

TCAT Overview + Complete Streets Game



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TCAT's Vision and Mission

Vision:

- Vibrant cities with clean air, a healthy population, and a transportation system that prioritizes walking and cycling.

Mission:

- TCAT advances knowledge and evidence to build support for safe and inclusive streets for walking and cycling. We believe that active transportation plays a critical role in creating environmentally and economically sustainable cities.



Current projects



Active Neighbourhoods Canada



Scarborough Cycles: building bike culture beyond downtown



Bloor Street Pilot Bike Lane Economic Impact Study



Active Transportation Best Practice Beyond the Greenbelt

What are Complete Streets?

Complete streets provide **safe access for all road users** including pedestrians, cyclists, public transit users, and motorists of **all ages and abilities.**



What is a Complete Streets Policy?

- Ensures that transportation agencies routinely plan, design, maintain, and operate the entire right of way to enable safe access for all users.



Photo: Garden City Alliance for Sustainable Transportation

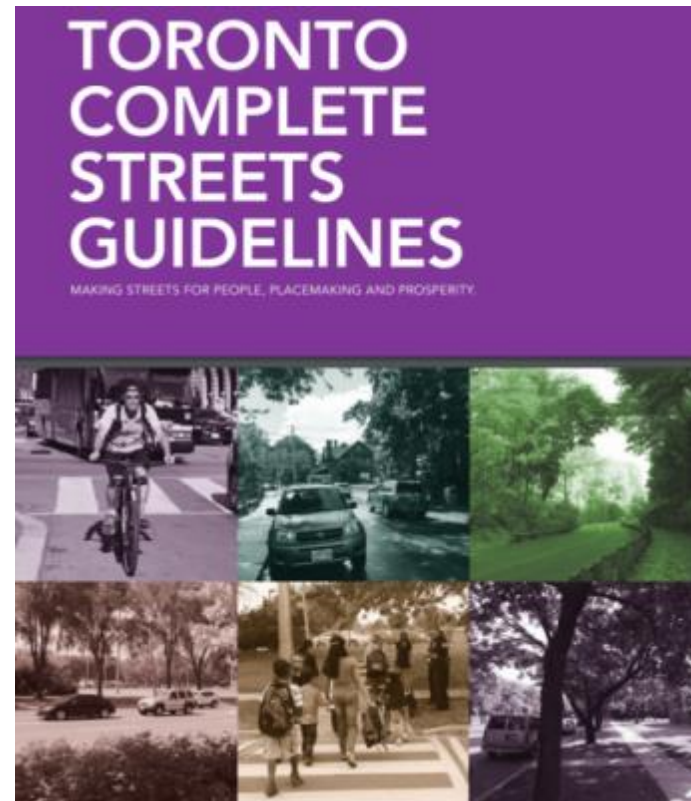


Complete Streets in Toronto

- Policy in Official Plan amendment (2014):

“New and existing City streets will incorporate a Complete Streets approach and be designed to perform their diverse roles... Guidelines for applying the ‘Complete Streets’ approach will be developed”

- Guidelines released (2016):



Complete Streets policies across Canada



Complete Streets: We know how to do it



Sterling Street, City of Hamilton



St. George Street, Toronto

Yet too often our streets look like this



Photo: Paul Young

What do Complete Streets look like?

- Lots of room for interpretation
- No cookie cutter design or template but many common elements:
 - Bike lanes
 - Wider sidewalks, curb extensions
 - Road diet
 - Transit & accessibility improvements



Cannon Street, Hamilton



Complete Streets by Design

Toronto streets redesigned for all ages and abilities

Downtown - Existing



tcat



Downtown - Complete



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Suburban Residential- Existing



