

**DRAFT**

Please note program is subject to change

## **Complete Streets Forum Program October 1, 2015 Hart House, 7 Hart House Circle, University of Toronto**

**7:45 – 8:30 a.m.****Registration/Continental Breakfast**

Lobby outside the Great Hall

**8:30 a.m.****Welcome/Opening Remarks**

The Great Hall

*MC (TBA)***8:35 a.m.****Welcome/Opening Remarks**

The Great Hall

*Councillor Jaye Robinson, Chair of Public Works & Infrastructure Committee, City of Toronto***8:45 a.m.****Welcome/Opening Remarks**

The Great Hall

*Dr. David McKeown, Medical Officer of Health, City of Toronto***9:00 a.m.****Morning Keynote: Responding to Congestion with Complete Streets**

The Great Hall

*Charles Marohn, PE, AICP, President and Co-Founder, Strong Towns*

Transportation will look different in the next version of the North American city. Those places focused on fighting automobile congestion by traditional engineering methods will find themselves losing ground -- financially, economically and culturally -- to places that embrace a more complex understanding of mobility. This conversation will explore that complexity. It will touch on the many assumptions behind the auto-based development pattern, how those directly impact the financial resiliency of cities, towns and neighborhoods and how cities can expand their toolbox in an age of belt-tightening.

**10:00 a.m.**

**Break**

**10:15 a.m.**

**Breakout Parallel Sessions**

**The Right to Come Home: Shared space, woonerfs, and safe streets for all road users** (“Plan it” Theme; Foundational Track)

The Great Hall

*Johan Dipens, CEO, Mobycon, the Netherlands*

The Dutch approach to Vision Zero, called Sustainable Safety, is a robust policy framework whose principles are grounded in decades of scientific data and extensive research. The Dutch time-tested approach to integrated mobility and complete streets can support countries like Canada and the US, by providing inspiration for a proactive approach to safety, especially for vulnerable road users like pedestrians, cyclists, children and the elderly. Discover some of the latest data and research behind complete streets, shared space and living streets that make Vision Zero possible.

**A Sneak Peek at Toronto’s Complete Streets Guidelines**

(“Build It” Theme; Technical/Advanced Track)

Debates Room

*Adam Popper, Complete Streets Project Manager, City of Toronto*

*Brent Raymond, Partner, DTAH*

In 2014, Toronto City Council amended its Official Plan to include a vision for Complete Streets. The City of Toronto and its consultants, led by DTAH are developing Complete Streets Guidelines to create a powerful and useful design and procedural tool to help Toronto effectively deliver safe, functional and beautiful streets in all parts of the city. The resulting Guidelines will provide a framework to improve decision-making processes and outcomes across Toronto’s complex and diverse street system. The Complete Streets project will coordinate with other related City initiatives. The presentation will focus on the issues and progress to date.

**Evaluating Complete Streets Projects**

(“Ensuring that “They Will Come”” Theme; Mixed Foundational/Technical Track)

East Common Room

Presentation 1: Complete Streets Evaluation: Challenges, Opportunities and a Preliminary Audit Tool for the Greater Golden Horseshoe

*Dr. Raktim Mitra, Assistant Professor, Ryerson University*

*Dr. Paul Hess, Associate Professor, University of Toronto*

In order to improve the capacity of the GGH municipalities in planning and evaluating Complete Streets projects, TCAT, Ryerson University and University of Toronto collaborated on a research project titled “Understanding Complete Streets in the GGH Region”. Using results from a policy scan and a focus group discussion that involved participants from cities, planning units and regional municipalities within the region, this presentation will summarize the state of the

practice, challenges and opportunities relating to the evaluation of Complete Streets projects and initiatives. Informed by these findings, a preliminary audit tool to evaluate the outcomes of a Complete Street will be discussed.

#### Presentation 2: Evaluating the Implementation of Complete Streets Projects

*Molly Ranahan, Centre for Inclusive Design and Environmental Access, University of Buffalo*

Over the last decade, approximately 700 municipalities in the United States have adopted Complete Streets (CS) policies. In 2010, the Center for Inclusive Design and Environmental Access launched a multi-year, federally funded study to identify common patterns in CS implementation and assess how well municipalities capture CS project outcomes data. Confirming previous exploratory research that was presented at last year's Complete Streets forum, this presentation will include the results of a national online survey of CS initiatives. Presenters will also describe related tools and strategies developed to support municipalities seeking to create a CS evaluation plan, as well as the preliminary results from a study that evaluated the impact of CS implementation.

