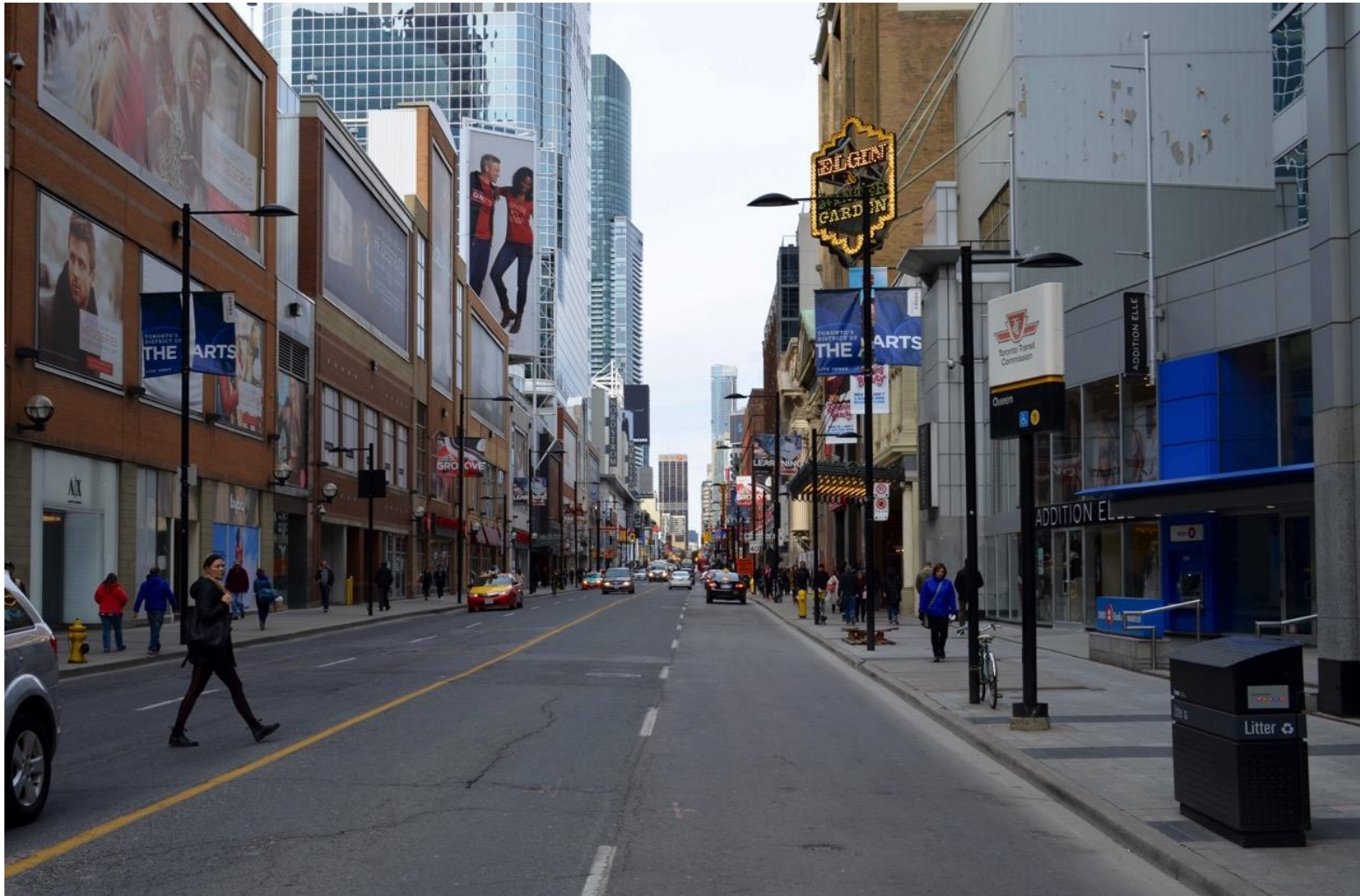


Downtown Complete Streets Tour



Overview

Complete Streets is an approach to streetscape design that considers both place and movement, and takes into account the needs of all users. This includes prioritizing the following:

