

Clause embodied in Report No. 6 of the Planning and Transportation Committee, as adopted by the Council of the City of Toronto at its meeting held on May 21, 22 and 23, 2002.

5**Toronto Pedestrian Charter**

(City Council on May 21, 22 and 23, 2002, adopted this Clause, without amendment.)

The Planning and Transportation Committee recommends that:

- (1) the report (April 8, 2002) from the Commissioner of Urban Development Services be adopted; and**
- (2) the Toronto Police Services Board be requested to vigorously enforce the restrictions of riding bicycles on sidewalks.**

The Planning and Transportation Committee submits the following report (April 8, 2002) from the Commissioner, Urban Development Services:

Purpose:

To forward to Council, for its adoption, the Toronto Pedestrian Charter as prepared by the City's Pedestrian Committee and to obtain Council's authorization for the production and dissemination of the Charter.

Financial Implications and Impact Statement:

There are no financial implications arising from this report.

Recommendations:

It is recommended that Council:

- (1) adopt the proposed Toronto Pedestrian Charter as prepared by the City's Pedestrian Committee and attached to this report; and
- (2) authorize the appropriate City staff to lay out and design a final copy of the Charter for production and distribution.

Background:

The Toronto Pedestrian Committee was formed shortly after amalgamation and has, as its broad mandate, the promotion of policies and practices that will create an environment for pedestrians that allows them to travel safely, conveniently and comfortably throughout the entire City.

For over a year the Pedestrian Committee has, in consultation with City staff, worked on the development of a Pedestrian Charter. At its meeting of February 27, 2002, the Pedestrian Committee adopted the Charter and recommended that it be forwarded to the Commissioner of Urban Development Services for comments prior to the Charter being sent to the Planning and Transportation Committee and City Council for adoption.

In the words of the covering report (February 12, 2002) of the Pedestrian Committee's Research Sub-Committee:

“The Charter will serve as a reminder to decision-makers within the City and to the community at large that walking should be valued as the most sustainable of all forms of travel. It will also act as a reference point for measuring how quickly and effectively the City acts to create an environment that respects and gives prominence to travel by foot or assistive mobility device” (p.2).

Comments:

The Pedestrian Charter puts forward six principles and eleven areas of action for ensuring that walking becomes an increasingly safe, comfortable and convenient mode of travel in the City. It represents a clear, succinct, yet comprehensive, statement as can be seen from the attachment.

The Charter is consistent with and supportive of other major policy initiatives in the City, most notably Council's Strategic Plan, the Environmental Plan and the emerging new Official Plan. Moreover, it will provide guidance to the work of the Pedestrian Committee itself and to the development of a Pedestrian Master Plan for the City.

From a planning perspective, the Pedestrian Charter reinforces and expands upon a number of the policy directions being developed in the new Official Plan. The new Plan recognizes that to reduce car-dependency we must develop our communities to be more supportive of transit, walking and cycling. Among other things, this calls for planning, design and engineering practices that create more pedestrian-friendly environments which will make Toronto a truly walkable city. A vibrant, liveable city requires that it can be enjoyed by pedestrians. These goals are embraced and carried forward by the Pedestrian Charter. The Charter notes that facilitating walking supports community health, vitality and safety, and leads to reduced car dependence and greater use of public transit.

At its highest level, the Charter is a statement of pedestrian rights. However, the Charter also presents the principles upon which to base policies and practices that affect pedestrians, along with the attributes of a city that encourages and supports walking. The new Official Plan will be an important means by which the City can provide this support and encouragement.

The Pedestrian Charter is of both symbolic and practical value. By raising awareness of the importance and advantages of walking in the City, it serves the pedestrian interest well at a number of levels.

The Commissioner of Works and Emergency Services has been consulted in the preparation of this report and concurs with its conclusions and recommendations.

Conclusions:

Walking is a part of every trip in the City. The Pedestrian Charter identifies rights, principles, attributes and actions to make Toronto a city in which residents and visitors of all ages and abilities can enjoy walking in a safe, convenient and comfortable urban environment. The adoption of the Pedestrian Charter would be in keeping with the City's overall goal of improving the quality of urban life.

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Attached proposed Toronto Pedestrian Charter, adopted by the City's Toronto Pedestrian Committee, February 27, 2002:

Walking is the most ancient and universal form of travel. It is also an important form of exercise and recreation. Every personal trip involves walking, alone or in combination with taking public transit, driving, or cycling.

