INCORPORATING COMPLETE STREETS INTO TRANSPORTATION MASTER PLANS

Brett Sears, M.PI., MCIP, RPP
Senior Project Planner
Transportation Planning
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PRESENTATION OUTLINE

► Why are Complete Streets Important?
► City of Greater Sudbury Case Study
► Town of Ajax Case Study
► Conclusions
WHY ARE COMPLETE STREETS IMPORTANT?
COMPLETE STREETS

- Designed, constructed operated and maintained for all modes of transportation and all types of users
- Can be safer for all users
- Support livable communities
- Positive impacts on public health
- Economic benefits – people want to be there
CITY OF GREATER SUDBURY CASE STUDY
CITY OF GREATER SUDBURY, ONTARIO

- Largest city in northern Ontario by population (160,000)
- Largest municipality in Ontario by geography
- Mining historically has been the economic base, with health care, higher education and public administration increasing in importance
WHY DOES SUDBURY NEED COMPLETE STREETS?

- Road network historically has catered to automobile and truck travel
- Population is aging and needs transportation alternatives – average age of 42 compared to 40 in Ontario
- Increased community involvement resulting in demands for more quality of life features
HOW IS SUDBURY INCORPORATING COMPLETE STREETS INTO ITS TMP?

► Analyzing sustainable transportation alternative
► Preparing active transportation master plan as component of the overall TMP
► Revising road classification to incorporate transit, cycling and walking
► Preparing a complete streets policy
# REVISIONS TO ROAD CLASSIFICATION

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<tr>
<th>Road Class</th>
<th>Transit Provision</th>
<th>Cycling Provision</th>
<th>Pedestrian Provision</th>
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<tr>
<td>Primary Arterial</td>
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<td>Provisions recommended for each class of road and each mode of transportation</td>
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<td>Secondary Arterial</td>
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GOALS OF SUDBURY’S COMPLETE STREETS POLICY

► Ensure that the needs of all transportation users are balanced throughout the surface transportation network to the greatest reasonable measure

► Create a balanced, comprehensive, integrated, fully interconnected, functional and visually attractive surface transportation network

► Support the use of the appropriate complete streets design standards, principles, policies and guidelines within the context of the community
TOWN OF AJAX CASE STUDY
TOWN OF AJAX, ONTARIO

- City of 110,000 located in the suburbs of Toronto
- Young population – average age of 36 compared to 40 for Ontario
- Bedroom community
- Seeking to attract jobs to create better jobs / housing balance
CURRENT COMPLETE STREETS PRACTICE

- Began planning multi-modal transportation network in previous (2007) TMP
- Ongoing practice to design and construct roads as complete streets
- Road classifications already include multi-modal provisions
- Pedestrian and Cycling Master Plan already prepared and being implemented
HOW HAS AJAX INCORPORATED COMPLETE STREETS INTO ITS TMP UPDATE?

- Analyzed enhanced multi-modal alternative
- Formalized a complete streets policy
- Identified actions to support complete streets, such as the preparation of a Transportation Demand Management Plan
AJAX’S FUTURE TRANSPORTATION DEMAND MANAGEMENT PLAN

Goals

► Identify actions that could be taken by the Town, private businesses and the general public to reduce private vehicle travel demand during peak commute hours

► Develop a strategy to promote the plan to these focus groups

► Integrate transit plans by regional transit providers

► Incorporate the Pedestrian and Bicycle Master Plan

► Address parking policies to support TDM
CONCLUSIONS
WAYS TO INCORPORATE COMPLETE STREETS INTO TRANSPORTATION MASTER PLANS

- Complete Streets policy
- Revisions to Standard Drawings and Design Guidelines
- Revisions to Road Classifications
- Sustainable alternative for horizon year analysis
- Production of related plans, such as:
  - Active transportation master plan;
  - Transportation demand management plan

Planning for complete streets at the master planning phase sets the stage for the following phases of design, construction, operation and maintenance.