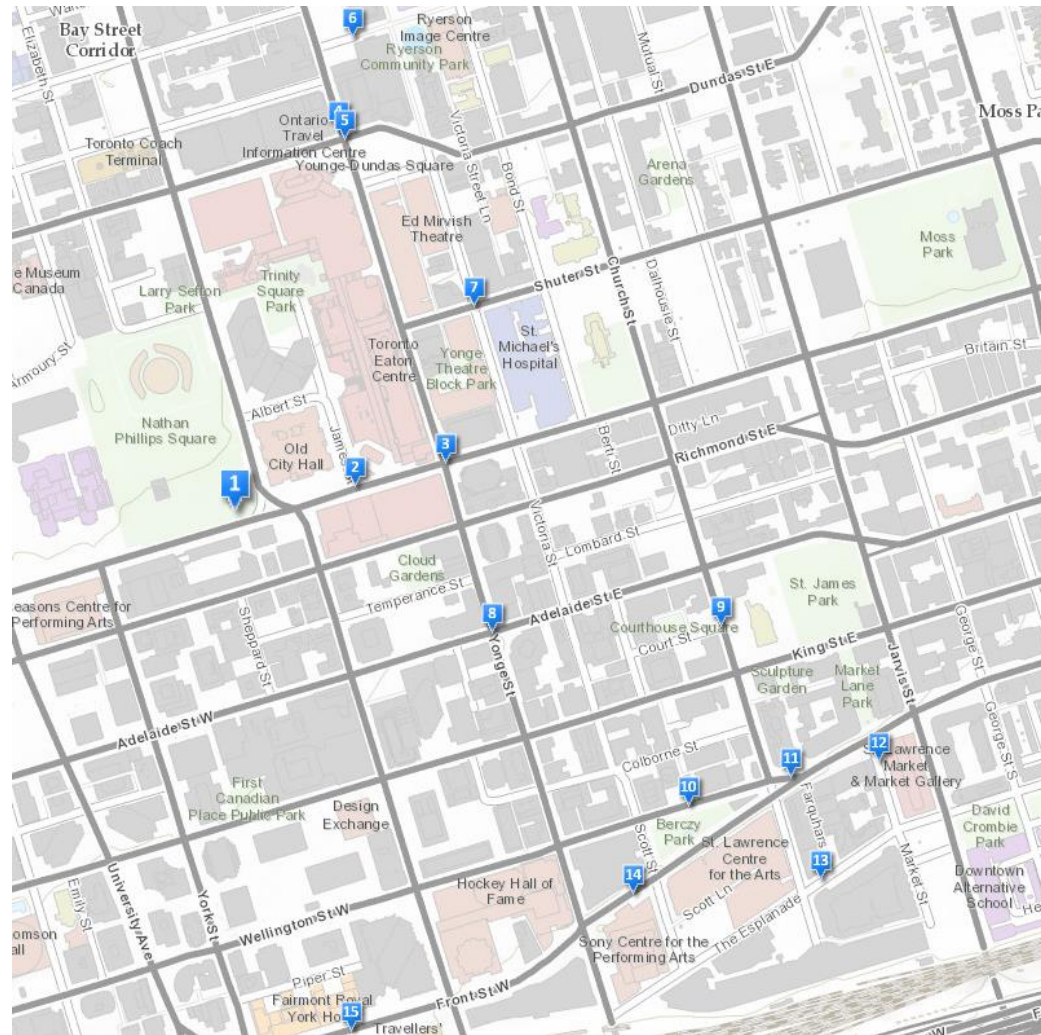
- Improving safety and accessibility
- Giving people mobility choices
- Building connected networks
- Promoting healthy and active living
- Creating beautiful and vibrant public spaces
- Responding to local area context
- Improving environmental sustainability
- Supporting economic vitality
- Enhancing social equity
- Balancing flexibility and cost effectiveness

While looking at a street using the Complete Streets framework, it is also important to consider the interactions between present and future land use, as well as the transportation role of the street; many streets in Toronto's downtown hold particular cultural, historical, or ceremonial significance, and play an important role in the city's economy. This tour showcases various planning initiatives that the Transportation Services Division has undertaken using the Complete Streets framework, all of which were included in the City's Complete Streets Tour for the Transportation Association of Canada's (TAC) September 2016 Conference. Access the Toronto Complete Streets Guidelines here: <https://tinyurl.com/completestreetstoronto>.



