



# Complete Streets Guidelines

Stakeholder Advisory Group Presentation

20 September 2016



# MEETING OUTLINE

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- 1. Guidelines Presentation – 5:00 – 6:30**
  - Including discussion of key component chapters**
- 2. Break – 6:30 – 6:45**
- 3. Implementation – 6:45 – 7:30**
  - Including discussion of issues**
- 3. Next Steps & Concluding Discussions – 7:30 to 8:00**

# GUIDELINES OBJECTIVES

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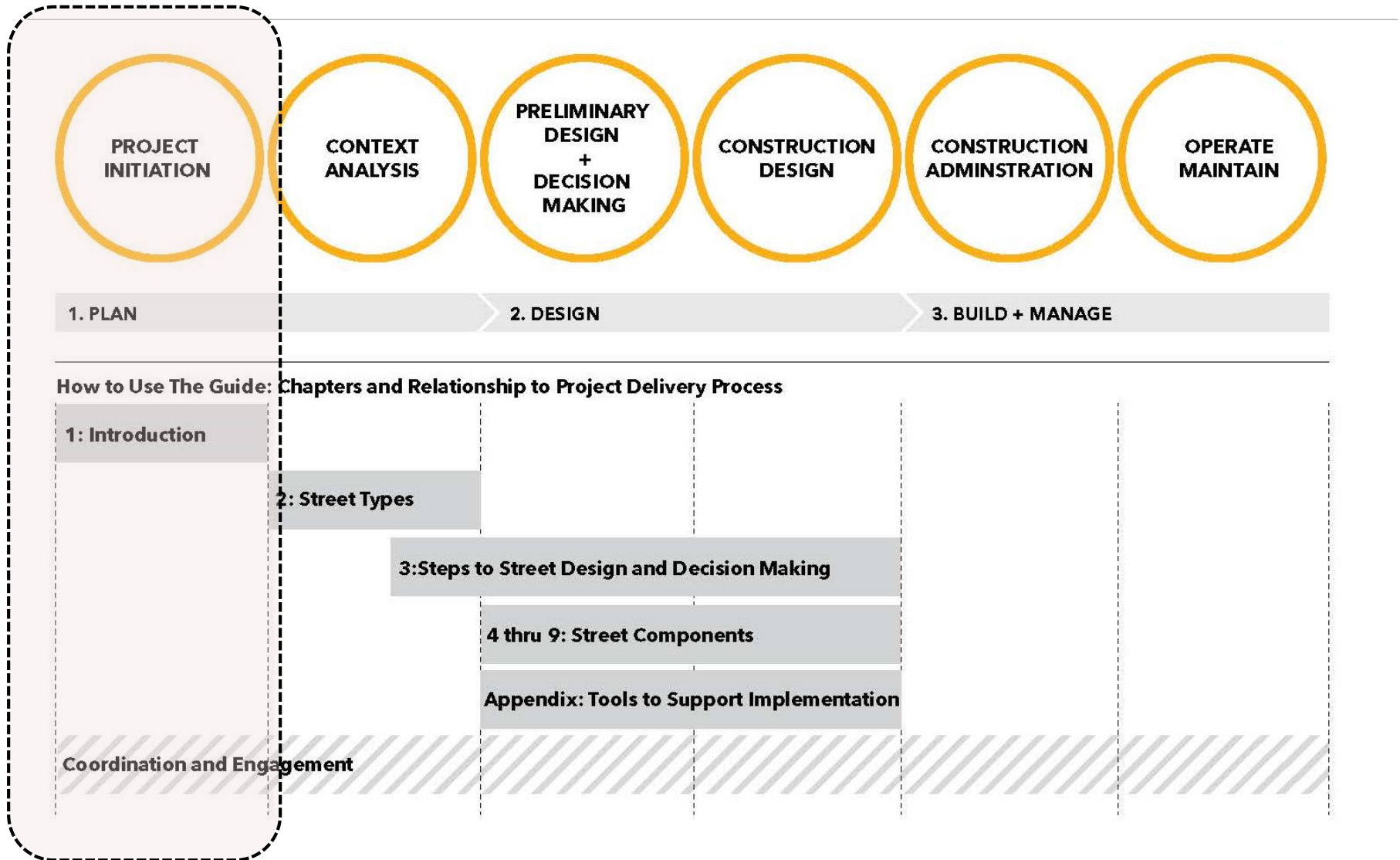
- Establish a unified vision and guiding principles for Toronto's streets, built on the City's **Official Plan**, other **existing policies**, and **best practices**.
- Set out **a clear process for context-sensitive decision-making** for street design.
- Act as a **reference guide** for key street design elements and further resources.
- Help **improve collaboration** across City divisions and agencies.
- **Educate and engage** the public and key stakeholders.

