

voigt planner_artist_writer



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COMMUNITY BUILDING IS THE PURPOSE

ON WHATE



STANMED MACHES

TAKE ACTION

"if you choose not to decide, you have still made a choice" RUSH





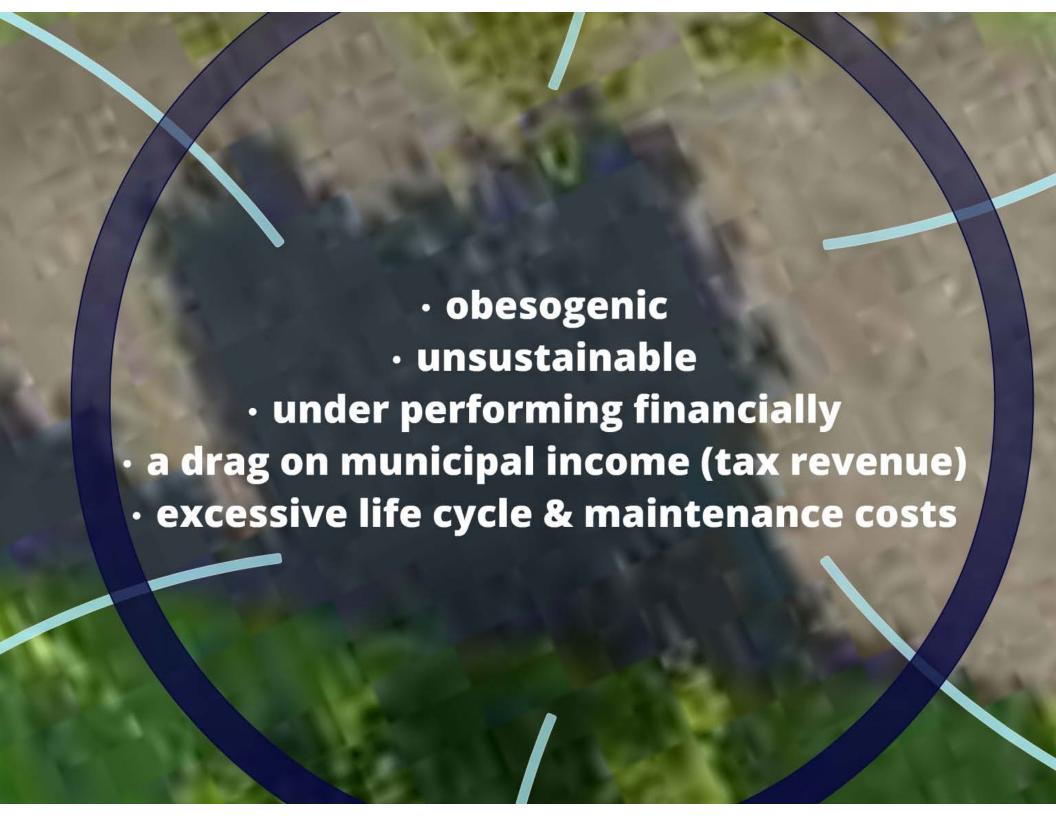
R O B voigt

planner_artist_writer



".... we are only too happy to help those who would remake the city in their own image, not ours"

