



COMPLETE STREETS POLICY

INTRODUCTION

Complete streets are designed to consider the needs of all users, such as people who walk, bicycle, or drive, and people of varying ages and levels of ability. They also consider other uses like sidewalk cafés, street furniture, street trees, utilities, and storm water management. While not every type of use may be accommodated on every street, the goal is to build a Municipality with a well-functioning street network that supports and sustains our quality of life in Mississippi Mills. Complete streets will ensure that social, economic and environmental priorities are integrated in street planning and design. The Municipality of Mississippi Mills, like municipalities elsewhere, has unique attributes and needs that require Complete Streets policies tailored to them. *The overriding principle of complete streets is to offer safety, comfort and convenience to all users* (i.e. pedestrians, cyclists, motorists and, in the future, transit riders) regardless of their age or accessibility constraints. However, the consideration given to different users will vary by location. For example, where the Municipality wishes to emphasize sustainable travel choices (e.g. downtown, key cycling links), the needs of the most vulnerable street users—pedestrians and cyclists—will be given equal consideration to the needs of trucks and motorists. Where high demands from multiple modes exist, the Municipality will seek to balance the needs of all users in a sustainable way.

A Complete Streets approach includes the following elements for designing and maintaining streets with safe access for all users:

- Specify that ‘all users’ shall include pedestrians, bicyclists, transit vehicles and users, and motorists, of all ages (i.e. 8 to 80) and abilities
- Aim to create a comprehensive, integrated, connected street and inter-community network for all users, not only motorists
- Include human-scale design considerations
- Recognize the need for flexibility: that all streets are different and user needs will be balanced
- Apply to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way
- Direct the use of the latest and best design standards
- Direct that complete street solutions fit into the context of the community
- Establish performance standards with measurable outcomes

WHAT DOES THIS MEAN?

The process by which Complete Streets policies are implemented:

- New roads will be designed and built with appropriate facilities for pedestrians and cyclists in addition to cars
- Appropriate pedestrian and cyclist facilities will be added to existing roads when reconstructed, as specified per road classification type.
- Key gaps in the pedestrian and cyclist network within the road system will be prioritized based on network plans and recommendations from the Active Transportation (AT) Plan
- Pedestrian and cyclist crossings of Arterials and Collectors will be provided based on pedestrian and cycling traffic patterns.
- A maintenance policy will be followed for sidewalks, paths and bike lanes that makes these routes safe and usable in all seasons, in accordance with the municipal asset management plan..

Planning for future bike and pedestrian routes will be considered during the review of new development applications.

BACKGROUND

The 2016 population of the Municipality of Mississippi Mills is approximately 13,050. The majority of the Municipality's population (53%) is located in the rural area. Almost 40% is located within the largest settlement area (Almonte), and the remainder is divided between the four smaller areas of Pakenham, Clayton, Blakeney, and Appleton.

For clarity's sake, the afore-mentioned settlement areas are defined in this policy as:

- Urban (Almonte)
- Hamlet/Village (Pakenham, Appleton, Blakeney and Clayton)¹
- Rural

The local transportation network is currently comprised of 366 km of roads, of which 186 km are hard surfaced and 180 km are comprised of loose top gravel. A network of county roads (County of Lanark) currently serve as the arterial backbone within the community and these corridors provide primary linkages between the core urban areas (Almonte) and the settlement areas found throughout the rural area (Pakenham, Clayton, Blakeney and Appleton).

[Most Mississippi Mills residents, local and rural, travel to Almonte and Pakenham for their shopping, recreational and service needs. Almonte and Pakenham are centres within Mississippi Mills for shopping, recreational and services needs.](#) In addition, because of the proximity of Mississippi Mills to a major urban centre, Ottawa (Ottawa's western-most suburb, Kanata, is about 35 km from Almonte), many local residents and out-of-town visitors regularly travel back and forth for work and other needs. Both local residents and out-of-town visitors also travel to the many nature areas and festivals in Mississippi Mills.

Agriculture being a major industry in Mississippi Mills, farm machinery can often be seen on the roads at planting and harvest time.

Due to the non-uniform population density of Mississippi Mills, it is necessary to promote ways to connect the areas in a way that facilitates safety, active living and social comfort for both urban and rural residents, as well as visitors. The use of visible signage to show transitions from high-traffic to low-traffic areas, as well as public education, is important.

It is also important to take into account the needs of people working in agriculture or agriculture-related industries when designing Complete Streets.

As a result of continued promotion of alternatives to motorized transportation, Mississippi Mills has made great strides in enabling residents to be more active. The Municipality attained the status of Bronze-level Bicycle-Friendly Community in 2016. In the same year, the Medical Officer of Health of the Leeds, Grenville and Lanark District Health Unit and Healthy Communities Partnership Coordinator recognized Mississippi Mills for its support of the Healthy Communities Vision. Mississippi Mills is now taking steps to qualify as a Walk Friendly Community.

