



Complete Streets Forum

October 6, 2014

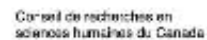
PRESENTED BY



GOLD



SILVER



BRONZE





PROGRAM

Daniels Spectrum Oct. 6, 2014

7:45 am Registration/Continental Breakfast

Artscape Lounge

8:45 am Welcome/Opening Remarks

Ada Slaight Hall

Jacquelyn Hayward-Gulati (MC), Manager, Active Transportation, City of Mississauga

Gabriella Kalapos, Executive Director, Clean Air Partnership
Eleanor McMahon, MPP, Burlington, Province of Ontario

9:15 am Streets for Everyone: Lessons from Cities across the Globe

Ada Slaight Hall

Dr. John Pucher, Professor, Rutgers University

Cities need a truly integrated network of complete streets in order to make alternatives to the car feasible, safe, and attractive. Evidence shows that complete streets result in increased walking, cycling, and public transit use. Cities worldwide are investing in inclusive, multi-modal infrastructure to ensure streets are safe and enjoyable for all road users. Complete streets improve safety and have generated large increases in cycling and walking, even in cities in Texas and the American Southeast with a deeply ingrained car culture. This talk will explore trends over time in Canada, the United States and Europe, differences between countries, best practices in bicycling facilities, integration with public transit, comprehensive slow speed zones in residential areas, and the importance of designing cities for women, children and seniors.

10:00 am Morning Break

10:15 am Building Evidence to Support Healthier Street Design in Toronto

Ada Slaight Hall

Dr. Monica Campbell (Moderator), Director of Healthy Public Policy, Toronto Public Health

In May 2013, Toronto City Council recommended the development of Complete Streets Guidelines to help reshape Toronto streets. In advance of these guidelines, Toronto Public Health commissioned a report titled "Building Evidence to Support Healthy Street Design in Toronto" (to be released in fall 2014) that identifies and assesses published evidence for how specific street design choices influence health outcomes. The report incorporates professional experience from 10 North American jurisdictions, and draws conclusions about how to translate this evidence to promote healthier street design in Toronto.

This session will provide:

- 1) an overview of the literature review that examined existing evidence linking Complete Street design choices to health (*Jim Chapman, Principal, Urban Design 4 Health, Inc.*);
- 2) perspectives and examples from other cities based on 16 jurisdictional interviews (*Nancy Smith Lea, Director, Toronto Centre for Active Transportation*); and

- 3) initial plans for integrating the health evidence into the upcoming Complete Streets Design Guidelines (*Fiona Chapman, Manager, Pedestrian Projects, Public Realm Section, Transportation Services, City of Toronto*).

Tactical Urbanism: Lessons in Test Driving

Ada Slaight Hall A

Nathan Westendorp, Manager of Development Planning, County of Simcoe

Robert Voigt, Senior Project Manager, Cambium Consulting & Engineering

This interactive workshop (maximum 40 participants) combines entertaining presentations, hands-on table-top exercises, stories and animated videos to create a framework for learning about the first-hand successes and failures of Tactical Urbanism projects in four Ontario communities (Toronto, Penetanguishene, Fenelon Falls and Collingwood.) Tactical Urbanism provides the opportunity for citizens to learn and interact with a design, for project professionals to teach and refine design details, and for elected representatives to make more informed investment decisions. The convergence of pressures on municipalities to address ageing infrastructure with limited funds while embracing the benefits of complete streets presents an enormous opportunity to leverage much-needed improvements for urban spaces. Tactical "test-drive" projects are tangible, on-the-ground pilot projects that help communities try out designs for a fraction of the cost of permanent capital projects, while helping professionals and key decision makers address resistance to change.

Effectively Using Data to Understand Travel Trends and Policy Impacts

Breakout Room 1

Lauren Rudko (Moderator), Coordinator, Statistics and Research, Canadian Urban Transit Association

Presentation 1: Using TTS data to illustrate GTHA travel trends from 1986 to 2011 (*Erin Toop, Researcher, The Neptis Foundation*)

The overall goal of this Neptis project is to make the wealth of information contained within the Transportation Tomorrow Survey (TTS) more accessible to non-experts so that it may be better utilized by the media and the general public, and to illustrate the facts about travel trends across the Greater Toronto and Hamilton Area (GTHA). The presentation provides: 1) a general overview of the TTS data set, and 2) an analysis of the TTS dataset over the 25-year time frame using a Complete Streets lens and a focus on the trends related to walking, cycling and surface transit across the GTHA. Through the illustration of the utility of the TTS, people unfamiliar with the dataset can consider how they may use it as a powerful resource to inform future work.



Tweeting about the Forum?

During the Complete Streets Forum, mention **@TCATonline** and include the hashtag **#2014CSF** in your Tweets and join the Complete Streets conversation!



PROGRAM

Daniels Spectrum Oct. 6, 2014

Presentation 2: Pan-Canadian Policy Tools to Support Evidence-Informed Active Transportation Policy (*Kendall Tisdale, Prevention Analyst, Canadian Partnership Against Cancer*)

The Partnership Against Cancer will share evidence-informed tools they have developed to support Canadian jurisdictions in learning from others across Canada that are working on active transportation policies via four key approaches: 1) the Prevention Policies Directory, an online tool indexing Canadian cancer and chronic disease prevention policies at the federal, provincial/territorial, and municipal levels; 2) the Canadian Municipal Active Transportation Policy Map where users can contribute new active transportation policies and collaborate with others working in the field; 3) Active Transportation Policy Case Studies which uncover key mechanisms behind active transportation policy development across three different Canadian cities; and 4) Coalitions Linking Action and Science for Prevention projects which have developed tools and resources to support schools, communities, public health professionals, planners, and transportation engineers in improving health through community design.

