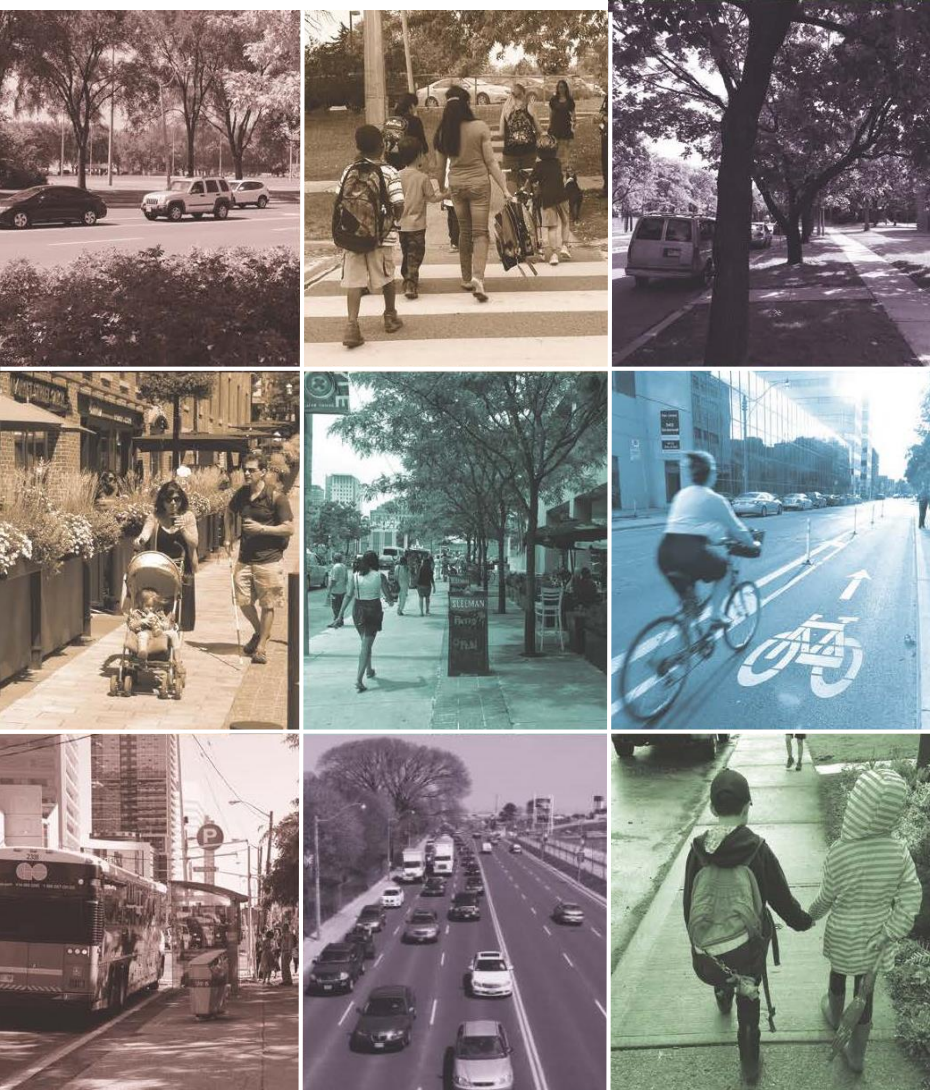


# TORONTO COMPLETE STREETS GUIDELINES

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Public Realm Section, Transportation Services, City of Toronto  
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# PURPOSE OF THE PROJECT

## To develop Complete Streets Guidelines that would:

- integrate existing policies, standards and guidelines within the city
- use latest best practices on Complete Streets
- provide unified guidance on street planning and design to city staff, decision-makers, and external stakeholders

