



2014 Complete Streets Forum Summary Report



On October 6th, 2014, the Toronto Centre for Active Transportation (TCAT), a project of Clean Air Partnership (CAP), hosted its 7th annual Complete Streets Forum. The venue for this year's event was Daniels Spectrum, a vibrant new cultural centre in the heart of Regent Park, a revitalized neighbourhood featuring streets that are inclusive and inviting for all.

This year, pre-conference events included walking and cycling tours, workshops and a documentary and discussion on cycling culture in the Netherlands on Sunday, October 5th. Monday's Forum featured 17 breakout sessions, three keynote addresses, two walking tours, an interactive design charrette, and a closing plenary panel.

TCAT's Forums in previous years centred on the following

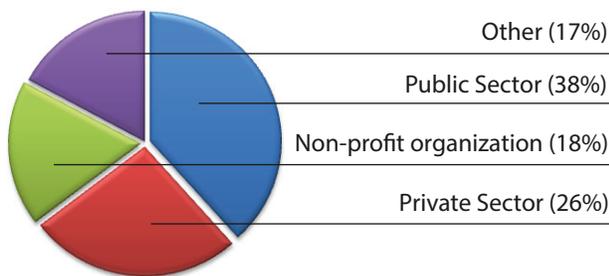
themes: Building Alliances in 2011, the adoption of Complete Streets across Canada in 2012, and finding solutions to evidence-based real-world problems and solutions in 2013. The focus of TCAT's 2014 Forum was "Building Momentum for Complete Streets." Presentations and tours were grouped in the following categories:

- Why Complete Streets?
- Making the Case for Complete Streets
- Complete Streets How-To
- New Approaches to Community Engagement

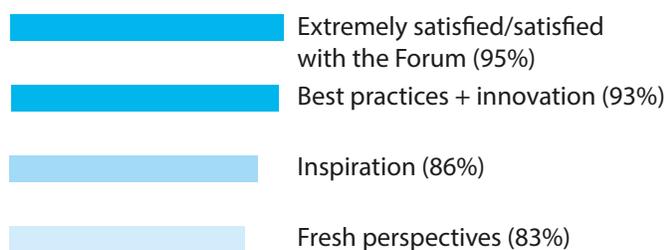
Approximately 220 delegates from the private and public sectors, non-profit organizations, and the general public convened to share ideas, and discuss best practices, successful case studies and creative approaches to implementing streets that are safe and accessible for all abilities and modes of travel.

Survey Results

Where participants work...



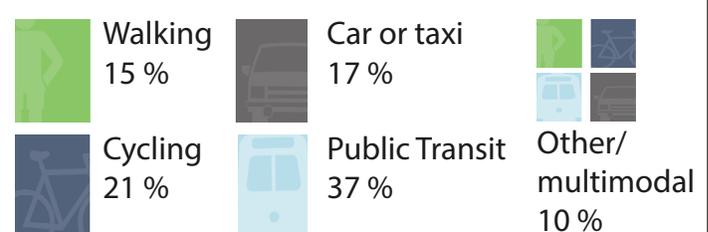
Participants left the Forum with...



Where participants came from...

Toronto (47%)
 Other Greater Toronto and Hamilton Area (24%)
 Brampton, Burlington, Caledon, Halton Hills, Hamilton, Markham, Mississauga, Newmarket, Oakville, Oshawa, Pickering, Scarborough, Thornhill, Unionville, Vaughan, Whitby
 Outside Greater Toronto and Hamilton Area (29%)
 Barrie, Belleville, Buffalo (NY), Calgary (AB), Cambridge, Cobourg, Culver City (CA), Dartmouth (NS), Delft (NL), Edmonton (AB), Fonthill, Gravenhurst, Highland Park (NJ), Kingston, Kitchener, London (UK), Midhurst, Montréal (QC), New York (NY), North Bay, Ottawa, Pakenham, Peterborough, Rochester (NY), San Francisco (CA), Saskatoon (SK), Schomberg, St. Catharines, Stayner, Sydney (NS), Thorold, Thunder Bay, Vancouver (BC), Waterloo, Winnipeg (MB)

Participants travelled to the Forum by...