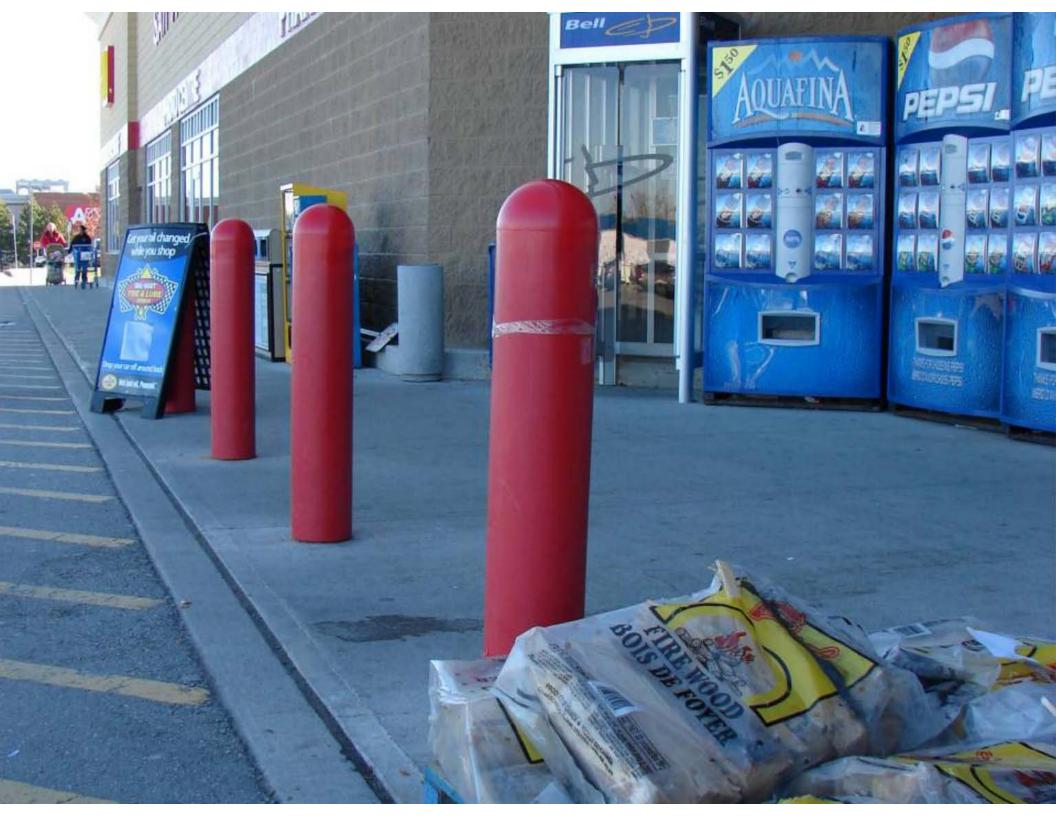
Christopher Hume











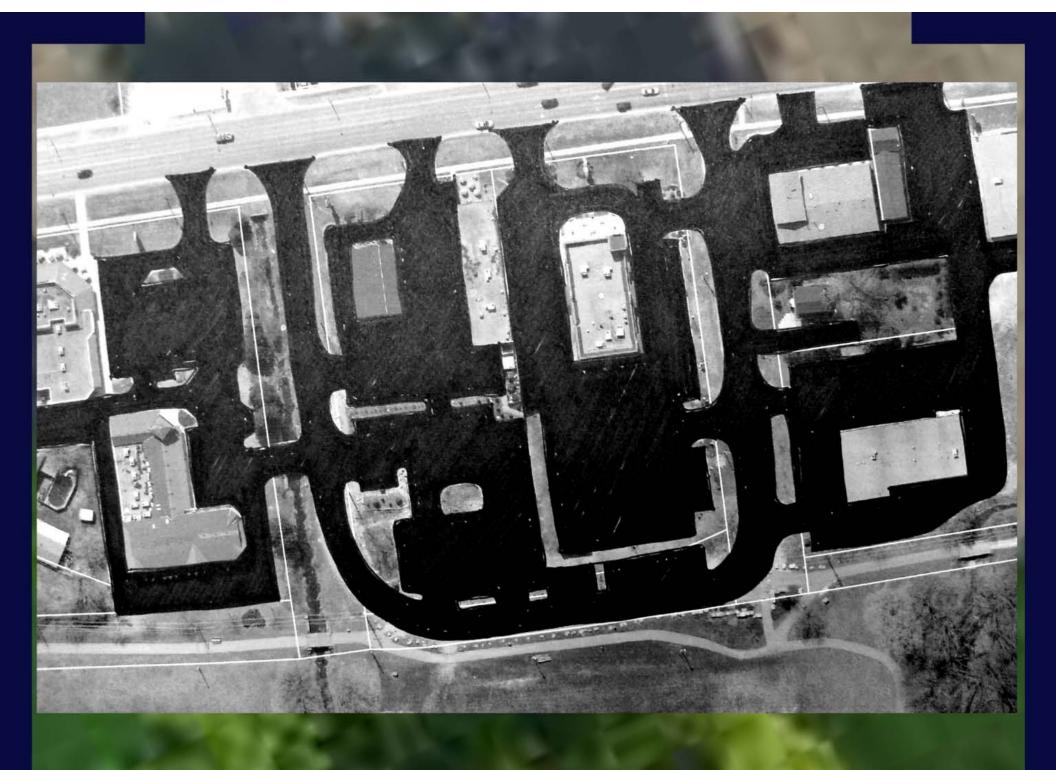






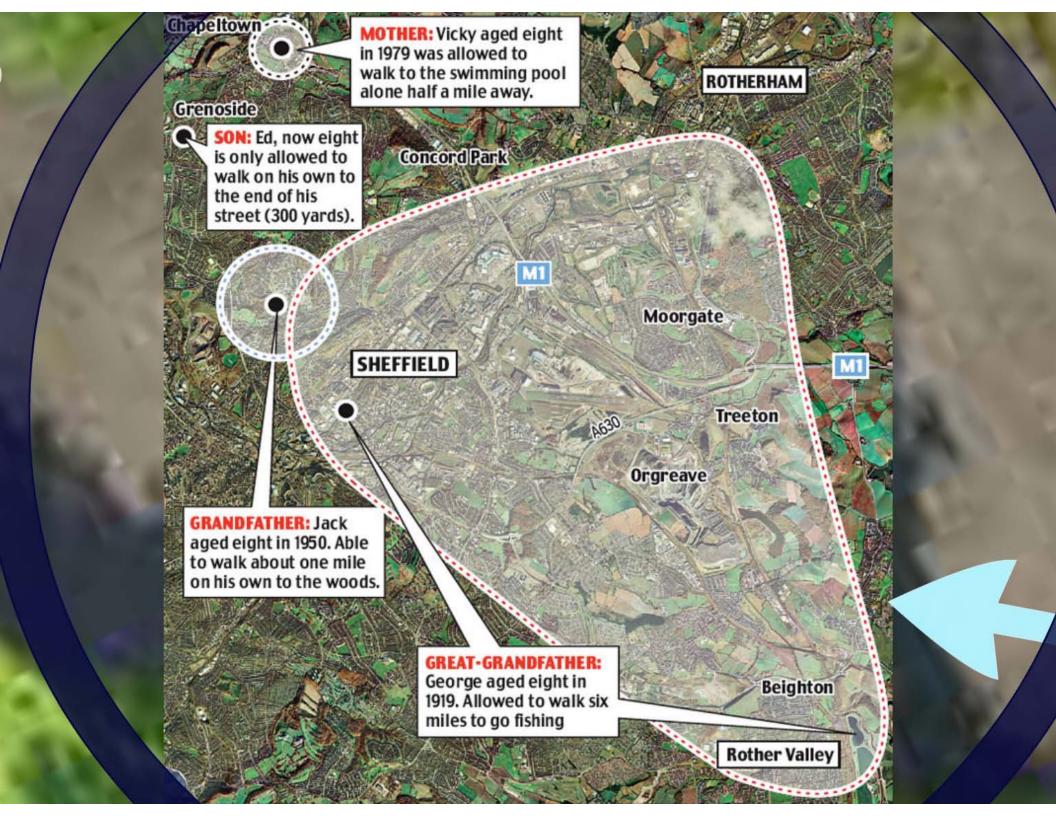














COMMUNITY BUILDERS

We live in environments of our own making.

our own making.

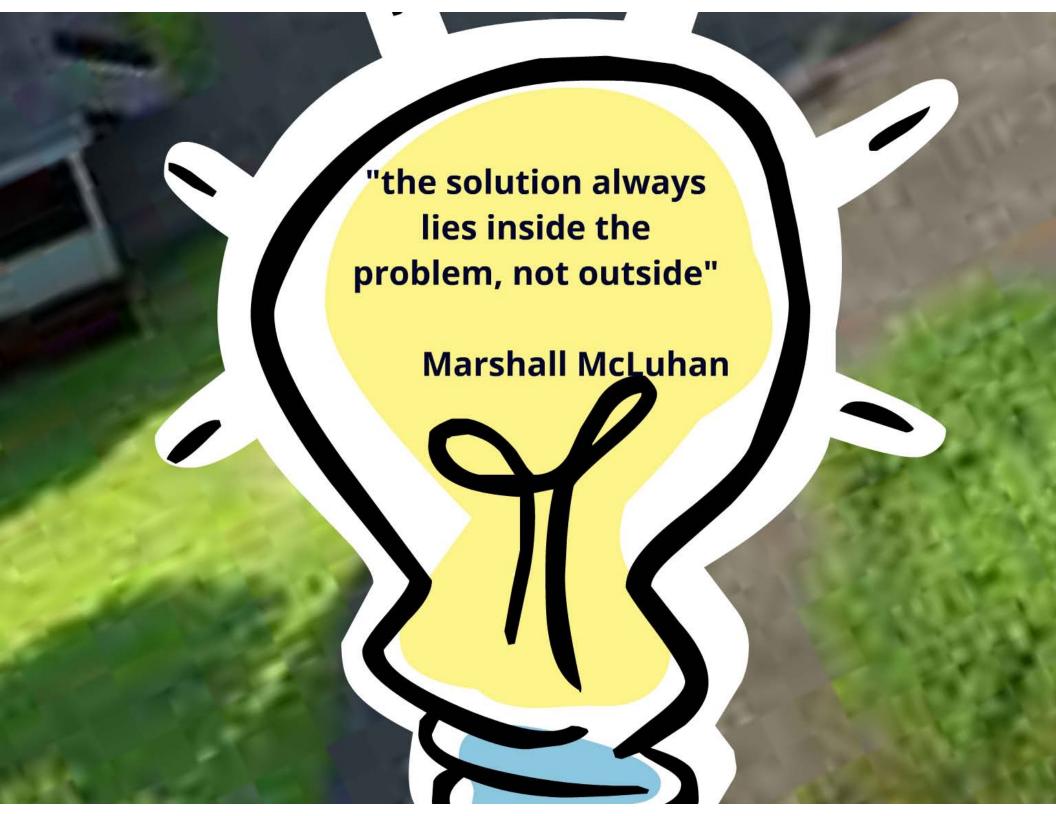
"we are using planning strategies that are forty years old and no longer relevant to today's culture... as if jobs were all downtown, as if land and energy were endless, and as if another lane on the freeway would end congestion."

Peter Calthorpe

The design of streets alone has a significant impact on community health and prosperity.

STREETFILMS

STREETFILMS







POSITIVE IMPACTS ON · community health · economic development · costs to the municipality · education · traffic congestion · property values...

Need an AT system that is SAFE safe & secure accessible & attractive functional efficient & effective





CURRENT REALITY, NOT A DISTANT FUTURE

30% - 50% of population doesn't drive

vehicle and housing costs & preferences are reducing car ownership

ENVIRORMENTAL ZONE

Safe Roads for All

Municipal liability to cyclists for failing to maintain roads in proper state of repair



Dianne Saxe with Meredith James

As the number of cyclists increases, what must municipalities do to keep them safe?

Municipalities have a statutory duty to maintain their roads in a proper state of repair, and a common law duty to warn the road users of hazards. A condition of non-repair can involve "any aspect of the road and its environs," including "not only the surface of the road but also the alignment of the road, obstacles on the side of the road and signage." Several courts have found that the reasonable state of repair required for cyclists may be different from that required for cars.

To operate safely, bicycles may require better road conditions or gradients than other vehicles. In Johnson v. Milton (Town), 3 two cyclists on a tandem lost control cycling down a steep rural road that had washboarding, a sharp turn, and a narrow bridge. One cyclist was injured and the other killed. The Court of Appeal apportioned 60 percent of the liability to the Town of Oakville.

Oakville was liable because the accident would likely not have occurred had the town posted better warning signs and if the "the road grades were not excessive and ... there were no undulations in the steepest part of the road that could potentially cause a loss of control due to 'speed wobble'4... given the location of the undulations on the steepest part of the slope and the fact that they could not be seen or anticipated, they constituted a trap for the unwary."

- 1 For example, see Municipal Act, 2001, S.O. 2001, c. 25, s. 44.
- 2 Mero v. Waterloo (Regional Municipality) (1992), 7 O.R. (3d) 102.
- 3 Johnson v. Milton (Town), 2008 ONCA 440, 91 O.R. (3d) 190.
- 4 Speed wobble generally affects vehicles with a single steering pivot, such as bicycles or motorcycles.
- 5 Wilson Davies c. Montréal (Ville de), 2011 QCCS 4756.
- 6 Scanlan c Montreal (Ville de), 2011 QCCA 614.
- 7 Shared lane markings.
- 8 Repic v. Hamilton (City), 2009 CarswellOnt 6796, 65 M.P.L.R. (4th) 251.

