

tcat toronto centre for
active transportation



Complete Streets



Nancy Smith Lea, Director, Toronto Centre for Active Transportation, Clean Air Partnership
Eastern Ontario Active Transportation Summit, Mississippi Mills, ON | May 29, 2014

TCAT Overview



- Formed in 2006 to give an unified voice for groups and individuals working for a better cycling and pedestrian environment in Toronto
- Came together around a simple idea: "Active transportation (cycling and walking) is the most affordable, healthy and sustainable mode of transportation. A city where cycling and walking are safe and enjoyable is a great place to live."

TCAT's Vision and Mission



Vision:

- Vibrant cities with clean air, a healthy population, and a transportation system that prioritizes walking and cycling.

■ **Mission:**

TCAT advances knowledge and evidence to build support for safe and inclusive streets for walking and cycling. We believe that active transportation plays a critical role in creating environmentally and economically sustainable cities.

TCAT & Complete Streets



- TCAT is centralizing the Complete Streets movement in Canada: Complete Streets Canada website
- Developing Canadian resources: case studies, research, design and policy tools
- Hosting annual Complete Streets Forum
- Community engagement workshops: Complete Streets Game

What are Complete Streets?



Complete streets provide **safe access for all road users** including pedestrians, cyclists, public transit users, and motorists of **all ages and abilities**.



Complete Streets: We know how to do it



Sterling Street, City of Hamilton



St. George Street, Toronto

Yet too often our streets look like this



Road design
affects lifestyle



Lifestyle
affects weight



Weight affects
health



The potential is there for change



Many trips are an easy biking distance (under 5 km)

- 40% of trips in Greater Toronto
- 72% of trips in Orillia
- 51% of trips in Guelph
- 63% of trips in Orangeville

In Canada:

- 82% want to walk more
- 66% want to bicycle more



Dundurn Street in Hamilton
Photo: Darryl Bender



Complete Streets Benefits



Improved safety for all road users

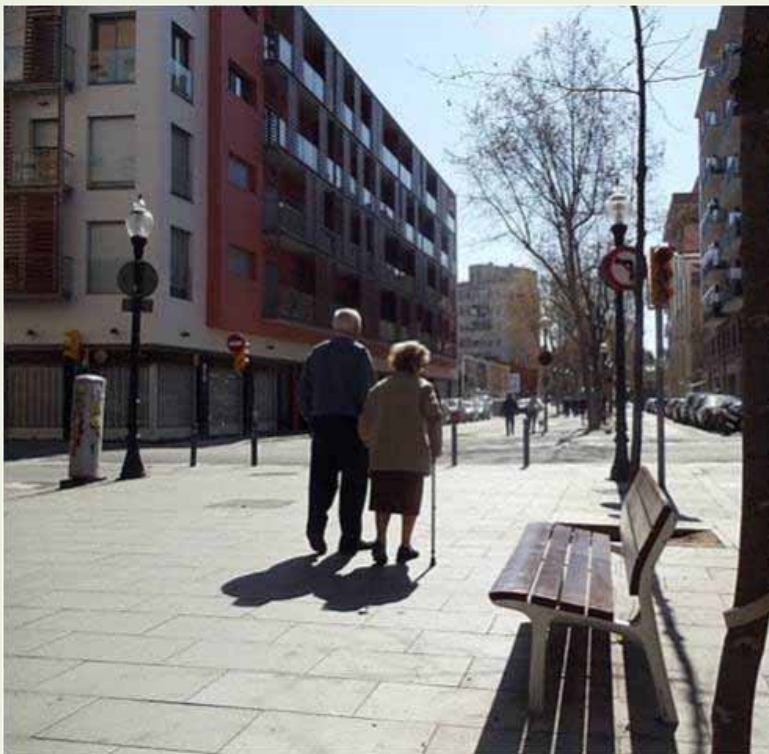


Photo Credit: Heather McDonald



Photo Credit: Complete Streets Coalition



Complete Streets Benefits



More efficient use of resources



Photo Credit: City of Toronto



Eglinton re-imagined as a complete street - Photo Credit: Paul Young



Complete Streets Benefits



Fostering strong communities



Copyright Queen's Printer for Ontario, photo source: Ontario Growth Secretariat, Ministry of Infrastructure

Complete Streets Benefits



Improved health and environment



Key Benefits of Complete Streets

- Contributes to quality of place and complete communities
- Enables intensification called for in the Growth Plan
- Promotes safe and healthy public spaces
- Provides access and equity for all residents
- Supports a critical mass of street level activity
- Encourages multi-modal transportation options



Courtesy of Jamie Austin, Ontario Growth Secretariat

What is a Complete Streets Policy?