A pedestrian is a person moving from place to place either by foot or by using an assistive mobility device. Pedestrians include residents and visitors to the city of all ages and abilities. In order to travel safely, conveniently, directly, and comfortably, they require an urban environment and infrastructure designed to meet their travel needs.

To ensure walking is a safe, comfortable, and convenient mode of urban travel, the City of Toronto respects the following principles:

Accessibility:

Walking is a free and direct means of accessing local goods, services, community amenities, and public transit.

Equity:

Walking is the only mode of travel that is universally affordable, and allows children and youth, and people with specific medical conditions, to travel independently.

Health and Well-Being:

Walking is a proven method of promoting personal health and well-being.

Environmental Sustainability:

Walking relies on human power and has negligible environmental impact.

Personal and Community Safety:

An environment in which people feel safe and comfortable walking increases community safety for all.

Community Cohesion and Vitality:

A pedestrian-friendly environment encourages and facilitates social interaction and local economic vitality.

To create an urban environment in all parts of the city that encourages and supports walking, the City of Toronto:

- upholds the right of pedestrian of all ages and abilities to safe, convenient, direct, and comfortable walking conditions;
- provides a walking environment within the public right-of-way and in public parks that encourages people to walk for travel, exercise, and recreation;
- supports and encourages the planning, design and development of a walking environment in public and private spaces (both exterior and interior) that meets the travel needs of pedestrians;
- provides and maintains infrastructure that gives pedestrians safe and convenient passage while walking along and crossing streets;
- ensures that residents' access to basic community amenities and services does not depend on car ownership or public transit use;
- sets policies that reduce conflict between pedestrians and other users of the public right-of-way;
- creates walkable communities by giving high planning priority to compact, human-scale and mixed land use;
- encourages research and education on the social, economic, environmental, and health benefits of walking as a form of travel, exercise, and recreation;
- promotes laws and regulations that respect pedestrians' particular needs;
- advocates for improving the provincial and federal regulatory and funding frameworks that affect the City's ability to improve the pedestrian environment; and
- works with individual citizens, community groups and agencies, businesses, and other levels of government to achieve these goals.

An urban environment that encourages and facilitates walking supports community health, vitality, and safety. It will increase use of public transit; decrease car dependence; reduce conflict between vehicles and pedestrians; lead to cleaner air; green public space; and support green tourism. Such an environment creates opportunities for the informal social interaction that is one of the main attributes of a vibrant, liveable city.

The Planning and Transportation Committee also had before it the following communications and copies thereof on file in the office of the City Clerk, City Hall:

- (April 12, 2002) from Sue Zielinski, Director, Moving the Economy supporting the Pedestrian Charter;
- (April 10, 2002) from Dr. Bob Frankford supporting the Pedestrian Charter;
- (April 9, 2002) from Mike Olivier, Chair, Rocket Riders supporting the Pedestrian Charter;
- (April 9, 2002) from Douglas Young, Planning Action supporting the Pedestrian Charter;
- (April 12, 2002) from Jane Jacobs supporting the Pedestrian Charter;
- (April 12, 2002) from Wayne Roberts, Project Coordinator, Toronto Food Policy Council supporting the Pedestrian Charter;
- (April 11, 2002) from Humewood Neighbourhood Committee supporting the Pedestrian Charter;
- (April 11, 2002) from Anne Gibson, Executive Director, Green Tourism Association supporting the Pedestrian Charter;
- (April 15, 2002) from Julie Beddoes, Secretary, Gooderham & Worts Neighbourhood Association supporting the Pedestrian Charter;
- (April 11, 2002) from Yvonne Parti supporting the Pedestrian Charter;
- (April 23, 2002) from Andrew Schulz, Scarborough Eglinton Avenue Modernization Project (SEAM) supporting the Pedestrian Charter;
- (April 10, 2002) from Mike Ma, Board Member, Chinese Canadian National Council, Toronto Chapter supporting the Pedestrian Charter; and
- (April 29, 2002) from Rhona Swarbrick, Research Sub-Committee, Toronto Pedestrian Committee supporting the Pedestrian Charter.

(City Council on May 21, 22 and 23, 2002, had before it, during consideration of the foregoing Clause, communications from the following, forwarding comments with respect to the proposed Toronto Pedestrian Charter:

- (a) (April 22, 2002) from Barry Wellar, Professor and Principal Investigator, Walking Security Index Project, University of Ottawa;*
- (b) (April 29, 2002) from Janice Etter; and*
- (c) (May 16, 2002) from the Dundas West Residents Association.)*