Presentation 3: Pedestrian-Cyclist Conflict: what is it, why does it happen and how can complete streets offer a solution? (*Peter Piet, Deputy Head of Planning, Steer Davies Gleave*)

With many authorities pledging to increase levels of walking and cycling, the likelihood of increased interaction and the potential for conflict between pedestrians and cyclists is on the rise. Research, undertaken by Steer Davies Gleave, was commissioned by Central London Forward and the Cross River Partnership to fill the knowledge gap in what is known about pedestrian-cyclist conflict. This presentation will summarize the study and its method, discuss the key findings and share subsequent policy and planning implications. One key finding is that the majority of 'conflict' is not severe and is more accurately considered to be interaction, for example, pedestrians and cyclists negotiating their way around each other. Thus, the perception of conflict may be greater than actual conflict. In these cases the act of negotiating, communicating or responding to other street users may make certain spaces inconvenient or difficult to use. The issue then becomes one of user experience primarily rather than road safety.

Engaging Diverse Stakeholders with Walkability Audits Breakout Room 2

Sheila Boudreau (Moderator), Urban Designer, Landscape Architect, Urban Design, City Planning, City of Toronto

Presentation #1: Piloting Active City Audits
(*Paul Young and Vivien Leong, Public Space Workshop; Kelly Drew, Health Policy Specialist, Toronto Public Health*)

The Active City Audit Tool developed by Gladki Planning Associates was used to evaluate 10 Toronto school neighbourhoods. The tool was developed using the 10 Active City Principles to guide an auditor through the elements in a neighbourhood that contribute to an Active City. The neighbourhoods were evaluated and scored by principle allowing

the auditor and community to identify which aspects of a neighbourhood require attention in order to better support active living. This session will review the Active City Principles and give an overview of the tool development. It will walk participants through a typical inner suburban neighbourhood in Toronto using the tool. At the end, we will explore with the participants some of the challenges and benefits of using the Active City Audit.

Presentation #2: Walkability audit for professionals: SATA evaluation tool to improve streetscape for safe active transportation (*Dr. Sophie Paquin, Urban Planner, Montreal Public Health Department*)

This presentation will focus on the walkability audit tool known as Safe and Active Transportation Audit (SATA). The SATA walkability audit allows for the assessment of 80 built environment indicators. This method identifies the features impacting pedestrians' comfort and safety on streets and specific sites. This systematic and standardized observation produces findings which are useful for urban planners and transportation experts, and are consistent with public health concerns. SATA has been used by public health teams, community organizations and municipal planners in Montreal's urban street projects. This method has been implemented in several urban projects from the upgrade of commercial streets to redevelopment of a variety of public facilities. In addition to two case studies, Dr. Paquin will offer practical walkability toolbox deployment strategies for municipal authorities and stakeholders.

Just Getting it Done: Five Inspiring Stories Breakout Room 3

Asher Mercer (Moderator), Senior Consultant, Urban ID Consulting

In this fast-paced session (Pecha Kucha format), each presenter will be given 6 minutes and 40 seconds to talk about 20 slides for 20 seconds per slide.

Presentation #1: Gaining Support for Complete Streets: Selling a Road Diet in Toronto's Flemingdon Park neighbourhood (*Pauline Craig, Active Transportation Specialist, Moving Right Along Inc.*)

St George Street is one of the most well-known road diet projects in Toronto and was completed in 1997. Road diets are the "low hanging fruit" of complete streets implementation because they can transform streets to provide dedicated space for all road users without requiring the expense of construction or a complicated approvals process. This presentation will discuss a recent road diet project on St. Dennis Drive in the City of Toronto's Flemingdon Park neighbourhood from the perspective of community engagement and generating public support.

Presentation #2: Mobilizing Business Communities to Support Safe Cycling Infrastructure (*Daniel Arancibia, University of Toronto; Mikey Bennington, Active Neighbourhoods Project Manager; Research Lead, Toronto Centre for Active Transportation*)



PROGRAM

Daniels Spectrum Oct. 6, 2014

Presenters report on a novel project, supported by a Spark Grant from the Heart and Stroke Foundation, which builds on prior success engaging formerly skeptical, yet critically-important Business Improvement Associations (BIAs) to advocate for bicycle infrastructure in their local communities. Education and engagement on the positive economic impacts of cycling can build business support for local cycling measures, as has been demonstrated with the Eglinton Connects project.

Using the ward structure of Cycle Toronto, the project is working to provide education to enable Ward-based Advocacy Groups and Youth Advocates from Charlie's Freewheels to engage with their local BIAs. We are training them to use evidence based outreach tools and strategies that demonstrate the effectiveness of cycling infrastructure as a method to revitalize urban commercial main streets and to attract a loyal and relatively high spending clientele. By enlisting additional BIAs through these efforts, we will increase the diversity of community voices advocating for safe cycling infrastructure and facilitate future installation thereby removing barriers to active healthy transportation options across the city.

Presentation #3: Yes We Cannon (*Justin Jones, Project Manager, Bicycle Friendly Communities and Educational Programs, Share the Road Cycling Coalition*)

One of the routes identified in the 2010 City of Hamilton Cycling plan as a high priority was Cannon Street, a 4-lane, one way Westbound arterial road. As of 2013, however, there were no firm plans for when Cannon Street would undergo its road diet, making it safer for all road users. The Yes We Cannon Campaign was formed in May of 2013 with a very simple goal – the installation of protected, bidirectional bike lanes on Cannon Street in time for the Pan Am Games in 2015. Armed with facts, the group took to the streets with the goal of raising awareness and encouraging council to act.

The results of this campaign were nothing short of extraordinary. The presenter shares the journey from inaction to installation and tactics critical to success including good planning, effective advocacy, use of data and effective communication. This project serves as an inspiring example of the power of partnerships between local advocates, municipal staff and grass-roots engagement.