Pre-conference Events

Supplementary events on October 5th provided delegates, especially those from out of town, opportunities to experience Toronto's cycling and pedestrian infrastructure, as well as participate in hands-on workshops and presentations. Some highlights included cycling tours on a portion of the Pan Am Path and the newly-implemented cycle tracks along Richmond and Adelaide Streets; a walking tour of Market Street, Toronto's first flexible street; workshops that challenged the way people think about cycling and pedestrian environments; and a screening of the documentary *Bike City*, Great City by Ottawa councillor David Chernushenko, followed by a presentation by Angela van der Kloof, Dutch cycling expert, about five ingredients for change to transform from a car-dominated to a bicycle-friendly city. These events provided context and inspiration for the dialogue and knowledge sharing that took place the following day at the Complete Streets Forum.



Participants cycle along the Pan Am Path, a proposed 84-kilometre continuous route to connect Toronto's trail system and provide access to the Pan Am Games venues in 2015. Photo by Devon Ostrom.

"Children on bicycles are of equal value to adults in cars. They are not the same; they need protection."

- Angela van der Kloof

What can walkability audits in Toronto and Montréal reveal about our public spaces?



- Most sidewalks are adequate width and can comfortably accommodate pedestrians.
- Few intersections included traffic calming and active transportation features.
- Buffering sidewalks from arterial roads with landscaping creates a more walkable atmosphere.
- Suggested interventions include: mobile food markets, interim retail space, and civic/park space.

Source: Paul Young, Vivien Leong, Kelly Drew and Dr. Sophie Paquin. Image from Dr. Sophie Paquin.

Why Complete Streets?

Effectively advocating for policy change, facilitating implementation, or engaging the community requires an understanding of the rationale behind Complete Streets. This theme includes topics related to the overall vision and goals of Complete Streets that provide a sound evidence base for adopting a Complete Streets approach.

Streets for Everyone: Lessons from Cities Across the Globe

The first presentation in the "Why Complete Streets" theme was delivered by the morning keynote speaker, Dr. John Pucher, a professor in the Bloustein School of Planning and Public Policy at Rutgers University. Dr. Pucher set the tone for the Forum by evoking a lively and energetic discussion about cycling statistics in Europe and North America with regard to gender, safety and before-and-after impacts of complete streets. Notable findings in Dr. Pucher's research revealed that high numbers of female cyclists are a strong indicator of safe cycling infrastructure (in Denmark, Germany and the Netherlands, more than 50 percent of cyclists are women, compared to 30 percent in Canada), and that children who walk or bike to school have an advanced mental alertness of half a year more than their classmates who are driven to school. Dr. Pucher provided several examples of good cycling infrastructure, including Toronto's new cycle tracks, and noted increases in bike trips of up to 200% in some locations. His presentation also included images of successful cycling case study cities, including Freiburg, Montréal, New York City, Sydney, St. Petersburg, and Vancouver.



Dr. John Pucher speaks about the importance of cycling infrastructure for women and children. Photo by Yvonne Bambrick.



REVERSE THE TREND: Metrolinx has a vision that 60% of children in the GTHA will walk or cycle to school by 2031, reversing the declining trend since the 1980s. Source: Jennifer McGowan, Kristin Schwartz, and Katie Wittmann.

Building Evidence to Support Healthier Street Design in Toronto

Following Dr. Pucher's presentation, the conversation shifted to how specific street design choices influence health outcomes. Dr. Monica Campbell, Director of Healthy Public Policy at Toronto Public Health (TPH), moderated a panel discussion with Jim Chapman, UB4H, Fiona Chapman, City of Toronto, and Nancy Smith Lea, TCAT, about the TPH commissioned report "Building Evidence to Support Healthier Street Design in Toronto," which outlines published evidence, jurisdictional interviews, and plans for integrating health evidence into Toronto's upcoming Complete Streets Design Guidelines.

Long-Range Strategies and Tools for Effective Implementation

Also included in this theme were presentations from members of the Peterborough Active Transportation and Health Indicator Project, Brianna Salmon, Janet Dawson, and Susan Sauvé, who discussed how collaborative partnerships, particularly with the Peterborough County-City Health Unit, were formed to collect data-driven research to measure active transportation progress. They were joined by Claire Basinski of MMM Group Ltd, who echoed their findings that local champions and partnerships with capital works projects are essential when "selling" Complete Streets.

Making the Case for Complete Streets

Several successful case studies reveal the tools, strategies and resources that are required to advocate for policy change and create innovative approaches to implementing Complete Streets. Within this theme, delegates engaged into dialogue about using data to understand travel trends, understanding how design elements can encourage healthy behaviours, and using photographic evidence to support arguments for positive change.

