

COMPLETE STREETS FOR TORONTO

Streets for People, Place-Making and Prosperity

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 [#TOcompletestreets](https://twitter.com/TOcompletestreets)



COMPLETE STREETS: A NEW APPROACH

A Complete Streets design approach considers the needs of all users – people who walk, bicycle, take transit or drive – and considers people of varying ages and levels of ability. It also considers other streets uses like sidewalk cafés, benches, trees, lighting, utilities, and stormwater management.



COMPLETE STREETS?

Streets make up more than 25% of Toronto's land area and are critical to creating a vibrant, healthy, and prosperous city.

Our streets help people and goods move safely and efficiently around the city – the primary objective of Complete Streets – and are also important public spaces where people meet and interact.

Streets can promote an active lifestyle – walking or cycling for just 30 minutes a day can help reduce the signs and symptoms of 7 of the top 10 chronic diseases in Canada.



WE ARE IN GOOD COMPANY

More than 700 jurisdictions in Canada and the United States are adopting a complete streets approach.

Some leading cities have guidelines like the ones Toronto is developing. We're learning from other cities and developing what will work best in Toronto.



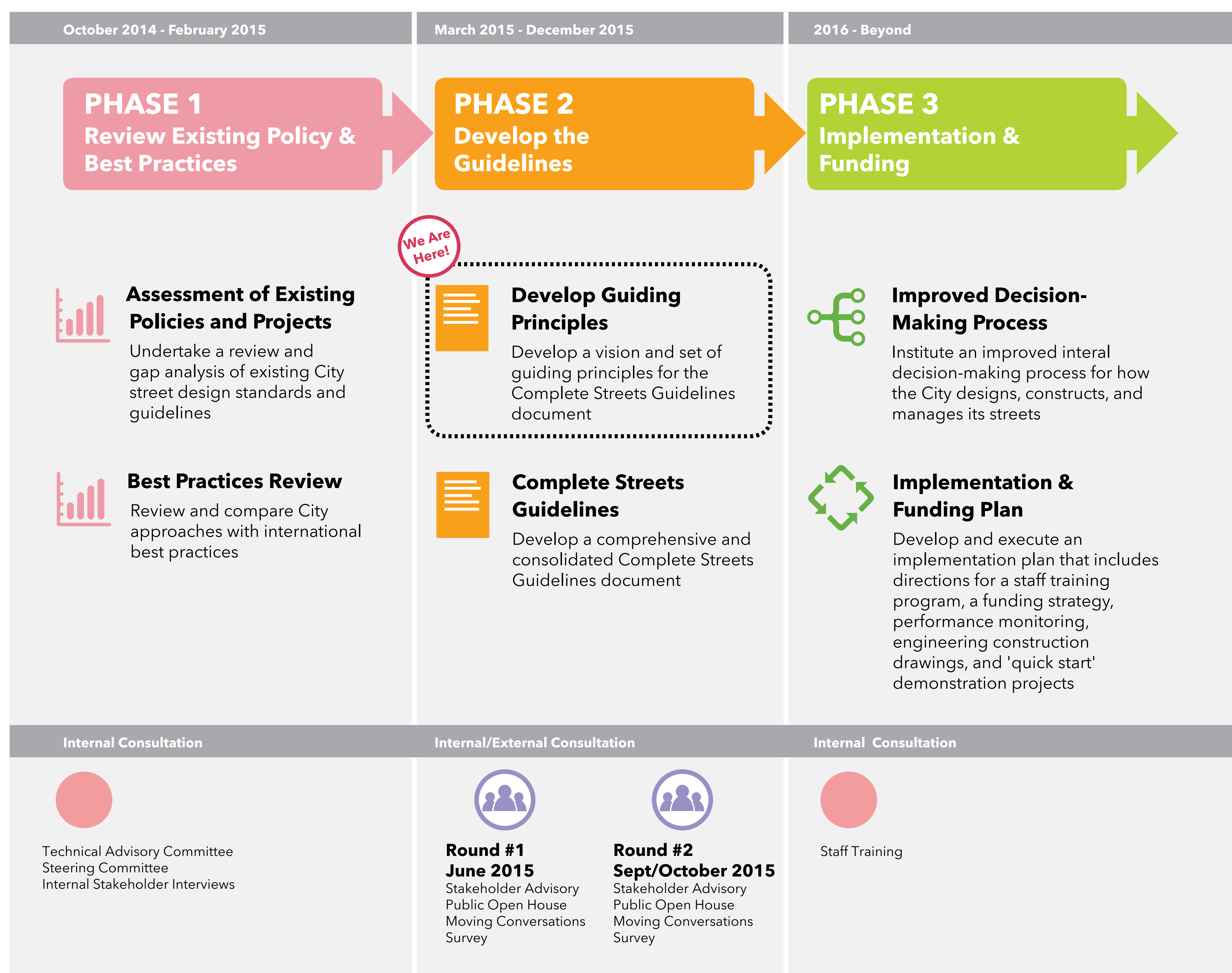
PROJECT OVERVIEW

AND TIMELINE

The Complete Streets Guidelines project is about developing a holistic approach for how we design Toronto's streets, building on many of the city's existing policies, guidelines, and recent successful street design and construction projects.