# Guidelines Content Overview

- **Vision & Goals**
  - Chapter 1: Guidelines overview and applicability, and Vision and Goals
- **Street types**
  - Chapter 2: understanding the roles of streets as both for mobility and placemaking; 15 street types used as starting points in context-sensitive design
- **Process**
  - Chapter 3: steps to street design and decision-making, scalable to different project types and scopes
- **Context-sensitive design components**
  - Chapters 4-9: design principles, zones and key considerations for pedestrians, cyclists, transit users, green infrastructure, roadways and intersections
- **Implementation**
  - Checklists to support the design process & performance measures



# Vision and Goals



# APPLICATION OPPORTUNITIES

**Guidelines are applicable to all street projects but greater opportunity with larger projects**, and those with larger scope and budget

Summary of project types

- **Plans** (area, secondary, master plans; avenue studies)
- **Major street projects** (reconstructions, revitalization, or major resurfacings, EAs, BIAs, New streets, Development applications)
- **Medium to smaller scale projects** may have limited opportunities (Development applications, minor resurfacings, New sidewalks / links, New bicycle infrastructure or facilities, Local safety and transportation improvement projects, Pilot projects / interim projects, street amenities such as street furniture, beautification, street art, wayfinding, signage, signal installations, lighting, utility cut repairs)

# VISION & GUIDING PRINCIPLES

## Streets For People

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Improve Safety &  
Accessibility

Give People Mobility  
Choices & Make  
Connected Networks

Promote Healthy &  
Active Living

## Streets For Placemaking

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Create Beautiful &  
Vibrant Public Spaces

Respond to Local  
Area Context

Improve Environmental  
Sustainability

## Streets For Prosperity

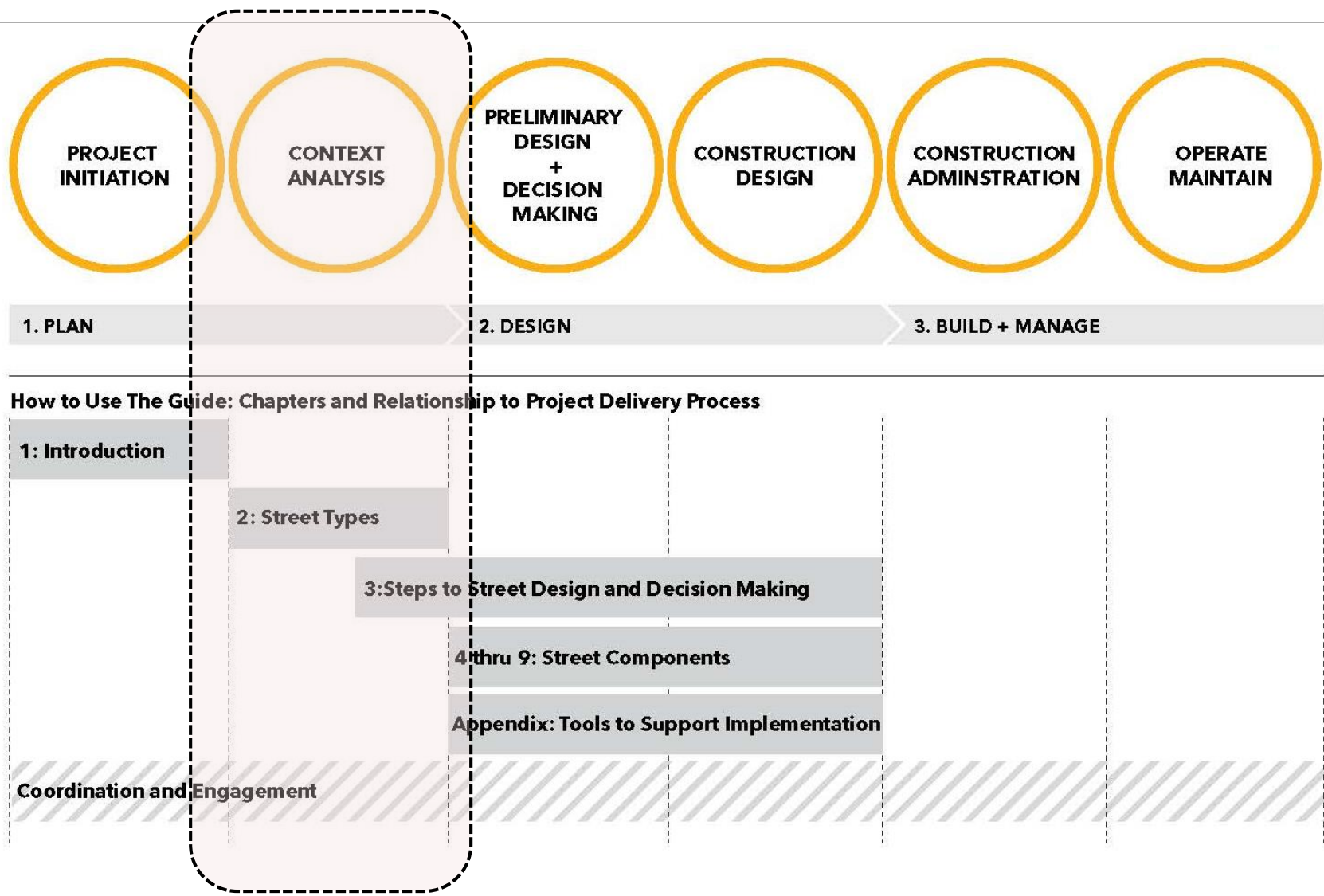
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Support Economic  
Vitality

Enhance Social  
Equity

Balance Flexibility &  
Cost-Effectiveness

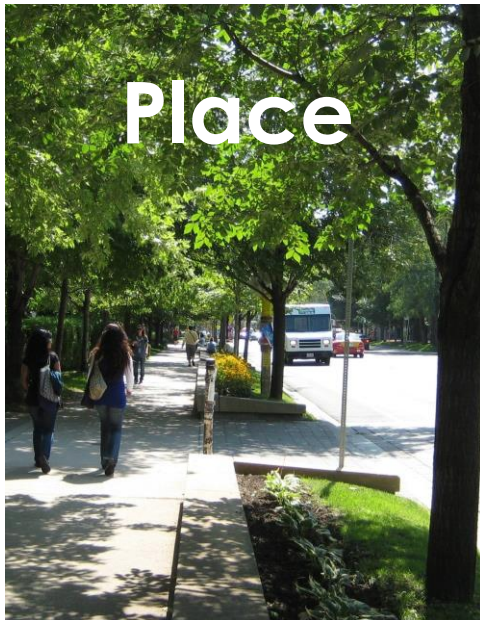
# STREET CONTEXT & STREET TYPES





# STREET TYPES

1. Consider both **land-use and network contexts** in design
2. **Starting point for objectives** at the project level
3. Provides **design priorities that fit context**



