

CITY OF TORONTO



TORONTO WALKING STRATEGY

EVERYONE IS A PEDESTRIAN





TORONTO MAYOR DAVID MILLER

Toronto's Walking Strategy is a vision for a more liveable, prosperous and sustainable city. It is a plan to create high quality pedestrian environments and foster a culture of walking in all of Toronto's neighbourhoods. By bringing together the City's existing pedestrian policies and programs with exciting new initiatives, the Walking Strategy provides a framework for renewing and revitalizing our pedestrian realm. As more people leave their cars at home, our city becomes a greener and healthier place to live, work and play. The Walking Strategy will help us to build our streets and public spaces so that they meet the full potential of our great city.

David Miller



THE TORONTO WALKING STRATEGY

Introduction	2
Big Steps To A Pedestrian Friendly City	3
Vision: Bringing Torontonians To Their Feet	4
Toronto: A Strong Foundation For Walking	5
Why Toronto Needs A Walking Strategy	6
Challenges And Opportunities	7
Implementing The Walking Strategy	8
Walking Strategy Guiding Principles	10

WALKING STRATEGY ACTIONS: SIX STEPS

1. Leadership and Support for Walking	14
2. Promoting a Culture of Walking	18
3. Integrating Networks for Walking	22
4. Designing Streets for Pedestrians	26
5. Creating Spaces and Places for People	30
6. Focus on Priority and Tower Renewal Neighbourhoods	34
Appendix 1: Implementation Plan	

WALKING IS ESSENTIAL TO BUILDING A SUSTAINABLE TORONTO



The Toronto Walking Strategy outlines what it takes to make Toronto a great walking city — a city where people love to walk. It strives to create an environment where walking is an appealing, convenient, safe and stimulating experience for everyone in every Toronto neighbourhood.

Walking is a basic form of mobility and it is a component of almost every journey. Walking doesn't cost any money, require any special equipment or create harmful emissions. The Walking Strategy recognizes that building a sustainable city means building a city where people choose to walk, along with cycling and public transit trips, as a preferred way to move from place to place. In recognition of the broad, far-reaching advantages of a pedestrian-friendly city, the Strategy's actions give a high priority to the health, social, economic and environmental benefits of walking. Toronto will benefit from more people walking in neighbourhoods all across the city and the Walking Strategy provides the tools to make that happen.

The Walking Strategy is an integrated approach that brings together several City divisions and agencies to create physical and cultural environments that encourage walking. It is the product of many discussions with the public, external organizations and relevant City divisions and agencies. Input from Toronto residents includes information gathered through public consultation sessions and the 'Toronto Walking Survey'. In addition, the Strategy has been developed with the advice of international experts in pedestrian policy and programming who were delegates of Walk 21 Toronto — a high-profile international conference hosted by the City of Toronto in October 2007.

1. A random telephone survey of 1,000 Toronto residents conducted in 2007

BIG STEPS TO A PEDESTRIAN FRIENDLY CITY



- A culture of walking will be supported and nurtured throughout the city.
- All City sidewalks and walkways will be clear, accessible and easy to navigate.
- City building projects, both public and private, provide opportunities to create a high-quality walking environment.
- Tools for navigating the city on foot, such as signage and maps, will make walking easy and enjoyable.
- Pedestrian-focused projects and initiatives will be coordinated across City divisions and agencies.
- Areas that are not well designed for walking will be transformed, neighbourhood by neighbourhood, into places where people want to walk.

VISION: BRINGING TORONTONIANS TO THEIR FEET

A pedestrian is a person moving from place to place, either by foot or by using an assistive mobility device. Pedestrians include residents and visitors to the city of all ages and abilities.

— TORONTO PEDESTRIAN CHARTER, 2002

The Walking Strategy envisions a Toronto where citizens and visitors participate in a culture of walking. This is a Toronto where streets, parks, public spaces and neighbourhoods are accessible, secure, vibrant and enjoyable so that people choose to walk more often and where walking is complemented by public transit, cycling and other sustainable modes of travel.

Toronto has a rich pedestrian tradition. The route that is now Spadina Road was travelled over thousands of years by people moving between Lake Ontario and the areas to the north. Similarly, Davenport Road follows a path that was used by traders and fishers travelling between the Don and Humber rivers. The Walking Strategy builds upon this tradition of walking by setting out a plan that will encourage residents and visitors to share in the environmental, health and social benefits of a strong walking culture. It imagines a Toronto where everyone lives and works within walking distance of the shops and services they want to frequent and where they feel a closer connection to their neighbourhoods because they experience them at a walking pace.

GLOSSARY Terms often referred to in The Walking Strategy

WALKABILITY — is a measure of how easy and enjoyable it is to walk in your neighbourhood. For example, a very walkable neighbourhood is a neighbourhood where walking is convenient, safe and enjoyable.

AVENUES — The City of Toronto Official Plan identifies key Avenues as important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents. (Official Plan, Section 2.2.3)

PEDESTRIAN PRIORITY PHASE — is a feature that allows pedestrians to cross the road safely in any direction while traffic is stopped for all vehicles. In these selected intersections, a red light is shown to vehicles in all directions while the pedestrian “walk” sign is provided to pedestrians to travel in any direction they wish, including diagonally across the intersection.

WALK 21 — is an annual international pedestrian planning conference. Toronto hosted the 2007 conference.

TORONTO: A STRONG FOUNDATION OF WALKING

An urban environment and infrastructure will be created that encourages and supports walking throughout the City through policies and practices that ensure safe, direct, comfortable, attractive, and convenient pedestrian conditions, including safe walking routes to schools, recreation areas, and transit.







— CITY OF TORONTO OFFICIAL PLAN, 2002

Toronto's existing policies and programs provide a strong foundation to support a comprehensive Walking Strategy. The City's Official Plan provides the policy framework for achieving a more intense, mixed-use pattern of development that will increase opportunities for better pedestrian, transit and bicycling conditions. Several sections of the Official Plan provide specific policies that support a high-quality pedestrian environment. These policies reinforce the notion that by building a "walkable" city we are creating a sustainable city. (Please see City of Toronto website at www.toronto.ca/walking for a summary of relevant Official Plan policies.)

In 2002, City Council adopted the Toronto Pedestrian Charter, which reflects the principle that the quality of our walking environment is a key indicator of the City's health and vitality. The International Charter for Walking, adopted by the Walk21 Conference in Melbourne, Australia in 2006 has also served as guidance for the development of the Toronto Walking Strategy.

A Walking Survey of 1,000 Toronto residents was conducted in 2007. The survey results show that walking is an integral part of daily travel patterns for most Torontonians. Eighty-one percent of respondents reported walking for recreation or fitness. Though fewer people said they walk to their daily destinations, results show that approximately 31% of Torontonians choose to walk to work, school, shopping, or leisure and entertainment activities.