#### **A story of how Transportation and Health can work together**

("Plan It" Theme; Technical/Advanced Track)

Music Room

*Kendra Willard, Halton Region Health Department*

*Dr. Fabio Cabarcas, Halton Region Health Department*

*Kaylan Edgumbe, City of Burlington Transportation Services*

*Dan Ozimkovic, City of Burlington Transportation Services*

Despite sometimes divergent perspectives, together public health and transportation practitioners share common interests in promoting active transportation and complete streets. This session will discuss concrete examples of how we have complemented public health and transportation skills to strengthen evidence-based decision making to inform complete street planning in Burlington, ON. Examples include: 1- enhanced consultations with youth and older adults on their various health and transportation needs; 2- products and reports that combine health and transportation measurements to identify new perspectives; and 3- concrete complete street policy options for decision-makers' consideration. All results neither of us could accomplish alone.

#### **Tour of Toronto's Separated Bike Lanes**

(Bike Tour)

Meet-up location TBA

*Jacquelyn Hayward Gulati, Manager, Cycling Infrastructure & Programs, City of Toronto*

In 2014 the City of Toronto installed separated bike lanes along Simcoe, Richmond and Adelaide Streets as a pilot project. These new lanes have dramatically increased, in some cases tripled, the number of cyclists using those routes without impeding car travel along the same stretches. In 2015 the City of Toronto approved the extension of the Richmond/Adelaide lanes to Parliament Street. This bike tour, led by Toronto's Manager of Cycling Infrastructure & Programs, will tour these new lanes and discuss the benefits and challenges of this bikeway design.

**11:00 a.m.**  
**Break**

**11:15 a.m.**  
**Breakout Parallel Sessions**

**Increasing Safety with Lane Widths and Speed Limits– What’s the Evidence?** (“Plan It” Theme; Foundational Track)  
The Great Hall

Presentation 1: Secrets of Safer Streets: Narrower Lanes  
*Dewan Karim, Senior Transportation Planner, City of Toronto*

Despite lane width being a fundamental building block of street space allocation, relationship between lane width and crash is largely unknown. Using data from Tokyo and Toronto, the study concludes safety benefits bottom out around 3.1m (for Tokyo) & 3.2m (for Toronto). There is a small range in lane widths that are safer (0.2m from bottom outs). Wider lanes are associated with greater crash rates, higher impact speeds. Pedestrian and cycling volume decline as lanes widen. Given that the empirical evidence favours ‘narrower is safer’, the ‘wider is safer’ approach based on personal opinion should be discarded once and for all. The study’s findings have profound implications on safety and more equitable distribution of street space among transportation mode users.

Presentation 2: Two innovative municipal norms supportive of safe active travel  
*François Gagnon, National Collaborating Center for Healthy Public Policy, Montreal*

This presentation will cover two municipal norms that are being currently implemented in many European and North American cities in order to make streets safer and more convivial for people using active modes of transport. The first is a norm specifying that travel lanes shall have a default width of 3.0 m on collector and arterial streets. The second is the limitation of speed to 30 km/h on local streets.

Their potential effects in a North American context will be presented, notably on the development, conviviality and security of pedestrian and cycling infrastructures. Moreover, their potential development for the municipalities of Ontario, such as those of the Toronto and Hamilton areas, will be explored.

**Implementing Complete Streets in Ottawa**  
 (“Build It” Theme; Technical Track)  
Debates Room

Presentation 1: Project Delivery Process and Tools  
*Brian Hollingworth, Director, Transportation, IBI Group*  
*City of Ottawa staff (TBD)*

In November 2013 Ottawa City Council approved a comprehensive update to the Transportation Master Plan (TMP). The TMP includes policies and actions for providing safe and efficient roads by designing and building 'complete streets'. Under this policy was the action to "adopt a "complete streets" policy for road design, operation and maintenance." Subsequently, IBI Group assisted the City in developing an Implementation Framework for Complete Streets, that is, how a 'complete streets' approach will be incorporated into the City of Ottawa's transportation projects delivery process. In addition, a multi-modal level of service tool was researched and initiated to help deliver complete street outcomes.

