

TORONTO COMPLETE STREETS

Disabilities Issues Committee 10/27/2015

DI5.2

Presentation Outline

- I. Introduction: What Are Complete Streets?
- II. A New Approach
- III. Making Decisions

A grayscale photograph of a city street scene. In the foreground, a person sits on a wooden bench, looking down at a device. To their right, a cyclist wearing a helmet rides a bicycle. Further back, a group of pedestrians walks across a crosswalk. A bus is visible in the middle ground, and tall city buildings line the background. The text "Introduction: What are Complete Streets?" is overlaid in the center.

Introduction: What are Complete Streets?

What are Complete Streets?

Streets designed with all users in mind:

- pedestrians/those with disabilities
- cyclists
- street car and bus riders
- motorists
- street trees

Primary Goal

To build a city with streets and spaces that support the surrounding community, and where all users and uses have a well-functioning network so that people can travel easily and safely with the mode of their choice



Benefits of Complete Streets

- **Improved safety**
- **Expanded mobility options**
- Stronger place making
- Social benefits
- Local economic benefits
- Environmental benefits
- Reduced infrastructure costs
- A more attractive and livable public realm



Creating Complete Streets

Multiple Role of Streets

- Movement
- Places
- Ecosystems/Stormwater
- Services and Utilities

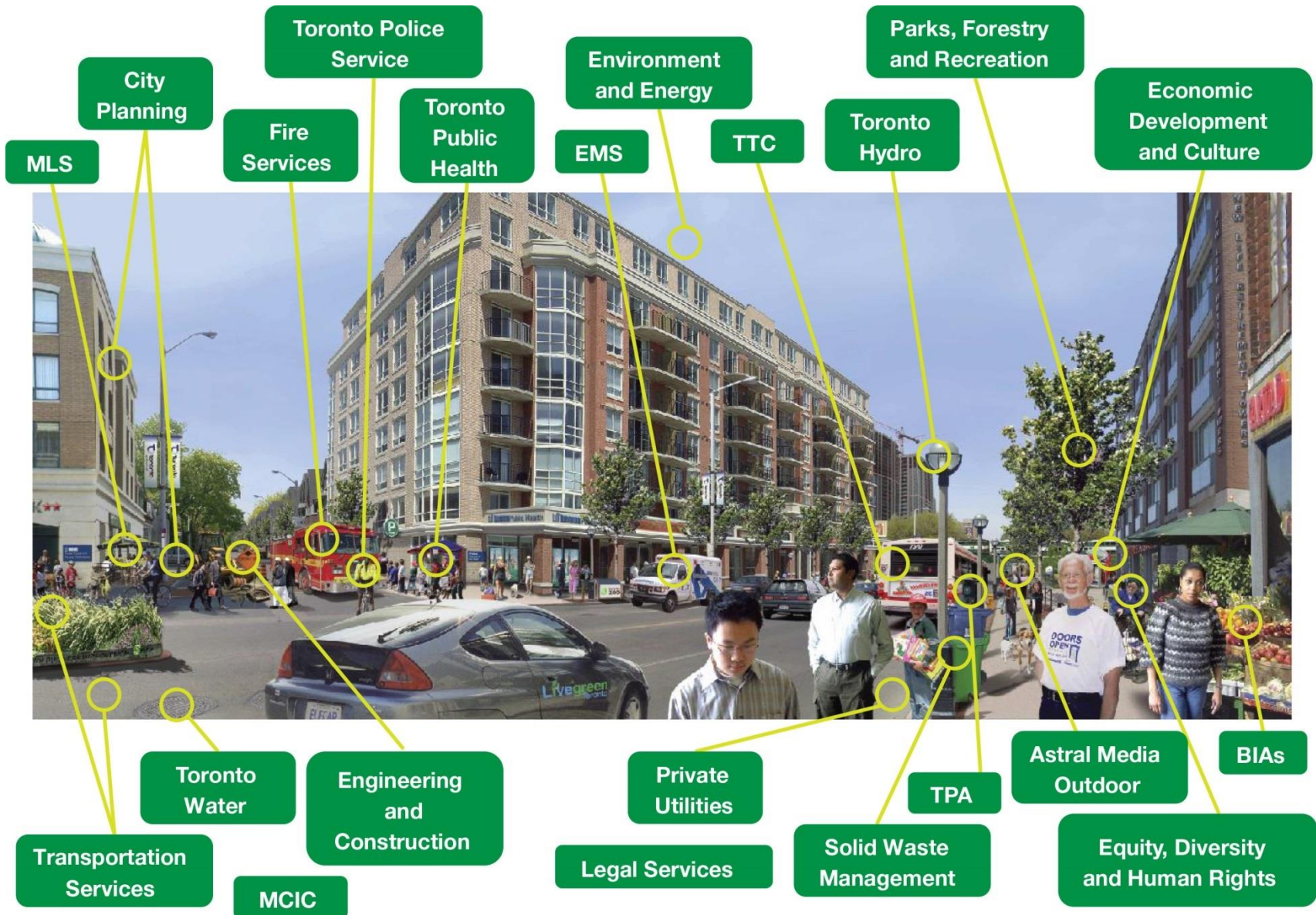
Coordination within the Project Delivery Process