Suburban Residential - Complete



Complete Street Transformations in the Greater Golden Horseshoe Region

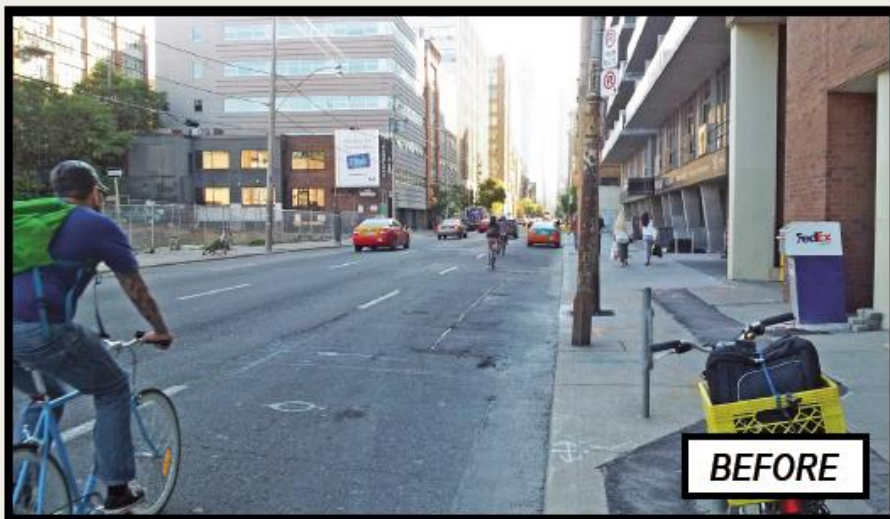


HIGHWAY 7 EAST MARKHAM/RICHMOND HILL



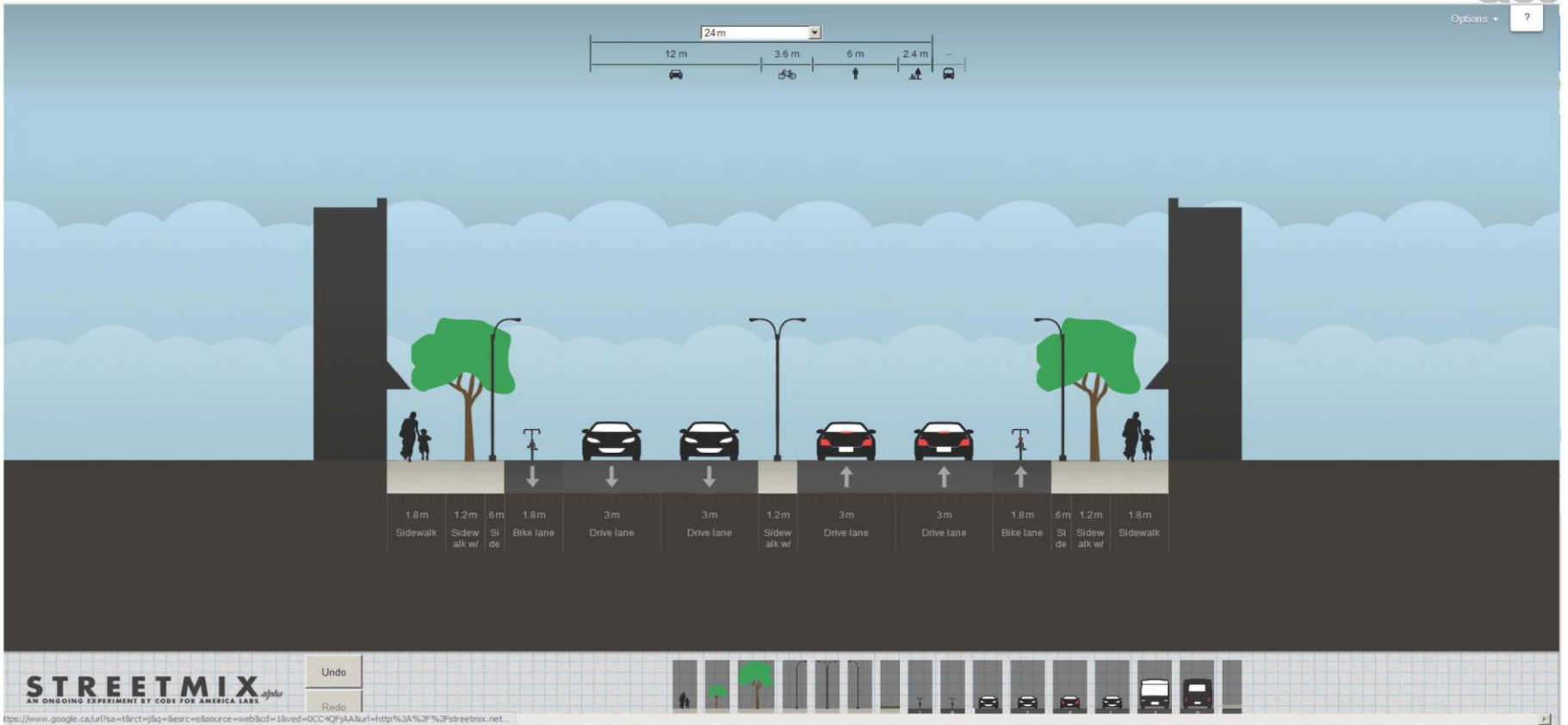
RICHMOND/ADELAIDE

TORONTO

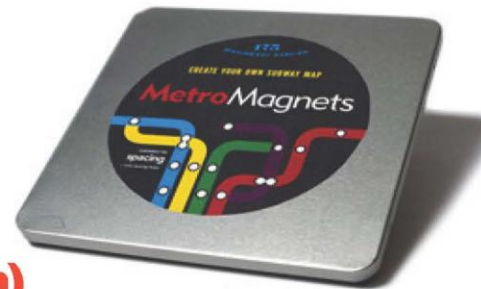