2008 TORONTO WALKING SURVEY How Torontonians travel

	 walk	 bike	 transit	 carpool	 drive	 taxi
work / volunteer	9%	3%	36%	2%	49%	1%
school / take to school	25%	1%	23%	2%	47%	1%
shopping	18%	1%	15%	2%	63%	1%
leisure / entertainment	12%	2%	23%	3%	59%	1%

WHY TORONTO NEEDS A WALKING STRATEGY

Toronto Public Health estimates that 1,700 people die prematurely each year in Toronto due to smog-related causes.

50 per cent of adults living in Toronto are not physically active enough to maintain or improve their health.

— DR. DAVID MCKEOWN, TORONTO MEDICAL OFFICER OF HEALTH

Toronto has many existing guidelines, programs and projects that focus on improving the pedestrian environment. These initiatives are the responsibility of many different City divisions, agencies, boards and commissions. The Walking Strategy links all of these into one integrated plan and recommends several new actions for providing and maintaining a high-quality walking environment and fostering a culture of walking. Toronto needs a walking strategy in order to evaluate and coordinate existing initiatives while creating new programs that put walking at the forefront of city-building initiatives. The Walking Strategy contributes to building a sustainable living environment that prioritizes the health and safety of Torontonians.

EXISTING GUIDELINES AND PROGRAMS

Walking related City guidelines and programs include the Vibrant Streets Guidelines and the Coordinated Street Furniture Program; the Essential Sidewalk Links Program; Accessible Pedestrian Signals; Streetscape Design Guidelines; Discovery Walks program; and the Active and Safe Routes to School program. (A complete list can be found at www.toronto.ca/walking). These initiatives evolved over time, often in response to specific objectives.

In translating Toronto's Official Plan policies into action, the City has adopted specific action plans for both public transit and bicycling, such as the TTC Ridership Growth Strategy, the Transit City Plan and the Toronto Bike Plan. The Walking Strategy is a corresponding action plan for pedestrians and provides a long-term, comprehensive set of actions for achieving the Official Plan's objectives for walking and the public realm.

HEALTH AND THE ENVIRONMENT

The Walking Strategy supports Toronto Public Health's "Call to Action" for healthier, active living. Walking is a proven method of promoting personal health and is consistently ranked very highly as a preferred physical activity for youth and adults. Furthermore, City Council has called for new ways to think about transportation, community planning and design to help meet the Climate Change, Clean Air and Sustainable Energy Action Plan emission reduction targets. This plan aims for a reduction of greenhouse gas emissions of 6% by 2012 and 80% by 2050. Building a more walkable Toronto will contribute significantly towards achieving these goals by encouraging walking, along with cycling and public transit trips, in place of motor vehicle use.

CHALLENGES & OPPORTUNITIES

DEVELOPMENT PATTERNS

In the past, two distinct patterns of development have shaped the City of Toronto. The first type, located in the older parts of the city, is characterized by neighbourhoods that are generally conducive to walking as they are compact and have mixed land uses. With their fine grain of streets and transit, these areas are sometimes called “streetcar neighbourhoods” and were built before the post-war era of the automobile. Yet even in these walking-friendly neighbourhoods much can be done to give pedestrians a higher priority and raise the quality of urban design in the public realm.

The second pattern of development is found in Toronto’s “post-war suburbs” and poses a considerable challenge to improving the city’s walkability. Built on segregated land-use patterns, these suburban neighbourhoods are typically composed of single family homes in residential subdivisions and high-rise apartment towers on arterial roads. Concentrations of apartment towers create areas with relatively high population densities, but these areas generally have poor access to community services and public transit. According to a recent report by the Centre for Urban and Community Studies at the University of Toronto, over the past 30 years these suburban neighbourhoods have seen the largest increases in population density, new immigrant residents and poverty levels compared with other areas of the city. The majority of the City’s Priority Neighbourhoods are located in these post-war suburbs.

Urban sprawl has led to increased distances between home,

work, school, shopping, recreation and other services which has greatly contributed to automobile dependence. Increasing motor vehicle traffic and the resulting increase in ground-level pollution and noise have contributed to a deterioration of the walking environment in communities all across Toronto. Neighbourhood characteristics like speed and volume of motor vehicle traffic, sidewalk safety and proximity to parks and other services can either support walking or create barriers. Having more people out walking on the street leads to an increased sense of neighbourhood safety, a term coined by urban planning activist and writer Jane Jacobs as “eyes on the street.”

DECREASES IN PHYSICAL ACTIVITY

Only 36% of children and youth walk to school today, a figure that has declined steadily from 80% just 30 years ago. Fewer walking trips to school are only one example of a societal trend in decreasing levels of physical activity across all age groups. Lower levels of physical activity are a contributing factor to increased levels of obesity, heart disease, diabetes and other chronic health problems. Research indicates that people who live in the most walkable neighbourhoods walk more often, and people who walk more often are less likely to suffer obesity and other chronic health problems.

WALKABLE COMMUNITIES ARE VIBRANT COMMUNITIES

Toronto’s most vibrant, economically successful commercial streets depend on high levels of foot traffic. Currently, 20% of Torontonians choose to walk regularly to their shopping destinations. Walkable communities also support public transit because most transit trips begin and end with walking. The Walking Survey indicates that 41% of Torontonians take public transit and 92% of those transit users walk to their transit stop, which is on average a five-minute walk away. Supporting and building pedestrian-friendly environments will encourage even more customers to choose walking as a regular mode of travel.

2. Hulchanski, David J. “The Three Cities within Toronto: Income polarization among Toronto’s neighbourhoods, 1970–2000”. University of Toronto Centre for Urban and Community Studies Research Bulletin #41, December 2007.

IMPLEMENTING THE WALKING STRATEGY

Putting Toronto's Walking Strategy to work will require continued coordination between several City divisions and agencies. The Strategy's actions will be implemented largely through existing processes and programs including the City's development review process, the annual capital work programs, various community-focused programs and the work of BIAs.

SECONDARY PLANS

Toronto's Secondary Plans offer a more detailed level of planning policy, including implementation strategies for specific areas of the city. These plans identify key pedestrian routes and links to community services throughout a neighbourhood while addressing issues such as pedestrian comfort, safety and amenities. Ensuring that pedestrian-focused policies are implemented through the development or redevelopment of a neighbourhood is a fundamental component of building an integrated walking network for Torontonians.

CAPITAL BUDGET PROGRAMS

The City's annual capital budget programs provide opportunities to achieve significant improvements to the public realm. These programs fund infrastructure that can encourage and support walking, improve safety and foster a sense of community. Capital improvements range from very basic services, such as constructing sidewalks and walkways, to more ambitious projects such as creating more beautiful streetscapes. Several Walking Strategy actions are focused on improving the pedestrian environment through the annual capital works programs and include developing new and accessible intersection standards; improving pedestrian links between major public transit nodes and adjacent neighbourhoods; and removing barriers which restrict pedestrian access across major corridors.

