

Toronto Walking Strategy

Thursday November 8th, 2007

Toronto Reference Library

7:00 pm – 9:00 pm

At this third Toronto Walking Strategy public meeting on November 8th, 2007 the framework document “Steps Towards a Walkable City” was presented and discussed. The format of this meeting also provided for group facilitation and comment on the proposed framework and focussed public feedback on the six action areas and action items identified within the “Steps Towards a Walkable City”. The following charts highlight the public feedback on the content of the actions proposed as well as their priorities for making Toronto more walkable.

Note: Comments specific to certain Action items, e.g. 1.4, are written in *italics* within each box. Other notes and additions appear at the bottom of each category. **High Priorities are highlighted in yellow** **Low priorities are in green**

Group 1

1. Promoting a Culture of Walking	2. Leadership and Support	3. Integrating Networks	4. Making Toronto Streets	5. Spaces and Places for People	6. Implementation Strategies
1.1 ASRTS	2.1 Public Realm Office <i>- Strong support for this office</i> <i>- Should be a pedestrian advocate; a centre for public support</i> <i>- make it happen! It must be active</i>	3.1 Essential Sidewalk Links	4.1 Coordinated Street Furniture <i>- TTC shelters should make it easier to queue for the bus without being left off a busy vehicle</i>	5.1 Support Pedestrian Street Events	6.1 Walk Into Health Program
1.2 BIAs	2.2 Divisional WG	3.2 Waterfront Linkages	4.2 Vibrant Streets Guidelines <i>- strong support in this group</i> <i>- Why not implement them now? Do it all within 2 years downtown</i> <i>- make some targets</i>	5.2 Small-Scale Neighbourhood Beautification <i>- see 5.5</i>	6.2 Walkability Pilot in Priority Neighbourhood
1.3 Discovery Walks	2.3 Progress Reporting	3.3 PATH system	4.3 Bylaw Enforcement	5.3 Public-Private	6.3 Framework for

		- Needs a better wayfinding system! Very hard to read what small signs there are, easy to get lost; relates to 3.6	- Needs to be better awareness and enforcement	Partnerships	Community Focussed Pedestrian Improvements
1.4 Walk to Work Programs - Need to also consider 24 hour safety issues, not just while most people are coming to and from work	2.4 Staff Training - And Council Training!	3.4 Walking Network Maintenance - Should be an emphasis on safety of the infrastructure, esp. considering seniors and people with mobility aids	4.4 Traffic Control Signal Measures - The buttons which pedestrians push to make the lights change are too slow to respond - right hand turns for vehicles on red lights are unsafe for pedestrians - the timing of pedestrian crossings needs to be extended at large intersections	5.4 Showcase Projects	6.4 Live Green Program - Sounds like a good program
1.5 Annual Celebration	2.5 Data Collection	3.5 Ravine Pathways - Design and safety needs to be improved for more people to use these	4.5 Pedestrian Crossover Enhancement - crosswalks are limited; there needs to be improvements to the whole system	5.5 Plazas and Squares - Should include public toilets - do these spaces have to be concrete? No more Dundas Squares - related also to 5.2	NOTES AND ADDITIONS: - Building on and expanding programs like ASRTS, and using that program to help audit and make connections is a good way to integrate networks and implement strategies - We didn't get as much time to discuss this category as the first four
1.6 Linking Promo	2.6 Walkability Audit - There should be community walking audits done collaboratively with City staff and community members	3.6 Wayfinding Systems - see 3.3	4.6 Pedestrian Guidelines/Principles	NOTES AND ADDITIONS: - We didn't get as much time to discuss this category as the first four	
1.7 Walking Website - Should contain names	2.7 Review of City Buildings	3.7 Walking Maps	4.7 Review Signal Design and Operation		

<i>of key contacts; relates to 2.1</i>					
NOTES AND ADDITIONS: - Even if the City is involved in all of these programs, this should be more visible and their presence should be more active, e.g. 1.1 - Promoting a culture of walking comes from creating better places, such as in 4 and 5 - Walking should be promoted at the same time that driving is discouraged -	NOTES AND ADDITIONS: - Leadership could bring in congestion charges - in the end, nothing will work without Council support - need to have targets and reports	3.8 Improved Trail Access	4.8 Improvements to Pedestrian Environments - Accessibility for people using walkers needs to be improved b/c it is very hard to cross streetcar tracks - The height of tall buildings creates terrible wind tunnels that are inhospitable for walking - There needs to be more amenities for pedestrians – places to sit, shelter, and public toilets		
		3.9 Transit Access - The “islands” onto which pedestrians exit from certain streetcar routes are unsafe, esp. if they are too far from the nearest pedestrian crossing, i.e. a streetcar heading west on College should drop people close enough to Bathurst that they don’t have to walk far off the island to reach the north/south pedestrian crossing zone	NOTES AND ADDITIONS: - there needs to be better institutional memory of what projects have been implemented at the local level and why, e.g. some road and sidewalk work doesn’t replace what was there and what people want; needs to be greater accountability		
		3.10 Overcoming			

