

COMPLETE STREETS FORUM

2015

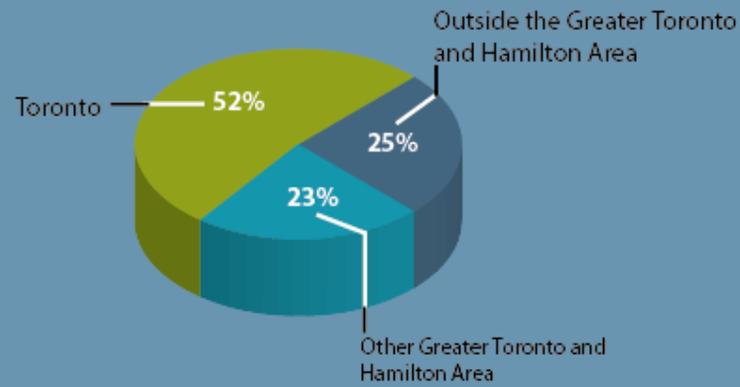
Summary Report



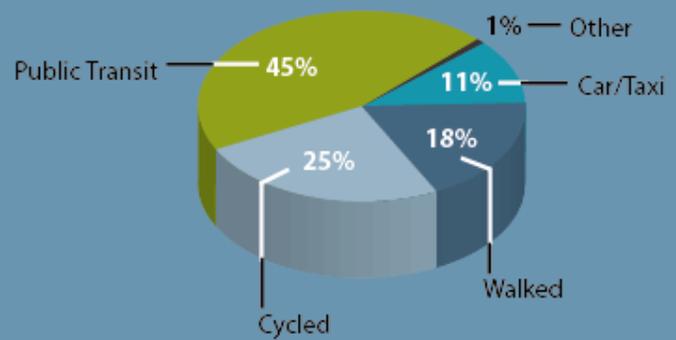
Complete Streets Forum 2015 Presented by:



Where participants came from:



How they arrived:



Survey Results

72%

participants likely to attend 2016 Forum

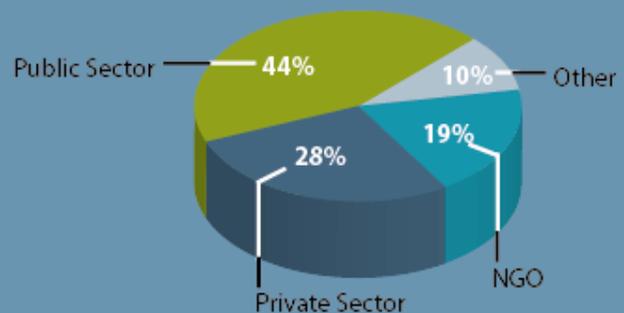
92%

participants extremely satisfied with Forum

87%

participants left feeling inspired

Where they work:



Complete Streets Forum 2015

TORONTO--On October 1st 2015, close to 250 planners, engineers, researchers, public health experts, and community leaders from across North America and beyond attended the 8th annual Complete Streets Forum at the historic Hart House at the University of Toronto's St. George Campus. The Forum was hosted by the Toronto Centre for Active Transportation (TCAT), a project of the registered charity Clean Air Partnership.

Delegates met in Hart House's magnificent Great Hall, which provided an ideal backdrop for registrants to engage in an open knowledge dialogue building on previous Complete Streets Forums. In recent years, themes have included Adoption of Complete Streets Across Canada (2012), Evidence-based, Real-world Solutions (2013), and Building Momentum for Complete Streets (2014). This year's breakout sessions, workshops and tours addressed three main themes: Plan It; Build It; and Ensuring that "They Will Come." These themes were further broken down into Foundational and Technical tracks to tailor the program to a wider audience, including those new to the Complete Streets concept, as well as experts.

The Forum's MC, Angela Gibson, who leads the Transportation Performance Monitoring and Research Division at York Region, moderated three of the keynote plenary sessions: 1) Toronto Public Health's Dr. Monica Campbell, 2) Charles Marohn, Co-Founder of Strong Towns, and 3) Leah Shahum, Founder and Director of Vision Zero Network. The session with the fourth keynote – Veronica O. Davis of Nspiregreen – was moderated by Steven Buckley, Transportation General Manager at the City of Toronto. The day of the Forum also included one active workshop, two walking/cycling tours, 15 breakout sessions, a Pecha Kucha session, 44 break-out session speakers, and 16 moderators, all supported by 21 enthusiastic volunteers.