DEVELOPMENT REVIEW PROCESS

Securing improvements to the pedestrian realm through the development review process is critically important and is an integral part of implementing the Walking Strategy. This is especially true in areas designated for growth by the Official Plan including the Downtown, Centres, Avenues and Employment Districts. By designing Toronto's buildings with walking in mind, we can create an environment that encourages people to walk. For example, locating entrances where they provide easy access to the street; placing awnings, canopies, or other building elements so that they provide pedestrians with weather protection; and providing pedestrian-scale lighting and other amenities create high-quality spaces and places for people.



WALKABILITY IN ACTION

BUSINESS IMPROVEMENT AREAS

Toronto's Business Improvement Areas (BIAs) have long recognized that providing a high-quality walking environment will attract customers. The City works with BIAs to create attractive and lively streets through programs that are run by the BIA office in Economic Development, Culture and Tourism Division. The projects are intended to improve the quality of spaces on many of Toronto's main streets. Several of these programs provide matching funds and other financial incentives to improve the pedestrian environment and encourage walking including: The Streetscape Improvement Program, Commercial Façade Improvement Program for BIAs and the Community Festivals and Special Events Program.

Improvements that may be achieved through the development review process include:

- Enhanced streetscaping including trees and landscaping;
- Pedestrian links on-site and from the site to the surrounding area including direct connections to transit facilities, community services and the downtown underground PATH system;
- Consolidation and/or relocation of building entrances and other access points to give priority to pedestrian access;
- Public easements that allow for public pedestrian walkways to cross private property;
- Design features that ensure the scale and configuration of a building contributes positively to the walking environment.

Achieving pedestrian enhancements through the Development Review Process is a long-term and incremental process. The Walking Strategy recommends several actions to achieve the best possible results for pedestrians through this continuous, ongoing city-building process. These actions include: creating new tools for measuring the impact of new developments on pedes-

trians; consolidating pedestrian design standards and guidelines; and providing ongoing support for City staff involved in development review to ensure a consistent, city-wide approach to achieving pedestrian and public realm benefits. Current City design guidelines that promote the integration of high quality pedestrian facilities into new developments and redevelopments include the Infill Townhouse Design Guidelines, the Design Criterion for Review of Tall Buildings Proposals and the District and Area-based Urban Design Guidelines.

NEIGHBOURHOOD FOCUSED PROGRAMMING

There are a number of neighbourhood-focused City programs working to promote walking and walking friendly environments in Toronto including the Clean and Beautiful Program; the Walk Into Health Program; and the Live Green Toronto Program. In addition, the Priority Neighbourhood Programs; the Tower Renewal Project; and local Toronto Community Housing Corporation projects focus pedestrian-related initiatives in areas of the city where the need is most critical. Linking with community driven projects helps to identify local walking priorities and promotes the participation of local residents. Neighbourhood scale initiatives are essential to cultivating a culture of walking throughout Toronto that is tailored to local needs and conditions.

TORONTO'S OFFICIAL PLAN: BUILT FORM POLICIES

New development will provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing

- a) Improvements to adjacent boulevards and sidewalks including street trees, lighting and other street furniture;
- b) Coordinated landscape improvements in setbacks to create attractive transitions from the private to public realms;
- c) Weather protection, such as canopies and awnings;
- d) Landscaped open space within the development site;
- e) Landscaped edges of surface parking lots along streets, parks and open spaces to define the street edge and visually screen the parked autos;
- f) Safe pedestrian routes and tree plantings within surface parking lots;
- g) Public art, where the developer agrees to provide this, to make the building and its open spaces more attractive and interesting.



WALKING STRATEGY GUIDING PRINCIPLES

With a view toward both long and short-term initiatives, the Walking Strategy actions have been built upon the following principles:



→ **UNIVERSAL ACCESSIBILITY**

All public and private places and spaces should be barrier-free



→ **SAFETY**

The safety of pedestrians takes precedence over all other modes of transportation



→ **DESIGN EXCELLENCE**

High-quality design creates a positive experience for everyone

The Walking Strategy has attempted to reflect these guiding principles within each of the actions identified. These actions are strategically grouped in six “action areas” that include:

- Leadership and Support for Walking**
- Promoting a Culture of Walking**
- Integrating Networks for Walking**
- Designing Streets for Pedestrians**
- Creating Spaces and Places for People**
- Focus on Priority and Tower Renewal Neighbourhoods**



PHOTO BY MACKENZIE BLAKE



WALKING STRATEGY ACTIONS



PHOTO BY MACKENZIE BLAKE

LEADERSHIP AND SUPPORT FOR WALKING

A CITY-WIDE EFFORT

Implementing the Walking Strategy is a city-wide effort. Leadership starts with City Council and Senior Management and is the responsibility of all City staff. The Toronto Pedestrian Committee and community groups provide valuable guidance on residents' priorities for pedestrian-related improvements and promotion. Collaboration among City divisions and agencies, a commitment from City staff at all levels and the cooperation of other stakeholders will ensure the successful implementation of the Strategy. New tools and methods for evaluating pedestrian impacts and opportunities will be developed and accompanied by continuous training so that staff are equipped to implement innovative and sound best practices from around the world in pedestrian planning, design and engineering principles.

The Public Realm Section in the Transportation Services Division will serve as the nerve centre for the Walking Strategy. The Public Realm Section will oversee improvements in the design and maintenance of Toronto's streets and ensure that all City Divisions support a culture of walking. This group will manage Toronto's Coordinated Street Furniture Program as well as the Beautiful Streets projects. The Public Realm Section will act as both project manager and coordinator for capital works projects that have a significant impact on the pedestrian environment, making certain that the Walking Strategy will always be part of the process. Pedestrian focused projects that involve two or more City divisions will be coordinated through the Public Realm Section. In addition, Public Realm will direct the required resources and staffing in order to carry out the Walking Strategy actions. With a view to keeping the Strategy on track, the Public Realm Section will monitor, evaluate, provide progress reports and if necessary adapt the Strategy to keep it relevant and up-to-date.