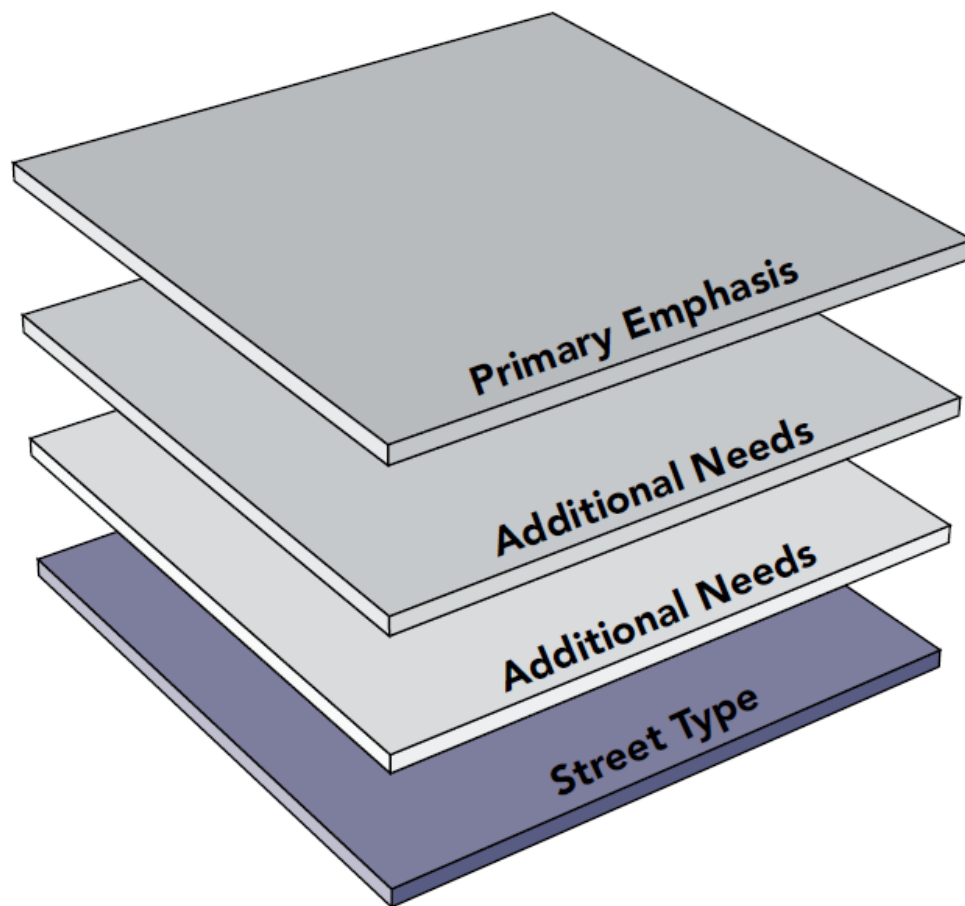
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# STREET TYPES

- **Main Street**
  - Downtown & Centres
  - Avenues & Neighbourhoods
- **Residential Street**
  - Downtown & Centres
  - Avenues & Apartment Neighbourhoods
  - Neighbourhoods
- **Connector Street**
  - Mixed Use
  - Residential
- **Civic Street**
- **Mixed Use Access Street**
- **Employment Street**
- **Scenic Street**
- **Park Street**
- **Lanes**
  - Mixed Use
  - Residential

# OVERLAYS



# OVERLAY EXAMPLES

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## Place

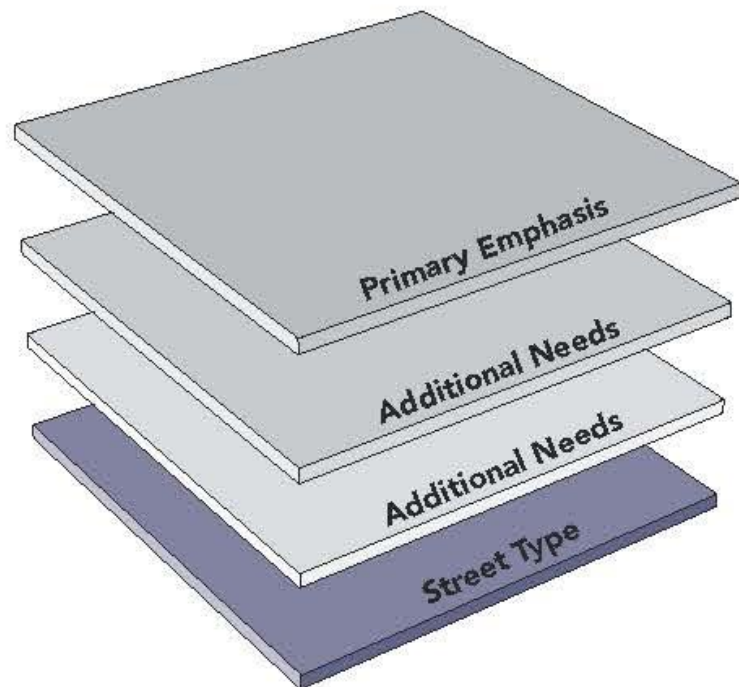
- Official Plan (Zoning, Population projection, Character Area, Environmentally Sensitive Areas, Avenues)
  - Streetscape Manual
  - BIA plans
  - Neighbourhood Improvement Area
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## Link