Complete Streets Tour Map

Below is a map of all 15 stops on the Complete Streets Tour. The tour is about 5 km long and should take just over an hour. An interactive map of the tour can be viewed at <http://arcg.is/2kODkEU>. Note that stops 4 and 5 are overlapping as they are in the same location.



1. Toronto Wayfinding Strategy and Pilot

The City of Toronto launched the Toronto 360 Wayfinding Strategy in 2011 to develop a unified multi-modal wayfinding system for pedestrians, cyclists, drivers and transit riders. The system consists of a network of signs that enable people to orient themselves within the city and navigate with ease. Wayfinding is more than just signs, though. Working together with other elements of the public realm such as street furniture and public art, it includes names, landmarks, conventions, maps and new media. The Strategy is designed to increase visitors at key attractions, thereby boosting local businesses and economies. It also promotes a stronger sense of community, while improving pedestrian safety, health and the environment. The Wayfinding Strategy is currently being piloted in the Financial District, and City staff will deliver a report to City Council in late Fall 2017 with recommendations on how to effectively roll out the system city-wide.



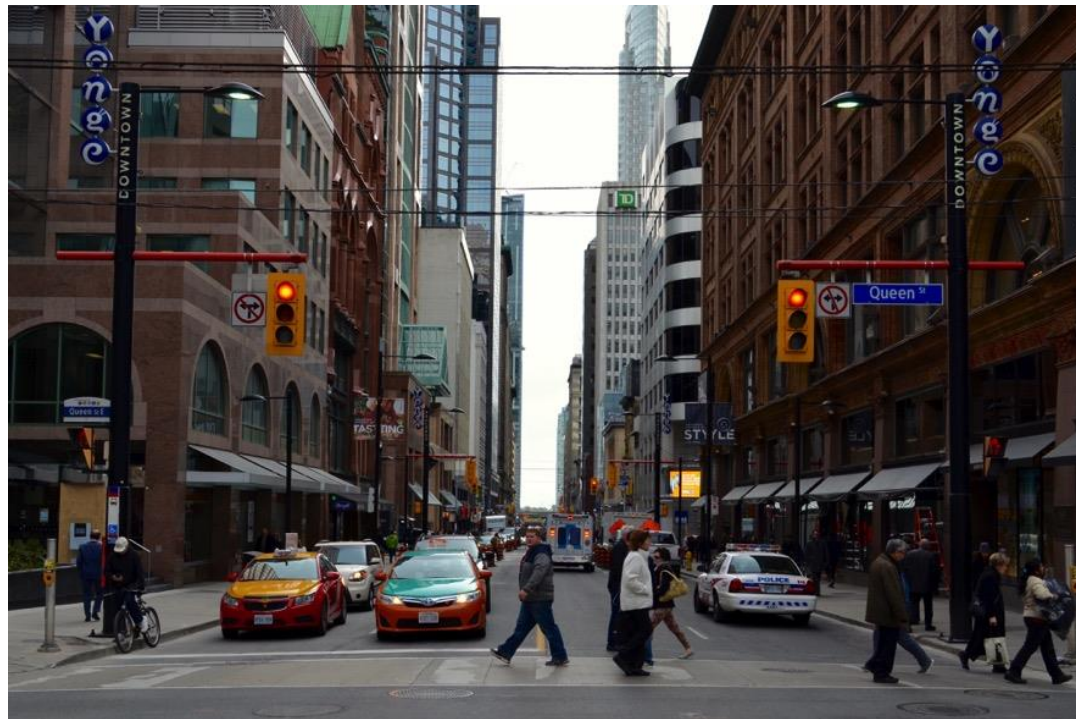
2. Outside the Box – Spot the Box!