Presentation 2: Complete Streets – Moving from Concept to Reality  
*Ron Clarke, Manager of Urban Planning and Design, Parsons*

Whereas there is an abundance of policy and guidelines available, Ron's presentation will focus on implementation and the successful construction of complete street investments. A sample of showcased projects from the City of Ottawa that Ron has been the functional & detailed design consulting project manager will include: O'Connor Street Segregated Bikeway (26 blocks on an Arterial Road); Main Street Renewal (18 blocks of cycle tracks on an Arterial Road); O-Train Pathway (1.6km MUP in a downtown location); and Queen Street Renewal (7 blocks renewed with wider sidewalks and integrated with the City's LRT project). The move to implementation!

**Attracting more Cyclists through Market Segmentation** ("Ensuring that 'They Will Come'  
Theme; Mixed Foundational/Technical Track)  
East Common Room

Presentation 1: Finding Latent Demand for Cycling  
*Dr. Beth Savan, University of Toronto*  
*Trudy Ledsham, University of Toronto*

Interventions like cycling infrastructure and behaviour change programs don't always succeed in attracting more cyclists. How can such investments be most effectively placed so that they will precipitate mode shift and contribute to increased health, economic vitality, reduced congestion and more pleasant and less polluted public spaces? We have developed an adaptable, context specific technique for identifying areas in a broad region where latent demand for cycling can likely be released. We have tested it in one suburban region, with a second suburban test in development. Application of our results could improve the effectiveness and efficiency of cycling oriented investments, creating more cycling commuters with carefully targeted interventions, ensuring that if we build it, they WILL come.

Presentation 2: Marketing Complete Streets: The Individualized Approach  
*Hayley Peek, Urban Trans North America*  
*Adam Arnold, Urban Trans North America*

As a proven method of promoting the use of sustainable travel options, UrbanTrans North America has conducted a number of individualized marketing (IM) projects across North America. UrbanTrans has recently completed IM projects in Ottawa and Hamilton, with the goal

of increasing residents awareness and use of sustainable travel infrastructure, in particular walking and cycling facilities.

These projects were targeted at neighbourhoods with an appetite to see change in how people move around their communities. Individualized Marketing is used as an innovative and customized approach to promoting increased use of new and existing infrastructure (such as bike lanes, improved pedestrian realm and other elements of complete streets design) by area residents. Based on the trans-theoretical model of behaviour change, developed by James Prochaska and Carlo DiClemente in 1983, Individualized Marketing identifies those residents most amenable to change and moves them toward that change through information and motivation. The projects used surveys, market segmentation, tailored information packages and tailored events to increase the number of local residents walking and biking in their neighbourhood.

This session will demonstrate how a focused and structured approach to the marketing of sustainable transportation opportunities can activate a community and inspire more frequent and extensive use of active transportation facilities within a neighbourhood.

### **Evaluating Innovative Pedestrian Intersection Designs** (“Plan It” Theme; Foundational Track) Music Room

#### **Presentation 1: Uncontrolled Marked Crosswalks in New York City**

*Merisa Gilman, Project Manager, Pedestrian Projects, New York City Department of Transportation*

Prior to 2014, New York City did not install uncontrolled crosswalks. Although it is hard to imagine, NYC has many intersections where controls are unwarranted under federal guidelines, but have enough traffic that pedestrians are uncomfortable crossing. In 2014 NYCDOT updated its policy to include a standard and acceptable treatment for marking crosswalks at locations that do not meet the thresholds for typical intersection controls. The new standards are quickly becoming a popular method to improve the pedestrian experience. The presentation will outline NYCDOT policy, procedure and best practices for marking crosswalks at uncontrolled locations.

#### **Presentation 2: Evaluation of Pedestrian Priority Phases (Scramble Crossings) in Toronto**

*Sheyda Saneinejad, Transportation Services, City of Toronto*

A Pedestrian Priority Phase (PPP), also known as a scramble crossing, is a type of traffic signal operation that allows pedestrians exclusive access to the intersection for a portion of the signal cycle.

Toronto's choice of PPP operation at three downtown intersections is designed to reduce pedestrian waiting times & sidewalk crowding, reduce conflicts between pedestrians and vehicles during some portions of the signal, and improve overall walkability and sense of safety for pedestrians.

Prioritizing pedestrians at PPPs comes at the cost of reducing vehicular traffic capacity due to reduced 'green' time per signal cycle. As such, it is important to quantify and evaluate the benefits of PPPs for pedestrians versus negative consequences such as delays for vehicular traffic. Several types of data were collected and analyzed. These include pedestrian, vehicular and cyclist volumes as well as transit ridership, pedestrian crossing patterns, survey of all mode users, historical collision statistics, measured and modelled traffic delay, measured transit delay, illegal parking patterns, and feedback collected at a public consultation.