The four dynamic keynote speakers are recognized thought-leaders in their fields. They spoke to the importance of health and safety in our cities and on our roads, as well as the practical concerns of the economic impact of dated planing and design decisions. While they each focussed on different facets of Complete Streets planning and implementation, one recurring message from all was the need to break down preconceived notions and to find new approaches to engaging all levels of stakeholders.



Photo credit: Marlena Rogowska

**“Unless we’re managing
speed we’re just working
around the edges”**

Leah Shahum

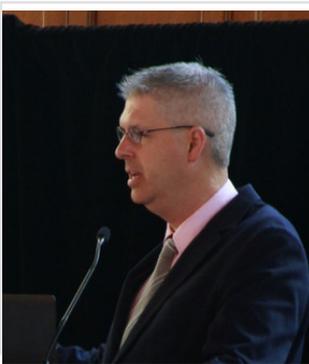
The Keynotes



Monica Campbell, Director of Healthy Public Policy, Toronto Public Health

Why Complete Streets are Healthy Streets

According to Dr. Monica Campbell, the majority of the top 10 causes of death in Toronto can be linked to our built environment, whether it's lung cancer, heart disease or cerebrovascular disease. Facilitating equitable modes of transportation and making activity part of daily life reduces barriers to exercise and decreases the risk of serious injuries or death due to collisions. Dr. Campbell asserted that successful community building is reliant on health, and therefore Complete Streets infrastructure is a solution to the health impacts of urban life.



Charles Marohn, President and Co-founder, Strong Towns

Responding to Congestion with Complete Streets

For Charles Marohn, our existing system of designing hierarchical roads that funnel everyone to the same areas at certain times of the day has economic repercussions. According to Marohn, the best way to address traffic congestion is to intensify land use. Instead of widening a road, for example, put in a corner store. Marohn's research has shown that more traditional development patterns, even when they look old and blighted, still provide a higher return on investment than shiny and new big box type of development. He addressed the inherent dichotomy that all planners face between mobility and land access when choosing how to design our streets. Large arterial roads have higher speeds and can generally be described as more mobile, but lack connections to most small destinations and side streets. Streets, on the other hand, move slowly but are highly connected to the surrounding areas. Marohn contended that the trend of attempting to create highly mobile streets with high connectivity has resulted in dangerous, unproductive hybrids he calls "stroads". A paradigm shift is needed to design productive streets and cities that prioritize people over the automobile.



Veronica O. Davis, Partner, Nspiregreen

Who is ALL and What is Complete? A New Way Forward for Engineers

The after-lunch keynote was given by Veronica O. Davis, who also delivered the well-received public lecture the evening before. Davis argued that Complete Streets aren't only for the affluent and middle class. A seminal approach to understanding the actual needs of cyclists and other road users is to look at the reality of their daily lives. She also offered unique strategies for engaging with stakeholders early in the planning process, and suggested that a key to planning is including a Citizen Advisory Panel before public consultations even begin. Davis demonstrated how using non-traditional pop-up style meetings in local neighbourhoods can encourage more engagement, where typical large public meetings might be off-putting for many. Finally, she promoted broadening our ideas of who stakeholders actually are and noted these could include the homeless and youth, as well as EMS workers and taxi drivers among others.



Leah Shahum, Founder and Director, Vision Zero Network

Envisioning Safety for All Road Users: The Promise & Potential of Vision Zero

In a passionate closing keynote, Leah Shahum challenged delegates to embrace and work toward a goal of zero deaths and serious injuries to pedestrians, cyclists, and other road users. As traffic collisions are preventable, Shahum urged for a stop in referring to them as traffic "accidents". Vision Zero takes a systems approach to preventing collisions; a data-driven process that collects information about, and addresses, all road-users. The Vision Zero initiative in Los Angeles, for example, found that 65% of all deaths and severe injuries involving pedestrians occur on just 6% of streets. Such data is important to effectively allocate scarce resources towards road safety. Shahum concluded her presentation by emphasizing the importance of managing speed. "Speed matters most. If we want zero traffic fatalities, we have to reduce speeds."

The Breakout Sessions

Plan It

Safety, mobility and successful cross-sectoral partnerships were the focus of this theme's breakout sessions. Presenters shared their experience developing municipal policy, and planning Complete Streets in urban, suburban, and rural contexts. The majority (9 of 16) of the breakout sessions were in the "Plan It" theme, focusing on policy, planning, guidelines and strategies. Four of these sessions are featured here.