Outside the Box is a program that encourages local artists to showcase their talents by painting on traffic signal boxes. The program is designed to enhance the streetscape by creating artwork on surfaces that are often targeted by vandalism. Moreover, successful artists are chosen based on criteria that focus on innovative art which fosters community pride and contributes to a sense of identity for residents and businesses. Overall, the artwork functions as a form of communication to an audience in transit throughout the city with the goal of creating a vibrant, inclusive and interesting urban environment. There are nine boxes along the tour route. See how many you can spot!



3. Yonge Street Revitalization

Transportation Services will be undertaking a study in late 2016 to explore streetscaping and public realm improvements to Yonge Street between Queen and Gerrard Streets. However, given the scope of TOCore – a new proposed secondary plan for the City's downtown – and recent development pressures on Yonge Street, the study may be extended north to Davenport Road and east to Church Street. These improvements will be designed to increase pedestrian walkways and cyclist safety by narrowing the roadway and reducing traffic lanes. This initiative takes its cue from the Yonge Street of the 1970's, where pedestrian malls took precedence, and more recently from the 2012 Celebrate Yonge event, which reduced traffic lanes and expanded pedestrian space through the creation of temporary parklets. The report following this event showed that there was minimal impact on traffic operations and that there is significant community demand in the area for additional pedestrian and celebratory space.



4. Street Furniture Program

There are over 17,000 items of street furniture throughout Toronto that are part of the City's Street Furniture program. These items include a wide variety of transit shelters, two types of benches, information pillars for public announcements, INFOTOGO advertising pillars, litter bins, corrals for newspaper vending boxes and kiosks for newspapers. These items are all provided by Bell/Astral Media through their advertising-funded street furniture contract with the City. Advertising revenues from this program support a broad range of public realm initiatives, including the Public Realm Section of Transportation Services. The program permits a certain number of highly sought-after 'creative advertisements,' such as this double transit shelter at Yonge and Dundas, with guidelines to ensure visibility for transit shelter patrons. In addition, in 2014, the City permitted the first digital advertising shelters on city streets – up to 120 over 3 years.



5. Yonge-Dundas Pedestrian Priority (Scramble) Crossing

The City has recently introduced scramble crossings at priority intersections across Toronto to reduce pedestrian crowding and maximize sidewalk space. In order to minimize crossing times, pedestrians are allowed to cross during vehicular phases as well as the exclusive pedestrian phase, which includes diagonal as well as horizontal crossings. This is unlike other scramble options, which halt all pedestrian movements while vehicles are proceeding. The City adopted this approach to mitigate jaywalking and to assist those with visual impairments who rely on the sound of parallel traffic. An extensive evaluation was conducted to measure the impacts on intersection safety, efficiency and the environment; as a result, City staff have confirmed the continued use of scramble intersections, and developed best practices for future installations. Although vehicular sideswipes and rear-ends have increased slightly, surveys have shown a high level of support from both pedestrians and drivers.



6. Gould Street Pedestrian Zone

In partnership with Ryerson University, the City has implemented 'pedestrian zones' on Gould and Victoria Streets. These zones were created in 2011 in response to concerns about student's safety on busy downtown roads, as well as to increase the amount of community space on campus. They are delineated using easily moveable materials, such as large planters and street furniture which were purchased by the City. Although the City still owns the streets, Ryerson maintains the pedestrian zones year-round and is permitted to hold events without additional permits. There were several hurdles during the implementation process; some negotiation with local developers was required and Toronto Fire Services had to drive a fire truck through the streets to confirm adequate access. Overall, the pedestrian zones have been a resounding success, and based on this process, City staff have created a how-to manual for communities interested in creating their own pedestrian zones.