Prioritizing traffic signals for pedestrians result in some delay to motorized vehicles and surface transit riders. Pedestrians make up a very large portion of all users at Yonge & Dundas and Yonge & Bloor and PPPs are well utilized at these intersections and reduce corner crowding. As such, the additional delay incurred by vehicles is considered an acceptable trade off. In contrast, at the intersection of Bay & Bloor, pedestrian volumes are lower, corner crowding is less of an issue, pedestrians make up a smaller portion of users, and the diagonal crossing option is not relatively well utilized. Given these modest benefits, and the significant delays experienced by vehicular traffic, the evaluation suggests that this intersection can operate well with a conventional signal.

In addition to the evaluation results of all three PPPs this study provides a revised set of guidelines for any future consideration of this unique traffic operation tool.

### **Tour of Toronto's Separated Bike Lanes (continued, see above)** (Bike Tour)

**12:00 p.m.**

#### **Lunch**

Lobby outside the Great Hall

Posters on Display in the Great Hall

**1:00 p.m.**

**Afternoon Keynote: Who is ALL and what is Complete? A New Way Forward for Engineers**  
The Great Hall

*Veronica O. Davis, PE, Partner and Principal Planning Manager, Nspiregreen LLC*

"Complete Streets". "Complete Networks". "Vision Zero". These are all ways of rethinking how we plan and design our transportation systems. However, a key to successful implementation is engaging "all" users of the system. Throughout her career Veronica O' Davis has developed transportation plans by engaging diverse stakeholders from the neighborhood unofficial mayors to non-traditional communities like the homeless. Veronica will give examples of creative tools engineers can use to engage the community and stakeholders to build political support to design complete streets.

**2:00 p.m.**

#### **Break**

**2:15 p.m.**

**Breakout Parallel Sessions**

**Pecha Kucha** (“Plan It” Theme; Mixed Foundational/Technical Track)

The Great Hall

Presentation 1: A Speedy Journey through Toronto’s Warrant Systems for Traffic Calming and 30 km/hr Limits

*Katie Wittmann, Green Communities Canada*

*Brandon Quigley, York University*

The City of Toronto’s new 30 km/h Speed Limit Policy is meant to make it easier for residents to request speed limit reductions in their neighbourhoods. But how easy is it for individuals and groups to work through this process, or the complementary Traffic Calming Policy? In this fast-paced presentation we’ll take you on a light-hearted journey through the warrant system steps to give you a taste of the process.

Presentation 2: Pedaling to Proposed Development: Transportation Demand Management and Land Development

*Darryl Young*

*Stephen Oliver*

As urbanization increases, planners are faced with the growing challenge of addressing the need for more mobility options, curbing sprawl and to reduce traffic congestion. When considering transportation needs at the scale of an individual development, opportunities exist for municipalities and the development community to work together to shift travel behaviour through policy and infrastructure. Transportation Demand Management offers a set of strategies that result in more efficient use of the transportation system. Official plan and transportation master plan policies include language to support and encourage TDM measures but can also form part of the development approvals process in making the case for active transportation investment.

Presentation 3: Made in Chestermere, Alberta: Effective Communication for Planning a Better Street Network

*Niki Siabanis, Transportation Planner, Parsons*

*Stephen Power, Business Manager, Parsons*

Chestermere, Alberta is one of Canada’s fastest growing communities and faces significant transportation challenges: a 93% car-oriented mode split; maintaining a distinct identity amid creeping municipal boundaries; regional/intermunicipal planning; and nostalgia as a lake-front village with recreational aspirations. With no previous transportation masterplanning consideration for non-auto modes, multi-modalism and streets for everyone were new concepts for the City. This demanded an approach that resonated locally and played up community goals, while playing down titles and terminologies. This presentation shares our positive experiences in making big changes to how Chestermerians see their transportation network, including a Made In Chestermere approach to Complete Streets.



Presentation 4: Building a Walking Movement  
*Kate Hall, Green Communities Canada*

In 2015, Canada Walks joined forces with Ryerson University and the Canadian Automobile Association to undertake two separate but complimentary research projects.

Results from an online survey illuminated the practices, resources, and needs of 125 organizations who promote walking and plan for walkability. Although a great deal is being done, more funding, policy support and national collaboration is needed to help boost the impact of this largely grassroots effort.

A second survey of 1000 Canadians conducted by telephone found high support for enforcing slower traffic speeds, government spending on walking infrastructure and, snow and ice removal on sidewalks.