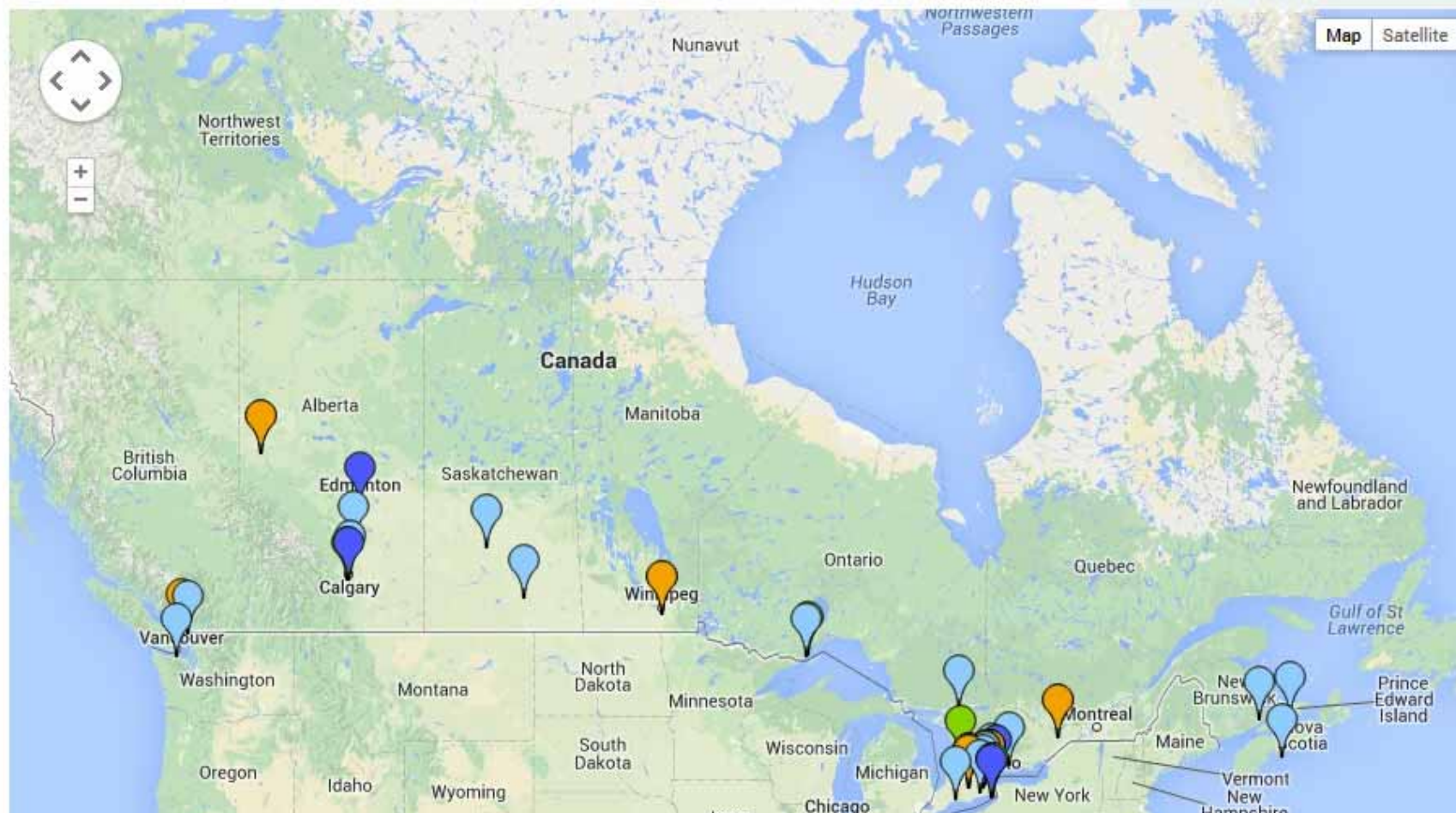
- Ensures that transportation agencies routinely **plan, design, maintain, and operate the entire right of way to enable safe access for all users.**

