

**Walk21 2007**  
**Walkability**  
**Roadshow**  
**Case Study**

**CITY OF TORONTO**



# **WALK21 2007: WALKABILITY ROADSHOW CASE STUDIES**

by Green Communities Canada in partnership with Walk21

PLEASE NOTE: This is an excerpt of a longer document that contains case studies for the ten communities that participated in the Walkability Roadshow. The page numbering in this excerpt has been left the same as in the original document and so you will notice it is not consecutive.

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## **ACKNOWLEDGEMENTS**

Green Communities Canada extends our thanks to the following people and organizations without whom the Walk21 Walkability Roadshow would not have taken place.

First and foremost Green Communities recognizes the ten communities that participated in the Walkability Roadshow and the tremendous amount of work that each of them put into this project. Their hospitality and willingness to invite us into their communities to help them in their quest to create more walkable spaces continues to inspire us.

Thanks go to the champions in each participating community who took the lead and made it possible to bring the Walkability Roadshow to their community. These champions include:

- Cindy Jessome, Brant County Health Unit
- Michele Rich, Environment Network, Collingwood
- Sue Shikaze, Haliburton, Kawartha, Pine Ridge Health Unit, Haliburton
- Roxane MacInnis, Transportation Demand Management Planner, Regional Municipality of Halifax
- Karen Armstrong, Heart Health Coordinator, Wellington-Dufferin-Guelph Public Health
- Jill Ritchie, Health Promoter, Peterborough County-City Health Unit and Becky Crowe, Peterborough Green Up
- Bob Rogers, Healthy Community Cabinet and Tin-Chee Wu, Senior Planner, City of Greater Sudbury
- Daniel Egan, Manager, Pedestrian and Cycling Infrastructure, City of Toronto
- JoAnn Woodhall, Transportation Demand Management Planner, Region of Waterloo

Thanks also go to the Roadshow communities for their significant in-kind and cash contributions, as well as the staff time that went into the local organization.

Sincere appreciation is extended to the following people who created the idea and vision for the Walkability Roadshow and without whom it would not have happened:

- Jacky Kennedy, Green Communities Canada
- Bronwen Thornton, Development Director, Walk21, UK
- Jim Walker, Chair, Walk 21, UK

This team came up with the idea to host a Walkability Roadshow as part of the lead-up to Walk21 Toronto 2007. The initial plan was to take the Walkability Roadshow to three communities: a dense urban centre, a suburban area and a rural district. After the call for interested communities was released, and after the needs analysis phase was completed, the Roadshow ended up including eight experts visiting 10 communities over three weeks!

The Walkability Roadshow would not have been successful without the incredible knowledge of the expert team, who gave their time and ideas to bring a fresh approach and inspiration to all who attended the presentations, workshops, walkabouts and public meetings:

- Browen Thornton, Walk21, UK
- Jim Walker, Walk21, UK
- Tom Franklin, Living Streets, UK
- Lars Gemzøe, Gehl Architects, Denmark
- Jody Rosenblatt-Naderi, University of Texas, USA
- Rodney Tolley, Walk21, UK
- Gil Penalosa, Walk and Bike for Life, Canada
- Jacky Kennedy, Green Communities Canada

Green Communities Canada thanks the funders and sponsors for believing in the project and providing funding for the resources needed to make this idea a reality:

- Ontario Ministry of Health Promotion, Active 2010, Communities In Action Fund
- Federation of Canadian Municipalities
- Environment Canada

# Introduction

## **What is Walk21?**

Walk21 is an organization that exists to champion the development of healthy, sustainable and efficient communities where people can and do choose to walk. Each year, Walk21 hosts an international conference that brings together visionary and influential planners, practitioners, politicians and advocates to discuss the development of walkable communities. For more information about Walk21, visit [www.walk21.com](http://www.walk21.com).

## **What is the International Charter for Walking?**

The International Charter for Walking was developed by a team of international experts as part of the Walk21 conference series and was formally launched at the 2006 Walk21 conference in Melbourne. Since that time it has been translated into several languages, and communities and individuals around the world have signed the Charter including the Mayor of Sydney and the Department for Transport in New Zealand.

As part of the 8th annual Walk21 International Conference (Toronto October 1-4, 2007), the first ever Walk21 'Walkability Roadshow' took place from April 15 to May 4, 2007. The Walkability Roadshow was organized by Green Communities Canada and Walk21 and it brought together a team of international experts to work with ten Canadian communities to build a model framework for creating and implementing local pedestrian strategies and plans.

The objectives of the Roadshow were to:

- benchmark each participating community against the International Charter for Walking (See Appendix A for a copy of the International Charter for Walking);
- provide training for local professionals;
- inspire decision makers to support walking;
- hold public forums with Canadian and international experts to gather input on pedestrian issues; and
- set the ground work for participating communities to create local pedestrian master plans and/or achieve real change for walking in their neighbourhoods.

## **ROADSHOW PROCESS**

### **► Selecting Communities**

Green Communities Canada's extensive experience with the Active & Safe Routes to School (ASRTS) program in Canada provided an opportunity to reach out to existing ASRTS communities and offer them a chance to become a Roadshow community. Utilizing ASRTS's large network of community partners as well as Green Communities' member organizations, a long-list of 16 communities was created. After a phone discussion with each of the 16 communities, nine were ready to respond to the Community Questionnaire.

### **► Community Questionnaire**

To determine which of the nine interested communities were at a stage in the development of their active transportation plans where they would benefit from the Roadshow, each community completed a Community Questionnaire, based on the International Charter for Walking.

The questionnaire was developed to enable communities to measure themselves against the principles and actions within the International Charter for Walking. The goals of the questionnaire were to help communities identify successes, opportunities and challenges in becoming walkable communities and to provide a framework for future activities. The Canadian communities which completed the questionnaire were the first to do so in the world. Since then, the questionnaire has been used across the UK and several other countries have expressed interest or implemented it informally. See Appendix B for a copy of the Community Questionnaire.

# Introduction

## ► Needs Analysis Workshop

The completed questionnaires were analyzed and a preparatory workshop was held in December 2006, hosted by Green Communities Canada and Walk21. Jim Walker and Bronwen Thornton of Walk21 facilitated this day. Eight communities attended this workshop which sought to identify *how* each community could go about making their community more walkable. Having already identified *what* they wanted to achieve through the questionnaire process, communities turned their focus in this workshop to looking at the process for getting there. In particular, communities identified their strengths and weaknesses within each element of delivery.

The workshop included an explanation of the elements of delivery and then each community rated their current “performance” in each element:

- *Relationships*: Do all the stakeholders know each other and work together?
- *Evidence*: Do you have research to support the case for walkability as well as data about how many people are already walking and how many want to walk?
- *Community Engagement*: Do the local residents support the idea of walkability and do they have opportunities to provide their input to plans when they are being developed?
- *Management Support*: Do the senior managers, who determine strategic direction and funding allocations, support walking?
- *Political Will*: Do local politicians understand and support walking?
- *Policy*: Do you have strategies, plans and policies that not only support walking, but give people/pedestrians priority over vehicles?
- *Technical Expertise*: Do the decision makers, consultants and other professionals have the skills and knowledge to design, build, manage and promote walking?
- *Resources*: Do you have investment, both financial and staffing, in walking projects?

Against each of these elements, the communities rated whether they thought they were High, Medium or Low, providing a snapshot of how the local authority and members of the community are currently managing walking. For example, there may be strong political statements supporting walking and good policies in place, but the local officers have insufficient expertise and resources to implement them.

## ► Homework

Based on the results of the Community Questionnaires and the Needs Analysis Workshop each community was then assigned “homework” to complete before their Roadshow visit. The intent of the homework was to develop ideas and clarify objectives for being involved in the Roadshow, to collate background material, consolidate motivation and build an agenda of activities for the event and plans for undertaking activities. A sample of the homework assignment is attached as Appendix C.

The combined results of the three processes outlined above determined the key themes and objectives for each community in preparation for the Roadshow visits.

# Introduction

## ► Roadshow

The Roadshow consisted of four components from which a unique agenda was built for each community. These components were developed to meet the varying needs of the target audiences, to attract and ensure broad engagement and appropriate input to the project in a time effective way.

1. Presentations: to inspire and motivate decision makers (including politicians)
2. Workshops: for professional training and development of ideas
3. Public Meetings: to engage community members
4. Community Walkabouts: for on-street learning and/or local audit and review

## ► Conference Report

For the Walk21 International Conference (Toronto October 1-4, 2007) each community was asked to present on their experience of the Roadshow, the activities it had generated and the overall impact on their work and commitment to creating walkable communities.

This six month update was presented as part of the plenary presentation about the project and in breakout sessions during the program. Delegates also participated in a pre-conference workshop to share experiences and learnings from the roadshow and to build networks of support between local participants.

## ROADSHOW COMMUNITIES

The ten communities that took part in the Roadshow were (in alphabetical order):

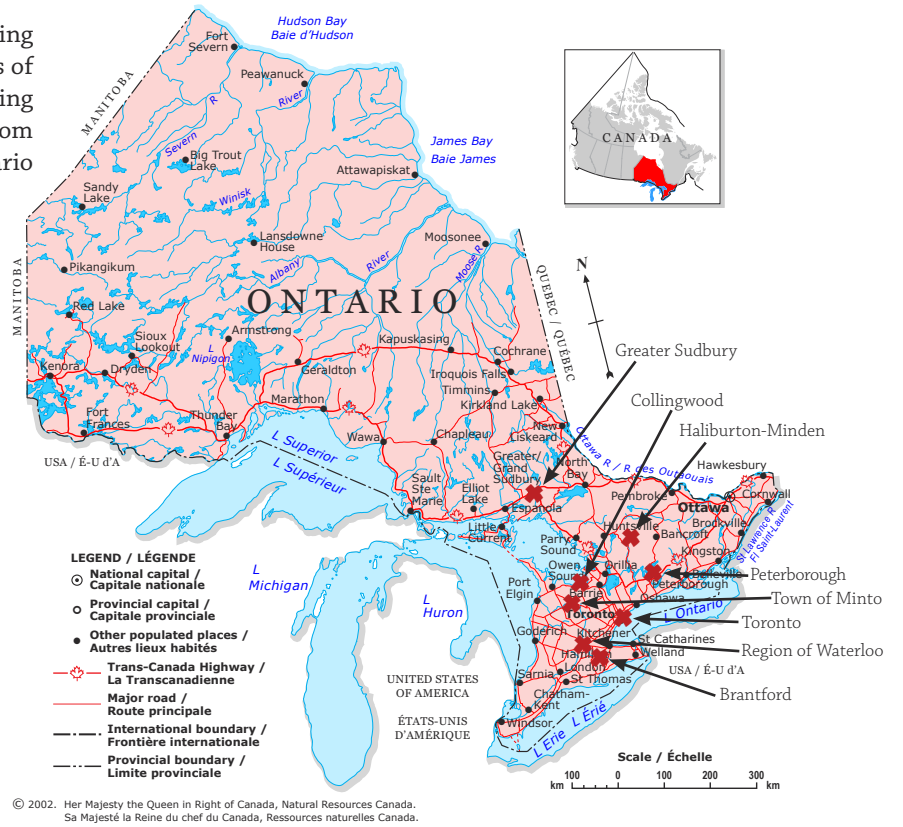
1. Brantford and Brant County
2. Collingwood
3. Haliburton
4. Halifax Regional Municipality (began process *after* Needs Analysis Workshop)
5. Minden (hosted joint Roadshow with Haliburton)
6. Town of Minto
7. Peterborough
8. Greater Sudbury (began process *after* Needs Analysis Workshop)
9. City of Toronto
10. Region of Waterloo

Some additional communities took part in the early stages of the process but did not continue on to host a Roadshow in their community.

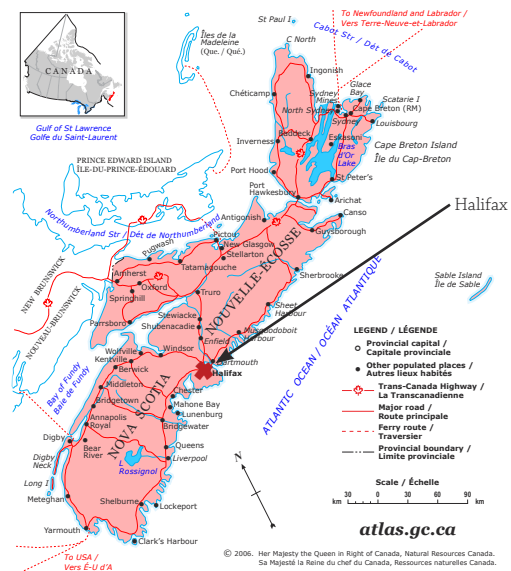
See below for maps depicting the locations of each participating community.

# Introduction

Map showing locations of participating communities from Ontario



Map of Nova Scotia showing the location of Halifax



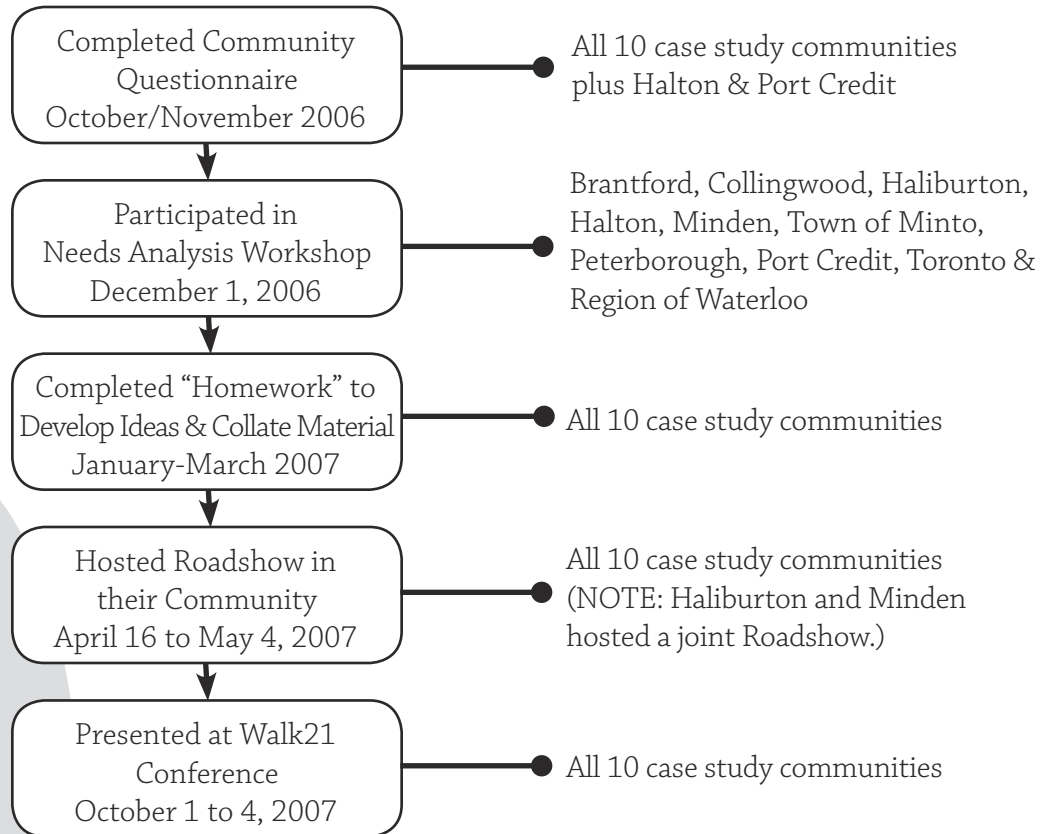


# Introduction

## ROADSHOW DETAILS

### ► Roadshow Process At-A-Glance

Communities each followed a slightly different path through the Roadshow process. The diagram below shows which communities participated in which phases.



### ► Roadshow Agendas

Each community had its own unique agenda for the Roadshow community visit, based on the needs identified earlier in the process. Each community’s agenda is included in their individual case study. The Schedule-at-a-Glance shows the chronological order in which the Roadshow community visits took place—see Appendix D.