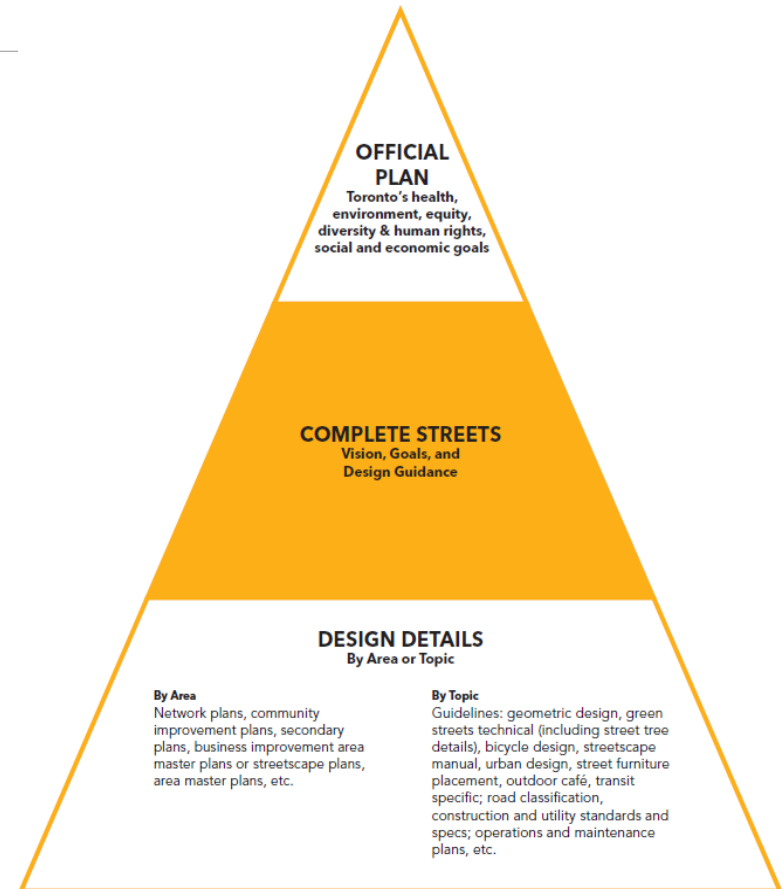


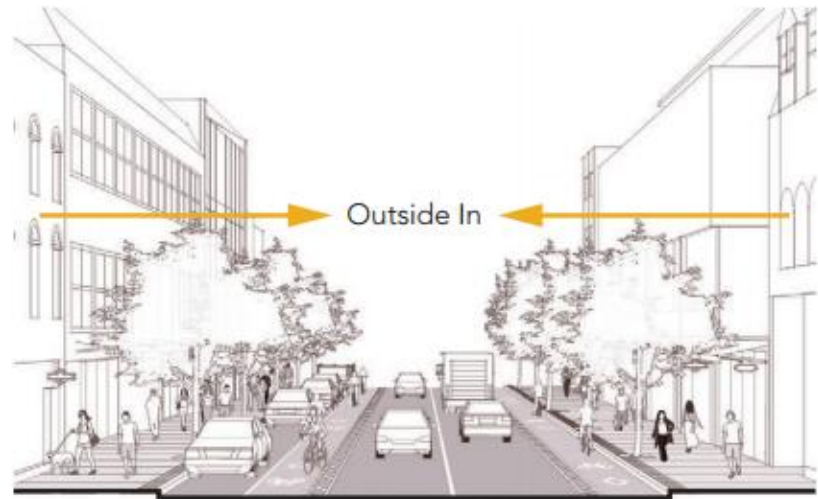
Figure 1-2: Toronto Complete Streets Policy Context

# Our Design Goals Have Changed



## THEN

Auto-Mobility  
Automobile Safety



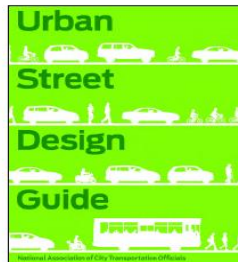
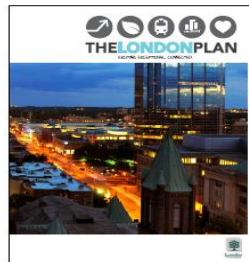
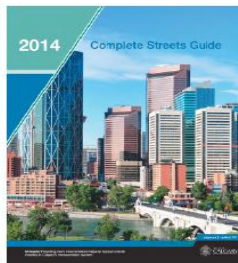
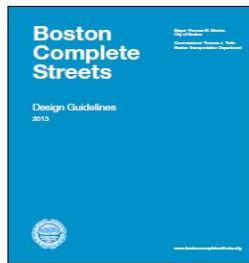
## NOW

Multi-modal Mobility + Access  
Public Health/Safety  
Economic Development  
Environmental Quality  
Livability/Quality of Life  
Equity

# ALREADY HAVE COMPLETE STREETS



# BEST PRACTICES FROM OTHER CITIES



- Have a clear vision and set of goals.
- Apply to a variety of streets projects.
- Give aspirational design objectives for different kinds of streets.
- Give guidance for assembling street design elements.
- Provide a framework for decision-making.
- Provide tools and protocols to address competing demands for space.
- Clearly outline the process for delivering a project.
- Be a living document, regularly updated and revised.
- Be supported by education, training, outreach, pilot projects and updates.
- Be graphically rich, augmented by text.
- Provide a system for review and compliance.
- Develop a comprehensive set of performance measures to evaluate a project.