Two Quebec cases have also held municipalities liable, where cyclists were injured when they lost control of their bicycles after riding over unexpected defects in the road. In Wilson Davis c. Montreal (Ville de), 3 the cyclist became paralyzed and was awarded over \$1 million. The Court rejected the city's argument that, as the route was not designated for cycling, it was not foreseeable that a cyclist would be injured. The city owed a duty to provide for the safety of everyone who used the city's infrastructure in a normal, foreseeable, and authorized manner—including cyclists.

In Scanlan c. Montreal (Ville de), the Quebec Court of Appeal held Montreal liable when a cyclist was injured after riding over a depression in the road. The municipality had an obligation to ensure the safety of its citizens, to correct dangerous situations that could lead to accidents, and to warn road users of potential hazards. Liability for these obligations could not be delegated to a third party.

Many municipalities are expanding their cycling infrastructure – putting in bike lanes, sharrows, and designated bike routes. Reasonably enough, the courts require municipalities to ensure that designated bike routes can be used safely by cyclists. This could mean modifying the design of intersections, providing cyclist-specific signage, etc.

For example, in Repic v. Hamilton (City), a cyclist was hit by a car at a bike route/multi-use path, where it crossed a freeway on-ramp. The cyclist argued that the design of the interchange, which emphasized a "free-flow" of traffic from an arterial road onto the freeway, constituted "disrepair," as it did not consider the safety of road users other than motorists.

DIANNE SAXE, D. Jur. is a leading Canadian environmental lawyer. She is a Certified Specialist in Environmental Law, and holds one of Canada's only Doctorates of Jurisprudence (#h.D.) in environmental law. She is also a certified, expenienced mediator.

MEREDITH JAMES is an Associate with the Saxe Law Office. She holds a BSC in Environmental Biology from the University of Alberta and a JD from the University of Saskatchewan.



TRANSPORTATION ASSOCIATION of CANADA (TAC)

Principles to guide professionals and their communities to respond to the challenges of active transportation

1. LEADERSHIP

2. PARTNERSHIPS

3. PUBLIC INVOLVEMENT 8. ROAD SAFETY

4. FINANCIAL & HUMAN 9. CRIME & SECURITY

RESOURCES

5. KNOWLEDGE & SKILLS (attitudes & perceptions)

6. POLICY AND PLANNING

7. TRAVEL FACILITIES

10. AFFECTING A CULTURE

11. OUTREACH TO ENCOURAGE

ACTIVE CHOICES

RANSPORTATION ASSOCIATION of CANADA (TAC

Principles to guide professionals and their communities to respond to the challenges of active transportation

- 1. LEADERSHIP
- 2. PARTNERSHIPS
- 3. PUBLIC INVOLVEMENT
- 4. FINANCIAL & HUMAN RESOURCES
- 5. KNOWLEDGE & SKILLS

- 6. POLICY AND PLANNING
- 7. TRAVEL FACILITIES
- 8. ROAD SAFETY
- 9. CRIME & SECURITY
- 10. AFFECTING A CULTURE
- (attitudes & perceptions)
- 11. OUTREACH TO ENCOURAGE

ACTIVE CHOICES

Transportation Association of Canada (TAC) defines "most important" barriers that impede progress toward community objectives for greater active transportation activity, safety and enjoyment.

- Funding
- · Data
- · Built form
- Cycling culture
- Individual perceptions of cycling
- Winter weather
- Geography
- Other institutional issues.

Design Thinking

problem solving through visual thinking, experimentation, iterative projects

3rd Degree Leadership

intentional change emergent properties systems thinking

WORDS HAVE MEANING!

Provincial Policy Statement
Provincial Cycling Strategy
Regional or municipal official plans

Simcoe Muskoka District Health Unit Ontario Professional Planners Institute

(new call to action about to be released)

Ontario Chief Coroners' Reports on Pedestrian and Cyclist Deaths 2011

First recommendations in both:

"A 'complete streets' approach should be adopted to guide the redevelopment of existing communities and the creation of new communities throughout Ontario".

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American Association of State Highway and Transportation Officials (ASSHTO)

"designers should recognize the implications of this sharing of transportation corridors and are encouraged to consider not only vehicular movement, but also movement of people..."

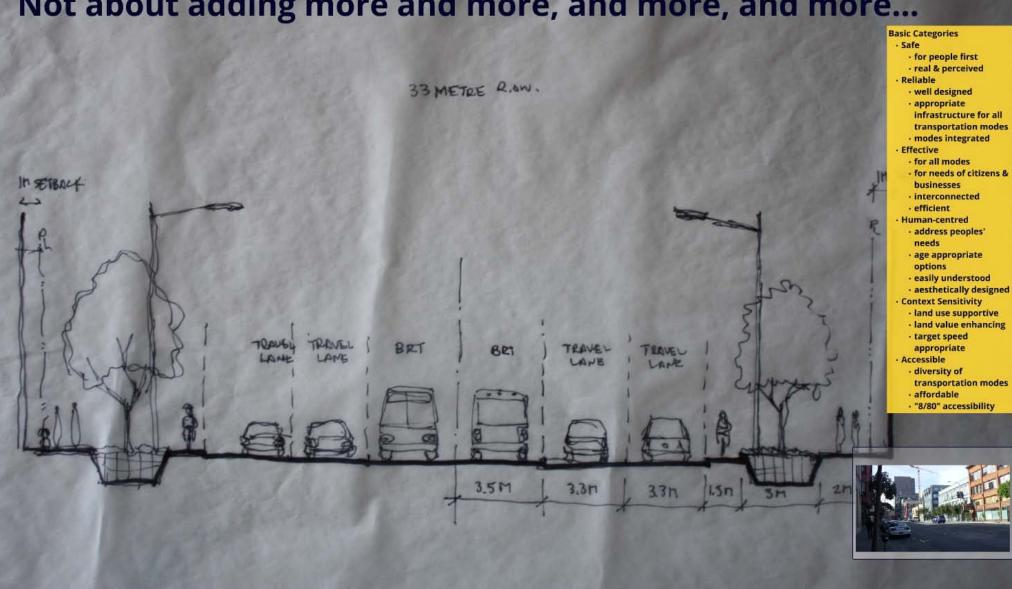
"Pedestrians are a part of every roadway environment, and attention should be paid to their presence in rural as well as urban areas..."

Policy on Geometric Design of Highways and Streets, 2001



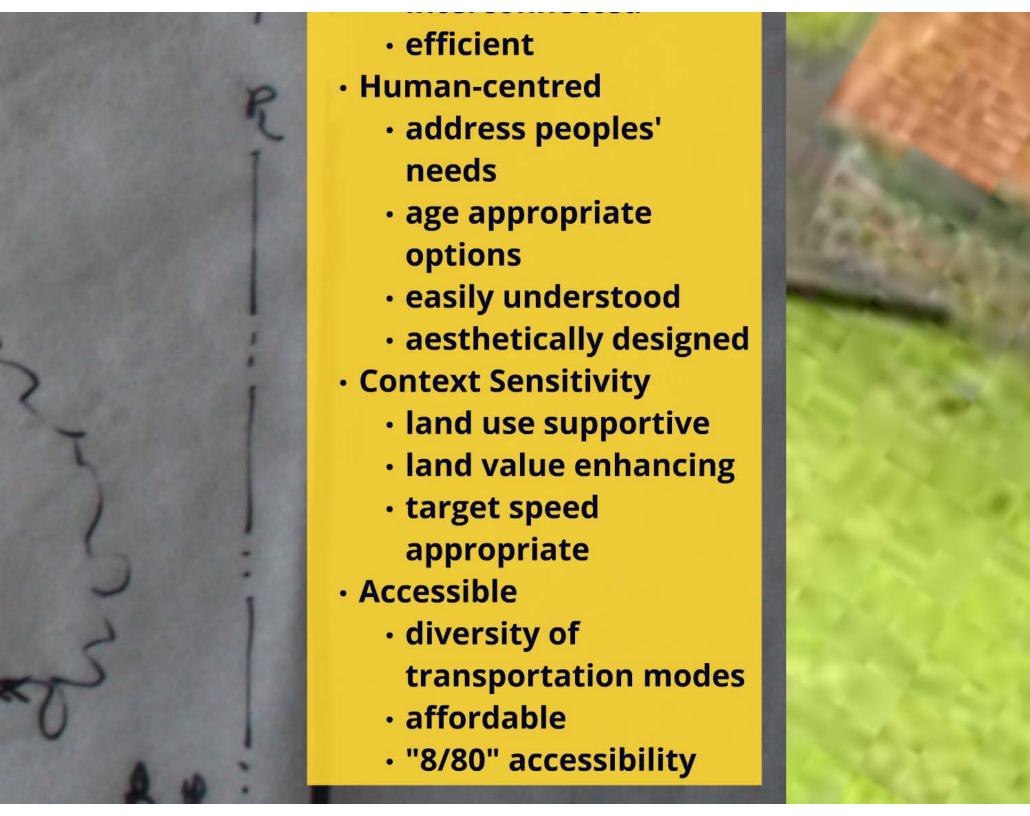
American Associat	ion of State Highway and Transportation Officials (ASSHTO)
•	recognize the implications of this sharing of transportation encouraged to consider not only vehicular movement, but people"
	part of every roadway environment, and attention should esence in rural as well as urban areas" Policy on Geometric Design of Highways and Streets, 2001