The Right to Come Home: Shared Space, Woonerfs and Safe Streets for all Road Users

Echoing Charles Marohn's keynote talk, Mobycon CEO Johan Diepens' message to Canadian Complete Streets planners was that we need to rethink how we design our hierarchy of streets toward becoming more of a network or "mesh". Diepens addressed the key elements of creating people-oriented cities that provide safe forms of mobility for all, including the most vulnerable. Drawing on his Dutch perspective, he defined mobility as the right to participate in society, to come home safely, to be independent and live sustainably. The Dutch Sustainable Safety framework he presented is an approach to integrated mobility and implementation of Complete Streets.

Integrated Approach to Mobility



Source: Johan Diepens

Increasing Safety with Lane Widths and Speed Limits

Most people assume that wider lane widths are safer for cyclists and pedestrians, yet the relationship between lane width and crash rates is largely unknown. In his evidence-based presentation, Dewan Masud Karim, Senior Transportation Planner, City of Toronto, used data from a study conducted in Toronto and

Tokyo to counter the myth that wider, oversized roadways are safer. These research findings suggest that safety benefits are maximized up to a width of approximately 3.2 m. Beyond that, pedestrians and cyclists are at greater risk due to higher vehicle speeds. In the same vein, François Gagnon of the National Collaborating Centre for Healthy Public Policy illustrated how reduced speeds have significant positive impacts on the safety of cyclists and pedestrians. The data he presented confirmed that by adopting maximum speeds of 30 km/hr the number of crashes and their severity are reduced.

Speeding Up Progress for Walking & Cycling Pecha Kucha Session

Speed was also the theme of this fast-paced session which addressed city speed limits, traffic congestion, urban growth and walkability infrastructure. Katie Wittman of Green Communities Canada and graduate student, Brandon Quigley, presented a playful look at traffic calming measures in Toronto, while Darryl Young from Halton Region and Urban Planner Stephen Oliver tackled curbing urban sprawl. Niki Siabanis of Parsons offered a case study of the challenges of integrating urban planning into one of Canada's fastest growing communities, Chestermere, Alberta, while Kate Hall who manages WALK Friendly Ontario addressed the challenges of "Building a Walking Movement" in Canada.

A Story of How Transportation and Health Can Work Together

Breaking down silos is a recognized challenge for Complete Streets planners who necessarily have to negotiate across sectors for successful planning and implementation. Kendra Willard along with Dr. Fabio Cabarcas from the Halton Region Health Department were joined in this session by transportation planners Kaylan Edgumbe and Dan Ozimkovic from the City of Burlington. They each spoke of how a cross-sectoral partnership was negotiated in an effort to strengthen evidence-based decision-making to inform Complete Street planning in Burlington. This allowed both sets of players to work together to expand community consultation on health and transportation and improve engagement, particularly with youth and older adults. Through a sharing of resources, skills and data, each partner was able to improve their ability to operate within their own sector.

"Building financially productive places
is more art than science"

Charles Marohn

Build It

The four sessions that addressed this theme looked at implementation and infrastructure, and also provided details on technical aspects of engineering and Complete Streets design.

Sneak Peek at the Toronto's Complete Streets Guidelines

There is a culture shift underway, and our streets need to reflect that shift. In 2014, Toronto City Council responded to this reality by amending its Official Plan to include a vision for Complete Streets, for which the City is presently developing a set of guidelines. Adam Popper, the City of Toronto's Complete Streets Project Manager, along with, Brent Raymond a partner at DTAH, introduced an early sneak peek at these guidelines, which state that "The 'Complete Streets' approach recognizes that there is no single way in which to make a street 'complete'..." Popper and Raymond explained the City has urban design guidelines but no policy that looks at the entire length of a street. The Complete Streets project will devise an overall policy and guidelines made specifically for Toronto.

