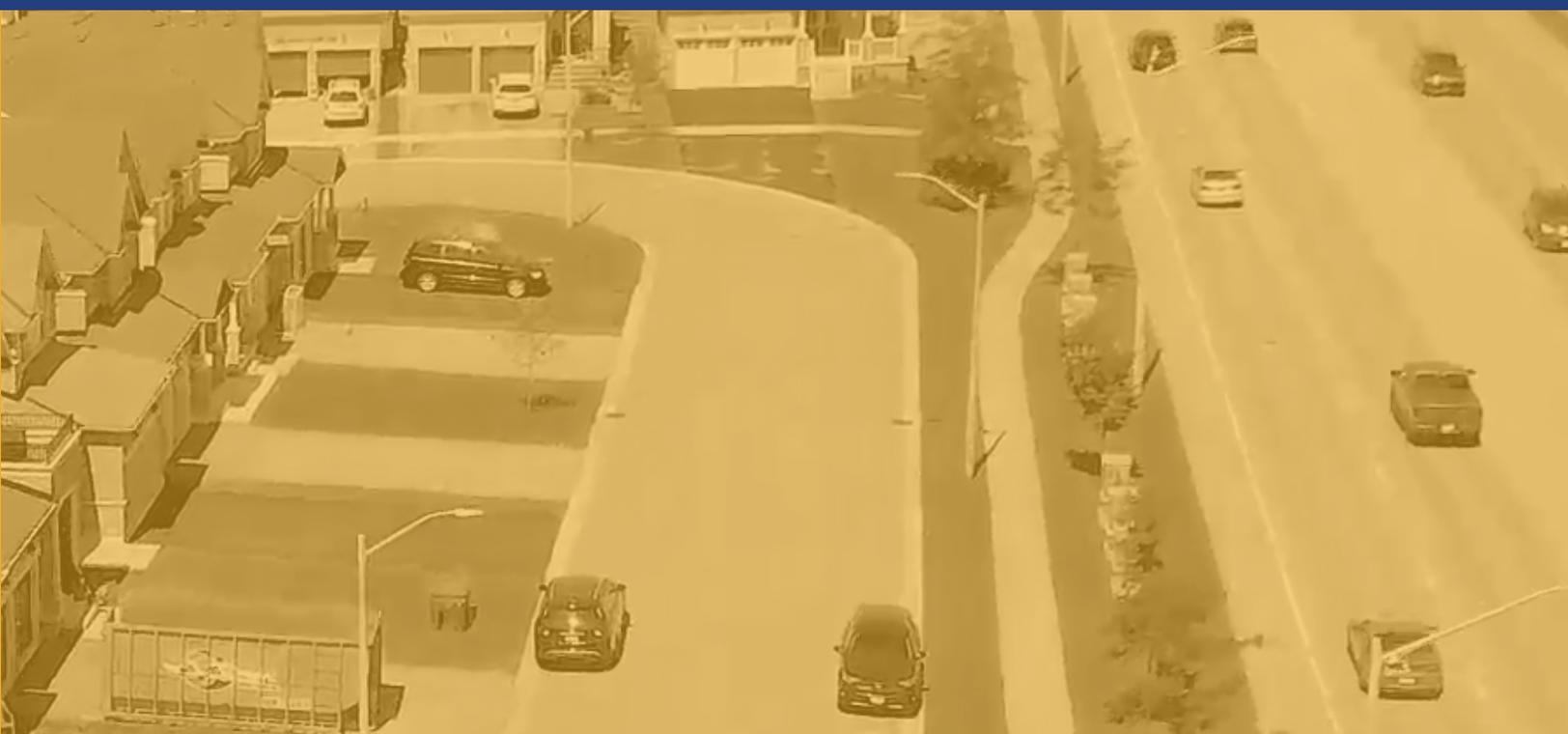




# Appendix J

Complete Streets Policy



**BURNSIDE**



**Innisfil**

# Appendix J | Complete Street Policy Update

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**Date:** July 12, 2022 **Project No.:** 300053011.0000  
**Project Name:** Innisfil Transportation Master Plan Update  
**To:** Town of Innisfil  
**From:** R.J. Burnside & Associates Limited

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## 1.0 Introduction

### 1.1 What is Complete Streets?

The guiding principles of complete streets aims to effectively integrate the various functions of streets through a design process. Complete streets guidelines serve as a holistic decision-making tool in ensuring that the transportation network can be equitably and safely shared between all road users (e.g., auto drivers, transit riders, cyclists, pedestrians, persons with disabilities, etc.). This approach is becoming increasingly important given the need to accommodate a wider range of modes in support of a more sustainable and multimodal transportation network.

*“Complete Streets are streets that are safe for all users, regardless of age, ability, income, race, ethnicity, or mode of travel. By using a Complete Streets approach to designing road networks, we can create spaces that allow all users to thrive — not only motorists.”*

*The Centre for Active Transportation (TCAT)*

### 1.2 Purpose

For the 2022 Transportation Master Plan, the Town’s Complete Streets Guidelines were reviewed. The following updates to the Complete Streets typologies are proposed:

- **Neighbourhood Connector – Retrofit:** Based on discussions with the Town, these roads generally have lower volumes and do not warrant the cost of a painted buffer. Town residents are also not used to the parking lane between the bike lane and the travel lane. These changes are reflected in Section 3.0: Complete Street Typologies and Recommended Application.
- **Neighbourhood Connector – Conceptual Application C (New Road):** Based on the 2021 update of OTM Book 18, a continuous detectable tactile buffer is recommended when sidewalk and cycle tracks are adjacent and at the same elevation. This tactile buffer should be cane-detectable and visually contrasting. A recommended width of the buffer is 0.6 m,

however a narrower buffer may be used in constraint areas. These changes are reflected in Section 3.0: Complete Street Typologies and Recommended Application.

## **2.0 Town of Innisfil Context**

### **2.1 Road Classification and Right-of-Way**

Schedule C of the Town's Official Plan contains road classifications for Town roads. Road classifications are related to land use planning and should be considered in tandem with transit, active transportation and roadway safety for each road classification category. The Town also aims to achieve right-of-way widths and provide the appropriate number of lanes to support the road classifications as set out in the Official Plan. Necessary right-of-way widths will be acquired by Town development processes.

General descriptions of the Town's road classifications are provided below.

#### **Provincial Highways**

- Are roadways under Provincial jurisdiction.
- Are roadways intended to serve large volumes of inter-regional and long-distance traffic at high speeds.
- Are roadways of high-speed design with uninterrupted flow, with access only achieved through grade separated interchanges, designated by the Ministry of Transportation as Controlled Access Highways.
- Direct access to a controlled access highway will not be permitted and all developments located adjacent to a Provincial Highway will require approval from the Ministry of Transportation.

#### **County Arterials**

- Are roadways under Simcoe County jurisdiction typically with 36 – 40 m right-of-way.
- Serve moderate to high volumes of medium to long distance inter and intra-regional traffic at moderate speeds and will provide access to major attraction centres and facilitate access to or from highways.
- Primary truck and goods movement routes.

#### **Town of Innisfil Arterials**

- Are roadways under Town jurisdiction.
- Serve moderate to high volumes of medium to long distance inter and intra-regional traffic at moderate speeds and will support the County road system.
- Will generally be designed to accommodate a high degree of separation for cycling facilities, where appropriate.

#### **Major Collectors**

- Are roadways under the Town's jurisdiction.

- Serve moderate volumes of short distance traffic between local and arterial roads at moderate speeds.
- Will serve as truck and goods movement routes along industrial roads. Otherwise, through traffic will generally be discouraged from using these roadways.
- Will generally have a minimum 26 m road allowance with a 2 to 4 lane capacity.
- Will generally be designed to accommodate a high degree of separation for cycling facilities, where appropriate.

### **Minor Collectors**

- Are roadways under the Town's jurisdiction.
- Serve low to moderate volumes of short distance traffic between local and arterial roads at moderate speeds.
- Through traffic will be discouraged from using these roadways.
- Will generally have a minimum of 23 road allowance with a 2 lane capacity.
- Will generally be designed to accommodate some degree of separation for cycling facilities, where appropriate.

### **Local Roads**

- Are roadways under the Town's jurisdiction.
- Serve local traffic only and provide connections to collector roadways at low speeds.
- Through traffic will be discouraged from using these roadways.
- Will generally have a 20 m road allowance with a 2-lane capacity.

## **2.2 Complete Street Typologies**

The current Town of Innisfil Complete Streets Policy and Guidelines contains eight street typologies associated with right-of-way widths. Each typology contain examples of a conceptual application for a new road or a retrofit to an existing road. The Complete Street typologies include:

- Neighborhood residential streets.
- Neighborhood residential (rural).
- Neighborhood connector streets.
- Neighborhood collector streets (rural).
- Downtown commercial streets.
- Urban thoroughfare.
- Industrial / employment streets.
- Rural Street.

These typologies and their typical properties are summarized in Table J-1.

**Table J-1: Summary of Complete Street Typologies and Typical Properties**

	<b>Neighborhood residential streets</b>	<b>Neighborhood residential streets (rural)</b>	<b>Neighborhood connector streets</b>	<b>Neighborhood collector streets (rural)</b>	<b>Downtown commercial streets</b>	<b>Urban thoroughfare</b>	<b>Industrial / employment streets</b>	<b>Rural Street</b>
Suitable OP Schedule C road classifications	Local Road	Local Road	Minor Collector Major Collector	Minor Collector Major Collector	Major Collector Town Arterial	Major Collector Town Arterial	Major Collector	Local Road
Typical AADT	<1000 vehicles per day	<1000 vehicles per day	1000 – 5000 vehicles per day	1000 – 5000 vehicles per day	> 5000 vehicles per day	> 5000 vehicles per day	> 1000 vehicles per day	<5000 vehicles per day
Potential TOI Design Standards Cross Sections	Urban Local Road (TOI 201) Window Street (TOI 202)	Rural Local Road (TOI 207)	Urban Minor Collector Road (TOI 203) Urban Major Collector Road (TOI 204)	Rural Local Road (TOI 207)	Urban Major Collector Road (TOI 204) Urban Arterial Road (TOI 205)	Urban Major Collector Road (TOI 204) Urban Arterial Road (TOI 205)	Urban Local Road (TOI 201) Urban Industrial Road (TOI 206) Rural Industrial Road (TOI 208)	Rural Local Road (TOI 207)
Typical right-of-way	20 m	20 m	20 m retrofit / 26 m new road	20 m retrofit / 26 m new road	20 m retrofit / 30 m new road	26 m retrofit / 30 m new road	26 m	20 m
Recommended Posted Speeds	40 km/hour or less	40 km/hour or less	40 km/hr – 50 km/hr	40 km/hr – 50 km/hr	40 km/hr – 50 km/hr	50 km/hr – 60 km/hr	50 km/hr – 60 km/hr	50 km/hr – 80 km/hr
Typical predominant adjacent land uses	Low Density Residential	Low Density Residential, Agricultural	Low to Medium Density Residential, Institutional	Low to Medium Density Residential, Institutional, Agricultural	Mixed-use, Commercial, Institutional, Medium to High Density Residential	Low to Medium Density Residential, Institutional, Agricultural	Industrial, Mixed-use, Provincially Significant Employment Zones	Agricultural
Traffic Calming	Suitable	Suitable	Suitable	Suitable	Suitable	Not suitable	Not suitable	Not suitable
Accommodation of cyclists	Shared or minimal separation	Shared or minimal separation	Shared or minimal separation	Shared or minimal separation	Moderate separation	High degree of separation	High degree of separation	Minimal to high degree of separation depending on land use context, traffic volumes, etc.
Accommodation of goods movement	Local deliveries only	Local deliveries only	Local deliveries only	Local deliveries only	Accommodate truck traffic if necessary	Accommodate truck traffic if necessary	Accommodate truck traffic	Accommodate truck traffic if necessary

### 3.0 Complete Street Typologies and Recommended Application

In addition to the summary table, two flowcharts are presented below to assist in deciding which Complete Street typology to apply to a new or existing roads. The flowchart for urban areas is shown in Figure J-1. The flowchart for rural areas is shown in Figure J-2.