The Guidelines are being developed throughout 2015, in consultation with the public and stakeholders. Several engagement activities will take place in early summer and fall of 2015. The Guidelines will be submitted to City Council late 2015 / early 2016.

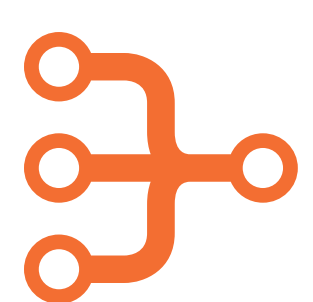
In 2016 an Implementation Plan will be developed that will include funding options, further public engagement, as well as education and training. Key project tasks include:



WHO'S INVOLVED?

The Project Team is led by City Planning and Transportation Services staff, along with a consultant team of international design professionals.

The staff will be working together with the public and stakeholders to develop a new approach to designing, constructing, and managing our streets to meet the needs of a 21st century Toronto.



PROJECT STEERING COMMITTEE

The **Project Steering Committee** is made up of Division heads from City Planning, Transportation Services, Toronto Water, and Engineering & Construction Services. The Committee guides the Project Team and approves overall project direction and content, leads project communications and change management, oversees and approves budget and staff resources, and provides subject matter expertise.



35+ CITY DIVISIONS, COMMITTEES, AND COMMISSIONS

The **Technical Advisory Committee (TAC)** is made up of senior level staff from the City Divisions and Agencies that use, impact, or have interest in streets and street design. This Committee provides the Project Team with subject matter expertise and advice, communicates project goals and progress within their divisions/agencies, broadens the understanding of the street-making process within their divisions/agencies, acts as champions for improved streets and street development processes, and participates in project sub-committees, as needed. The City Divisions on the TAC include:

- City Planning
- Design Review Panel
- Disability Issues Committee
- Economic Development & Culture
- Emergency Medical Services
- Engineering & Construction Services
- Environment and Energy Office

- Equity, Diversity & Human Rights
- Financial Planning
- Fire Services
- Geospatial Competency Centre
- Information & Technology
- Legal Services
- Major Capital Infrastructure Coordination (MCIC)
- Municipal Licensing & Standards
- Parks, Forestry and Recreation
- Policy, Planning, Finance & Administration
- Social, Development, Finance & Administration
- Solid Waste Management Services
- Strategic Communications
- Taxicab Advisory Committee
- Toronto Atmospheric Fund
- Toronto Hydro
- Toronto Parking Authority
- Toronto Police Services
- Toronto Public Health
- Toronto Transit Commission
- Toronto Water
- Transportation Services
- Waterfront Secretariat



30+ EXTERNAL STAKEHOLDERS AND THE PUBLIC

The **Stakeholder Advisory Group (SAG)** is made up of people from a broad range of external organizations involved in planning, design, construction, operations and maintenance of Toronto's streets. These stakeholder groups include: local businesses, pedestrian & cycling advocacy groups, utility companies, environmental organizations, professional associations and others. External stakeholders provide the Project Team with advice on the emerging draft Guidelines and also help promote larger public meetings to broaden representation and feedback.