Note:

1. The village of Pakenham, because of its denser population within the centre (more than 400 people/sq.km) and cluster of civic and commercial establishments (churches, school, library, arena, stores, etc.), requires active transportation solutions of an urban nature. Clayton has a community centre and churches, which may require specific complete-streets solutions. Finally, as population density increases in the settlement areas of Mississippi Mills, the specifications outlined in this plan may require additional modifications.

GOALS AND VISION OF THE COMPLETE STREETS POLICY

Streets for People

1. Improve Safety & Accessibility

Complete streets should be safe and accessible for people of all ages, genders and abilities, especially the most vulnerable — children, older adults, and people with disabilities. It should aim to create a comprehensive, integrated, connected street network for all users, not only motorists

2. Give People Choices & Connected Networks

Complete streets should be designed to create connected networks for a variety of travel modes and give people choices for how they move around their municipality, whether on foot, bicycle, on transit, or in a motor vehicle. Complete streets should be continuous, and form a network within each urban area and village/hamlet. Settlement areas in the Municipality should also be connected to one another by means of complete streets. It is necessary to recognize the need for flexibility: that all streets are different and user needs will be balanced.

3. Promote Healthy & Active Living

Complete streets should help promote health and wellbeing by making streets more comfortable and inviting for people to walk and bicycle, feel connected and be physically active.

Streets as Places

4. Create Vibrant & Attractive Public Spaces

Complete streets should strive to be vibrant and attractive public spaces where people want to spend time engaging in social, civic, and recreational activities. Streets should be beautiful, inviting spaces that encourage investment, and promote a sense of civic pride.

5. Respect Local Context

Complete streets should respond to the local area context, current and future land uses, and the relationships with adjacent buildings. Complete streets should reflect the values and character of the communities and neighbourhoods that surround them. There is no one-size-fits-all design approach.

- *Built heritage*
- *Natural heritage*
- *Maintain urban (small town) and rural character*

6. Improve Environmental Sustainability

Complete streets should improve the Municipality's environmental sustainability by enhancing the tree canopy and landscaping, reducing urban heat island effects, reducing storm water runoff, reducing energy consumption, and reducing greenhouse gas emissions.

Streets for Prosperity

7. Support Economic Vitality

Complete streets should support the Municipality's economic vitality by helping move people and goods efficiently and by supporting local neighbourhood shopping areas. The quality and vitality of a street influences and reflects the quality and vitality of economic activity along it.

8. Enhance Social Equity

Complete streets should be developed to remove barriers so that people of all incomes, races, ages, genders and abilities can safely use and benefit from the streets in Mississippi Mills. The streets of Mississippi Mills should be inclusive for everyone and help provide people with opportunities to thrive.

9. Be Flexible & Cost-Effective

Complete streets should be flexible and able to adapt to the Municipality's changing needs and priorities over time. The design of Complete Streets should consider economic, social, and environmental benefits and costs, as well as construction, operations, and maintenance. They should:

- Direct the use of the latest and best design standards
- Direct that complete street solutions fit into the context of the community
- Establish performance standards with measurable outcomes
- Apply to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way

RELATED PLANS AND COMMITTEES

The following other aspects of the Mississippi Mills Community are related to the Complete Streets policy.

Transportation Master Plan

Active Transportation Plan

Active Transportation Committee

MM Accessibility Committee

MM Riverwalk Committee

Lanark County Municipal Trails Corporation

INTEGRATION OF COMPLETE STREETS POLICY WITH TRANSPORTATION MASTER PLAN

The Transportation Master Plan defines 3 types of roads:

- Residential/Local
- Collector
- Arterial

These road types must be considered in three setting contexts:

- Rural
- Urban
- Hamlet/Village

There is also a Scenic/Historic designation. The Community Official Plan acknowledges a special class of roads that it calls Scenic and Historic Roads. These roads have a valued role in the historical development of the Municipality; as such, the Municipality desires to preserve them in their historical state and context. There are two such routes defined in the TMP :

- Bellamy Mills Road Heritage Route
- Old Perth Road Heritage Route

ROAD SHARING POLICY

People, regardless of their mode of transportation, need to share the road in compliance with the rules and regulations set out in the Ontario Highway Traffic Act and related documents:

- <https://www.ontario.ca/laws/statute/90h08>
- <http://www.mto.gov.on.ca/english/dandv/driver/handbook/section2.3.0.shtml>