- Official Plan (Regional connections, Avenues, ROW, Transit priority)
- Road Classification System
- Cycling Network
- Pedestrian Network
- Goods Movement
- Parking

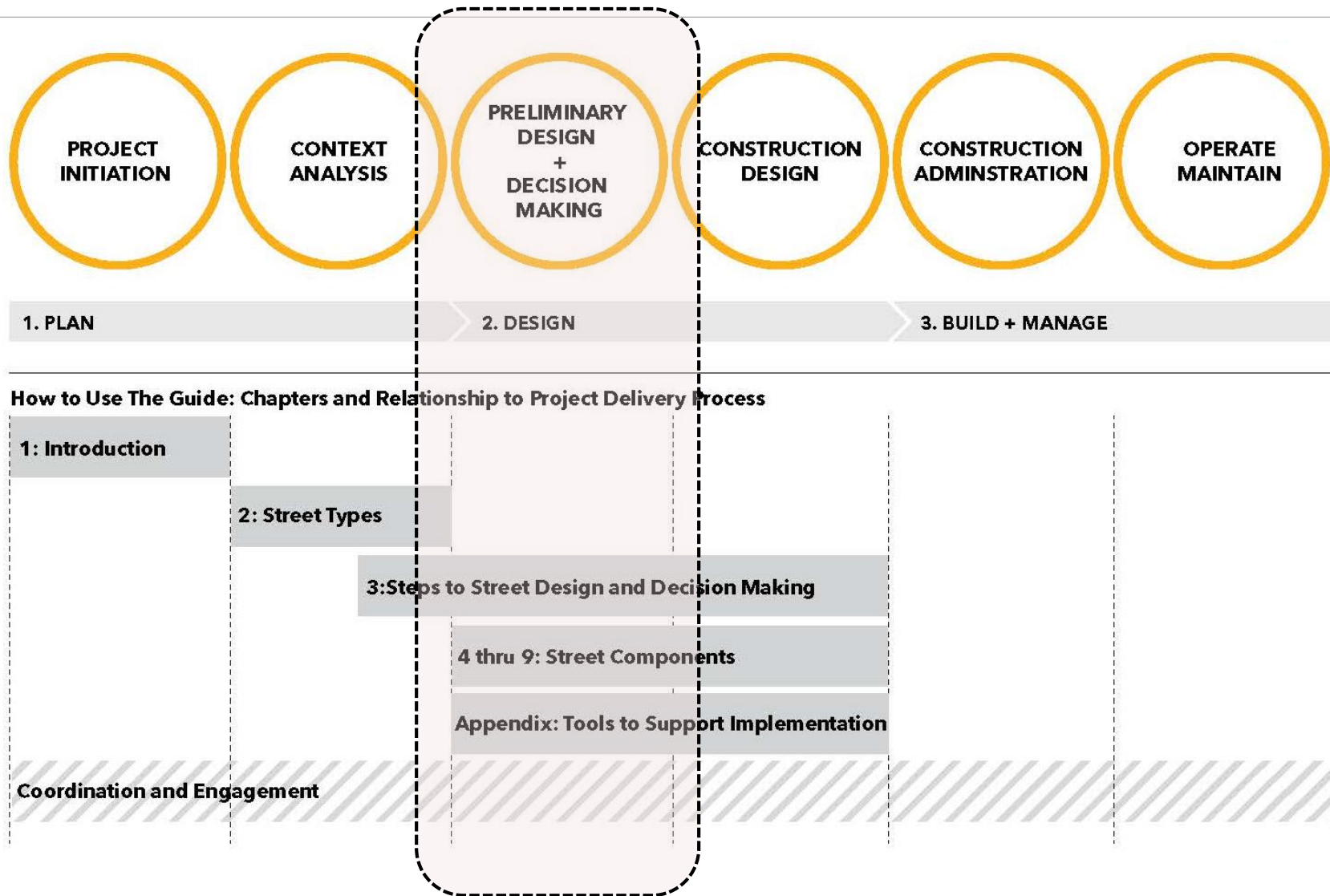
# Multi-Modal Networks Highlights

- **Goal:** “give people choices & connected networks”
- **Overlays:** network plans (e.g. cycling network, transit priority network, trucking routes)
- **Steps to street design:** (Ch3)
  1. Transportation network plans;
  2. Establish priorities
- **Context Sensitive Facilities:** (Ch’s 4-9), including example of the Cycling Network Plan as an Overlay