### ► Roadshow Experts

Having identified the key themes and needs for each community, Walk21 drew on its international network of professionals to put together teams for the Roadshow that would be responsive to those needs and themes. Each team contained the expertise to inspire and motivate politicians and senior decision makers, to provide technical training and development for officers, and to facilitate and engage all participants

# Introduction

in the process. All members of the teams worked with local experts to identify opportunities and challenges for these communities to become more walkable.

The team of professionals who delivered the Roadshow were:

- Tom Franklin, Chief Executive, Living Streets, UK
- Lars Gemzøe, Associate Partner, Gehl Architects, Denmark
- Jacky Kennedy, Program Manager, Active and Safe Routes to School, Green Communities Canada, Canada
- Gil Penalosa, Executive Director, Walk and Bike for Life, Canada
- Jody Rosenblatt-Naderi, Assistant Professor of Landscape Architecture, Texas A&M University, USA
- Bronwen Thornton, Consultancy Services Manager, Living Streets/ Development Director, Walk21, UK
- Rodney Tolley, Conference Director, Walk21, UK
- Jim Walker, Chair, Walk21 and Director, The Access Company, UK

For background information on each expert, please refer to Appendix E: Expert Biographies.

## THE CASE STUDIES

A vast amount of information was collected and many ideas were generated through the Roadshow process. To facilitate easy sharing of this information, it has been organized and summarized into one case study for each community, with one exception. Because Haliburton and Minden hosted a joint Roadshow, these two communities have been included in a single case study, so there are a total of nine case studies, even though ten communities participated.

In the Roadshow Roundup section of this document, an overall summary of the project is presented, combining information from each community and sharing the experts' views on significant ideas, activities and outcomes.



*Luckily, map reading was part of the expertise mix!*

# Roadshow Roundup

The Roadshow was a success that exceeded not only the original objectives but also the expectations of those involved. It has made a difference to the communities that participated, through inspiration and skills transfer that now enable them to do much more for walking in their local environments. As a project responsive to local needs, the activities undertaken and outcomes realized varied substantially across the different centres. Common in all participating communities was the engagement of a diversity of stakeholders and a reported increase in interest and engagement across disciplines in creating walkable communities. In addition to the concrete changes on the ground, the Roadshow legacy of shared understanding, improved relationships and clear communication is a strong foundation for future work.

This Roundup presents a summary of the key elements of the Roadshow, including community objectives, activities undertaken, participation, media interest, outcomes and common themes. For more detail about each community, it is essential to read their individual case studies.

## COMMUNITY OBJECTIVES

Each community developed its own key themes and objectives for participation in the Roadshow. These were responsive to local needs, current planning and policy projects and potential target audiences. A number of common threads emerged, including:

- Revitalizing the downtown and/or giving walking a place in it
- Linking recreational walking trails into everyday walking destinations
- Shifting perceptions about walking from a leisure activity to active transportation
- Needing to address current pedestrian hotspots
- Collaborating with a diverse range of stakeholders
- Tackling big box and sprawling suburban development

Underlying all of these were responsibilities for addressing road safety and public health concerns for people in these communities, managing the impact of and on traffic, especially seasonal traffic and 'what to do about the snow?'.

## ACTIVITIES DURING THE ROADSHOW

### ► Presentations

Most communities identified a need to inspire their politicians and senior decision makers about the importance of walkable communities to gain not only leadership

# Roadshow Roundup

but also commitment for allocation of resources and service priorities. Breakfast meetings with a keynote speaker were held to attract this target group without disturbing their busy schedules. Pleasingly, on quite a few occasions, people chose to stay on for the day's activities at the expense of other commitments.

## ► Workshops

Long days of professional development, workshops, generating ideas and seeing how walking can be delivered through existing mechanisms were highly productive. In Waterloo, teams worked directly with real life examples and in Sudbury, participants condensed a massive brainstorming into three highly detailed, do-able projects. In one instance, a perception that 'technicians' could only give a half day out of their work was amended when the majority of attendees stayed for the full day.

## ► Public Meetings

Most communities held public meetings to engage local people and these were exceptionally well attended. People want walkable communities, want to be involved in the process and were not lacking in ideas for what could be done.

## ► Community Walkabouts

The teams undertook walkabouts in most communities, getting a flavour of the local environment and/or providing specific advice on issues. In Peterborough, the 'walkabout' was the focus of the Roadshow, with several hotspots visited and advice and ideas shared. In Collingwood the 'walkabout' was on bikes, as the distance to cover on their local trails was longer than the timetable allowed for a walk.

## PARTICIPANTS

The Roadshow was hosted by different groups in each community. In three communities—Collingwood, Haliburton and Minden—the Roadshow was hosted by non-government organizations. In the other communities, the Roadshow was hosted by municipal or regional government, some by health departments and some by transportation departments or planning.

The project brought together multi-disciplinary groups from across local municipalities and communities to work together on walkability. Health professionals sat at the table with transport professionals finding shared interests and building a common language.

# Roadshow Roundup

Non-government organizations, consultants and Councillors mixed with municipal staff and community volunteers to generate ideas and opportunities for their communities.

## MEDIA

Local media paid a lot of attention to the events of the Roadshow. This included television, radio, newspapers and articles in professional magazines. Nearly all of this coverage was positive, with only one provocatively negative article, written by someone who did not even attend the events or interview either the international or local experts. And again at the beginning of the conference, six months after the Roadshow events, attendees were asked to discuss the project on local radio.



*The Roadshow attracted media attention everywhere it went!*

## FEEDBACK

At the end of Roadshow activities within each community, participants were asked to complete an evaluation sheet. Feedback overall on these forms and anecdotally was overwhelmingly positive. The day(s) not only ‘kicked minds into a different gear’ but gave participants links to resources, ideas and technical know-how they hadn’t previously had access to. Many expressed a desire for ‘more time’ while a few commented on the enormity of material covered during the day. Nearly all identified new ways they could go about their work to improve walkability within their communities. A few constructive comments about venues, equipment, desire for more detail and language were also provided but did not detract from an overall positive experience.

You will find quotes from attendees throughout this report and in the Roadshow Evaluations section of each Case Study.

# Roadshow Roundup

## COMMON THEMES

While each community is unique and their engagement in this project has been distinctly individualized, unsurprisingly there were a number of common threads and shared themes to emerge from all of them.

### ► Street Networks

All the communities had (at least in some part) an urban fabric that is a sound foundation for supporting walkable communities. Many of the downtowns are designed on a grid system, which provides high levels of connectivity and capacity for providing alternative routes for vehicles or were small and compact enough for people to walk. And there is certainly plenty of space to reallocate! Road diets was an idea that found fertile ground among participants.

### ► Close the Roads or rather Open the Streets!

Many communities identified opportunities for closing roads to traffic and opening them to people during the summer months. Some were bold enough to suggest closures or rather openings at other times as well.

Maps with travel time (not just distance) marked on via minute circles (5, 10, 15 minutes) were identified as a great way to promote walking and encourage people to realize how close destinations actually are.

### ► Transport Planning

The need to comprehensively integrate walking with other transport modes and to incorporate trails into transport plans and maps was identified by many communities. For example, Collingwood's 'transport plan' is currently an 'arterial road network' and trails are captured on a separate plan. Combining these two documents will help balance the provision for all modes. The option of actually putting pedestrians at the top of a road user hierarchy – 'pedestrians first!' was a revelation to many, but readily embraced as a great way forward and an essential underpinning to all future decisions.

### ► Crossing Points

In communities where the road system is so big and wide and provision at intersections gives priority to motor vehicles, there is a strong need to pay careful attention to how pedestrians cross the road. Unfortunately, the experts observed poor quality crossing points for pedestrians in all communities and often where they needed the best provision. Situations like allowing vehicles to turn on a red

*'It has given us the language and confidence to ask for what we want'*

*'It has built trust and relationships with our council that we continue to grow'*

Participant Comments

# Roadshow Roundup

light, short crossing times, inconsistent request buttons and crossings where people have to give way to motor vehicles all undermine the status of pedestrians within the system and create confusion that can lead to unsafe actions by both walkers and drivers. Good crossing opportunities are essential for ensuring people feel safe, comfortable and connected to their communities and that crossing a busy road does not deter people from choosing to walk.

## HIGHLIGHTS OF THE CONFERENCE REPORTS

- Brantford/Brant County reported completing six of the eight actions they had identified as being achievable by October 2007, including road closures during the summer.
- Three communities have drafted pedestrian plans—Toronto, Minto and Waterloo—and when the conference commenced, Mayors from five of the 10 communities had signed the International Charter for Walking, with others planning to do so in the near future.
- Collingwood has identified 17 road crossings for their trails system that will be marked up by the municipality and had successful municipal challenges with a neighbouring community around active travel. They have also formed an Active Transportation Group to take initiatives forward.
- Several projects have moved ahead since the Roadshow, for example, Peterborough has done some visioning work for George Street South, building on the ideas discussed at their Roadshow walkabouts.
- The challenge of ‘shared space’ ideas from Hans Monderman about mixing vehicles and pedestrians got more than a few sceptics sitting up and paying attention, helping them to see beyond the here and now.

It was reported that the international experts gave the roadshow events status that attracted more attention and attendance than anticipated by the hosts. The presentation style of the experts—informal, positive, humorous—made attendees feel that creating a walkable community wasn’t necessarily an onerous task, but that it’s possible to do things differently!

# Community Case Study: CITY OF TORONTO



*Toronto is fortunate to have beautiful green spaces throughout the city*



*Vibrant downtown Toronto streets*

## ROADSHOW PROCESS IN TORONTO

Toronto's participation in the Roadshow consisted of the following steps:

Completed Community Questionnaire



Participated in Needs Analysis Workshop  
December 1, 2006



Completed "Homework" to Develop Ideas  
& Collate Material



Hosted Roadshow in their Community  
April 25/26, 2007



Presented at Walk21 Conference  
October 1 to 4, 2007





# Community Case Study: CITY OF TORONTO

Community  
Questionnaire

## BACKGROUND

Over the past 30 years the City of Toronto grew from 2 million to 2.5 million. The forecasted population growth for Toronto by the year 2031 is 537,000 additional residents and an employment growth of 544,000 additional jobs. To accommodate this growth, the City of Toronto Official Plan emphasizes the importance of building a policy framework that will allow for the creation of dynamic transit-oriented mixed use centres and corridors, where good walking environments are paramount.

Disturbingly, however, trends indicate that the growth in vehicle travel over this period will be even greater as the population continues to own more cars, and make more trips over longer average distances. According to the Ministry of Transportation, “By 2021 Greater Toronto Area vehicle passenger travel will likely increase by an additional 55%.” (Transportation Plan for the Greater Toronto Area and HOV, 1998)

The City’s road system cannot continue to accommodate car-dependent sprawl and, unless measures can be undertaken to curb the demand for vehicular travel, a state of gridlock will prevail in much of the regions’ transportation infrastructure.

To effectively move Toronto residents within and around the City, more road building is not the answer. The City cannot accommodate this type of infrastructure development, and this is an unsustainable model. Continuing to maintain Toronto as a vibrant place to live implies accommodating this population and employment growth through better transit, cycling and pedestrian networking.

The trend towards increased congestion has also meant an increase in poor air quality within the City and this affects the health of its residents. In recent statistics, Toronto Public Health estimates that 1,700 people die prematurely each year due to smog-related causes. Emissions from cars are one of the largest sources of smog-forming pollutants.



*Pedestrians enjoy a stroll on a trail by the lake*

# Community Case Study: CITY OF TORONTO

Community  
Questionnaire

Increasing vehicle traffic and higher levels of pollution and noise not only contribute to diminished space for pedestrians (sidewalks and public realm) but also impinge on the social and economic benefits of lively pedestrian environments.

In addition, the health of Toronto residents is also of concern with higher than average rates of inactivity. In Toronto, the rate of physical activity is at only 33 percent in the most recent national survey (Canadian Community Health Survey, 2000/01). This is significantly lower than Canadian and Ontario rates which are both 42.6 percent. A sedentary society faces increased health risk and premature death related to major chronic diseases.

Toronto Public Health indicates a number of factors contribute to this culture of inactivity. Two of these factors are of particular concern and relate directly to the City's pedestrian strategy:

1. A physical environment dominated by motor vehicle use and increasing distances to travel to jobs and services; and
2. A decreasing sense of neighbourhood safety. Neighbourhood characteristics such as road traffic, sidewalk safety, proximity to parks and playgrounds can either support or create barriers to physical activity.



*A sampling of the diversity of Toronto's different neighbourhoods*



*In the downtown core, Torontonians have good access to mass transit*

# Community Case Study: CITY OF TORONTO

Community  
Questionnaire

## ► **Community Context**

Key features of the City of Toronto are:

- Four distinct districts: Toronto/East York, North York, Scarborough and Etobicoke/York. The needs and current infrastructure vary among these districts with the biggest challenge being sprawl in the suburban areas which generates more motor vehicle travel.
- A multicultural city with a number of diverse neighbourhoods with distinctive characteristics.
- A green city, well known for the extensive ravine systems and excellent trails network which needs to be integrated with the street network.
- An established transit system that works well in the downtown core, but does not fully service the large dispersed population outside the downtown. There is an urgent need to review funding of transit and ensure that transit enhancements complement pedestrian access.
- Distinct downtown core which is fairly walkable with a grid pattern and wide sidewalks, but many inactive street frontages as well as high traffic volumes.

## ► **Pre-Roadshow Successes**

As a large city, Toronto has a broad range of achievements for pedestrians across portfolios and geographical areas. The highlights are listed below. A full inventory of programs, policies and actions can be found in Toronto Attachment A.

- Toronto Pedestrian Charter
- Accessibility Design Guidelines
- Access Management Guidelines
- Green Development Standards
- Essential Sidewalk Links Program
- Pedestrian Crossover Enhancement Program
- Pedestrian Countdown Signals
- Audible Pedestrian Signals
- Coordinated Street Furniture Program
- BIA Cost Share Program
- Active and Safe Routes to School
- Building Physically Active Communities
- Discovery Walks Program
- Traffic Safety Campaigns
- Pedestrian Safety Campaigns
- Zebra Crosswalk Policy

# Community Case Study: CITY OF TORONTO

Community  
Questionnaire

## ► Current Challenges

- The City of Toronto has a number of Divisions working on pedestrian issues but no common vision on pedestrian planning for the city as a whole. There is a need to not only establish a vision and strategic direction, but to focus and coordinate efforts across the organization behind the vision.
- Walkability is undervalued in planning decisions and so not given appropriate priority. There is a need to raise the profile of walking with local politicians and decision makers as well as technical officers and private consultants, so that they recognize the need for a balanced transportation system that supports all types of users.
- Sprawling suburban development is creating communities that are not walkable, not healthy and not vibrant and this will need redressing through planning systems and retrofitting facilities.

### School



*This intersection in a school zone needs to be safer for children walking*



*A walkable residential neighbourhood with wide sidewalks and a green buffer zone*

# Community Case Study: CITY OF TORONTO

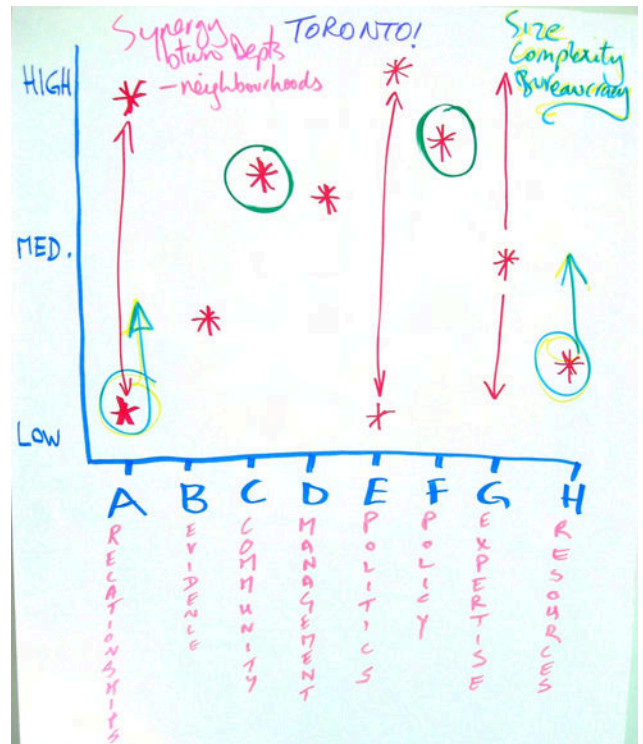
Needs Analysis Workshop  
December 1, 2006

## DELIVERY NEEDS ANALYSIS

Having identified what the community's current strengths and weaknesses in providing a walkable community are and what they wanted to achieve for walking, the focus of this workshop was to determine **how** they would go about delivering more walking. What are the key stumbling blocks and where are the sources of support?