Figure J-1: Complete Street Typology Application - Urban Flowchart

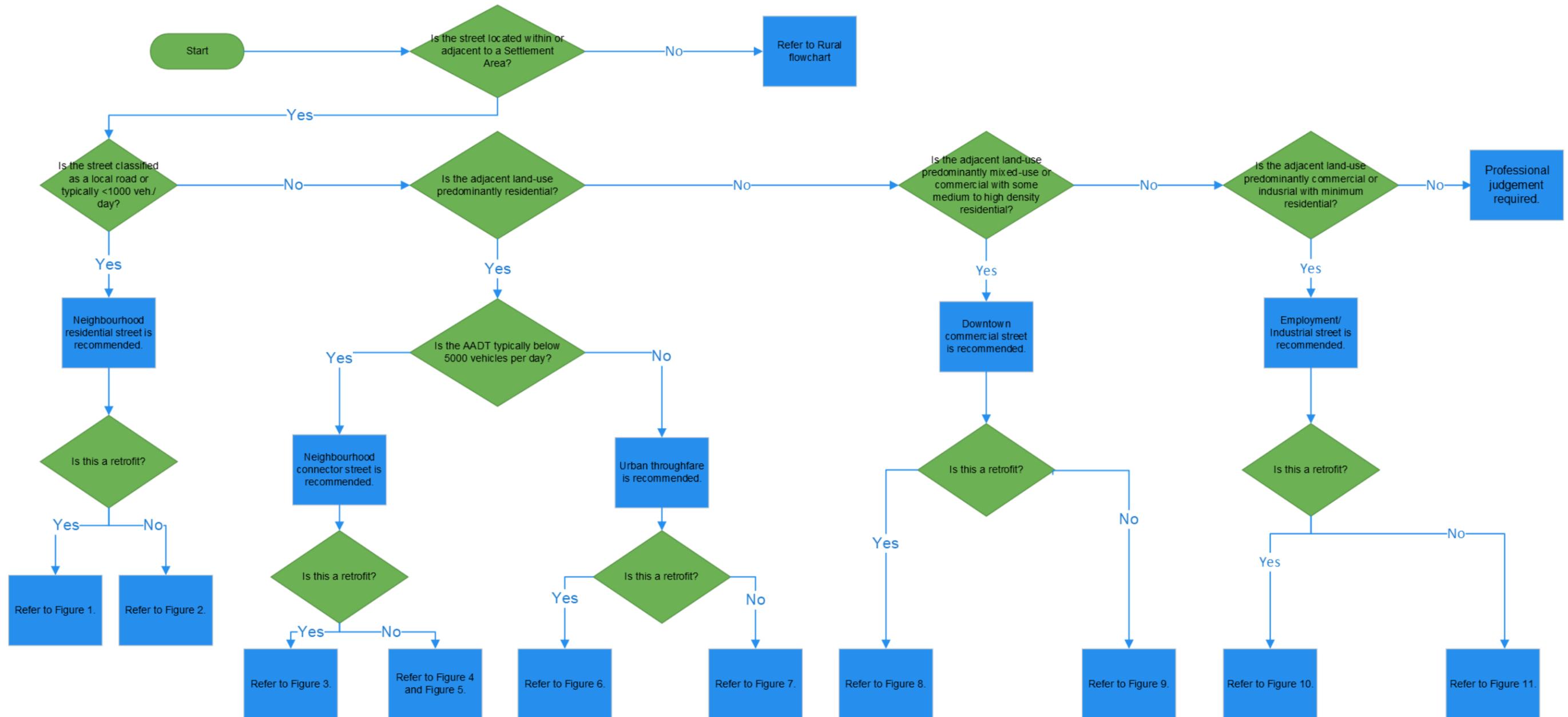


Figure J-2: Complete Street Typology Application - Rural Flowchart

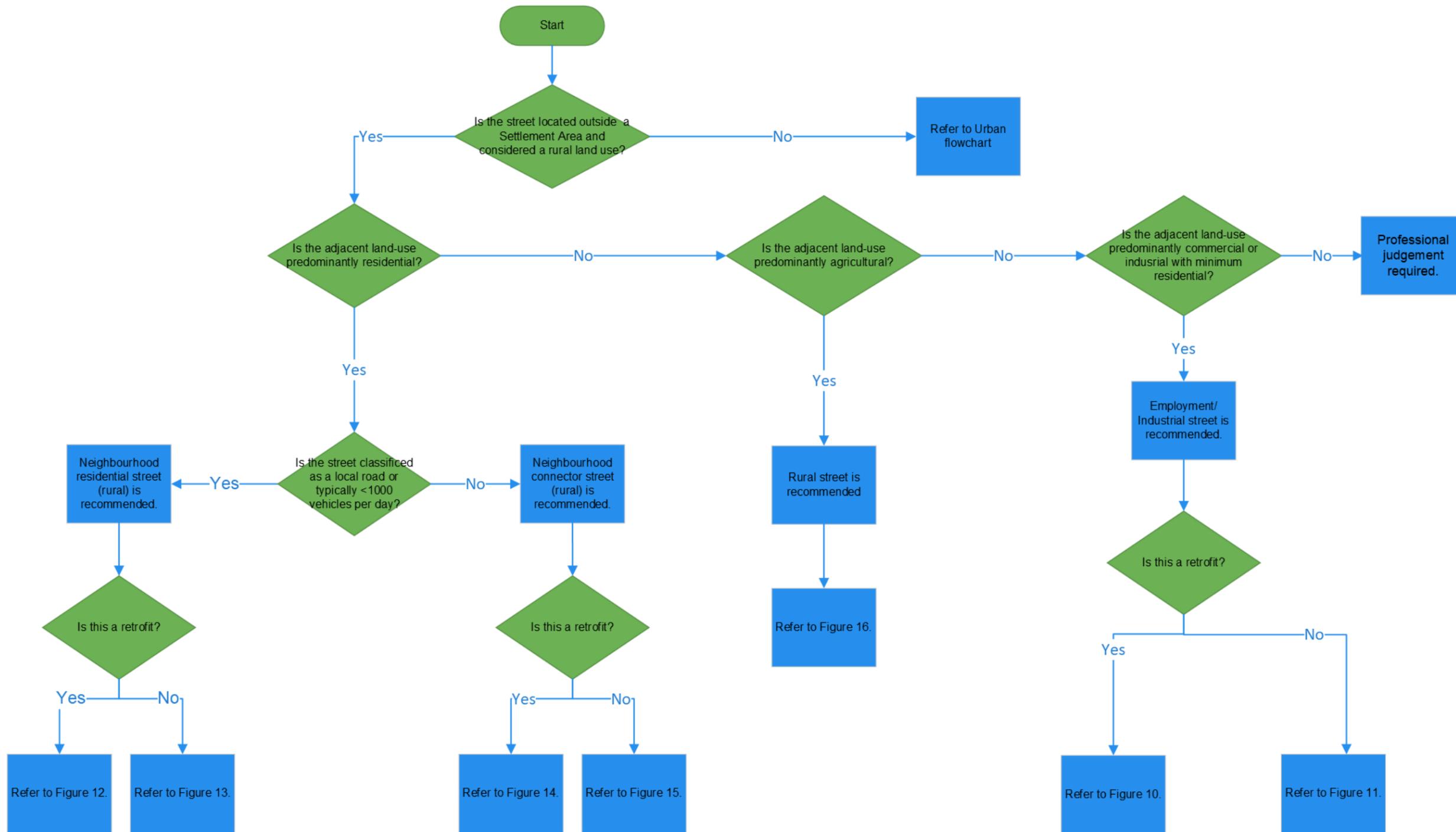
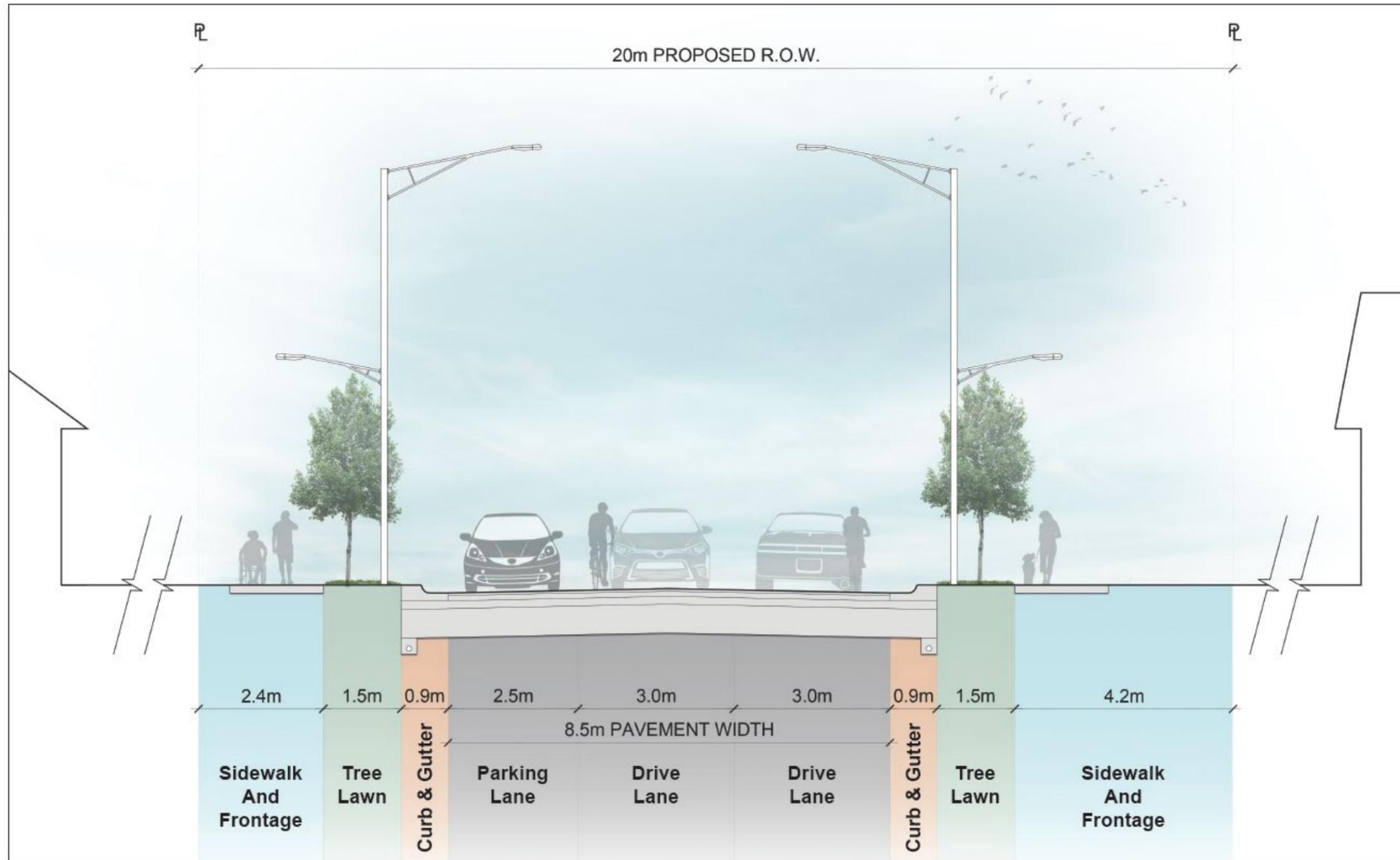