Presentation #4: The People's Queen Street, Reclaiming Toronto's defining street (*Asher Mercer, Senior Consultant, Urban ID Consulting*)

The People's Queen Street is a campaign to re-imagine Queen St. as a defining public space for Toronto, accessible to residents of all income ranges and cultural backgrounds. On June 7th over three on-street parking spaces on Queen St. West on the block between Spadina Ave. and Soho St were temporarily reclaimed. Re-purposing space typically allocated to cars for use by members of the public, our event accommodated hundreds of people enjoying Queen St. as a public space, rather than a thoroughfare.

Following our success as part of 100 in 1 Day, the People's Queen Street campaign was awarded a \$10,000 Vital Innovation Award from the Toronto Community Foundation to take our concept to the next level through workshops. These workshops will consider how pedestrians, cyclists, and transit can best be accommodated on a Queen Street that focuses on people and public space, aiming to achieve a consensus, and build a constituency amongst varied stakeholders for our campaign's vision. The presentation will invite Complete Streets Forum attendees to be part of both these workshops, and the ongoing effort to shape the future of Queen St.

Presentation #5: The Reconfiguration of the Six Points Interchange into a Complete Street (*Clara Romero, Intern Architect and Urban Designer, planningAlliance; Tünde Paczai, Intern Architect and Urban Designer, planningAlliance*)

Through a highly graphic and interactive presentation and discussion, the facilitators will refer to the Reconfiguration of the Six Points Interchange as a primary case study of how through deliberate planning and design, a utilitarian interchange can be transformed into a Complete Street with broad sidewalks, space for growing healthy street trees, ability to harvest rain water and improve storm water run-off, and new cycling infrastructure. The presentation will share equal parts of technical and advocacy details key to the project's success.

Talk the Walk: Walkability Audits as a Powerful Engagement Tool

Meet in Artscape Lounge

Kate Hall, Active Transportation Consultant, Green Communities Canada

Canada Walks has a vision for a country where everyone can enjoyably, easily and safely walk to school, work, play, shopping and transit. There is an equity argument to be made prioritizing walk friendly communities given the role it plays in public health and safety, transit integration, thriving neighbourhoods and healthy economies, walking is the primary mode of transportation for those too young or too old to drive, persons with disabilities, persons of low income, and those who choose not to drive, nearly 30% of the population in Ontario.

This active session engages participants walking in the streets of Toronto, and talking about the walking environment and their experience with it. The purpose of a walkability audit is to evaluate the walking environment and identify areas of concern for walkers related to safety, access, comfort, and convenience. Walkability audits are a powerful tool for engagement – you'll never look at your streets the same way again!

11:00 am Break

11:15 am Complete Streets Solutions for Mid-Sized Cities in Ontario and London, UK

Ada Slaight Hall

Angela Gibson (Moderator), Head, Policy and Research, Transportation and Community Planning Department, Regional Municipality of York



PROGRAM

Daniels Spectrum Oct. 6, 2014

Presentation #1: Kingston Town Centre 'mini-Holland' and Movement Strategy (London, UK) (*Peter Piet, Deputy Head of Planning, Steer Davies Gleave*)

On 10 March 2014 the Mayor of London announced that the Royal Borough of Kingston-upon-Thames' £30 million funding bid to implement a major transformation of the borough into a cycling-friendly area was successful. The presenter will discuss the process from strategy to successfully overcoming barriers and public opposition through the adoption of a complete street approach, rather than cycling focused infrastructure improvements. The presentation will discuss the approach taken to move from a 'big idea' to an implementable scheme. It will also discuss how to balance the requirements for enhanced cycling infrastructure including the need to accommodate continued access for pedestrians, public transit, servicing and private vehicles using complete street principles.

By designing the streets to encourage a modal shift from cars to public transit, walking and cycling this project is seen as a great opportunity to reduce congestion and pollution whilst enhancing the quality of life for residents and visitors alike. Proposed designs include an iconic floating cycle path along the river Thames, a new public plaza outside Kingston station, a segregated Dutch-style roundabout and major cycle hubs at Kingston and Surbiton stations. London's Mayor Boris Johnson, said: "We've seen some really creative ideas – a floating bicycle boardwalk to cycling super hubs – all with huge potential to revolutionize how we get around on two wheels."

Presentation #2: Systems and Solutions – Complete Streets in Mid-Sized Cities (*Colin Berman, Senior Associate/Landscape Architect, Brook McIlroy*)

Ontario's mid-sized cities are beginning to embrace the philosophy of complete streets, proposing ideas for their arterials and main streets to fundamentally change how people move throughout their communities. Yet, they have many unique challenges when compared to larger cities, including fewer cyclists, high car ownership, and low density.

In this session, presenters facilitate a panel presentation with three of the Brook McIlroy partners from mid-sized municipalities, who will comment on their experience with processes that support the development of complete streets in their communities. In York Region, for example, the creation of complete streets guidelines and a flexible decision making process brought together planners, engineers and members of the development and construction community to develop a set of guidelines and a practical decision-making toolbox. In Oakville, a fun hands-on street design exercise resulted in a recommendation for a curbless design on one of Oakville's major arterials.

The experience of these mid-sized cities offers lessons for other cities in undertaking complete streets projects in challenging circumstances, negotiating consensus building among diverse stakeholders and using tools to bring a vision to reality.

Moving to Action: Improving Implementation of Walking and Cycling Policy

Ada Slaight Hall A

Bruce Zvaniga (Moderator), Director, Transportation Services, City of Burlington

Presentation #1: Identifying and Overcoming Barriers to the Implementation of Active Transportation Policies (*Dr. Paul Hess, Associate Professor, Department of Geography and Program in Planning, University of Toronto*)

This research paper, commissioned by Metrolinx and completed in June 2014, investigates the implementation of Ontario's provincial and municipal policies that seek to build communities that encourage walking and cycling. This recent research led by Dr. Paul Hess and Nancy Smith Lea, TCAT Director sought to better understand how provincial policies are or are not translating into current practices. This presentation explores the institutional barriers that exist in detailed planning, development, engineering, and construction process that have not caught up with higher-level policies including engineering standards and other institutionalized practices.