During the workshop, City of Toronto representatives from Transportation Services and Toronto Public Health brainstormed their current level of progress on walkability against the eight elements of delivery. Results of this brainstorming are summarized here and in the chart shown below:

- *Relationships*: Toronto is somewhere along the whole axis—depends on the issue.
- *Evidence*: Toronto has really good data for some areas, but there are gaps; transportation services doesn't know everything health has, for example.
- *Community Engagement*: One thing Toronto does a lot of.
- *Management Support*: Varies from division to division.
- *Political Will*: Mayor is very supportive, but some Councillors are not. Toronto has support in principle, but sometimes when the sidewalk is being put in, the Councillors are not there to support it.
- *Policy*: Toronto has some great policies, but hard to implement them.
- *Technical Expertise*: Reality is Toronto has a whole range. They have pockets of expertise.
- *Resources*: Toronto thinks that some cities probably think they have lots of money, but in terms of their population base, their resources are quite low.



Toronto Graph: Brainstorming Against the 8 Elements of Delivery

# Community Case Study: CITY OF TORONTO

Homework

## **HOMEWORK**

### **► Motivation to Participate**

The City of Toronto is developing the Toronto Walking Strategy to be released late 2007/early 2008. The Toronto Walking Strategy is a visionary policy and implementation document that maps out the key elements to making Toronto a great walking city. It is intended to provide the framework for pedestrian policy, infrastructure and program development. The main theme of the strategy is “putting pedestrians first” in future city building and calls for a change in mindset from a transportation system designed solely for the automobile to one that places pedestrians at the top of the road user hierarchy. The strategy will attempt to lay out the elements needed to create a real “culture of walking” within the city and place emphasis on implementation projects that target areas of pedestrian infrastructure need and well travelled pedestrian corridors.

Toronto’s main objectives in participating in the Walkability Roadshow are to seek expert advice on:

- How to conduct a detailed audit of the City of Toronto’s walkability, identifying key areas that could be improved upon and highlighting ways to build on what is already working well.
- How to develop a comprehensive walking strategy for a larger city with many diverging interests and neighbourhoods.
- How to effectively coordinate staff, other interest groups and existing pedestrian policies, programs and activities so that there is a common message of the importance of a walkable Toronto.
- How to raise the profile of pedestrian issues and walking within the City of Toronto.
- How to raise awareness at the political level of the importance of a walkable Toronto.

The City of Toronto’s other motivations for participating in the Roadshow include:

- To be involved in a community driven project that highlights the importance of walkable communities.
- To work in partnership with neighbouring communities to raise the profile of the need for more liveable, walkable communities at both the provincial and federal levels of government.
- To understand the issues of other urban, suburban and rural communities in the pedestrian context and learn from their experiences.
- To build connections and a network of people doing similar work.

# Community Case Study: CITY OF TORONTO

Community Roadshow  
April 25/26, 2007

## THE WALKABILITY ROADSHOW

### Roadshow Agenda

The Toronto Roadshow had three events:

1. Professional Training Day (April 25): to focus on walkability audits
2. Public Meeting (April 25): to gather ideas and input from the community
3. Staff Workshop (April 26): to lay foundations for the Toronto Walking Strategy

### ► Professional Training Day

#### Experts

Bronwen Thornton, Rodney Tolley, Jim Walker

#### Attendees

A small staff group of 17 which included staff from City Planning, Transportation Services, and Health attended this workshop to develop their 'street eyes' to ensure they know how to 'see' the street from the perspective of all walkers, including children, elderly and disabled people and to see the potential for improvement.

#### Description

This was a hands-on training day involving the community of Weston, with staff spending a substantial proportion of the time on-street with the international experts. The audit area was comprehensive and included a local shopping street, residential streets, a railway crossing and station, car parks and a school.

The afternoon included discussion of radical ideas for sharing public space between all users (cars, people and bicycles) and how to present results to best effect, to engage absent stakeholders and to deliver change to the community.

#### Key Issues and Ideas

Areas such as Weston have suffered incremental change over time (for example, new poles put in as needed with no regard to visual and physical impact or potential to reduce clutter by sharing facilities) which has degraded the local shopping district and pedestrian environment. There is a need to:

- take a step back and look at the street as a whole, like a room, from the perspective of people walking, not just a collection of elements;
- think creatively about 'how it could be' rather than be blinded by 'what is'; and
- question assumptions and priorities on which previous decisions have been made.

# Community Case Study: CITY OF TORONTO

Community Roadshow  
April 25/26, 2007



*You get a great view of the new bins from this bench!*



*The narrow sidewalks are made almost unusable by the line of utility poles, so people opt for the spacious roadway*

To make an environment more walkable is more than just making it possible to traverse on foot. It requires making the environment attractive for people to walk, so that they choose to walk and spend time there. The same applies for transit—communities need to make it more attractive to walk to stops and wait. Therefore provision of good transit infrastructure such as bus stops and signage are key elements of a good walking environment.



*Transit stops need quality facilities to attract more transit clients*



*Attendees discuss walkability issues on-street*

The longer people spend in a place, the more money they are likely to spend, so places that attract people and encourage them to linger will support local shops and local economies.

For this location, key actions to make it more walkable include:

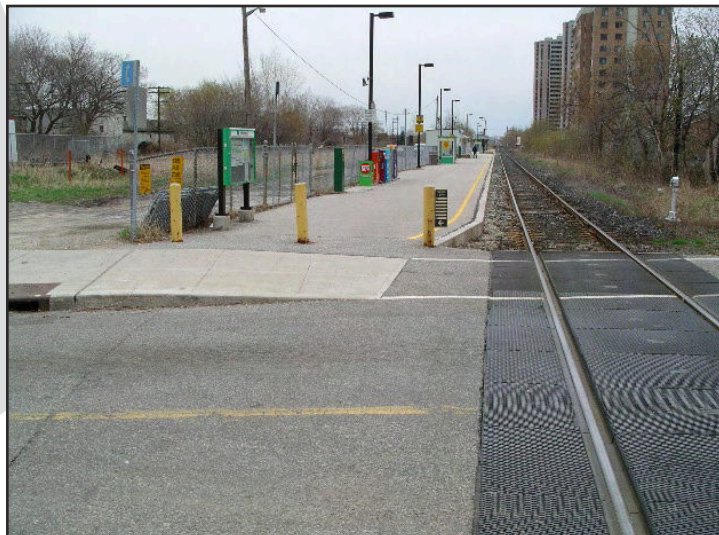
- Do a clutter review to remove all unnecessary street furniture, including the potential to consolidate items onto single poles, e.g. lights, signs and traffic signals.
- Improve the quality of the sidewalk surface so that it is safer for people to walk, especially older people who are more vulnerable to trip hazards.



# Community Case Study: CITY OF TORONTO

Community Roadshow  
April 25/26, 2007

- Implement a signage strategy so that local facilities such as the train station are clearly indicated.
- Review crossing points and re-engineer with pedestrian priority, removing inconvenient diversions.
- Provide safer crossing facilities for children at the intersection nearest the school.



*Stations need clear signage and good links into local neighbourhoods*

## ► Public Meeting

### Experts

Gil Penalosa, Jim Walker

### Description

The public meeting was well attended and following a number of presentations about the Roadshow and the importance of walkability, the attendees were divided into two groups to brainstorm their ideas for making Toronto more walkable. Over 30 ideas were generated and recorded (see Toronto Attachment B) including planting more trees, providing more benches and simplifying crossing types.

### Key Ideas

When asked for the top three ideas to forward on to the Mayor, the group selected the following:

1. Involve people at every stage of the Walking Strategy;
2. Reallocate road space in Toronto by narrowing roads and widening sidewalks; and
3. Place pedestrians at the top of the transport hierarchy in Toronto.

# Community Case Study: CITY OF TORONTO

Community Roadshow  
April 25/26, 2007

## ► Staff Workshop

### Agenda

8:40am: Walking Around the World (Rodney Tolley)

9:10am: Walking in Toronto - Where We Are Now?

Series of very brief presentations on the City's pedestrian policies, guidelines, programs and projects by the staff leading them

10:15am: Making Toronto's Streets (Beth Milroy and Paul Hess)

Presentation of the findings and recommendations of the "Making Toronto's Streets" report, followed by group work

11:15am: International Case Study 1 (Gil Penalosa)

LUNCH

1pm: International Case Study 2: London's Walking Plan (Jim Walker)

1:30pm: International Charter for Walking (Bronwen Thornton) followed by group work – assessing where Toronto is against the International Charter for Walking principles and actions

3:30pm: Summary and Conclusions

4pm: Finish

### Experts

Rodney Tolley, Gil Penalosa, Beth Milroy, Paul Hess, Jim Walker, Bronwen Thornton

### Attendees

Over 70 City staff attended the "Creating a Walking Strategy" workshop representing Transportation Services, City Planning, Toronto Public Health, Parks, Forestry and Recreation, Technical Services, Economic Development, City Manager's Office, Toronto Environment Office, TTC, and Toronto Police Services.

### Walking Around the World & International Case Study 1

Rodney Tolley and Gil Penalosa presented an overview of the benefits of walking and the need to prioritize pedestrian planning within cities. They showed examples from Bogotá, Denmark and Australia where innovative walking initiatives and pedestrian infrastructure projects were given first priority. Rod introduced the concepts of 'shared space' and 'naked streets,' raising awareness of the potential for these ideas to influence projects within the City of Toronto.

### Current Policies and Activities in Toronto

A coordinated staff presentation highlighted several pedestrian-related activities from various departments within the City in the "Where We Are Now" segment of the workshop.

# Community Case Study: CITY OF TORONTO

Community Roadshow  
April 25/26, 2007

## *The Institutional Framework for Street Construction*

Beth Milroy and Paul Hess presented their paper “Making Toronto Streets.” This presentation highlighted that the opportunities for changing streets are plentiful, modest in scale and widely spread throughout City functions. An interdepartmental team, clear policy direction and designated funding were highlighted by Milroy and Hess as key elements to change. In a facilitated session, staff reported back on the priorities for “Making Toronto Streets.”

### Summary of Priorities for “Making Toronto Streets”

1. Bold initiatives, test/pilot projects, design trials, suburban projects (pedestrian priority streets, shared streets, create destinations);
2. Public education, exposure, consultation, change in mindset/perceptions, community leadership;
3. Civic engagement, more cross-divisional coordination, change in divisional priorities to put more emphasis on pedestrians’ needs, change in mindset, coordinated processes;
4. Pedestrian auditing tools, pedestrian survey/studies, evaluation of case studies and providing feedback; and
5. Strong policies, enforcement, legislation, putting policies and guidelines into practice, positive messaging, language and action (walk the walk)

## *Learning from London: International Case Study 2*

Jim Walker presented on the Walking Plan for London. The plan includes a Mayor who was committed to making London “the most walking friendly city by 2015,” a sound policy framework with six key objectives, and a mapping exercise which highlighted need areas and tangible projects in each borough to be acted on.

He listed thirteen lessons learned through the development of the London Plan:

1. Commit to a people focused process
2. Work WITH people not for them
3. Be visionary and bold
4. Engage top down political support
5. Build local partnerships with practitioners
6. Make people accountable for delivery

# Community Case Study: CITY OF TORONTO

Community Roadshow  
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7. Set up a professional advisory panel
8. Learn from other successful modal models
9. Justify the benefits of investment
10. Plan for capital/revenue expenditure
11. Only ask for what can be spent and then spend it!
12. Collect and publish quantitative and qualitative data
13. Celebrate success

## Ideas for Toronto

Bronwen Thornton presented on the International Charter for Walking and how the eight principles of the Charter can be translated into pedestrian planning actions within the city. The group split into smaller teams to identify the issues, actions and major hurdles for Toronto in relation to the eight principles of the Charter. See Toronto Attachment C for Toronto's Table of Ideas.

## Highlights:

- Pedestrian crossing priority at intersections (e.g. left turns often get priority now)
- Get rid of boulevard parking bylaw (space for cafes, benches and trees)
- Street trees – make them a required public “utility”
- Finish missing sidewalks on collectors and arterials (add schools, parks and community centres) 160km @ 10 per year = 16 years not good enough!!  
Increase budget to \$5 million.
- No right turns on red
- “Pedestrian scramble” cycles
- Site Plan Approval – Require pedestrian and traffic impact study
- Define road user hierarchy – clarify Official Plan
- Adopt (publicly!) a hierarchy of road users as city policy – public buy-in is crucial
- Need someone to collect data (have a traffic data centre – need a pedestrian data centre)
- Develop interdepartmental working group
- Promotion and consultation – Pedestrian charter
- Pilot projects
- Deliver a draft walking strategy/ Oct. 2007 and then the tools and policies.
- Legislated car-free day

# Community Case Study: CITY OF TORONTO

Community Roadshow  
April 25/26, 2007

## ROADSHOW EVALUATIONS

About all three events that were part of Toronto's Roadshow, participants commented on how inspired they were to hear people talking about their neighbourhoods and the potential for walking in the city in such a fresh and practical way. They genuinely hoped that the conference would make a difference and were keen to be involved in making change happen. Particular feedback from the Staff Workshop included these comments about what attendees enjoyed:

- Meeting and sharing ideas with staff from other divisions
- Learning about international experiences
- Motivation of speakers – presentations of real solutions
- Being pushed to think about pedestrian realm in new ways
- Use of pedestrian charter to do group work – focus on real projects and deadlines for the conference.

Conference Presentation  
October 1-4, 2007

## POST-ROADSHOW

### ► Immediate Outcomes

The impact of the Professional Training Day on one participant is clearly demonstrated in an article Ron Hamilton, Supervisor, Traffic Engineering wrote for the *Ontario Traffic Conference* magazine. The full article is included as Toronto Attachment D, with selected excerpts below:

"I recently attended a one day session presented by an advance scouting party from the UK that will be heading up the Walk21 conference, to be held in Toronto in October. Now, I admit I went into this with the notion I was about to hear a lecture that would include 8-hours of automobile bashing and rah-rah for the 'green' alternatives. Human vs. automobile was part of the agenda but the most radical concept presented on this day suggested integrating motorists, cyclists and pedestrians in the same shared space....

While shared-space projects might be a few years off for many municipalities, we can all serve pedestrians and our communities better if we undertake 'Walkability' audits when looking at neighbourhood improvements. This requires getting our feet on the street and investigating the neighbourhood from the perspective of a pedestrian....

If we expect people and businesses to take pride in their community, those responsible for infrastructure improvements must take pride in the local community and not just consider those who are driving through it. If this means

# Community Case Study: CITY OF TORONTO

Conference Presentation  
October 1-4, 2007

reducing roadway capacity by clawing back road width and giving it back to pedestrians, so be it....

Most importantly, give people in your community a reason to become pedestrians once again.”

Two media interviews took place as well:

- CBC Radio: Here and Now
- CBC Radio: Ontario Today

## ► Progress & Next Steps

- Creating a culture of walking – October proclaimed walking month in Toronto and calendar of events being created.
- Toronto Walking Strategy discussion paper prepared for the October Walk21 Conference. Will gather feedback from experts at the conference and then release for general public consultation in the Fall.
- City of Toronto intra-divisional team organized to aid development of the Walking Strategy.
- Policy review to increase minimum walk time at intersections. Implementation of a new methodology for determining pedestrian crossing times that would make it safer for pedestrians at signalized intersections.
- New wayfinding on five trail systems in the City
- Public realm section within municipality now established.
- Co-host, with Green Communities Canada, the Walk21 Toronto conference October 1-4, 2007.
- Sustainable Transportation Strategy under development. Strategy recommends short term pedestrian proposals including: pedestrian zones and streets, pedestrian enhancement at intersections (could include scramble phasing), and pavement narrowings (widen sidewalks and enhance boulevard landscaping)

## ► Conference Report

At the Walk21 Conference in October 2007, each community gave a presentation about their Roadshow experience, current activities in their communities and progress since the Roadshow had visited. Key highlights are outlined below.

