

Toronto Complete Streets Guidelines

# Stakeholder Advisory Group #1

2015-03-24



# 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



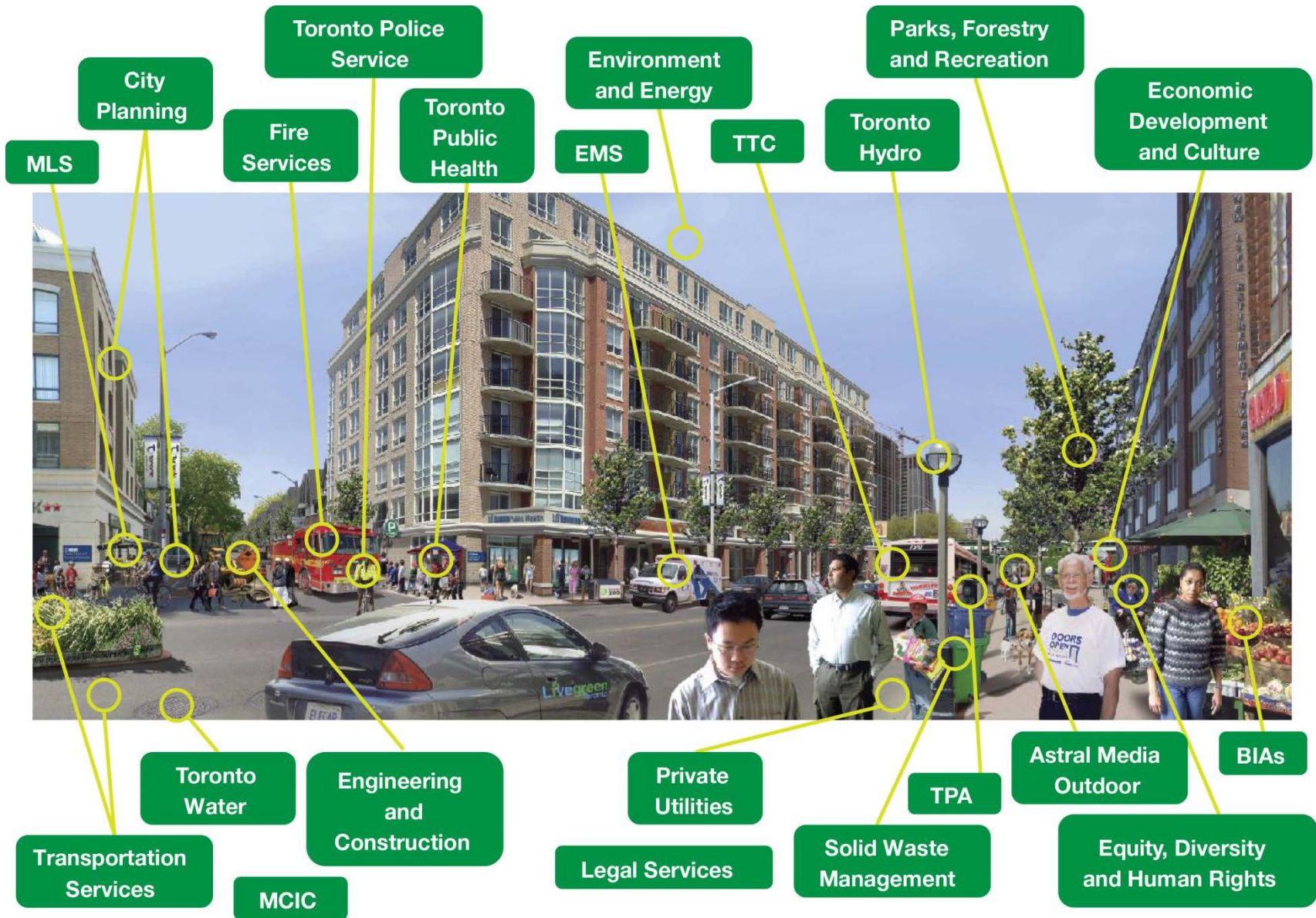
# Benefits of Complete Streets

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





# Who is involved?



# Creating Complete Streets

## **Multiple Role of Streets**

- **Mobility**
- **Places of Commerce, Social and Cultural Exchange**
- **Ecosystems/Stormwater**
- **Services and Utilities**

## **Coordination within the Project Delivery Process**

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

## **Council Direction: 2013**

### **Adopted Motion PW22.10**

**“...develop Complete Streets Guidelines in consultation with the GM, Transportation Services and Chief Planner and ED, City Planning...”**

### **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...”**

# **Informing the Complete Streets Guidelines: Public Consultations 2003-2015**

- **Complete Streets: project scoping (2013)**
- **Vibrant Streets: (2006)**
- **Eglinton Connects EA (2012-2014)**
- **Feeling Congested? (2013-2015)**
- **Richmond Adelaide Bike Lanes EA (2013-2015)**
- **Six Points Interchange EA (2003-2007)**
- **Toronto Walking Strategy (2007-2008)**
- **John Street EA (2010-2011)**
- **North York Centre South Service Road EA (2014)**

# Common Themes From Public Input

## **Accessibility**

Highest priority, develop accessibility checklists

## **Aesthetics & Design**

High-quality design improvements, green space and public art

## **Connections**

Connect streets to parks, trails and transit

## **Coordination**

Enhance speed of projects through coordination with utilities

## **Costs**

Investment needed for high-quality design and maintenance



# Common Themes From Public Input

## **Mobility**

- **Consider All Users and Choices**
- **Difference between Suburbs And Downtown**
- **Need Safe, Dedicated, Separated Bike Lanes**