Implementing Complete Streets in Ottawa

The year before Toronto adopted its Complete Streets Plan, Ottawa City Council approved a comprehensive update to the Transportation Master Plan (TMP). Brian Hollingworth, Director of Transportation at IBI Group presented an in-depth look at the plan. The TMP team focussed on implementing a "multi-modal level of service" tool for all modes of transportation which recognizes that different stakeholders have different needs. For example, for pedestrians it's about comfort, while for transit it's about reliability and reduced delay. For cyclists, a separated facility gets a higher level of service. Ron Clarke, Manager of Urban Planning and Design, Parsons Inc., offered vivid examples of successful Complete Streets in Ottawa, and he echoed the idea from other speakers that breaking down silos is key to successful planning and implementation. He advised that it's important to get everyone involved, and not separate technical advisors from project advisors. Clarke also offered a comprehensive list of useful strategies for getting projects underway, including a caution against allowing Complete Streets

opponents to frame the narrative around this crucial topic.

O'Connor St Bikeway: Today



PARSONS

O'Connor St Bikeway: Tomorrow



PARSONS

Source: Ron Clarke

Enabling Winter Cycling in Montreal through Changes to Street Design and Maintenance Practices

Complete Streets are great, but what happens when they are covered in snow? This is obviously a crucial issue for Canadian cyclists. Based on a 2013 study of winter cycling in Montreal, Vélo Québec's Project leader, Bartok Komorowski, examined the needs and preferences of winter cyclists, along with current practices, lessons from abroad, recommendations and outcomes for the city. Winter cycling in Montreal faces 54 snowy days per year but has increased by 33% since 2008.

Ensuring that "They Will Come"

The three sessions in this theme looked at factors needed for a successful Complete Streets project to be well used by cyclists, pedestrians, transit users, and people with disabilities.

Evaluating Complete Streets Projects

Evaluation is essential to prove value in order to secure and continue investment. Complete Streets planning, which in many municipalities is still a new and emerging approach to street design, is no exception. Dr. Jordana Maisel from the University of Buffalo's Center for Inclusive Design and Environmental Access shared their findings about US Complete Streets data collection and evaluation models, including some challenges faced. She also presented expanded rubrics for data collection, which include environmental and economic factors. Likewise, Dr. Raktim Mitra, Assistant Professor at Ryerson University, presented a Complete Streets audit tool developed by TCAT, Ryerson and U of T based on their collaborative research project "Understanding Complete Streets in the Greater Golden Horeshoe Region." Key to appropriate evaluation is a focus on the *outcome* of a Complete Street, rather than only its *output*.

Attracting more Cyclists through Market Segmentation

In some pockets of Toronto's downtown core, cyclists have reached up to 20% of the transportation mode share, yet outside of the core the numbers have, in some locations, dropped significantly. Dr. Beth Savan, Principal Investigator, Toronto Cycling Think and Do Tank, University of Toronto, along with Project Manager, Trudy Ledsham, presented their research on the most effective ways to foster cycling in some of the less accommodating areas of the city, such as Scarborough. They concluded that with local support--such as bike repair hubs and mentoring programs, there is potential to increase bicycle ridership outside the downtown core of Toronto. Urban-Trans North America's Hayley Peek and Adam Arnold presented on marketing initiatives in Hamilton and Ottawa and demonstrated that ineffectual information dissemination is often the greatest barrier to behavior change. Their work focuses on customized marketing strategies that target neighbourhoods with high interest in alternative transportation modes. Through an Individualized Marketing strategy, coupled with tailored events, one Ottawa neighbourhood surveyed showed a 9% decrease of single-occupant vehicle trips, while carpooling increased by 13%, and cycling increased by 29%.

Conference workshops and tours

The conference day featured two mobile tours and a hands-on workshop:

- In his early morning “Ground Level Perspectives on Complete Streets” walking tour, Adam Popper, Complete Streets Project Manager, Transportation Services, City of Toronto, introduced 20 delegates to different types of local streets, ranging from thoroughfares to back alleys. He demonstrated how the City prioritizes uses, and where street design is headed. Delegates experienced real-life examples of how the City of Toronto is working to make our streets “reflect the kinds of places we want to live.”

- Jacquelyn Hayward Gulati, Manager, Cycling Infrastructure & Programs, Transportation Services, City of Toronto, led a tour of “Toronto’s Separated Bike Lanes.” She demonstrated the City’s different strategies for cycling facilities illustrating the opportunities, experiments, problems, and successes. These included challenges of connecting bike lanes with facilities shared with pedestrians—for example, at Harbord and Queen’s Park Circle.