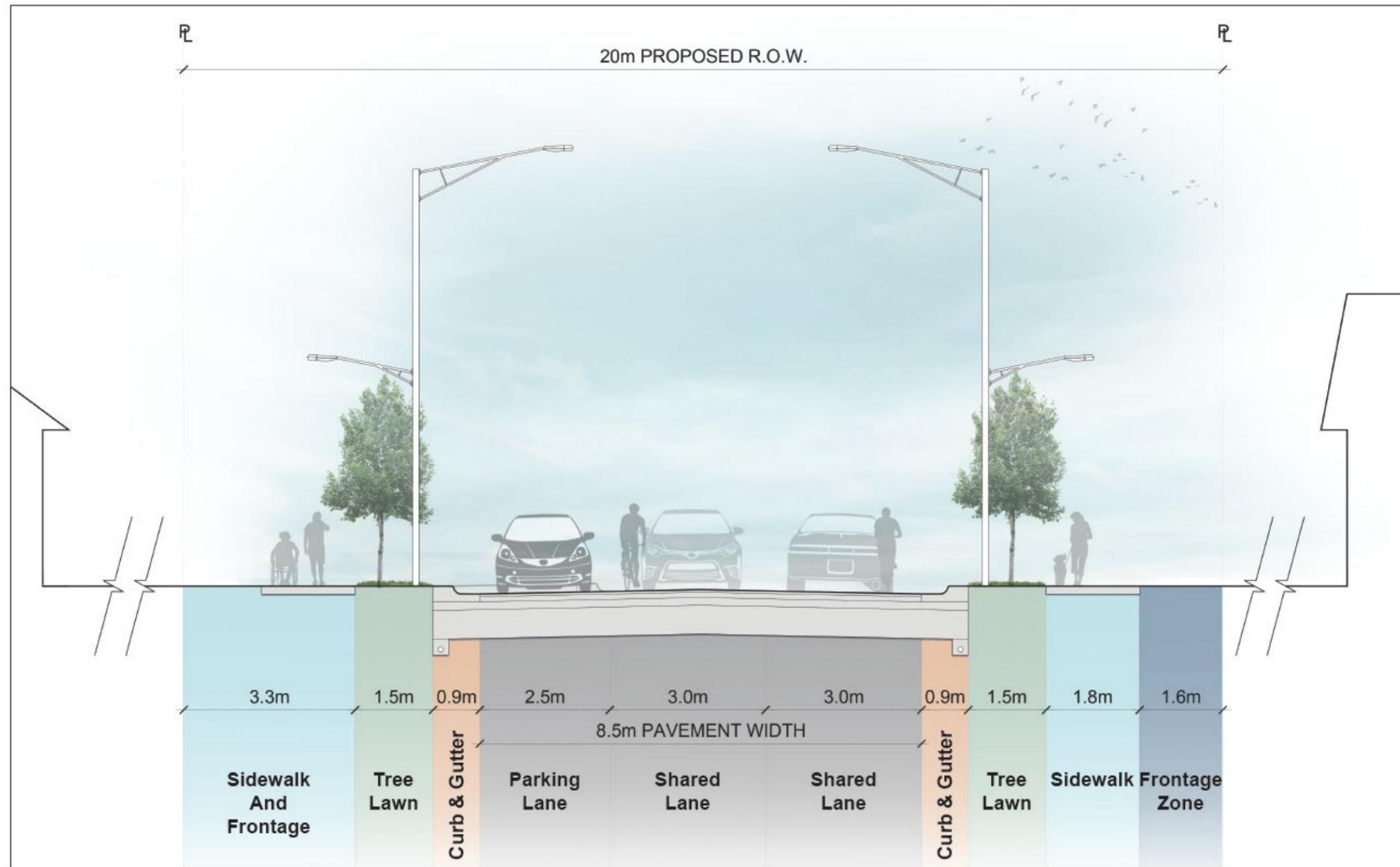
Figure 1: Neighbourhood Residential Street – Conceptual Application A (Retrofit)



INNISFIL TRANSPORTATION MASTER PLAN

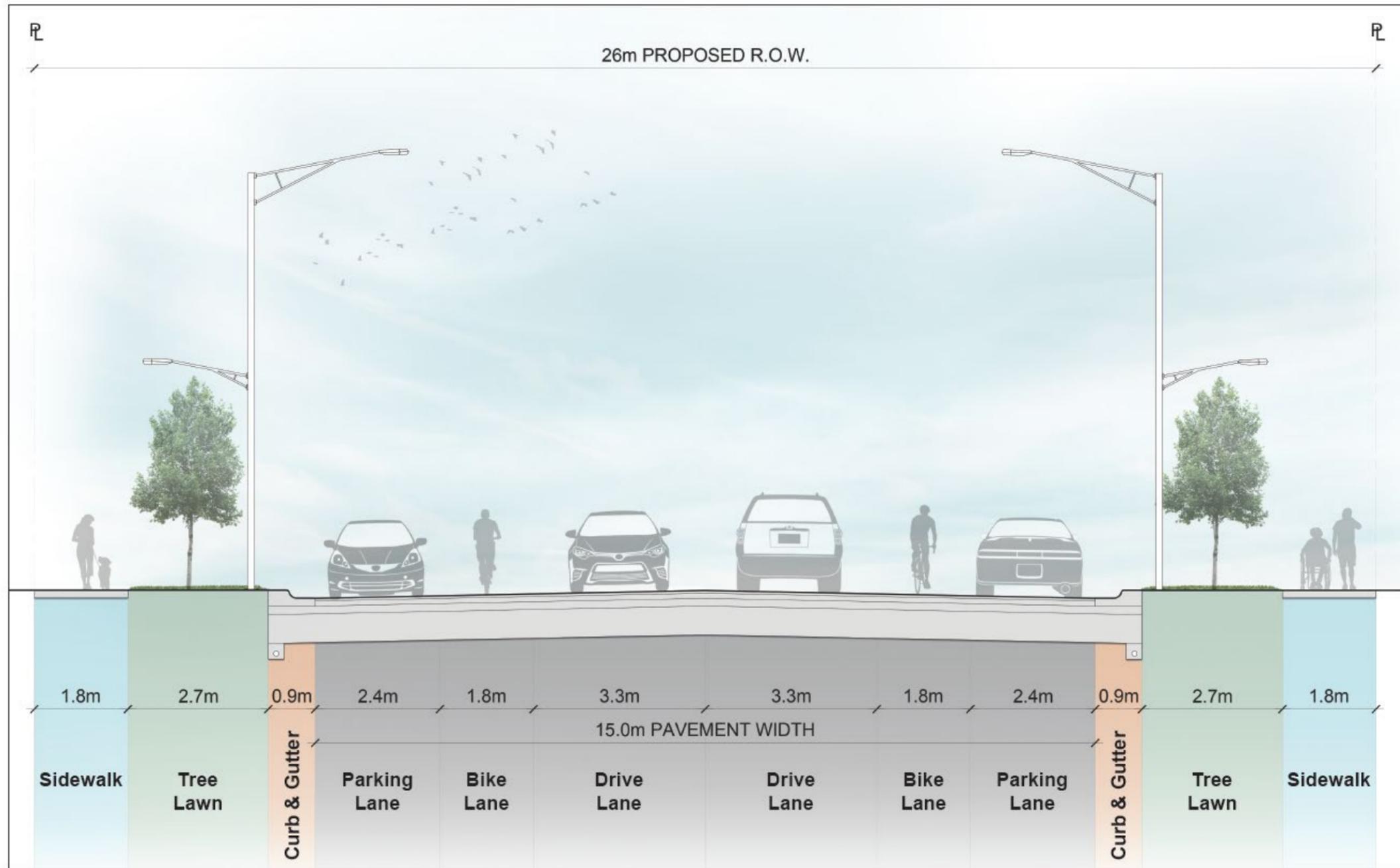
NEIGHBOURHOOD STREET - CONCEPTUAL APPLICATION A (RETROFIT)

Figure 2: Neighbourhood Residential Street – Conceptual Application B (New Road)