# Vision and Goals

## Streets for People

Improve Safety & Accessibility

Give People Mobility Choices & Make Connected Networks

Promote Healthy & Active Living



## Streets for Placemaking

Create Beautiful & Vibrant Public Spaces

Respond to Local Area Context

Improve Environmental Sustainability



## Streets for Prosperity

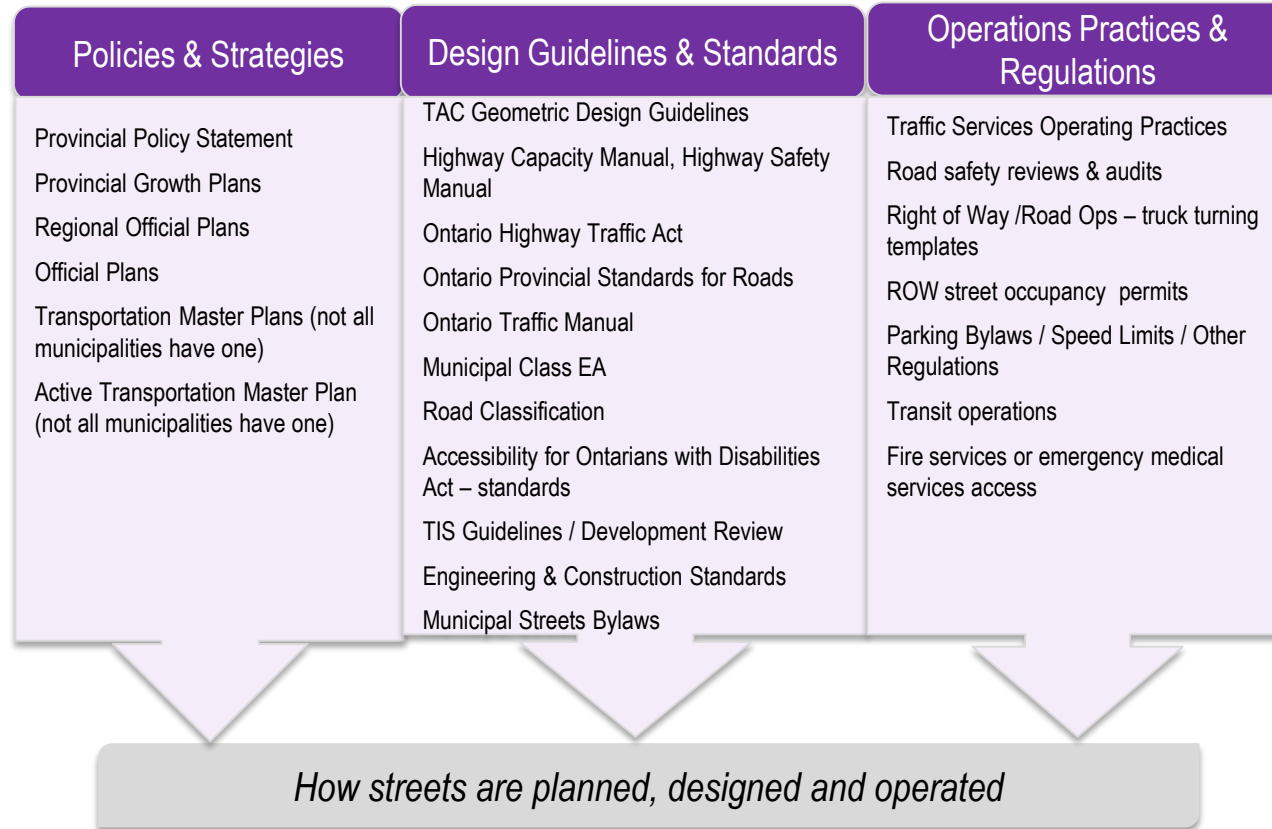
Support Economic Vitality

Enhance Social Equity

Balance Flexibility & Cost-Effectiveness

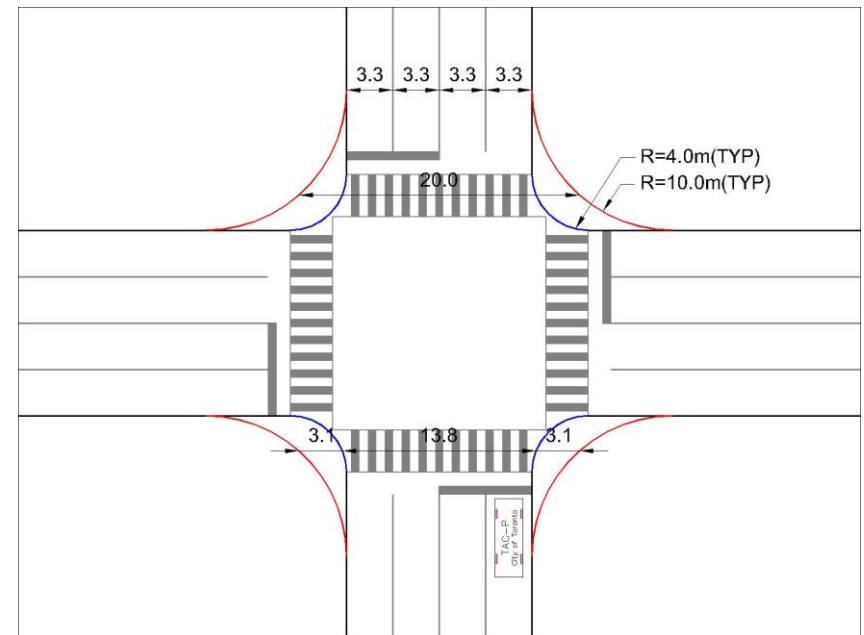


# INTER-RELATED POLICIES – NEED ALIGNMENT



# FOUNDATION POLICIES – Lane Widths & Curb Radii

		Minimum (m)	Target (m)	Maximum (m)	TTC			
					TTC Bus Routes	TTC Streetcar Routes	High Truck Volume	Horizontal Alignment Curves
Through Lane	60km/h or more	3.0	3.0	3.5	x	+ <sup>1</sup>	+	+
	50km/h		3.0	3.3				
	40km/h or less		3.0	3.0				
Curb Lane	Shared Curb Lane without Urban Shoulder	3.3	4.3	4.3	+ <sup>2</sup>	x	+	+
	Shared Curb Lane with Urban Shoulder or Curb Lane with Dedicated Cycling Facility	60km/h or more	3.5	3.5				
		50km/h	3.3	3.5				
		40km/h or less	3.3	3.5				
Urban Shoulder	1.2	2.3	2.3					
Two-way Left Turn Lane	3.0	3.0	3.3	x	x	+	+	
Dedicated Left Turn Lane	3.0	3.0	3.3	x	x	+	+	
Dedicated Right Turn Lane	3.0	3.0	3.3	+	x	+	+	
Dedicated Parking Lane	2.0	2.4	2.8	x	x	x	+	
Dedicated Cycling Facility	Note 1							





# CRITICAL “BUY-IN”

- Focused stakeholder meetings with Toronto Fire Services, Paramedic Services & Police Services; and Toronto Transit Commission, BIAs, Parking, Economic Development
- Brought in the Professional Engineers of Ontario with our Legal and Risk Services, and heads of Engineering & Construction Services and Transportation Services
- Key internal staff committees – traffic now SMC, IO, TPROW