- Planning/Project Definition
- Scoping
- Design
- Construction
- Measurement
- Maintenance

Summary of Feedback from Disability Issues Committee Meeting (2013)

- General and positive interest in the project and approach
- Would like persons with disabilities recognized in the principles
- that people with disabilities are included in the "vulnerable users" category to ensure safety
- Would like to see pedestrians and people with disabilities prioritized above other users
- Would like to be informed about the process through a report back during development
- Various other feedback related to specific street elements including: construction work zones, sidewalks, obstructions, parking, accommodating Wheeltrans and drop-offs

Who is involved?



Council Direction

May 6, 2014: Adopted Motion PW30.1

"City Council direct the General Manager, Transportation Services, together with the Chief Planner and Executive Director, City Planning, to develop Complete Streets Guidelines..."

October 8, 2013: Adopted Motion PW25.7(4)

"...Toronto Water, Transportation Services, Engineering and Construction Services City Planning to develop "green infrastructure" standards for the public right-of-way..."

Safety for All Users is the Primary Objective

**SAFETY....
IS PEOPLE NOT
GETTING HURT**

Some Users are Better Protected Than Others

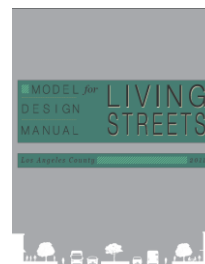
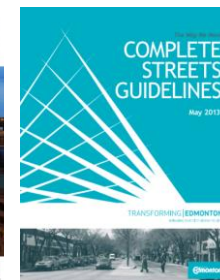
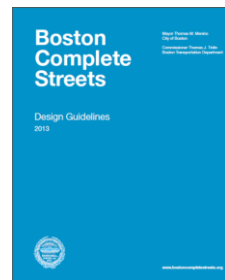


Soft Bodies Are More Vulnerable



What is the Toronto Complete Streets Guide?

- A holistic approach for how we design Toronto's streets
- Building on best practices and many of the city's existing policies, guidelines, and recent successful street design and construction projects
- Improved decision making



Guiding Principles

Streets For People

Improve Safety & Accessibility

Give People Mobility
Choices

Make Connected
Networks

Promote Healthy &
Active Living

Streets As Places

Create Beautiful &
Vibrant Public Spaces

Respond to Local
Area Context

Improve
Environmental
Sustainability

Streets For Prosperity

Support Economic
Vitality

Enhance Social
Equity

Balance Flexibility &
Cost-Effectiveness

Best Practices: A Good Guide...

- Clear intentions
- Process for review and compliance
- Tailored to existing processes
- rarely revisits outdated policies, guides and practices
- decision-points and outcomes, not prescriptions
- written by and for practitioners
- research, experimentation, data, review
- training, outreach, pilots, updates
- more than traditional planner-engineer
- understands that streets are not highways
- is graphically rich, augmented by text
- knows the audience and type of document up front

Guide: Table of Contents

- 1. Introduction**
- 2. Vision & Goals**
- 3. Street Types**
- 4. Steps to Designing Streets**
- 5. Design Guidance by Street Section**
- 6. Making it Happen / Implementation**
- 7. Performance Measures**

The Guide Will Apply to All Toronto Street Projects...

- Reconstructions
- Resurfacings
- Water/Sewer/Stormwater Management
- Utility Cut Rehabilitations
- Safety/Local Improvements
- New Sidewalk Construction
- Bikeway Construction/Markings
- Street Furniture Installations
- Street Tree Planting/Operations
- BIA Work
- TTC/Metrolinx Projects
- Waterfront TO/PanAm Initiatives
- Private/Developer Sidewalk and Boulevard Improvements
- Environmental Assessments, Avenue Studies, etc.