Presentation #2: Walking and Cycling Policy Implementation Barriers and Success Factors (*Neluka Leanage, University of Waterloo and groundshift.ca*)

While the benefits of active transportation (AT) are well known, there remains limited understanding of AT policy and its effectiveness in Canada.

This presentation shares research informed by interviews with over fifty informed planners and policy-makers across the Greater Golden Horseshoe. Four cases were selected from these interviews to compare strengths and weaknesses in AT implementation. Through document analysis, site visits and follow-up interviews, conditions conducive to implementing AT (including Complete Streets) were examined.

This research weighs the contribution of Ontario provincial and municipal policies and plans to walking and cycling. It accounts for differences in AT policy effectiveness and implementation, and identifies directions for AT policy in Ontario and Canada.

Long-Range Strategies and Tools for Effective Implementation

Breakout Room 1

Erica Duque (Moderator), Active Transportation Planner, Region of Peel

Presentation #1: Peterborough Active Transportation and Health Indicator Project: A cross-sectoral tool to Strategize, Mobilize, and Engage (*Brianna Salmon, Manager of Transportation and Climate Change Programs, GreenUP; Janet Dawson, Health Promoter, Physical Activity Program, Peterborough County, City Health Unit; Susan Sauvé, Transportation Demand Management Planner, City of Peterborough*)

Although the City of Peterborough has a rich history of collaboration between government and non-government agencies to support promotional campaigns, the role of public



PROGRAM

Daniels Spectrum Oct. 6, 2014

health and non-profit organizations in informing the design and development of our built environment has been less consistent. To move beyond adhoc advocacy interventions and toward a more strategic long-term approach, the City of Peterborough, the Peterborough County-City Health Unit, and Peterborough GreenUP, a local environmental charity, initiated the Peterborough Active Transportation and Health Indicator Project. The presenters will share the results of a benchmarking report as a significant outcome of collaboration with key lessons and opportunities for City officials, community partners and decision makers alike. By making this report public and investing in the development of accessible and creative infographics, the Project supports the democratization of the planning process, increases municipal accountability, and serves to mobilize the public around issues related to transportation, health and Complete Streets.

Presentation #2: Active Transportation & Complete Streets: Planning, Design and Implementation Lessons Learned (*Claire Basinski, Project Planner, Transportation Planning, MMM Group Limited*)

Long-range Active Transportation and Integrated Transportation Master Plans lay the ground-work for municipalities to move forward to the development of sustainable transportation solutions and complete street initiatives. However, once a master plan has been completed, what are the tools and next steps which can help to move the master plan from the planning stage to design and implementation? This presentation will focus on principles that can be used to guide the planning process and opportunities that can be explored to help facilitate implementation. Emerging active transportation facility design principles guided by the recently released OTM Book 18: Cycling Facilities and MTO's Bikeway Design Manual will be highlighted along with an overview of lessons learned regarding funding and partnership opportunities, public, agency and stakeholder consultation, and the development of complementary programming and outreach opportunities, among others, that reflect lessons learned from communities of different scopes and scales throughout Ontario.

Activating the Community in Creating a New Vision for our Streets

Breakout Room 2

Jared Kolb (Moderator), Executive Director, Cycle Toronto

Presentation #1: Open Streets, Open Minds: Learning from Open Streets programs in Ontario (*Alyssa Bird, Senior Project Manager, 8-80 Cities; Ashley Priem, Program Coordinator, EcoSuperior Environmental Program*)

In July of 2013, 8-80 Cities, a non-profit organization with international expertise in Open Streets, was awarded a grant from the Government of Ontario to support the development of Province-wide Open Streets: free, regularly occurring programs that offer communities the opportunity to experience streets in a whole new way. This session will speak to the experiences of the cities involved in the process of developing and implementing Open Streets programs in their respective communities in 2014 and 2015. In this session, a panel will be

composed of one representative from each city that has hosted an Open Streets program in 2014 or is planning to host a program in 2015. Panel members will provide a brief synopsis of their programs and speak honestly to questions posed by the facilitator on the following subjects: goals and objectives of their program, challenges faced, securing funding, stakeholder engagement, political support, outcomes, and lessons learned. 8-80 Cities will provide a brief introduction and facilitate discussion between the panelists and the audience.

Presentation #2: Connecting People and Places on Plains: A community-based social marketing campaign (*Bob Meehan, Aldershot Village Business Improvement Area; Jody Wellings, Special Business Area Coordinator, City of Burlington; Kendra Willard, Health Promoter, Chronic Disease Prevention Program, Halton Region Health Department; Rick Craven, Ward 1 Councillor, Plains Road Village Vision Committee, City of Burlington*)

Our panel presentation will share learnings from multiple perspectives (Public Health, Municipal Government, Community, and Business) about a new customized social marketing campaign promoting complete streets, known locally as the Plains Road Village Vision. As a collaborative of diverse stakeholders, our campaign goal was to meaningfully connect key opinion leaders and citizens with actions in support of a movement to transform an old provincial highway into a complete street. Historically, Plains Road was developed as a car-oriented strip development characterized by motels, car dealerships and other low density uses. Today, Plains Road is experiencing significant revitalization with mid-rise mixed use development. The Plains Road Village Vision Committee has, for over ten years, been a community catalyst that has actively supported numerous projects and policies that have improved the streetscape. The presenters will share not only the process of the successful campaign but numerous and inspiring results for the community achieved through a variety of engagement strategies.