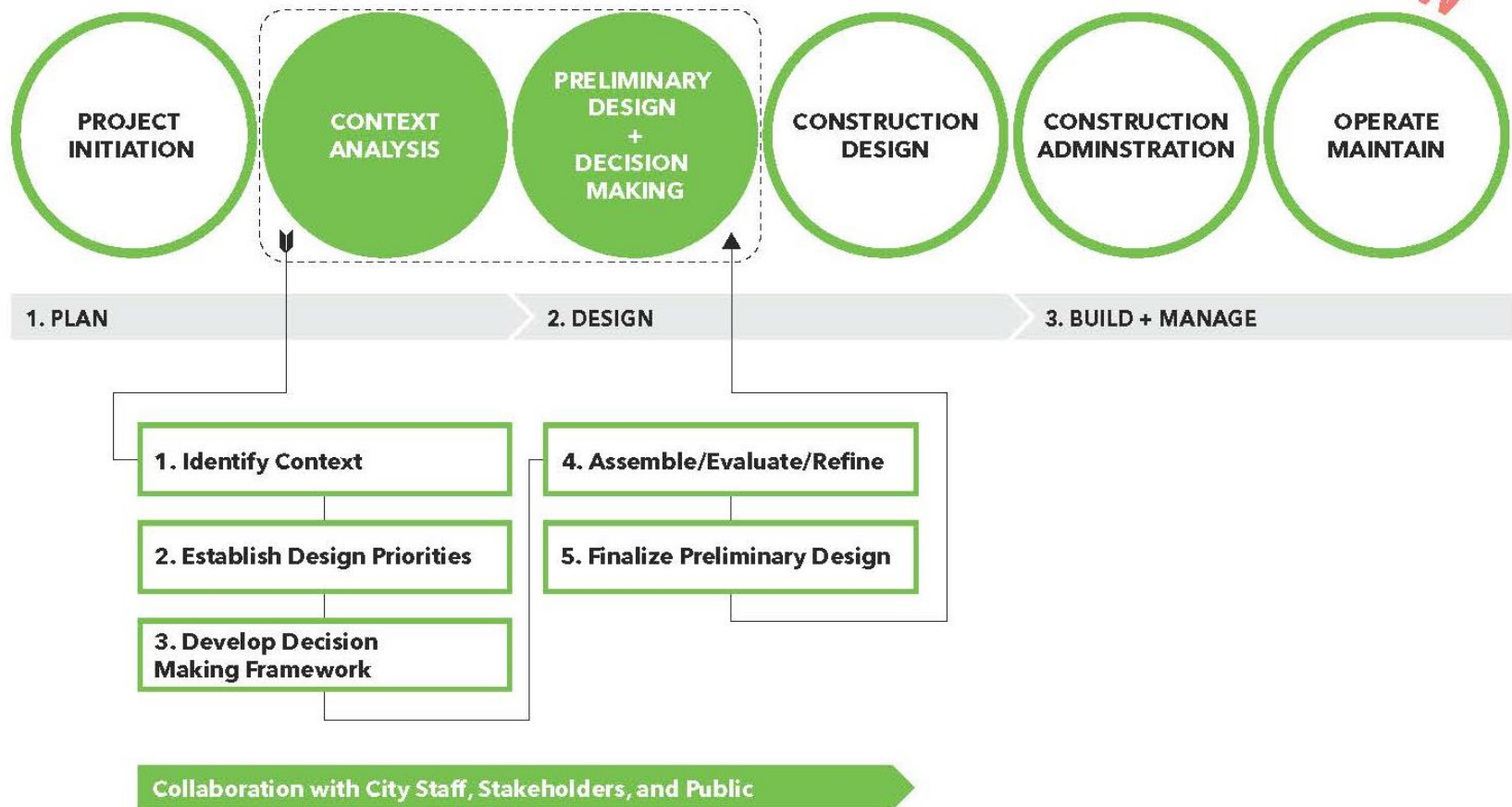




# Steps to Street Design



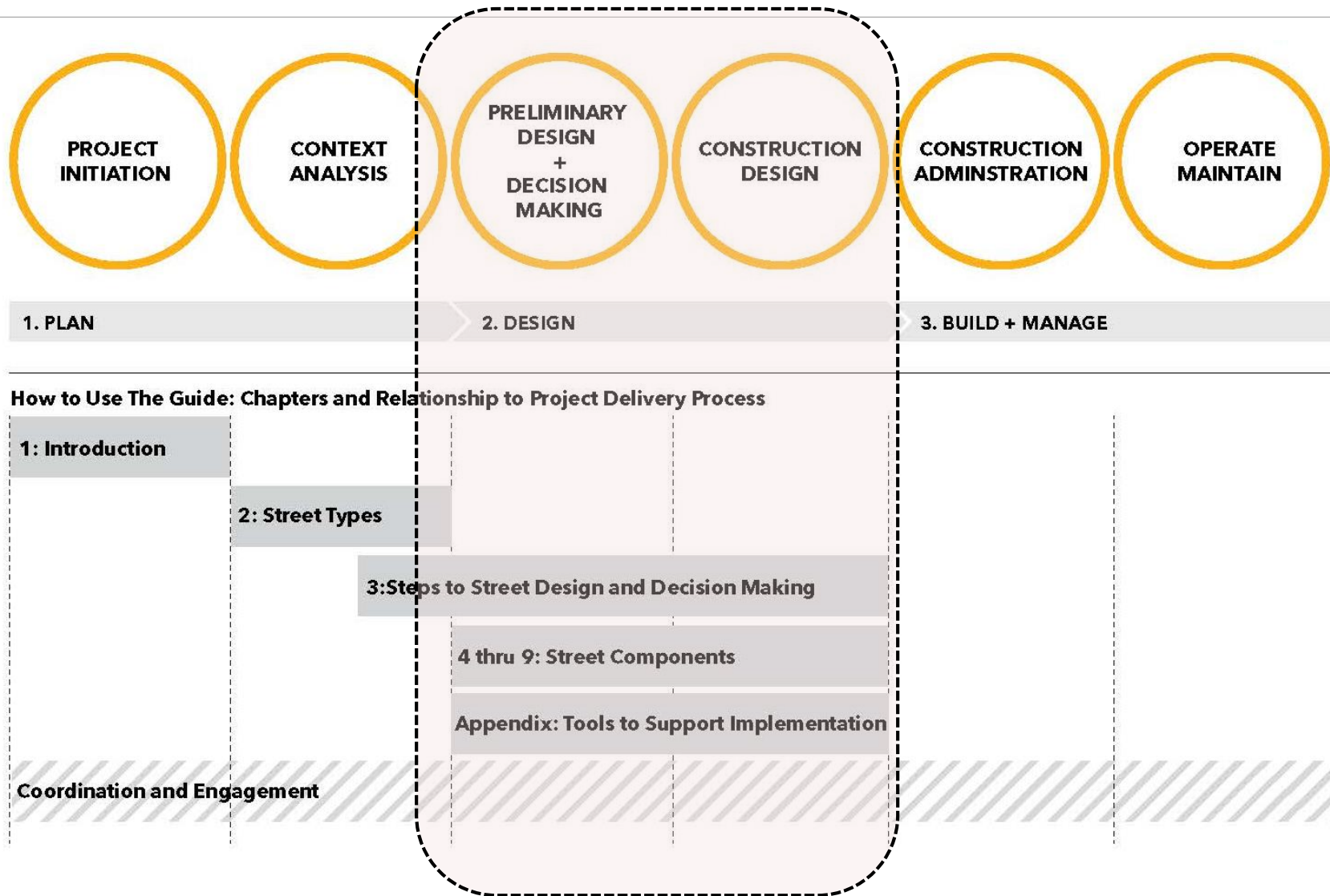
# Steps to Street Design



# EXAMPLE: Decision-Making Framework

STREETS FOR PEOPLE	STREETS FOR PLACEMAKING	STREETS FOR PROSPERITY
Complete Street Goals with Sample Priorities, Objectives, Criteria and Metrics		
<p><b>Improve Safety and Accessibility</b></p> <p>Example Priority and Objective: Prioritize Vulnerable Users</p> <p>Example Criteria and Metric: Shorter Crossing Distance at Intersections</p>	<p><b>Create Beautiful and Vibrant Public Space</b></p> <p>Example Priority and Objective: Improve Streetscape for Pedestrian Comfort</p> <p>Example Criteria and Metric: Wide Pedestrian Clearway and Furnishing/Planting Zone</p>	<p><b>Support Economic Vitality</b></p> <p>Example Priority and Objective: Support Local Economic Development Opportunities</p> <p>Example Criteria and Metric: Adequate On- and Off-Street Parking and Loading; Wider Sidewalks and Setbacks for Outdoor Cafes</p>
<p><b>Give People Choices and Connected Networks</b></p> <p>Example Priority and Objective: Enhance Connectivity and Accommodate Desire Lines</p> <p>Example Criteria and Metric: Length (km) of Missing Links for Pedestrians and Cyclists</p>	<p><b>Respond to Local Area Context</b></p> <p>Example Priority and Objective: Support Land Use Objectives</p> <p>Example Criteria and Metric: Alignment with Area and Community Plans</p>	<p><b>Enhance Social Equity</b></p> <p>Example Priority and Objective: Improved Access to Jobs and Services</p> <p>Example Criteria and Metric: Increased Transit Access (5-10 Minute Walk) to Low-Income Households; Expanded Bicycle Network to Transit Stops/Stations</p>
<p><b>Promote Healthy and Active Living</b></p> <p>Example Priority and Objective: Reduce Risk of Fatalities and Severe Injuries</p> <p>Example Criteria and Metric: Safety Features for All Road Users (i.e. Rightsize Lanes and Curb Radii)</p>	<p><b>Improve Environmental Sustainability</b></p> <p>Example Priority and Objective: Enhance Tree Canopy and Add Vegetation</p> <p>Example Criteria and Metric: Number and Type of Green Infrastructure Added</p>	<p><b>Balance Flexibility and Cost Effectiveness</b></p> <p>Example Priority and Objective: Life Cycle Costs Including Maintenance and Operations</p> <p>Example Criteria and Metric: High, Medium, Low Costs Over The Long Term</p>