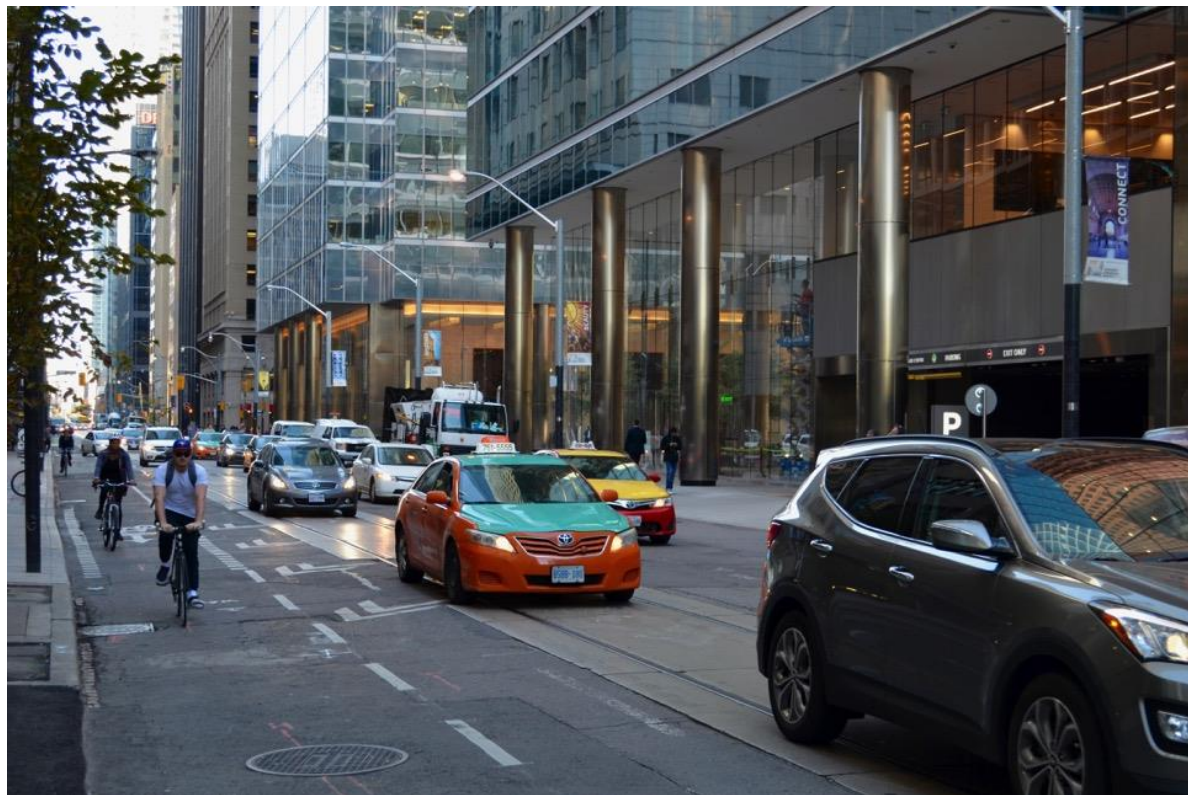
7. Accessibility and Design of Public Spaces Standards

In order to comply with Built Environment regulations under the Accessibility for Ontarians with Disabilities Act (AODA), the City has developed a new set of guidelines for pedestrian intersection crossings, focusing on regulations for curb depressions and tactile walking surface indicators (TWSI) to assist pedestrians with low or no vision. These standards cover all aspects of TWSI implementation, including instances where only part of an intersection is being reconstructed and where separated bike lanes flank sidewalks. The City tested a variety of different TWSI options at Victoria and Shuter Streets for durability, cost, maintenance and accessibility over a four-season cycle. After analysis, it was determined that cast iron TWSI's performed best, while also receiving the most positive user feedback. TWSIs are now visible across the city, and play an important role in making Toronto safer and more accessible.