'BEST PRACTICES' REVIEW

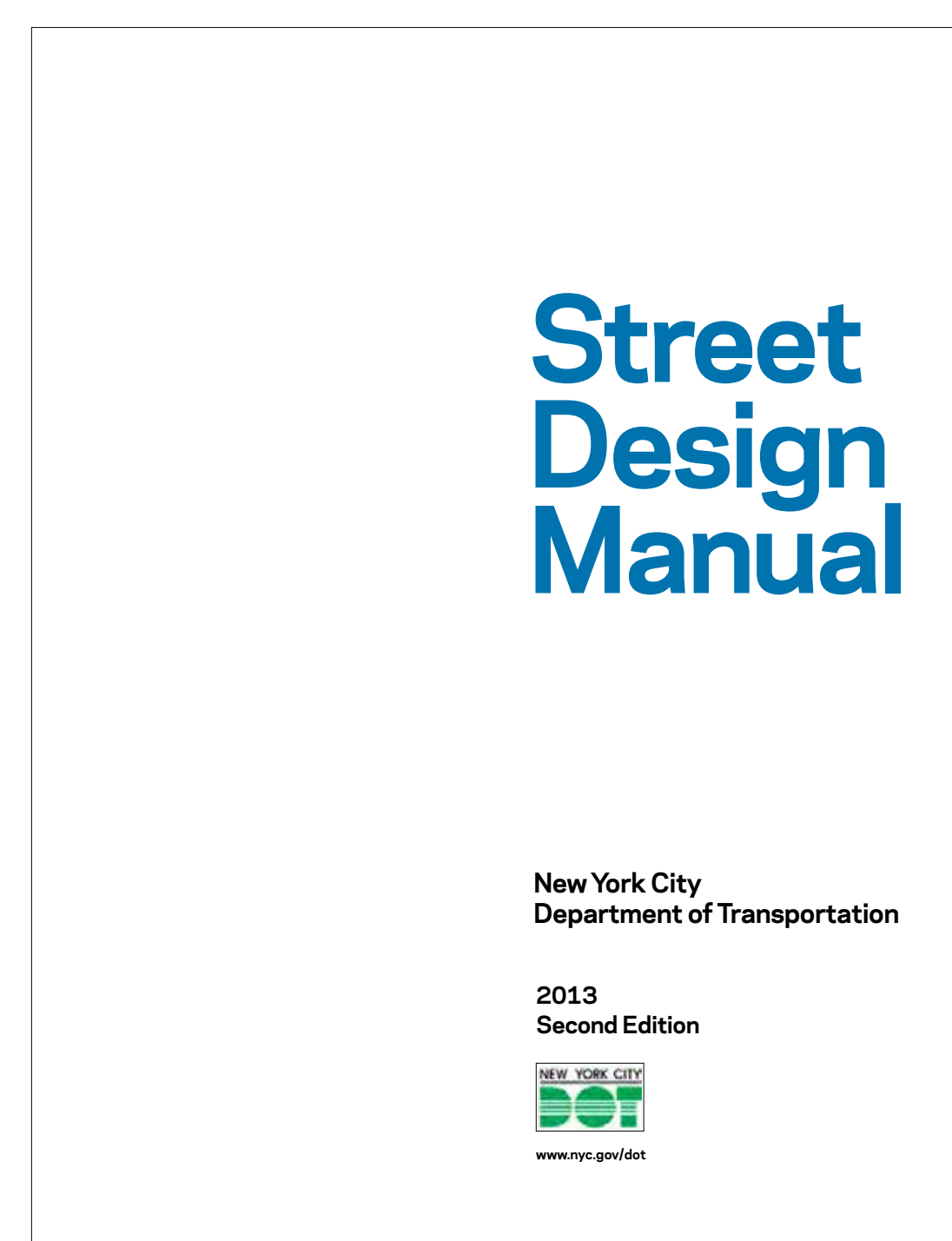