MODEL POLICY LANGUAGE: ALL PROJECTS AND PHASES
New Jersey Department of Transportation

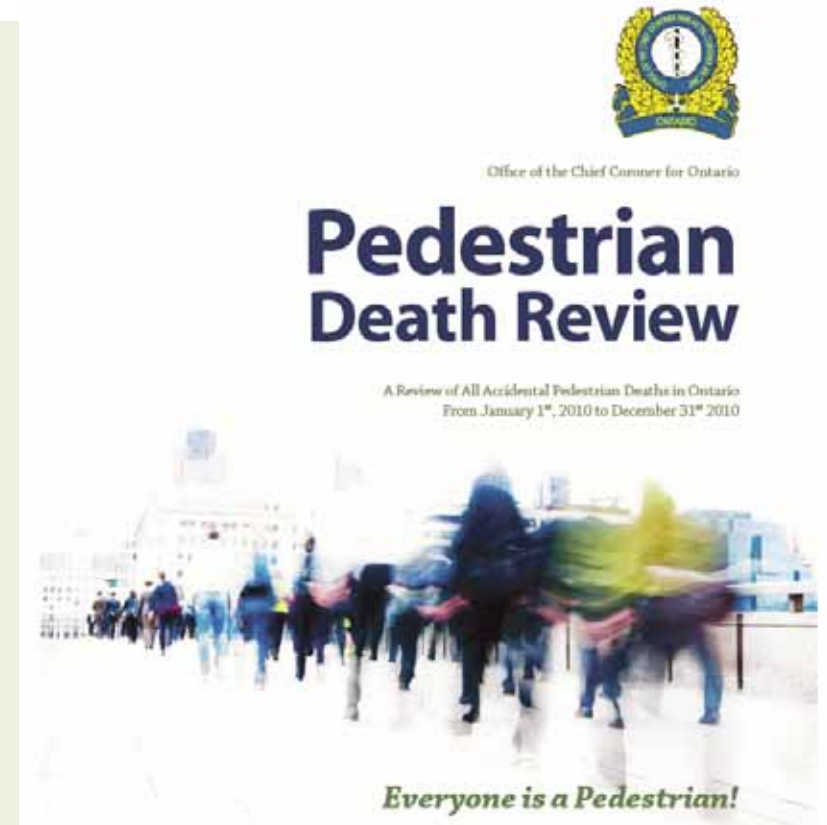
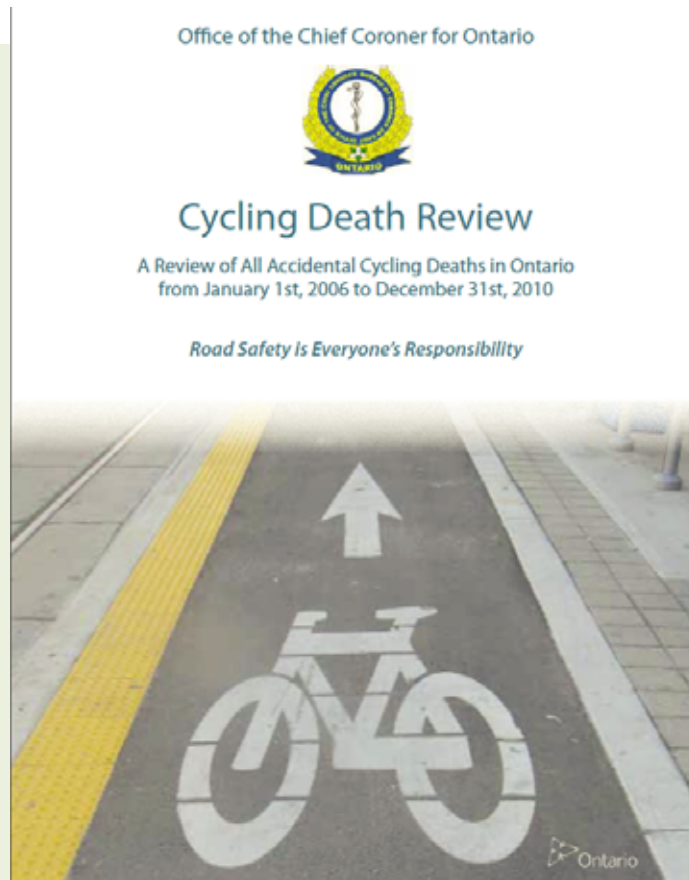
“The New Jersey Department of Transportation shall implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities. This includes all projects funded through the Department’s Capital Program.”