Toronto has been very busy not only preparing for the Walk21 Conference, but also in putting together the discussion paper for the Walking Strategy. Both were ready for October 1, 2007. In addition, the City has established a new department to be responsible for the Public Realm and allocated substantial funds to street furniture improvements.

# Community Case Study: CITY OF TORONTO

Conference Presentation  
October 1-4, 2007

The Mayor signed the International Charter for Walking at the opening reception for the conference.

The conference received exceptional levels of media interest with half a dozen television interviews, over 15 radio interviews and many articles in the local and national press and other journals.

Walking was top of the agenda during conference week with the launching of the Sustainable Transportation Initiatives - Short Term report that included a number of pedestrian related initiatives. It was a joint report from Transportation Services and City Planning and it went to the Public Works and Infrastructure Committee on October 3. The report was to be passed by Council at the end of October.

Short term (0-2 years) pedestrian initiatives in the report include: pedestrian zones and streets, pedestrian enhancements at intersections (walk time and scramble phasing - examples), improvements to the pedestrian realm and pavement narrowings. The key medium term (3-5 years) initiative is to create green corridors to the waterfront.



*David Miller, Mayor of the City of Toronto, signs the International Charter for Walking*



*Daniel Egan presents at the Walk21 Conference in Toronto*

## KEY CONTACT FOR CITY OF TORONTO

Daniel Egan  
Manager, Pedestrian and Cycling Infrastructure  
Transportation Services  
City of Toronto  
416-392-9065  
degan@toronto.ca

# Community Case Study: CITY OF TORONTO

## TORONTO ATTACHMENT A: INVENTORY OF TORONTO'S PROGRAMS, POLICIES & ACTIONS

Description of Project/Program/Action	Division Lead	Staff Contact	Status	Budget ('07)	Reference
<b>Policy</b>					
<b>Official Plan</b> - The Official Plan policies focus on creating a walkable Toronto and highlights the importance of pedestrian activity as a part of a vibrant city. The following key areas are highlighted within the Plan: - Create a built form and urban environment that encourages and supports walking throughout the City - Ensure safe, comfortable, attractive and convenient pedestrian conditions - Access to public spaces and buildings for everyone - Streets to be designed to perform diverse roles, balancing the needs of all road users - Support of the Toronto Pedestrian Charter and programs that encourage walking in the City.	City Planning	Kerri Voumvakis/Greg Stewart	Ontario Municipal Board issued Order No. 1928 on July 6, 2006 bringing majority of the Official Plan into force	N/A	<a href="http://www.toronto.ca/torontoplan/">www.toronto.ca/torontoplan/</a>
<b>Secondary Plans</b> - Part of Official Plan and lays out more detailed policies for specific areas in the City. These policies address streets and in terms of pedestrians most plans offer broad policy statements on pedestrian connections to transit and neighbourhood and concern with improving the streetscape environment. In addition some of these plans address pedestrian safety.	City Planning	District Community Planners	various	N/A	<a href="http://www.toronto.ca/torontoplan/official_plan.htm">www.toronto.ca/torontoplan/official_plan.htm</a>
<b>Waterfront Plan</b> - The pedestrian and cycling strategy within the Waterfront Plan highlights these key themes: removing barriers and making connections, building a network of cycling and pedestrian facilities, creating dynamic and diverse communities through urban design and promote a clean and green environment. The Central Waterfront Pedestrian Plan is based on two key principles: 1. that all roads (except Gardiner) are pedestrian facilities and 2. continuous pedestrian access along the water's edge.	City Planning				<a href="http://www.toronto.ca/waterfront">www.toronto.ca/waterfront</a>
<b>Pedestrian Charter</b> - Adoption of the Toronto Pedestrian Charter encourages and supports walking in the City of Toronto as a safe, comfortable and convenient mode of urban travel. Prepared by the City's Pedestrian Committee.	City Planning/Transportation Services	Greg Stewart/Daniel Egan	Adopted by Council 2002	N/A	<a href="http://www.toronto.ca/pedestrian/">www.toronto.ca/pedestrian/</a>
<b>Our Common Grounds</b> - Adopted by Council as the Strategic Plan for Parks, Forestry & Recreation, OCG provides goals, targets and 53 specific recommendations to address environmental stewardship, social and physical development of children and youth and lifelong physical activity for all Toronto residents.	Parks, Forestry & Recreation	Alex Shevchuk	Adopted by Council 2004	No budget	<a href="http://www.toronto.ca/parks/renaissance.htm#common">www.toronto.ca/parks/renaissance.htm#common</a>
<b>Environment Plan</b>	Toronto Environment Office	Mark Bekkering	Adopted by Council 2000, Status Reprint 2004.		
<b>Clean Air Action Plan</b>	Toronto Environment Office	Mark Bekkering			
<b>Planning and Review (Processes)</b>					
<b>Transit Oriented Development Review</b> - Function is to review City of Toronto circulated development applications to review the quality of pedestrian-transit connections including waiting areas at stops, walkway distances between bus stops and developments, and entrance connections to subway stations.	TTC	Mary-Anne George, Sr. Transportation Planner, Service Planning	Ongoing	N/A	
<b>Development Approval Process</b> - A number of pedestrian improvements are considered during the review of applications, including new pedestrian linkages within the site and also connections to surrounding areas, public easements, direct connections to transit facilities, connections to the path system, streetscape improvements, consolidation and location of access points, etc.	City Planning, Transportation Services, Technical Services	Various		N/A	
<b>The Path Network</b> - Opportunities for expansion through the development approval process, and other projects such as the Union Station Northwest Path EA					<a href="http://www.toronto.ca/path">www.toronto.ca/path</a>
<b>Guidelines</b>					
<b>Accessibility Design Guidelines</b> The Accessibility Design Guidelines can be used by all sectors to conduct accessibility audits and to plan developments as we work towards making Toronto a "barrier free" community.	City Manager	Ceta Ramkhalawansingh	Adopted by Council 2004	N/A	<a href="http://www.toronto.ca/diversity/pdf/accessibility_design_guidelines.pdf">www.toronto.ca/diversity/pdf/accessibility_design_guidelines.pdf</a>
<b>Vibrant Streets</b> - Placement criteria for street furniture. Intended to standardize street furniture on arterial streets; including transit shelters, newspaper boxes, bicycle racks and waste and recycling bins.	City Planning /Transportation Services	Alka Lukatela/ Angie Antoniou	Adopted by Council 2006	N/A	
<b>Pedestrian Refuge Islands Guidelines</b> The purpose of the Guidelines is to provide a consistent City-wide approach to the implementation of pedestrian refuge islands	Transportation Services	Lisa Ing	Report and Guidelines adopted by staff (2002/2004)	N/A	
<b>Drive-Thru Guidelines</b> Support new rules for drive-thrus to minimize negative impact on pedestrian environment. Drive-thrus are recognized as a separate land use category in 2004. The guidelines were based on OP policies to enhance the public realm, improve pedestrian environment and create a high quality "built form".	City Planning	Alka Lukatela	Approved by Council June 2005 for Community Consultation	N/A	<a href="http://www.toronto.ca/planning/urbdesign/drivethrough.htm#guidelines">www.toronto.ca/planning/urbdesign/drivethrough.htm#guidelines</a>
<b>Streetscape Manual - Draft</b> Describes a streetscape hierarchy that identifies how different types of arterial streets are to be given different design details for urban design treatments on city or private developments. Linked with Civic Improvement Program	City Planning	Alka Lukatela	Working draft that builds on the former City of Toronto Streetscape Manual of 1997	N/A	



# Community Case Study: CITY OF TORONTO

Description of Project/Program/Action	Division Lead	Staff Contact	Status	Budget ('07)	Reference
<b>Design Guidelines (Area Specific)</b> These guidelines include development, context or area plans for large sites, guidelines for sites which will be developed in phases and guidelines for nodes or the development of discrete sections of Avenues or major streets.	City Planning	Various City Planning staff	Adopted by Council July, 2004	N/A	<a href="http://www.toronto.ca/planning/urbdesign/guidelines.htm">http://www.toronto.ca/planning/urbdesign/guidelines.htm</a>
<b>Parking Lot Guidelines - The Guidelines are based on two underlying design priorities: enhancing the built environment and supporting the natural environment. There is a specific section within the guidelines titled "Pedestrian Access and Circulation" which details design guidelines for pedestrian comfort, convenience and safety within and adjacent to surface parking lots</b>	City Planning	Allison Reid	Under development	N/A	
<b>Urban Design Handbook</b>	City Planning	Alka Lukatela	?	N/A	?? I have the old handbook from 1997--it seems to e a guide that merges all the existing urban design guideliens and design policies from the OP - de we need it on this list??
<b>Access Management Guidelines - Allow for the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway. The guidelines will ensure access management is provided to vehicle access to land development in a manner that preserves the safety and efficiency of the transportation system, with due respect to other users of the right-of-way, such as:pedestrians, cyclists and transit.</b>	Transportation Services	Naz Capano	Under review	N/A	
<b>Toronto Green Development Standard - Adoption of enhanced targets for site and building design that address matters of sustainability. This includes pedestrian infrastructure such as pedestrian scaled building design, landscaping, lighting, signage and pedestrian paths to transit linkages. The purpose is to encourage walking as a clean air alternative.</b>	City Planning	Joe D'Abramo	Adopted in principle by Council in July 2006	N/A	<a href="http://www.toronto.ca/environment/greendevlopment.htm">www.toronto.ca/environment/greendevlopment.htm</a>
<b>Design Criteria for Review of Tall Building Proposals - Guidelines emphasis is on enhancing the public realm and ensuring that new tall buildings fit well within their existing and planned context. These guidelines instruct that new tall buildings should provide amenity for the adjacent street and open spaces and to ensure that these areas are attractive, comfortable and functional for pedestrians.</b>	City Planning	Alka Lukatela	Adopted by Council 2006	N/A	<a href="http://www.toronto.ca/planning/pdf/tallbuildings_udg_aug17_final.pdf">http://www.toronto.ca/planning/pdf/tallbuildings_udg_aug17_final.pdf</a>
<b>Urban Design Guidelines for Community Safety - The guidelines outline ways to improve community safety through the proper and effective planning and design of the physical environment. One of the most important measures of public safety is how we feel on our streets. The guidelines emphasize how streets need to be organized and designed to support community safety goals.</b>	City Planning	Robert Stephens	Under review	N/A	
<b>Travel Demand Management Guidelines</b>	City Planning	Greg Stewart	Under development	N/A	
<b>Technical Guidelines for Placement of Transit Stops - The TTC's goal is to work with City staff to make the 9500 bus and streetcar stops comfortable, safe and fully accessible.</b>	TTC	Malcolm Kerr, Supervisor of Stops Administration, Service Planning	Ongoing	N/A	
<b>Programs</b>					
<b>Pedestrian Crossover Enhancement - Arterial Roadways</b> 61 pedestrian crossovers (PXOs) on arterial roadways will be replaced with traffic control signals. The remaining 269 pedestrian crossovers on arterial roadways will undergo visibility enhancements to flashing beacons, signs and pavement markings.	Transportation Services	Jacqueline White	Adopted by Council 2006	\$3,630,000 (\$10.2 M over 5 years; \$6.6 M over next 4 years - 2008 to 2011)	
<b>Pedestrian Countdown Signals -</b> Transportation Services is installing count down signals to improve the safety of pedestrians by showing pedestrians the amount of time remaining to safely cross the street.	Transportation Services	Bruce Zvaniga	Adopted by Council 2006	Net = 0 No incremental cost	
<b>Essential Sidewalk Links -</b> City-wide program to construct new sidewalks on both sides of arterial and collector roads which currently lack sidewalks	Transportation Services	Daniel Egan/Lisa Ing	Adopted by Council 2002	\$2,000,000 (per Year)	
<b>Sidewalk Maintenance Capital Budget -</b> Funds are for reconstructing sidewalks in conjunction with road resurfacing, road reconstruction and with utility repairs projects. <b>Sidewalk Snow Clearance (Operating Budget)</b> - Funds are for mechanical sidewalk and manual clearing at narrow sidewalks, walkways, stairs, bus stops, crosswalk and sidewalk snow clearing for seniors and disabled persons registered in the City. Routine sidewalk inspection occurs year-round.	Transportation Services	Various District Road Operations staff	Annual Transportation Capital and Operating Budgets	\$7.6 M for sidewalk reconstruction; \$13.0 M for sidewalk winter maintenance	
<b>Audible Pedestrian Signals -</b> APS has been installed at 101 signalized intersections. Each year an additional 10 to 15 signalized intersections are installed with APS. Two audible tones are used to indicate the direction in which the pedestrian right-of-way is.	Transportation Services	Bruce Zvaniga/Linda Lee	Annual Transportation Capital Works Program	\$670,000	<a href="http://www.toronto.ca/transportation/traffic/ped_signals.htm">www.toronto.ca/transportation/traffic/ped_signals.htm</a>