**INNISFIL TRANSPORTATION MASTER PLAN**  
**NEIGHBOURHOOD STREET - CONCEPTUAL APPLICATION B (NEW ROAD)**

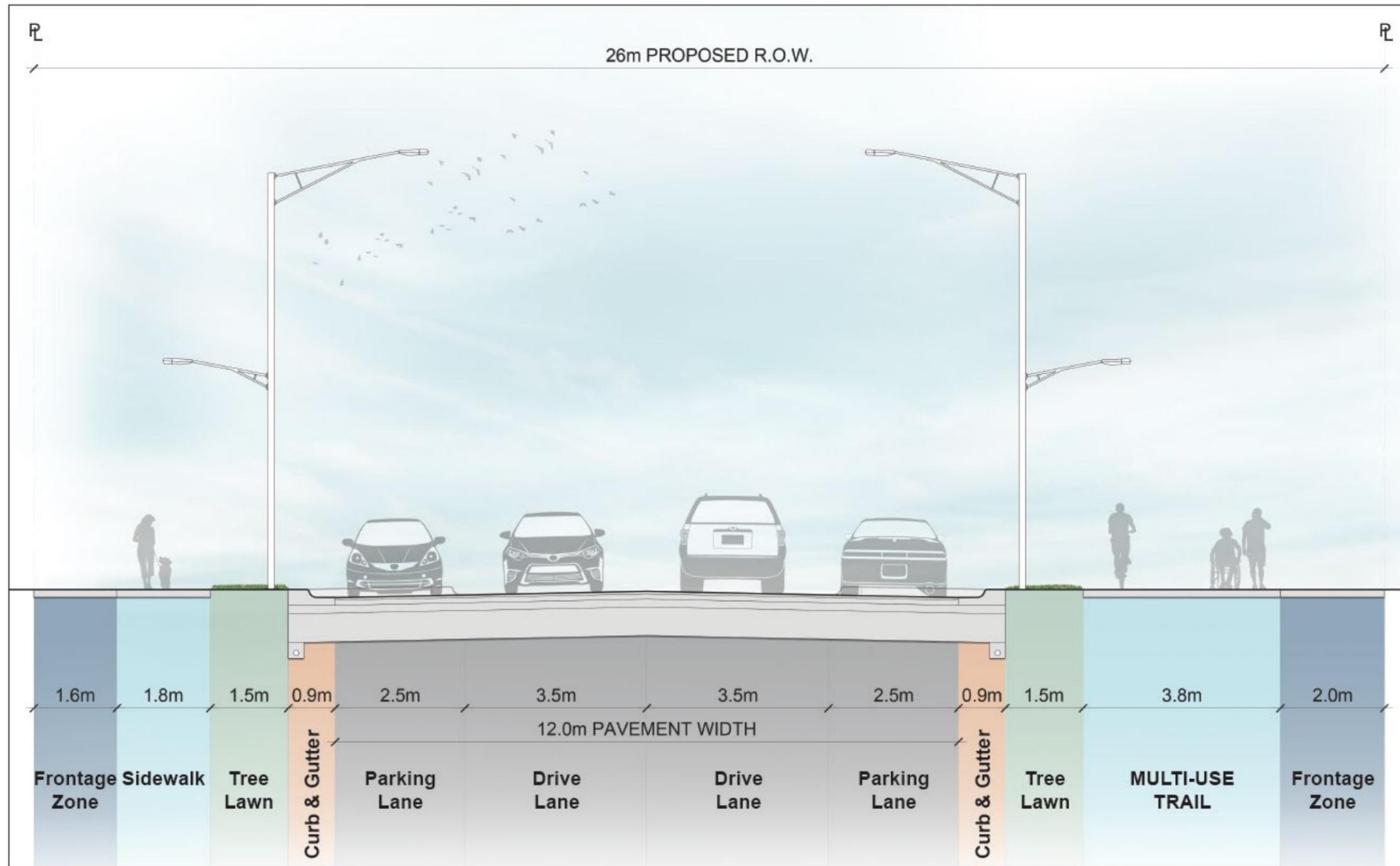
Figure 3: Neighbourhood Connector Street – Conceptual Application A (Retrofit)



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NEIGHBOURHOOD CONNECTOR - CONCEPTUAL APPLICATION A (RETROFIT)

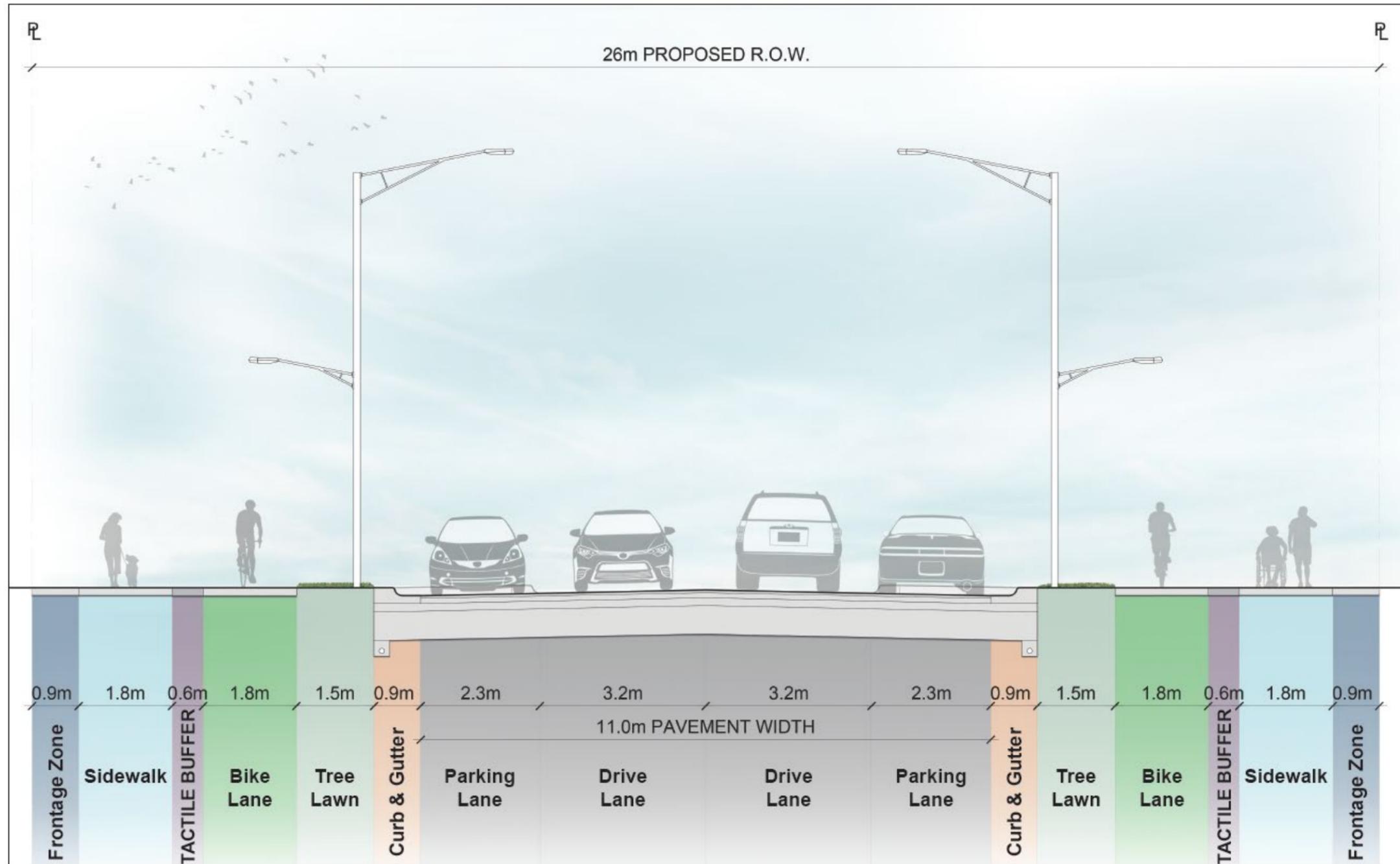
Figure 4: Neighbourhood Connector Street – Conceptual Application B (New Road)



INNISFIL TRANSPORTATION MASTER PLAN

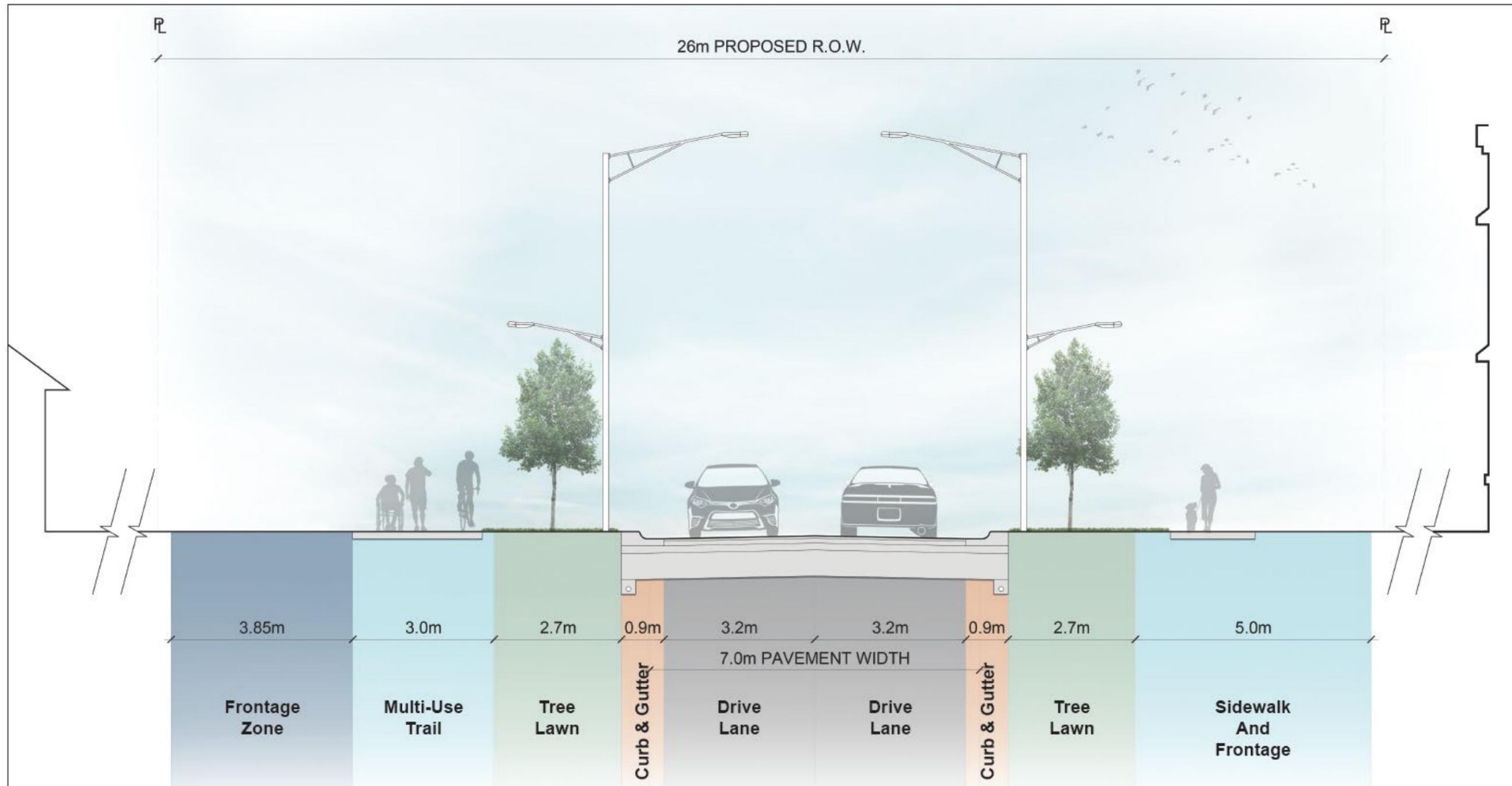
NEIGHBOURHOOD CONNECTOR - CONCEPTUAL APPLICATION B (NEW ROAD)