Complete Streets Canada Map

 Complete Street Policy  Complete Streets Approach  Complete Streets Examples

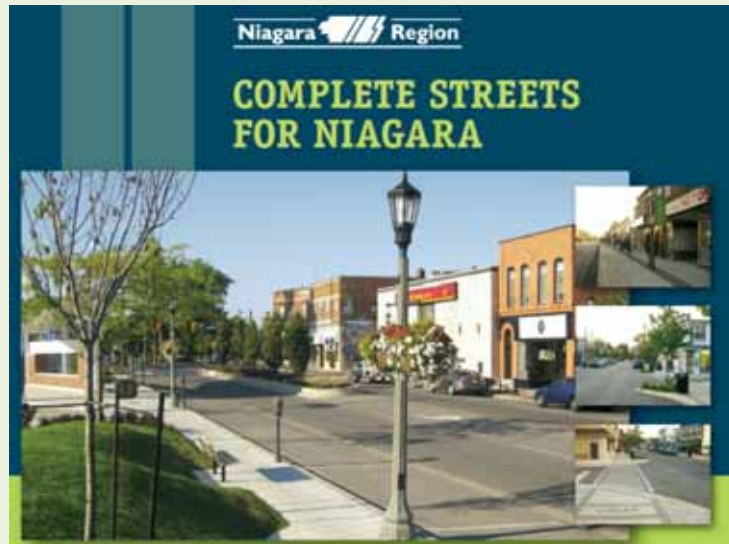


#1 Recommendation Ontario Coroner



A “complete streets” approach should be adopted to guide the redevelopment of existing communities and the design of new communities throughout Ontario.

Ontario municipalities taking the lead



Where History and Innovation Thrive

REQUEST FOR PROPOSAL

RFP-F31-PWS-EN-2012-10

**CONSULTING SERVICES FOR THE DEVELOPMENT OF
RIGHT OF WAY CROSS-SECTION DETAILS AND
COSTING ANALYSIS**

A screenshot of the Town of Ajax website. The header features the "Town of Ajax By the Lake" logo on the left and a navigation menu on the right with links: "Home | Accessible Ajax | A to Z Services | Employment | Contact Us | Translate". Below the header is a dark blue banner with three white buttons: "Living in Ajax", "Doing Business in Ajax", and "Experience Recreation". The main content area has a breadcrumb trail: "Home > Explore Outdoors > Active Transportation > Complete Streets". On the right side of the main area is an "Email" link with an envelope icon. On the left is a sidebar with a dropdown menu for "Active Transportation" showing two options: "The Plan" and "Benefits of Active Transportation". The main heading is "Complete Streets Policy", followed by a paragraph: "The Town of Ajax is the third municipality in Canada to adopt a Complete Streets policy in the Council approved Transportation Master Plan Update in February 2013."

Complete Streets Forum



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&  present:



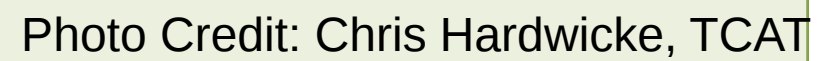
TCAT invites you to its 7th annual active transportation conference! Join researchers, practitioners and advocates of Complete Streets to explore ways to make our streets safer and more inviting for all road users.

Call for proposals: June 6th, 2014

<http://tcat.ca/completestreetsforum2014>



tcat toronto centre for active transportation 





Complete Streets for Canada

policy and design hub for building safe and inviting streets for all

[Home](#)[What Are Complete Streets?](#)[Policy Resources](#)[Design Resources](#)[News](#)[About Us](#)

Toronto approves the scoping of Complete Streets Guidelines

Toronto becomes the third City in Canada to move towards adopting Complete Streets Guidelines to ensure that the City's streets are designed for all users

What Are Complete Streets?

A Complete Street is designed for all ages, abilities, and modes of travel. On Complete Streets, safe and comfortable access for pedestrians, bicycles, transit users and the mobility-impaired is not an afterthought, but an integral planning feature.

A Complete Streets policy ensures that transportation planners and engineers consistently design and operate the entire street network for all road users, not only motorists.