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Description of Project/Program/Action	Division Lead	Staff Contact	Status	Budget ('07)	Reference
<b>Civic Improvement Program/Public Realm Improvement Program</b> Intended to guide city decisions in capital investment for improvement of public spaces including streets, plazas, parks and public buildings. <a href="#">Linked with Streetscape Manual</a>	City Planning	Alka Lukatela	Annual Program	\$3.0 million	<a href="http://www.toronto.ca/planning/urbdesign/pdf/civicimprove_pt_report_09/60s.pdf">www.toronto.ca/planning/urbdesign/pdf/civicimprove_pt_report_09/60s.pdf</a>
<b>Accessible Transit Service Plans</b> This report details the TTC's plans to make their services more accessible to people who have mobility difficulties.	TTC	Glenn Johnston, Sr. Planner System Accessibility, Service Planning	Plan and/or progress report produced annually	N/A	<a href="http://www.toronto.ca/ttc/pdf/accessible_transit_service_plan_2005.pdf">www.toronto.ca/ttc/pdf/accessible_transit_service_plan_2005.pdf</a>
<b>Promoting Walking</b>					
<b>Active and Safe Routes to School</b> - A school based program that encourages safe and active travel to and from school. A collaborative initiative amongst families, schools and community, Active and Safe Routes to School involves working with Transportation Services, Police Services and Green Communities Canada.	Public Health	Ann Birks	Ongoing (Promotion and Implementation only)	\$8,000	<a href="http://www.toronto.ca/health/shs/jr_pap.htm">www.toronto.ca/health/shs/jr_pap.htm</a>
<b>Smart Commute</b> - A program that encourages the reduction of single occupant vehicle trips to workplaces by offering a menu of sustainable transportation choices to employees. This menu can include strategies such as ride matching, discounted transit passes, vanpooling, cycling and walking promotional and infrastructure measures.	City Planning - Public Health	Greg Stewart/Lorraine Fung	Funded until December 2007. Program will be reviewed at the end of this time	\$120,000	<a href="http://www.smartcommute.ca/">www.smartcommute.ca/</a> <a href="http://www.Saferoutestoschool.ca">www.Saferoutestoschool.ca</a>
<b>Get Your Move On</b> - To increase physical activity levels in Toronto by creating more opportunities and reducing barriers to enable all residents to be physically active where they live, work and play	Public Health	Marinella Arduini	On hold	On hold	<a href="http://www.toronto.ca/getyourmoveon/index.htm">www.toronto.ca/getyourmoveon/index.htm</a>
<b>Building Physically Active Communities</b> - A program that has four major components: a pedometer lending program in high priority neighbourhoods, establishment of new walking clubs with a built-in social support component, development of leadership opportunities for newcomers and recent immigrants, and implementation of Stairway to Health signage in public places.	Public Health	Marinella Arduini	Beginning in Spring 2006	\$56,000	
<b>20/20 The Way to Clean Air</b> - A GTA social marketing campaign, promoting energy use and vehicle use reduction. The program provides participants with tips on alternative transportation including walking and running.	Public Health	Jill McDowell	Ongoing	Grant	<a href="http://www.toronto.ca/health/2020">http://www.toronto.ca/health/2020</a>
<b>Smog and your health</b> - Provides advice to Toronto residents on how they can protect their health from heat and poor air quality while being physically active	Public Health	Lorraine Fung	Ongoing	\$10,000	<a href="http://www.toronto.ca/health/smog">http://www.toronto.ca/health/smog</a>
<b>Air Quality Health Index (AQHI)</b> The AQHI will be piloted in Toronto beginning in the summer of 2007. This tool will provide a scale of 1-10 and will provide guidance on ways to protect health while being physically active	Public Health	Monica Campbell	New	Grant	
<b>Parks &amp; Trails Map</b> - Shows system of trails, walking routes, access points, TTC stops, trail amenities etc. in city parks and open spaces in city wide format and in highlighted areas of the city.	Parks, Forestry & Recreation	Alex Shevchuk	Ongoing	No budget	<a href="http://www.toronto.ca/parks/maps.htm">www.toronto.ca/parks/maps.htm</a>
<b>Discovery Walks Program</b> - Ten walking routes in different parts of the city to highlight natural, cultural and heritage resources in the city. Way finding signs and free maps guide walkers.	Parks, Forestry & Recreation	Jerry Belan	Ongoing	No budget	<a href="http://www.toronto.ca/parks/recreation_facilities/discovery_walks/discover_index.htm">www.toronto.ca/parks/recreation_facilities/discovery_walks/discover_index.htm</a>
<b>Special Projects and Studies</b>					
<b>Union Station Pedestrian Study</b> - Information collected to study pedestrian movement in and around Union Station. Includes pedestrian count data.	City Planning	Tim Laspa	Phase 1 & 2 completed, Phase 3 to be Initiated	\$400,000 (Phase 1&2)	<a href="http://www.toronto.ca/union_station/pedestrian.htm">www.toronto.ca/union_station/pedestrian.htm</a>
<b>Union Station - Northwest Path E.A.</b> - To study path link alignment from Union Station (York/Front) to Wellington/Front to act as a relieve for central path network as it exists.	City Planning	Tim Laspa	on-going/completion end of 2007	\$430,000	<a href="http://www.toronto.ca/union_station/pdf/union_station_path_connection_public_meeting_docs.pdf">www.toronto.ca/union_station/pdf/union_station_path_connection_public_meeting_docs.pdf</a>
<b>Pedestrian Collision Study</b> - To identify the most common types of collisions that occurred with the ultimate goal of developing countermeasures to reduce pedestrian/motor vehicle collisions.	Transportation Services	Steven Kodama	Completed early 2007	No budget	<a href="http://www.insideto.toronto.ca/west/transportation/tmc/dscb/safety/ped_collision/only_exe_summary">www.insideto.toronto.ca/west/transportation/tmc/dscb/safety/ped_collision/only_exe_summary</a>
<b>Avenue Studies</b> - In the new Official Plan one of the areas where potential growth is encouraged is along the Avenues (as identified on Map 2 of the OP). Each year the Community Planning staff undertake specific Avenue studies. The studies not only identify the redevelopment potential, but the opportunities and constraints for height, density, massing, built form, transportation issues and community needs and desires. (Examples include portions of Bloor St. W., Kingston Rd., Lakeshore Blvd.)	City Planning	District City Planning Staff/ Gary Wright	on-going/completion end of 2007	?	<a href="http://www.toronto.ca/planning/newtoronto.htm#avenue">http://www.toronto.ca/planning/newtoronto.htm#avenue</a>
<b>Railway Corridor Crossings</b> - Opportunities for new grade separated pedestrian crossings. Examples of potential improvements include Liberty Village Tunnel connection to King Street West, West Donlands Bridge Connection to the east side of the railway/ Don River Corridor, and the Niagara Neighbourhood to Fort York Bridge connection. Opportunities to improve existing underpasses are also considered (eg. new teamways on York Street and Bay Street)					
<b>Licensing and Enforcement</b>					
<b>Boulevard Cafes</b> - Chapter 313, Former Toronto Municipal Code, Section 36 - Boulevard cafes. Permits industrial or commercial uses in the boulevard where they do not obstruct the sidewalk.	Municipal Licensing	Kim Belshaw	Permit	N/A	<a href="http://www.toronto.ca/licensing/rdallow_permit.htm">www.toronto.ca/licensing/rdallow_permit.htm</a>
<b>Street Vending</b> - Chapter 313, Former Toronto Municipal Code, Section 13 - Shopkeepers vending on sidewalk adjacent to store. Permits industrial or commercial uses in the boulevard where they do not obstruct the sidewalk.	Municipal Licensing	Kim Belshaw	Permit	N/A	<a href="http://www.toronto.ca/licensing/rdallow_permit.htm">www.toronto.ca/licensing/rdallow_permit.htm</a>
<b>Boulevard Marketing</b> - (Merchandise Displays) Chapter 313, Former Toronto Municipal Code, Section 35 - Temporary marketing enclosures. Permits industrial or commercial uses in the boulevard where they do not obstruct the sidewalk.	Municipal Licensing	Kim Belshaw	Permit	N/A	<a href="http://www.toronto.ca/licensing/rdallow_permit.htm">www.toronto.ca/licensing/rdallow_permit.htm</a>
<b>A-Frame and Mobile Signs By-Law</b> - By-Law regulates control of the placement, size, design and number of mobile signs displayed across the City where they do not obstruct the sidewalk.	Municipal Licensing	Frank Weinstock	Permit	N/A	<a href="http://www.toronto.ca/licensing/rdallow_permit.htm">www.toronto.ca/licensing/rdallow_permit.htm</a>

# Community Case Study: CITY OF TORONTO

Description of Project/Program/Action	Division Lead	Staff Contact	Status	Budget ('07)	Reference
<b>Research and Data Collection</b>					
<b>Annual Pedestrian Collision Leaflets</b> - Provision of pedestrian collision leaflets, pedestrian counts, <b>intersection counts and other traffic counts</b>	Transportation Services	Steven Kodama	Staff	?	
<b>Transportation Tomorrow Survey (TTS)</b> - This telephone survey is conducted every 5 years within Toronto and surrounding regions with a target of 5% random sample of households throughout the survey area. It contains detailed demographic information on members of a surveyed household and a ledger of travel information over an entire weekday. Walking information is incomplete because it only captures "Walk to Work and to School" data.	Data Management Group - U of T.	City Planning - <b>Joanna Kervin</b>	ongoing in 2006, complete 2007	Budget spread over 3 years (\$80,000/yr)	
<b>Area Based Transportation Travel Surveys</b> - These surveys collect information on the am peak <b>period</b> travel characteristics in certain areas of the city. Trip purpose, mode and timing are all measured for individual members of a household. Areas where data has been collected include Waterfront, Kings, St. Clair, Scarborough Civic Centre, North York Civic Centre, Yonge/Eglinton, <b>Kingston Rd.</b>	City Planning	Various Transportation Planning staff	2 or 3 areas in 2007	\$50,000(approx.)	
<b>Health Impact of Traffic on Health</b> - Will estimate the air pollution impact of traffic on health in Toronto and review policies that facilitate and promote active transport.	Public Health	<b>Monica Campbell</b>	Staff	N/A	
<b>Safety and Injury Prevention</b>					
<b>Interactive Wheel Safety Display</b> - Staff promote wheel safety, summer safety, proper helmet and pedestrian safety at various community events across the City of Toronto.	Public Health	Denise DePape	Ongoing Program (Responds to AD HOC Requests)	Covered in General Program Costs	
<b>Injury Prevention Week/Safe Kids Week</b> - Staff provide consultation and resources to teachers to complement their curriculum throughout the year and during special awareness weeks such as on topics related to injury prevention - pedestrian safety could be one of the topics addressed.	Public Health	Kerri Richards/Denise DePape	Ongoing Consultations	Covered in General Program Costs	
<b>Request a Stop Program</b> - Improve pedestrian safety by allowing a passenger, in the evening, to request to be let off the bus at a location that is closer in walking distance to their destination.	TTC	Malcolm Kerr, Supervisor of Stops Administration, Service Planning	Ongoing Program	N/A	
<b>Traffic/Pedestrian Safety Campaign</b> - Annual traffic safety/awareness campaign to encourage safer behaviour by both pedestrians and drivers.	Transportation Services	Daniel Egan/Steve Johnston	Annual Transportation Capital Works Program	\$200,000	<a href="http://www.toronto.ca/transportation/pedestrian/safety_programs.htm">www.toronto.ca/transportation/pedestrian/safety_programs.htm</a>
<b>Toronto Police Pedestrian Safety Campaign</b>	Toronto Police Services	Lee Bishop/ <b>Anthony Lawson</b>	Bi-annual Program	0	
<b>Zebra Crosswalk Policy</b> - Zebra crosswalk markings have been adopted as the standard crosswalk marking treatment for signalized intersections and pedestrian crossovers to increase the visibility of the crossing and to enhance pedestrian safety.	Transportation Services	Lisa Ing	Adopted by Council 2006	Incorporated in Transportation Services Capital Projects.	

# Community Case Study: CITY OF TORONTO

## **TORONTO ATTACHMENT B: IDEAS FROM PUBLIC WORKSHOP APRIL 25, 2007**

Question: How do we make our communities more walkable?

1. Plant more trees to soften the landscape and provide a shady buffer between traffic and pedestrians
2. Reallocate road space by dieting the provincial standard given to cars and widening the sidewalks
3. Add benches and create seating areas which attract people to stay and pause.
4. Enforce the law that stops parking on sidewalks and stop fining people for jay walking.
5. Provide separate cycling and walking paths and crossings in downtown Toronto as well as the suburbs like they do in Tokyo, etc.
6. Give us naked streets based on the Hans Monderman models
7. Close streets every Sunday including Yonge, Spadina, Queen, etc., all on the subway loop.
8. Measure current behaviour and the indicators of successes such as the number of cafés with on street seating.
9. Create and sign shortcuts to get people off the grid
10. Clear the snow as a priority on the pedestrian network - in parks and on bridges, etc.
11. Coordinate and integrate the transport network so that people on foot are provided for getting to public transit
12. Prioritize station access improvement for pedestrians and other key walkable places
13. Pedestrianize Yorkville, Esplanade, Kensington, Ryerson and St George
14. Encourage police to patrol on foot across Toronto on MVS
15. Give more time to pedestrians to cross at traffic signals
16. Provide scramble crossings to allow people to cross on the diagonal or in any direction.
17. Provide exclusive phases for pedestrians
18. Simplify the different crossing types
19. Provide faster button responses for pedestrians
20. Install more planters to slow traffic and provide additional seating
21. Remove physical and visual clutter/street furniture
22. Eliminate barriers to crossing major roads, railway tracks and elevated highways
23. Create positive spaces under the Gardiner Expressway.
24. Provide stronger links between Downtown and the Lake
25. Develop planning guidance which understands the needs and impact of development on pedestrians and influence the design review panel
26. Promote small scale retail and work with retailers to make the economic case for pedestrian planning
27. Double the number of outdoor cafés in Toronto
28. Plan out wind tunnel effects of tall buildings
29. Waymark key destinations within 10 minutes walk
30. Encourage mixed-use neighbourhoods
31. Develop walkways connecting our parks and urban environments
32. Develop wider standards for sidewalks
33. Re-write the Highway Traffic Act to improve priorities for pedestrians

# Community Case Study: CITY OF TORONTO

## TORONTO ATTACHMENT C: TORONTO'S TABLE OF IDEAS

The table below summarizes Toronto's plans for the future and shows how the ideas fit within the International Charter for Walking.

Charter Principle	Issues	Ideas	By October		
			2007	2008	2012
1. Increased inclusive mobility	<ul style="list-style-type: none"> <li>Barriers for disabled persons                             <ul style="list-style-type: none"> <li>Subway access</li> <li>Expressway crossing at major roads</li> </ul> </li> <li>Barriers to comfortable pedestrian ways/sidewalks                             <ul style="list-style-type: none"> <li>Planters, street furniture, publishing boxes, clutter</li> <li>Garbage collection (bags, containers, etc.)</li> </ul> </li> <li>Funding for implementation of pedestrian features (e.g. Audible pedestrian signals, isn't meeting current demand)</li> <li>Streetcar Loading – not accessible (low floor)</li> <li>Accessibility to buildings &amp; roadways – many still need to be retrofitted with ramps.</li> <li>Inadequate enforcement of by-laws (e.g. A-Frames, poster advertising panels)</li> <li>Language barriers for some (e.g. Wayfinding)</li> </ul> <p>Major Hurdles</p> <ul style="list-style-type: none"> <li>Political will/buy-in</li> <li>Community education/support</li> <li>Staff co-ordination</li> <li>Budget priorities</li> </ul>	<ul style="list-style-type: none"> <li>Enforcement of By-laws</li> <li>Ongoing improvement/compliance of accessibility guidelines for buildings</li> <li>Co-ordination/Organization of street furniture</li> <li>Pedestrian crossing priority at intersections (e.g. left turns often get priority now)</li> <li>Re-allocating existing operating/capital budget to promote pedestrian improvements over auto-related improvements</li> <li>Try more pilot projects                             <ul style="list-style-type: none"> <li>Tactile strips at intersections</li> </ul> </li> <li>Crossing treatments/controls (scramble phase)</li> <li>Guidelines for accessible pedestrian signals</li> </ul>	X	X	X

# Community Case Study: CITY OF TORONTO

Charter Principle	Issues	Ideas	By October		
			2007	2008	2012
2. Well designed and managed spaces and places for people	<p>Major Hurdles</p> <ul style="list-style-type: none"> <li>• Political will for pilots and policy</li> <li>• Public support for pilots</li> <li>• Borrow funds from all departments</li> </ul>	<ul style="list-style-type: none"> <li>• Get rid of boulevard parking bylaw (space for cafes, benches and trees)               <ul style="list-style-type: none"> <li>• 2007 Pilot : One per district</li> <li>• 2008 Pilot: Permanent</li> <li>• 2012: 100% complete</li> </ul> </li> <li>• Convert on-street parking to bike parking or public space (widen sidewalks) and freeing up space for more social uses               <ul style="list-style-type: none"> <li>• 2007 Pilot: 4 per district</li> <li>• 2008 Arterials : All Districts</li> <li>• 2012: 100% complete</li> </ul> </li> <li>• Wayfinding signage system for: parks system and streets – linkages and location               <ul style="list-style-type: none"> <li>• 2007: Repair downtown signs</li> <li>• 2008: Promotion/ Partnerships</li> <li>• 2012: All areas</li> </ul> </li> <li>• Street Trees – make them a required public “utility”               <ul style="list-style-type: none"> <li>• 2007: Maintain/Replace dead trees</li> <li>• 2008: New tree pilot plantings</li> <li>• 2012: All trees on all streets</li> </ul> </li> </ul>			

# Community Case Study: CITY OF TORONTO

Charter Principle	Issues	Ideas	By October		
			2007	2008	2012
3. Improved integration of networks		<p>TTC Actions</p> <ul style="list-style-type: none"> <li>Remove limits on transfers</li> <li>Get digital time schedules &amp; correct information at each stop</li> <li>Advance accessibility for all TTC lines</li> </ul> <p>Recreation Trail Actions</p> <ul style="list-style-type: none"> <li>Take wayfinding beyond downtown for conference</li> <li>Improve missing links in system, roads, roads, highways</li> <li>Rescale the recreation trails to the big city. Demonstration 2007</li> </ul> <p>Sidewalk Actions</p> <ul style="list-style-type: none"> <li>Finish missing sidewalks on collectors and arterials (add schools, parks and community centres) 160km @ 10 per year = 16 years not good enough!! Increase budget to \$5 million.</li> </ul>	X	X	X
4. Supportive land-use and spatial planning		<ul style="list-style-type: none"> <li>Site Plan Approval – Require pedestrian &amp; traffic impact study</li> <li>Define road user hierarchy – clarify Official Plan</li> <li>Define responsibility/ jurisdiction of pedestrian connections – to allow us to negotiate for them, build and maintain.</li> <li>Schools – work with Board to deal with issues before they happen (walking programs, etc)</li> <li>Retail (ex. Big box) – develop toolbox to address pedestrian connections</li> </ul>	X	X	