# CRITICAL “BUY-IN”



# Key Content & Implementation

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# Toronto's Approach

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- Greater emphasis and inclusion of **place-making, universal accessibility** and **green infrastructure**
- Outlines clear, collaborative **steps for street design** up-front, with **checklists** to support staff at each step
- **Design principles** are provided for all street components, have a user-focus on needs and characteristics, and on context-sensitive application
- **Key street elements** introduced for each component, with **additional resources** provided for more details

# Guidelines: Key Content

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- **Introduction: Ch. 1**
  - Guidelines overview and applicability, and Vision and Goals
- **Street Types: Ch. 2**
  - Understanding the roles of streets for both mobility and placemaking
  - 15 street types used as starting points for context-sensitive design
- **Steps to Street Design: Ch. 3**
  - Step-by-step process for design & decision-making, with checklists
  - Scalable to different project types and scopes
- **Street Design Principles: Ch. 4-9**
  - Design principles, zones, elements and key considerations for pedestrians, cyclists, transit users, green infrastructure, roadways, and intersections

# Street Types

- Civic Street
- Downtown & Centres Main Street
- Avenue & Neighbourhood Main Street
- Downtown & Centres Residential Streets
- Apartment Neighbourhood Residential Street
- Neighbourhood Residential Street
- Mixed-Use Connector Street
- Residential Connector Street
- Scenic Street
- Employment Street
- Mixed-Use Access Street
- Mixed-Use Shared Street
- Mixed-Use Lane
- Residential Lane