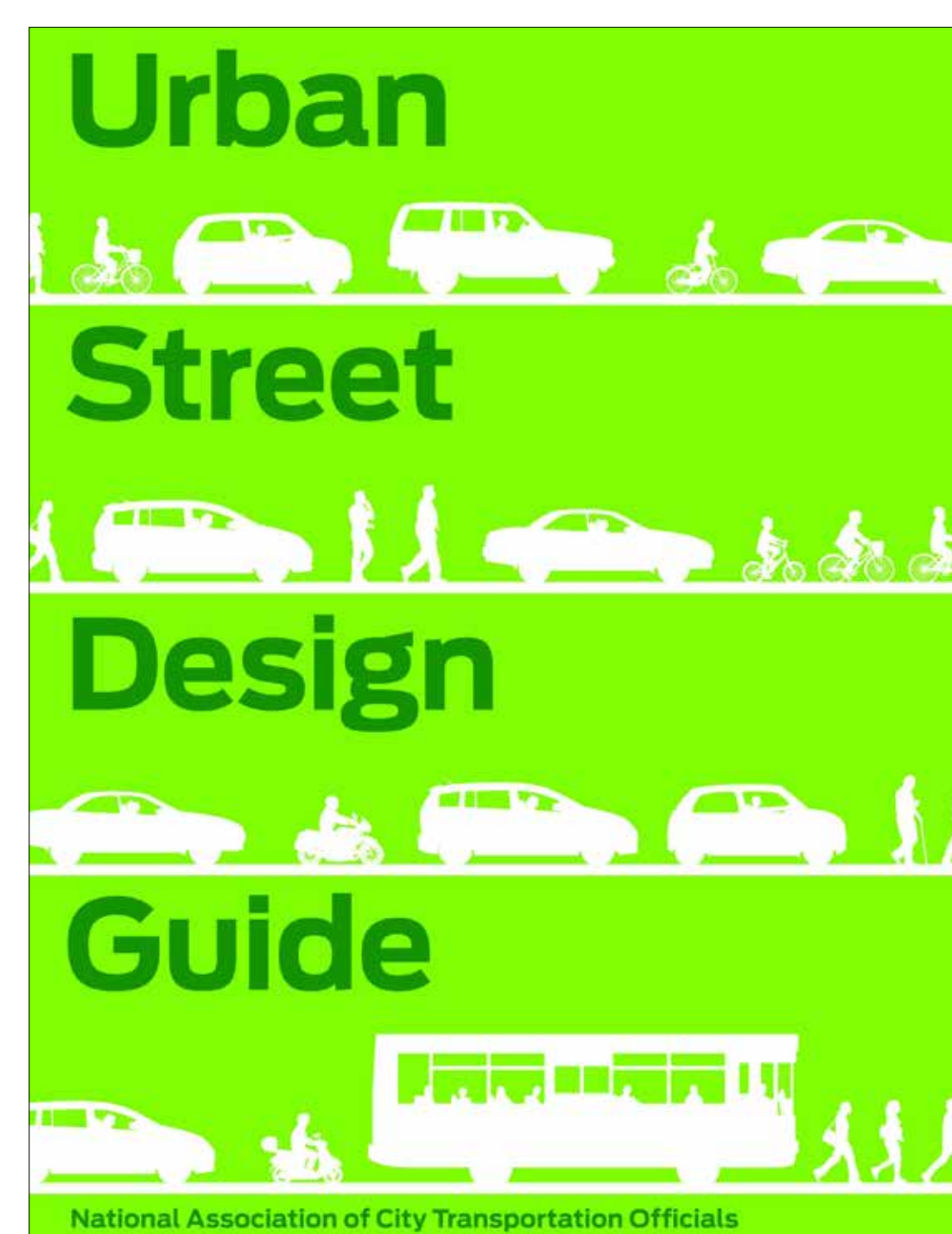
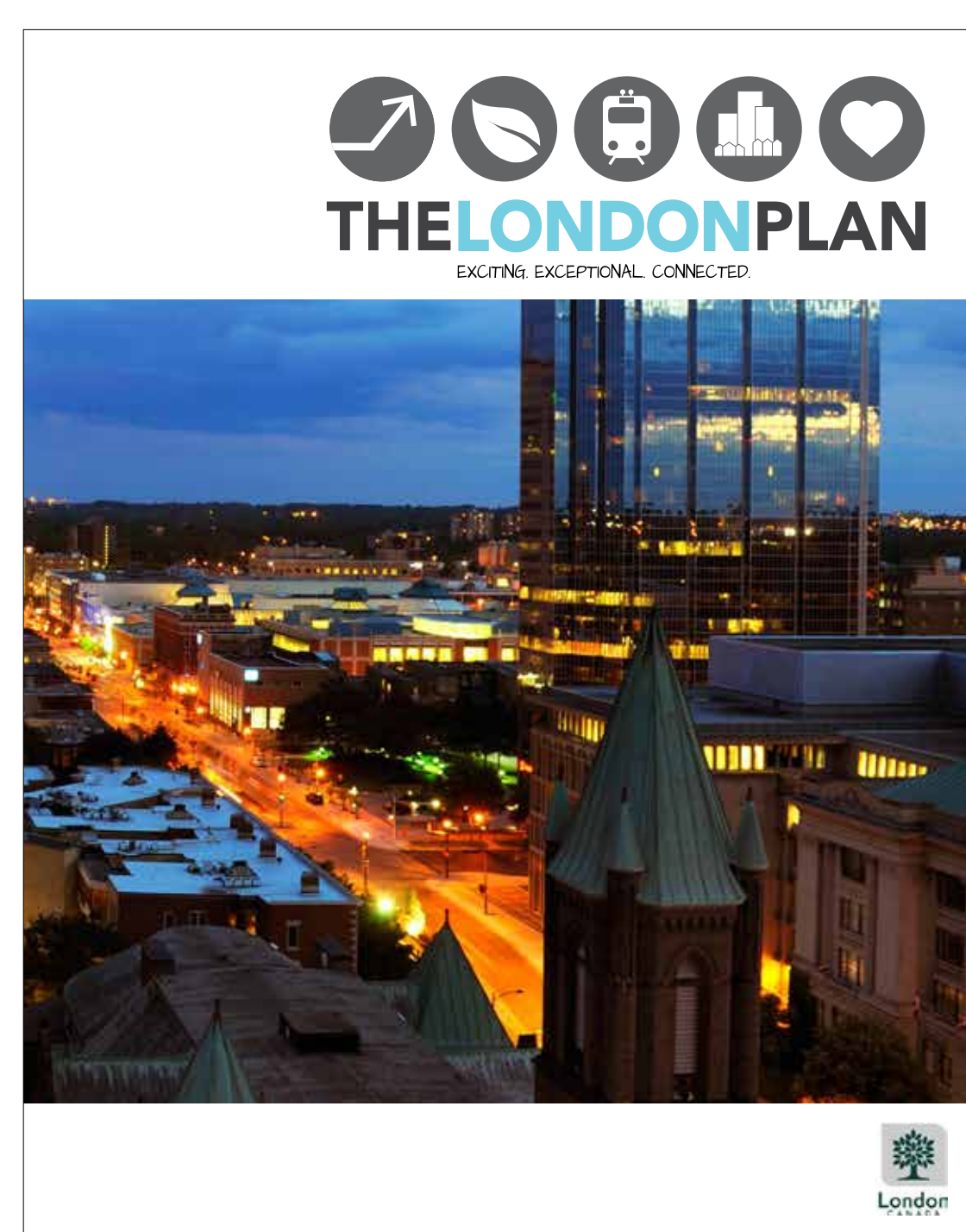