KEY PRINCIPLES

- *City Council and Senior Management champion the Walking Strategy*
- *The Walking Strategy denotes the importance of walking in all city processes and initiatives*
- *Citizen input and involvement is critical to the success of the Walking Strategy*



PROMOTING LEADERSHIP AND SUPPORT FOR WALKING: STRATEGY ACTIONS

→ AN ACCOUNTABLE TEAM

- 1.1: Establish the Public Realm Section within the Transportation Services Division as the lead staff group to coordinate and monitor implementation of the Walking Strategy.
- 1.2: Establish an inter-divisional and inter-agency Walking Strategy Team chaired by the Director of the Public Realm Section to ensure city-wide coordination of Strategy projects. The Walking Strategy Team will include representatives from: Transportation Services, City Planning, Public Health, Parks, Forestry and Recreation, Economic Development, Municipal Licensing and Standards, City Managers Office (Diversity Management and Community Engagement), the Toronto Transit Commission, the Toronto Environment Office, the Toronto Parking Authority, the Toronto Conservation Authority, Toronto Police Services and Toronto Hydro.
- 1.3: Maintain ongoing consultation with the Toronto Pedestrian Committee and community partners to ensure a collaborative approach in the delivery of the Walking Strategy.
- 1.4: Produce annual Walking Strategy progress reports which will record achievements and identify future priorities and resources.
- 1.5: Organize an annual Walking / Public Realm Forum, beginning in the Fall 2009, to engage City staff and Council, external stakeholders and Toronto residents in an ongoing dialogue about actions to make Toronto a great walking city.

→ DEVELOP TOOLS TO GUIDE DECISION-MAKING

- 1.6: Initiate a comprehensive data collection and analysis program to inform investment decisions and to monitor the progress of the Walking Strategy.
- 1.7: Maintain and build partnerships with international leaders in pedestrian policy, design, planning and programming and seek out opportunities to participate and contribute to research on innovative pedestrian initiatives.
- 1.8: Create a "walkability audit" tool that enables site-specific assessments of pedestrian needs and assists in determining investment priorities and evaluating the design of new developments, streetscapes and public spaces.
- 1.9: Initiate a "walkability study" to assess neighbourhood walking conditions in order to inform community revitalization studies, transportation plans, secondary plan studies, environmental assessments and other initiatives.
- 1.10: Conduct an audit of City-owned buildings and properties with a view to improving the pedestrian environment and initiating walking programs to promote a culture of walking among City staff.



WALKABILITY IN ACTION

TORONTO PEDESTRIAN COMMITTEE

Established in 1998, the 18-member Toronto Pedestrian Committee is an advisor to Toronto City Council on any and all pedestrian matters. Its mandate includes:

- Promotion of walking in Toronto.
- Promotion of the Toronto Pedestrian Charter's implementation in the City's decision-making process.
- Working for improved pedestrian safety and access to public transit, schools, workplaces, shops, libraries, community centers, and parks, as well as roads and other public spaces.
- Providing pedestrian-oriented input regarding the planning, design, and use of public spaces.
- Providing recommendations on guidelines and general design principles for the public realm, including roads and standards for street and sidewalk lighting.
- Providing recommendations on capital and operating budgets.
- Providing an accessible forum for public consultation on pedestrian health, safety, convenience, and comfort.



Yonge Street Mall, 1973

PHOTO COURTESY OF TORONTO ARCHIVES

PROMOTING A CULTURE OF WALKING

EVERYONE IS A PEDESTRIAN

Walking is a part of everyday life and people in all corners of Toronto enjoy this ancient and universal form of travel. Promoting a culture of walking is one of the eight strategic principles of the International Charter for Walking, but it's not just a matter of principle. Persuading more people to walk more often will make our daily lives in the city healthier and more enjoyable.

Urban sprawl has made many of us increasingly dependent on automobiles for everyday travel. As a result many people pay little attention to the importance of walking in their lives and do not identify themselves as pedestrians. Yet, as Toronto's own Pedestrian Charter states, "every personal trip involves walking, alone or in combination with taking public transit, driving, or cycling." Although walking is a practical and healthy way of travelling to nearby community services and other destinations, almost one-third of automobile trips in Toronto are two kilometers or less. By fostering a robust culture of walking, these short trips will increasingly be made on foot.

It's also important to celebrate walking in Toronto. Each time we celebrate we are reminded of how much a part of our lives walking is and how beneficial it is to the health of the city. To strengthen our walking culture the City of Toronto is committed to providing up-to-date, high-quality and accessible information about walking in everyday life both as a mode of travel and as a form of recreation.

We're already walking — indeed, everyone is a pedestrian — but we need to remind ourselves of this fact and build upon it.

A culture of walking helps us to experience the city we live in. We see more, interact with neighbours and participate in Toronto's public life as we walk. Local businesses thrive and streets are made safer when people are out walking. Pedestrians are the key ingredient in making Toronto's streets and the whole city a vibrant place.

KEY PRINCIPLES

- *Everyone is a pedestrian*
- *Celebrating walking creates a positive image of walking*
- *High-quality pedestrian areas become part of Toronto's culture and heritage*



PROMOTING A CULTURE OF WALKING: STRATEGY ACTIONS

→ PROMOTE AND CELEBRATE WALKING

- 2.1: Organize an annual, city-wide Walking Festival in partnership with City divisions, external agencies and community walking groups.
- 2.2: Create and maintain a Walking Website that provides access to information on all City walking policies, programs and services and encourages Toronto residents and visitors to walk more often.
- 2.3: Recognize and reward projects that achieve significant improvements to Toronto's walking environment by incorporating pedestrian-related criteria into existing award programs including the Urban Design Awards and the Green Toronto Awards.

→ ENCOURAGE WALKING TO WORK, SCHOOL AND EVERYWHERE

- 2.4: Launch a high profile communications and engagement strategy to support the City's public realm initiatives and to encourage all Torontonians to safely walk as part of everyday life.
- 2.5: Promote and expand the community-based Walk Into Health program which includes: promotional campaigns in Toronto's neighbourhoods and parks, a pedometer lending program and organized neighbourhood walking groups.
- 2.6: Promote and expand the Active and Safe Routes to School program and other school-focused walking programs including school travel planning.
- 2.7: Create a toolkit for employers to support the design and delivery of walking programs in the workplace.
- 2.8: Administer a program through Live Green Toronto to assist individuals, resident groups and community organizations who wish to initiate walkability projects in their neighbourhoods.

2008 TORONTO WALKING SURVEY Average walking time (min.) to local services, by district

DESTINATION	CITY AVG.	TORONTO-EAST YORK	ETOBICOKE-YORK	SCARBOROUGH	NORTH YORK
Convenience store	6 min	3.8 min	6.2 min	7.4 min	7.1 min
Restaurant	10.5 min	6.1 min	14 min	13.8 min	10.4 min
Toronto park or trail	11.8 min	8 min	13.2 min	16.4 min	11.3 min
Supermarket or grocer	12.4 min	9.5 min	14 min	15 min	12.5 min
Library	15 min	10 min	16.3 min	18.2 min	17.4 min
Community centre	16.6 min	12 min	18.9 min	20.1 min	17 min



WALKABILITY IN ACTION

ACTIVE AND SAFE ROUTES TO SCHOOL

An often-heard cliché goes something like this: “When I was a kid we used to walk 10 miles to school.” There is an element of truth to this cliché; Canadian children walked to school in the past much more than they do now. Returning to that tradition by encouraging more children and parents to walk to school is an important step in strengthening the culture of walking in Toronto.

