

Complete Streets for Niagara



Peterborough and The Kawarthas Cycling Summit
October 24, 2013

About us...

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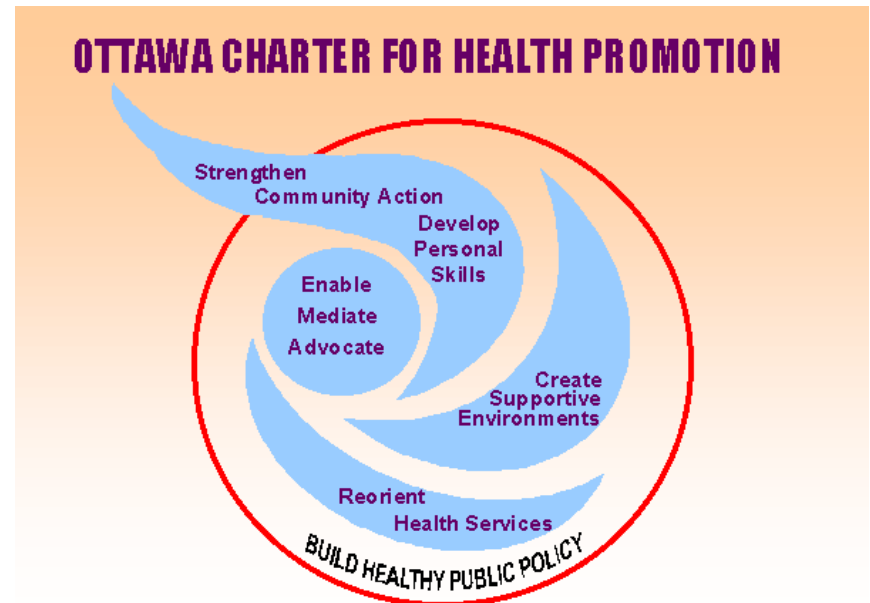
About Niagara Region



Active Transportation and Health



healthylivingniagara.com



Health Canada, Health Promotion and Programs Branch AB/NWT/Nunavut

Issue: Obesity

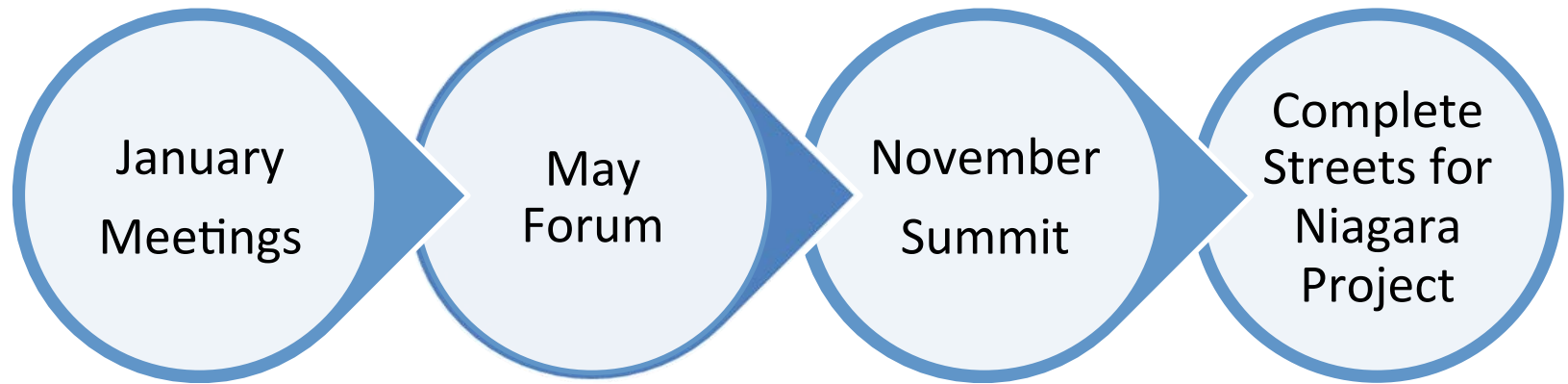


**52.2% of adults in Niagara
Overweight or Obese**

Challenge – Communication across disciplines



2011 – Bringing together people who can work to advance AT in Niagara



Lisa add in...