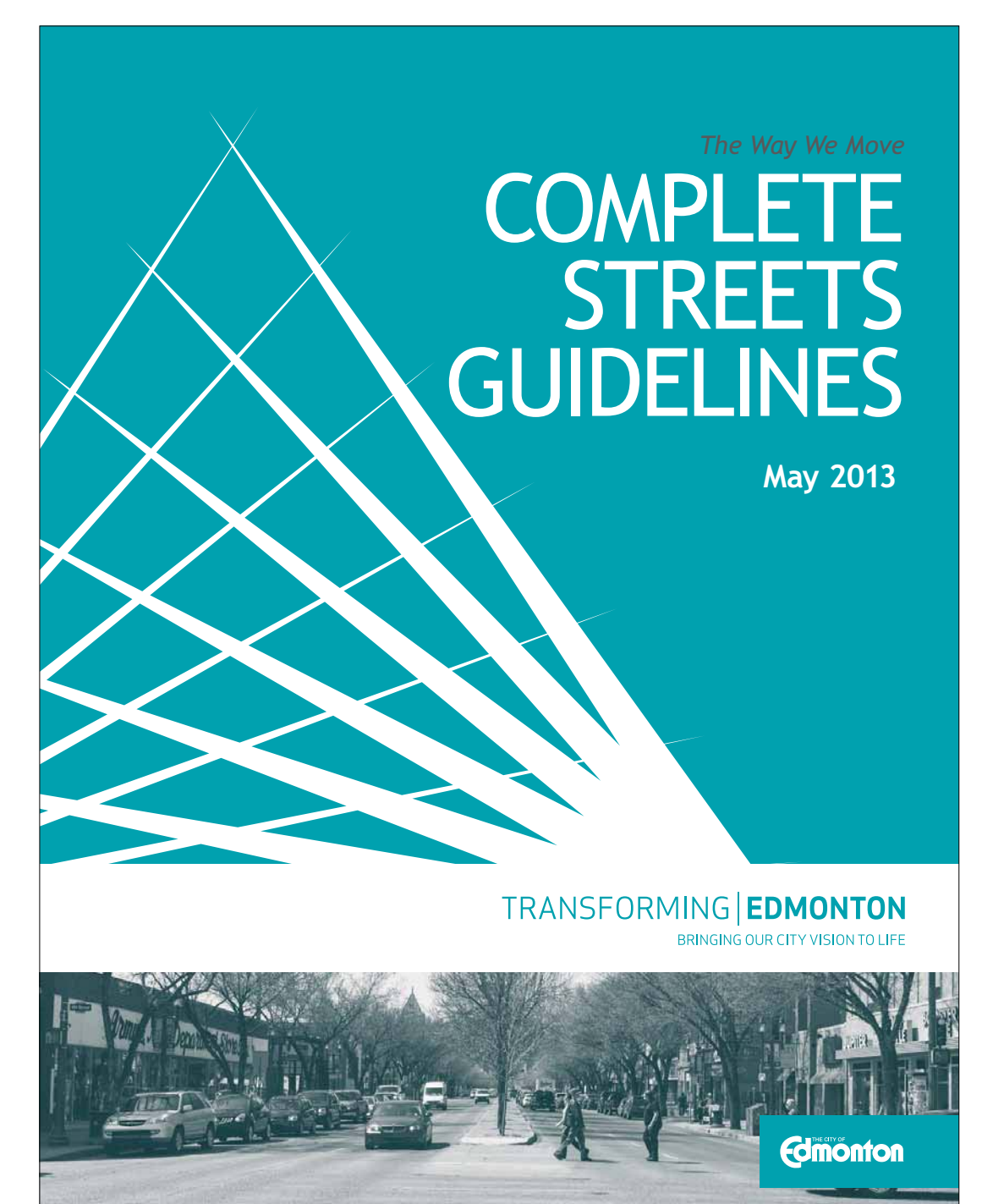
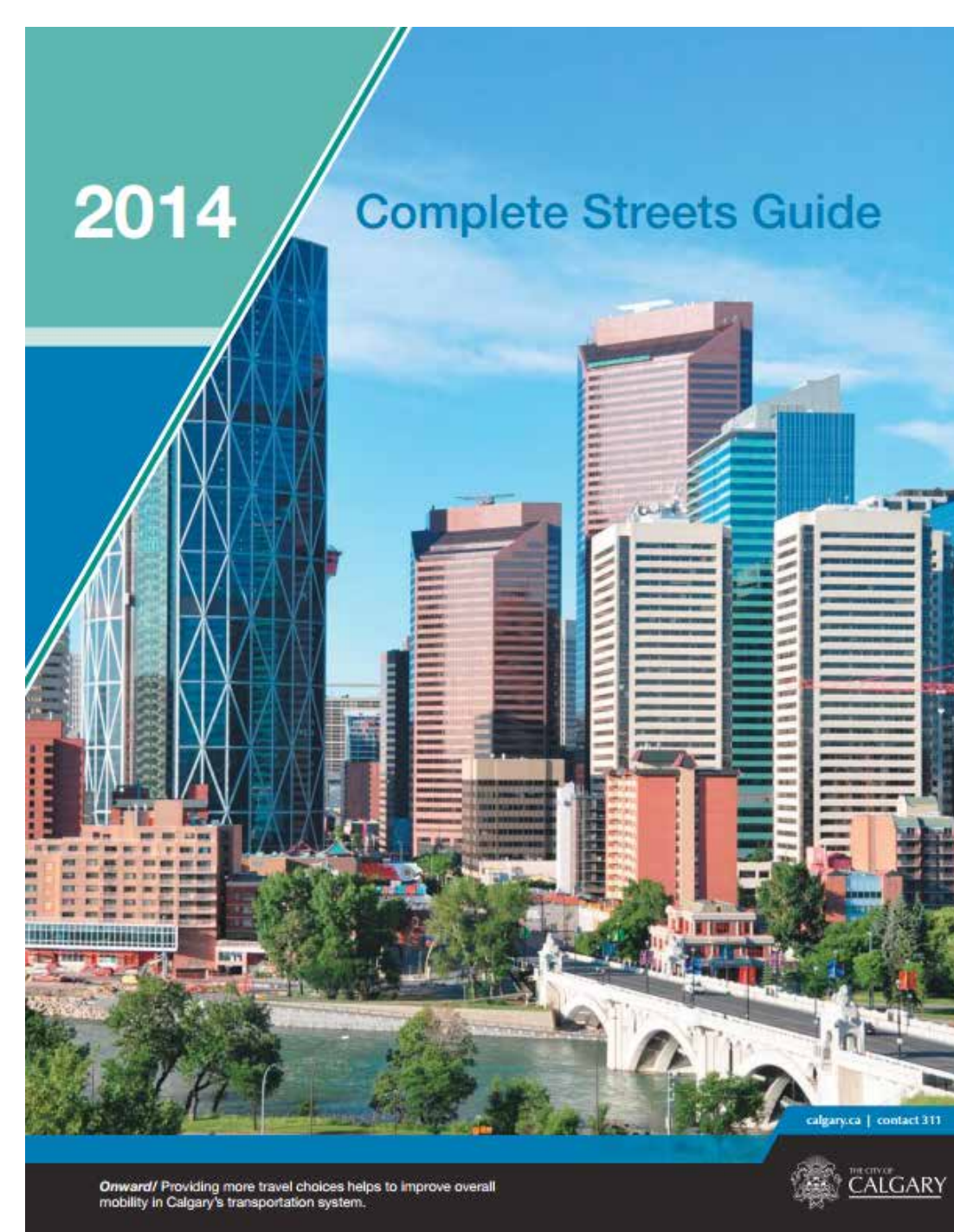