Building Better Streets Through Participatory Design

Breakout Room 3

Alexandra Coelho (Moderator), Active Neighbourhoods Canada Project Coordinator, Montreal Urban Ecology Centre

Presentation #1: Active Neighbourhoods Canada and a new approach to community engagement (*Car Martin, Active Neighbourhoods Project Manager: Design Lead, Toronto Centre for Active Transportation; Mikey Bennington, Active Neighbourhoods Project Manager: Research Lead, Toronto Centre for Active Transportation*)

This presentation will focus on the concepts and frameworks underlying the Active Neighbourhoods Canada Project and take participants through the use of tactical urbanism interventions as a means to promote, educate and engage communities in the transformation of local streets.

These kinds of interventions break the monotony of habituation to a physical space and prompt creative interpretations as well



PROGRAM

Daniels Spectrum Oct. 6, 2014

as solutions to design problems in the local built environment. They inspire visioning, while also attracting local residents due to their novelty and public presence. The design of successful tactical urbanism interventions will perform both these baseline functions to engage and inspire, but may also be used to train and educate citizens on planning issues, perspectives and language, or they may be used as a means to document the communities' own priorities and ideas. Two interventions will be discussed from TCAT's first Active Neighbourhoods Canada Project to illustrate these concepts: Miniature City and Park(ing) day.

Presentation #2: WalkTalks – A citizen engagement activity focused on creating complete streets and communities (*Ryan Martinson, Transportation Planning Engineer – Stantec*)

Using a participatory planning process, neighbourhoods in Calgary have been engaged through WalkTalks in order to enhance conversations regarding community attachment, social capital, land use planning, and transportation. These WalkTalks are citizen engagement activities that combine elements of Tactical Urbanism, Walkability, and Place Attachment which, by shifting the conversation from issue-based activities to possibility-based actions and engagement, citizens are able to realize a larger potential and greater good in their community. Following two WalkTalk case studies in Calgary, this presentation will outline the key elements used to frame the conversations in the community and the learnings from each activity. Attendees will be introduced to the key framework and be able to adapt a similar approach in their work to move towards creating complete streets and communities across the country.

12:00 pm Lunch

Ada Slaughter Hall

12:55 pm Video Release: "Practical Benefits, Inspired Leaders" from *It's Your Move*

Ada Slaughter Hall

The Big Move, Metrolinx's 25-year regional transportation plan to dramatically improve transportation in the Greater Toronto and Hamilton Area (GTHA), includes 25% for local transportation initiatives. TCAT's *It's Your Move* is a strategic partnership with Metrolinx designed to promote the importance of allocating a dedicated portion of this 25% for walking and cycling projects. Each video in the 12-part series featured a leader living in Halton, York, Peel, Durham, Hamilton or Toronto. A final compilation video featuring short clips of each of the 12 leaders will be released.

1:00 pm Designing Streets for Health

Ada Slaughter Hall

Dr. David McKeown, Medical Officer of Health, City of Toronto

Fiona Chapman (Moderator), Manager, Pedestrian Projects, Public Realm Section, Transportation Services, City of Toronto

The way we build our cities impacts health. Healthy Toronto by Design described the many factors that influence health in an urban environment. Creating an environment that supports walking, cycling and taking transit can greatly improve health. As

described in the report Road to Health, these benefits include reduced mortality from chronic diseases, and reduced risk of heart attacks, strokes, obesity, diabetes and several types of cancer. Increasing walking and cycling to levels of other leading North American cities such as Vancouver and Portland would result in significant health benefits in Toronto.

People's decision to be physically active through walking and cycling can be influenced by providing streets and other facilities which allow for convenient access to destinations in safe and enjoyable ways. The joint report from Toronto Public Health, City Planning and Transportation Services Active City: Designing for Health outlines 10 principles to guide changes to neighbourhoods, streets and buildings. Complete Streets increase physical activity and traffic safety and have been linked to lowered body weight, improved physical, mental and social health. Our knowledge of the features that can improve health in our cities continues to increase. It is important that we incorporate these features as we build and redevelop our cities.

1:15 pm Completing the Paradigm Shift in Street Planning and Design: Who's your Client?

Ada Slaughter Hall

Dr. Jeannette Montufar, Professor, University of Manitoba

Fiona Chapman (Moderator), Manager, Pedestrian Projects, Public Realm Section, Transportation Services, City of Toronto

A paradigm shift is a change from one way of thinking to another, which does not just happen, but rather driven by agents of change. Over the last few decades, there has been a paradigm shift in the way in which streets are planned and designed in Canada, particularly in relation to the inclusion of users other than passenger vehicles. Some of this change has come about as a result of strong legislation introduced in the U.S. in the early 1990s. However, in order for a street to be complete it must serve its users and their needs. It is therefore essential to understand who these users are and their characteristics. This presentation addresses the paradigm shift that engineers and planners have shown over the last few decades, the gap that still remains to be addressed, and the importance of planning and designing for all users.

2:00 pm Break

2:15 pm Halifax and Edmonton: Two Approaches to Developing Complete Streets Policies and Guidelines

Ada Slaughter Hall

Jacquelyn Hayward-Gulati (Moderator), Manager, Active Transportation, City of Mississauga

Presentation #1: Developing a Complete Streets Policy for Halifax (Ali Shaver, Planning Facilitator, Capital District Health Authority)

There exists much policy support for complete streets in Halifax. However, in practice designing, constructing and maintaining streets in order to ensure they are safe, and attractive for all ages, modes and abilities, has been challenging. The recently approved Regional Plan for Halifax Regional Municipality (HRM) includes a number of complete street supportive policies,



PROGRAM

Daniels Spectrum Oct. 6, 2014

including an objective to “design complete streets for all ages, abilities, and modes of travel.”

Through the Healthy Canada by Design initiative, Public Health Services and HRM staff were given an opportunity to work together to incorporate health considerations into municipal planning and transportation policies. The presenter will share the lessons learned during this process, including the need for staff to have tools to guide decision-making and the role of community groups in the development of complete streets.