Not about adding more and more, and more, and more...

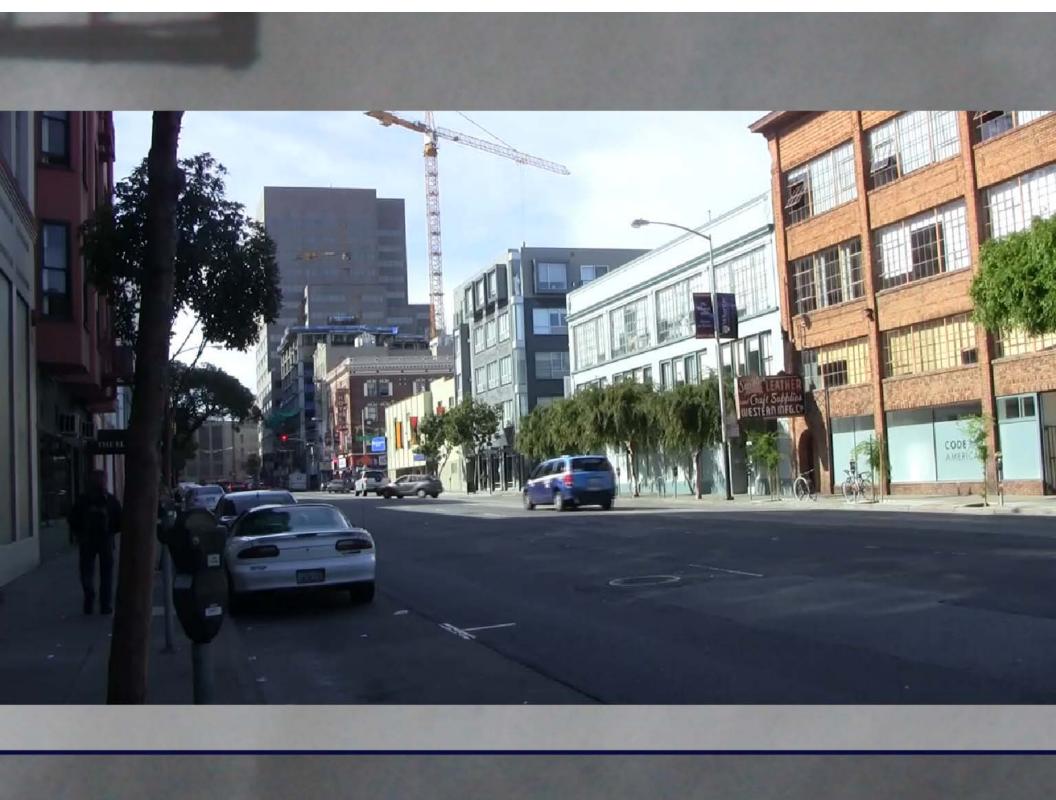


Basic Categories

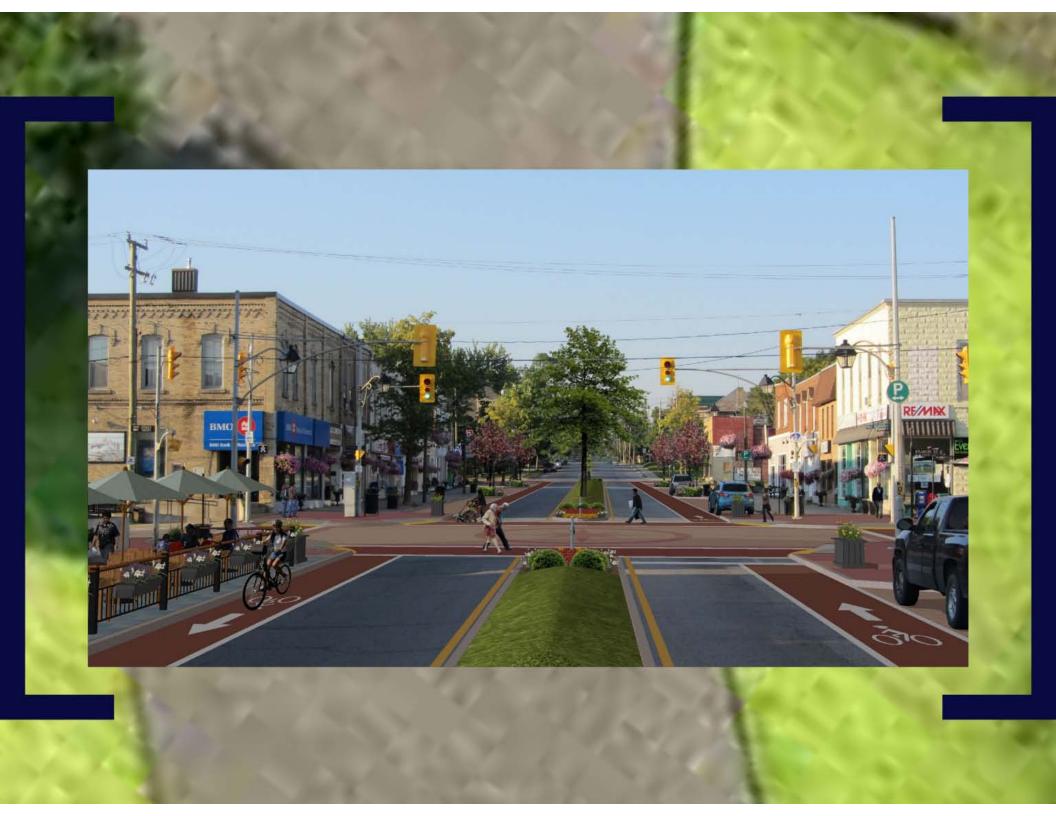
- Safe
 - for people first
 - · real & perceived
- · Reliable
 - well designed
 - appropriate
 infrastructure for all
 transportation modes
 - modes integrated
- Effective
 - · for all modes
 - for needs of citizens & businesses
 - interconnected
 - efficient







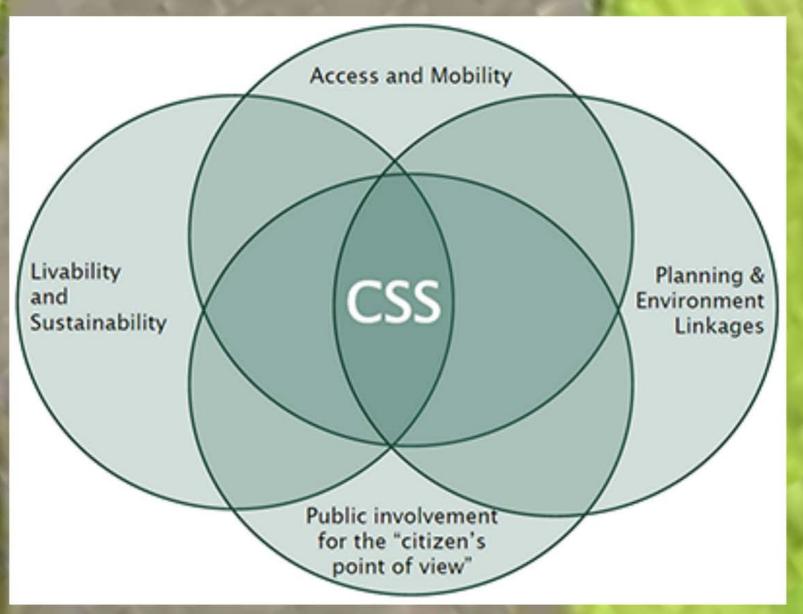






Well coordinated and integrated

- Official Plan
- Zoning By-law
- Urban Design Regulations
- Contemporary street design and engineering