Complete Streets Game





- * <http://streetmix.net/>
- * **Code for America**



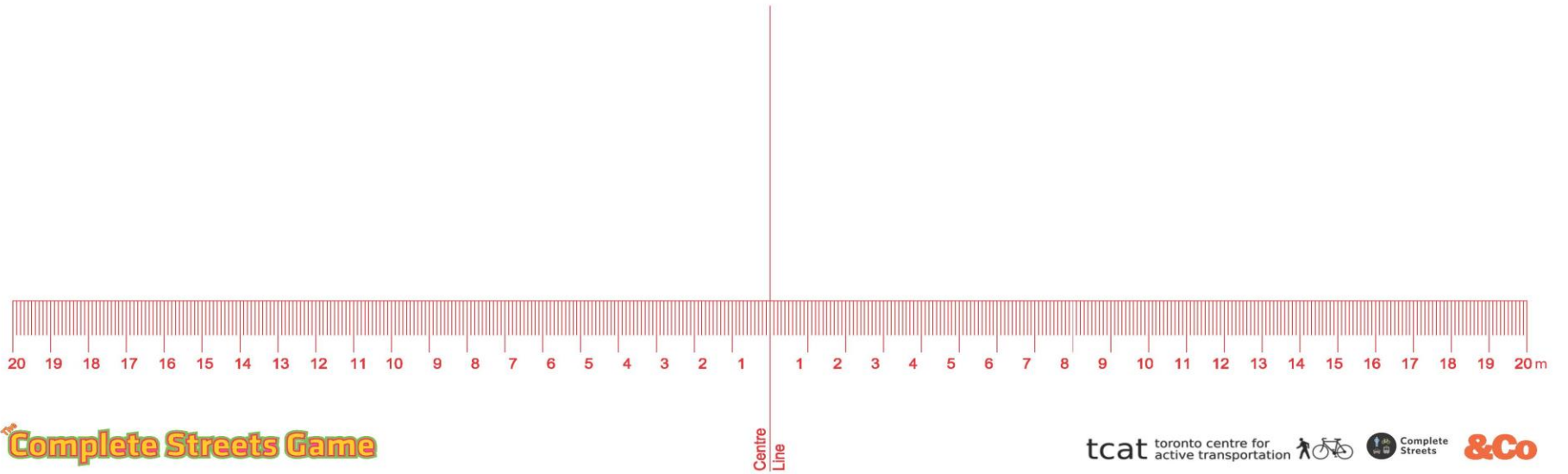
The Complete Streets Game (Beta)

The Complete Streets Game:

Complete Streets Forum 2013

Sweeny Sterling Finlayson &Co Architects Inc.