# Community Case Study: CITY OF TORONTO

Charter Principle	Issues	Ideas	By October		
			2007	2008	2012
5. Reduced road danger	<ul style="list-style-type: none"> <li>Conflicts between vehicles and pedestrians that have the right-of-way (i.e. aggressive left-turns not paying attention to peds crossing on green)</li> <li>Speed of traffic</li> <li>Roadway widths</li> <li>Conflicts between peds &amp; cyclists</li> </ul> <p>Major Hurdles</p> <ul style="list-style-type: none"> <li>Public attitudes</li> <li>Funding</li> <li>Impact on road levels of service</li> <li>Lack of viable alternatives to move people and goods (i.e. transit needs to expand)</li> </ul>	<ul style="list-style-type: none"> <li>No right turns on red</li> <li>“Pedestrian scramble” cycles</li> <li>Encourage commercial properties to introduce stop signs/stop bars at drive-ways/street intersections.</li> <li>Bike lanes – public education</li> <li>Traffic calming                             <ul style="list-style-type: none"> <li>Speed humps</li> <li>“pinch points’</li> <li>reducing road cross-sections</li> </ul> </li> </ul>	X	X	
6. Less crime and fear of crime	<ul style="list-style-type: none"> <li>Closing streets to traffic, City concern that it may be safer to keep streets open</li> <li>Security cameras or not – where?</li> <li>Transit security</li> <li>Bring condo owners to the street level</li> <li>Reverse frontage</li> <li>Public space safety</li> <li>Graffiti</li> <li>Bike theft</li> </ul> <p>Major Hurdles</p> <ul style="list-style-type: none"> <li>prioritizing with everything else (how real is crime problem)</li> <li>re-directing young people in positive direction</li> <li>changing public perception</li> </ul>	<ul style="list-style-type: none"> <li>Increase safety audits</li> <li>Graffiti strategy – education with youth groups, public campaign to villianize</li> <li>Improve pedestrian lighting                             <ul style="list-style-type: none"> <li>5-yr improvement campaign</li> <li>direct Toronto hydro as part of upgrade program to include pedestrian scale</li> </ul> </li> <li>More neighbourhood parties – facilitate these events</li> </ul>	X	X	



# Community Case Study: CITY OF TORONTO

Charter Principle	Issues	Ideas	By October		
			2007	2008	2012
7. More supportive authorities	<ul style="list-style-type: none"> <li>• Competition for space</li> <li>• Lack of data</li> <li>• Lack of delivery on pedestrian charter ideas</li> </ul>	<ul style="list-style-type: none"> <li>• Adopt (publicly!) a hierarchy of road users as city policy – public buy-in is crucial</li> <li>• Need someone to collect data (have a traffic data centre – need a pedestrian data centre)</li> <li>• Develop interdepartmental working group</li> <li>• Promotion and consultation – Pedestrian charter</li> <li>• Pilot Projects</li> <li>• Deliver a draft walking strategy/ Oct. 2007 and then the tools and polices.</li> </ul>			
8. A culture of walking	<ul style="list-style-type: none"> <li>• Safety</li> <li>• Too easy for cars</li> <li>• Too hard to walk</li> <li>• Climate</li> </ul>	<ul style="list-style-type: none"> <li>• Expand surveys to better understand choices</li> <li>• Calendar of walking events</li> <li>• Legislated car-free day</li> </ul>	X	X	X

# Community Case Study: CITY OF TORONTO

## TORONTO ATTACHMENT D: RON HAMILTON ARTICLE

### Editorial

By Ron Hamilton



### Something to Think About

I've always believed the function of an editorial is to express an opinion, not always the popular one, but nevertheless an opinion. It might get heads nodding in agreement or it might provoke a negative response. But all things considered, it should give you something to think about. So here are a couple of opinions.

I recently attended a one day session presented by an advance scouting party from the UK that will be heading up the *Walk21* conference, to be held in Toronto in October. Now, I admit I went into this with the notion I was about to hear a lecture that would include 8-hours of automobile bashing and rah-rah for the "green" alternatives. Human vs. automobile was part of the agenda but the most radical concept presented on this day suggested integrating motorists, cyclists and pedestrians in the same shared space.

"Shared Space", is a new philosophy and name for an idea gaining momentum across Europe. It completely flies in the face of conventional planning and traffic engineering principles and is based on the integration of vehicular traffic with other forms of human activity. The most recognizable characteristic of a shared space environment is the absence of traffic signals, signs, conventional road markings, humps, barrier rails, etc. In other words, the usual clutter all road users have become accustomed to for guidance. This is sometimes referred to as the naked streets environment. The driver, cyclist and pedestrian in a shared space become equal partners in ensuring safety and an integral part of the social and cultural context of the resulting public square. Believe it or not, experience has shown that the scenario is so unusual that motorists slow way down and the number and severity of collisions decreases in the process. Motorists, pedestrians and cyclists learn respect for each other and exercise good manners, judgement and behaviour. Now that is a radical concept!

This thinking outside the box has been pioneered in Europe by Mr. Hans Monderman, head of the Shared Space Expert Team. It requires traffic professionals to be open minded. In Canada, it also requires the three levels of government to buy into the idea,

because the design and implementation of many shared-space ideas won't come cheap. Building partnerships between local government and business groups is encouraged to off-set costs.

Our North American culture has been driven (no pun intended) by the automobile for nearly 100 years and much of our philosophy about controlling traffic is still based on 1960's thinking. True, the design of many European road systems is different than ours and may provide greater opportunity in larger centres to experiment with shared space ideas but maybe it's time for us to look at the way we control traffic.

For more information on the shared-space concept, including before/after photos of completed projects visit [www.shared-space.org](http://www.shared-space.org).

### and another opinion....

While shared-space projects might be a few years off for many municipalities, we can all serve pedestrians and our communities better if we undertake "Walkability" audits when looking at neighbourhood improvements. This requires getting our feet on the street and investigating the neighbourhood from the perspective of a pedestrian.

Neighbourhoods and retail strips in many small and large municipalities are deteriorating because pedestrians no longer feel safe. They encounter narrow sidewalks with no separation from moving traffic; impediments to walking created by vending boxes, bicycle posts, and often unnecessary poles; poor lighting/dark alcoves that threaten their personal safety and after negotiating this gauntlet, few places to just sit and relax for a few minutes.

The mom-&-pop stores are moving out, replaced with \$-stores with little or no connection to the community. In the specialty shops that remain, merchandise displayed in store widows is often turned inwards instead of outwards because it's expected pedestrians won't take time to stop and window-shop. Roads have been widened to increase vehicular capacity; squeezing pedestrians onto a narrow concrete strip we call a sidewalk. Making matters worse, some communities have installed barriers

# Community Case Study: CITY OF TORONTO

along the sidewalk in the name of safety to corral pedestrians, funneling them to the nearest intersection, just in case they might think about crossing the road in the middle of the block. Instead of providing inviting shopping areas where people will come to shop, many arterial roads are barriers to navigate and segregate two sides of a community.

If we expect people and businesses to take pride in their community, those responsible for infrastructure improvements must take pride in the local community and not just consider those who are driving through it. If this means reducing roadway capacity by clawing back road width and giving it back to pedestrians, so be it.

Rid your streets of unnecessary poles and signs where possible. Most street signs are geared towards motorists yet motorists ignore most of them anyway.

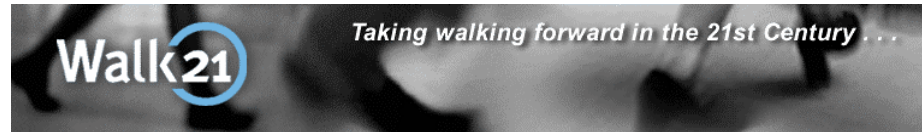
Consider "way-finding" signs or finger-posts directing pedestrians towards local attractions such as libraries, parks, and walking trails. Create separation between sidewalks and roadways. Boulevard areas provide opportunity for benches and planted areas where people can sit and talk face to face. Minimize vending boxes or incorporate them into structures that also contain adequate refuse containers. Whatever happened to drinking fountains? Don't install bicycle posts/racks everywhere because it's the "green" thing to do. Put them where there is a need for them.

Most importantly, give people in your community a reason to become pedestrians once again.

Something to think about.....

# Appendices

## APPENDIX A: INTERNATIONAL CHARTER FOR WALKING



### International Charter for Walking

**Creating healthy, efficient and sustainable communities  
where people choose to walk**

I/We, the undersigned recognise the benefits of walking as a key indicator of healthy, efficient, socially inclusive and sustainable communities and acknowledge the universal rights of people to be able to walk safely and to enjoy high quality public spaces anywhere and at anytime. We are committed to reducing the physical, social and institutional barriers that limit walking activity. We will work with others to help create a culture where people choose to walk through our commitment to this charter and its strategic principles:

1. ***Increased inclusive mobility***
2. ***Well designed and managed spaces and places for people***
3. ***Improved integration of networks***
4. ***Supportive land-use and spatial planning***
5. ***Reduced road danger***
6. ***Less crime and fear of crime***
7. ***More supportive authorities***
8. ***A culture of walking***

Signed \_\_\_\_\_  
Name \_\_\_\_\_  
Position \_\_\_\_\_  
Date \_\_\_\_\_

[www.walk21.com](http://www.walk21.com)

# Appendices

## International Charter for Walking

*Walking is the first thing an infant wants to do and the last thing an old person wants to give up. Walking is the exercise that does not need a gym. It is the prescription without medicine, the weight control without diet, and the cosmetic that can't be found in a chemist. It is the tranquilliser without a pill, the therapy without a psychoanalyst, and the holiday that does not cost a penny. What's more, it does not pollute, consumes few natural resources and is highly efficient. Walking is convenient, it needs no special equipment, is self-regulating and inherently safe. Walking is as natural as breathing.*

John Butcher, Founder Walk21, 1999

### Introduction

We, the people of the world, are facing a series of inter-related, complex problems. We are becoming less healthy, we have inefficient transport systems and our environments are under increasing pressure to accommodate our needs. The quality and amount of walking as an everyday activity, in any given area, is an established and unique primary indicator of the quality of life. Authorities keen to create healthier and more efficient communities and places can make significant advancements by simply encouraging more walking.

Built on extensive discussions with experts throughout the world this Charter shows how to create a culture where people choose to walk. The Charter may be signed by any individual, organisation, authority or neighbourhood group who support its vision and strategic principles regardless of their formal position and ability to independently progress their implementation.

Please support this Charter by signing it and encouraging friends, colleagues, government bodies, and national and local organisations to work with you to help create healthy, efficient and sustainable walking communities throughout the world.

### Background

Commuters scurry; shoppers meander; bush-walkers trek; lovers stroll; tourists promenade... but we all walk. Walking is a fundamental and universal right whatever our ability or motivation and continues to be a major part of our lives, yet in many countries people have been walking less and less. Why walk when you can ride? Walking has stopped being a necessity in many parts of the world and become a luxury. Walking seems too easy, too commonplace, too obvious and indeed too inexpensive an activity to pursue as a way of getting to places and staying healthy. We choose not to walk because we have forgotten how easy, pleasurable and beneficial it is. We are living in some of the most favoured environments man, as a species, has ever known, yet we respond by taking the ability to walk for granted.

As a direct result of our inactivity we are suffering from record levels of obesity, depression, heart disease, road rage, anxiety, and social isolation.

Walking offers health, happiness and an escape. It has the ability to restore and preserve muscular, nervous, and emotional health while at the same time giving a sense of independence and self-confidence. The more a person walks the better they feel, the more relaxed they become, the more they sense and the less mental clutter they accumulate. Walking is good for everyone.

# Appendices

## Vision

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*To create a world where people choose and are able to walk as a way to travel, to be healthy and to relax, a world where authorities, organisations and individuals have:*

- *recognised the value of walking;*
- *made a commitment to healthy, efficient and sustainable communities; and*
- *worked together to overcome the physical, social and institutional barriers which often limit people's choice to walk.*

## Principles and Actions

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This International Charter identifies the needs of people on foot and provides a common framework to help authorities refocus their existing policies, activities and relationships to create a culture where people choose to walk.

Under each strategic principle, the actions listed provide a practical list of improvements that can be made in most communities. These may need adding to in response to local need and this is encouraged.

# Appendices

## **1. Increased inclusive mobility**

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*People in communities have the right to accessible streets, squares, buildings and public transport systems regardless of their age, ability, gender, income level, language, ethnic, cultural or religious background, strengthening the freedom and autonomy of all people, and contributing to social inclusion, solidarity and democracy.*

### **ACTIONS**

- Ensure safe and convenient independent mobility for all by providing access on foot for as many people as possible to as many places as possible particularly to public transport and public buildings
- Integrate the needs of people with limited abilities by building and maintaining high-quality services and facilities that are socially inclusive

## **2. Well designed and managed spaces and places for people**

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*Communities have the right to live in a healthy, convenient and attractive environment tailored to their needs, and to freely enjoy the amenities of public areas in comfort and safety away from intrusive noise and pollution.*

### **ACTIONS**

- Design streets for people and not only for cars, recognising that streets are a social as well as a transport space and therefore, need a social design as well as engineering measures. This can include reallocating road space, implementing pedestrian priority areas and creating car-free environments to be enjoyed by all, supporting social interaction, play and recreation for both adults and children
- Provide clean, well-lit streets and paths, free from obstruction, wide enough for their busiest use, and with sufficient opportunities to cross roads safely and directly, without changing levels or diversion
- Ensure seating and toilets are provided in quantities and locations that meet the needs of all users
- Address the impact of climate through appropriate design and facilities, for example shade (trees) or shelter
- Design legible streets with clear signing and on-site information to encourage specific journey planning and exploration on foot
- Value, develop and maintain high quality and fully accessible urban green spaces and waterways

# Appendices

## **3. Improved integration of networks**

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*Communities have the right to a network of connected, direct and easy to follow walking routes which are safe, comfortable, attractive and well maintained, linking their homes, shops, schools, parks, public transport interchanges, green spaces and other important destinations.*

### **ACTIONS**

- Build and maintain high-quality networks of connected, functional and safe walking routes between homes and local destinations that meet community needs
- Provide an integrated, extensive and well-equipped public transport service with vehicles which are fully accessible to all potential users
- Design public transport stops and interchanges with easy, safe and convenient pedestrian access and supportive information

## **4. Supportive land-use and spatial planning**

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*Communities have the right to expect land-use and spatial planning policies which allow them to walk to the majority of everyday services and facilities, maximising the opportunities for walking, reducing car-dependency and contributing to community life.*

### **ACTIONS**

- Put people on foot at the heart of urban planning. Give slow transport modes such as walking and cycling priority over fast modes, and local traffic precedence over long-distance travel
- Improve land-use and spatial planning, ensuring that new housing, shops, business parks and public transport stops are located and designed so that people can reach them easily on foot
- Reduce the conditions for car-dependent lifestyles (for example, reduce urban sprawl), re-allocate road space to pedestrians and close the missing links in existing walking routes to create priority networks



# Appendices

## 5. *Reduced road danger*

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*Communities have the right for their streets to be designed to prevent accidents and to be enjoyable, safe and convenient for people walking – especially children, the elderly and people with limited abilities*

### **ACTIONS**

- Reduce the danger that vehicles present to pedestrians by managing traffic, (for example, by implementing slower speeds), rather than segregating pedestrians or restricting their movements
- Encourage a pedestrian-friendly driving culture with targeted campaigns and enforce road traffic laws
- Reduce vehicle speeds in residential districts, shopping streets and around schools
- Reduce the impact of busy roads by installing sufficient safe crossing points, ensuring minimal waiting times and enough time to cross for the slowest pedestrians
- Ensure that facilities designed for cyclists and other non-motorised modes do not compromise pedestrian safety or convenience

## 6. *Less crime and fear of crime*

---

*Communities have the right to expect an urban environment designed, maintained and policed to reduce crime and the fear of crime.*

### **ACTIONS**

- Ensure buildings provide views onto and activity at street level to encourage a sense of surveillance and deterrence to crime
- Conduct pedestrian audits by day and after dark to identify concerns for personal security and then target areas for improvements (for example, with brighter lighting and clearer sightlines)
- Provide training and information for transport professionals to increase awareness of the concerns of pedestrians for their personal security and the impact of such concerns on their decisions to walk

# Appendices

## **7. More supportive authorities**

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*Communities have the right to expect authorities to provide for, support and safeguard their ability and choice to walk.*

### **ACTIONS**

- Commit to a clear, concise and comprehensive action plan for walking, to set targets, secure stakeholder support and guide investment and includes the following actions:
- Involve all relevant agencies (especially transport, planning, health, education and police), at all levels, to recognise the importance of supporting and encouraging walking and to encourage complementary policies and actions
- Consult, on a regular basis, local organisations representing people on foot and other relevant groups including young people, the elderly and those with limited ability
- Collect quantitative and qualitative data about walking (including the motivations and purpose of trips, the number of trips, trip stages, time and distance walked, time spent in public spaces and levels of satisfaction)
- Integrate walking into the training and on-going staff professional development for transport and road safety officers, health practitioners, urban planners and designers
- Provide the necessary ongoing resources to implement the adopted action plan
- Implement pilot-projects to advance best-practice and support research by offering to be a case study and promoting local experience widely
- Measure the success of programmes by surveying and comparing data collected before, during and after implementation

## **8. A culture of walking**

---

*Communities have a right to up-to-date, good quality, accessible information on where they can walk and the quality of the experience. People should be given opportunities to celebrate and enjoy walking as part of their everyday social, cultural and political life.*

### **ACTIONS**

- Actively encourage all members of the community to walk whenever and wherever they can as a part of their daily lives by developing regular creative, targeted information, in a way that responds to their personal needs and engages personal support
- Create a positive image of walking by celebrating walking as part of cultural heritage and as a cultural event, for example, in architecture, art-exhibitions, theatres, literature readings, photography and street animation
- Provide coherent and consistent information and signage systems to support exploration and discovery on foot including links to public transport
- Financially reward people who walk more, through local businesses, workplaces and government incentives

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## **ADDITIONAL ACTIONS**

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Please write actions for your local needs or circumstances in the space below.