- The afternoon workshop, “Taking It to the Streets,” led by Heather Marshall of Toronto Environmental Alliance & Lynda Lukasik of Environment Hamilton, offered a “ground-up” approach to planning by engaging citizen-led advocacy. Participants were introduced to air quality monitoring and GPS devices during a 2.5 kilometre walk near Hart House, where they then uploaded collected data into an online mapping system. The workshop demonstrated how ground-level Complete Streets interest and advocacy can be generated by introducing citizen groups to data gathering and visualization.

Photo Credit: Marvin Macaraig Photo Credit: Marvin Macaraig Photo Credit: Marvin



Photo credit: Marlena Rogowska

and hurdles to be addressed to help facilitate cycling in suburban areas.

- A walking tour of the newly revitalized Queens Quay: Led by Waterfront Toronto staff, the group heard how the redesign alleviates pedestrian congestion, provides an enhanced bike facility and more space for deep-rooted trees, and introduces “mixing zones” at intersections.

- A hands-on workshop led by Alyssa Bird of 8-80 Cities to introduce participants to their Open Streets implementation toolkit.

- A public community event at Buddies in Bad Times Theatre: This delightful evening event featured newly-minted Buddies’ Artistic Director, Evalyn Parry, who performed a couple of songs from her internationally acclaimed show Spin, and a dynamic lecture by keynote speaker Veronica O. Davis, founder of Black Women Bike, followed by a fantastic conversation facilitated by Malvern community leader Alex Dow.

- A post-conference master class: Led by Dutch traffic experts, Mobycon CEO Johan Diepens and Senior Consultant Dick van Veen: This hands-on workshop on designing safe intersections for all users provided an inspiring and practical finale to the Forum.



Photo credit: Marvin Macaraig

Pre- and post-conference events

Leading up to, and following the conference day, delegates were invited to participate in pre-conference and post-conference events. These events on September 30th and October 2nd included:

- A cycling tour of Scarborough, one of Toronto’s inner suburbs: Led by TCAT’s Marvin Macaraig, the 16 km ride showcased some of the distinct challenges