# Street Design Components



# Placemaking Highlights

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- Permeates the Guide including:
  - Chapter 1 in vision & goals
  - Chapter 2 in street types, especially civic, downtown, main and shared streets
  - Chapter 3 in steps to street design and decision-making
  - Chapter 4 in pedestrian design in several subsections
  - Chapters 6 (transit), 8 (roadways) and 9 (intersections)
  - Appendix A in checklists



## Questions for the SAG

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1. Do you have questions of clarification from the presentation or Guidelines?
2. Feedback: what's missing, needs clarification or strengthening?

# Pedestrian Design Highlights

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- New sub-section on Accessibility and the importance of the pedestrian clearway
- Emphasis on context-sensitive widths for the pedestrian clearway
- New information on the needs and typical characteristics of different types of pedestrians
- New content on pedestrian crossings and safety
- Integrates place-making design guidance as this is closely related to the sidewalk zones

## Questions for the SAG

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# Cycling Design Highlights

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- New chapter on cycling design and consideration in roadways and intersections: including how to consider the safety needs of cyclists on all types of contexts
- General guidance on different types of cyclists and their needs, and different types of facilities and their context-sensitive considerations
- Context-sensitive considerations including how to start with the Cycling Network Plan, and using Ontario Traffic Manual Book 18 on Cycling Facilities
- Inclusion of some mention of universal accessibility and other vulnerable road users