This presentation will outline the work that has been completed, namely various tools implemented to ensure that complete streets principles are embedded in HRM policy and practice.

Presentation #2: Complete Streets Lessons Learned by City of Edmonton (*Stephanie McCabe, General Supervisor, City of Edmonton*)

Complete Streets is a new approach for roadway design in Edmonton and there have been a number of challenges and opportunities as the approach was developed and implemented. The presenter will share Edmonton's experience in translating the complete streets guidelines into planning and action. This presentation will outline a number of the lessons learned from the development of the Guidelines to the Implementation Phases.

A Creative Complete Street Design Workshop – Part A (90 minutes)

Ada Slaughter Hall A

Anne McIlroy, Principal, Brook McIlroy

Colin Berman, Senior Associate/Landscape Architect, Brook McIlroy

The extensive experience of Brook McIlroy has shown that the tools we use to engage with community members and stakeholders have an important impact on the outcome of the process.

The presenters will facilitate participation using their Street Design Kit – a set of physical objects and scale model pieces that are an interactive and simple way to create a fun and collaborative atmosphere, while tackling serious and controversial issues. Session participants will attend a Complete Streets Workshop to design their own street. In this workshop the group will undertake a 4-part exercise to rebuild a vibrant downtown main street, a process that includes visioning, decision-making, and attention to the important elements of the streetscape.

NACTO Urban Street Design Guide & New Complete Streets in Toronto and York Region – Part A (90 minutes)

Breakout Room 1

David McLaughlin (Moderator), Senior Project Manager and Partner, MMM Group

Presentation #1: NACTO Urban Street Design Guide (*Michael King, Principal, Nelson Nygaard*)

Michael King will hone in on the distinctions between a local street design guide (drawing from his experiences in Abu Dhabi, Buenos Aires, Chicago, New York, and San Francisco) and a national level one (specifically the NACTO Urban Street Design Guide). The certainty of a local guide requires more specificity and the expansiveness of a national guide allows more freedom.

Presentation #2: Redesigning Queens Quay West in Toronto (*Brent Raymond, Partner, DTAH*)

In 2006 Waterfront Toronto initiated the Innovative Central Waterfront Competition, won by DTAH and their JV Partner West 8. One critical component for the winning entry was the reconfiguration of Queens Quay, which included the completion of the Martin Goodman Trail segment across the downtown, realigning the transit right-of-way, and creating generous pedestrian boulevards paved in granite cobble. Eight years later, construction of Toronto's most high-profile complete street is almost complete. The presentation will focus on the trials to get the street first approved and then built.

Presentation #3: Transforming Highway 7 into a Complete Street (*Shawn Smith, Program Manager, Active and Sustainable Transportation, Regional Municipality of York*)

York Region has embarked on an ambitious plan to improve and transform Highway 7 into a Transit Rapidway and Complete Street. This presentation will focus on: What the corridor looked like in the past and what it is now; Viva next rapid transit service; Streetscaping; Pedestrian realm; How the project evolved from bike lanes proposed in the master plan to buffered bike lanes; Enhanced treatments for cyclists such as two-stage left turn bike boxes; Future raised bike lanes; Connectivity such as the Lake-to-Lake Route; Future development that will occur; How it is being monitored; What the next steps are; and selling it.

Evaluating Complete Streets Policy Implementation and Rolling Out Ontario's Disabilities Act

Breakout Room 2

Janet Lo (Moderator), Project Officer, Pedestrian Projects, Transportation Services, City of Toronto

Presentation #1: An evaluation of Complete Streets policy implementation (*Molly Ranahan, Graduate Student, the Center for Inclusive Design and Environmental Access (IDeA), University at Buffalo*)

The Center for Inclusive Design and Environmental Access (IDeA) recently completed research on Complete Streets (CS) initiatives in the United States as part of a five year grant provided by the National Institute on Disability and Rehabilitation Research (NIDRR). The primary research goal was to identify trends in CS implementation and program evaluation practices that can be used to improve the quality of future CS initiatives for all municipalities. Municipalities that seemed proudest of their Complete Streets program accomplishments generally exhibited common qualities including creative funding strategies, collaboration with different stakeholders, and commitment to staff training and public support. This presentation will share the emerging themes as they relate to municipality needs, including



PROGRAM

Daniels Spectrum Oct. 6, 2014

but not limited to, the need for tools to implement complete streets, mechanisms for effective data collection and translation, and key elements to successful implementation of CS communities.

Presentation #2: Accessibility for Ontarians with Disabilities Act (*Geordie Gibbon, Program Advisor, Public Education and Partnerships Unit, Accessibility Directorate of Ontario; Heather Sinclair, Junior Policy Advisor, Standards Development Unit, Accessibility Directorate of Ontario*)

The Ontario government passed the Accessibility for Ontarians with Disabilities Act in 2005. This act lays the framework for the development of province-wide mandatory standards for accessibility in various areas of daily life. Ontario now has accessibility standards in five areas, one of which is directly related to the goal of complete streets: the design of public spaces. The design of public spaces standard (i.e. trails, sidewalks, outdoor play spaces, etc.) will come into effect gradually over the next few years, depending on the nature of your organization. Going forward, this important piece of legislation requires that new and reconstructed public spaces be designed in a more inclusive way. This presentation will provide an overview of the design of public spaces standard and provide examples of how it can address issues of mutual interest to decision-makers, engineers and planners alike.

From Provincial Stakeholders to School Bike Clubs: Innovative Community Engagement in Active and Sustainable School Transportation

Breakout Room 3

Jamie Stuckless (Moderator), Manager, Youth Education, Share the Road Cycling Coalition

The rate of children actively travelling to school in the Greater Toronto and Hamilton Area has been steadily declining since the 1980s. To reverse this trend and achieve The Big Move vision that 60% of children will walk or cycle to school by 2031, Metrolinx and community organizations such as CultureLink, Toronto Cycling Think and Do Tank, and Cycle Toronto are collaborating with a variety of public sector and NGO stakeholders as well as students themselves to support more active, healthy and sustainable modes of travel to school. This panel discussion will provide an overview of three initiatives which are examples of innovative community engagement projects in active and sustainable school transportation (ASST).