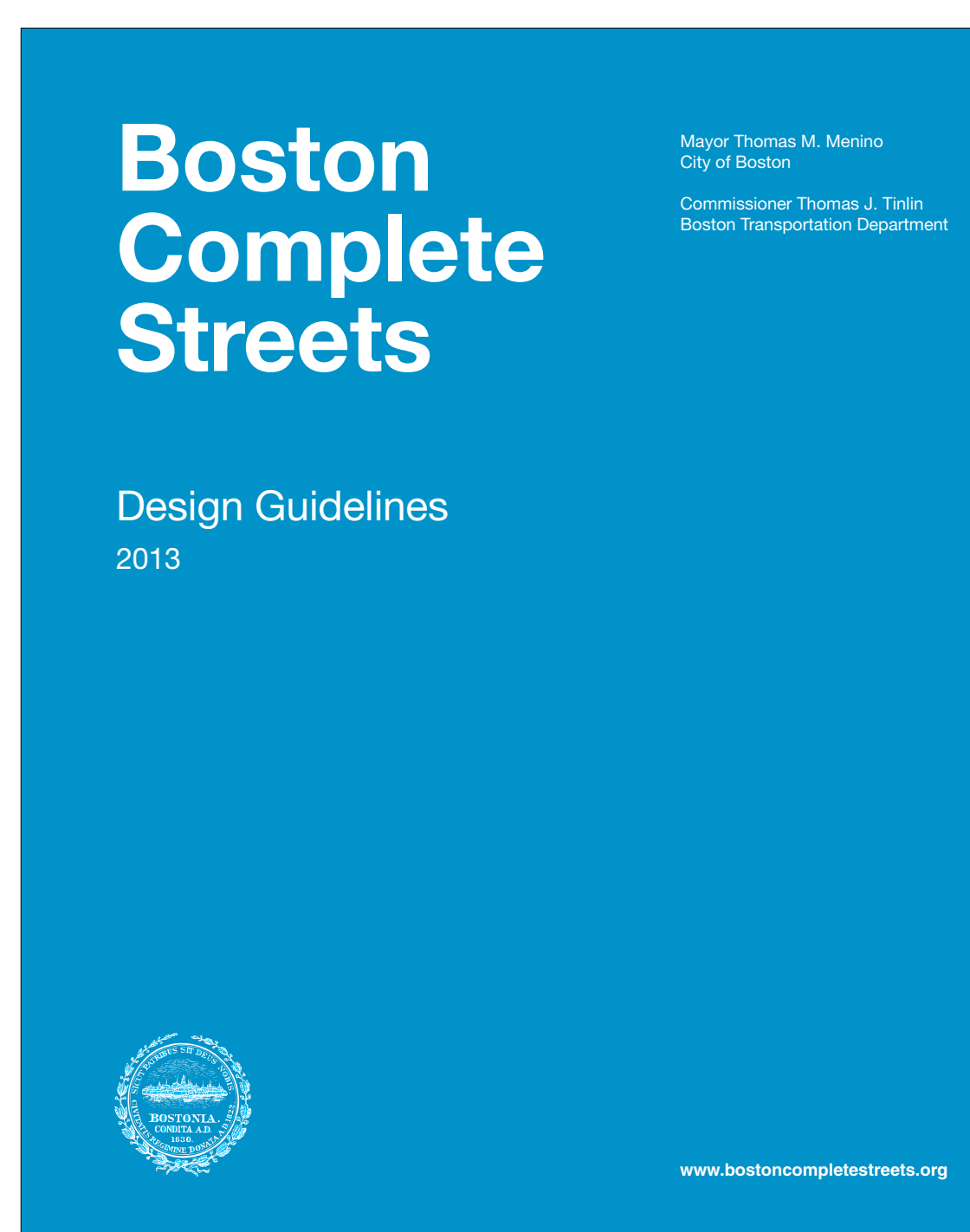
LESSONS FROM OTHER CITIES