Together the findings tell a story about the walking movement in Canada and illustrate many of the factors that are needed to inform a successful Complete Streets project that will be well used by walker.

**Navigating the Diverse Landscape of Toronto's Streets** ("Build It" Theme; Foundational Track)  
Debates Room

Presentation 1: Toronto Green Streets: Moving Green Infrastructure – from Policy to Practice  
*Sheila Boudreau, Urban Designer, City Planning, City of Toronto*  
*Patrick Cheung, Senior Engineer, Toronto Water, City of Toronto*

Green Streets refer to streets designed with green infrastructure measures that provide ecological services such as stormwater management and urban heat island mitigation. Green Streets also help to create destination within the right-of-way. The City of Toronto, with strong environmental policies such as the Toronto Green Standard and Green Roof Bylaw, is working to create 'policy on the ground' pilot projects. Sheila and Patrick will talk about the efforts and challenges in the development of inter-divisional partnerships and stakeholder working groups to develop the 'Next Generation Infrastructure' standards - to be incorporated into the City's Complete Streets Guidelines currently underway.

Presentation 2: Toronto 360 Wayfinding Strategy: Building Support  
*Chris Ronson, Project Manager, Public Realm Section, Transportation Services, City of Toronto*

The City of Toronto has completed a comprehensive wayfinding strategy for all modes of travel, including pedestrians, cyclists, motorists and transit users. A pilot project in Toronto's downtown core was launched in June 2015.

The project is a partnership that has been supported by Tourism Toronto, BIA's, the Toronto Transit Commission and UP Express. This presentation will provide an overview of the critical

role partnerships play through the planning and construction stages of any complete streets initiative.

TO360 Wayfinding was developed as a multi-phase project that relied on modest initial investments to develop a framework strategy and build momentum for the project. The early project phases allowed the city to demonstrate the benefits of TO360 to project partners and stakeholders. An emphasis on consultation and collaboration was critical in achieving in high levels of satisfaction and a sense of ownership for all participants.

The project will be evaluated pre/post implementation against stated objectives, prior to reporting to City Council with recommendations on a city-wide rollout. Partnership development will continue to be critical as we move into the next project phase.

**Developing the Toronto Cycling Network 10 Year Plan** (“Plan It” Theme; Foundational Track)  
East Common Room

*Jacquelyn Hayward Gulati, Manager, Cycling Infrastructure & Programs, City of Toronto*

[Description pending]

**Developing Evidence-Based Accessibility and Pedestrian Infrastructure Priorities using Health Impact Assessment and Spatial Analyses** [“Plan It” Theme; Technical Track]

Music Room

*Stephanie Sciberras, Kingston, Frontenac, Lennox and Addington Public Health  
Neluka Leanlage, modemaps inc./groundSHIFT*

Kingston, Ontario is a medium-sized municipality with one of the fastest aging populations in the province. Older parts of the City are more walkable and accessible with important improvements to the waterfront underway. But what about less walkable areas? How does Kingston (or any municipality) know where to direct infrastructure improvements to increase walking and accessibility as well as equity? On what basis are infrastructure investments made and implemented?

You will learn about a study conducted by Kingston, Frontenac, Lennox & Addington Public Health, the City of Kingston Engineering Department and modemaps inc./groundSHIFT. We will present:

- how we refined a Health Impact Assessment (HIA) framework,
- utilized spatial indicators relevant to accessibility and pedestrians,
- developed criteria to weigh priorities, and
- how the evidence will inform accessibility and pedestrian infrastructure planning investments and implementation in Kingston, Ontario.

This study and its methods will be relevant to other municipalities, public health units, engineers, planners and researchers.

## **Taking it to the Streets – Using Citizen Science to Advocate for ‘Great Streets’**

(Hands-on Workshop)

Meet-up location TBA

*Heather Marshall, Toronto Environmental Alliance*

*Lynda Lukasik, Environment Hamilton*

Building complete streets is not just about physical infrastructure. Streets must be places that people love! This workshop introduces participants to a method of community engagement that can turn local residents into complete street supporters through ‘citizen science’. Participants will go on a ‘walkabout’ and use hand-held air monitors to gather information about air quality conditions along a downtown Toronto street. Back indoors, this data will be uploaded to an on-line mapping system and spark a group discussion about how air quality data can be used to advocate for street-level change and quality of life in cities.