Presentation #1: Working with Provincial Stakeholders on Active and Sustainable School Transportation (*Jennifer McGowan, School Travel Advisor, Metrolinx*)

Last year, Metrolinx and the Ontario Ministry of Transportation funded a multi-stakeholder process to co-create a Strategic Roadmap for Ontario-wide Coordination on Active and Sustainable School Transportation (ASST). The presentation will speak to the innovative approach taken in this process to ensure all stakeholders involved became an owner of the process and outcomes of the strategy roadmap, ultimately delivering a

shared vision and action plan for supporting more children in walking, cycling and rolling to school in Ontario.

Presentation #2: Working with Students and Teachers to Understand the Barriers and Opportunities for Cycling to High School (*Katie Wittmann, Research Fellow, Metrolinx*)

Diverting from the focus in recent years on elementary schools, this research project delved into a new area of high school travel, with four exploratory case studies of cycling to high school in the Greater Toronto and Hamilton Area (GTHA). The presentation will provide an overview of the research methods that were designed to provide students the opportunity to share their own thoughts and be active participants in the project. It will also highlight key results and overall recommendations for encouraging more students to cycle to high school, which could be a useful model for anyone wishing to enter into this field.

Presentation #3: Working with Students and Teachers to move from Ideas to Action through the Bike to School Project (*Kristin Schwartz, Project Co-ordinator, CultureLink Settlement Services*)

The Bike to School Project is supporting curricular and extracurricular bike programming at several Toronto high schools served by CultureLink's Settlement Workers in Schools program from 2013 to 2016. The project focuses on fostering leadership among a diverse group of students, parents and teachers. The presentation will highlight successes and best practices learned so far, while also addressing challenges and summarizing the investments of time and materials required.

Regent Park Revitalization Highlights Tour

Meet in Artscape Lounge

Arlene Etchen, Senior Research Consultant, Canada Mortgage and Housing Corporation (CMHC)

Remo Agostino, Director of Development, Daniels Corporation

This on-street tour of the revitalized Regent Park neighbourhood will explore how the public and private realm can complement each other, with a focus on the re-introduction of the street grid and mixed use land-use development. Tour guides will also provide an overview of the EQUilibrium™ Communities Initiative's assistance with energy-efficient features in Phase 1 of Regent Park, which includes 670 market condos and 360 affordable rental units.

3:00 pm Break

3:15 pm New York City: Powerful Imagery, Powerful Results

Ada Slaight Hall

Chris Hardwicke (Moderator), Principal, Urban Design, 02 Planning + Design

Presentation #1: The Power of Images (*Heidi Wolf, Senior Project Manager, Pedestrian Projects Group, New York City Department of Transportation*)

It can be challenging for active transportation professionals to make the case for pedestrian and cyclist improvements. Often



PROGRAM

Daniels Spectrum Oct. 6, 2014

the windshield perspective prevents the public from seeing the benefit of complete streets.

This presentation shares the successes of the New York City Department of Transportation (NYCDOT) initiative known as Official Project Imagery, whereby various photography techniques were used as powerful agents of change. The photos are not just changing New York City's streets, they have shown up in publications around the globe and are inspiring other cities to make improvements to make their streets safer and more livable. The presentation will teach other active transportation professionals how to effectively incorporate photography in making the case for complete streets.

Presentation #2: Pedestrian Projects for All Users (*Sean Quinn, Co-Director, Pedestrian Projects Group, New York City Department of Transportation*)

The goal of New York City Department of Transportation's Pedestrian Projects Group (PPG) is to enhance the pedestrian environment, improve mobility and connectivity, and increase pedestrian safety. Over the past several years it has become clear that the most effective way to transform New York's complex streets for pedestrians is to design with all users in mind.

This presentation will outline specific treatments used by the group and will showcase successful projects with a wide variety of innovative and evidence-based pedestrian treatments. Before and after data will be presented that shows tangible results achieved by specific treatments. The presentation of evidence will focus on safety, mobility, economic vitality, and quality of life. Tips will also be given on how these complete street projects can be implemented in a timely manner using an inexpensive toolkit accessible to most municipalities.

A Creative Complete Street Design Workshop – Part B (90 minutes)

Ada Slaughter Hall A

See full description under Part A on page 7 at 2:15 p.m.

NACTO Urban Street Design Guide & New Complete Streets in Toronto and York Region – Part B (90 minutes)

Breakout Room 1

See full description under Part A on pages 7 at 2:15 p.m.

The Changing Landscape of Designing Complete Streets

Breakout Room 2

Adam Popper (Moderator), Complete Streets Project Manager, Public Realm Section, Transportation Services, City of Toronto

Presentation #1: How Canadian Design Guidance is Rapidly Evolving to Integrate Best Practices in Complete Streets Design (*Gavin Davidson, Principal, Alta Planning + Design*)

Urban form in Canadian cities is often biased toward access and mobility for private automobiles. In its work throughout Canada and the United States, Alta Planning + Design is developing design guidance that addresses this imbalance by providing a broad range of design options to better accommodate pedestrians, cyclists, transit users and goods movement. The

adoption of Complete Streets designs and design guidance is growing in Canada. While these initiatives are not always introduced under the guise of Complete Streets, they have a similar result, providing comfortable, safe and attractive options that better meet the needs of all road users. The presenters will share examples of Alta's work to highlight the transition toward Complete Streets occurring in Canada.