## **Mode Priority**

**Create Flexible Simple Guide**

## **Public Input**

**Involve Users At Every Stage**

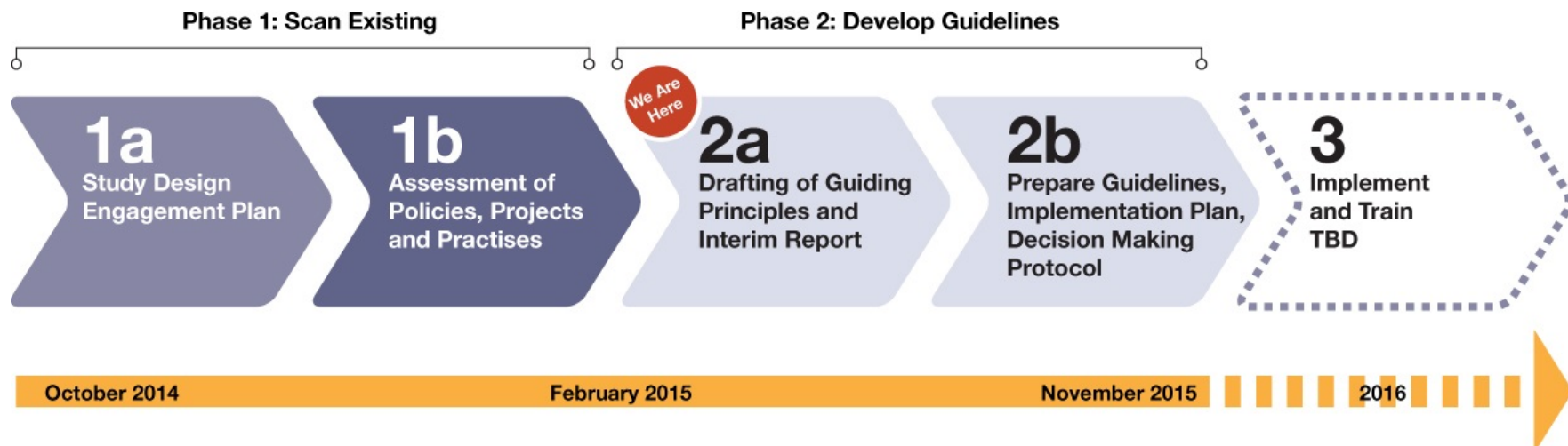
## **Safety**

**Safe For All Users**

## **Stewardship**

**Buy-in And Coordination  
Between City Departments**

# Work Plan - Simplified

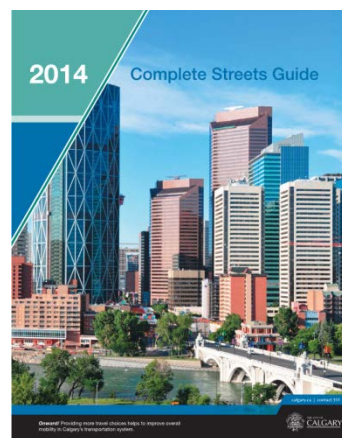
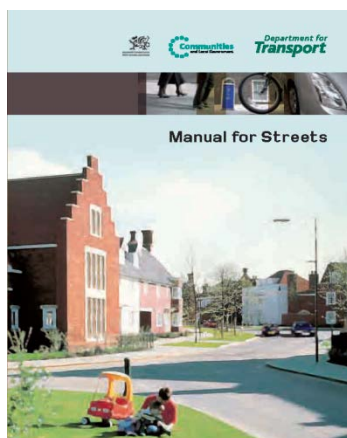
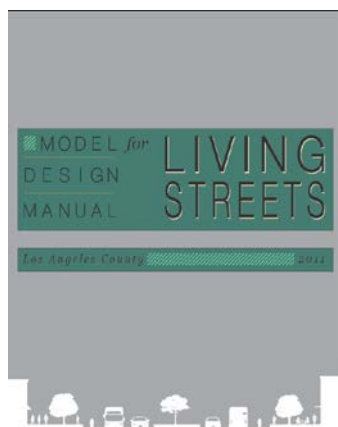
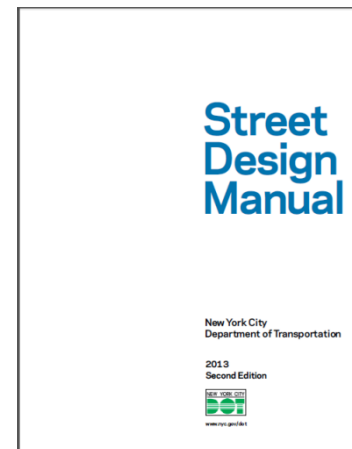
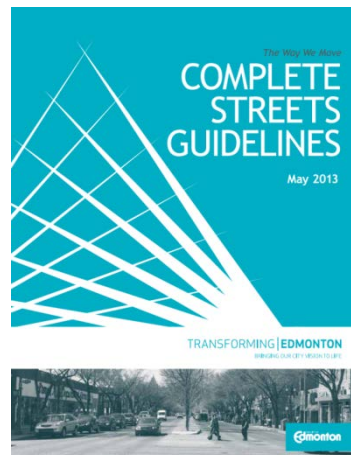
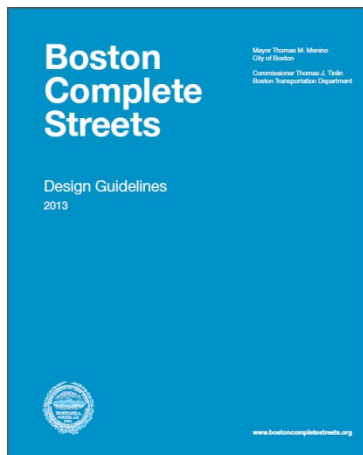