		Barriers			
		NOTES AND ADDITIONS: - Developments need to be broader, not just focused on adding one amenity or issue			
GROUP #2					
1. Promoting a Culture of Walking	2. Leadership and Support	3. Integrating Networks	4. Making Toronto Streets	5. Spaces and Places for People	6. Implementation Strategies
1.1 ASRTS <i>Educate kids to get the information to parents.</i>	2.1 Public Realm Office <i>concern about public realm office – too many competing priorities, make sure this office carries out mandate (note from group that creating this should have a trickle down effect on all other actions)</i>	3.1 Essential Sidewalk Links	4.1 Coordinated Street Furniture <i>add cigarette trays to street furniture program</i>	5.1 Support Pedestrian Street Events	6.1 Walk Into Health Program
1.2 BIAs	2.2 Divisional WG	3.2 Waterfront Linkages	4.2 Vibrant Streets Guidelines	5.2 Small-Scale Neighbourhood Beautification	6.2 Walkability Pilot in Priority Neighbourhood
1.3 Discovery Walks	2.3 Progress Reporting	3.3 PATH system	4.3 Bylaw Enforcement	5.3 Public-Private Partnerships	6.3 Framework for Community Focussed Pedestrian Improvements
1.4 Walk to Work Programs	2.4 Staff Training	3.4 Walking Network Maintenance	4.4 Traffic Control Signal Measures	5.4 Showcase Projects <i>Need to create a project early that can become the showcase project to highlight success.</i>	6.4 Live Green Program
1.5 Annual Celebration	2.5 Data Collection	3.5 Ravine Pathways <i>too ambitious of a plan</i>	4.5 Pedestrian Crossover	5.5 Plazas and Squares	NOTES AND ADDITIONS:

		<i>should first get people out of cars before worrying about ravines.</i>	Enhancement	<i>more pedestrian plazas</i>	ABC's have to talk Make sure the different master plans/priorities (i.e. transit) do not contradict each other.
1.6 Linking Promo <i>more positive communication material – stop scaring people</i>	2.6 Walkability Audit <i>safe street audit (community based and create baseline audit)</i>	3.6 Wayfinding Systems	4.6 Pedestrian Guidelines/Principles	NOTES AND ADDITIONS: Some streets should be made so they are pedestrian only between certain hours or days of the week. Walking and public space are not just about aesthetics.	
1.7 Walking Website	2.7 Review of City Buildings	3.7 Walking Maps <i>Identify pedestrian paths and already pedestrian friendly routes</i>	4.7 Review Signal Design and Operation		
NOTES AND ADDITIONS: Priority should be functional first. Need to worry about getting people out of the car and onto transit before we worry about recreational walking (note that in areas where functional walking is already established or in areas where recreational walking is solely lacking – then those areas should be prioritized for recreation. Walking more will contribute to a safer community. Safety in numbers. Need to create a different attitude toward	NOTES AND ADDITIONS: Create a congestion charge.	3.8 Improved Trail Access	4.8 Improvements to Pedestrian Environments <i>need to widen sidewalks when replaced – narrow streets</i>		
		3.9 Transit Access	NOTES AND ADDITIONS: Buildings should be done to human scale (more shops located on the ground floors of condos so they serve two users) Reduce noise pollution		
		3.10 Overcoming Barriers			
		NOTES AND ADDITIONS:			

cleanliness. More education on pedestrian issues. More information for seniors on technology					
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Group #3					
1. Promoting a Culture of Walking	2. Leadership and Support	3. Integrating Networks	4. Making Toronto Streets	5. Spaces and Places for People	6. Implementation Strategies
1.1 ASRTS <i>Board of Education needs to be involved and bylaw stopping people from idling and parking in front of schools.</i>	2.1 Public Realm Office <i>improved pedestrian initiatives across wards Important to streamline public's needs and provide "one stop shopping" with a section that has power to follow through on that input.</i>	3.1 Essential Sidewalk Links	4.1 Coordinated Street Furniture <i>Need to be "uncoordinated street furniture" campaign because consistency is not acceptable and ugly ads. Where is the neighbourhood character? Where is the fun? "Homogenization does not make for a happy walker." Street furniture design can discourage people from using benches and other furniture because it's not designed for people who require more space.</i>	5.1 Support Pedestrian Street Events	6.1 Walk Into Health Program
1.2 BIAs	2.2 Divisional WG	3.2 Waterfront Linkages	4.2 Vibrant Streets Guidelines	5.2 Small-Scale Neighbourhood Beautification <i>Ensures component of</i>	6.2 Walkability Pilot in Priority Neighbourhood

