

City of Toronto Complete Streets Guidelines
Summary: Six Points Moving Conversation
Starting Point: Dundas Street and Islington Avenue
Saturday, June 20, 2015
10:00 am – 12:00 pm

1. Meeting Overview

On Saturday, June 20, 2015, the City of Toronto hosted a Moving Conversation in Etobicoke Centre (also known as Six Points) to discuss its Complete Streets Guidelines. Participants were encouraged to ask questions about the project, share insights about how streets could be more complete, and share their thoughts on the project's Draft Guiding Principles.

This Summary covers the main areas of discussion during the Moving Conversation. Ian Malczewski of Swerhun Facilitation wrote this Meeting Summary and shared it with participants for review before finalizing it.

2. Insights & Issues

Participants and members of the City and Consultant Team shared insights and feedback about Six Points and the Complete Streets Guidelines, including:

- **Safety.** It's great that the Guiding Principles are prioritizing safety.
- **What would make streets safer.** Participants discussed strategies that might make streets safer, including: removing right turn channels (such as at Islington and Dundas, where right-turning traffic moves through the intersection quickly); putting in crosswalks (such as in front of a grocery store in Islington Village or a transit stop on Burnamthorpe Road); adding sidewalks on streets where lots of pedestrians travel (like Burnamthorpe Road); adding more street furniture at transit stops (like benches and garbage cans).
- **Streets are designed like highways.** Participants and team members discussed how some streets felt like they were designed like highways, and that it didn't feel safe to cross or ride a bike on them.
- **Cycling.** One participant told the group that she was once stopped by the police for riding her bicycle on the sidewalk. She said it's difficult to cycle in the parts of the neighbourhood because the roads don't feel safe for cycling and it's illegal to ride on the sidewalk.
- **Transit.** A participant noted that there were a lot of Mississauga transit buses on some streets and said that they contributed to making those streets feel like a highway.
- **Guardrails.** On Burnhamthorpe, a participant noted that some guard rails made her feel safer, but said they also made it harder to cross the street.
- **Tactile paving at intersections.** Participants noted that, at some intersections, the tactile paving for visually-impaired people seem to be mis-aligned with crossings. Some suggested that the tactile paving could be designed to better "channel" people across crossings.

3. Next Steps

Members of the study team committed to sharing a draft summary of the key points of the discussion in the coming weeks and encouraged participants to take an online survey about the project's Draft Guiding Principles during the last two weeks of June.