# Phase 1 Work Completed

- **Kickoff Symposium with 400+ attendees**
- **Staff Street Tours**
- **Three Technical Advisory Committee Workshops**
- **Best Practises Review**
- **Policy Gap Analysis**

**Boston, Calgary, Chicago, Edmonton, London  
ON, Los Angeles County, NACTO, New York City,  
Philadelphia, United Kingdom, Wichita KS**

## **Best Practices Review**





# Best Practices Review

## Review Structure

- What it is
- What it is not
- Unique aspects
- Application
- Implementation

# Common Elements

- **Vision**
- **Principles and goals**
- **Typology (Street Context)**
- **Multimodal networks and approach to street design**
- **Guidelines for street elements**

## Common Elements

- Vision
- Principles and goals
- Typology (Street Context)
- Multimodal networks and approach to street design
- Guidelines for street elements

## Best of the Best

- **Define priority and framework for decision-making**
- **Consistent and inclusive project development process**
- **How to assemble the elements**
- **Consider maintenance and lifecycle**
- **Performance metrics and/or design values**
- **Mechanism for review and compliance**

## Current State of Toronto Policy Direction

- **No one clear aspirational plan for Toronto streets**
- **No definition of modal hierarchy**
- **More focus on design than process**
- **No clear performance metrics**
- **No framework for weighing trade-offs**
- **Political influence/interference**
- **Varied procedures and cultures**
- **Many initiatives and guidance**
- **Inconsistent process**

## A Good Guide...

- clear intentions
- review/compliance process
- tailored to existing processes
- decision-points and outcomes, not prescriptions
- written by and for practitioners
- research, experimentation, data, review
- training, outreach, pilots, updates
- understands that streets are not highways
- is graphically rich, augmented by text
- knows the audience and type of document up front



# Guide Sections and Intended Audience

Style	Section	Audience			
		Technical	Developers & Investors	Advocates / External Stakeholders	Elected Officials & Broader Public
Graphic	Vision & Goals	✓	✓	✓	✓
	Procedures & Engagement	✓	●	●	●
Technical	Street Contexts	✓	✓	✓	✓
	Decision Guidance	✓	●	✓	
Appendices	Implementation & Process with Checklist	✓		●	
	Performance Metrics	✓		●	



useful to the audience



some parts are useful to the audience

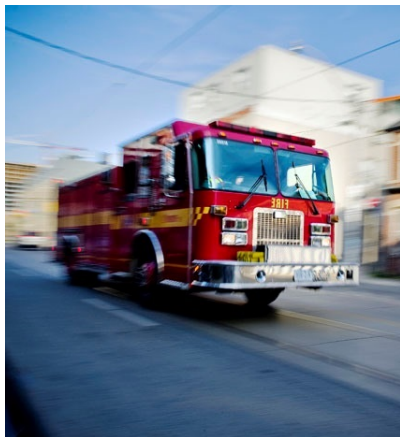
Toronto Complete Streets

# Vision and Guiding Principles

# Toronto Complete Streets Vision

Revised OP Policy 3.1.1(5)

**City streets are significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities.**



# Toronto Complete Streets Vision

Revised OP Policy 3.1.1(5)

- **Provide safe and efficient movement of all users**
- **Provide space for street elements**
- **Improve quality and convenience of active transportation options**
- **Reflect local context and character**
- **Provide building access and address**
- **Provide amenities (view corridors, sky view, sunlight)**
- **Serve as community destinations and public spaces**

# Guiding Principles

Adapted from Vision and TCSG Symposium presentation: October 2014

- **Increase Connectivity**
- **Expand Mobility Choices**
- **Create Vibrant Public Spaces**
- **Support Complete, Active, Healthy, Green, Sustainable and Resilient Communities**
- **Support Economic Prosperity**
- **Respect Needs of All**
- **Improve Safety & Comfort**
- **Encourage Walking, Cycling, and Transit Use**
- **Sensitively Respond to Context**



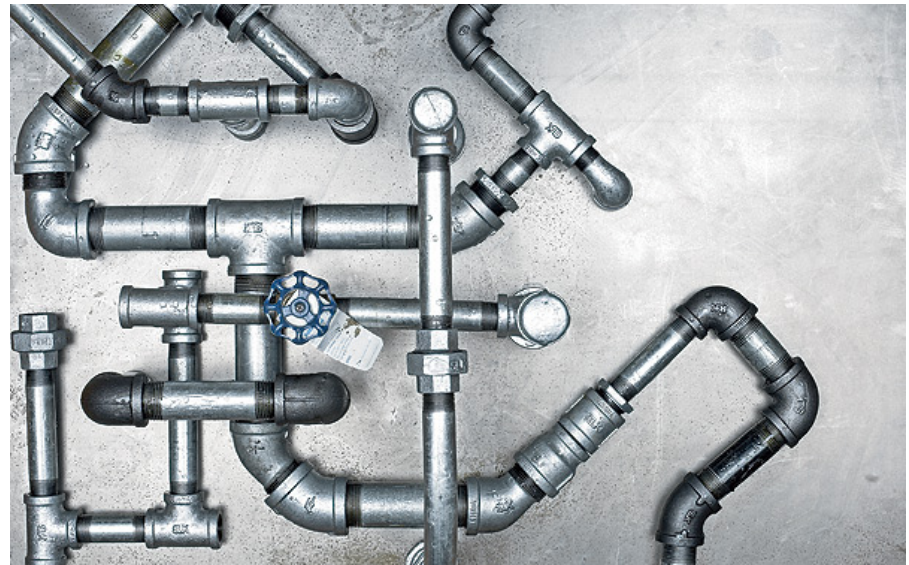
## Emerging Lessons for Toronto

# Street Context

# Streets Design is not Plumbing

The typical access vs. mobility framework is like plumbing:

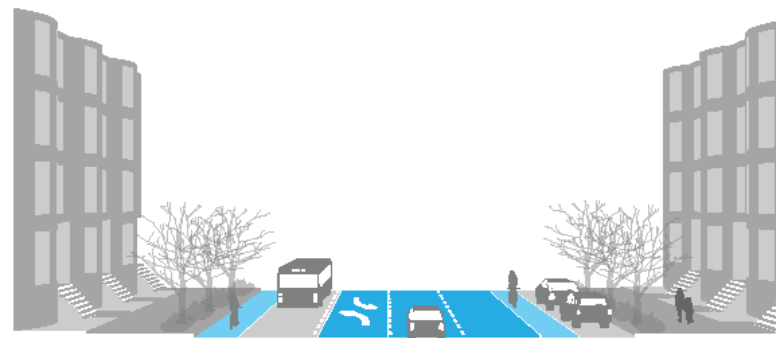
- big pipe
- medium pipe
- small pipe



# Highway Classification v Street Context (Boston)



Traditional road classifications emphasize vehicle movement.



Complete Street Types emphasize the character of the entire street.

## Traditional Highway Class

- ▶ Arterials
- ▶ Collectors
- ▶ Locals

## Complete Street Types

### New Street Types

- ▶ Downtown Commercial
- ▶ Downtown Mixed-use
- ▶ Neighborhood Main
- ▶ Neighborhood Connector
- ▶ Neighborhood Residential
- ▶ Industrial

### Special Street Types

- ▶ Shared Street
- ▶ Parkway
- ▶ Boulevard

# Link and Place

Jones, Boujenko, and Marshall (2007).

- **Dual function of streets as Links and as Places**
- **Shift from a roads-based to a streets-based approach**
- **Informs:**
  - **Classification**
  - **Design values**
  - **Priorities**
  - **Performance measures**
  - **Design outcomes**