- AT Forum -> Summit
- The HLN Story
- AT Summit and Call for Action

The Project Team

- Planners (2)
- Public Health Staff (2)
- Engineers (3)



One Goal, Many Objectives

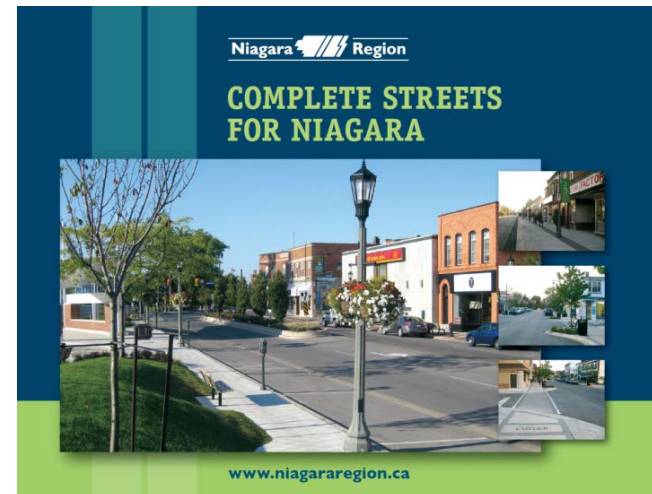
- Integrating transportation and land use planning
- Improving safety for all users
- Universal accessibility
- Increased opportunities for physical activity
- Better urban design
- Economic growth



Making the Case for Complete Streets

You cannot make the case for any initiative until you have a conversation.

Our team engaged a variety of stakeholders through different means to find out what they thought about the idea of Complete Streets in Niagara.



Who we engaged

- Regional Councilors and Mayors
- Local and Regional committees
- Staff
- Transit Authorities
- Community Advocates
- General Public
- Utilities



What we heard...

“This city and region are very poorly set-up for daily walking and cycling. I have given up bicycle commuting since moving here, as I'm tired of jeopardizing my safety and dealing with aggressive drivers, dangerous roads, etc. Sprawl, lack of sidewalks, lack of density, infrequent pedestrian crossings, wide-angle corners, etc, also make walking much less pleasant and practical than it could be. I try to walk whenever I can, but the Region and City have ensured through their planning decisions that driving is something I need to do much more often than I ever have.”

-Survey Respondent, 2012





The Vision for Queenston Street

- An improved pedestrian realm;
- Two one-way bicycle paths;
- Two traffic lanes with no impact on traffic movement;
- Improved transit facilities;
- On-street parking on the north side of the street;
- Additional crosswalks;
- Street trees;
- Patios on select properties;
- Future private development.



Complete Streets for Niagara

A working method to visualize the creation of a complete street

June 20th, 2013







Tools before Rules.



Concern: Adjacent land uses should be considered part of a Complete Street.

Discussion: Homes, businesses and landscapes frame the street and contribute to its overall feel. If building facades are oriented away from the street (reverse lotting) or have blank faces (no windows or doors) they do not contribute positively to the sense of place of an area. No windows or "eyes on the street" also change a person's perception of safety. By creating an interface with the street through design, landscaping or signage, the street can be transformed from a place to go through into a place to go to.

Policy Approaches: Encourage high quality redevelopment of properties along the Regional roads. Buildings should be oriented to front, face and feature the road. Large parking areas should be located behind or at the side of buildings and, where visible from the road, must include substantial landscape treatment. (Township of Lincoln)

Buildings shall be street-front oriented and provide direct street access for pedestrians." (Town of Pelham)



All retail commercial development shall include provisions for cyclists and pedestrians (e.g. lighting, furniture, direct access to street sidewalks, bicycle parking, awnings, etc.). (Paul Young, Supporting Active Transportation)

Resources: Smarter Niagara Incentives Program grants for Building Façade improvements and property rehabilitation Model Urban Design Guidelines

Keys to Success

- Work together.
- Learn from each other.
- Review best practices.
- Engage the right people.
- Educate decision makers.
- Test it out.
- Tools before Rules.



Thank You.