Complete Streets offer wide ranging benefits. They are cost effective, sustainable, and safe.

[read more](#)[Newsletter](#)[Subscribe](#)

COMPLETE STREETS GAP ANALYSIS: OPPORTUNITIES AND BARRIERS IN ONTARIO



10 Elements: Policy Analysis

- 1) *Language and Intent*
- 2) *Users and Modes*
- 3) *Applies to all road projects*
- 4) *Exceptions*
- 5) *Encourages Connectivity*
- 6) *Jurisdictions*
- 7) *Design*
- 8) *Community Context*
- 9) *Performance Measures*
- 10) *Implementation*



Laurier Avenue West, Ottawa
Photo: Ryan Anders Whitney



2 Users and Modes: Waterloo

*"Roads under the City's jurisdiction **will be** planned as 'complete streets', enabling users of all ages and abilities – pedestrians, bicycles, transit riders and motorists – to interact and move more safely along and across City streets"*

Section 5.4 The Road Network: Policies

Results: Policy Analysis

- 8 of 10 found in majority of OPs
- Weakest:
 - Language and Intent
 - Exceptions
- All have opportunities to improve language

King Street, Kitchener
Photo: Cory Bluhm





Implementation Analysis: Details

“I think the adoption of a complete streets policy helps to broaden our thinking with respect to transportation planning, and can serve to establish a set of planning priorities based on new values (such as the vulnerability of users, rather than traffic flow indicators) - it is important that these values be formalized as guidelines for planners and engineers within municipalities”.

–Advocate, Peterborough

How We Build Cities Affects Health



Photo: Parent, worldneighbourhoods.com

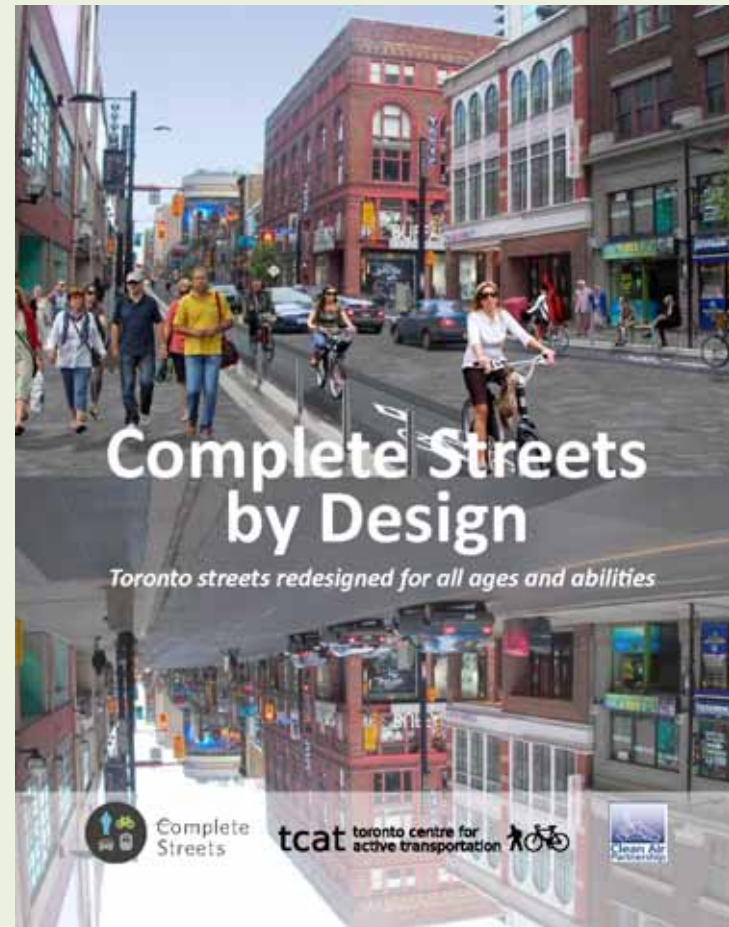
- Levels of physical activity
- Rate of vehicle-related collisions
- Access to nutritious foods
- Access to jobs, services,
- Outdoor air quality
- Urban heat
- Neighbourhood safety
- Social inclusion

Complete Streets by Design



“Healthy cities don't just happen. They result from creative vision, strategic decision-making and thoughtful implementation that respects the needs and challenges of all residents. They happen by design ... ”

