



Review of the Forthcoming City of London Complete Streets Design Manual

Presentation to Cycling Advisory Committee
May 16, 2018

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Introduction - What are Complete Streets?

“A complete street is one that is designed to accommodate the mobility needs of all ages, abilities, and modes of travel. Safe and comfortable access for pedestrians, bicycles, transit users, and the mobility challenged are not design after-thoughts, but are integral to the planning of the street from the start.”

- London Transportation Master Plan



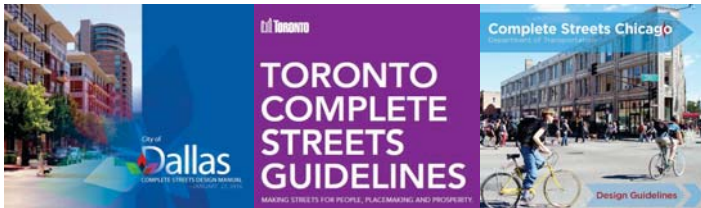
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Introduction – Complete Streets Manuals

Complete Streets Guides & Manuals have been developed by many cities around the world to help direct and coordinate street planning/design towards more balanced mobility options



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Background

The 2016 City of London Official Plan introduced a group of **Street Classifications**, which set the stage for more context sensitive city building policies and redefining mobility for Londoners

Classifications Include:

- Rapid Transit Boulevards
- Urban Thoroughfares
- Civic Boulevards
- Main Streets
- Neighbourhood Connectors
- Neighbourhood Streets
- Rural Thoroughfares
- Rural Connectors



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Background

Each **Street Classifications** was accompanied with policies to guide future planning and design towards an **intended character and function**, while progressing towards **overall mobility goals**

DESIGN FEATURES	STREET CLASSIFICATION		
	Rapid Transit Boulevard	Urban Thoroughfare	Civic Boulevard
Planned Street Width (Width of Right-of-Way)	50m	45m	30m
VENUE ZONE			
Divided and/or Separated	+		
On-street Parking (Additional or Through Lanes)	+	+	+
On-street Parking (on Through Lanes)	+	+	
Cycle Facility	+	+	
Left Turn Lanes	+	+	
Right Turn Lanes	+	+	
Planned Medians	+	+	
PEDESTRIAN ZONE			
Hard Surface (From Curb to Building Front)	+		
Standard Sidewalk (1.5m wide, both sides)	+	+	+
Coordinated Sidings	+	+	
Street Trees	+	+	+
Street Furniture	+	+	+
Reflection-icized Lighting	+		
Landscape Plantings	+	+	+
Green Boulevard	+	+	
Enhanced Curbwalk Treatments	+	+	
Low Impact Development	+	+	+

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Background

Many stakeholders were included in consultation efforts for the development of the Complete Streets Design Manual and attended a **Stakeholder Workshop**, held on June 2nd, 2017. These groups included:

- Accessibility Advisory Committee
- Can-Bike
- Hyde Park Business Association
- Bell
- London Middlesex Road Safety Committee
- Middlesex Health Unit
- Start Communications
- Cycling Advisory Committee
- London Fire
- London Development Institute (LDI)
- Downtown London BIA
- London Hydro
- London Transit
- Union Gas
- Tree and Forests Advisory Committee
- Argyle BIA
- City of London Water
- London Environmental Network
- City of London Development Services

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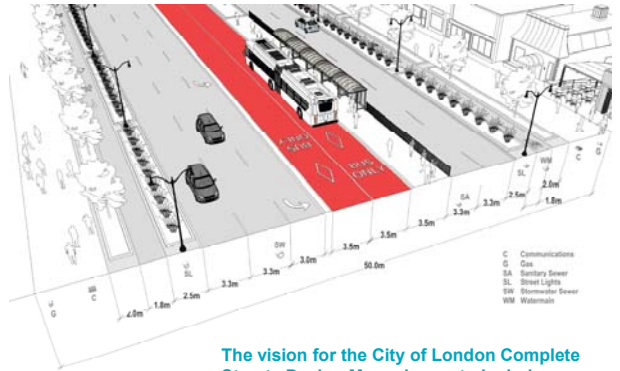
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Goals

The City of London Official Plan suggested the preparation of a Complete Streets Manual to establish:

- Overall cross-sections for the street classifications
- Design parameters for the public realm



The vision for the City of London Complete Streets Design Manual grew to include . . .