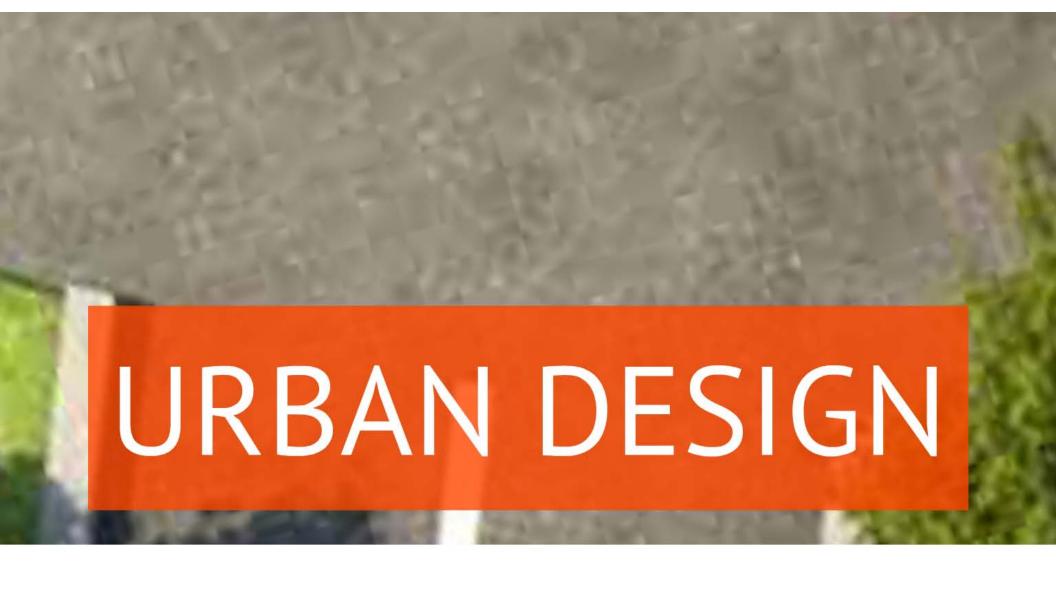


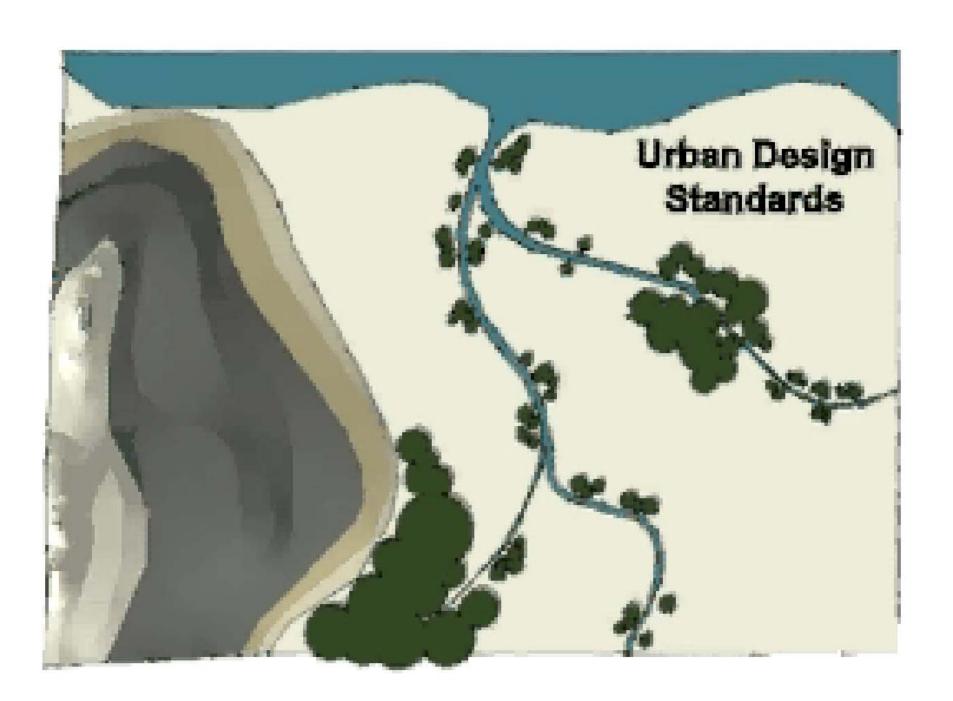
The CSS National Dialog seeks to highlight the linkages between CSS and key transportation focus areas, such as livability and sustainability. (Courtesy of CTE)