## Link & Place

A Guide to Street Planning and Design



Peter Jones | Natalya Boujenko | Stephen Marshall



**TO** place

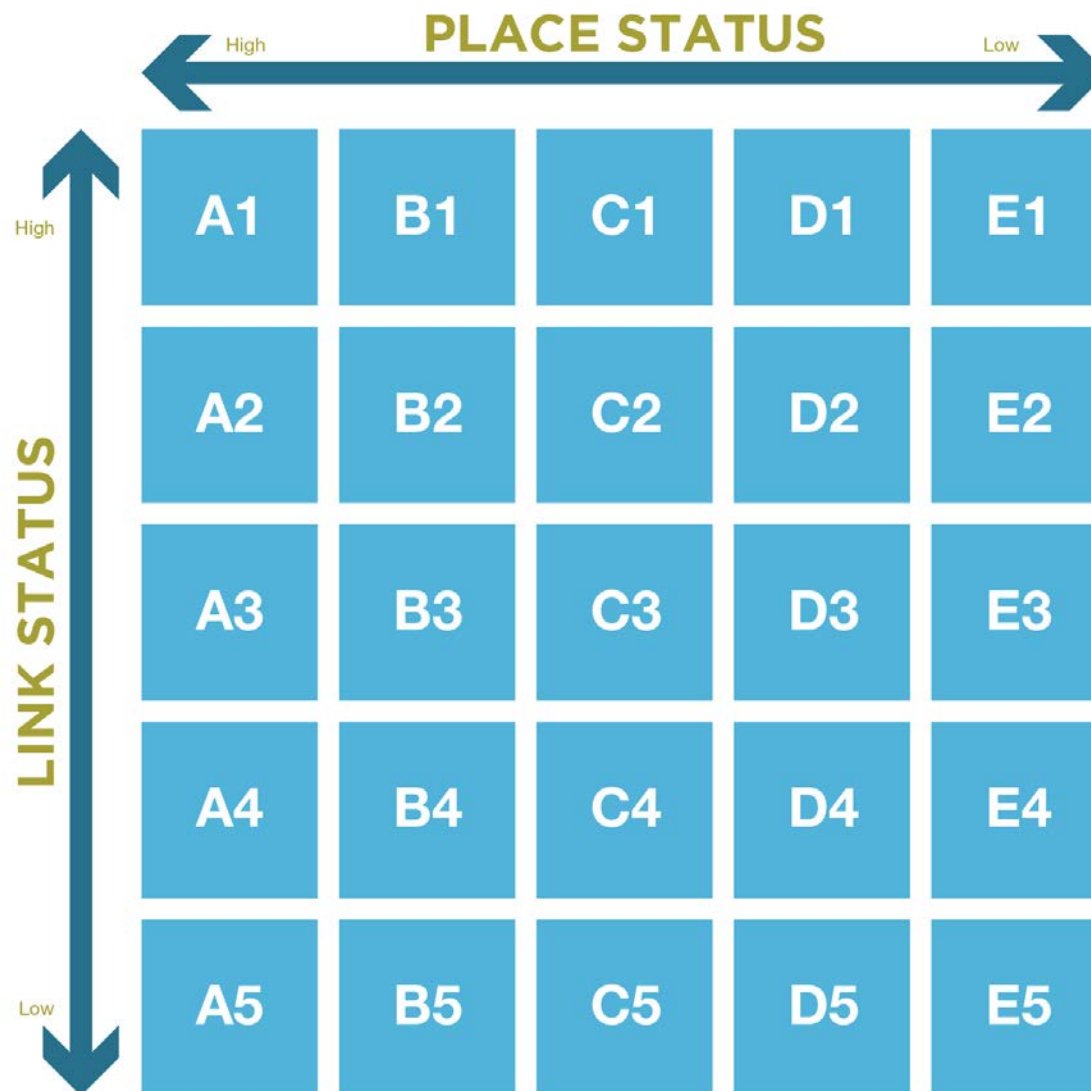


**THROUGH** place

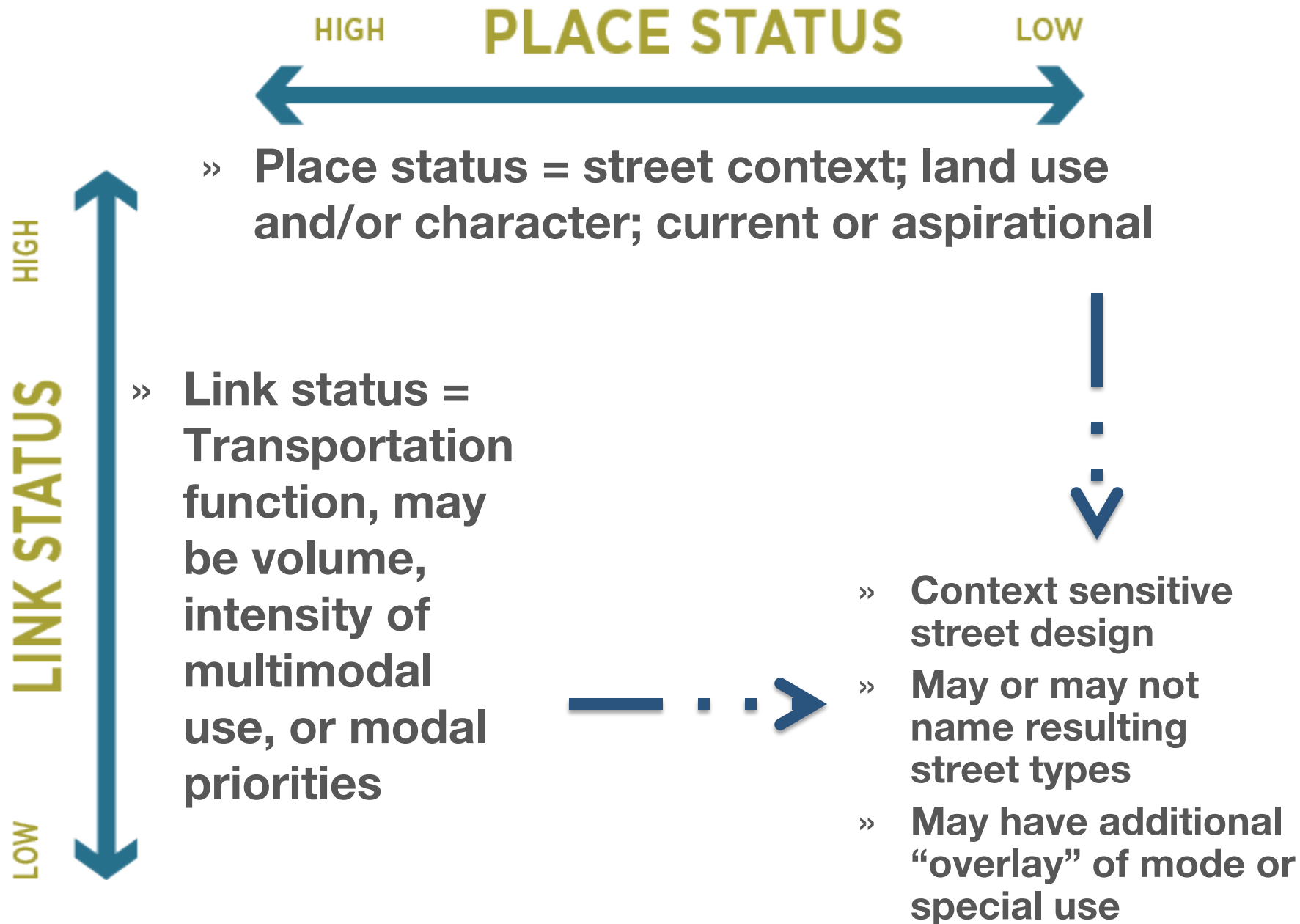


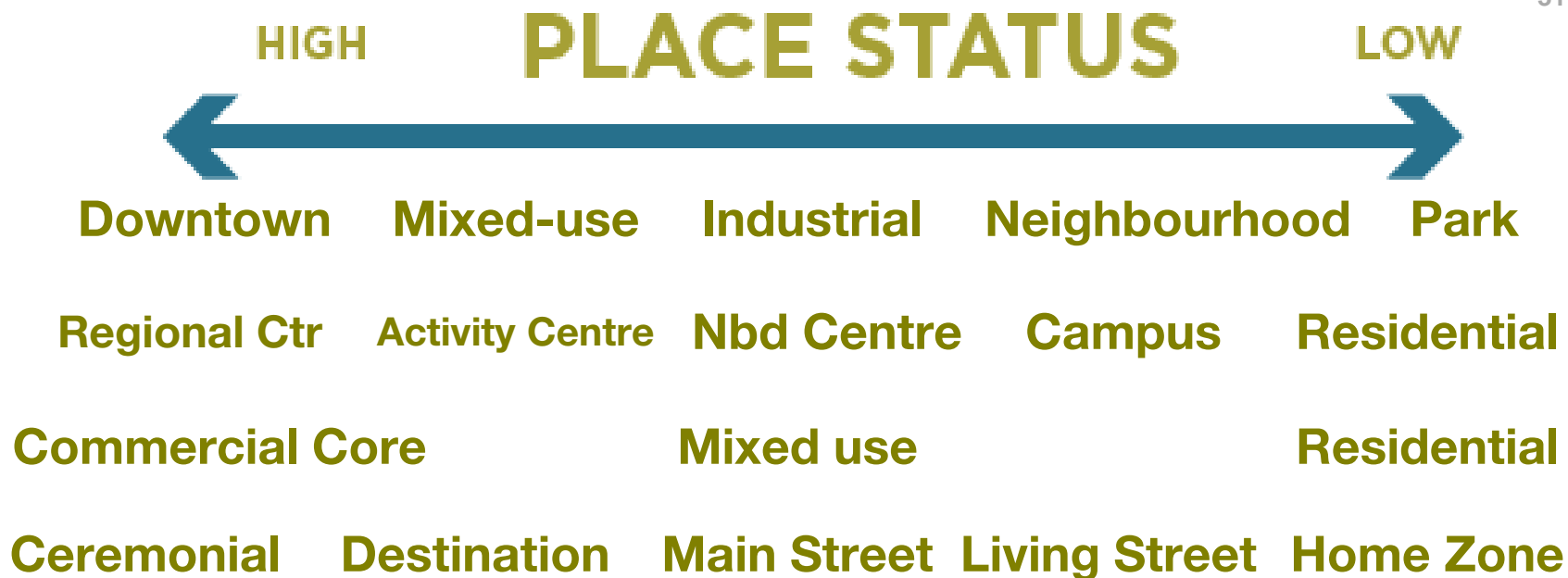