We are reviewing Toronto's existing street design standards, policies, and guidelines and comparing them with design 'best practices' from other international cities to tailor our approach to Toronto's unique context.

Toronto's Complete Streets Guidelines should:

- Have a clear vision and set of goals
- Apply to a variety of street projects
- Give aspirational design objectives for different kinds of streets

- Give guidance for assembling street design elements
- Provide a framework for decision making
- Provide tools and protocols to address competing demands for space
- Clearly outline the process for delivering a project, based on what is currently in place
- Be a living document, and be updated and revised
- Be supported by education, training, outreach, pilot projects and updates
- Be graphically rich, augmented by text
- Provide a system for review and compliance
- Develop a comprehensive set of performance measures to evaluate a project



TORONTO'S VISION FOR COMPLETE STREETS

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

**City of Toronto Official Plan Policy 3.1.1(5),
adopted by City Council in August 2014**

New and existing City streets will incorporate a 'Complete Streets' approach and be designed to perform their diverse roles by:

- a) balancing the needs and priorities of the various users and uses within the right-of-way, including provision for:
 - i. the safe and efficient movement of pedestrians of all ages and abilities, cyclists, transit vehicles and users, goods and services vehicles, emergency vehicles, and motorists across the network; and
 - ii. space for other street elements, such as utilities and services, trees and landscaping, green infrastructure, snow and stormwater management, wayfinding, boulevard cafés, marketing and vending, and street furniture;
- b) improving the quality and convenience of active transportation options within all communities by giving full consideration to the needs of pedestrians, cyclists, and public transit users;
- c) reflecting differences in local context and character;
- d) providing building access and address, as well as amenities such as view corridors, sky view, and sunlight; and
- e) serving community destinations and public gathering places.

Section 3.1.1 Sidebar

The 'Complete Streets' approach recognizes that there is no single way in which to make a street 'complete'. It depends on numerous factors whose relative importance varies according to the character and context of each particular street. While it may not be viable or appropriate to accommodate every type of user or use on every street, the overall objective is to create a well-functioning street network that is planned and designed to provide safe access and efficient operation for all street activities and functions. Guidelines for applying the 'Complete Streets' approach will be developed to assist in resolving and balancing the competing demands placed upon the use of street rights-of-way and applied when streets are constructed, reconstructed, or otherwise improved.

COMPLETE STREETS

GUIDING PRINCIPLES

STREETS FOR PEOPLE

STREETS AS PLACES

STREETS FOR PROSPERITY



Improve Safety & Accessibility

This is the primary objective for complete streets. Complete streets must be safe and accessible for people of all ages, genders and abilities, especially children, older adults, and individuals with disabilities – the most vulnerable road users.



Give People Mobility Choices

Complete streets should give people more choices for how they move around the city.



Make Connected Networks

Complete streets should help make connected networks for a variety of different travel modes: walking, cycling, taking transit, and driving.



Promote Healthy & Active Living

Complete streets should help promote healthy and active lifestyles by making streets more comfortable and inviting for people to walk and bicycle.

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Create Beautiful & Vibrant Public Spaces

Complete streets should strive to be vibrant and attractive public spaces where people want to spend time engaging in social, civic, and recreational activities.