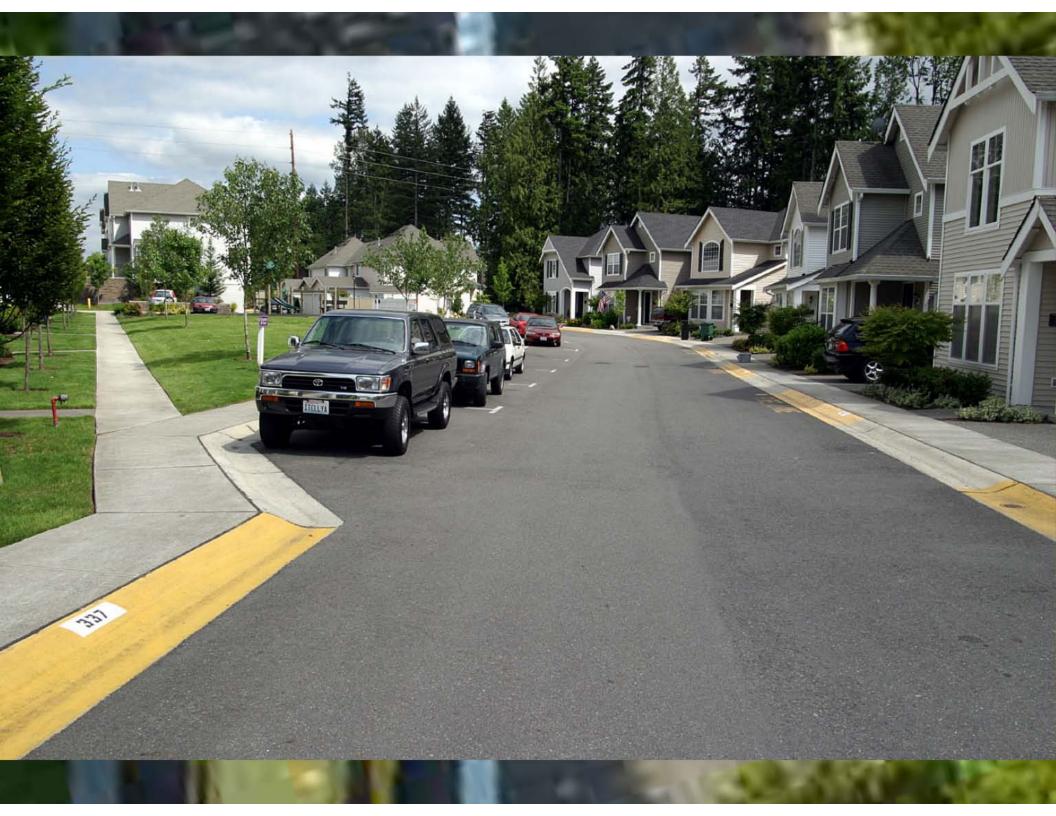


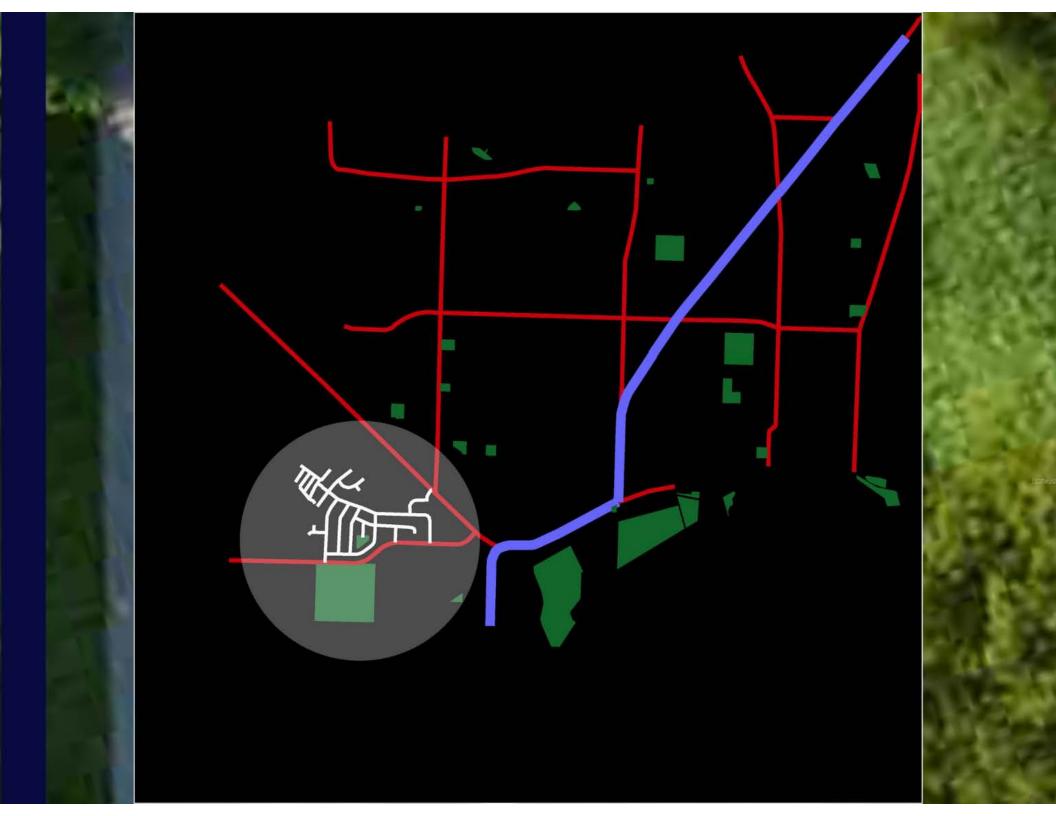


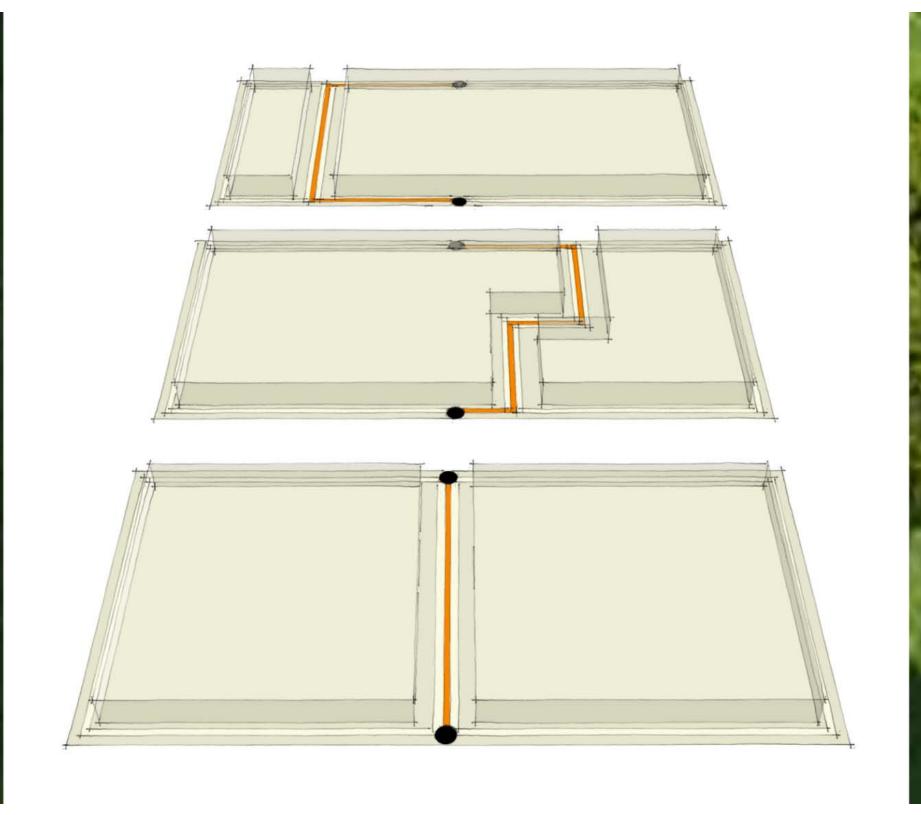
Neighbourhood design



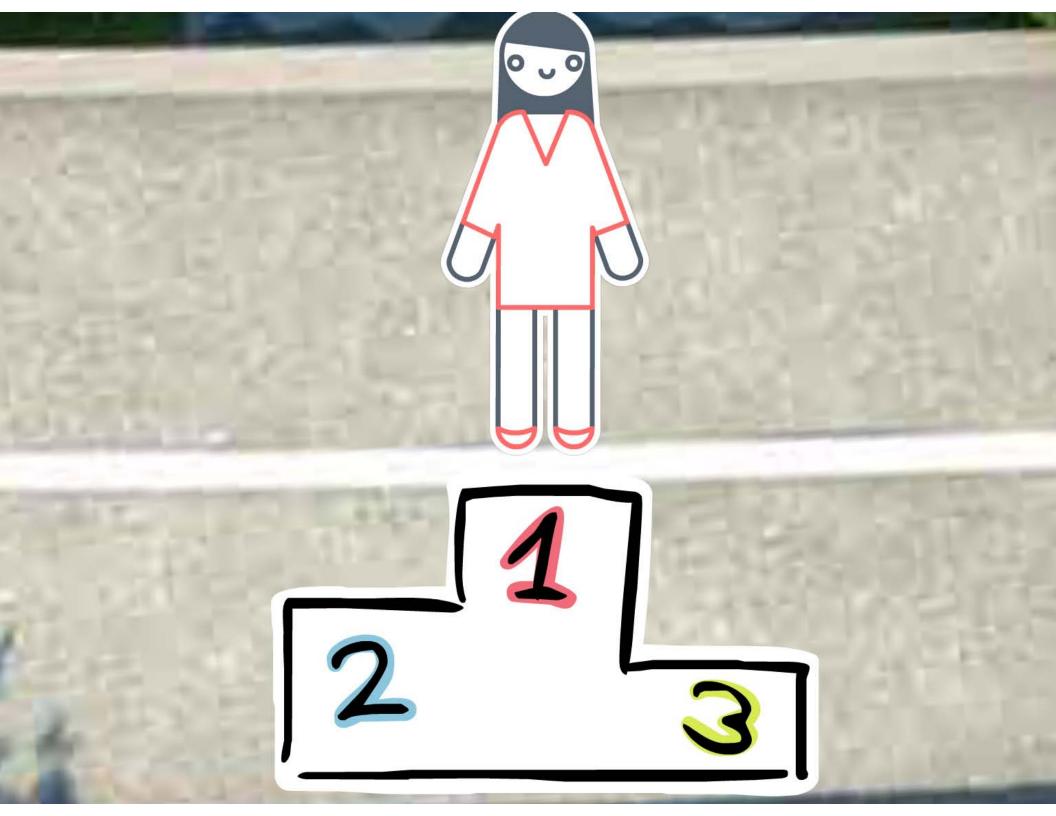