# Link + Place



# Link + Place





LOW **LINK STATUS**

HIGH



Alley

Shared Street

Connector

Boulevard

Main

Local

Bicycle Blvd

Transit Blvd

Access

Through

Tertiary

Secondary

Primary

Path

Local

Collector

Boulevard

Arterial

Local

Minor

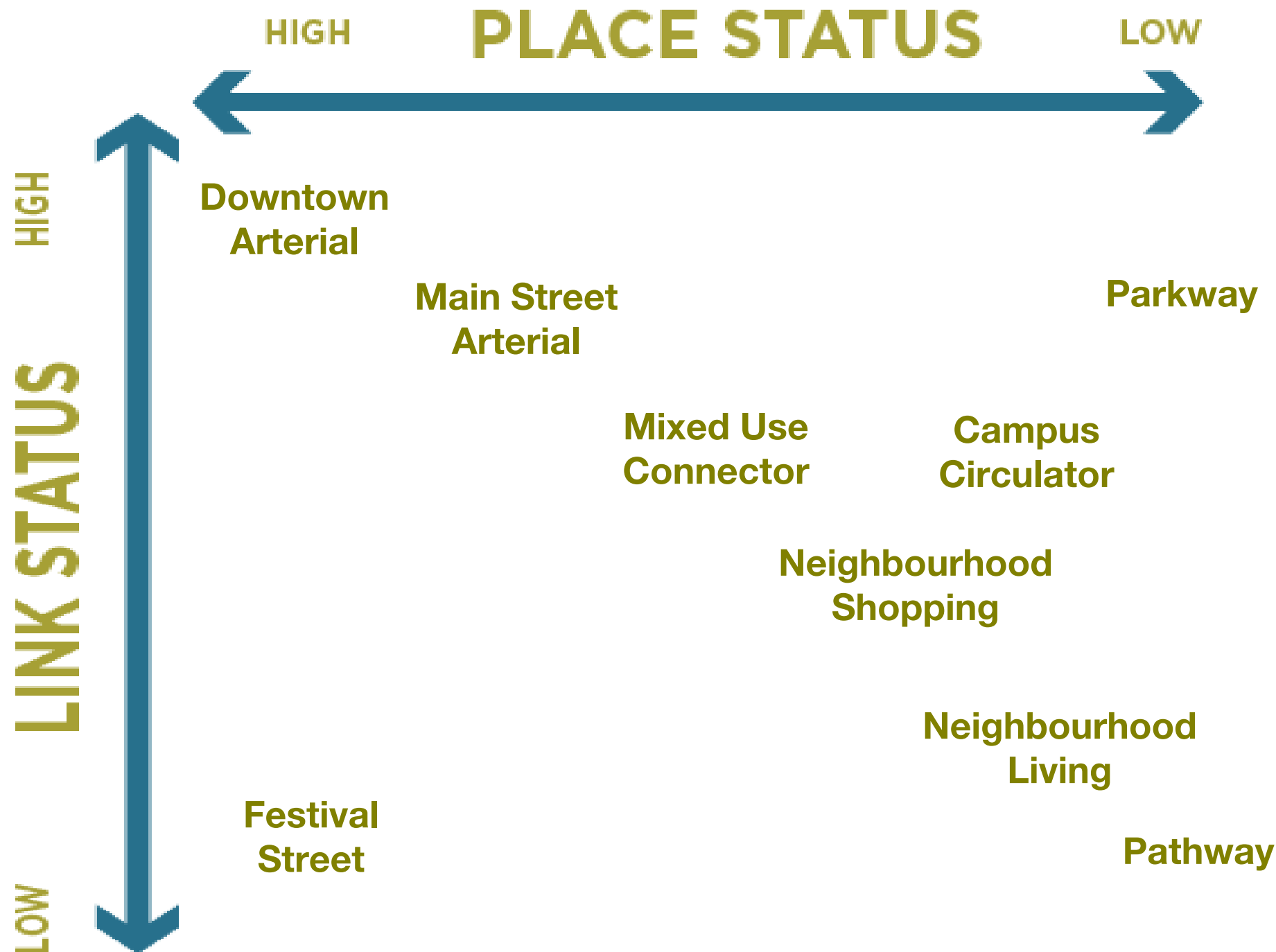
Major



HIGH

**PLACE STATUS**

LOW



# DC Street Context

WALKWAY

ALLEY

LANE

STREET

AVENUE

BOULEVARD

PARK, RIVER (T2)

COMMERCIAL WITH  
PARKING IN FRONT  
(T3)DETACHED  
RESIDENTIAL (T3-4)

ROW HOUSE (T4)

CORRIDOR  
MIXED-USE (T4-5)NEIGHBORHOOD  
CENTER (T5)

DOWNTOWN (T6)