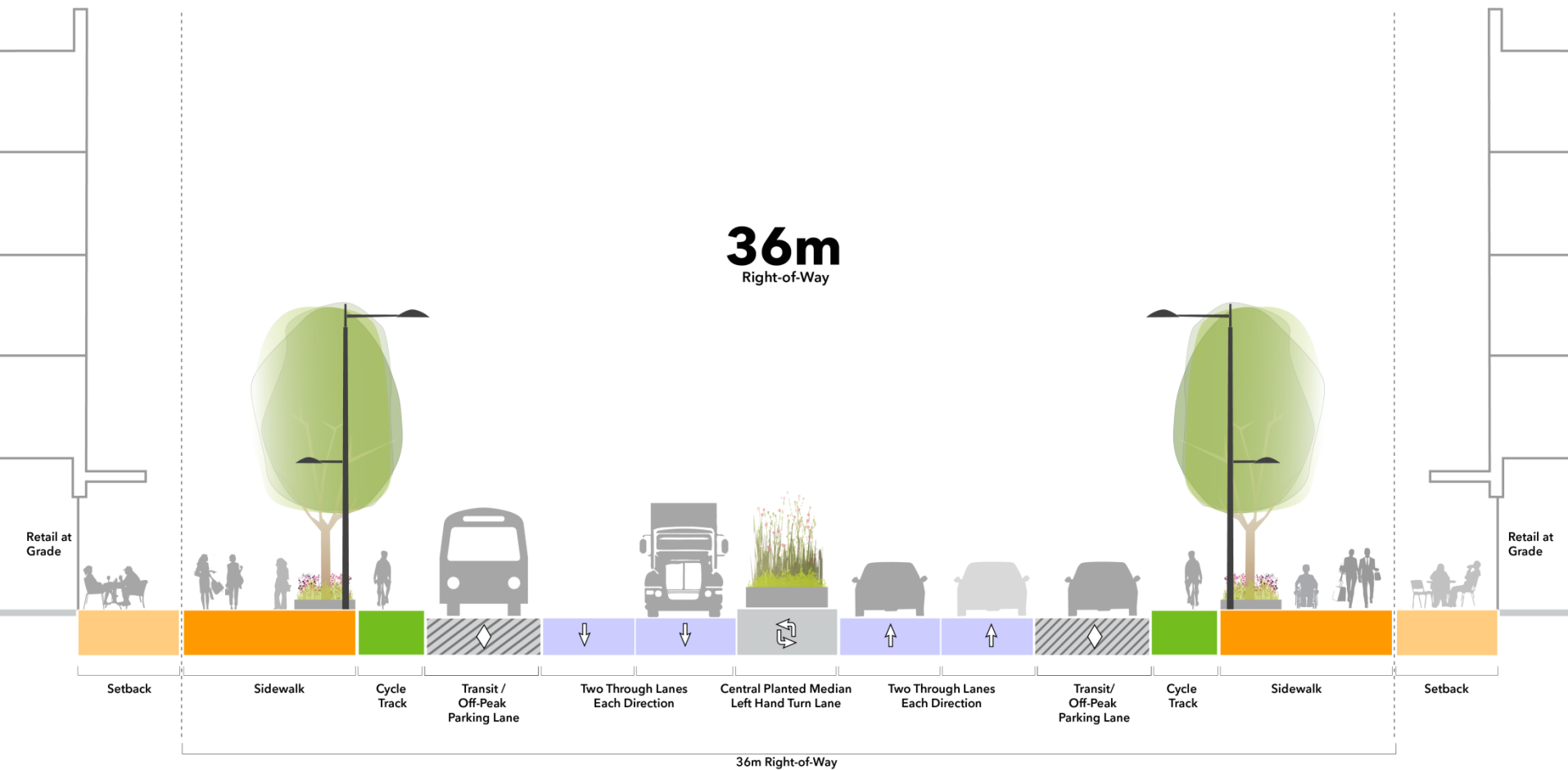
**...But it Won't Make New Projects or
Change Approved Projects**



BURNHAMTHORPE RD.