New York City: Powerful Imagery, Powerful Results

Sean Quinn and Heidi Wolf of the New York City Department of Transportation (NYC DOT) inspired delegates by sharing before/after photo sets documenting the complete street treatments that have transformed New York City streets since 2007. Some strategies that NYC DOT's Pedestrian Projects Group is using to improve safety and accessibility include neckdowns, pedestrian islands, chicanes and medians or buffers. As a result, pedestrian injuries have decreased by 67%, crashes have been reduced by 21% and speeding has been reduced by 14% at various

squares and intersections throughout the city. Photographs can also be used as an effective strategy and catalyst for change, as images of pre-existing dangerous conditions for cyclists and pedestrians are contrasted with specific solutions that show the clear value of the change. Among the highlights of the presentation were the need to present photos clearly, include people in the "after" photos to show the value of amenities, and use the same angle to clearly communicate the changes and benefits to the improvements to developers, the city, and citizens.



Before and after photos of 5th Avenue in New York City, following the installation of clear paint markings and a centre median. Source: Sean Quinn.

Designing Streets for Health

Dr. David McKeown, Medical Officer of Health for the City of Toronto and the first afternoon keynote speaker, discussed the principles that are necessary in active city design, such as a diverse mix of land uses, networks that connect neighbourhoods, and high quality spaces that provide opportunities for recreation. Dr. McKeown also reviewed the positive and negative attributes of several design elements, with regard to their effect on safety and physical activity in the public realm. Features such as pedestrian buffer zones on sidewalks, small corner radii on curbs, and cycle tracks were found to positively influence the accessibility, safety and overall experience of a street for pedestrians and cyclists. In an effort to further inform the public about the benefits of using active transportation, Toronto Public Health has recently launched their *activeTO.ca* campaign. This initiative encourages public support for changes to the city's streets and infrastructure that make it easier to choose active modes of travel, in addition to promoting simple steps to incorporate physical activity into the day, such as taking the stairs.

Approximately 15.5 % of Ontarians have a disability.

As of January 1, 2015 the Accessibility Standard for the Design of Public Spaces comes into effect, enacted under the Accessibility for Ontarians with Disabilities Act. Complete Streets are now the law!

Over 600 Complete Streets policies have been adopted in the U.S. but how well are they working? Molly Ranahan of the University at Buffalo's Center for Inclusive Design and Environmental Access described how municipalities can create an evidence-based evaluation plan to measure the impact of Complete Streets projects.



Wider sidewalks accommodate mobility aids. Source: Geordie Gibbon and Heather Sinclair

Complete Streets How-To

Complete Streets is a new approach for most Canadian municipalities so there's lots to learn from each other. This theme provided a wide range of practical advice about what has worked well on-the-ground and what has not.

Just Getting it Done: Five Inspiring Stories

Sometimes the most effective messages are those that are simple and concise, as seen in a Pecha Kucha session moderated by Asher Mercer of Urban ID Consulting, who also presented on the topic of reclaiming Toronto's Queen Street as a better public space for people. In this fast-paced session, speakers gave seven-minute presentations that highlighted challenges, opportunities and success stories associated with various case studies, using tactics such as evidence-based outreach tools, data collection and forging partnerships between municipal staff and local advocates. Case studies included the transformation of Toronto's St. Dennis Drive into a Complete Street by Pauline Craig of Moving Right Along, bidirectional bike lanes on Hamilton's Cannon Street by Justin Jones of Share the Road, and reconfiguring Toronto's Six Points interchange into a Complete Street by Clara Romero and Tünde Páczai of planningAlliance.



PERCEPTION VS REALITY: In Toronto's Annex and Bloor West Village neighbourhoods, merchants overestimate the number of customers arriving by car by 10-20%, while between 75 and 90% of customers arrive by bike, walking or public transit. Source: TCAT (2009, 2010) as presented by Daniel Arancibia.