Through the Active and Safe Routes to School program, schools work collaboratively with families and the wider community to increase active transportation among students traveling to and from school. Led by Toronto Public Health in partnership with Transportation and Toronto Police Services, district school boards and Green Communities Canada the program also includes activities that promote walking during school hours.



Humber River pedestrian bridge

PHOTO BY BOUKE SALVERDA

INTEGRATING NETWORKS FOR WALKING

MAKING CONNECTIONS

When we walk, we move around the city in a different way than we do if we are taking public transit, riding a bicycle or driving a car. While sidewalks may be the most common way to get around, pedestrians can also use many other kinds of networks. Hundreds of kilometres of paths and trails in parks, ravines, along the waterfront and in other natural areas provide beautiful and inspiring routes. The underground PATH network connects downtown office buildings, retail and subway stations in an indoor, climate controlled environment. Laneways, mid-block crossings and walkways through private development sites give pedestrians the freedom to get to their destinations by the most direct and convenient path. There is a versatility to walking that is not enjoyed by other travel modes.

An integrated network of walking routes is the backbone of a walkable community. Toronto's different walking networks are managed by several City divisions and agencies and by private landowners, each with their own priorities. From a pedestrian's point of view however, what is most important is that the walking network provides seamless access to community services and a wide range of destinations. A pedestrian way-finding system is a critical component of a seamless network. This pedestrian-scale information system would identify walking routes, direction, distance and time to key destinations. Consistent maintenance through all seasons is also essential to creating a continuous pedestrian network that will facilitate and promote regular walking.

Throughout Toronto, physical barriers such as ravines, highways, rail and hydro corridors often prevent pedestrians from travelling the most direct route and, in some cases, can divide communities. Many of these barriers also present opportunities to create new walking routes and connections that will expand and complete the network. By designing these links to be attractive facilities they can become amenities that will make walking more enjoyable. One inspiring model is the Humber River Pedestrian and Bicycle Bridge. This beautiful, dedicated walking and cycling connection at the mouth of the Humber River connects the waterfront trail across the Humber River and offers an attractive alternative to the sidewalk route along the Lake Shore Boulevard Bridge.

New walking routes and improvements to existing routes can also be secured through the development review process and by linking to existing City initiatives such as Toronto's waterfront revitalization. For example, north-south "green corridors" are being developed by the City and Waterfront Toronto to provide better walking and cycling access to Lake Ontario.

KEY PRINCIPLES

- *Integrating walking networks improves access to everyday places and amenities*
- *Understandable way-finding information is essential for making walking trips simple and direct*
- *Universal accessible design principles must apply to the entire walking network*



INTEGRATING NETWORKS FOR WALKING: STRATEGY ACTIONS

→ IMPROVE THE SIDEWALK NETWORK THROUGHOUT TORONTO

- 3.1: Construct new sidewalks - during road reconstruction and resurfacing, or when applicable, through the development review process - on both sides of the street in all areas where they are missing.
- 3.2: Review current practices and policies for constructing new sidewalks where they are missing on existing local streets.
- 3.3: Assess opportunities to narrow pavements, widen sidewalks and enhance landscaping as part of all road reconstruction projects and in such a way that is consistent with the Vibrant Streets Guidelines and the Streetscape Manual.

→ IMPROVE LINKS BETWEEN MAJOR PUBLIC TRANSIT ROUTES AND ADJACENT NEIGHBOURHOODS

- 3.4: Develop criteria for high quality pedestrian environments in and around new public transit stations and stops and identify improvements for existing transit stations and stops.

→ PROVIDE A SIGNAGE AND INFORMATION SYSTEM TO SUPPORT WALKING

- 3.5: Develop a pedestrian way-finding system with pedestrian-scale signage that indicates walking routes and that allows residents and visitors to easily find their way on foot.
- 3.6: Develop neighbourhood walking maps that feature accessible walking routes, connecting streets, public walkways, parks and open spaces, walking links through private property, transit nodes and key local destinations.
- 3.7: Develop and promote featured walking routes throughout the City by building upon the Discovery Walks project.
- 3.8: Encourage and support the development of a computer based pedestrian trip planner to assist residents and visitors to plan their walking routes.

→ DEVELOP A MULTI-YEAR PLAN TO IMPROVE AND IMPLEMENT NEW WALKING ROUTES

- 3.9: Develop a computer database of all public pedestrian walkways, paths, sidewalks and connections on public and private lands in order to map existing routes and to collect information for the development of future connections across barriers such as railway, hydro and highway corridors.
- 3.10: Develop guidelines for pedestrian trail access, including trail-road crossings, and use these guidelines to evaluate and identify improvements to existing walking routes.

→ EXPAND TORONTO'S UNDERGROUND WALKING NETWORK

- 3.11: Produce a master plan for the underground PATH system and continue to expand PATH connections through the development review process and as part of other city-building projects.



WALKABILITY IN ACTION

ESSENTIAL SIDEWALK LINKS PROGRAM

Connected and continuous sidewalks are needed throughout Toronto to ensure a safer and more accessible walking environment. To achieve this goal City policy requires that sidewalks be provided on both sides of arterial and collector roads.

The Essential Sidewalk Links Program ensures that all road reconstruction and resurfacing projects include the construction of new sidewalks where they are currently missing. The program also responds to requests from residents to construct sidewalks on local neighbourhood streets.



Yonge Street south of Queen Street, 1901
PHOTO COURTESY OF TORONTO ARCHIVES

DESIGNING STREETS FOR PEDESTRIANS

WELCOME TO THE CITY'S LIVINGROOM

Toronto's streets and sidewalks are like the city's living room. They are the places where we interact with each other and where a large part of our lives are lived. Public streets make up almost 25% of Toronto's land area and connect to nearly every destination. With so much of Toronto defined by our streets, special emphasis must be placed on making streets great places for walking, shopping, socializing and exploring for both residents and visitors.

Creating spaces for sustainable and active modes of transportation on city streets is essential if we are to build streets where people want to walk. As a result, Toronto's streets are increasingly being designed as "complete streets" with a priority toward walking, cycling and public transit. Fostering a culture of walking also requires better designed streetscapes that include street trees, attractive landscaping and decorative paving materials. A high quality walking environment also needs to be well-managed. To this end, the Vibrant Streets Guidelines prescribe new rules for placing street furniture and other elements on sidewalks to reduce clutter and ensure clear, accessible pedestrian walkways. Projects such as the pedestrian countdown signals, accessible signals, zebra crosswalks and the Pedestrian Crossover Enhancement Program are improving safety, comfort and convenience for pedestrians of all ages and abilities.