# Street Types



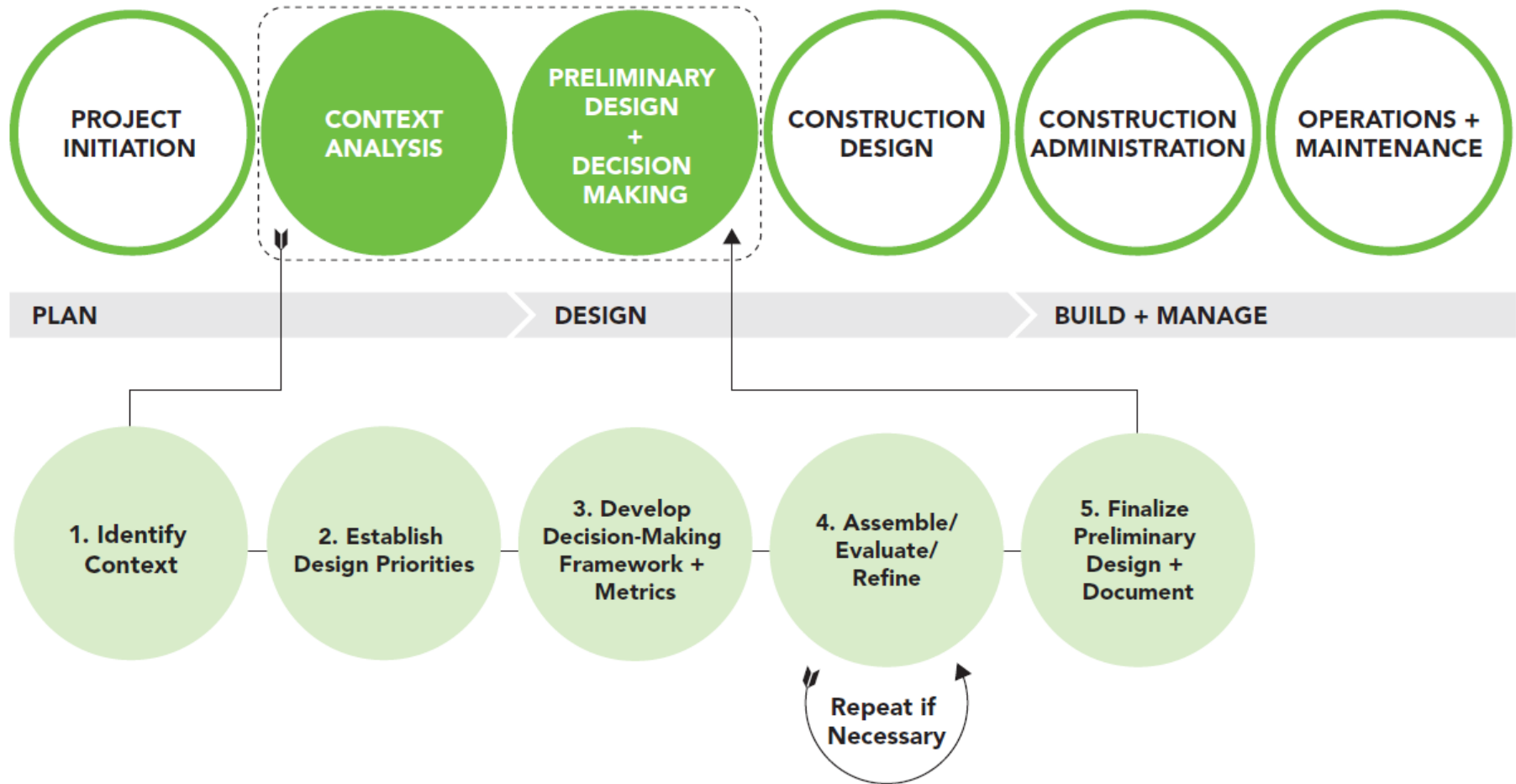
# Steps to Street Design

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- City staff, external groups, community members, and other **stakeholders are identified and involved** early in the process
- **Checklists are included for each stage** to prompt staff and assist in decision-making throughout the street design process
- **Decisions and rationale are documented** throughout the process to ensure it is transparent and defensible
- **Performance measurement considerations** are outlined to assess and communicate results of complete streets projects



# Steps to Street Design



# Street Design Components

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- **Pedestrians**
  - Sidewalk zones, accessibility considerations, pedestrian clearway
- **Cyclists**
  - Context-sensitive cycling facilities, key cycling elements
- **Transit**
  - Context-sensitive transit design, transit-supportive street elements
- **Green Infrastructure**
  - Context-sensitive green streets, Green Streets Technical Guidelines
- **Roadways**
  - Considerations for the safety of vulnerable road users, designing a multi-modal transportation system
- **Intersections**
  - Focus on safety, holistic approach includes placemaking, green infrastructure, and consideration for all uses and users