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

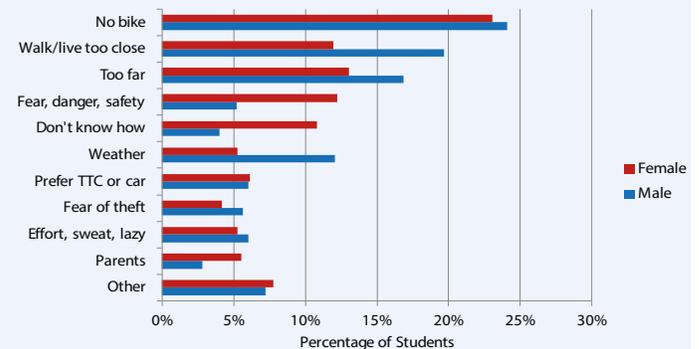
The second afternoon keynote speaker, Dr. Jeannette Montufar, professor at the University of Manitoba, gave her presentation from an engineer's perspective. She highlighted the agendas of planners and engineers in the 1950s and 60s, which included "ribbons of pristine concrete" replacing neighbourhoods that were deemed undesirable at the time. In an effort to reverse the car-dependent culture that has developed as a result of that type of thinking, it is worthwhile to understand how to involve engineers in the practice of creating streets that are safe and accessible for all users, while still providing a functional and efficient route for vehicular and transport traffic. Rather than focusing on maximizing capacity, as Dr. Montufar states they are taught to do, engineers should view the street as a larger picture, and thus consider active transportation in its implementation and design.



"A person may have an impairment, but it's poor design and planning that makes them disabled."

- Dr. Jeannette Montufar
Photo by Marlena Rogowska.

CHALLENGE: There is a pattern of hesitancy among young women to bike, for reasons such as lack of cycling knowledge and fear associated with cycling.



Perceived barriers to cycling among male and female students surveyed at three Toronto schools. Source: Trudy Ledsham and Katie Wittmann.

OPPORTUNITY: Initiatives such as Peterborough Moves' extremely popular bike maintenance workshops and courses can help women feel comfortable and safe while cycling. Source: Tegan Moss and Brianna Salmon.

Complete Streets Solutions for Mid-Sized Cities in Ontario and London, UK

Mid-size cities often exhibit the best precedence for change, as they consist of smaller communities located near main streets, with shorter distances conducive to walking and cycling trips, and may include decision-making processes that are faster and more flexible. By using examples of mid-size cities and neighbourhoods such as Oakville and Guelph in Ontario, and Kingston upon Thames in the U.K., Anne McIlroy of Brook McIlroy and Peter Piet of Steer Davies Gleave discussed the processes and partnerships necessary to achieve Complete Streets in these cities. Integration of active transportation elements in Ontario's mid-size cities often includes consideration of social interaction, the historical character of the area, and the accommodation of greenery, service and delivery vehicles and flexibility for public events. Kingston upon Thames received 100 million pounds in funding to develop cycling infrastructure in the downtown core, which is expected to turn the area into a cycling and walking centre. Piet explains that the key to successful implementation involves a collaborative approach with stakeholders, engaging with the retailers in the community to promote the benefits of active transportation to businesses, and to present cycle tracks as part of a larger picture that addresses all modes of travel, rather than a standalone issue.



SPEED LIMITS SAVE LIVES: *The risk of pedestrian fatality increases from 40 % at a vehicle speed of 30 MPH to 100 % at 50 MPH. Source: Ryan Martinson.*

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

Halifax and Edmonton are two Canadian municipalities that are at different stages of incorporating Complete Streets policies into their transportation plans. Both cities started their processes by establishing shared values and criteria amongst municipal staff for the vision of streets. Ali Shaver of Capital District Health Authority explains that Halifax is in the initial stages of developing a Complete Streets policy, and that transportation systems' health implications were a key driver of the new policy approach. Collaborative processes and well-defined tools will be key to reshaping municipal practices. According to Stephanie McCabe from the City of Edmonton, where both a Complete Streets Policy and Guidelines have been adopted, "How we work together really matters because it determines how we listen to each other." Steady progress continues to be made as they build consensus and support together with City staff, stakeholders, and communities through a process of listening, learning, and adapting. Halifax and Edmonton are developing valuable precedents for other Canadian municipalities that are creating Complete Streets.

The Changing Landscape of Designing Complete Streets

Both the City of Toronto and Alta Planning + Design are looking for innovative design solutions for making better use of public space. Chris Ronson, City of Toronto, described the City's updated guidelines for the licensing process of its 700 boulevard cafés, designed to improve pedestrian safety and comfort. Gavin Davidson of Alta Planning + Design described the changing landscape of Complete Streets design guidance in Canada (e.g. NACTO, TAC) and the impact on one municipality - Kelowna, British Columbia. With about 56% of trips within a distance of 5 km, more walking and cycling trips can be achieved in Kelowna through better street design, network connectivity, and multimodal integration. Both the City of Toronto's and Alta Planning + Design's endeavours strongly suggest the importance of facilitating user groups.