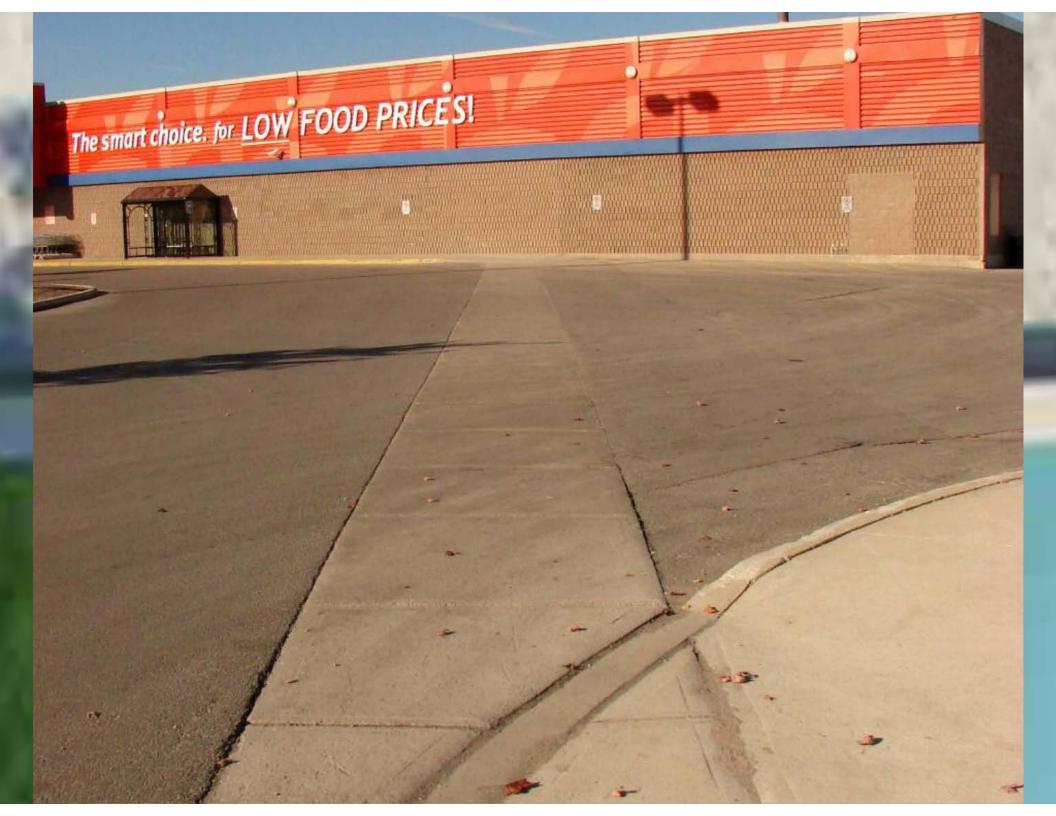


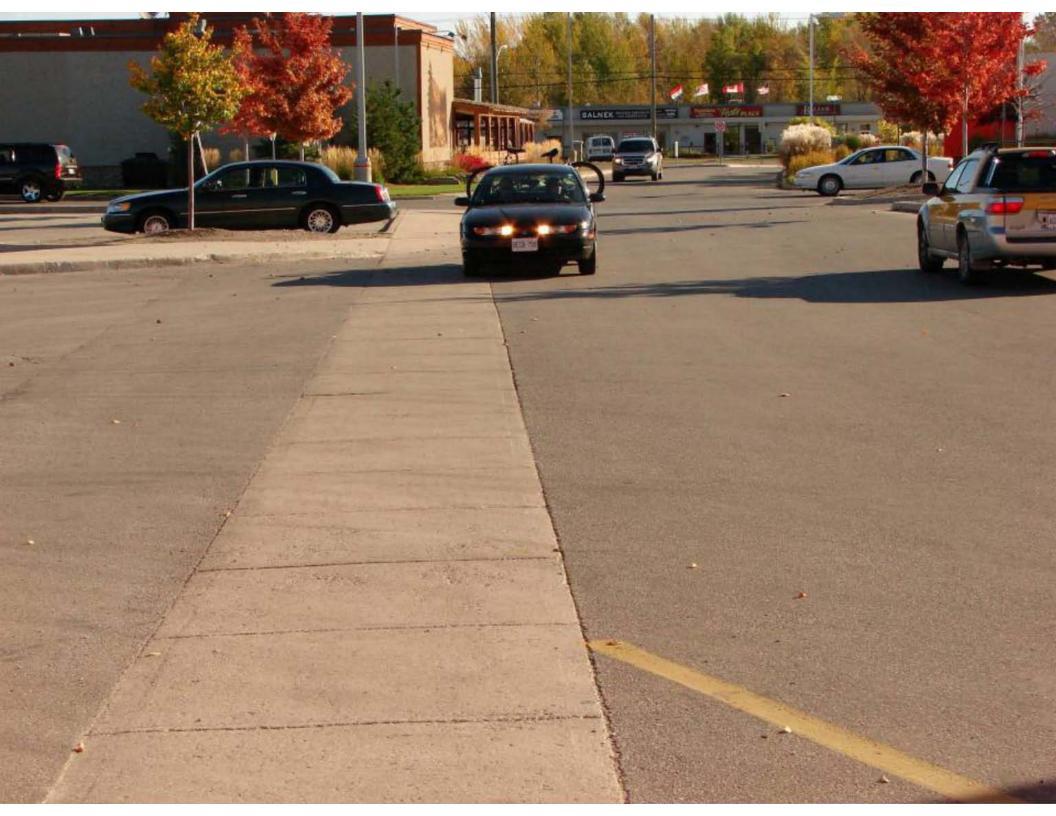


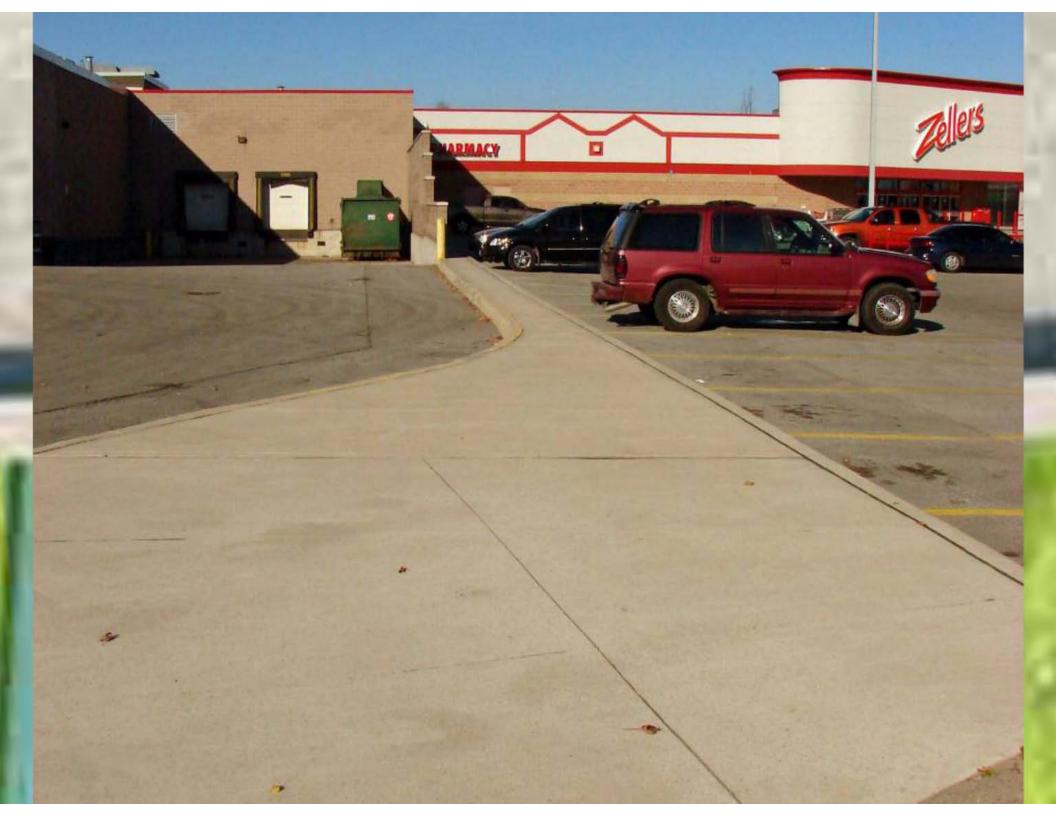


LINKS IN THE ACTIVE TRANSPORTATION CHAIN

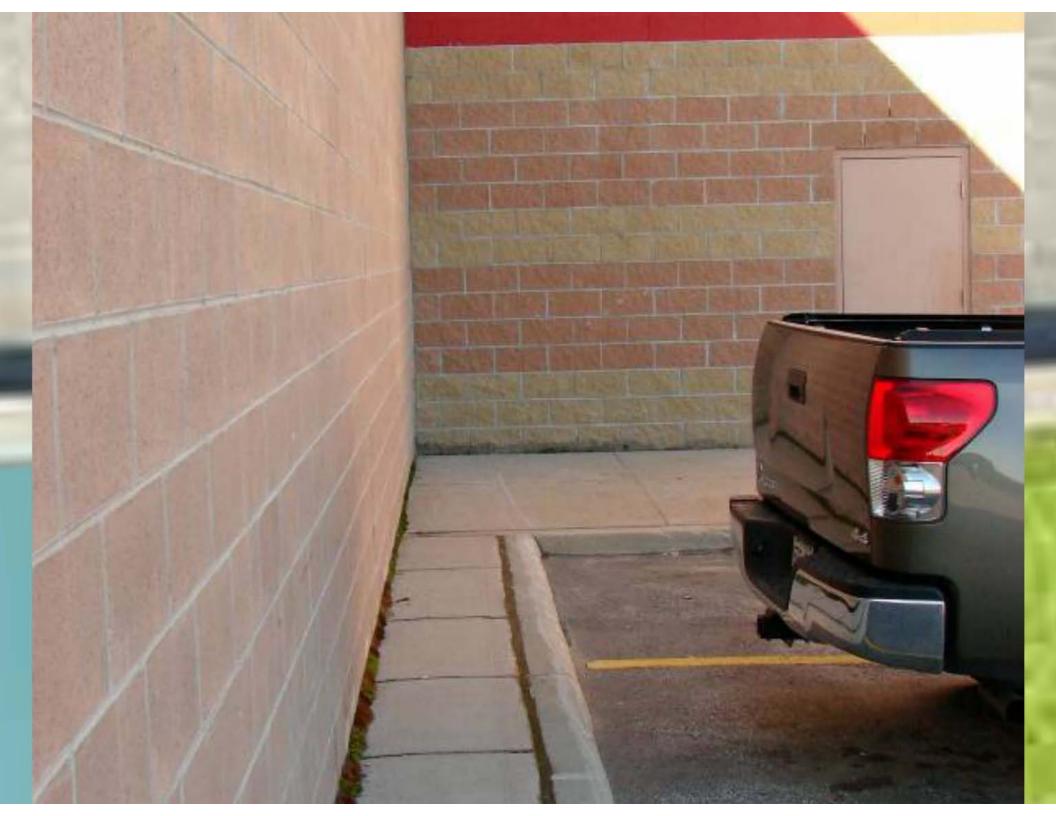