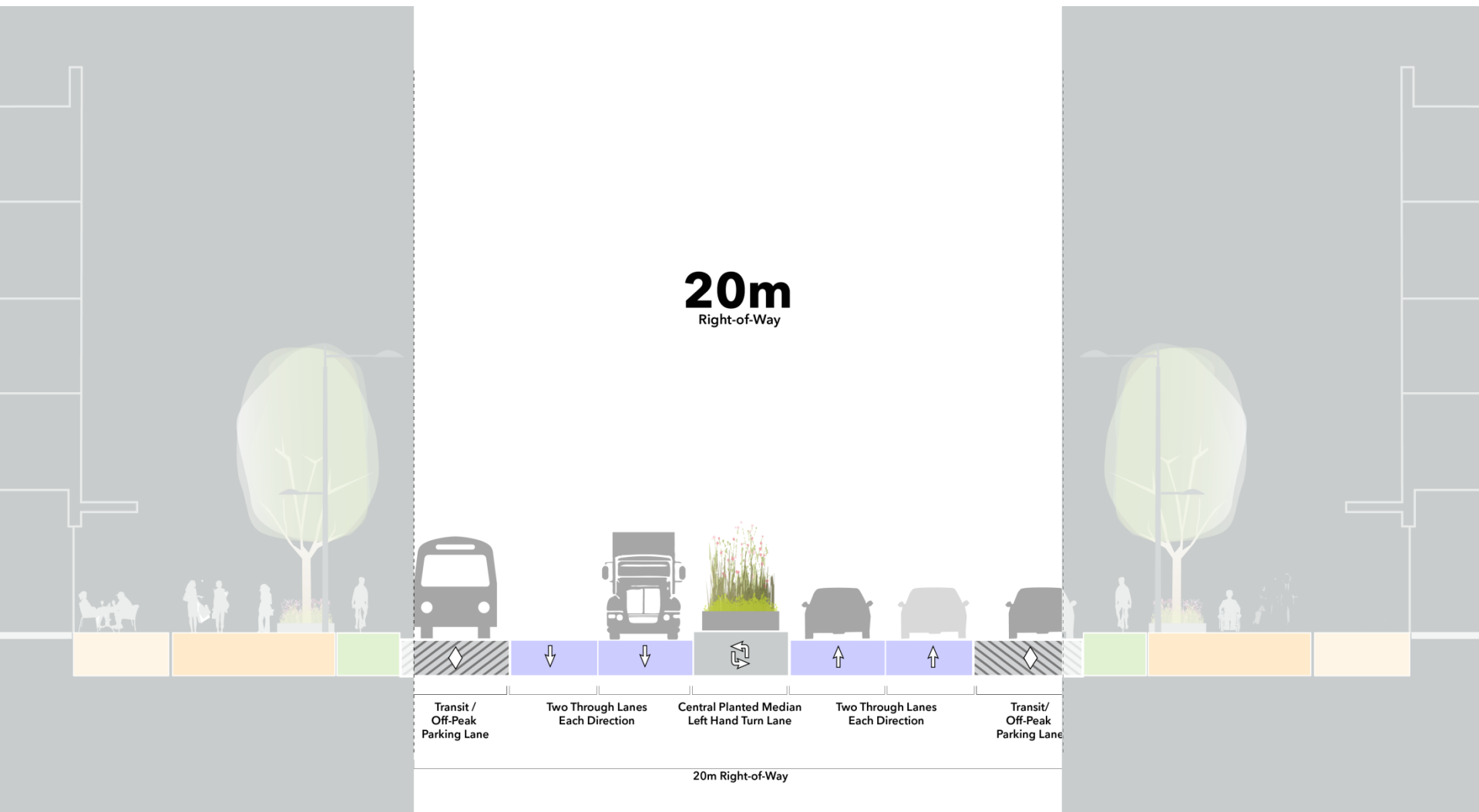
Making Decisions: When Everyone Gets Their Space

Thru-Lanes/Bike Lanes/Transit Lanes/Sidewalks/Trees



Making Decisions: Our Common Reality

What To Do With Limited Space?



II: A New Approach



Streets Design is not Plumbing

The typical access vs. mobility framework is like plumbing:

- big pipe
- medium pipe
- small pipe









cars...