New Approaches to Community Engagement

This theme received the greatest number of proposals for presentations, indicating high interest and activity underway that is effectively engaging multiple stakeholders in transforming our streets. Sessions in this theme explored tactical urbanism, walkability audits, mobile "walkshops" and design charrettes that inspire and invoke conversation.

Throughout the "Connecting People and Places on Plains Road" campaign, we "decided we would work with our community, meet our partners, learn about their assets [and] that way, we could develop the best social marketing campaign possible."

Kendra Willard,
Halton Region Health Department

Open Streets not only engage communities, but also provide the following benefits:

- Improves access to recreation and social interaction
- Helps prevent chronic disease by promoting physical activity
- Increases community participation in volunteer activities
- Little need for capital investment
- Uses existing infrastructure



Source text and image: Alyssa Bird and Ashley Priem



OPPORTUNITY WALKS (AND CYCLES): *Greater Toronto and Hamilton Area residents make 6.3 million trips daily under 5 km in length, 75% of which are by car - but could easily be made by bike or on foot! Source: Erin Toop.*



BREAKING BARRIERS: A lack of funding, coordination between levels of government, and awareness and training can prevent active transportation policies from becoming a reality. Source: Dr. Paul Hess and Neluka Leanage.

Tactical Urbanism: Lessons in Test Driving

One solution to the increasing frustration with municipal planning departments is for citizens to take matters into their own hands, and create spaces, streets and squares that are pleasant and challenge the usual notion of the public realm. Nathan Westendorp of the County of Simcoe and Robert Voigt of Cambium Consulting and Engineering describe tactical urbanism as “Do it Yourself City Repair,” which includes painting bike lanes on roads, assembling planters as bollards, and transforming unused parking lots into desirable public spaces. They used examples from Penetanguishene, Downtown Yonge Street in Toronto, Fenelon Falls and Collingwood to illustrate the influence citizens had on changing the momentum and inviting dialogue about what cities and towns are capable of achieving, with regard to public spaces. One of the most important things for tactical urbanists to remember is that failure is a positive sign, as it provides policymakers with a clear indication of strategies and concepts that should be improved when the proper measures are put into place.

A Creative Complete Street Design Workshop

Inviting input from residents and stakeholders in an urban area undergoing revitalization can be challenging, due to the multitude of conflicting interests that are present when holding public engagement workshops and design sessions. A design charrette is an effective and interactive way for people to express their opinions and desires for their neighbourhoods.



Workshop participants use a Street Design Kit - a set of objects and scale model pieces - to redesign a downtown main street using Complete Streets principles. Photo by Marlena Rogowska.

In this 90 minute session led by Colin Berman of Brook McIlroy, participants were split into groups of 6-7 at round tables, presented with a plan for a downtown in a mid-size city, and were asked to assume a type of role to represent the different interests that occur when people come together to discuss planning cities. At the end of the session, the group presentations revealed that each one took a different approach to redesigning the street, although the elements of sustainability, walkability and accessibility for all users remained the same. The exercise highlighted the complexities associated with planning a Complete Street, the tradeoffs involved, and the need to consider various and conflicting interests.

Walking Tours – Regent Park Revitalization and Talk the Walk: Walkability Audits as a Powerful Engagement Tool

Daniels Spectrum was selected as a Forum venue partly due to its central location within Regent Park, a former social housing neighbourhood and transitional community that is being revitalized into a mixed-income, mixed-use community featuring amenities and opportunities for its residents. Kate Hall of Green Communities Canada led participants through the area and invited people to assess the safety and comfort of its walking environment, while Remo Agostino of Daniels Corporation and Arlene Etchen of Canada Mortgage and Housing Corporation led participants along Regent Park Boulevard. They brought attention to the street’s high quality paving, wide sidewalks, proximity to public transit and bicycle infrastructure, and rolling curbs; these are components of a Complete Street that is accessible for all abilities and modes of travel.