Respond to Local Area Context

Complete streets should respond to the local area context, adjacent current and future land uses, and the unique character of surrounding neighbourhoods.



Improve Environmental Sustainability

Complete streets should improve the city's environmental sustainability by enhancing the tree canopy along our streets and reducing stormwater runoff.

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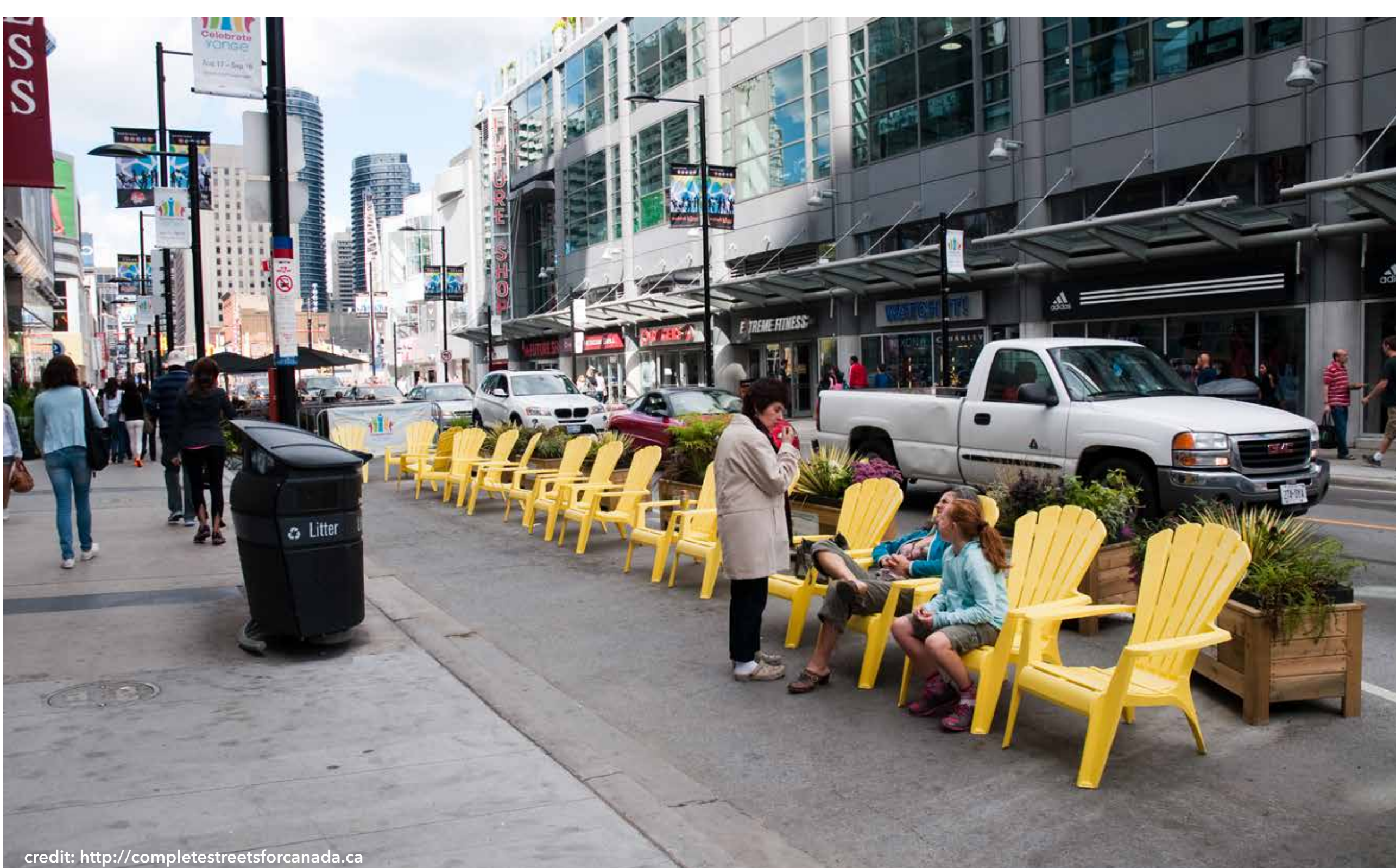
Support Economic Vitality

Complete streets should support the city's economic vitality by helping move people and goods more efficiently and by supporting local neighbourhood shopping areas.



Enhance Social Equity

Complete streets should be developed to remove any barriers so people of all incomes, races, genders and abilities can benefit from Toronto's streets.



Balance Flexibility & Cost-Effectiveness

Complete streets should balance flexibility and cost-effectiveness, having the ability to adapt to the city's changing needs over time, while also understanding a street's economic, social, and environmental life-cycle costs.

DIFFERENT TYPES OF STREETS

The role and function of each street varies across different neighbourhoods and communities throughout the city. There is no single way in which to make a street 'complete' – it depends on many factors, including the character and local context of the street and surrounding neighbourhood.