Developed in the framework of the WALK21 international conference series  
October 2006

*Walk21 are grateful to many people for their assistance with the production of this Charter, and to you for your personal commitment to helping create healthy, efficient and sustainable walking communities throughout the world.*

For more information on walking visit [www.walk21.com](http://www.walk21.com)

Or email us at [info@walk21.com](mailto:info@walk21.com)

# Appendices

## APPENDIX B: COMMUNITY QUESTIONNAIRE

05/09/2007

### Toronto Walk21 2007 *Putting Pedestrians First*

### Pedestrian Planning Roadshow Community Questionnaire

#### Introduction

In October 2007 Toronto will host the 8<sup>th</sup> Annual Walk21 International Conference ([www.toronto.ca/walk21](http://www.toronto.ca/walk21)). A key focus of Toronto Walk21 2007 will be the development of an international framework for creating and implementing local pedestrian strategies and plans. In advance of the conference several Canadian communities will work with the Walk21 International Team, Green Communities Canada and the City of Toronto to build this model framework.

The structure of the model pedestrian strategy framework will be based on the International Walking Charter, adopted by the Melbourne Walk21 conference in October, 2006 (attached here for your information). Participating communities will be audited against the Charter to understand what is currently being done locally to help achieve more walking; to recognise what the priorities and barriers are for future policy and investment; and to identify what external supports would assist communities develop and implement effective local pedestrian strategies.

This questionnaire is the first step in the community audit. Your response to this questionnaire will help us better understand your local issues and will guide us in planning the community seminar organised for Friday, December 1<sup>st</sup> in Toronto. The questionnaire responses will be tabulated and made available to the seminar participants but will not be published or made available to any outside parties.

It is acknowledged that responses to the questionnaire will be your personal opinion and not necessarily reflect fully those of the organisation that you work for. We ask that where possible you collaborate with colleagues and other relevant organisations in your community to reach a consensus on opinion before completing the questionnaire.

We recommended that each community select a coordinator for the questionnaire and submit as comprehensive a response as possible by November 27<sup>th</sup>. **Please email the completed questionnaire to: [walk21@toronto.ca](mailto:walk21@toronto.ca).**

Where possible, we encourage you to provide additional information, in the space provided, to support your answers.

If you have any questions concerning the pedestrian planning roadshow please contact Jacky Kennedy at [info@saferoutestoschool.ca](mailto:info@saferoutestoschool.ca) or 416-488-7263.

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**This survey was completed by**

**Community Name:**  
**Name of Respondent:**  
**Address:**  
**Email:**  
**Phone:**

**Who will be attending the introductory planning meeting on December 1<sup>st</sup>?**

**Name:**  
**Title:**  
**Special Dietary Needs? (allergies, vegetarian, etc.):**

**Name:**  
**Title:**  
**Special Dietary Needs? (allergies, vegetarian, etc.):**

**Name:**  
**Title:**  
**Special Dietary Needs? (allergies, vegetarian, etc.):**

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**Section 1: Increased Inclusive Mobility**

1-1 Does your community have policies and plans for improving access for people with disabilities?

YES \_\_\_ NO \_\_\_

Explain:

1-2 If YES, does your community’s accessibility policy and programs include (please mark with an “X”):

Accessibility design guidelines to guide new design	
Public transit services specifically for disabled customers	
Accessible public transit vehicles and stops/stations	
Plans to provide universal access to all public transit services	
Disabled access to public buildings	
Accessible traffic signal design (audible, accessible buttons, etc)	
Tactile warning at crosswalks for visually impaired people	
Corner wheelchair ramps	
Other, explain:	

1-3 Are people with disabilities consulted during the development and implementation of policies and programs?

YES \_\_\_ NO \_\_\_

If YES, please explain:

1-4 Do you think sufficient resources and expertise are available to address accessibility issues?

YES \_\_\_ NO \_\_\_

Explain:

**Section 2: Well Designed and managed spaces and places for people**

2-1 In your opinion, has your community demonstrated a commitment to designing, building and maintaining high quality streets and public places to benefit pedestrians? (Please mark with an “X”.)

1) rarely	2) occasionally	3) sometimes	4) often	5) very often	
-----------	-----------------	--------------	----------	---------------	--

2-2 If you answered 3, 4 or 5 above, has this commitment been successful in encouraging more walking?

YES \_\_\_ NO \_\_\_ DON’T KNOW \_\_\_

If YES, please explain:

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2-3 Does your community provide the following pedestrian amenities and services (please mark with an "X"):

Prompt repair of sidewalks problems	
Prompt and thorough clearing of snow and ice	
Adequate lighting for walkways and public places	
Public seating	
Public washrooms	
Drinking fountains	
Wide, unobstructed sidewalks	
Street trees and landscaping	
Sidewalk/boulevard cafes	
Frequent urban green spaces, plazas and parks	
Other amenities and services? Explain:	

2-4 Has your community created pedestrian priority areas or pedestrian streets?

YES \_\_\_ NO \_\_\_

If YES, please give examples:

2-5 Are there any pedestrian/walking projects in your community that you are particularly proud of?

YES \_\_\_ NO \_\_\_

If YES, please describe.

2-6 Do you feel that there are sufficient resources for the design and management of pedestrian spaces?

YES \_\_\_ NO \_\_\_

2-7 What do you consider to be the main challenges to providing better design, management and maintenance of streets and public places for pedestrians?

### Section 3: Improved integration of networks

3-1 Does your community provide and maintain an integrated network of walking routes consisting of sidewalks, walkways and trails which connect all neighbourhoods?

YES \_\_\_ NO \_\_\_

3-2 Does your community have policies, plans and funding programs to identify and build the missing links in your walking network?

YES \_\_\_ NO \_\_\_

Please explain:

# Appendices

3-3 Does your community provide clear and legible pedestrian oriented signs and on-site information to encourage journey planning and exploration on foot?

YES \_\_\_ NO \_\_\_  
Please explain:

3-4 Does your community have policies, plans or programs for improving pedestrian access to public transit stops and stations?

YES \_\_\_ NO \_\_\_  
Please explain:

3-5 What are the main barriers to developing, expanding and maintaining the network of walking routes in your community?

## Section 4: Supportive land-use and spatial planning

4-1 Does your community have policies to ensure that new housing, schools, shops, businesses and public transit stops and stations are located and designed so that people can reach them easily on foot?

YES \_\_\_ NO \_\_\_  
Please explain:

4-2 Does your community's policies give priority to pedestrians over other modes of transportation?

YES \_\_\_ NO \_\_\_  
Please explain:

If YES, how effective is the policy in influencing transportation and planning decisions and practices? (Please mark with an "X")

1) rarely	2) occasionally	3) sometimes	4) often	5) very often
-----------	-----------------	--------------	----------	---------------

4-3 Does your community's staff and Council have sufficient planning and design policies and guidelines to support decisions for creating walkable communities?

YES \_\_\_ NO \_\_\_ DON'T KNOW \_\_\_

If no, what do you think would encourage such planning?

## Section 5: Reduced road danger

5-1 Has your community implemented any of the following programs to reduce the danger that motor vehicles present to pedestrians? (Please mark with an "X".)



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Safety campaigns encouraging motorists to be more respectful of pedestrians	
Enforcement campaigns – aimed at driver actions affecting pedestrians	
Reduced speeds limits in school zones	
District wide speed reductions	
Traffic calming designs on local residential streets	
Traffic calming designs on busy, commercial/shopping streets	
Other? Please explain:	

5-2 Does your community monitor pedestrian/motor vehicle collision patterns to identify problem areas and implement countermeasures?

YES \_\_\_ NO \_\_\_  
If YES, please explain:

5-3 Does your community evaluate the effectiveness of pedestrian safety programs in reducing pedestrian injuries and perceptions of safety?

YES \_\_\_ NO \_\_\_  
If YES, please explain:

5-4 Has the impact of busy roads been reduced by installing sufficient safe crossing points with minimal waiting times and enough time to cross for the slowest pedestrians?

YES \_\_\_ NO \_\_\_  
If YES, please explain:

5-5 Do facilities designed for cyclists compromise pedestrian safety or convenience in any way in your community?

YES \_\_\_ NO \_\_\_  
If YES, please explain:

5-6 Do you think sufficient resources are available for improving pedestrian safety?

YES \_\_\_ NO \_\_\_

5-7 What do you consider to be the main barriers to improving pedestrian safety in your community? Please explain:

## Section 6: Less crime and fear of crime

6-1 To what extent do you think concern for personal safety discourages people from walking in your community? (Please mark with an "X")

1) rarely	2) occasionally	3) sometimes	4) often	5) very often
-----------	-----------------	--------------	----------	---------------

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6-2 To what extent do you feel your community’s planning policies and design guidelines take into consideration a safe and secure walking environment? (Please mark with an “X”)

1) rarely	2) occasionally	3) sometimes	4) often	5) very often
-----------	-----------------	--------------	----------	---------------

6-3 Has your community conducted pedestrian audits by day and after dark to identify concerns for personal security?

YES \_\_\_ NO \_\_\_

If YES, have the audit results led to improvements for problem areas (for example, with brighter lighting and clearer sightlines)? Please provide details:

6-4 Do you feel there is sufficient guidance for your community to understand the personal security concerns of pedestrians and how to deal with them?

YES \_\_\_ NO \_\_\_ DON’T KNOW \_\_\_

**Section 7: More supportive authorities**

7-1 Has your community adopted supportive policies and set targets to encourage and measure walking locally?

YES \_\_\_ NO \_\_\_

If YES, please briefly describe your local policies and targets:

7-2 In your opinion, has your community set meaningful targets, secured stakeholder support and guided investment into practical actions?

YES \_\_\_ NO \_\_\_

If YES, please explain:

7-3 Please indicate which of the following quantitative and qualitative data about walking your community regularly collects and analyzes (please mark with an “X”)?

Trip motivations	
Trip purpose	
Trip frequency	
Trip stages	
Time and distance walked	
Time spent in public spaces	
Levels of satisfaction	
Other, explain	

7-4 Please indicate which departments and agencies in your community are working together to improve pedestrian services and programs. (Please mark with an “X”).

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Transportation	
Public transit	
City planning	
Public health	
Parks and recreation	
School boards	
Police	
Other, explain	

7-5 Does your community consult with local groups representing people on foot and other relevant bodies including youth, older people and people with disabilities?

YES \_\_\_ NO \_\_\_

If YES, please explain?

7-6 Is training on pedestrian issues provided to professionals in your community, e.g. transportation staff, health practitioners, urban planners and designers?

YES \_\_\_ NO \_\_\_ DON'T KNOW \_\_\_

If YES, who is trained and who performs the training?

7-7 Please indicate which of the following levels of government have policies or funding programs which support your community's work to encourage walking? (Please mark with an "X")

Regional municipality	
Provincial government	
Federal government	
Other agencies	

If YES, please describe policy or funding program:

## Section 8: A culture of walking

8-1 Is your community actively encouraging people to walk and experience your community on foot as a part of their daily lives, by the following activities. (Please mark with an "X"):

Creating a positive, healthy image of walking	
Encouraging active and safe routes to school	
Encouraging walking to work	
Promoting walking through local businesses and workplaces	
Encouraging recreational walking within the city	
Special Walking/Hiking Events	
Providing opportunities to enjoy public places, outdoor cafes, etc.	
Other, explain	

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8-5 Do you think sufficient resources are available for promoting walking?

YES \_\_\_ NO \_\_\_

8-6 What do you consider to be the main barriers to promoting a culture of walking at a local level and who is best placed to do what to overcome them? Please explain:

## Section 9: Conclusions

9-1 What, in your opinion, should be the three priorities for getting more people walking in your community?

- 1)
- 2)
- 3)

9-2 Do you feel you are sufficiently informed about and have access to resources available for encouraging walking in Ontario and Canada?

9-3 What support would you need and from whom to carry out these three actions?

9-4 Specifically what role is there for Green Communities Canada and regional, provincial and national governments to support your community's work?

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## APPENDIX C: SAMPLE HOMEWORK



### Walk21 Ontario Walkability Roadshow Next Steps for Communities

#### **Getting Started**

What we need from each community:

1. Why does your community want to be involved in the Walk21 Walkability Roadshow? -> **AIM**

*Please provide us with a brief statement of the bigger picture motivation for being involved. Some of this is captured in the attached notes taken during the workshop as well as in the Workshop Results Table attached.*

Since 1998 the Collingwood Trails Committee has worked very hard to create a comprehensive Trails Network in our community. The Leisure Services Director and his department have been instrumental in this effort. Our challenge in 2007 is to take what the community has now adopted as positive healthy *leisure* activity and make it everyday *transportation* habit. This will require a change in mindset (and potentially policy) for municipal staff, Council and members of the public.

In addition, we are looking for advice on improving the existing trails system, validating or adding to our list of priorities.

2. What does your community want to achieve by October and in the longer term? -> **objectives or outputs**

*If possible please make this as concrete as possible, so some degree of success can be measured, i.e. has the intervention of the 'roadshow' helped fast track or profile the issue to get something done?*

*This can be as big or small as your community feels appropriate, perhaps something from:*

- *the 8 principles of the International Charter for Walking*
- *the elements of the process*
- *political motivation to commit funds*
- *technical expertise to identify needs and think strategically.*

*E.g. for Toronto - A Draft Pedestrian Plan for the city that will be presented for input at the Walk21 conference in October; or a signage system for Haliburton and by the conference they have a commitment of funds).*

The Collingwood Trails Committee has created a list of priorities for 2007 and beyond. (Please see below). All 8 principles of the International Charter for Walking fit in with our mandate or are at the very least a beneficial side effect of the work we are currently undertaking. One of our greatest challenges is in the area of technical expertise to identify needs and think strategically especially with regard to merging our "rural" trails into the network of "urban" roads and transportation system. When we refer to roads we are referring to both existing roads and future development.

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Our greatest dream would be to provide all forms of human powered transportation a venue in our downtown core. Currently, our downtown core is devoted to the automobile. Free parking is available everywhere and bicycles are not allowed to be ridden on the 15 foot wide sidewalks.