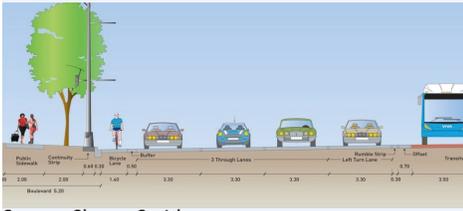
Tour guide Remo Agostino (L) describes how wider sidewalks and the incorporation of accessible public spaces have revitalized Regent Park. Photo by Corey Horowitz.



COLLABORATION IS KEY: Healthy Canada by Design, a project of Coalitions Linking Action and Science for Prevention, advances the integration of health considerations into community planning and practice by engaging health regions with local planners to ensure community design encourages physical activity. Source: Kendall Tisdale.

NACTO Urban Street Design Guide and New Complete Streets in Toronto and York Region

Michael King of Nelson Nygaard, Brent Raymond of DTAH and Shawn Smith of the Regional Municipality of York discussed the intricate and multidisciplinary approach to implementing Complete Streets in an urban context. Case studies included the transformation of Highway 7 in Markham (L) and the redesign of Queen's Quay West in Toronto (R) into Complete Streets.



Source: Shawn Smith

The redesign of Highway 7 and Queen's Quay West includes several elements in the National Association of City Transportation Officials' (NACTO) Urban Street Design and Urban Bikeway Design Guides:

- Transit Corridor
- Public sidewalk of at minimum 6 feet
- Cycle tracks
- Bike boxes
- Buffers in the form of street furniture or trees

Source: National Association of City Transportation Officials.



Source: Brent Raymond

Closing Plenary Panel: Building Champions for Complete Streets: Lessons Learned from the Eglinton Avenue Planning + Urban Design Study

Toronto's Chief Planner, Jennifer Keesmaat, moderated the final plenary session of the Forum, which focused on the process of engaging citizens and stakeholders throughout Eglinton Connects, a major project to redesign an important Toronto avenue that incorporates wider sidewalks, separated bike lanes and light-rail transit. The panel featured Paul Kulig of regionalArchitects, Alex Heath of Swerhun Facilitation, Jared Kolb of Cycle Toronto and Monique Drepaul of the Eglinton Way BIA. The speakers explained that the consultation process took place

over two years, and involved several design review panels, workshops, advisory committee meetings, promotional techniques (using social media, flyers and newspaper ads), and advocacy from Cycle Toronto in the appropriate wards. The presentation revealed an increased awareness of active transportation within the business community: research (by TCAT and others) has shown that business owners have historically overestimated the number of customers who drive, but are now gradually beginning to understand that cyclists and pedestrians compose a significant percentage of their clientele. This is a statistic that Drepaul, a recent convert in support of bike lanes, relays to other BIAs when speaking about the importance of bike lanes in retail districts and thriving streets.



When asked to create an ideal streetscape along Eglinton Avenue, participants at an Eglinton Connects design workshop placed a strong emphasis on bike lanes and pedestrian spaces buffered by alternating greenspace and on-street parking. Source: Alex Heath.



The Eglinton Connects consultation process consisted of:

- meetings, workshops, open houses and surveys with more than 5,000 participants over 24 months

- promotion techniques, such as social media, flyers, website, e-newsletters, radio and newspaper ads

RESULTS: residents want a Complete Street!

- 91% of respondents would like Eglinton Avenue to accommodate pedestrians, motorists, cyclists, transit users, and delivery and service vehicles

- 94% of respondents consider a bicycle lane as part of a "perfect street"

- 84% of respondents felt it was important to green the above ground LRT tracks on Eglinton Avenue

Source: Eglinton Connects

#2014CSF

Over 100 Tweets in total

#2014CSF trended in Toronto on October 6th



@TCATonline

@STRCanada In an urban setting, if you make cycling easier, you expand the potential population that can shop locally by up to 1500%. #2014CSF (most re-tweeted)

@erintoop Need cycle infrastructure incentive? Dr. Pucher says "roads are TEN times more expensive than even the most elaborate cycle tracks." #2014CSF

@jen_keesmaat Redesign of Eglinton as a result of the 19 KM of LRT that's under construction *triples* its capacity to move people. #TOPoli #2014CSF