Road



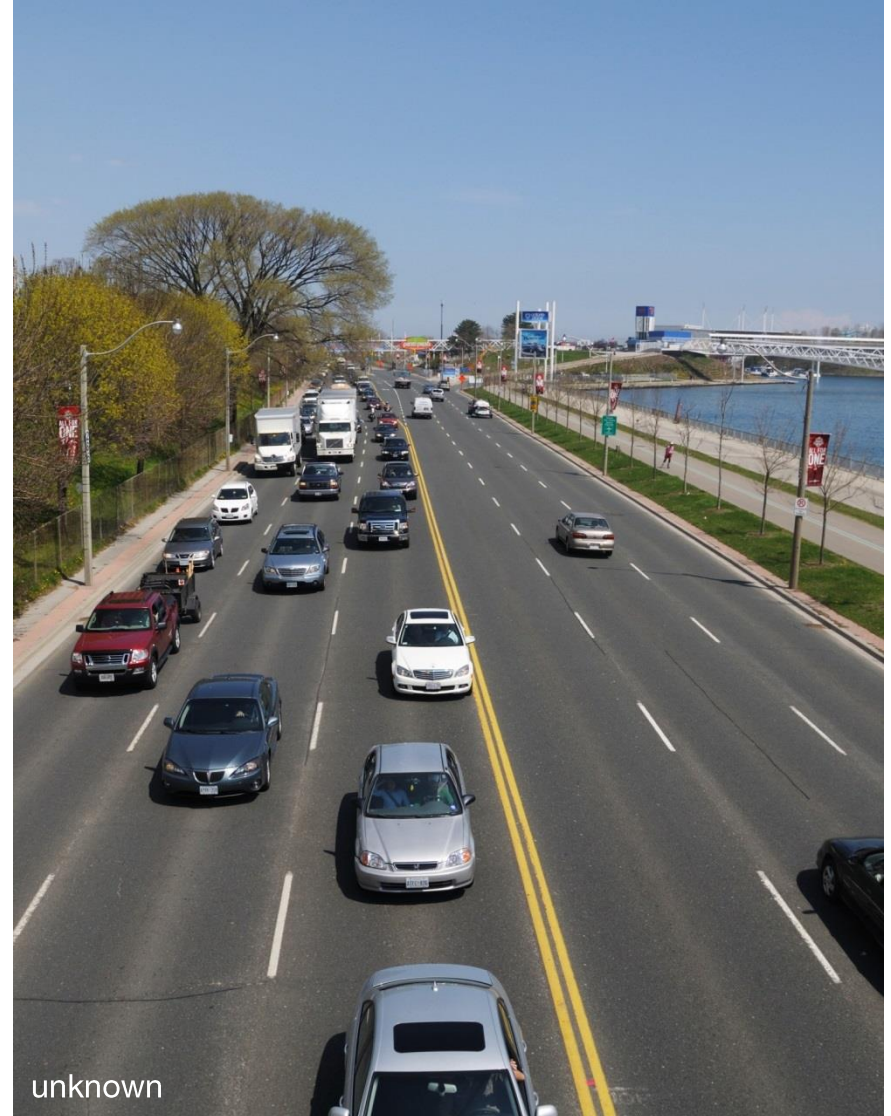
Street



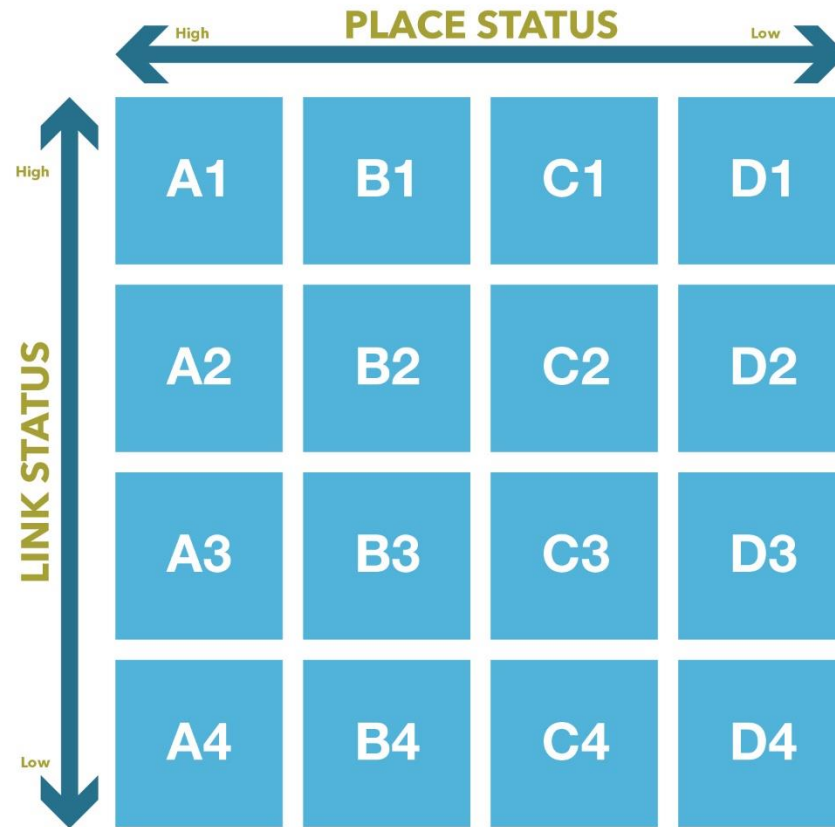
TO PLACE



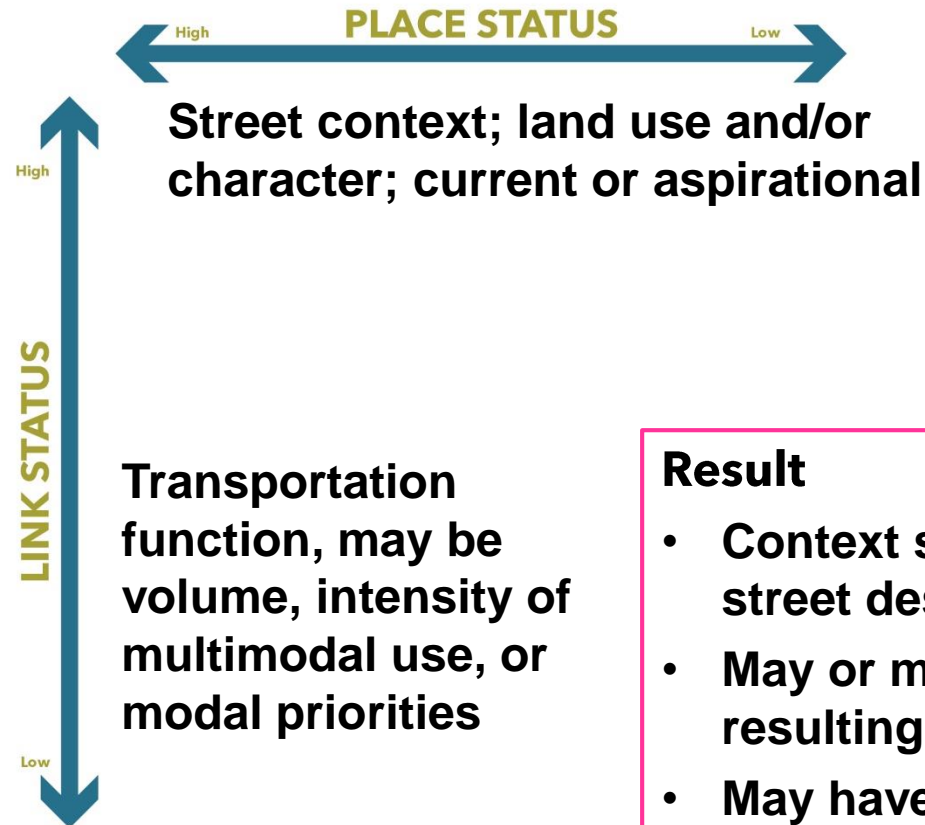
THROUGH place



Link + Place Model



Link + Place Model



Result

- Context sensitive street design
- May or may not name resulting street types
- May have additional “overlay” of mode or special use

Link (Functional Classification Only)