The Complete Streets Game

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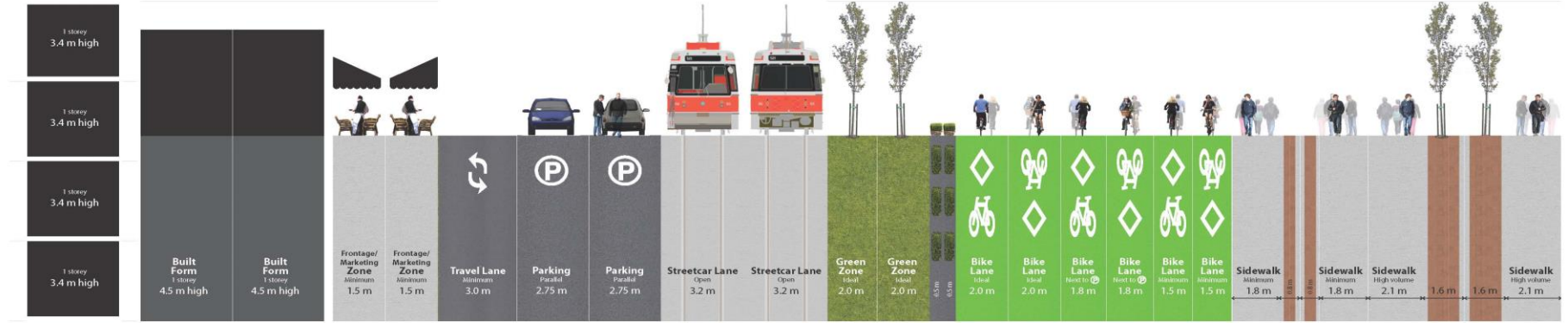
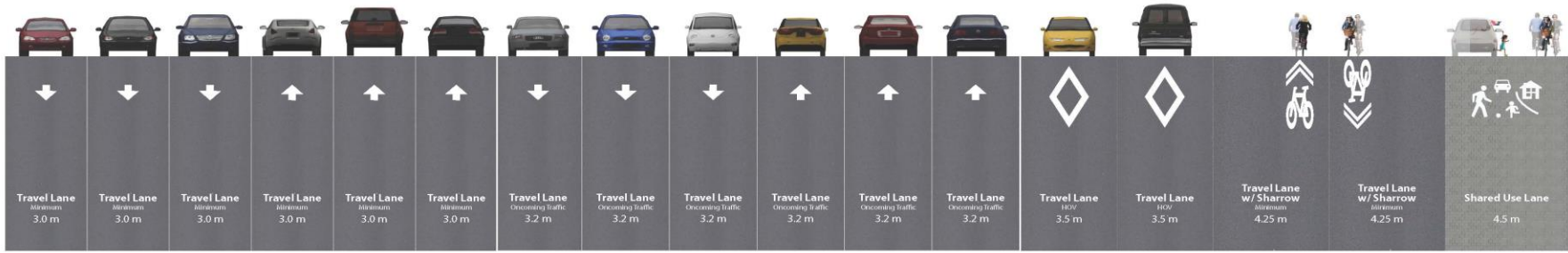
Game Board

The Complete Streets Game:

Complete Streets Forum 2013

Sweeny Sterling Finlayson &Co Architects Inc.