Figure 5: Neighbourhood Connector Street – Conceptual Application C (New Road)



**INNISFIL TRANSPORTATION MASTER PLAN  
NEIGHBOURHOOD CONNECTOR  
CONCEPTUAL APPLICATION C (NEW ROAD, REDUCED PAVEMENT WIDTH)**

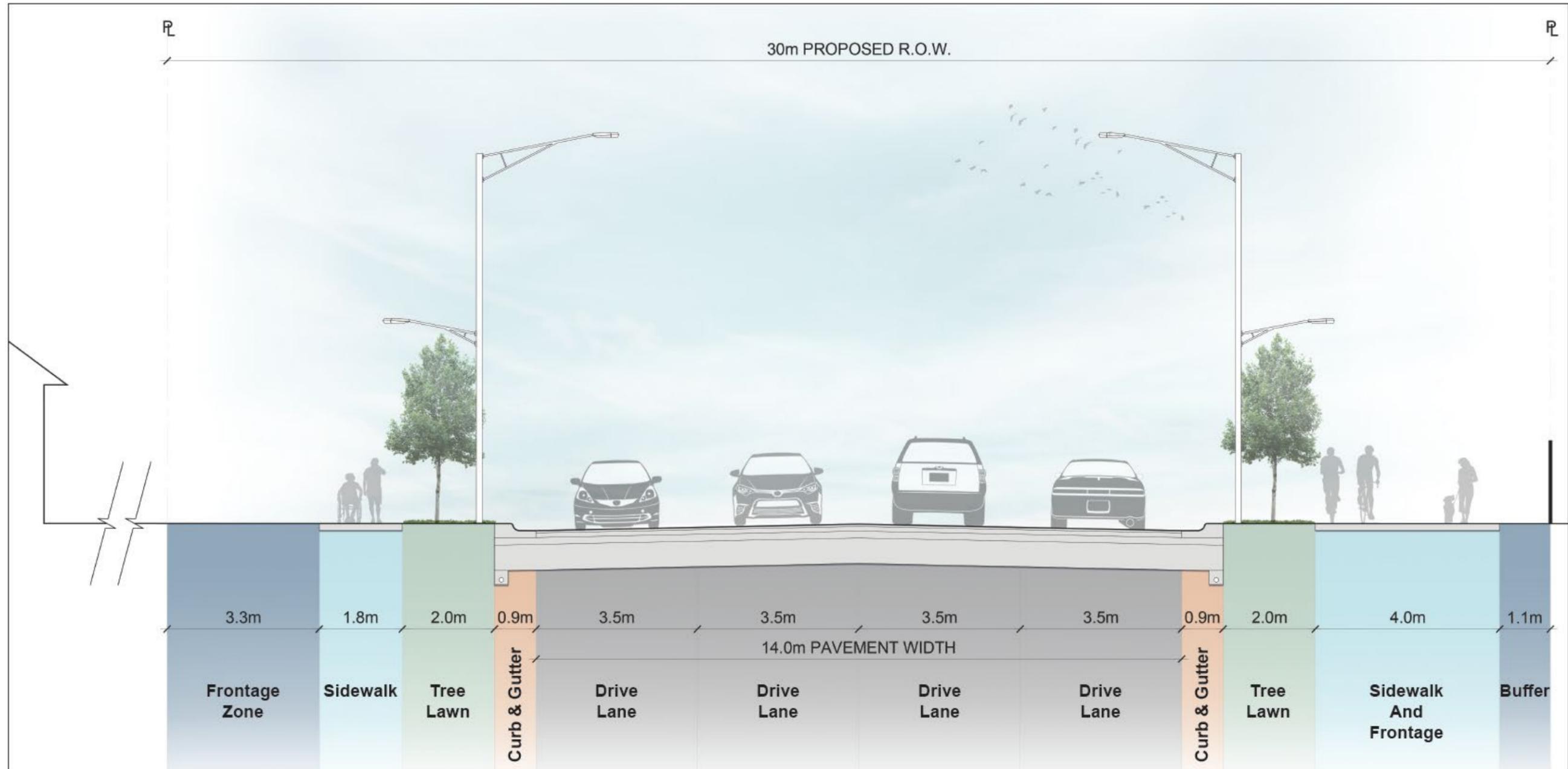
Figure 6: Urban Throughfare – Conceptual Application A (Retrofit)



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URBAN THOROUGHFARE - CONCEPTUAL APPLICATION A (RETROFIT)

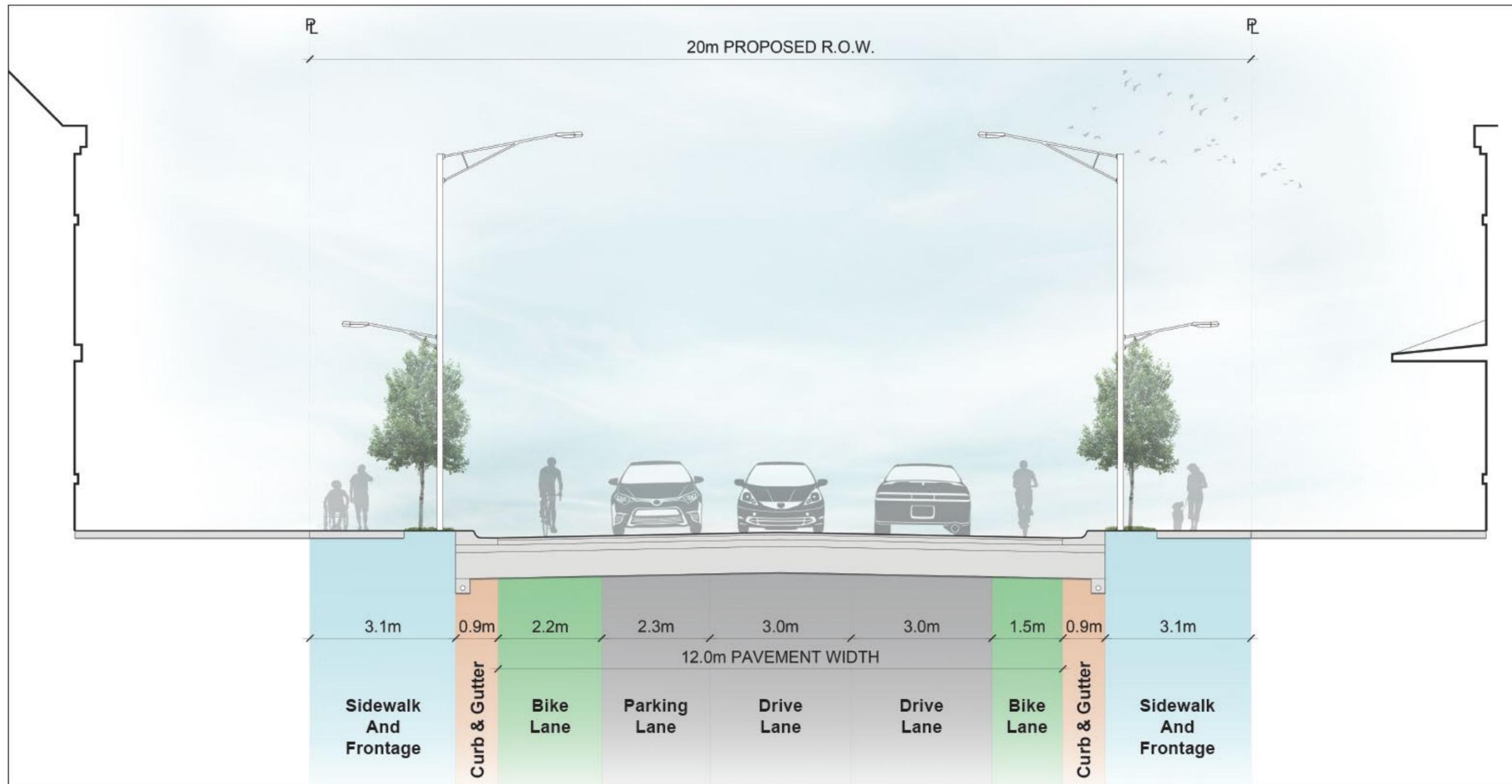
Figure 7: Urban Throughfare – Conceptual Application B (New Road)



INNISFIL TRANSPORTATION MASTER PLAN

URBAN THOROUGHFARE - CONCEPTUAL APPLICATION B (NEW ROAD)