Speakers, Moderators and Workshop/Tour Leaders

Adam Arnold - Lead Program Specialist, Urban Trans North America
Kevin Behan - Deputy Director, Clean Air Partnership
Mikey Bennington - Project Manager, Active Neighbourhoods, Toronto Centre for Active Transportation
Sherry Biscope - Health Policy Specialist, Toronto Public Health
Christina Bouchard - Project Lead, Cycling Network Plan, Transportation Services, City of Toronto
Sheila Boudreau - Urban Designer, City Planning, City of Toronto
Stephen Buckley - General Manager, Transportation Services, City of Toronto
Fabio Cabarcas - Senior Policy Analyst, Halton Region Health Department
Monica Campbell - Director of Healthy Public Policy, Toronto Public Health
Fiona Chapman - Manager of Pedestrian Projects, Transportation Services, City of Toronto
Patrick Cheung - Senior Engineer, Toronto Water, City of Toronto
Ron Clarke - Manager of Urban Planning and Design, Parsons Inc.
Veronica O. Davis - Partner and Principal Planning Manager, Nspiregreen LLC
Johan Diepens, CEO, Mobycon
Alex Dow - Program Director, Malvern Family Resource Centre
Lindsay Edwards - Principal Planner, Region of Peel
Kaylan Edgumbe - Transportation Planner, City of Burlington
Dr. François Gagnon - Research Officer, National Collaborating Centre for Healthy Public Policy
Angela Gibson - Head, Performance Monitoring & Research, Transportation & Community Planning, Regional Municipality of York
Merisa Gilman - Project Manager, Pedestrian Projects, New York City Department of Transportation
Ben Gomborg - Active Transportation Manager, City of Mississauga
Kate Hall - Program Manager, Green Communities Canada
Jason Hartwick - Founder, Stewart Street and Area Community Association
Jacquelyn Hayward Gulati - Manager, Cycling Infrastructure & Programs, City of Toronto
Kevin Hodgkinson - General Manager, Toronto Student Transportation Services
Brian Hollingworth - Director, Transportation, IBI Group
Jacqueline Hunter - Active Transportation Technologist, City of Mississauga
Jared Kolb - Executive Director, Cycle Toronto
Bartek Komorowski - Project Leader, Vélo Québec
Neluka Leanage - Principal, modemaps inc./groundSHIFT
Trudy Ledsham - Project Manager, Toronto Cycling Think and Do Tank, University of Toronto
Elysia Leung - Transportation Demand Management Coordinator, Town of Ajax
Janet Lo - Senior Project Manager, Transportation Services, City of Toronto
Christie MacIsaac - Assistant Planner, City of Peterborough
Jordana Maisel - Director of Research Activities, Center for Inclusive Design and Environmental Access (IDeA), University of Buffalo
Charles Marohn - President and Co-Founder, Strong Towns
Dewan Masud Karim - Senior Transportation Planner, City of Toronto
Jennifer McGowan - School Travel Advisor, Metrolinx
Dave McLaughlin, Partner, MMM Group.
Raktim Mitra - Assistant Professor, Ryerson University
Tessa Nasca - Graduate Student, Sustainability Studies, Trent University
Hubert Ng - Senior Transportation Planner, Town of Ajax
Charles O'Hara - Manager, Growth Policy, Ontario Growth Secretariat, Ontario Ministry of Municipal Affairs and Housing
Stephen Oliver - Urban Planner
Dan Ozimkovic - Transportation Planning Technologist, City of Burlington
Hayley Peek - Senior Program Specialist, Urban Trans North America
Laura Pfeiffer - Toronto Urban Fellow, City of Toronto
Adam Popper - Complete Streets Project Manager, City of Toronto
Stephen Power - Transportation Manager, Parsons
Brandon Quigley - Graduate Student, Environmental Studies, York University
Molly Ranahan - Graduate Research Fellow, Center for Inclusive Design and Environmental Access (IDeA), University of Buffalo
Brent Raymond - Partner, DTAH
Councillor Jaye Robinson - Chair of Toronto Public Works & Infrastructure Committee, City of Toronto
Chris Ronson - Project Manager, Public Realm Section, Transportation Services, City of Toronto
Brianna Salmon - Manager of Transportation and Urban Design Programs, GreenUP
Sheyda Saneinejad - Project Lead, Pedestrian Projects, Transportation Services, City of Toronto
Beth Savan - Principal Investigator, Toronto Cycling Think and Do Tank, University of Toronto
Kristin Schwartz - Project Co-ordinator, CultureLink Settlement Services
Leah Shahum - Founder and Director, Vision Zero Network
Niki Siabanis - Transportation Planner, Parsons
Nancy Smith Lea - Director, Toronto Centre for Active Transportation, Clean Air Partnership
Peter Topalovic - Project Manager, TDM, Program Manager, Smart Commute, Public Works (Transportation), City of Hamilton
Kendra Willard - Health Promoter, Halton Region Health Department
Katie Wittmann - School Travel Planning Facilitator, Green Communities Canada
Darryl Young - Active Transportation & Transportation Demand Management Coordinator, Halton Region
Paul Young - Planner & Health Promoter, Public Space Workshop

Organizers

Staff

Nancy Smith Lea, Director, Toronto Centre for Active Transportation (TCAT)
Kimberley Radmacher, Event Coordinator, TCAT
Mikey Bennington, Active Neighbourhoods Project Manager: Research Lead, TCAT
Marvin Macaraig, Scarborough Cycles Project Coordinator, TCAT
Car Martin, Active Neighbourhoods Project Manager: Design Lead, TCAT
Gabiella Kalapos, Executive Director, Clean Air Partnership
Kevin Behan, Deputy Director, Clean Air Partnership

Program Advisory Committee

Sherry Biscope, Toronto Public Health
Erica Duque, Region of Peel
Angela Gibson, Transportation Services, Regional Municipality of York
Jacquelyn Hayward Gulati, Cycling Infrastructure & Programs, City of Toronto
Jared Kolb, Cycle Toronto
Asher Mercer, Urban ID Consulting & TCAT Steering Committee Member
Adam Popper, Public Realm Section, Transportation Services, City of Toronto
Marlena Rogowska, Ontario Growth Secretariat, Ontario Ministry of Municipal Affairs & Housing
Lauren Rudko, Canadian Urban Transit Association
Andre Vallillee, Metcalf Foundation

Event Team Volunteers

Samuel Berkun, Kelsey Carriere, Stewart Chisholm, Anna Chow, Anthony Dionigi, Andie Garcia, Keagan Gartz, Michelle Kearns, Ian Klesmer, Alex Legum, Barbara Lea, Gavin Liu, Cameron MacDonald, Heather McDonald, Tanya Phillips, Brandon Quigley, Mark Romeril, Clara Romero, Michelle Sawka, Colin Wolfe, Paul Young

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