**3:00 p.m.**

**Break**

**3:15 p.m.**

**Breakout Parallel Sessions**

**Complete Streets in the Suburban Context** (“Plan It” Theme; Mixed Foundational/Technical Track)

The Great Hall

Presentation 1: Town of Ajax: The road to complete streets

*Hubert Ng, Town of Ajax*

*Elysia Leung, Town of Ajax*

The Town of Ajax has adopted a complete streets policy through the 2013 Transportation Master Plan Update. Additionally, the Official Plan (2014) contains a “Vibrant Streets” policy to offer a full and practical range of travel options. Although these policies are relatively new, for many years Ajax has followed a complete streets approach for new road design. This presentation will detail the history and vision behind the complete streets policy in Ajax followed by a discussion on the development of complete streets through the planning process including EAs, capital projects, planning applications and the Town’s new Transportation Demand Management Plan.

Presentation 2: Regional Road Characterization: Integrating Transportation and Land Use

*Lindsay Edwards, Region of Peel*

The Region of Peel saw the need to become more proactive in planning to keep people and goods moving efficiently throughout the Region, while maintaining the flexibility to tailor road design to the needs of the municipality by emphasizing the connection between road function and surrounding land use. The Road Characterization Study (RCS) identifies six road character types and illustrative cross-sections for each, which are considered for all changes to Regional roads. Accompanied by an updated access control by-law, the RCS takes an approach to integrating land use and transportation planning that is as unique as the three area municipalities in Peel.

**Enabling Winter Cycling in Montreal through Changes to Street Design and Maintenance Practices** (“Build It” Theme; Foundational Track)

Debates Room

*Bartek Komorowski, Vélo Québec*

This presentation examines how winter cycling could be facilitated in Montreal through changes to street design and maintenance practices, based on research carried out by Vélo Québec for the City of Montreal. Current street design and maintenance practices in Montreal are compared to those of a select group of winter cities. Foreign concepts are evaluated in terms of their cost and feasibility and their capacity address the challenges imposed by Montreal’s severe winter climate. Recommendations are made on how to improve street design and winter maintenance practices to make Montreal's cycling network operable year round.

**Shifting to Active Travel: Getting to School and the Pan Am Games** (“Ensuring that ‘They Will Come’ Theme; Foundational Track)

East Common Room

Presentation 1: Active and Sustainable School Transportation planning and action in the Greater Toronto and Hamilton Area

*Jennifer McGowan, Metrolinx*

Ensuring schools are accessible by, and promoting the use of, active and sustainable school transportation (ASST-walking, biking, rolling and transit) is a fundamental cornerstone to building complete communities. Since January 2015, stakeholders across the GTHA have begun to align and amplify their work through the ASST Regional Hub, coordinated by Metrolinx, to work toward the Big Move vision of 60% of children walking and biking to school by 2031. This panel will highlight some of the efforts to date by participating stakeholders including the inaugural Bike to School Week 2015, the newly formed 'School and Municipal Design' action group, and will also highlight the ongoing efforts of stakeholders including Transportation Consortia, School Travel Planning partners, etc.

Presentation 2: Pan Am and Parapan Am Games Active Transportation Initiatives and Outcomes  
*Gary Jamieson, Senior Policy Advisor, Ministry of Transportation (to be confirmed)*

As part of the Pan Am and Parapan Am Games taking place in the Greater Golden Horseshoe during the summer of 2015, venue locations undertook efforts to encourage and support the efficient movement of event spectators to and from venue locations prioritizing transit and active transportation. This presentation will share some of the active transportation interventions undertaken; the results achieved in terms of modal split; how these active transportation interventions can be supported at future events at these venue locations; and how lessons learned during Pan Am can be used to foster support for implementation of municipal Active Transportation Plans.

**Cross-sectoral collaboration to further participatory planning, Active Neighbourhoods Canada Peterborough** (“Plan It” Theme; Technical/Advanced Track)

Music Room

*Brianna Salmon, GreenUP*

Building from last year's presentation on the Active Neighborhoods Canada (ANC) participatory planning project, this panel will focus on the development and evolution of an ANC project partnership in Peterborough, Ontario. Specifically, the presentation will showcase how complex multi-stakeholder dynamics are being negotiated and balanced to achieve a common goal. Featuring four panelists representing different sectors and perspectives, the focus will include: strategies to dovetail traditional and participatory planning processes; approaches to negotiate power relations and address funding inequities; and, research frameworks to monitor the shifting role of individual collaborators and to evaluate collective impact.