Link + Place: 15 Toronto Street Types



Link Alone: Arterial

Example: Dufferin Street - Past



Link Alone: Arterial

Example: Dufferin Street - Existing



Link + Place: Neighbourhood Main Street

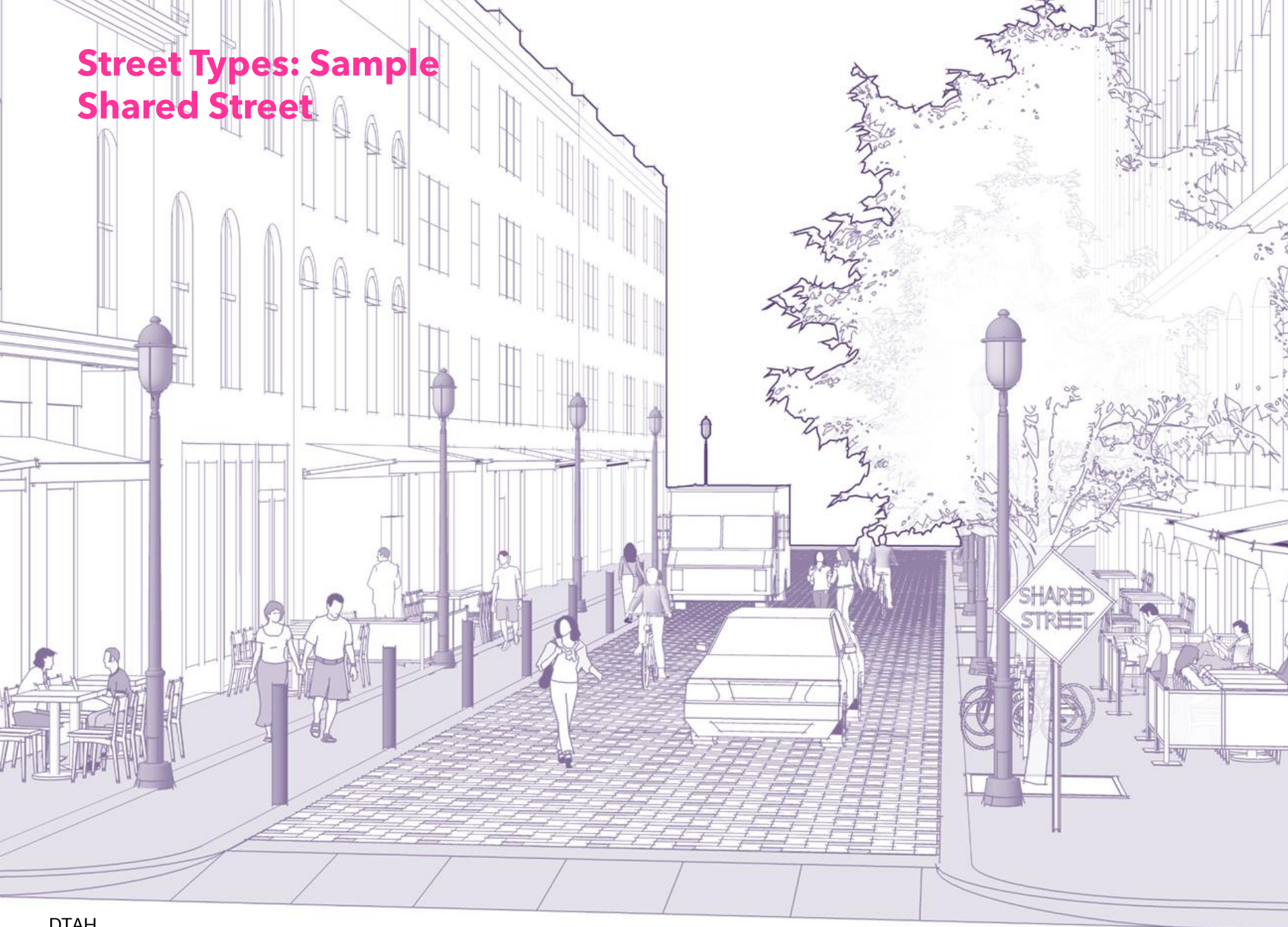
Example: Dufferin Street - Aspiration



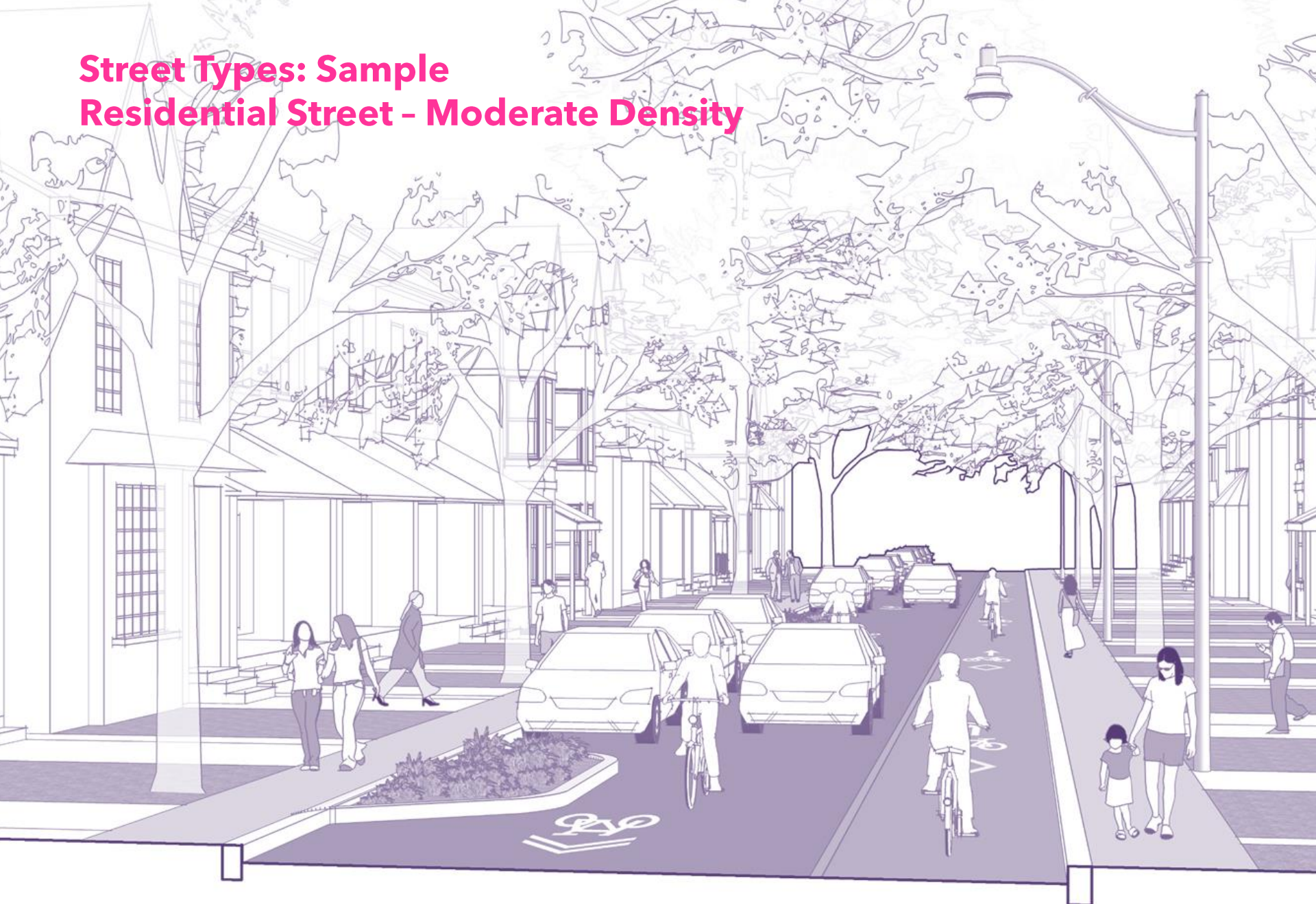
15 Toronto Street Types

- **Civic Street**
- **Main Street**
 - Core and Centres
 - Avenues and Neighbourhood
- **Connector**
 - Mixed Use
 - Residential
- **Residential Street**
 - High Density
 - Moderate Density
 - Low Density
- **Mixed-Use Access Street**
- **Employment Street**
- **Scenic Street**
- **Park Street**
- **Lanes**
 - Mixed Use
 - Residential