8. Adelaide Street Cycle Track

Adelaide Street is identified as a Mixed-Use Connector – a linking street where regional connectivity is a priority. It used to be a four lane, one-way street, offering unique transportation potential. Currently, Adelaide is undergoing an Environmental Assessment, with the cycle track being piloted as part of that process. This means that Adelaide has gone from a four-lane street to a three-lane street with a wide bike lane. The pilot project was implemented to make sure that the City could make an evidence-based decision before finalizing the bike lane, which has been found to increase person-throughput while not impacting vehicle travel times.



9. The Piliriqatigiingniq Mural Project

The Piliriqatigiingniq Mural Project, completed in 2015, was a partnership between The PA System (artists Patrick Thompson and Alexa Hatanaka), the ‘Embassy of Imagination’ – an Inuit youth collective from Cape Dorset, Nunavut – and youth from the Toronto District School Board’s Oasis Skateboard Factory. The 18-metre mural depicts a vibrant image of an old man carrying the weight of the world on his back. Piliriqatigiingniq is a pillar of Inuit traditional knowledge; the word means “to work together towards a common goal.” The mural is part of the City’s Street Art program, which is a component of the Graffiti Management Plan adopted by City Council in 2012. The program, which won a national Institute of Public Administrator’s award for leadership in 2014, addresses all matters related to graffiti vandalism, and seeks to create new opportunities for street art and artists.