**Taking it to the Streets – Using Citizen Science to Advocate for ‘Great Streets’ (continued, see above)**

(Hands-on Workshop)

**4:00 p.m.**

**Break**

**4:15 p.m.**

**Closing Keynote: Envisioning Safety for all Road Users: The Promise & Potential of Vision Zero**

The Great Hall

*Leah Shahum, Founder and Director, Vision Zero Network*

In a transformative shift of thinking about safe mobility, cities across North America are embracing Vision Zero: a commitment to eliminate traffic fatalities and severe injuries among all road users.

How does Vision Zero differ from past safety efforts? Can it work? And, what would it mean for Toronto to embrace Vision Zero?

Hear from our keynote speaker Leah Shahum, founder and director of the new [Vision Zero Network](#), about the growing momentum for this new approach toward safe mobility for all. Learn key lessons from European cities that have dramatically increased road safety while also boosting overall mobility in the past decade. Hear about strategies from other cities who are starting to implement Vision Zero in the North American context. And bring your ideas and questions about this bold new way of thinking about our transportation system and public space.

**5:15 p.m.**

**Closing Remarks**

The Great Hall

*Nancy Smith Lea, Director, Toronto Centre for Active Transportation*

**5:30 – 7:00 p.m. Wine and Cheese Reception**

Gallery Grill, Hart House, University of Toronto



# **Complete Streets Forum Optional Activities (additional sign-up required) September 30, 2015 – October 1, 2015 Various Locations**

## **1. Bike Tour – Cycling in Scarborough: Suburban challenges and opportunities**

**Date:** September 30, 2015

**Time:** 11:00 a.m. – 1:00 p.m.

**Meet:** Outside of the main street-level entrance to Warden subway station (Bloor-Danforth line) at 10:45 a.m.

**Tour Leader:** Marvin Macaraig, Scarborough Cycles Project Coordinator, Toronto Centre for Active Transportation (TCAT)

**Description:** Funded by the Metcalf Foundation Cycle City program, in 2015 TCAT launched an innovative project called *Scarborough Cycles: building bike culture beyond downtown*. To kick off this new venture, TCAT will lead a group ride featuring different types of shared roadways and multi-use pathways, such as the Gatineau Hydro Corridor Trail that provides cyclists with a beautiful 10 km off-road option through the centre of Scarborough. The ride will highlight some of the immediate challenges and potential opportunities facing planners and civil society organizations working to improve active transportation infrastructure in Toronto's suburbs. The ride will include several short breaks and accommodate all fitness and skill levels. Total distance of the route is 20 km. Cyclists will meet outside of the main street-level entrance to Warden Subway Station (Bloor-Danforth Line) at 10:45am. Participants can bring their bicycles onto the subway during off-peak periods from 10:00am to 3:30pm. This ride will take approximately two hours and will end at Midland Station (Scarborough Line).

**Registration limit:** 20

**Cost:** Free with Complete Streets Forum registration (sign-up required)

## **2. Hands-on Workshop –What are Open Streets programs and how can you make one happen in your community?**

**Date:** September 30, 2015

**Time:** 2:00 – 4:00 p.m.

**Location:** Metro Hall, 55 John Street, Room 303 (near St. Andrew subway station on the Yonge-University line)

**Workshop Leader:** Allysa Bird, 8 80 Cities

**Description:** Many communities in Ontario are beginning to implement Open Streets programs as a means to achieve health, active transportation, and social benefits. Success has been seen in programs like Open Streets Thunder Bay and Open Streets Toronto. From these experiences and others, 8 80 Cities has developed an implementation Toolkit to aid new communities in developing their own Open Streets programs. In this workshop we will walk participants through the toolkit and online platform to help them get started in planning their own Open Streets programs. Visit [www.healthiestpracticeopenstreetsprograms.org](http://www.healthiestpracticeopenstreetsprograms.org) for more information.

**Registration limit:** 25

**Cost:** Free with Complete Streets Forum registration (sign-up required)

3. **Walking Tour – A Walk through the Revitalized Queen’s Quay**

**Date:** September 30, 2015

**Time:** 2:00 – 4:00 p.m.

**Tour Leader:** TBA (Waterfront Toronto invited)

**Meet:** TBA

**Description:** After three years of construction, and over a decade’s worth of public consultation and work undertaken by Waterfront Toronto, June 19, 2015 marked the official opening of the revitalized Queens Quay. Toronto’s central waterfront main street spans more than three kilometres from Bathurst Street to Parliament. Queens Quay has undoubtedly been transformed into a Complete Street and is now considered one of the world’s most beautiful waterfront boulevards. However the new street has experienced a bumpy start, particularly in response to the “mixing zones”, a new design feature. Several media articles have reported conflicts between pedestrians, cyclists and drivers on the new street design. The site tour, led by Waterfront Toronto staff, will stop at key locations to explain the different design elements and discuss upcoming adjustments to reduce conflict.