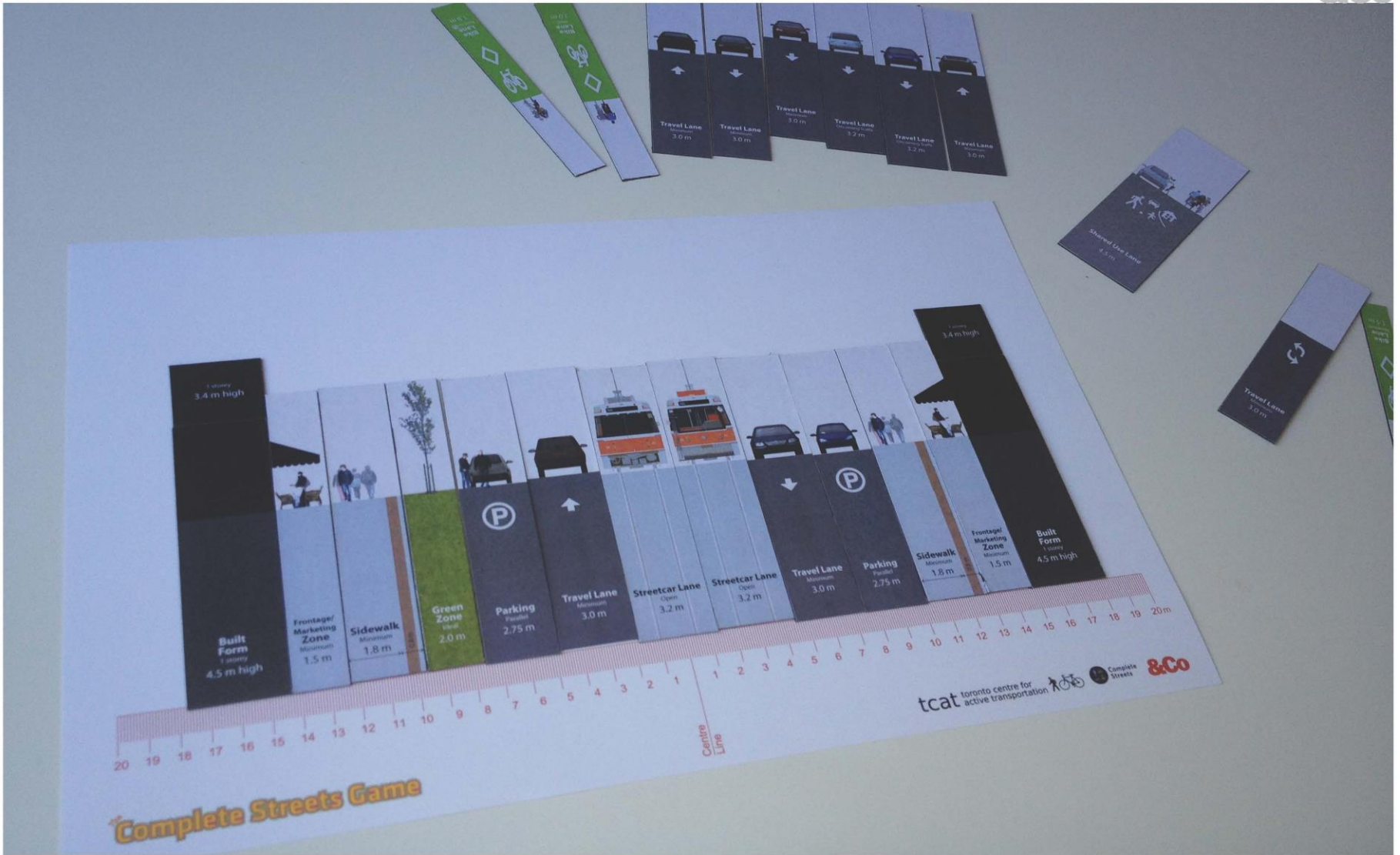
Game Pieces

The Complete Streets Game:

Complete Streets Forum 2013

Sweeny Sterling Finlayson &Co Architects Inc.