				<i>promoting art and culture.</i>	
1.3 Discovery Walks <i>should be more advertising for discovery walks</i>	2.3 Progress Reporting	3.3 PATH system	4.3 Bylaw Enforcement <i>some debate on tightening restrictions on posters vs. posters contributing to our space and walking experience (affordable local advertising for local businesses and artists)</i>	5.3 Public-Private Partnerships	6.3 Framework for Community Focussed Pedestrian Improvements
1.4 Walk to Work Programs <i>actual infrastructure and programming that any job in the City is easy to walk to because the Toronto airport is a nightmare</i>	2.4 Staff Training	3.4 Walking Network Maintenance	4.4 Traffic Control Signal Measures	5.4 Showcase Projects	6.4 Live Green Program
1.5 Annual Celebration	2.5 Data Collection make sure that data includes an inventory of where people want to go.	3.5 Ravine Pathways <i>areas which can benefit from pedestrian bridges are Sherwood Park to Sunnybrooke and Rosedale Ravine City needs to better coordinate because of missed opportunities for pedestrians – ex. infrastructure link Finch bridge. More pedestrian bridges are needed and not just added</i>	4.5 Pedestrian Crossover Enhancement <i>all crosswalks have to be accessible from all sides of the street</i>	5.5 Plazas and Squares <i>Residential density north side of Eglinton – would be a great place for a plaza. Parking lots should be converted to public squares. Need to be close to where people live.</i>	NOTES AND ADDITIONS:

		soil/dirt.			
1.6 Linking Promo	2.6 Walkability Audit	3.6 Wayfinding Systems	4.6 Pedestrian Guidelines/Principles	NOTES AND ADDITIONS:	
1.7 Walking Website	2.7 Review of City Buildings	3.7 Walking Maps	4.7 Review Signal Design and Operation		
NOTES AND ADDITIONS: City needs to support walking groups like A Stroll in the Park in terms of funding, promotions and advertising. Safety in #'s campaign for walking groups	NOTES AND ADDITIONS:	3.8 Improved Trail Access <i>staying on the trail Park sensitivity component/campaign need to be respectful with park use. Are we overusing parks to encourage walking and activity?</i>	4.8 Improvements to Pedestrian Environments <i>Corner radius needs to be squared off.</i>		
		3.9 Transit Access	NOTES AND ADDITIONS:		
		3.10 Overcoming Barriers Acknowledge that fences can be barriers to sensible walking routes			
		NOTES AND ADDITIONS: Concern with private fences that block and obvious and/or convenient walking path. Get rid of signs that say “ No pedestrians pass this point”			

GROUP #4

1. Promoting a Culture of Walking	2. Leadership and Support	3. Integrating Networks	4. Making Toronto Streets	5. Spaces and Places for People	6. Implementation Strategies
1.1 ASRTS	2.1 Public Realm Office - make this the overarching body - can it trump everyone else? - higher priority to pedestrians	3.1 Essential Sidewalk Links	4.1 Coordinated Street Furniture	5.1 Support Pedestrian Street Events	6.1 Walk Into Health Program
1.2 BIAs	2.2 Divisional Working Group	3.2 Waterfront Linkages	4.2 Vibrant Streets Guidelines - redesigning streets	5.2 Small-Scale Neighbourhood Beautification	6.2 Walkability Pilot in Priority Neighbourhood
1.3 Discovery Walks	2.3 Progress Reporting	3.3 PATH system	4.3 Bylaw Enforcement	5.3 Public-Private Partnerships	6.3 Framework for Community Focussed Pedestrian Improvements
1.4 Walk to Work Programs - walk to work week - but might only be for people who work in the area promoting this - infrastructure around work places	2.4 Staff Training - And Council Training!	3.4 Walking Network Maintenance - i.e. Black Ice on sidewalks	4.4 Traffic Control Signal Measures	5.4 Showcase Projects - pedestrian malls for a week as a pilot project	6.4 Live Green Program
1.5 Annual Celebration	2.5 Data Collection	3.5 Ravine Pathways	4.5 Pedestrian Crossover Enhancement	5.5 Plazas and Squares	NOTES AND ADDITIONS:
1.6 Linking Promo	2.6 Walkability Audit	3.6 Wayfinding Systems	4.6 Pedestrian Guidelines/Principles	NOTES AND ADDITIONS:	
1.7 Walking Website	2.7 Review of City Buildings	3.7 Walking Maps	4.7 Review Signal Design and Operation		
NOTES AND ADDITIONS: EDUCATION	NOTES AND ADDITIONS:	3.8 Improved Trail Access	4.8 Improvements to Pedestrian Environments		

<ul style="list-style-type: none"> - about safety - in schools - to car drivers - to pedestrians and cyclists - about the benefits of walking - could be cheaper than enforcement - to Councillors - there is a culture of fear - need eyes on the street 		<div></div> <div>3.9 Transit Access</div> <div>3.10 Overcoming Barriers</div> <div> NOTES AND ADDITIONS: Linkages within larger private developments - i.e. Big Box plazas </div>	<div> <ul style="list-style-type: none"> - get rid of visual pollution - speed - advocating traffic circles will not work well because there would be too many cars and too much space would be taken away from pedestrians. These only work well with medium to low levels </div> <div> NOTES AND ADDITIONS: </div>		
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