**Registration limit:** 20

**Cost:** Free with Complete Streets Forum registration (sign-up required)

4. **Public lecture – Out of the mouths of babes: how a little girl started a revolution**

**Date:** September 30, 2015

**Time:** 7:00 – 8:30 p.m. (cash bar to 9:30 p.m.)

**Location:** Buddies in Bad Times, 12 Alexander Street (near Wellesley subway station on the Yonge-University line)

**Speaker:** Veronica O. Davis, Founder, Black Women Bike

**Description:** Black Women Bike (BWB) was founded in 2011 over a twitter conversation between three friends. Four years later the organization has grown to over 1,500 women in the District of Columbia Region. BWB was formed in a perfect storm of racial tensions, a Mayoral race, and a journalist peddling the idea that bicycling was for white people only. This is the BWB story, what they have achieved, and what’s next.

**Registration limit:** 120 (60 seats reserved for Complete Streets Forum registrants and 60 reserved for the general public)

**Cost:** \$5 with Complete Streets Forum registration; \$10 for general public

5. **Walking tour – Ground level perspectives on Complete Streets**

**Date:** October 1, 2015

**Time:** 7:15 – 8:15 a.m.

**Meet:** Southwest corner of Spadina and Bloor (across the street from the Spadina subway station)

**Tour Leader:** Adam Popper, Complete Streets Project Manager, Transportation Services, City of Toronto



**Description:** A challenge facing cities around the world is how to make our streets reflect the kinds of places we want to live. This walk is about connecting the big ideas with the details. Using Toronto's Annex neighbourhood streets as examples, we will walk through and talk about different types of streets, how we prioritize uses, and where Toronto's street design is headed. Led by the City of Toronto's Complete Streets Project Manager, this walk is for anyone who wants to know more about how the City makes decisions about its streets, and to understand more about how to think about them as complete or incomplete. Meet on the southeast corner of Spadina and Bloor (across the street from the TTC Spadina Station) at 7:00 a.m. The walk will be one hour in length ending at the Complete Streets Forum, Hart House, University of Toronto.

**Registration limit:** 30

**Cost:** Free with Complete Streets Forum registration (sign-up required)

6. **Bike tour – Tour of Toronto's Separated Bike Lanes**

**Date:** October 1, 2015

**Time:** 10 a.m. – 12:00 p.m.

**Meet:** TBA

**Tour Leader:** Jacquelyn Hayward Gulati, Manager, Cycling Infrastructure & Programs, Transportation Services, City of Toronto

**Description:** In 2014 the City of Toronto installed separated bike lanes along Simcoe, Richmond and Adelaide Streets as a pilot project. These new lanes have dramatically increased, in some cases tripled, the number of cyclists using those routes without impeding car travel along the same stretches. In 2015 the City of Toronto approved the extension of the Richmond/Adelaide lanes to Parliament Street. This bike tour, led by Toronto's Manager of Cycling Infrastructure & Programs, will tour these new lanes and discuss the benefits and challenges of this bikeway design.

**Registration limit:** 20

**Cost:** Free with Complete Streets Forum registration (sign-up required)

7. **Hands-on Workshop – Taking it to the Streets – Using Citizen Science to Advocate for 'Great Streets'**

**Date:** October 1, 2015

**Time:** 2:00 – 3:30 p.m.

**Meet:** TBA

**Workshop Leaders:** Heather Marshall, Toronto Environmental Alliance & Lynda Lukasik, Environment Hamilton

**Description:** Building complete streets is not just about physical infrastructure. Streets must be places that people love! This workshop introduces participants to a method of community engagement that can turn local residents into complete street supporters through 'citizen science'. Participants will go on a 'walkabout' and use hand-held air monitors to gather information about air quality conditions along a downtown Toronto street. Back indoors, this data will be uploaded to an on-line mapping system and spark a group discussion about how air quality data can be used to advocate for street-level change and quality of life in cities.

**Registration limit:** 25

**Cost:** Free with Complete Streets Forum registration (sign-up required)