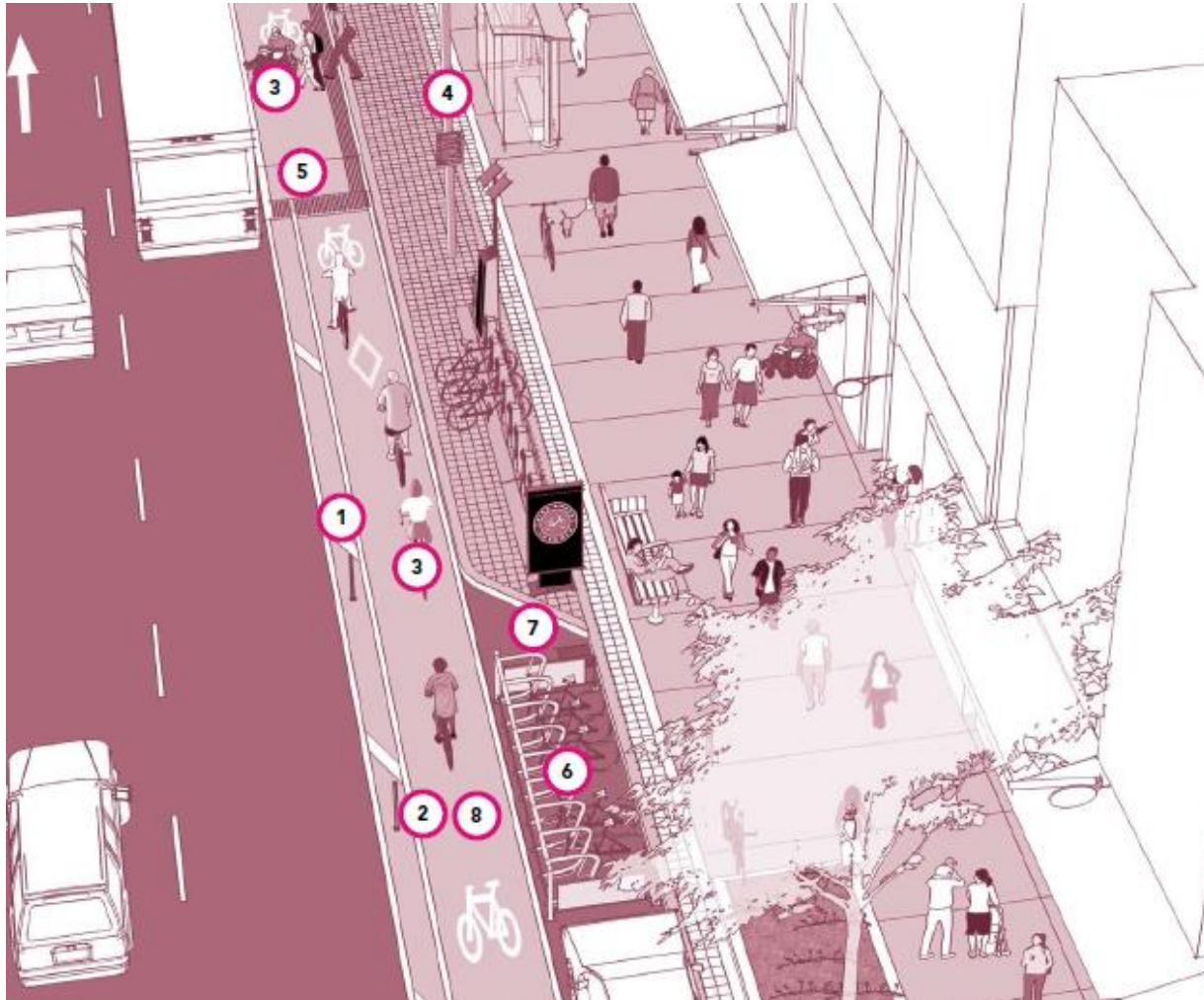
# Street Design for Pedestrians



## Key Content

- Focus on pedestrian clearway
- Accessibility and universal design
- Pedestrian crossings
- Public realm and placemaking
- Utilities, maintenance and operations