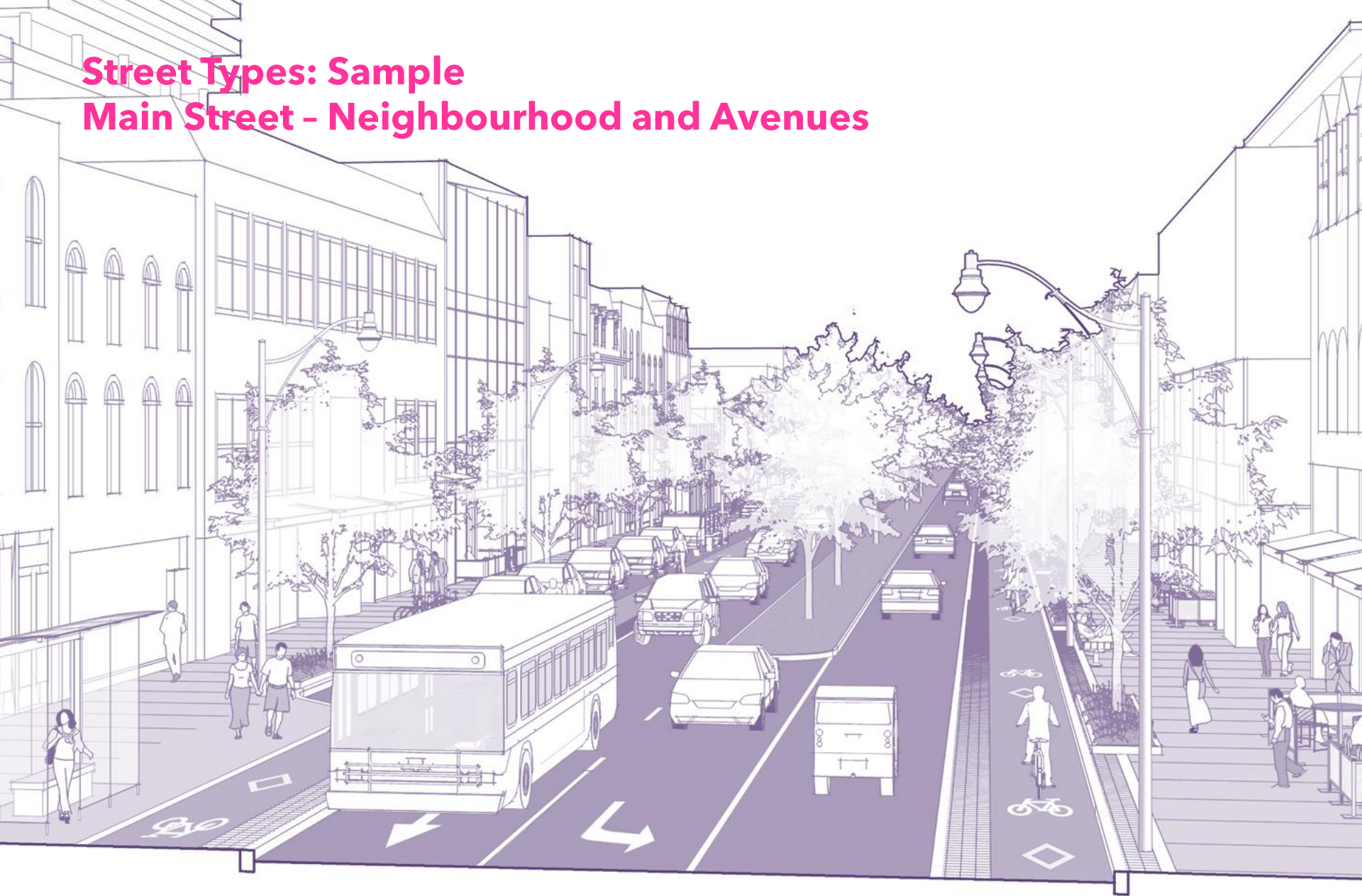
Street Types: Sample Shared Street



Street Types: Sample Residential Street - Moderate Density



Street Types: Sample Main Street - Neighbourhood and Avenues





III: Making Decisions

Design Priorities and Decision Making

Key Considerations

Safety

- Prioritize most vulnerable user
- Speed, exposure risk, predictability
- Self-regulating design

Networks

- Multi-modal networks – providing choice
- Prioritization of modes

Placemaking

- Using a 'building-in' approach

Sustainability

- Street trees
- Stormwater management

Lifecycle Considerations

- Maintenance and seasonality

Street Elements (Specific to Accessibility)

Five Main Sections

- Sidewalks
 - clearways, sidewalk slope, ramps, driveway crossings, transit ramps
- Roadways
- Intersections
 - safety issues, user experience, crosswalks
- Materials
 - robustness of materials, surface materials, paint
- Operations
 - pedestrian signals

Oversight and Compliance is Important



**Ensure
Compliance
With TCSG**



**Transparent
Decision Making**



**Documented
Decisions
Informing
Future Projects**



**Performance
Based Expectations**



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