*Healthy Toronto By Design
Report, Toronto Public Health,
2011*



Downtown Arterial – Existing



Downtown Arterial – Complete



Suburban Residential- Existing



Suburban Residential - Complete



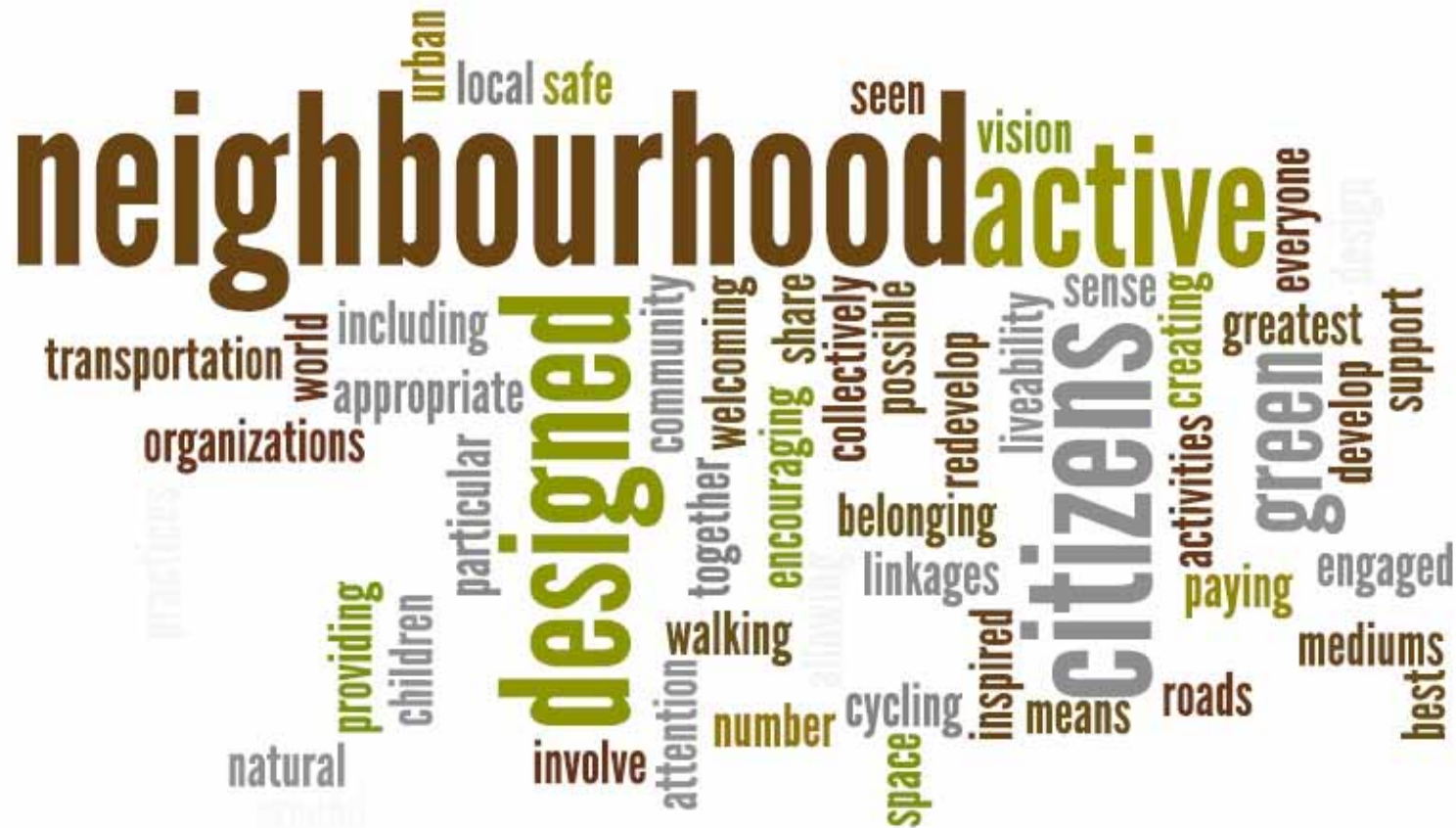
Complete Streets Almonte?



Complete Streets Almonte?



Active Neighbourhoods Canada



Agence de la santé
publique du Canada

Public Health
Agency of Canada

Thank You

Toronto Centre for Active Transportation



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