Presentation #2: Designing Walkable Streets and Boulevard Cafés (*Chris Ronson, Project Manager, City of Toronto*)

Complete Streets include placemaking, as streets are public spaces and destinations in themselves. In the City of Toronto, there are close to 700 licensed boulevard cafés. Café permits, however, are currently regulated under separate bylaws within the four former municipalities. The lack of consistency creates confusion and an inconsistent approach to urban design and placemaking. City of Toronto's Transportation Services is working closely with City Planning and Municipal Licensing and Standards divisions to harmonize the bylaw, and to update the City's boulevard café guidelines.

The initiative includes a jurisdictional scan and review of best practices, identification of key issues and opportunities, and a review of how the guidelines can best complement and support the technical bylaw. Draft guidelines will be introduced to the public for input and comment in late Fall 2014. This workshop will outline what was learned in the background and design phases for this project, as well as the key benefits expected from the guidelines. Feedback from participants will be included in the project consultation record.

Increasing the Participation of Women and Youth in Cycling

Breakout Room 3

Dr. Beth Savan (Moderator), Senior Fellow, Massey College, University of Toronto

Presentation #1: Gender and Cycling in Toronto High Schools (*Katie Wittmann, Research Fellow – Metrolinx; Trudy Ledsham, Project Manager, Toronto Cycling Think & Do Tank, University of Toronto*)

Cycling remains a predominantly male activity, with women comprising only one third of bike commuters in most areas. Increasing cycling mode share will depend on understanding and addressing the factors that inhibit female cycling for transportation. The presenters offer research findings of a cycling survey as they relate to the gender gap in three Toronto area high schools. Close to 700 students participated in the travel survey on which the study is based. The results demonstrate a distinct gender pattern in cycling has been established at a young age. We explore how other factors interact with gender in youth transportation choices. If we are to increase cycling mode share, it is clearly important to understand women's relationship to cycling.

Presentation #2: School and Community-based Cycling Education and Access Programming in Peterborough, Ontario (*Brianna Salmon, Manager of Transportation and Climate Change*)



PROGRAM

Daniels Spectrum Oct. 6, 2014

Programs – GreenUP; Tegan Moss, Executive Director, BIKE: The Peterborough Community Cycling Hub)

In 2012, BIKE: The Peterborough Community Cycling Hub, and GreenUP, an environmental charity in the City of Peterborough, received funding to support the development of comprehensive cycling education and access programming in the Peterborough region over a three year period. Included in this programming, was the development of in-class school cycling education curricula and workshops for elementary-aged students as well as the development of youth-at-risk engagement strategies. The presenters from BIKE and GreenUP will share programming strategies and the early outcomes arising from these nationally-significant and precedent-setting programs. They will provide details of the partnership's most successful programs to date: School-Based Cycling Education Programming: Youth-at-Risk Earn-a-Bike Programming, and Cycling Workshops for Persons with Physical and/or Cognitive Exceptionalities.

4:00 pm Room Shuffle

4:05 pm Building Champions for Complete Streets: Lessons learned from the Eglinton Avenue Planning + Urban Design Study

Ada Slaight Hall

Jennifer Keesmaat (Moderator), Chief Planner, City of Toronto

Monique Drepaul, Co-ordinator, Eglinton Way Business Improvement Association

Alex Heath, Associate, Swerhun Facilitation

Jared Kolb, Executive Director, Cycle Toronto

Paul Kulig, Principal, regionalArchitects

planningAlliance and Brook McIlroy co-led the Eglinton Planning and Urban Design Study, which addresses 19 km of the corridor, providing key recommendations for Travelling, Greening and Building Eglinton. Through a brief presentation that focuses on the Travelling theme, the presentation and panel discussion will speak to how a meaningful engagement process can build champions to not only plan and design, but also ensure the implementation of complete streets.

The panel will speak to the central characteristics of the participatory process, which included visioning, consulting early and often with the public, and being responsive to issues as they are identified, both with internal and external stakeholders. Panelists will share issues that were identified during the Study, deliberate choices that needed to be made, engagement methods and tools that were most useful as part of the planning and design process, as well as key outcomes and current challenges to tackle moving forward.

4:50 pm Closing Remarks

Ada Slaight Hall

Nancy Smith Lea, Director, Toronto Centre for Active Transportation

5:00 pm Wine and Cheese Reception

Artscape Lounge

Complete Streets Forum 2014 Organizers

Toronto Centre for Active Transportation staff:

Nancy Smith Lea, TCAT Director

Sonya De Vellis, Event Coordinator

Mikey Bennington, Active Neighbourhoods Canada Project Manager: Research Lead

Car Martin, Active Neighbourhoods Canada Project Manager: Design Lead

Colin Wolfe, Complete Streets Researcher

Clean Air Partnership staff:

Gabriella Kalapos, Executive Director

Program Advisory Committee:

Erica Duque, Active Transportation Planner, Region of Peel

Jacquelyn Hayward-Gulati, Manager, Active Transportation, City of Mississauga & TCAT Steering Committee Chair

Richard Hui, Manager, Transportation System Planning, Regional Municipality of York

Jared Kolb, Executive Director, Cycle Toronto

Carol Mee, Manager, Healthy Public Policy, Toronto Public Health

Asher Mercer, Senior Consultant, Urban ID Consulting & TCAT Steering Committee Member

Adam Popper, Complete Streets Project Manager, Public Realm Section, Transportation Services, City of Toronto

Lauren Rudko, Coordinator, Statistics and Research, Canadian Urban Transit Association

Darryl Young, Active Transportation and Transportation Demand Management Coordinator, Halton Region & TCAT Steering Committee Member

Event Team Volunteers:

Yvonne Bambrick

Asya Bidordinova

Jane Borkovic

Anthony Davison

Kemal Kapetanovic

Keagan Gartz

Jeana Klassen

Ian Klesmer

Heather McDonald

Brendan Rice

Marlena Rogowska

Mark Romeril

Daniel Rotsztain

Greg Smith

Michael Testaguzza

Carmina Tupe