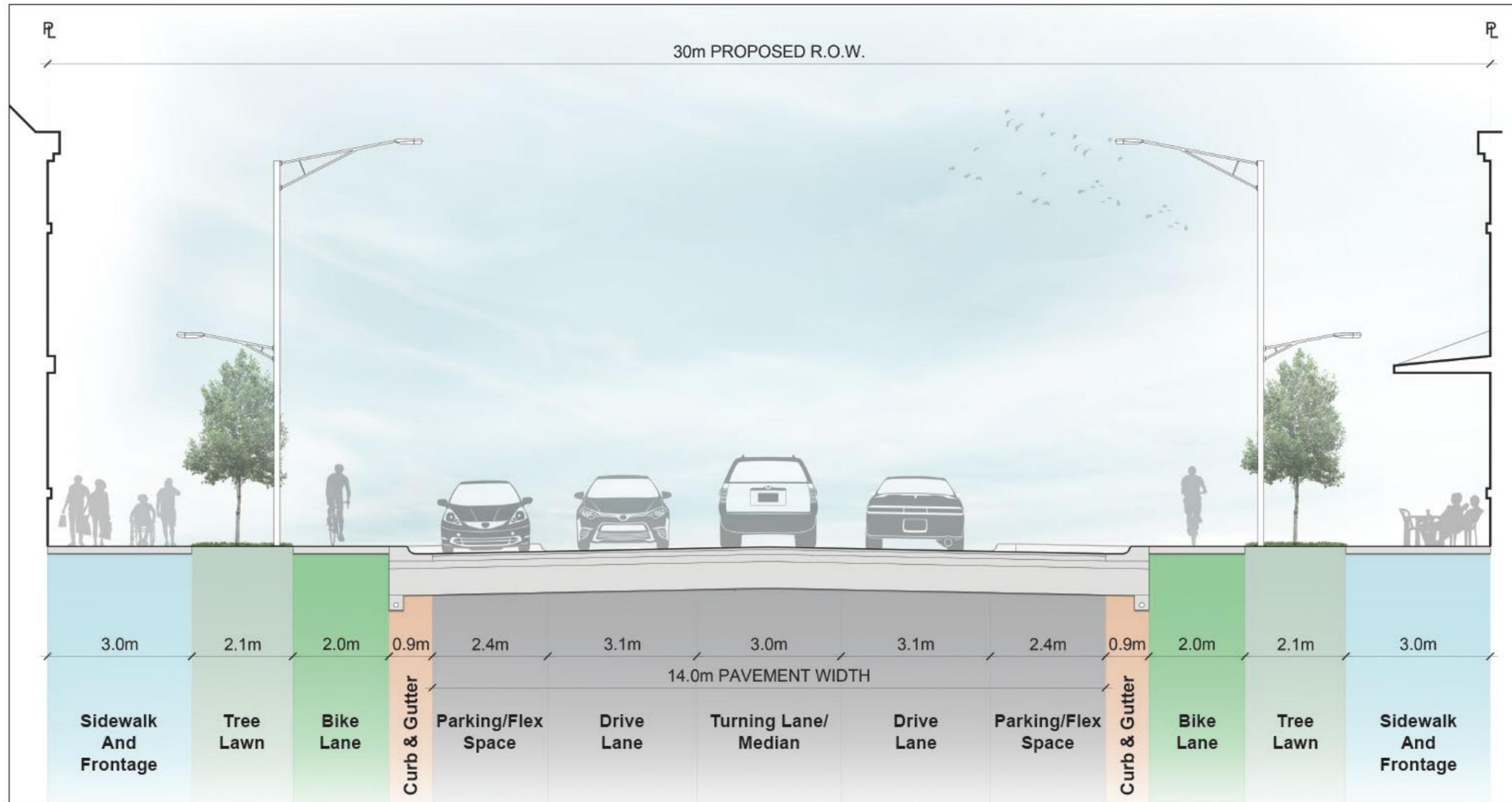
Figure 8: Downtown Commercial Street – Conceptual Application A (Retrofit)



INNISFIL TRANSPORTATION MASTER PLAN

DOWNTOWN COMMERCIAL STREETS - CONCEPTUAL APPLICATION A (RETROFIT)

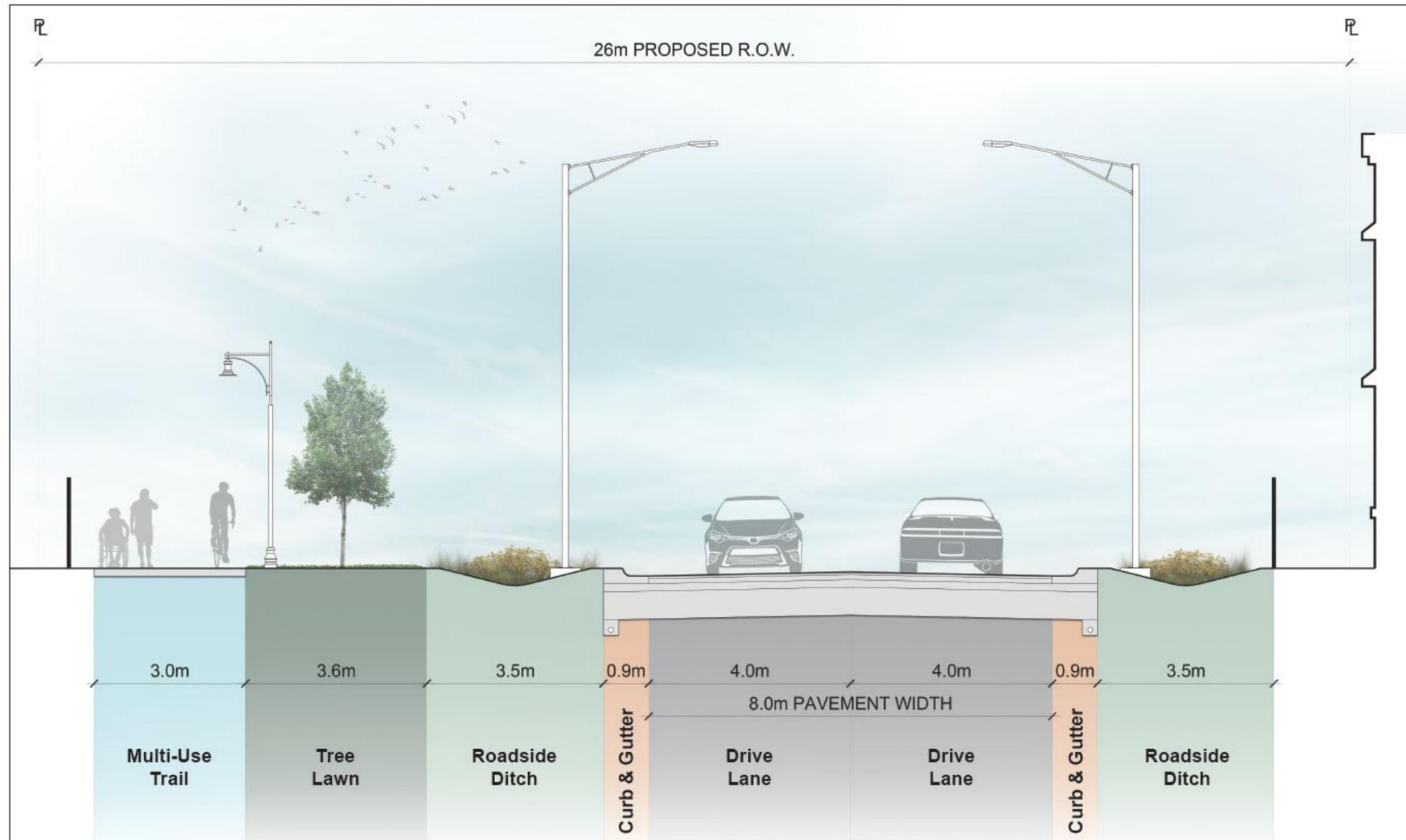
Figure 9: Downtown Commercial Street – Conceptual Application B (New Road)



INNISFIL TRANSPORTATION MASTER PLAN

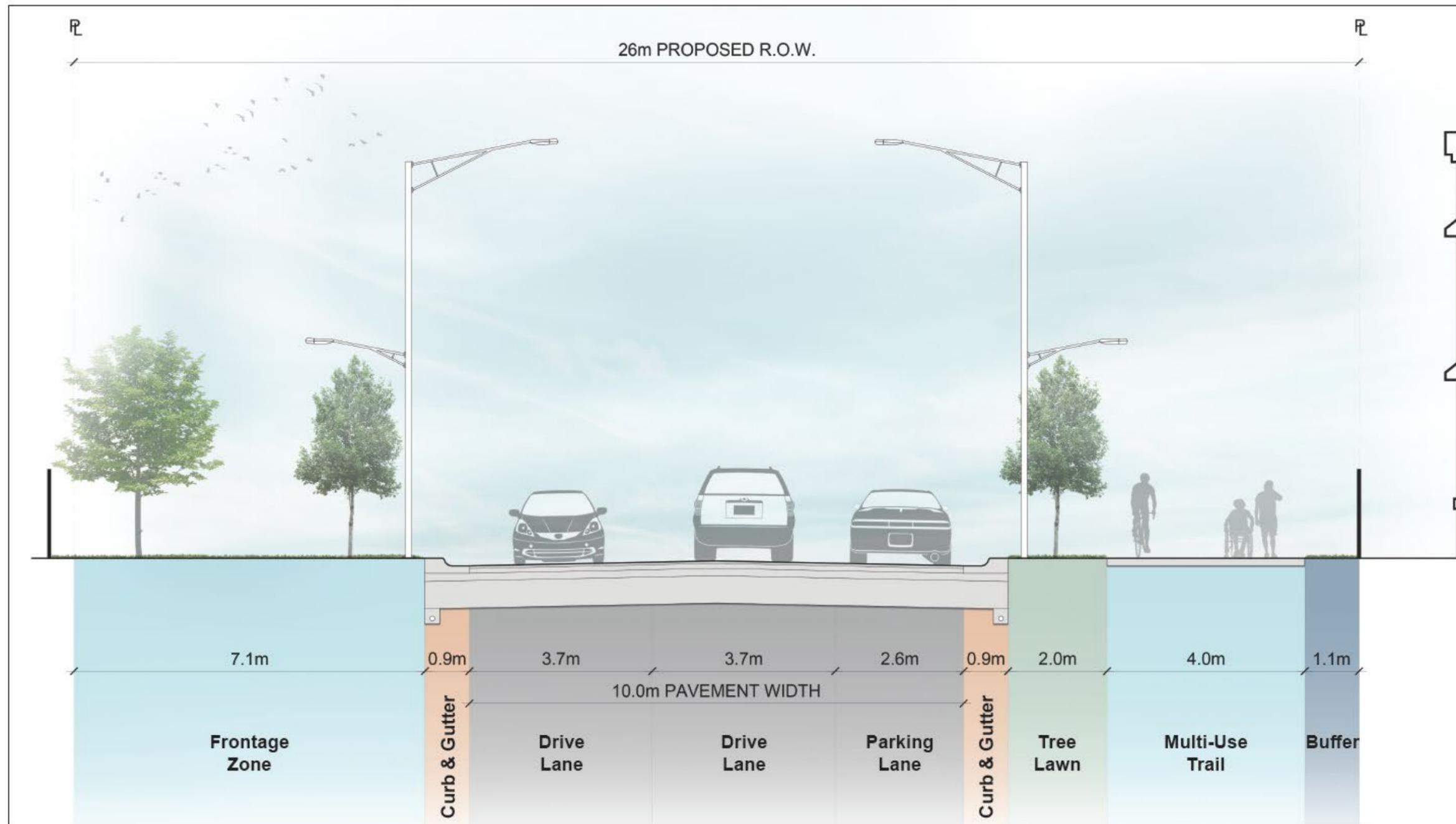
DOWNTOWN COMMERCIAL STREETS - CONCEPTUAL APPLICATION B (RETROFIT)