Toronto's streets are defined by the buildings along them. The design of these buildings and the ways in which they connect to the public realm must provide a comfortable, pedestrian-scale environment. Toronto's Official Plan clearly articulates that the future of Toronto neighbourhoods lies in more mixed-use development — policies which are currently being implemented through the City's work along the Avenues. The City's Green Development Standards and Urban Design Guidelines include principles that strive to make streets into destinations as well as travel routes. The implementation of existing City policies, guidelines and standards along with continued education and cooperation between City divisions and agencies and with the development community will ensure that the principles of the Walking Strategy become the reality of Toronto's streets.

KEY PRINCIPLES

- *Walking is the foundation of mobility and is a part of virtually every trip made in Toronto*
- *Streets are destinations as well as travel routes*
- *Street design should create healthy, convenient and attractive environments that accommodate the needs of all pedestrians*



DESIGNING STREETS FOR PEDESTRIANS: STRATEGY ACTIONS

→ TRANSFORM STREETS INTO ATTRACTIVE DESTINATIONS

- 4.1: Implement the Coordinated Street Furniture Program which will place approximately 25,600 pieces of street furniture on Toronto's streets over the next 20 years including 1,300 new benches by 2013.
- 4.2: Transform the look of Toronto streets by aggressively applying the Vibrant Streets Guidelines so that all new street furniture enhances the walking experience.
- 4.3: Document sidewalk zones on city streets, based on the Vibrant Streets Guidelines to guide a multi-year program to reorganize and de-clutter sidewalks and boulevards to achieve optimal pedestrian clearways.
- 4.4: Evaluate current street lighting policies and develop a policy and implementation strategy for pedestrian-scale lighting, especially in suburban neighbourhoods (walkway lighting).
- 4.5: Evaluate innovative streetscape enhancements to support healthier street trees and landscaping, decorative paving materials and high-quality design features
- 4.6: Develop a pilot project to install and evaluate different design options for relocating bicycle parking racks and other barriers from narrow sidewalks/boulevards to alternative locations, and implement 10 locations in 2009 and 2010.

→ ADOPT AN APPROACH THAT GIVES GREATER PRIORITY TO PEDESTRIANS

- 4.7: Develop pedestrian priority areas in locations with significant pedestrian activity (such as campuses, transit hubs, major intersections and cultural centres) where investment will focus on pedestrian features like special pavement treatments, pedestrian priority intersection designs and other amenities.
- 4.8: Adopt a best practices approach for intersections and pedestrian crossings with a goal to continuously improve the safety and comfort of road crossings for pedestrians.
- 4.9: Complete a program review of winter maintenance services with the goal of improving pedestrian safety and comfort during winter conditions.
- 4.10: Develop a program to implement "No Right Turn on Red" restrictions at strategic intersections to provide for safer crossing conditions for pedestrians, beginning with 10 intersections in 2010.

→ GIVE PRIORITY TO THE NEEDS OF PEDESTRIANS IN ALL PLANNING DECISIONS

- 4.11: Develop a reference manual of pedestrian-related design standards and guidelines, including the City's Accessibility Design Guidelines, to be consistently applied in appropriate studies and processes including development review, Avenue Studies, Environmental Assessments, Community Improvement Plans, Transit Projects and Transportation Impact Studies.
- 4.12: Revise the Guidelines for Transportation Impact Studies — currently required as part of the development review process for large new developments — to include a more comprehensive study of the impact of proposed developments on pedestrian activity.
- 4.13: Prepare updated Transportation Demand Management (TDM) Guidelines to establish citywide standards for TDM initiatives in new developments. The TDM Guidelines will include provisions for detailed information on pedestrian access to and within the site, pedestrian amenities and enhanced pedestrian connections with the surrounding neighbourhood.



WALKABILITY IN ACTION

COORDINATED STREET FURNITURE AND VIBRANT STREETS

The City is implementing a new system of street furniture. Based on extensive public consultations and research, criteria were developed to harmonize the design, scale, materials and placement of street furniture in Toronto. The criteria called for exceptional design, universal accessibility, safety, quality, maintenance, pedestrian-oriented placement and sustainable components.

The Coordinated Street Furniture Program will re-organize Toronto's sidewalks and boulevards to create a more accessible and user-friendly public realm, based on the Vibrant Streets Guidelines. The result will be a high standard of civic design for all city streets.



Pedestrian Sunday, Kensington Market
PHOTO BY YVONNE BAMBRICK

CREATING SPACES AND PLACES FOR PEOPLE

MORE THAN GETTING FROM A TO B

In Toronto, our streets should encourage people to take a walk without having to be told that it's a good idea. Creating beautiful and functional streetscapes and public spaces will make a significant contribution to Toronto's walking culture. Revitalizing our public spaces may take the form of a small project like converting a boulevard parking spot into a beautifully landscaped green space, or commissioning local artists to paint traffic control signal cabinets. Building a vibrant public space can also be a very large project that acquires and transforms existing spaces as was the case with Yonge-Dundas Square. There are opportunities to create many different types of public spaces and plazas in all of Toronto's neighbourhoods.

Toronto can learn valuable lessons from "pedestrianization" projects undertaken in cities around the world. For example, many great cities have dynamic and prosperous pedestrian-only streets that are sought out by tourists and residents alike. Other examples include occasional pedestrian streets that are closed to automobile traffic on specific days or at certain times of the day. Toronto already has a successful example of occasional pedestrian streets. Pedestrian Sunday, held once a month during the summer in Kensington Market, operates like a traditional market where certain streets within the market are closed to car traffic so that merchants can take up space on the sidewalks and pedestrians are free to stroll on the roadway.

Toronto has many other areas with busy pedestrian traffic, such as two downtown university campuses for example, that would provide good locations to continue to develop a Toronto model for occasional or permanent pedestrian streets.

Creating places for pedestrians does not necessarily require the removal of cars; it can also mean implementing a "shared street" concept which has successfully transformed streets and squares in European cities. On shared streets, safety is improved by mixing vehicle and pedestrian areas rather than separating them. Shared streets become shared public spaces that slow traffic by the way they are designed. This technique has been used on streets with high traffic volumes and on local residential streets to create liveable spaces where people travel, shop and play. Similar innovative designs have transformed other cities and have the potential to work in Toronto as well.

KEY PRINCIPLES

- *Creating places for people fosters a sense of community*
- *High-quality urban design creates more active public spaces and places*
- *Lively streets enhance the local economy and provide safe environments*



CREATING SPACES AND PLACES FOR PEDESTRIANS: STRATEGY ACTIONS

→ DESIGN GATHERING PLACES FOR PEDESTRIANS

- 5.1: Develop, implement and evaluate a variety of pedestrian street design options including full-time and occasional pedestrian streets.
- 5.2: Investigate innovative street designs such as shared-streets, where appropriate, so that neighbourhood streets can serve as important community places while providing local transportation access.
- 5.3: Support regular, community-led pedestrian street events by developing a “how-to” guide and promotional materials.