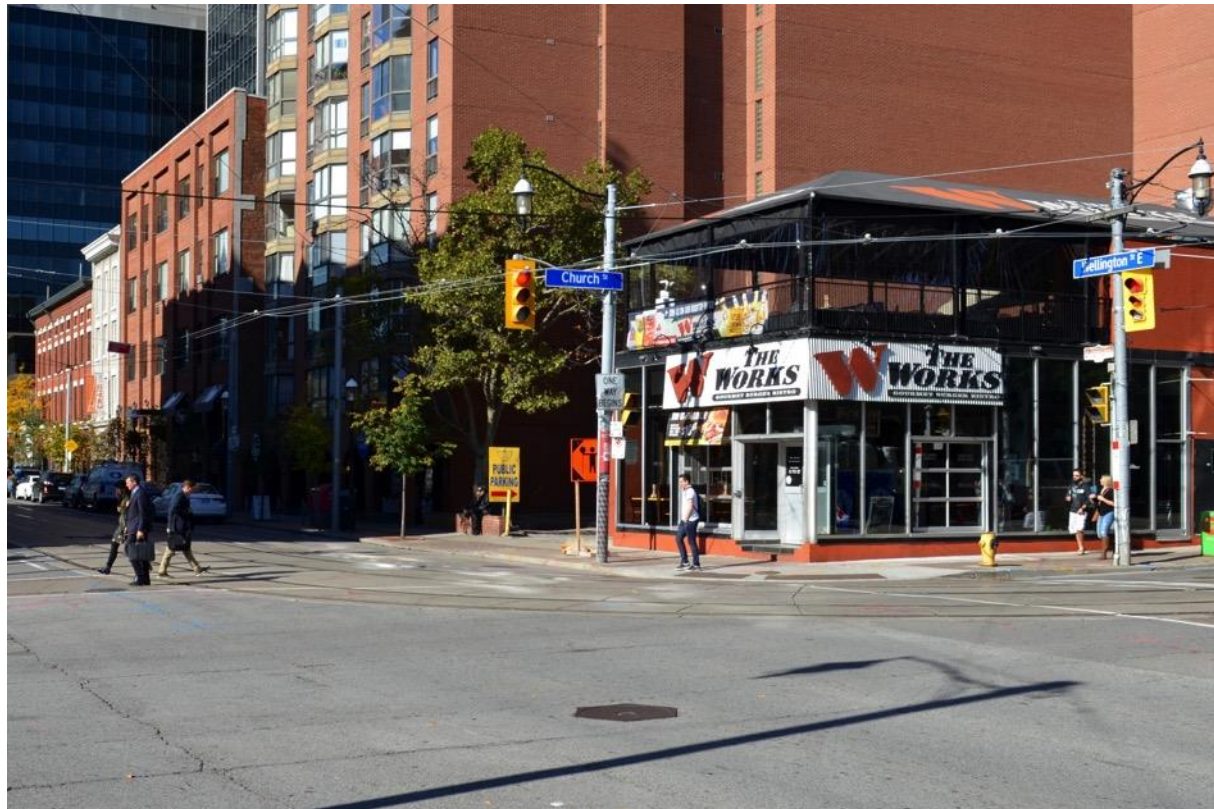
10. Berczy Park Revitalization

The Transportation Services Division is working with Parks and Recreation and the local BIA to revitalize Berczy Park and the adjacent Scott Street by making them more attractive and pedestrian friendly. During this process, sidewalks will be widened along the park edges, and new pavers, trees with trench drains and a fountain will be installed. The new Scott Street will be largely curbless, maximizing pedestrian walkways and creating a flexible street that is accessible by car but capable of being closed for community events.



11. Future Plans: Boulevard Widening (Road Diet)

In 2017, the TTC will be removing a set of streetcar tracks on the north side of Wellington Street due to route changes. Once this is completed, the City, in conjunction with the local Business Improvement Area, is planning to eliminate one vehicle lane on the north side of the street and widen the north sidewalk. This change will create space to install patios for the street's heritage buildings and restaurants, introduce street-side trees as well as additional parking spaces. The project will also facilitate safer and easier access to streetcars from the curb, and complement the ongoing revitalization of Berczy Park and Scott Street. During this process, the City will also make changes to the intersection of Church, Front and Wellington to improve pedestrian accessibility and safety.



12. Market Street – Toronto's First Flexible Street

Market Street is Toronto's first flexible street. It is unique – not a woonerf and not a pedestrian-only street, but an innovative curbless street design that slows drivers down, improves accessibility and pedestrian safety. It can accommodate a dynamic range of activities, with the capacity to adapt to different seasons, days of the week or times of day. The street is in a heavily pedestrianized and historic part of Toronto that boasts a plethora of restaurants, shops and boutiques, making it an ideal location for this initiative. Also included in the design are outdoor café patio spaces and vibrant retail frontages which use movable bollards as fence posts, avoiding the need for attaching temporary patio fences to the sidewalk. The catalyst for this partnership project was City staffer Mark Van Elsberg, who advocated for a new type of street, new construction details (such as trench drains) and new ways to finance and secure maintenance agreements with multiple partners.



13. Trees on the Esplanade

Several years ago, Toronto Water was forced remove most of the trees on The Esplanade between Scott and Market Streets. Recently, the City reintroduced trees to the street, re-graded the sidewalk to improve accessibility to adjacent buildings and installed trench drains to the left of the tree pits. The trees, which introduce some much-needed greenery to the street, are aligned in a double row to maximize pedestrian space. The large stones were placed more recently in lieu of bollards, which were regularly being knocked down by trucks using the laneway.



14. Sony Centre Sidewalk Widening

The Sony Centre and the adjacent plaza underwent a heritage restoration. As part of this project, sidewalks outside the venue were widened by nearly two metres. The restoration also introduced improved grades, increased accessibility measures and rolled curbs, all while maintaining vehicle drop-off access for patrons. Further, Linden trees, a native species, were planted along the sidewalk, true to the original vision for the building. This project has beautified the area, as well as significantly improved access to this important cultural destination.



15. Front Street Road Diet

Union Station is Canada's busiest train and bus hub, used by thousands of pedestrians and commuters every day. Following an Environmental Assessment, Front Street recently underwent a 'road diet' in which it was reduced from four to two lanes. Lay-bys were installed to facilitate pick-ups and drop-offs of passengers, and various measures were implemented to accommodate high pedestrian volumes and facilitate easier crossing. These include eliminating curbs and installing rolled curb medians in the centre of the street. Large planters were added to these medians after construction to mitigate illegal parking, with the flowers maintained by the local BIA.