Figure 10: Employment/Industrial Street – Conceptual Application A (Retrofit)



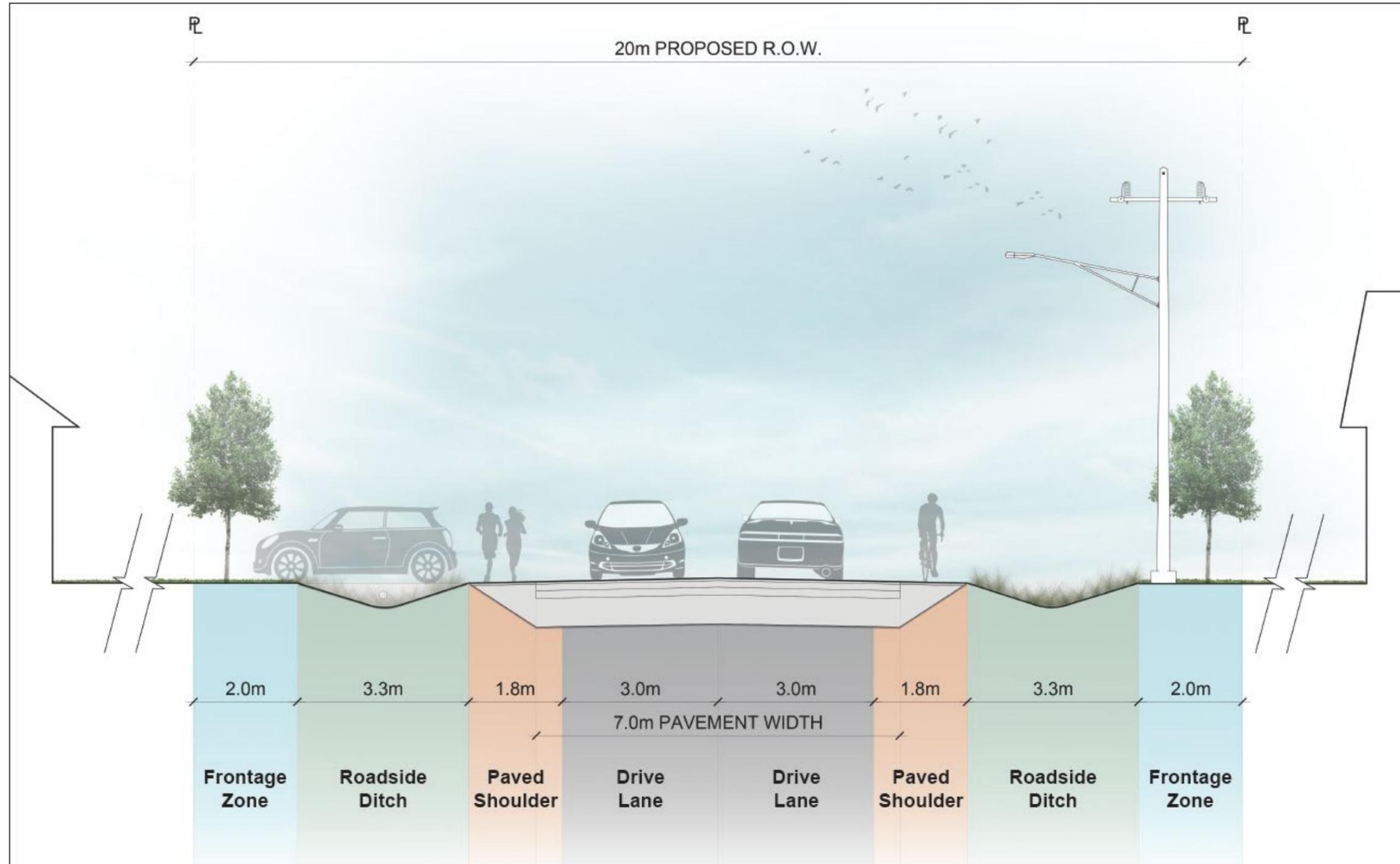
**INNISFIL TRANSPORTATION MASTER PLAN  
INDUSTRIAL - CONCEPTUAL APPLICATION A (RETROFIT)**

Figure 11: Employment/Industrial Street – Conceptual Application B (New Road)



**INNISFIL TRANSPORTATION MASTER PLAN**  
**INDUSTRIAL - CONCEPTUAL APPLICATION B (New Road)**

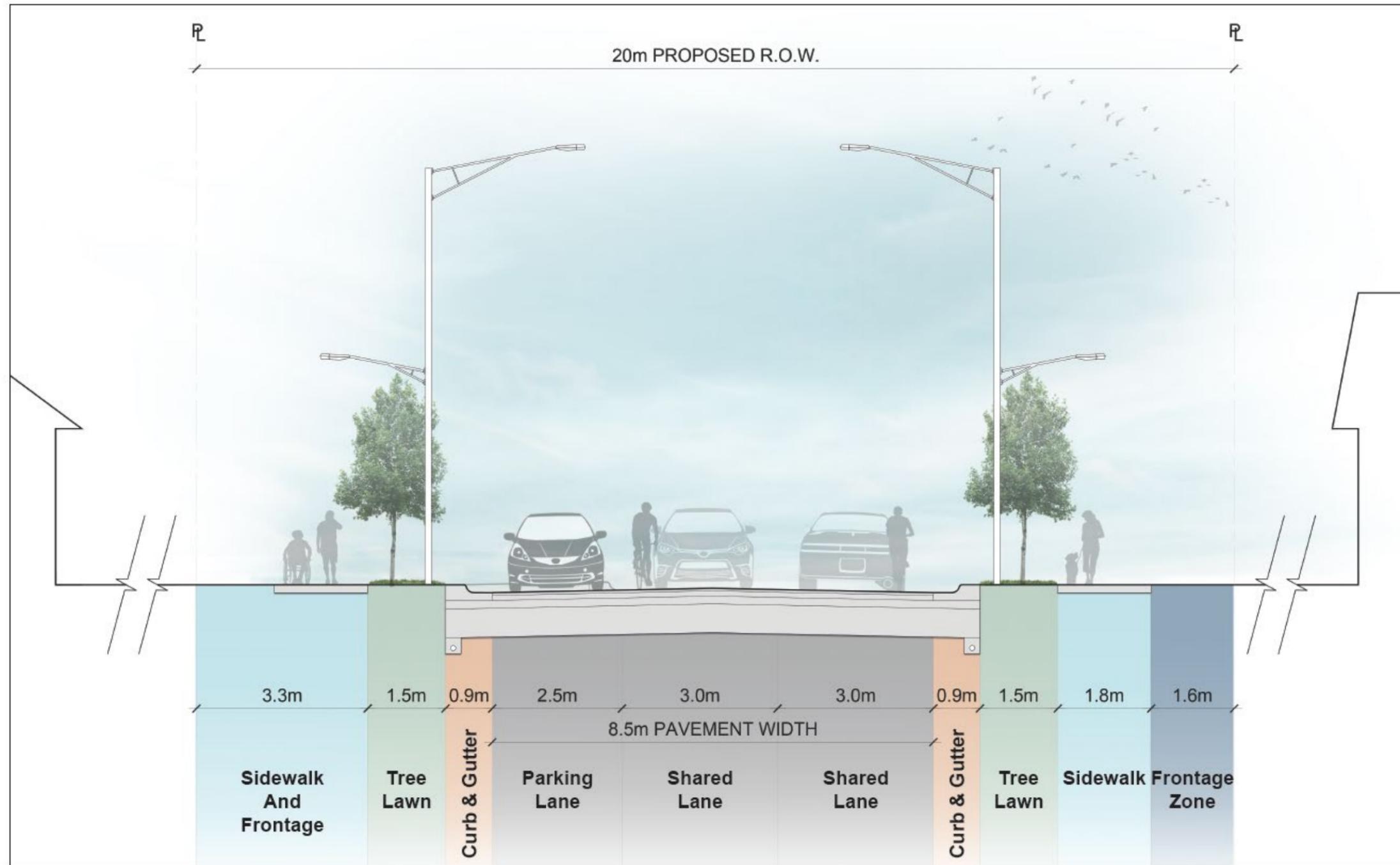
Figure 12: Neighbourhood Residential Street (Rural) – Conceptual Application A (Retrofit)



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NEIGHBOURHOOD STREET RURAL - CONCEPTUAL APPLICATION A (RETROFIT)