Arranging Pieces

The Complete Streets Game:

Complete Streets Forum 2013

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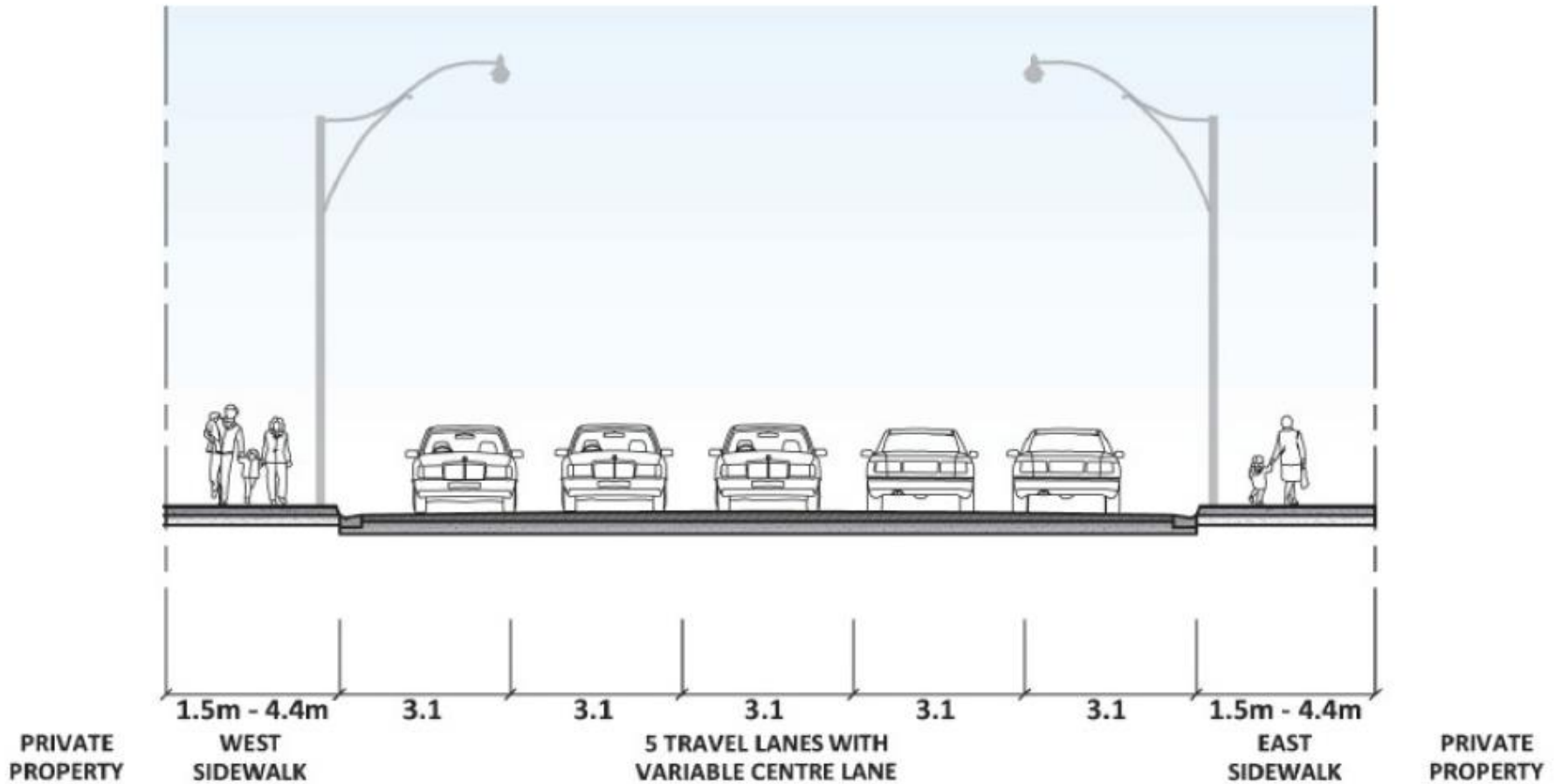
The Complete Streets Game