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# Transit Design Highlights

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- New chapter on transit design, and consideration in roadways and intersections
- Establishes needs of both transit users and transit operations
- Context-sensitive approach, includes for high volume locations
- Transit considerations not limited to Official Plan's Transit Priority Network Map, but permeates process (Ch3 & Appendix)
- Includes the latest range of transit-supportive elements (e.g. signals, queue jump lanes, etc.)
- Focus on transit's efficiency in moving people on congested roadways

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# Green Infrastructure Highlights

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- Definition and design principles reflect Green Streets Technical Guidelines content, vision, goals and background
- Holistic approach to Green Infrastructure shown on the 2-page spread on principles, including low impact development (LID), operations and maintenance, as well as sustainable energy
- General directions on context-sensitive considerations, e.g., types of green infrastructure, locations in the right-of-way for green infrastructure
- Directs readers to further resources

## Questions for the SAG

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## Roadways & Intersection Design Highlights

- Provides design directives on multi-modal, target speed, and safety of vulnerable users
- Strong integration of best practices on engineering design for right-sizing and re-purposing the right-of-way to manage speed and support a shift to transit, active transportation and place-making
- Intersection design also follows a holistic approach and includes mention of place-making, green infrastructure as well as considerations for cyclists, transit, and operations
- Context-sensitive design consideration throughout these chapters



## Questions for the SAG

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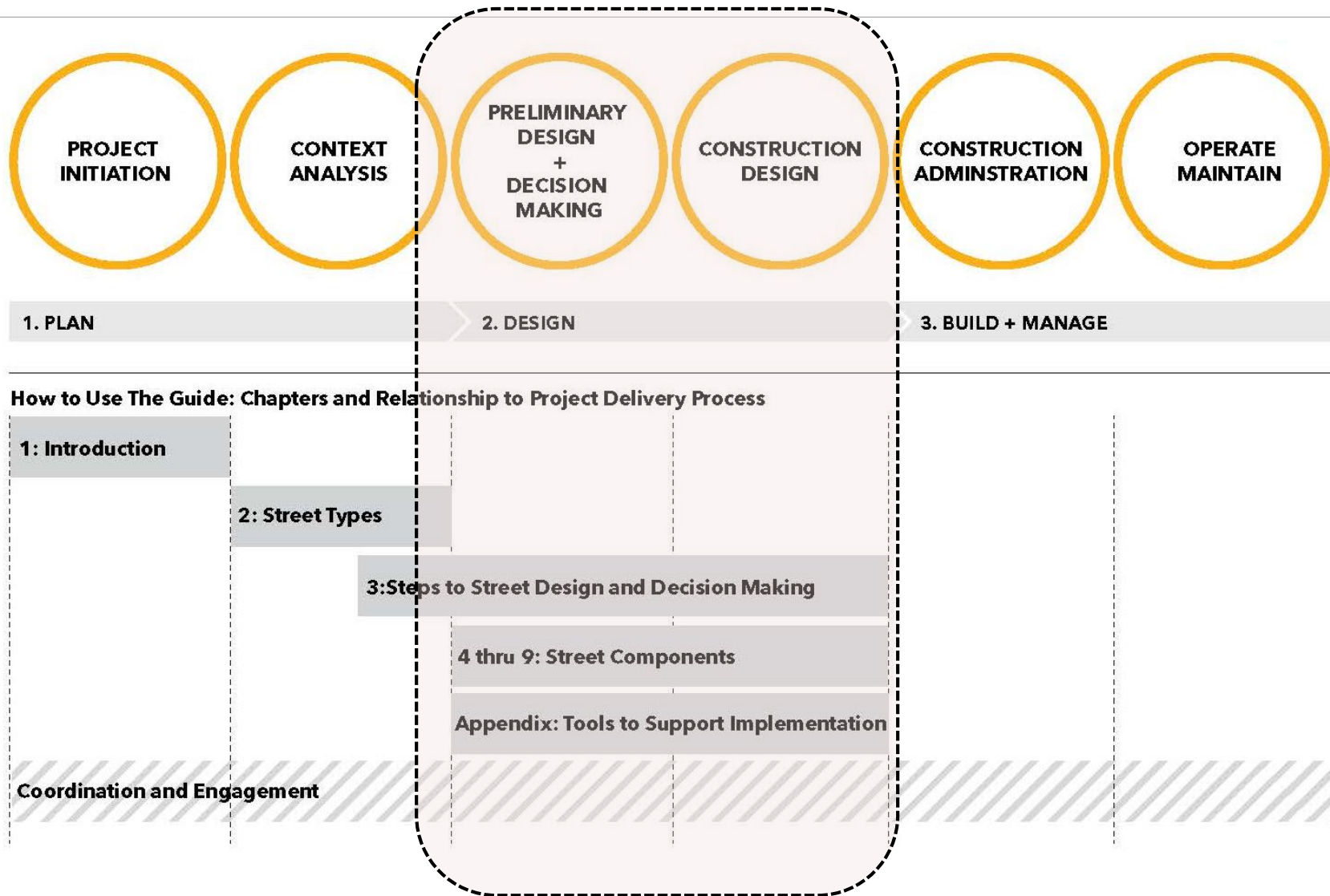
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## Topic-Specific Content

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- We've prepared a reference document that points to content throughout the guidelines that speak to each of the following:
  - Accessibility
  - Businesses & BIAs (including goods movement & parking)
  - Congestion Management
  - Fire Services & Paramedic Services
  - Operations & Maintenance
  - Personal Safety
  - Schools & Children
  - Utilities