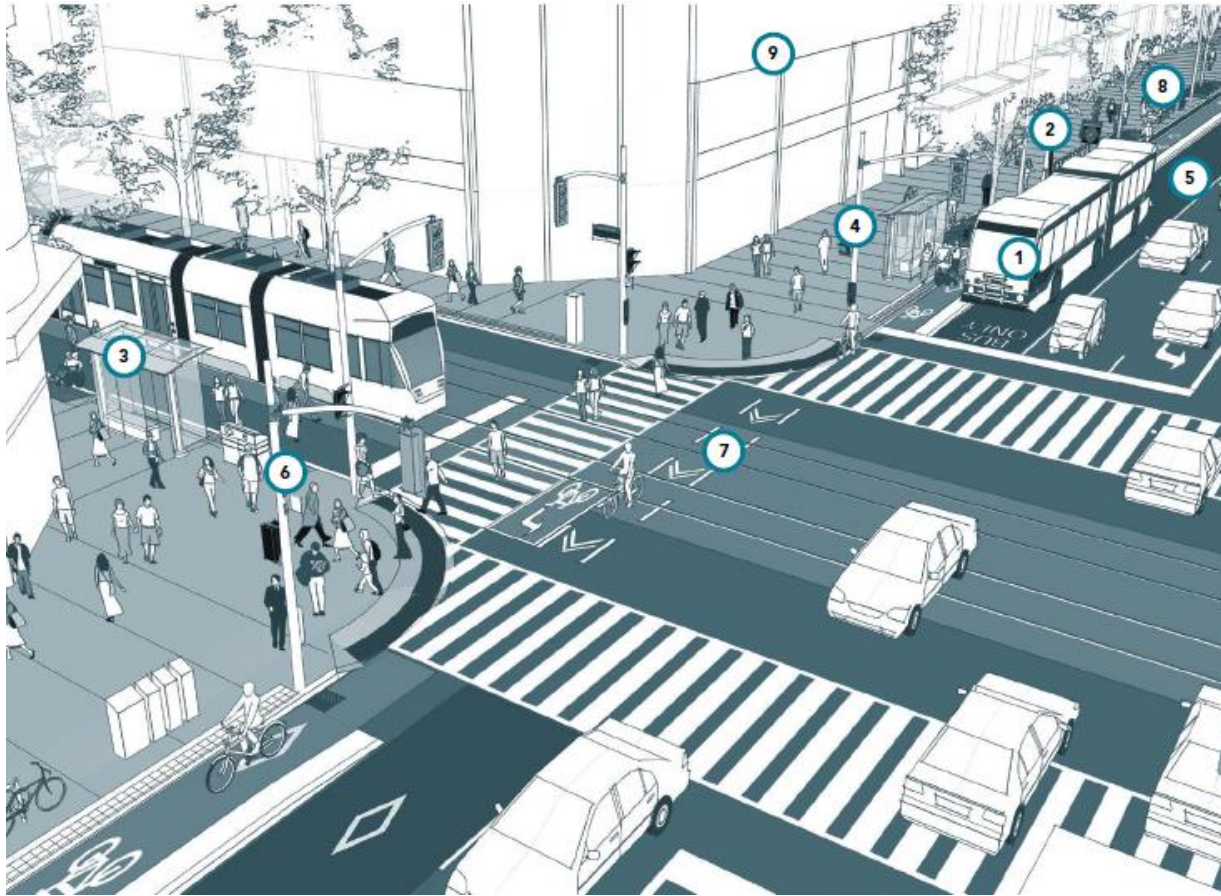
# Street Design for Cyclists



## Key Content

- Context-sensitive cycling facilities
- Cyclist user characteristics
- Key cycling elements

# Street Design for Transit



## Key Content

- Key transit street elements
- Context-sensitive transit design

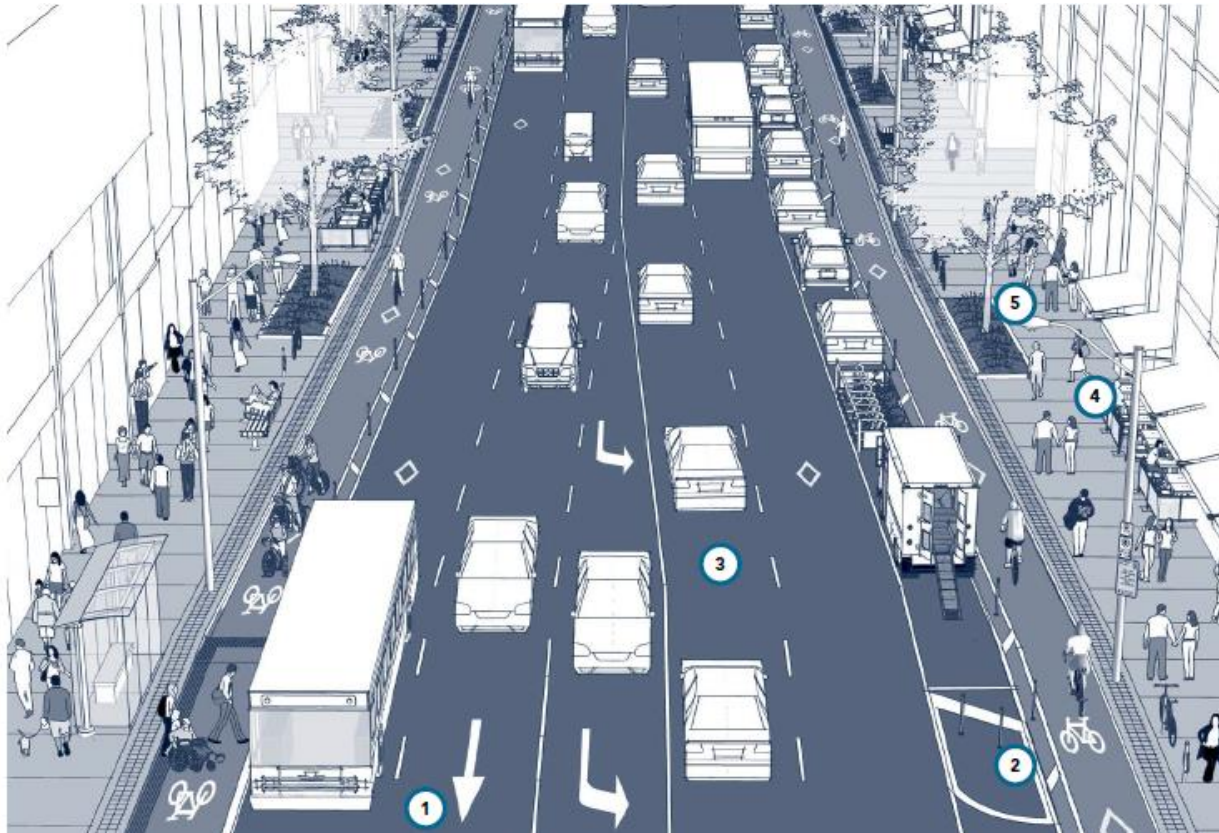
# Street Design for Green Infrastructure