→ SUPPORT A BEAUTIFUL PUBLIC REALM

- 5.4: Continue to work with all of Toronto's communities to design and implement small and large-scale neighbourhood beautification projects.
- 5.5: Develop design standards for attractive and functional transit waiting areas to provide a positive and enjoyable experience for transit customers.
- 5.6: Build public squares and plazas at key intersections in Toronto through the development review process, public-private partnerships and by converting under-utilized sections of roadways and public space.
- 5.7 Review current boulevard parking permit programs and investigate opportunities for transforming paved boulevards to attractive public spaces.



Yonge-Dundas Square

PHOTO BY SAM JAVANROUH



WALKABILITY IN ACTION

CIVIC IMPROVEMENT PROGRAM

The Civic Improvement Program is intended to guide decisions regarding capital investment to improve public spaces including streets, plazas, parks, and public buildings. The program enhances ongoing capital programs in other City divisions. Civic improvement projects can be grouped under three general themes:

PLACES: looks for opportunities to create outdoor “rooms” or distinctive “locations” in the public realm that enhance the quality of the pedestrian environment.

ROUTES: focuses on opportunities for urban design improvements to major elements of Toronto’s street system where vehicular and pedestrian volumes are greatest.

DISTRICTS: many areas and neighbourhoods in Toronto are interconnected and interrelated, and are being revitalized through major planning and development initiatives that often include streetscaping.



Crescent Town, near Victoria Park and Danforth

PHOTO FROM GOOGLE MAPS

FOCUS ON PRIORITY AND TOWER RENEWAL NEIGHBOURHOODS

BRINGING WALKABILITY TO WHERE IT'S NEEDED

Many of Toronto's suburban neighbourhoods pose a significant challenge to creating a culture of walking. These neighbourhoods have been planned with a primary focus on accommodating automobiles. As a result, suburban roads are generally wide and land use is usually segregated, typically with large clusters of high-rise apartment buildings or self-enclosed subdivisions alternating with large retail complexes. Generally speaking, there is a lack of high-quality pedestrian infrastructure and few attractive public spaces between homes, shopping and community services. Large distances between residential areas and other services discourage people from walking. Some distances may seem to be greater than they are if there is not a lot to see or do along the way. Typical suburban development patterns have also created much bigger city blocks with few pedestrian connections across private property or across busy streets in the middle of the blocks. In these areas pedestrians are forced to walk longer and less direct routes to their destinations.

In 2005, the City of Toronto designated 13 areas as "high priority" neighbourhoods through the Toronto Strong Neighbourhoods Strategy. Toronto's Priority Neighbourhoods are characterized by high levels of low-income households, large numbers of new immigrant residents, a high population density, inadequate infrastructure and an inability of community organizations to meet the growing needs and concerns of local residents.

The City's Neighbourhood Action Teams are working on providing more local community services to these 13 neighbourhoods. Poor walking conditions have been identified as a key deterrent to accessing these services. For example, the Toronto Walking Survey reveals that about one-third of Priority Neighbourhood residents feel uncomfortable walking in their neighbourhoods at night.

The Mayor's Tower Renewal Project aims to dramatically improve the energy efficiency of more than 1,000 high rise residential concrete frame buildings located throughout Toronto, most of which are located in suburban areas. In addition, the project is looking to improve the walking environment around these high-rise buildings by increasing small-scale retail and markets on-site, improving green space around the buildings and adding other enhancements to the pedestrian environment.

The Walking Strategy recognizes and builds upon the efforts of the Priority Neighbourhoods Program and the Tower Renewal Project to advance improvements to the walking environment in parts of the City where the need is most critical. These neighbourhoods are ideal starting points for improving the walking infrastructure and culture in Toronto's suburbs. Once completed, these projects will provide models and tools that will be useful in other neighbourhoods.

KEY PRINCIPLES

- *Walking is the most basic and affordable mode of travel.*
- *High-quality, accessible pedestrian infrastructure promotes social equality.*
- *A walking-friendly neighbourhood is more livable, inclusive, sustainable, safe and attractive.*



FOCUSING ON PRIORITY AND TOWER RENEWAL NEIGHBOURHOODS: STRATEGY ACTIONS

→ ENHANCE THE WALKABILITY OF COMMUNITIES IN NEED

- 6.1: Demonstrate small-scale pedestrian projects within the Priority and Tower Renewal neighbourhoods and develop a case study approach that may be used in other Toronto neighbourhoods.
- 6.2: Undertake pilot projects to improve walkability in the Priority and Tower Renewal neighbourhoods by conducting a community-based survey and audit of neighbourhood walking conditions followed by the implementation of a range of pedestrian infrastructure improvements, services and programs.
- 6.3: Develop a framework and funding approach for additional community-focused pedestrian studies and improvements with a focus on the Tower Renewal and Priority Neighbourhoods.



Lawrence Heights



WALKABILITY IN ACTION

WALK INTO HEALTH: BUILDING PHYSICALLY ACTIVE COMMUNITIES PROJECT

The Building Physically Active Communities Project creates programs tailored to specific communities that encourage people to improve their health by walking more often. The major components of the project are:

- A community-based media strategy;
- A Pedometer lending program implemented through the Toronto Public Library and participating workplaces;
- Promotion of Parks, Forestry and Recreation's walking programs at community centres across Toronto;
- Establishment of new walking groups within existing social support networks such as English Conversation Circles at public library branches, ESL classes provided through district school boards, or Ontario Early Years Centres;
- Small-scale walking audits in a Priority Neighbourhood;
- Point of decision "Step Into Health" signs to encourage stair use.

The project is led by Toronto Public Health in partnership with: community volunteers; Toronto Catholic District School Board; Toronto District School Board; Toronto Parks, Forestry and Recreation; and the Toronto Public Library.