# Tools to Support Implementation



## Tools to Support Implementation

- **Checklists** support documentation, collaboration and follow the steps (ch3) – to be used according to the scope and budget of projects
- **Performance measures** – collecting before and after data (both qualitative and quantitative) – project by project

## Questions for the SAG

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## Remaining Guideline edits

- Final draft incorporates significant amount of feedback from TAC, SAG and Steering Committee
- Now seeking important corrections (i.e. what's missing, needs clarification or strengthening)
- Finalizing photos and captions
- Confirm accessibility of the document
- Minor Style Issues
  - Consistency: capitalization, hyphenate/dashes, format
  - Readability: line breaks
- Explore hypertext linking for electronic version

## Next steps

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- Incorporate feedback
- Report to Public Works and Infrastructure in November





# Complete Streets Guidelines

Stakeholder Advisory Group BREAK until 6:45

20 September 2016



# What do we gain? What will be different?

**A user-friendly resource to educate the public, decision-makers and staff within the City and external organizations.**

- A resource that brings all the Divisions together on how we plan and design our streets in a holistic manner, that's based on the City's policies and integrates best practices.
- Save time and money for new or future projects, because:
  - There's a common starting point for street design discussions and upfront planning
  - They can follow the footsteps and best practices of past and current Complete Streets projects.

# What do we gain? What will be different?

## A carefully crafted resource – that has improvements\* over other Complete Streets Guidelines:

- **Vision and goals** based on Toronto's Official Plan
- **Street types** reflecting the diversity of Toronto's streets and aspirations
- **A clear, collaborative process** for designing streets with checklists to prompt staff at each stage of a project (*\*improvement*)
- **2-page spreads** with key design principles for each component
- **Context-sensitive** considerations and a focus on the users and uses of a street, including their dimensions and key characteristics (*\*improvement*)
- An overview of the **key street elements** for each component, and the resources for more details (*\*improvement*)
- More content on **universal accessibility, place-making, green infrastructure, cycling and transit** than other CS guides. (*\*improvement*)

# How will the Guidelines be used?

**All street projects in Toronto, both public and private, will use the Guidelines to inform their planning and design by:**

- Using the Complete Streets guidance and checklists when looking at a street project's context, priorities, and decision-making framework
- Using the design guidance to inform and develop cross-sections
- Large and small projects offer different opportunities to make streets more complete. Larger projects offer more opportunity to comprehensively apply the Guidelines.
- Street design teams should endeavour to make streets as complete as possible within the scope and budget for each project.
- Types of projects include plans, EAs, major reconstructions and resurfacings, and medium to smaller scale projects.



# Who will make the decisions?

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- Depending on the scope and scale of a project, street design teams will, in general, be developing the proposed street designs.
- Consultation and engagement is a key part of the Guidelines' process for street design – in developing the project's context, priorities, and decision-making framework.
- Ultimately, it will be Community Councils and City Council that still make decisions on street projects, based on the recommendations provided by City staff.

# What does it mean for capital projects? Budgets?

**The Guidelines are a “how to” guide. It communicates “the process”, but not the outcome for every street project.**

- Challenging to assess the potential financial impacts of the Guidelines itself. They help improve efficiency by streamlining the upfront planning by setting out a unified vision, goals and process for street projects.
- The City’s priorities will continue to be identified through already endorsed Council and Community Council directions, such as for area plans, Avenue Studies, EAs, or projects driven by safety-data, development pressures, or state of good repair. Each capital project itself will have its own scope, funding partners, and budget.
- The City has past and existing Complete Streets projects. It is up to Council on whether to approve additional capital programs or projects, and the related staff resources.

# How will we measure progress?

**The Guidelines and checklists include building performance measures into project planning and budgets upfront (commensurate with scope and scale of the project):**

- Each project, such as the Bloor Street bike lanes, will need to provide its respective data collection and evaluation.
- Each Division also has its annual achievements report, which will document its progress on projects that demonstrate Complete Streets.
- Many external stakeholders also provide their monitoring (e.g., TCAT Complete Streets transformations from across Ontario, Ryerson's City Institute, Evergreen, CivicAction, etc.) and will help gauge feedback on our progress.
- We need to estimate the potential financial impact of this kind of work.



# Timeline to Council

- September 20 – Stakeholder Advisory Group Meeting 
- September 23 – Final Written Feedback from SAG
- November 7 – Public Works and Infrastructure Agenda released including Final Guidelines and Council Report
- November 21 – Public Works and Infrastructure Committee
- December 13-15 – City Council



# Complete Streets Guidelines

Stakeholder Advisory Group – Next Steps & Concluding Discussion

20 September 2016

# Video

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- [Complete Streets Through Collaboration](#)

## Leaders' blog posts

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- **Goal:** Increase awareness about the complete streets approach among community members and industry leaders, and demonstrate support
- **How:** Members of the Stakeholder Advisory Group promote the Guidelines for Complete Streets through their communication mediums. Ideally, you publish in formats that you already have:
  1. Short articles, blog posts, e-newsletters
  2. Features articles for websites or publications
  3. Posts for Facebook and/or Twitter

## Leaders' blog posts

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### **We want to make this as easy as possible for you**

- The engagement can take shape in many different ways depending on what works for you and your constituents
- We can provide you with same messaging that focus on areas of complete streets that are most applicable to you and your readers, you can tailor it further

## MORE Questions for the SAG

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1. How do you think the Complete Streets Guidelines will be received by...
  - your constituents/groups?
  - the general public?
  - City Council?
  
1. What would you say are the key messages of this document?