## **TRAILS FOR NEXT YEAR & BEYOND**

As of November 2006

### PROPOSED EXPENDITURES FOR 2007

**ELEVENTH LINE TRAILS** Improvements are required to the hill so that trucks can get up and down with future free fill.

**MEMORY LANE** The gazebo has received approval from both the engineering dept & the Museum committee to be relocated closer to the Memory Lane trail to act as a trail head with map & information about our trails.

**SUNSET POINT TRAIL (HP)** Complete Interlocking Paving Stones in front of Sunset Cove. Will cost around \$15,000. The section (secret trail) in the bush needs stumps removed to improve sightlines at curves. \$1000 should make good improvements.

**GEORGIAN MEADOWS TRAIL** Geotextile and stonedust required for 450 - 550 M.

**BLACK ASH TRAIL** Parking is required for trail users at Sixth St. & Stewart Rd. to keep cars off the trail.

**FLAIR MOWER** to cut sides of trails.

**MOUNTAIN RD TRAIL** from Tenth Line to Eleventh line would be a very worthwhile project. Getting cyclists & pedestrians off of Mountain Rd would be a safety improvement as well as providing access to our Eleventh line trails and the Mair's Mills project. Completing this to Osler Bluff Rd would most desirable. Cost could reach \$25,000, or higher if we get to Osler Bluff Rd. Also the sections from Osler Bluff Rd. eastward to Evergreen Rd. and northward to Laurel Blvd. could be done for \$8,000.

**RIVER TRAIL (HP)** needs upgrading & widening along the top of the Dyke from Hume St. to the Siding Trail. This is part of our Heather Pathway, as well as a Simcoe County Trail.

**BEACH TRAIL** Obtain engineer preparatory evaluation and NVCA approval of section from the Car Wash to Oliver Crescent

Estimated cost of section from Foley's to Pretty River \$10-12,000. Spillway construction could be that much or more.

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**VACATION INN TRAIL** Geotextile and stonedust east from Georgian Manor entrance to Island View Trail.

**LABYRINTH (HP)** Construct Labyrinth at junction of Georgian Trail and Boardwalk Trail in Harbourview Park.

## PROPOSED EXPENDITURES BEYOND 2007

**BEACH TRAIL**, section from Oliver Cres through Pretty River spillway to Car Wash. The remaining length of the Beach Trail to be created is about 2 km, some of which will be along the ditch area beside the highway. This will then take us to the Wasaga Beach border. *The developer needs to upgrade and complete the section in front of Blue Shores.*

**TRAIN TRAIL** Stonedusting the trail to Nottawa Sideroad would be about 2 km and cost around \$20,000. Completing this trail to Stayner should be high on our priority list. Two bridges will be required on this trail, one over the Pretty River & one over the Batteaux Creek. These could be \$50,000 each. Some repair work is required soon-

**SIXTH ST TRAIL** Completing this 3 km section of trail from the Tenth Line through Fisher Field to Osler Bluff Rd will keep bikers off this busy road as well as providing access to the Bruce Trail. The cost for this would be over \$30,000.

**VACATION INN TRAIL** should be finished westward from Cranberry Trail West, (where the trail needs upgrading), to reach Osler Bluff Rd, along the south side of highway 26. This would be fairly expensive with culverts and fill in places & might be \$20,000 or more.

**MALL TRAIL** Creation of a trail along the east bank Black Ash Creek to connect the Bud Powell Bridge with the sidewalk on Old Mountain Road has been requested by some Mall stores. This is about 600 M and would cost about \$10,000.

**OSLER BLUFF RD** A trail south from Hwy 26 would likely be on the Blue Mountain side of the road, at least for some of the trail. This a trail that should be built to connect Collingwood trails to the Town of the Blue Mountain trails.

**BOARDWALK TRAIL** The section of the Boardwalk jutting out into the Harbour could be extended while the water is low.

**CRANBERRY MARSH TRAIL** needs a lot of wood chips to raise level above wet areas. Very little cost, we just need the wood chips & a machine to spread them. \$1-2000. If necessary, additional construction might be required at higher cost.

**ISLAND VIEW TRAIL** could be built from end of Tenth Line to traffic light at Lighthouse Point, then westward to the trail out to

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view the Island. This could cost \$10,000 to \$15,000. This may not be possible or may be more difficult due to the recent road widening in the area.

**HENS & CHICKENS TRAIL** (HP) Complete boardwalk extension and dock area.

**RIVER TRAIL** (HP) needs widening between Hume St. and Pretty River Parkway. This will be expensive because of steepness of banks.

**SILVER CREEK TRAILS** Build trails along bank of Silver Creek. ?

**HERITAGE TRAIL** along the east breakwall should be completed with concrete or stonedust to provide an off road route to Millennium Park from the end of the Walk of History. (Possibly Harbour Lands Committee could pay). ?

**CONNECTIONS TO GEORGIAN TRAIL** from both Georgian Manor Resort and the street called Cranberry Trail West. ?  
Both of these connections are through Cranberry Resort's property. Permission to build & costs are not available at this time.

3. What is the starting point for your community to benchmark itself against? It may be helpful to:

- Build a relationship tree - who do you need to build relationships with and involve in the project to help you to create a more walkable community?

We must improve our relationships within the planning, engineering and public works departments.

- What data is currently available and what needs to be gathered - local statistics, project evaluations (not just big picture motivations)?

We have significant data compiled regarding the benefits of trails, (economical, health and community).

- Local policy framework - context within which you are working, e.g. Toronto spreadsheet of all the policies that mention walking or pedestrians?

Simcoe Grey Trails Strategy

Collingwood Trails Design and Maintenance Manual

Collingwood Official Plan

Collingwood Site Development Policy

2005-2006 Trails Study

Jacky,

Do you want all of this prior to arriving. It will likely require a Federal Express package delivery...?

4. A project plan for your community from January to October 2007 (Walk21 conference) that clearly outlines how you will move forward with the Roadshow, who will be involved, etc.

This is where we need help. We must obtain commitment from community leaders to do so. The Environment Network and The Collingwood Trails Committee together with Leisure Services will be responsible for taking it all forward.

**Ontario Walkability Roadshow**

**Dates: 16 April to 4 May**

Schedule of community workshops to come. Please indicate your date preferences.



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The Walkability Roadshow can offer participating communities:

- Presentations and meetings with senior politicians and managers.
- A one day workshop designed to meet the needs of each particular community. For example, it could be:
  - [technical training on auditing and designing walkable neighbourhoods](#)
  - wayfinding strategies and methods or supporting and promoting walking
  - we could spend the day working with staff developing strategic policy documents to integrate walking in a strong positive way
- [Inspiration from an international expert \(from a cold country\) - e.g. Lars Gemzoe from Denmark.](#)
- Support and training on strategic, policy, technical and community issues led by Bron Thornton and Jim Walker of Walk21.
- [Motivating, building and sharing local knowledge - Gil Penelosa](#)
- Networking opportunities with others involved in walking in Ontario.

## ***Walk21 Toronto 2007 - Putting Pedestrians First 1-4 October, 2007***

It is important that the community workshops provided through the Walkability Roadshow and the work that takes place between the Roadshow and the Walk21 conference be presented at the Walk21 conference in October. The conference program is in progress and will be provided to each community when it is finalized. We are proposing the following community involvement in the conference:

- Attend and participate in a pre-conference workshop on Monday, October 1 to review progress and projects within Communities and network and share information with others.
- Be prepared to make presentations during the conference at specific break-out sessions.
- Be prepared to share your knowledge and experience at the conference through other workshops, break-out sessions, walkshops and networking.

[We are prepared to do all of the above.](#)

[Thank you for this opportunity.](#)

[Sincerely,](#)

[Michele Rich](#)  
[Director, The Environment Network and Chair, Collingwood Trails Committee](#)

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## APPENDIX D: ROADSHOW SCHEDULE AT-A-GLANCE



### Walkability Roadshow Schedule at a Glance

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
						14	15
April	Collingwood 16	Haliburton/Minden Peterborough 17	Haliburton & Minden Peterborough Travel to Sudbury 18	Sudbury 19	Sudbury Back to Toronto 20	21	Travel to Collingwood 22
April	Brantford Minto Township 23	Brantford Minto Township 24	Toronto 25	Toronto 26	W21 Program Committee meeting 27	W21 Program Committee meeting 28	Travel to Waterloo 29
April/May	Region of Waterloo 30	Region of Waterloo PM: Travel to Halifax 1	Halifax 2	Halifax Wrap-up 3	4	5	6



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## APPENDIX E: EXPERT BIOGRAPHIES



### ► **Bronwen Thornton**

Bronwen has been working to promote and provide for sustainable transport choices for the last 10 years. Originally from Australia, Bronwen has been leading the Living Streets Consultancy Services team since moving to the UK in 2004.

Bronwen has extensive experience working with communities to identify their local transport needs, developing strategic transport policy and promoting walking and cycling. Bronwen has run workshops and technical training for professionals about planning, designing and providing for people walking and cycling in Australia, Europe and across the UK. She has developed a number of key strategic documents including the Queensland Cycle Strategy and a National Walking Action Plan for the United Kingdom. With a strong personal commitment to and professional training in community consultation, she has engaged with people about their own neighbourhoods, in centres ranging from central London to northern Scotland, to inspire and inform government decision making.



### ► **Jim Walker**

Jim has been involved in managing and promoting access for more than 17 years. His particular expertise is in developing strategic policy, working with elected members, coordinating interdisciplinary partnerships and delivering effective targeted promotional campaigns that get more people active and enjoying the outdoors.

Jim is Director of Walk England, The Jubilee Walkway Trust, London Walking Forum and The Access Company. He is Chair of the Walk21 International Conference Series, Walk London and The Strategic Walk Partnership. Jim is Vice Chair and Communications Director for the European Union's 'Walk Europe' Project, a Commissioner on the Board of The London Waterways Commission and an Enabler for the Commission for Architecture and the Built Environment.

He has lived and worked in North America, New Zealand and Australia and very much enjoyed the journeys in-between. He walked the circumference of Iceland following his degree in Environmental Management and has since helped develop trail networks across the Andes for the government in Chile; a national trail system for the States Committee for Outdoor Recreation in Australia; and is an active member of the European Greenways Association.

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## ► **Gil Penalosa**

Multicultural executive, global thinker and marketing strategist, Gil Penalosa is passionate about improving quality of life through the promotion of walking, cycling and the development of parks, trails and other public spaces.

Gil earned an MBA from UCLA's world-class Management School, and after years of private and public sector managerial experience, he became Commissioner of Parks, Sport and Recreation for the City of Bogotá, Colombia where he led the team redeveloping and building close to 200 parks. He was also successful in closing 91 kilometres of the city's roadways each Sunday, where over 1.5 million people come out every week to walk, run, skate and bike.

Gil is Executive Director of the non-profit Walk & Bike for Life and a successful international speaker. In his presentations on creating walkable communities, he develops strong linkages of walking with personal and public health, transportation, recreation, environment and economic development. He serves on the Board of Directors of the American Trails Organization, City Parks Alliance, and Foundation PPQ. In his "other life," Gil works at the City of Mississauga, dedicated to the goal of "Building the City of the 21st Century."

Gil lives in Oakville, Ontario, and uses his leisure time to explore outdoor activities with his wife and their three children.

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## ► **Lars Gemzø**

Born 1945. Architect M.A.A., Senior consultant and associate partner in Gehl Architects APS – Urban Quality Consultants, Copenhagen. Gehl Architects is working for cities, developers and architects internationally on people-oriented public space planning.

Outside Scandinavia, Lars has been involved in projects in Ireland, Great Britain (consulting for Tate Modern in London among others), The Middle East and Australia.

Senior lecturer of Urban Design at The Center for Public Space Research, School of Architecture, The Royal Danish Academy of Fine Arts (1979-2006) and at DIS, Denmark's International Study Program, a university level exchange program for international students in Copenhagen (since 1983).

International teaching includes universities in New York, Montréal, Rouen, Hanover, Bogotá and Montevideo and he has lectured at conferences and schools of architecture in the USA, Canada, Colombia, Uruguay, Japan, Thailand, Australia, Dubai, UK, Ireland, France, Germany, Spain, Portugal, Italy, Poland, Hungary, Czech Republic, Yugoslavia, Croatia, Lithuania, Estonia, Greenland and Scandinavia.

# Appendices

Publications include “Public Spaces - Public Life -Copenhagen 1996” awarded the Edra/PLACES Research Award in 1998 and “New City Spaces,” 2001 published in Danish, English, Czech, Spanish, Portuguese and Chinese editions. “New City Life,” 2006 published in Danish and English.



## ► Rodney Tolley

Rodney is an Honorary Research Fellow at Staffordshire University, where he taught for over 30 years. Rodney researches and publishes in the fields of environmental traffic management and walking and bicycle use in integrated travel plans. He is the editor of what has become ‘the bible’ of green mode planning, ‘The Greening of Urban Transport: Planning for Walking and Cycling in Western Countries’ (1997). Recently updated to a third edition, ‘Sustainable Transport: Planning for Walking and Cycling in Urban Environments’ (2003) is also now available.

He served as specialist technical advisor to the UK Government Inquiry into walking in 2001 and provides a consultancy service to a number of clients in the UK and overseas including many cities in Australia and New Zealand.

Rodney is the Director of Walk21 - a global partnership of experts that focuses on providing conferences, training and consultancy services, with the aim of raising international awareness of walking issues and supporting professionals in the development and delivery of best practice. He chairs the Programme Committee for the conferences. Through these activities he has a unique oversight of developing practice in walking in the UK, Europe, Australia and across the world.

## ► Tom Franklin



Tom has been Chief Executive of Living Streets since 2002. Living Streets is a national charity which campaigns for streets and public spaces for people on foot. It works on practical projects to create safe, vibrant and healthy streets for all. It also campaigns at the national and local level for public policy changes to restore the balance of streets so that they are not simply traffic corridors, but also places for people to meet and spend time, and become the heart of neighbourhoods.

Under Tom’s leadership, Living Streets has developed a network of 80 local branches, affiliated groups and contacts, and it has 40 leading local authorities and companies as members too. Tom has an extensive knowledge of how to support local people and authorities to make the most of their environments for people on foot.

Tom was a Councillor in the London Borough of Lambeth for twelve years, and was previously Leader of the Council, as well as Chair of the Housing Committee.

# Appendices



## ► Jody Rosenblatt Naderi

Jody Rosenblatt Naderi graduated from Harvard University with a Master's degree in Landscape Architecture. She has been a registered landscape architect in Florida for over twenty years and practiced as a Canadian Society of Landscape Architecture Ontario registered landscape architect in Toronto from 1990 - 2000. Jody has won numerous design and communication awards and published her work in pedestrian design nationally and internationally. She is currently conducting research and teaching on the graduate faculty at Texas A&M's Department of Landscape Architecture and Urban Planning. Much of her research interest in the pedestrian environment as a setting for renewal and health is conducted from the College of Architecture, while the safety effect of street trees is conducted from the Texas Transportation Institute. She is also a Fellow at both the Center for Health Systems and Design and the Hazards Reduction and Recovery Center where she conducts community based research projects that focus on the city street as a setting for recovery and empowerment.



## ► Jacky Kennedy

Jacky Kennedy is the Program Manager for Green Communities Canada | Active and Safe Routes to School. She initiated this successful program in Toronto in 1996 and it grew from three pilot schools to over 2,000 schools Ontario-wide by the fall of 2006. She is recognized internationally as a leader in her field and is often called upon to assist with the development of ASRTS programs in other areas. She sits on the international committee for IWALK.

Jacky spent many years in project management and administration for IBM and joined the environmental movement through her own experience as a mom engaging with the school system.

Jacky is the past Chair and Co-founder of the North Toronto Green Community and it was her work in this organization that led to the creation of the Active & Safe Routes to School program in 1996. She has helped steer many successful community projects that serve to benefit the environment, including the Toronto Renewable Energy Cooperative (a fully functioning wind turbine in downtown Toronto), AutoShare (car sharing), and Toronto's Lost Rivers Walks.

Green Communities Canada and City of Toronto are co-hosting Walk21 Toronto 2007. Jacky has worked with the international Walk21 organization to bring this prestigious international conference to Toronto.

# Appendices

## ▶ Noah Thornton Walker



*International Expert and Traveller, Noah Thornton Walker, provides his input on the key ideas!*