Instructions

- 1. Mark your 1/2 of your right-of-way width on each side of the game board ruler.**
- 2. Discuss the types of users and the priority of mobility choices for your particular street**
- 3. Gather up pieces that represent your mobility types**
- 4. Arrange the pieces (try and stay within your right-of-way limits)**
- 5. Add context (built form or green zones) on either side of your ROW.**
- 6. Try different options**
- 7. Photograph all of the options that work**
- 8. Choose your preferred option**

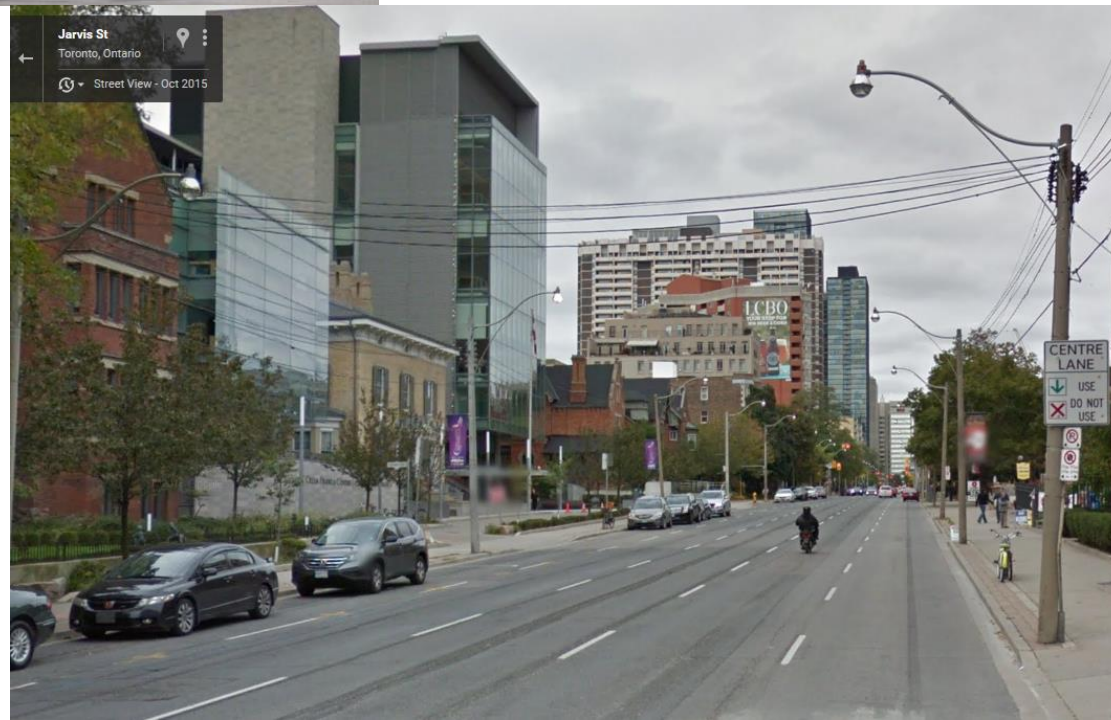


Jarvis Street Existing Cross-Section



Jarvis Street Characteristics

- Right of way width: 18.5 – 24.3 metres
- North-south arterial: Bloor to Queen's Quay
- Identified as one of seven cultural corridors in Toronto
- Jarvis Street needs to be narrowed to improve public realm
- Sidewalk doesn't meet minimum standard width for accessibility
- Feasible to narrow Jarvis, resulting in only nominal increases to travel times
- City staff recommended: narrow from 5 lanes to 4 + widen the sidewalk
- In 2009 City Council voted to narrow from 5 lanes to 4 + add bike lane
- Bike lanes installed in 2010
- In 2011 City Council voted to restore Jarvis to its pre-2009 state
- In 2012 bike lanes were removed and reversible centre lane re-opened



Jarvis Street, Toronto



Thank You! Questions?

Toronto Centre for Active Transportation



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www.tcat.ca | www.completestreetsforcanada.ca