Speakers and Tour Leaders

Remo Agostino – Director of Development, Daniels Corporation
Daniel Arancibia – Research Assistant, Toronto Cycling Think & Do Tank
Claire Basinski – Project Planner, Transportation Planning, MMM Group Inc
Mikey Bennington – Active Neighbourhoods Project Manager: Research Lead, Toronto Centre for Active Transportation (TCAT)
Colin Berman – Senior Associate/Landscape Architect, Brook McIlroy
Alyssa Bird – Senior Project Manager, 8-80 Cities
Fiona Chapman – Manager, Pedestrian Projects, City of Toronto
Jim Chapman – Principal, Urban Design 4 Health, Inc
Pauline Craig – Active Transportation Specialist, Moving Right Along Inc.
Rick Craven – Ward 1 Councillor, City of Burlington
Gavin Davidson – Principal, Alta Planning + Design
Janet Dawson – Health Promoter, Peterborough County–City Health Unit
Monique Drepaul – Coordinator, Eglinton Way BIA
Kelly Drew – Health Policy Specialist, Toronto Public Health
Arlene Etchen – Senior Research Consultant, Canada Mortgage and Housing Corporation
Geordie Gibbon – Program Advisor, Public Education and Partnerships Unit, Accessibility Directorate of Ontario
Kate Hall – Active Transportation Consultant, Green Communities Canada
Alex Heath – Associate, Swerhun Facilitation
Dr. Paul Hess – Associate Professor, Department of Geography and Program in Planning, University of Toronto
Justin Jones – Project Manager, Share the Road Cycling Coalition
Michael King – Principal, Nelson Nygaard
Jared Kolb – Executive Director, Cycle Toronto
Paul Kulig – Principal, regionalArchitects
Neluka Leange – University of Waterloo and groundshift.ca
Trudy Ledsham – Project Manager, Toronto Cycling Think & Do Tank
Vivien Leong – Public Space Workshop
Car Martin – Active Neighbourhoods Project Manager: Design Lead, TCAT
Ryan Martinson – Transportation Planning Engineer, Stantec
Stephanie McCabe – General Supervisor, City of Edmonton
Jennifer McGowan – School Travel Advisor, Metrolinx
Anne McIlroy – Principal, Brook McIlroy
Dr. David McKeown – Medical Officer of Health, City of Toronto
Bob Meehan – Aldershot Village Business Improvement Area
Asher Mercer – Senior Consultant, Urban ID Consulting
Dr. Jeannette Montufar – Professor, University of Manitoba
Tegan Moss – Executive Director, BIKE: The Peterborough Community Cycling Hub
Tünde Páczai – Intern Architect and Urban Designer, planningAlliance
Dr. Sophie Paquin – Urban Planner, Montréal Public Health Department
Peter Piet – Deputy Head of Planning, Steer Davies Gleave
Ashley Priem – Program Coordinator, EcoSuperior Environmental Program
Dr. John Pucher – Professor, Rutgers University
Sean Quinn – Co-Director, Pedestrian Projects Group, New York City Department of Transportation (NYC DOT)
Molly Ranahan – Graduate Student, University at Buffalo
Brent Raymond – Partner, DTAH
Clara Romero – Intern Architect and Urban Designer, planningAlliance
Chris Ronson – Project Manager, City of Toronto
Brianna Salmon – Manager of Transportation and Climate Change Programs, GreenUP
Susan Sauvé – Transportation Demand Management Planner, City of Peterborough
Kristin Schwartz – Project Coordinator, CultureLink Settlement Services
Ali Shaver – Planning Facilitator, Capital District Health Authority
Heather Sinclair – Junior Policy Advisor, Standards Development Unit, Accessibility Directorate of Ontario
Shawn Smith – Program Manager, Active and Sustainable Transportation, Regional Municipality of York
Nancy Smith Lea – Director, Toronto Centre for Active Transportation
Kendall Tisdale – Prevention Analyst, Canadian Partnership Against Cancer
Erin Toop – Researcher, The Neptis Foundation
Robert Voigt – Senior Project Manager, Cambium Consulting & Engineering
Jody Wellings – Special Business Area Coordinator, City of Burlington
Nathan Westendorp – Manager of Development Planning, County of Simcoe
Kendra Willard – Health Promoter, Halton Region Health Department
Katie Wittmann – Research Fellow, Metrolinx
Heidi Wolf – Senior Project Manager, Pedestrian Projects Group, NYC DOT
Paul Young – Public Space Workshop

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Car Martin, Active Neighbourhoods Canada Project Manager: Design Lead
Colin Wolfe, Complete Streets Researcher

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Report by Sonya De Vellis

Cover photos by (clockwise from top left): Marlena Rogowska, Asya Bidordinova, Marlena Rogowska, Marlena Rogowska.

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