London Complete Street Manual - Content

- Chapter 1: Complete Streets: Vision and Principles**
 - Complete Streets concepts and policy support
- Chapter 2: Elements of Complete Streets**
 - Complete Streets features
- Chapter 3: Undertaking Complete Streets Design**
 - Processes for balancing the needs of current and future users
- Chapter 4: Street Design for Roadways**
 - Street characteristics/priorities and conceptual cross sections, by street classification
- Chapter 5: Street Design for Intersections**
 - Intersection treatments that provide Complete Streets elements for specific combinations of street classifications
- Chapter 6: Moving Forward with Complete Streets**
 - Progress indicators for Complete Streets outcomes



Contents:

1. What are Complete Streets?
2. Who is This Guide For?
3. Review of Complete Streets Policies in London
4. Core Principles for Complete Streets

CHAPTER

1

COMPLETE STREETS: VISION AND PRINCIPLES



Local Policy Support

“ At the local level, policy support for complete streets is found in a number of documents, including the:

- Strategic Plan
- The London Plan
- Downtown Plan
- Design Specifications and Requirements Manual
- Cycling Master Plan
- London Rapid Transit
- London Road Safety Strategy
- London 2030 Transportation Master Plan ”



Local Policy Support

“ Municipal Council adopted the following Vision Zero Principles:

- No loss of life is acceptable
- Traffic fatalities and serious injuries are preventable
- We all make mistakes
- We are all physically vulnerable when involved in motor vehicle collisions
- Eliminating fatalities and serious injuries is a shared responsibility between road users and those who design and maintain our roadways ”





Core Principles



Prioritize Safe and Accessible Options for People



Embed Sustainability



Emphasize Vitality



Prioritize Connectivity



Ensure Context Sensitivity

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**COMPLETE
STREETS: VISION
AND PRINCIPLES**



Core Principles



Prioritize Safe and Accessible Options for People

“The safety and mobility needs of all users is a priority in any street design exercise.”



Emphasize Vitality



Emphasize Vitality



“Streets that attract pedestrians enhance urban vitality in London.”



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**COMPLETE
STREETS: VISION
AND PRINCIPLES**



Accessibility

The Manual defines what a pedestrian is, describes the central role of walking and mobility device travel within London and outlines how the City will support pedestrians through Complete Streets.

Key considerations:

- Tactile walking surface indicators
- Separation of pedestrians and cyclists where practical
- Consideration of user needs and land uses in prioritizing street elements such as sidewalk width
- Design processes that emphasize consultation with stakeholder groups
- Pedestrian crossing refuge islands
- Accessible transit stop design

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**COMPLETE
STREETS: VISION
AND PRINCIPLES**



Contents:

General Considerations and Tools for:

1. Pedestrian Facility Design
2. Cycling Facility Design
3. Transit Facility Design
4. Motor Vehicles
5. Green Infrastructure
6. Utilities and Municipal Services

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**CHAPTER
2
ELEMENTS OF
COMPLETE
STREETS**



Pedestrian Facility Considerations



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Buffered bicycle lane in London.

Cycling Facilities Considerations

**ELEMENTS OF
COMPLETE
STREETS**



“Provide connectivity:

As the slowest mode of transportation, pedestrians have the greatest sensitivity to route directness.”



Buffered bicycle lane in London.

“Prioritize vulnerable users:

Cyclists are more vulnerable than transit riders and motorists in a collision because they are not protected within a vehicle.”

**ELEMENTS OF
COMPLETE
STREETS**

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Design For Accessibility

“ Pedestrians include those who are using a walker, crutches, a wheelchair or an electrically powered mobility device as well as individuals with a visual impairment. Design features should be used to accommodate all of London’s pedestrians, such as:

- appropriately wide pedestrian clearways;
- audible pedestrian signals;
- tactile walking surface indicators (TWSIs);
- visually contrasting surface treatments; and
- amenities such as seating



ELEMENTS OF COMPLETE STREETS



Contents: (under development with City input)

1. Process Overview
2. Planning
3. Conceptualizing
4. Designing
5. Implementing

CHAPTER

3

UNDERTAKING COMPLETE STREETS DESIGN



Contents:

1. Street Typologies
2. Design Guidance for:
 - Rapid Transit Boulevards
 - Urban Thoroughfares
 - Civic Boulevards
 - Main Streets
 - Neighbourhood Connectors
 - Neighbourhood Streets
 - Rural Thoroughfares
 - Rural Connectors

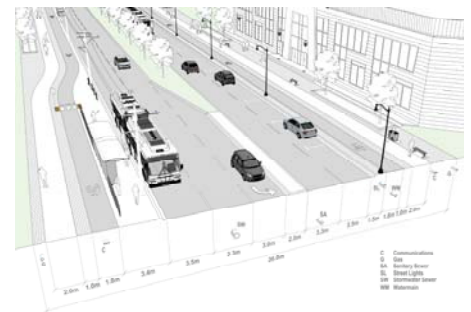
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STREET DESIGN FOR ROADWAYS



Example Civic Boulevard



STREET DESIGN FOR ROADWAYS



“ Physically separated and continuous cycling facilities are preferred. ”

Example Civic Boulevard

“ Civic Boulevards provide multi-modal connections between different neighbourhoods across the City including downtown. ”