Residential/Local Road Characteristics

Local Roads Characteristic	Rural Cross-Section	Urban Cross-Section	Hamlet/Village
Role in road network	Connect between ultimate origin/ destination (i.e., driveways) and primary circulation system		
Function: Traffic Service vs. Land Use Access	Land access primary; traffic movement secondary		
Expected Traffic Volume	< 1,000 vehicles per day/ < 100 vehicles per hour (peak hour)		
Flow Characteristics	Interrupted flow		
Intersections/Crosswalks	None	Xwalks @ Major crossings.	Xwalks @ Major crossings
Traffic Calming	None	Minimal treatments in problem areas e.g. raised intersections	Minimal treatments in problem areas e.g. raised intersections
Default Speed Limit (km/hr) ²	80	50	50
Vehicle Type	Predominantly passenger cars and light-medium trucks; occasional heavy trucks		
Typical Network Connections		Locals, Collectors	
Road Surface	Gravel/ Surface Treatment	Paved	Gravel/ Surface Treatment
Cycling Treatment	Unsigned or signed routes only; no infrastructure treatments. Storm sewer grates aligned perpendicular to travel direction. Flush with road surface.		
Pedestrian Treatment	None	Sidewalk may be constructed on one side depending on adjacent land uses	Sidewalk may be constructed on one side depending on adjacent land uses
Parking Treatment	None	Parking on one or both sides	Parking on one or both sides. space permitting
ROW	20m	Typical 20m * * Narrower ROW may be approved for infill development	Typical 20m

Collector Road Characteristics

Collector Roads Characteristic	Rural Collector Cross-Section	Urban Collector Cross-section	Hamlet/Village
Role in road network	Distribute demand between primary circulation network and local roads; some direct connection to driveways		
Function: Traffic Service vs. Land Use Access	Balanced between land access and traffic movement		
Expected Traffic Volume	< 5,000 vehicles per day/ < 500 vehicles per hour (peak hour)	< 10,000 vehicles per day/ < 1,000 vehicles per hour (peak hour)	< 5,000 vehicles per day/ < 500 vehicles per hour (peak hour)
Flow Characteristics	Interrupted flow		
Intersections/Crosswalks	None	Xwalks @ Major school crossings and high use pedestrian crossings.	Xwalks @ Major school crossings and high use pedestrian crossings.
Traffic Calming	None	Consider narrowing of intersection.	Consider narrowing of intersection.
Default Speed Limit (km/hr) ²	80	50	50
Vehicle Type	Predominantly passenger cars and light trucks		
Typical Network Connections	Local, Collector, Arterial		
Road Surface	Surface Treatment or Paved	Paved	Paved
Cycling Treatment	Signed routes or bicycle lanes as appropriate; no segregated facilities. Paved shoulders.	Signed routes, bicycle lanes, or segregated facilities. Storm sewer grates aligned perpendicular to travel direction. Flush with road surface. Curb inlet catch basins where bike lanes are present.	
Pedestrian Treatment	Paved shoulders	Sidewalks both sides	Sidewalks one side.
Parking Treatment (Typical)	Parking considerations WRT pedestrian and cycling traffic		
ROW	20-24	24	Typical 20m

Arterial Road Characteristics

Arterial Roads Characteristic	Rural Cross-Section	Urban Cross-Section	Hamlet/Village
Role in road network	Travel circulation/ mobility primary role; connect villages to one another, to adjacent urban centres and to the highway/ freeway system		
Function: Traffic Service vs. Land Use Access	Traffic movement primary; land access secondary; some direct connection to larger driveways		
Expected Traffic Volume	< 12,000 vehicles per day/ < 1,200 vehicles per hour (peak hour)	< 20,000 vehicles per day/ < 2,000 vehicles per hour (peak hour)	N/A
Flow Characteristics	Uninterrupted flow, except at major intersections and crosswalks	Interrupted flow	
Intersections/Crosswalks	None	Xwalks @ Major school crossings. and high use pedestrian crossings.	N/A
Traffic Calming	None	Consider narrowing of intersection.	N/a
Default Speed Limit (km/hr) ²	80	50	N/A
Vehicle Type	All types; up to 20% trucks		
Typical Network Connections	Locals, Collectors, Arterials, Freeways	Collector, Arterial, Freeway	N/A
Road Surface	Asphalt		
Cycling Treatment	Bicycle lanes, or segregated facilities as appropriate.	Bicycle lanes, or segregated facilities as appropriate. Curb inlet catch basins where bike lanes are present	N/A
Pedestrian Treatment	No facilities	Sidewalks both sides	N/A
Parking Treatment (Typical)	Potentially restricted	Potentially prohibited or peak hour restrictions	N/A
ROW	30	30	N/A

Note:

2. Should the need arise to ensure safety of road users, lower speed limits can be enacted through posted speed signs.