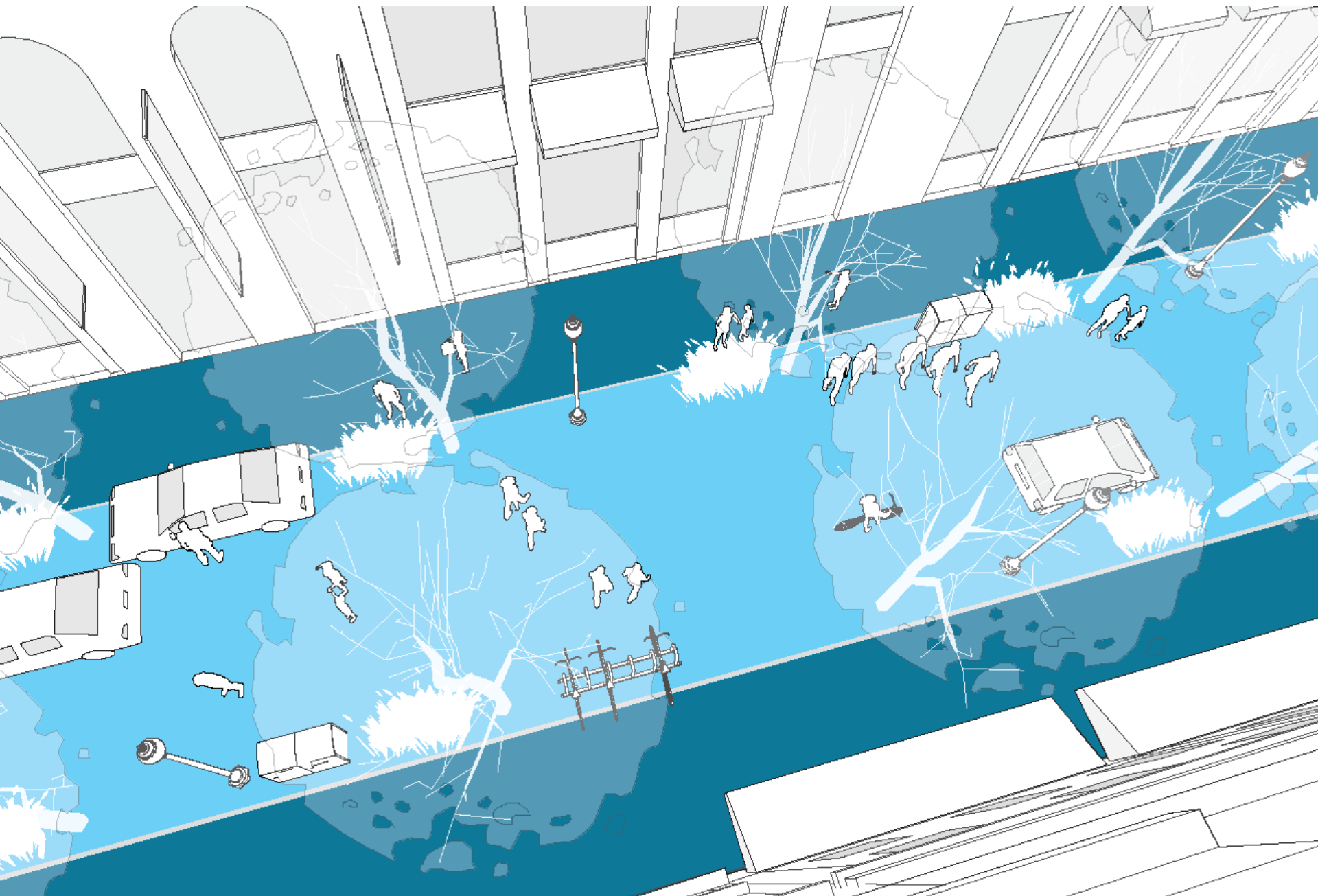
CAMPUS,  
INSTITUTIONAL

INDUSTRIAL





# Boston “Shared Street” Street Context

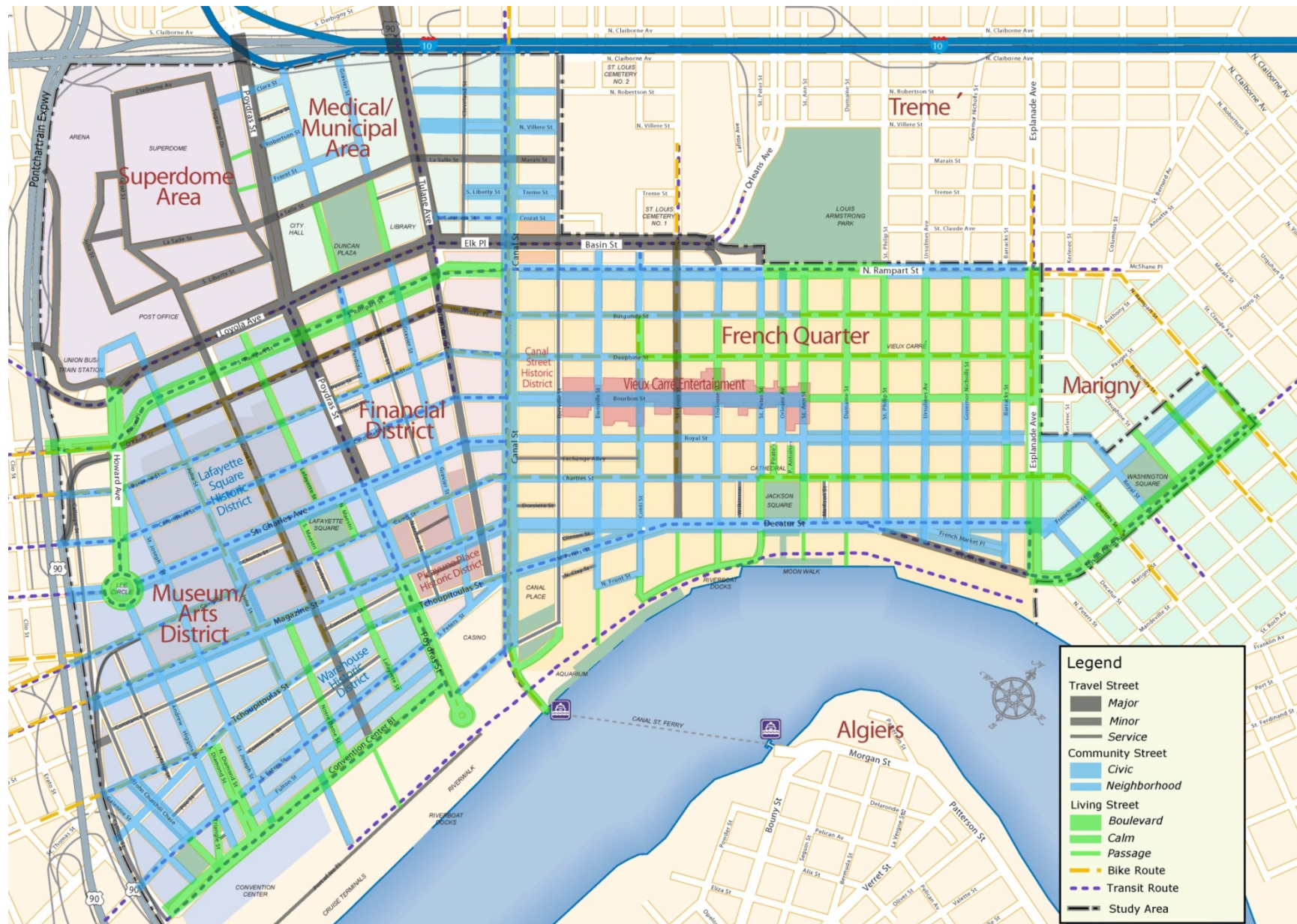




- 
**Nelson\Nygaard**  
 consulting associates



# New Orleans Street Context



## Purpose of Establishing a Street Context Matrix

- **A tool to provide additional guidance during street visioning and design stages**
  - reflect the surrounding environment
  - accommodate all modes
  - reflect existing regulatory constraints
  - affect desired outcomes
- **Categorize streets with similar characteristics**
  - Move beyond functional classification
  - Consider local built form and land use context

# NACTO USDG on Street Context

*“Classification schemes, in and of themselves, are rarely adequate as a design tool for the diversity of situations to be encountered on city streets.”*



## **Recommendations: Street Context**

- **Use the Link + Place model to define different streets in Toronto**
  - **Do not code or map streets**
- **Use it for discussion and training purposes**
  - **Public outreach**
  - **Internal training and thinking**

## For Discussion

- 1. Reviewing the Guide Section and Intended Audience Table, how could the proposed sections be most helpful to you? Would you like to see any changes to the table?**
- 2. What do you think about the vision and principles for Complete Streets? What, if anything, do you think is missing?**
- 3. What do you think about the proposed approach to Street Context? Would you suggest any changes?**

# Next Steps

## **April 2015**

- **Bike Summit**
- **Active City Forum**
- **Internal Interviews (Eglinton and Six Points)**

## **May 2015**

- **Draft Design Standards and Guidelines**
- **TAC Workshop #4**
- **Stakeholder Advisory Group #2**
- **Public Open House**
- **Moving Conversations**

**Thank you.**  
**End**