STREET DESIGN FOR ROADWAYS

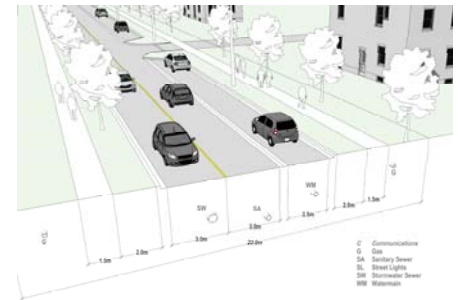
“ The variety of destinations along these corridors can generate significant volumes of walking trips ”



“ Link residential areas to the City-wide road network. ”

Example Neighbourhood Connector

“ Travel lanes may be reduced to 3.0 m, unless the street is part of a transit route. ”



STREET DESIGN FOR ROADWAYS

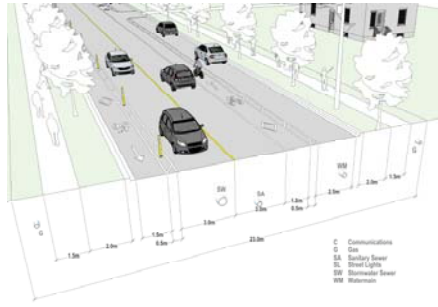
“ Connectivity to key neighbourhood destinations can generate large volumes of pedestrian trips ”



“Link residential areas to the City-wide road network.”

Example **Neighbourhood Connector**

“Travel lanes may be reduced to 3.0 m, unless the street is part of a transit route.”

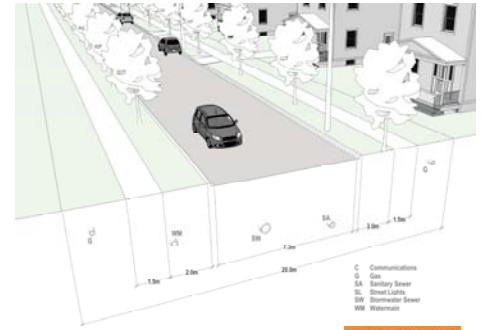


STREET DESIGN FOR ROADWAYS

london.ca “Connectivity to key neighbourhood destinations can generate large volumes of pedestrian trips”



Example **Neighbourhood Street**



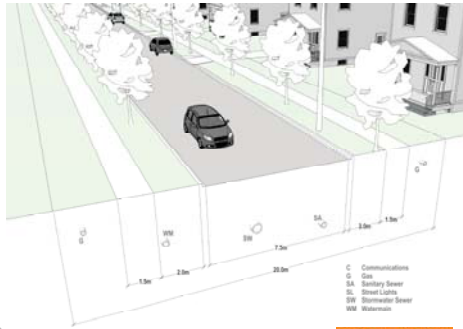
STREET DESIGN FOR ROADWAYS

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Example **Neighbourhood Street**

“Neighbourhood Streets are where most Londoners, including many families, live; enhancing the livability, sense of community, and the ability to age-in-place are important considerations.”



STREET DESIGN FOR ROADWAYS

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“Benches and newspaper boxes are typically provided at corners with other major streets.”



Contents:

- 1. Intersection Design Principles
- 2. Design Guidance for:
 - Rapid Transit Boulevard Intersecting a Main Street
 - Urban Thoroughfare intersecting a Civic Boulevard (Signalized)
 - Urban Thoroughfare Intersecting a Civic Boulevard (Roundabout)
 - Urban Thoroughfare Intersecting a Neighbourhood Connector
 - Civic Boulevard Intersecting a Neighbourhood Street

CHAPTER

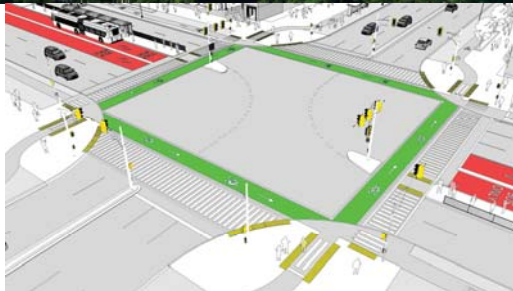
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STREET DESIGN FOR INTERSECTIONS

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Example **Rapid Transit Boulevard Intersecting a Main Street**



STREET DESIGN FOR INTERSECTIONS

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“The pedestrian clearway widens as the planter boxes and trees are discontinued, providing for greater ease of pedestrian movement and queuing.”



Example **Rapid Transit Boulevard Intersecting a Main Street**



STREET DESIGN FOR INTERSECTIONS

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“Centre median design requires dedicated transit signals which use the same phasing as the through motor vehicle movement.”



Contents:

(under development with City input)

- 1. Principles of Performance Metrics
- 2. Options for Measuring Complete Streets Performance

CHAPTER

6

MOVING FORWARD WITH COMPLETE STREETS



Next Steps

- Share Draft with Stakeholders and Finalize late summer 2018
- Education campaign
- Move towards a network of Complete Streets



Questions