## Key Content

- Context-sensitive green streets
- Key green street elements

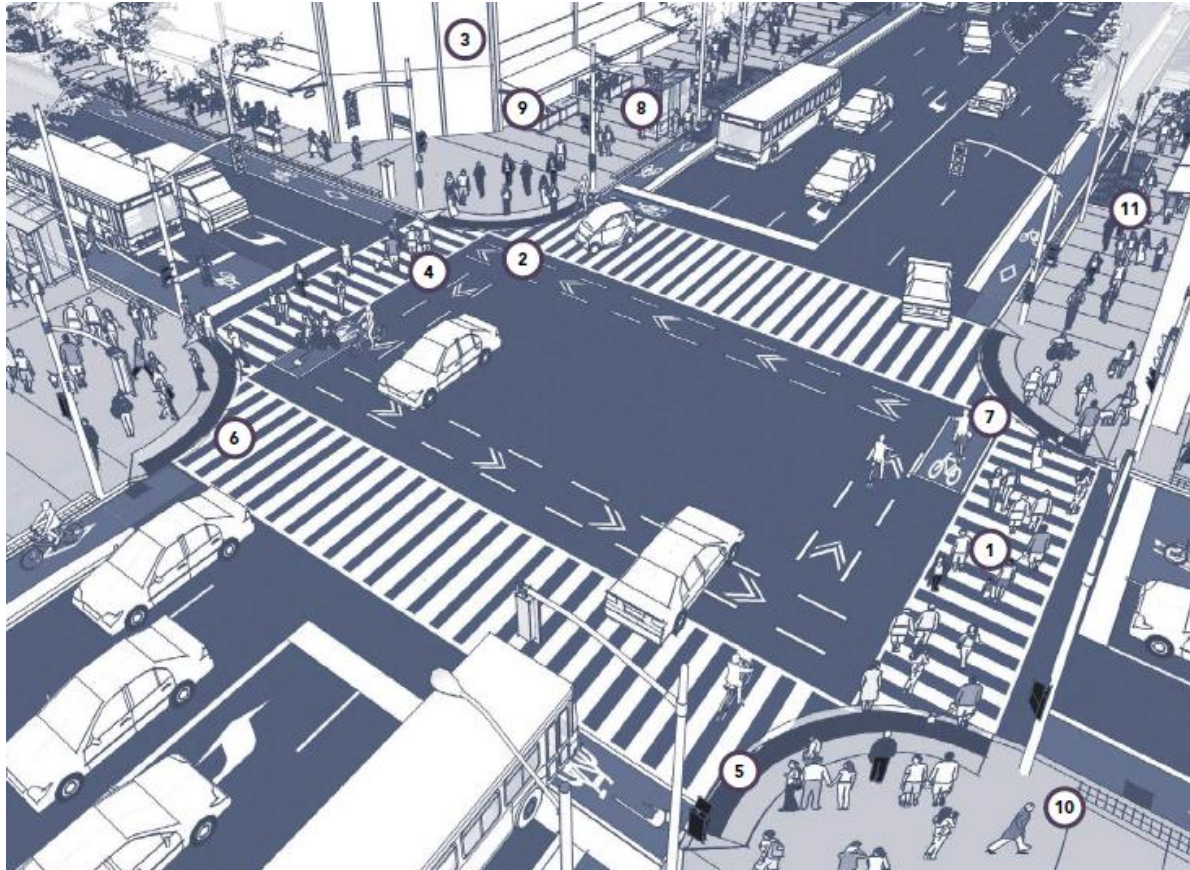
# Street Design for Roadways



## Key Content

- Design for a multi-modal system
- Design for safety of vulnerable users
- Design for target speed
- Design for placemaking and street context
- Rightsizing and repurposing roadways

# Street Design for Intersections



## Key Content

- Key needs of each road user
- Accessibility and universal design
- Context-sensitive intersection design
- Intersection elements and geometric design
- Intersection signals and traffic controls



# Applicability of the Guidelines

## Plans

Area Plans, Secondary Plans, Precinct Plans, Context Plans, Transportation Master Plans

Avenue & Corridor Studies

## Major Street Projects

New construction

Reconstruction or revitalization, major resurfacing

EAs for new & existing streets

BIA projects

Highway interchanges & grade separated crossings

## Medium to Smaller Scale Projects

Development applications

New sidewalks & other pedestrian links

New bicycle infrastructure/facilities

TSLIP

Streetscape improvements

Short-term/temporary interventions

Signs, signal installations, lighting

Utility cut repairs

# Next Steps

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- Next steps will focus on how to **operationalize Complete Streets** across the city
- **Demonstration projects** will be selected to apply the Guidelines
  - Projects will vary by project type, scale, district, and year
  - Application will provide opportunities to understand implications for capital costs, maintenance costs, and staff resourcing

# KEY RESOURCES

- [toronto.ca/completestreets](http://toronto.ca/completestreets)
- Toronto Road Engineering Design Guidelines (ongoing updates)
- Toronto Traffic Signal Operations & Strategies 2015
- Toronto Accessibility Design Guidelines (being updated)
- Toronto Green Streets Technical Guidelines (internal draft completed)
- Many other resources listed in the guidelines.