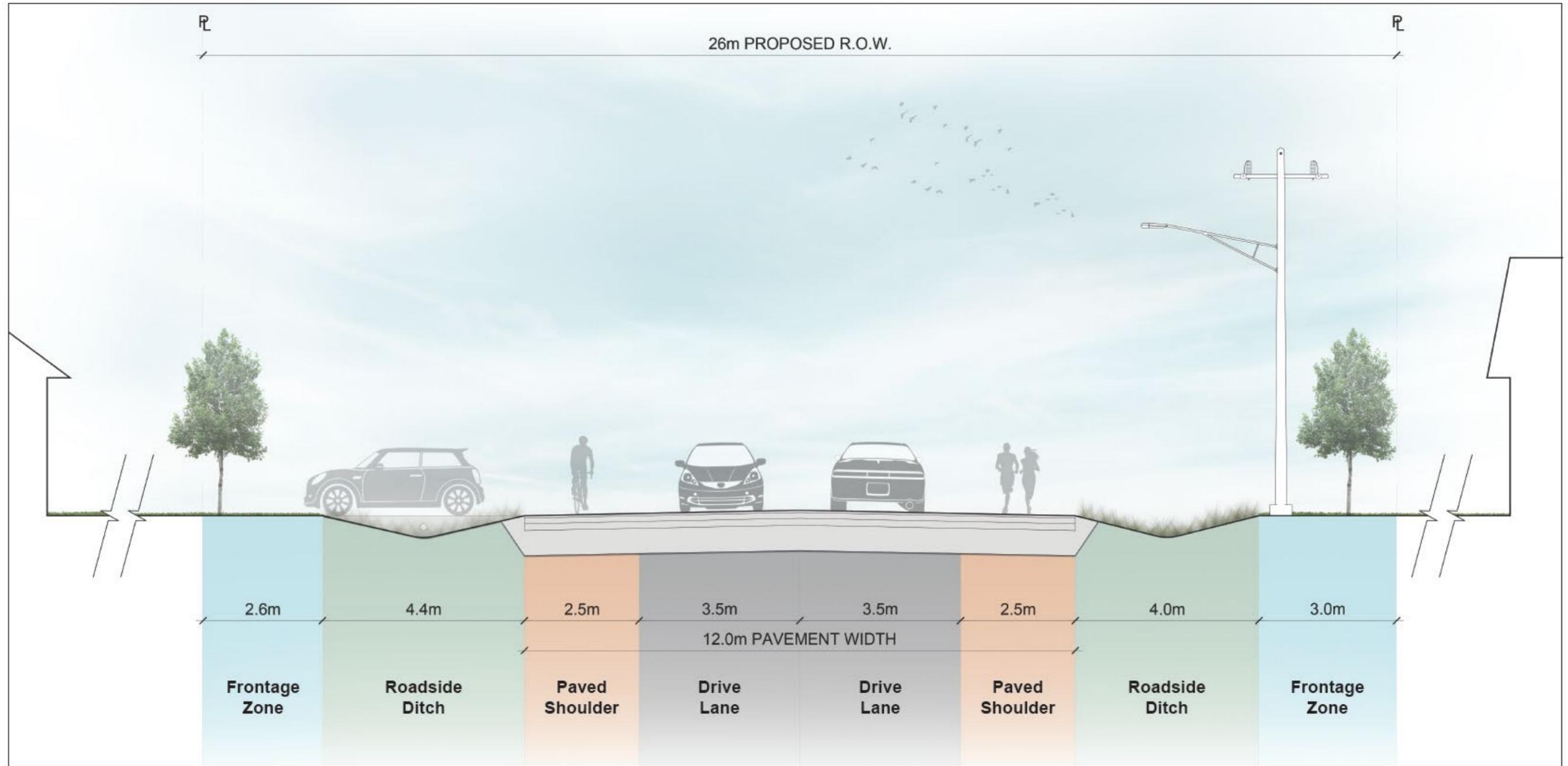
Figure 13: Neighbourhood Residential Street (Rural) – Conceptual Application B (New Road)



INNISFIL TRANSPORTATION MASTER PLAN

NEIGHBOURHOOD STREET RURAL - CONCEPTUAL APPLICATION B (NEW ROAD)

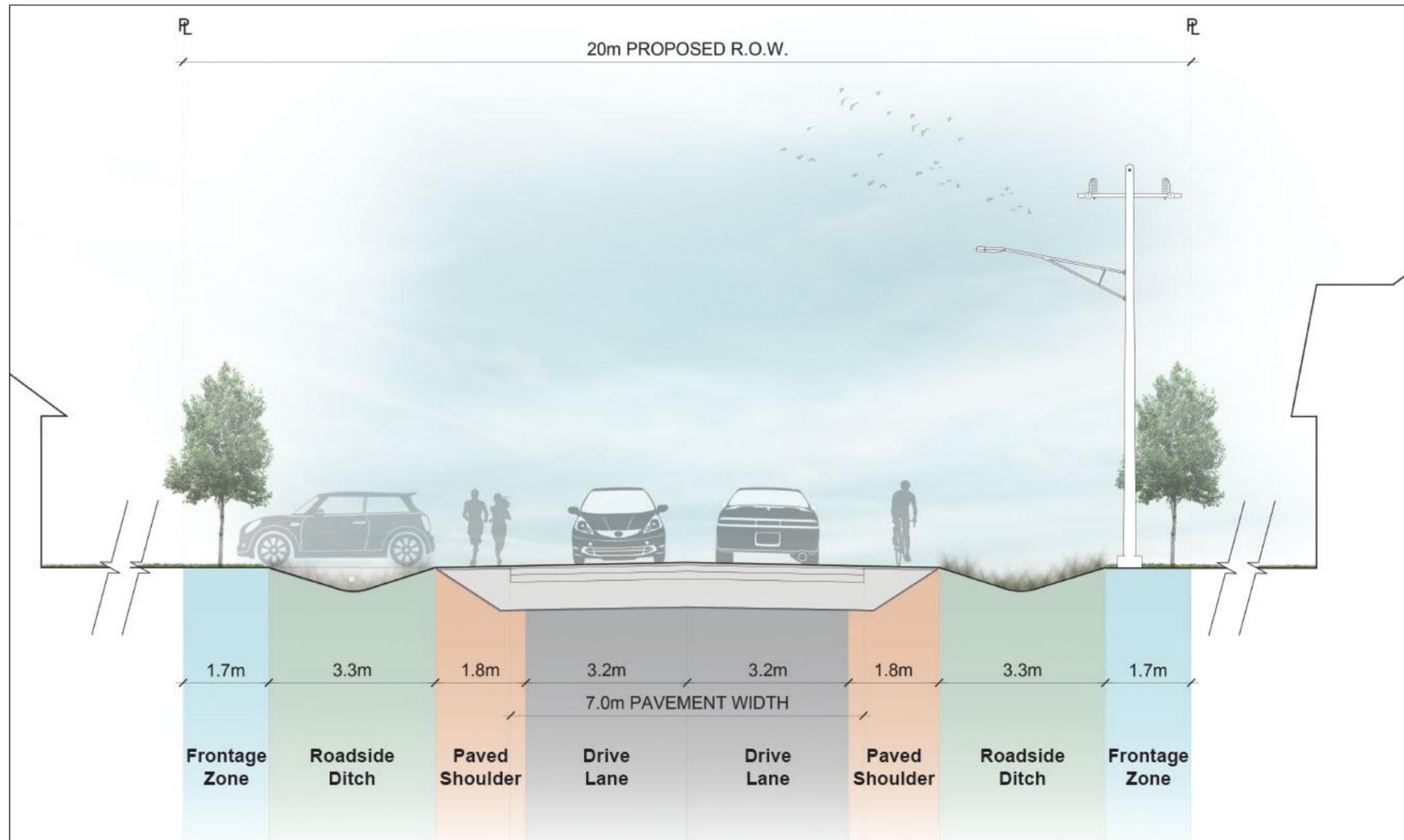
Figure 14: Neighbourhood Connector Street (Rural) – Conceptual Application A (Retrofit)



INNISFIL TRANSPORTATION MASTER PLAN

NEIGHBOURHOOD CONNECTOR RURAL - CONCEPTUAL APPLICATION A (RETROFIT)

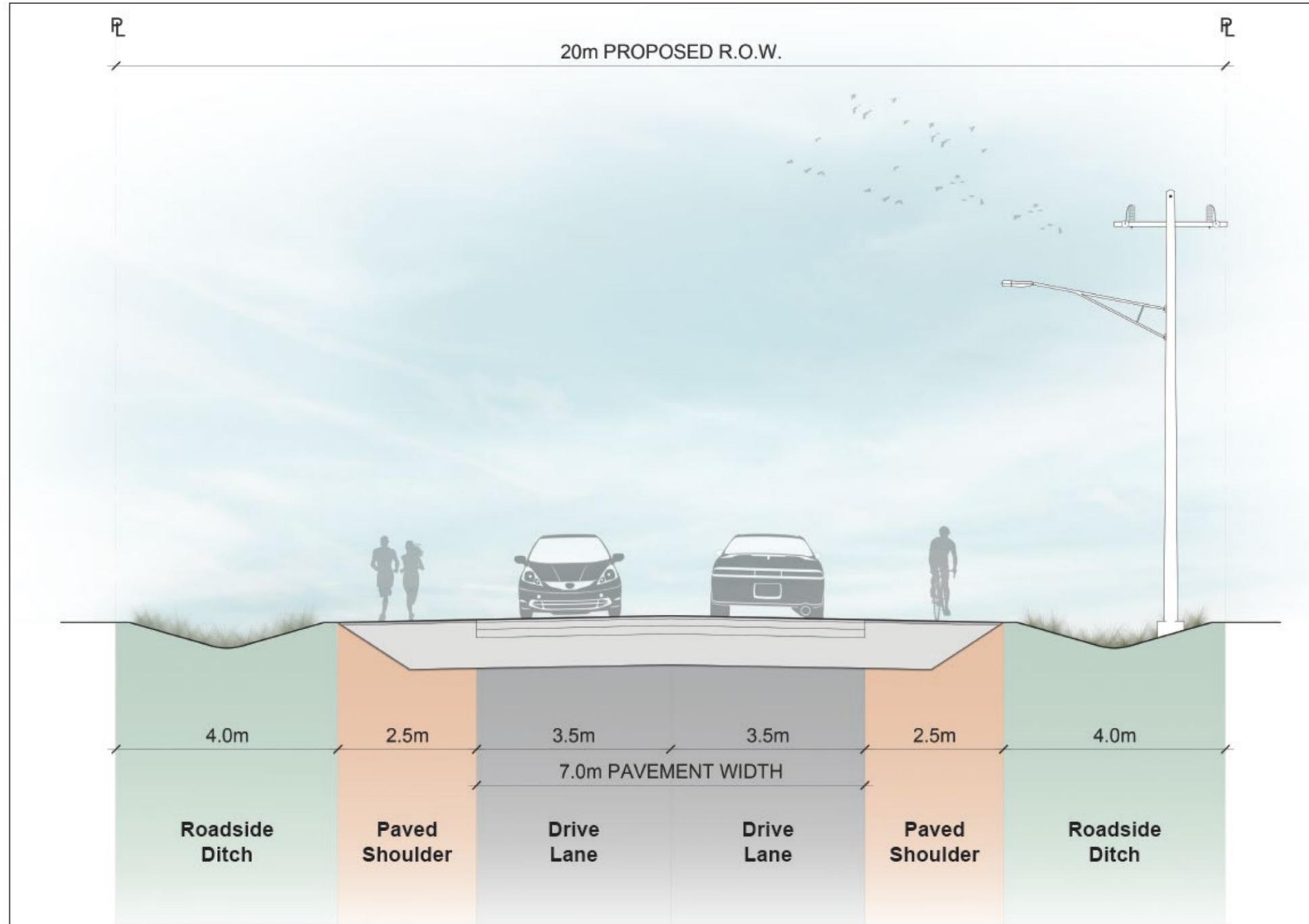
Figure 15: Neighbourhood Connector Street (Rural) – Conceptual Application B (New Road)



INNISFIL TRANSPORTATION MASTER PLAN

NEIGHBOURHOOD CONNECTOR RURAL - CONCEPTUAL APPLICATION B (RETROFIT)

Figure 16: Rural Street (Retrofit or New Road)



**INNISFIL TRANSPORTATION MASTER PLAN**

**RURAL - CONCEPTUAL APPLICATION (RETROFIT or New Road)**