TORONTO WALKING STRATEGY



APPENDIX 1 – IMPLEMENTATION PLAN

Action Item	Lead Division or Agency	Time Frame				Investment
		IMMEDIATE	0-2 YEARS	3-5 YEARS	5-10 YEARS	
Providing Leadership and Support for Walking						
1.1 Establish Public Realm as Lead Staff Group	Transportation Services	→				Existing
1.2 Walking Strategy Team	Transportation Services (Public Realm)	→				Existing
1.3 Ongoing Consultation with Community Partners	Transportation Services (Public Realm)	→				Existing
1.4 Walking Strategy Reporting	Transportation Services (Public Realm)		→ <i>Annual Program</i>			Existing
1.5 Walking/Public Realm Forum	Transportation Services (Public Realm)	→ <i>Starts Fall 2009</i>				Existing
1.6 Data Collection and Analysis Program	Walking Strategy Team		→ <i>Action Initiated</i>			Existing
1.7 Maintain and Build Partnerships	Walking Strategy Team		→			Existing
1.8 Walkability Audit Tool	Transportation Services	<i>Action Initiated</i>	→ <i>Audit Tool Developed</i>			Existing
1.9 Walkability Study	Walking Strategy Team	→ <i>Walkability Study Framework Developed</i>				Existing
1.10 Walkability Audits for City Buildings	Walking Strategy Team		→			New Funding
Promoting Toronto's Culture of Walking						
2-1 Annual City-wide Walking Festival	Transportation Services	→ <i>Annual Program</i>				Existing
2-2 Walking Website	Transportation Services	→				Existing
2-3 Award Programs - Walkability Criterion	City Planning, Toronto Environment Office	<i>Urban Design Awards</i>	<i>Green Toronto Awards</i>	→		Existing

continued on next page



TORONTO WALKING STRATEGY



APPENDIX 1 – IMPLEMENTATION PLAN

Action Item	Lead Division or Agency	Time Frame				Investment
		IMMEDIATE	0-2 YEARS	3-5 YEARS	5-10 YEARS	
2-4 Launch Promotional Campaign	Transportation Services		→			New Funding
2-5 Promote and Enhance Walk Into Health program	Toronto Public Health	→				Existing and Exploring external funding
2-6 Promote and Enhance Active and Safe Routes to School Program	Toronto Public Health	→				Existing and Exploring external funding
2-7 Walk to and at Work Programs	Toronto Environment Office, Public Health, Transportation Services		→			Existing and Exploring external funding
2-8 Live Green Toronto – Community Walkability Projects	Toronto Environment Office	→				Existing
Integrating Networks for Walking						
3.1 Constructing New Sidewalks	Transportation Services	→				Existing
3.2 Review Practices/Policies – Sidewalks on Local Streets	Transportation Services		→			Existing
3.3 Narrow Pavements – Assess Opportunities	Transportation Services	→				Existing
3.4 Linkage Improvements – Major Transit Nodes	GO Transit, TTC, Transportation Services		→			Capital Program /TBD
3.5 Develop Way-finding System	Transportation Services (Public Realm), Economic Development, Culture and Tourism		→			New Funding
3-6 Develop Neighbourhood Walking Maps	Transportation Services, Parks Forestry and Recreation	→				New Funding
		<i>New Parks and Trails Map Released</i>				
3.7 Develop Featured Walking Routes	Transportation Services, Parks, Forestry and Recreation		→			New Funding
		<i>5 new routes in 2010</i>				

continued on next page



TORONTO WALKING STRATEGY



APPENDIX 1 – IMPLEMENTATION PLAN

Action Item	Lead Division or Agency	Time Frame				Investment	
		IMMEDIATE	0-2 YEARS	3-5 YEARS	5-10 YEARS		
3.8 Pedestrian Trip Planner	Metrolinx, Transportation Services					External Funding	
3.9 Database of Pedestrian Facilities	Technical Services, Transportation Services		 <i>Action Initiated</i>			TBD	
3.10 Pedestrian Trail Access Guidelines and Audits	Parks, Forestry and Recreation Transportation Services		 <i>Action Initiated</i>			TBD	
3.11 PATH Masterplan	City Planning		<i>Masterplan Completed</i>			Existing	
Creating Streets for Pedestrians							
4.1 Implement Coordinated Street Furniture Program	Transportation Services	 <i>20-year program</i>				Funded through advertising contract	
4.2 Implement Vibrant Streets	City Planning, Transportation Services					Existing	
4.3 Document Sidewalk Zones	Transportation Services		 <i>Action Initiated</i>			New Funding	
4.4 Policy and Strategy for Pedestrian-Scale Lighting	Transportation Services		<i>Action Initiated</i>			TBD	
4.5 Evaluate Innovative Streetscape Enhancements	City Planning, Transportation Services					New Funding	
4.6 Bike Parking Relocation Pilot	Transportation Services	 <i>Implement 10 locations in 2009 and 2010</i>					
4.7 Develop Pedestrian Priority Areas	Transportation Services, City Planning					New Funding	
4.8 Adopt Best Practice Approach for Intersections	Transportation Services					Existing and Exploring external funding	
4.9 Program Review of Pedestrian Winter Maintenance	Transportation Services		<i>Program review</i>			Existing	
4.10 "No Right Turn on Red" program at Strategic Intersections	Transportation Services		<i>10 intersections in 2010</i>				Existing
4.11 Develop Reference Manual – Pedestrian-related Design Standards and Guidelines	Transportation Services, City Planning		<i>Action Initiated</i>		<i>Reference Manual Developed</i>	Existing	

continued on next page



TORONTO WALKING STRATEGY



APPENDIX 1 – IMPLEMENTATION PLAN

Action Item	Lead Division or Agency	Time Frame				Investment
		IMMEDIATE	0-2 YEARS	3-5 YEARS	5-10 YEARS	
4.12 Revise Transportation Impact Study Guidelines	Transportation Services		<i>Revised Guidelines</i>			Existing
4.13 Prepare Updated TDM Guidelines	City Planning		<i>Updated Guidelines</i>			Existing
Creating Places and Spaces for People						
5.1 Develop Pedestrian Streets	Transportation Services, City Planning		<i>Action Initiated</i>			New Funding
5.2 Investigate Innovative Street Designs	Transportation Services					New Funding
5.3 Develop How-To Guide to Support Community-Led Street Events	Transportation Services, City Planning					Existing
5.4 Continue Small and Large Scale Neighbourhood Beautification Projects	Transportation Services (Public Realm)					Existing
5.5 Develop Design Standards – Transit Stop/Waiting Areas	City Planning, TTC, Transportation Services					Existing and Exploring external funding
5.6 Build Public Squares and Plazas	City Planning, Transportation Services (Public Realm)					New Funding
5.7 Transforming Boulevard Parking	Transportation Services (Public Realm), City Planning, Toronto Parking Authority					New Funding
Focusing on Priority and Tower Renewal Neighbourhoods						
6-1 Small Scale Walkability Initiatives in Priority and Tower Renewal Neighbourhoods	Neighbourhood Action Teams, Transportation Services, Mayor's Office		<i>Action Initiated</i>			New Funding
6-2 & 6-3 Walkability Projects in Priority and Tower Renewal	Neighbourhood Action Teams, Transportation Services, Mayor's Office		<i>Pilot neighbourhoods</i>	 <i>Framework for community focussed initiatives</i>		New Funding

FOR MORE INFO ON THE WALKING STRATEGY

www.toronto.ca/walking



© 2009 City of Toronto