Think in terms of the experiences of people throughout their journey. Each step and transition must be considered.

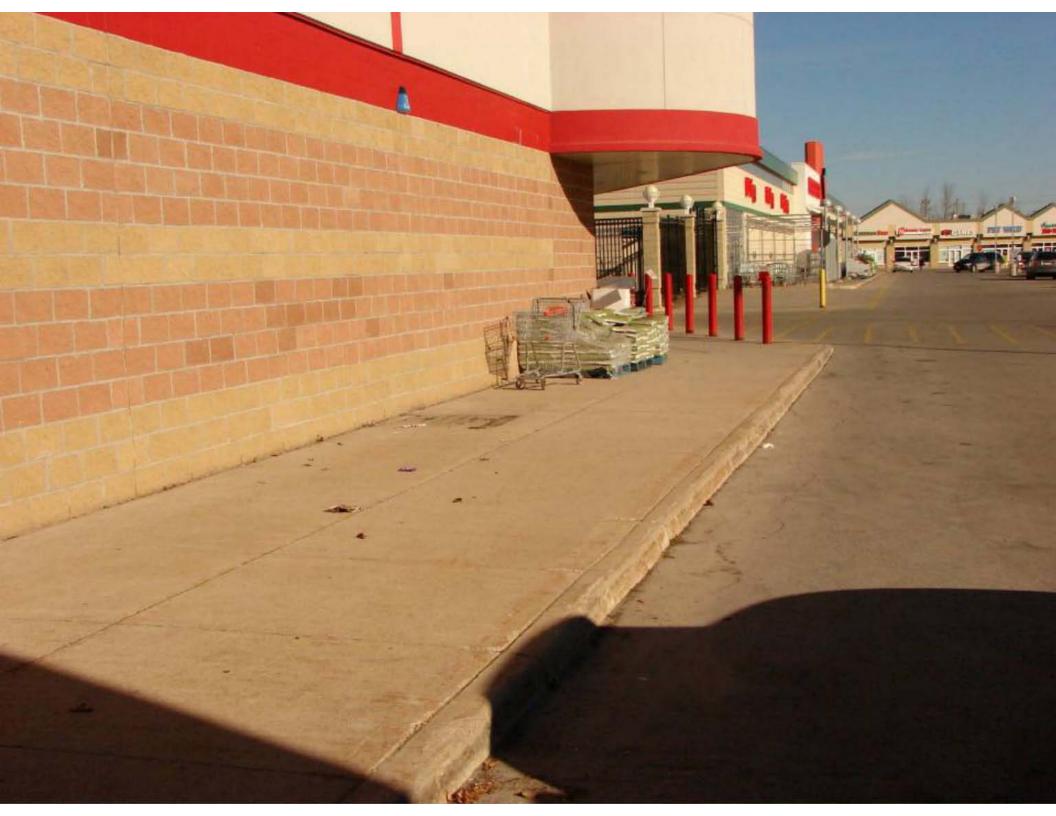




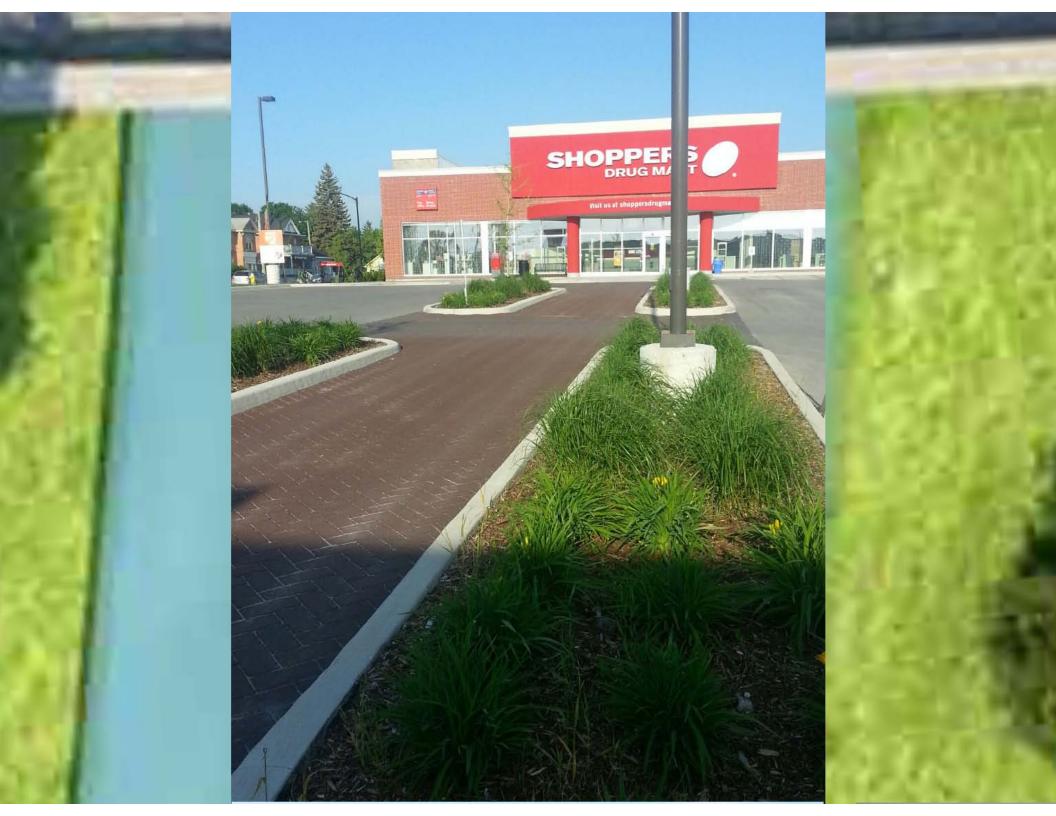






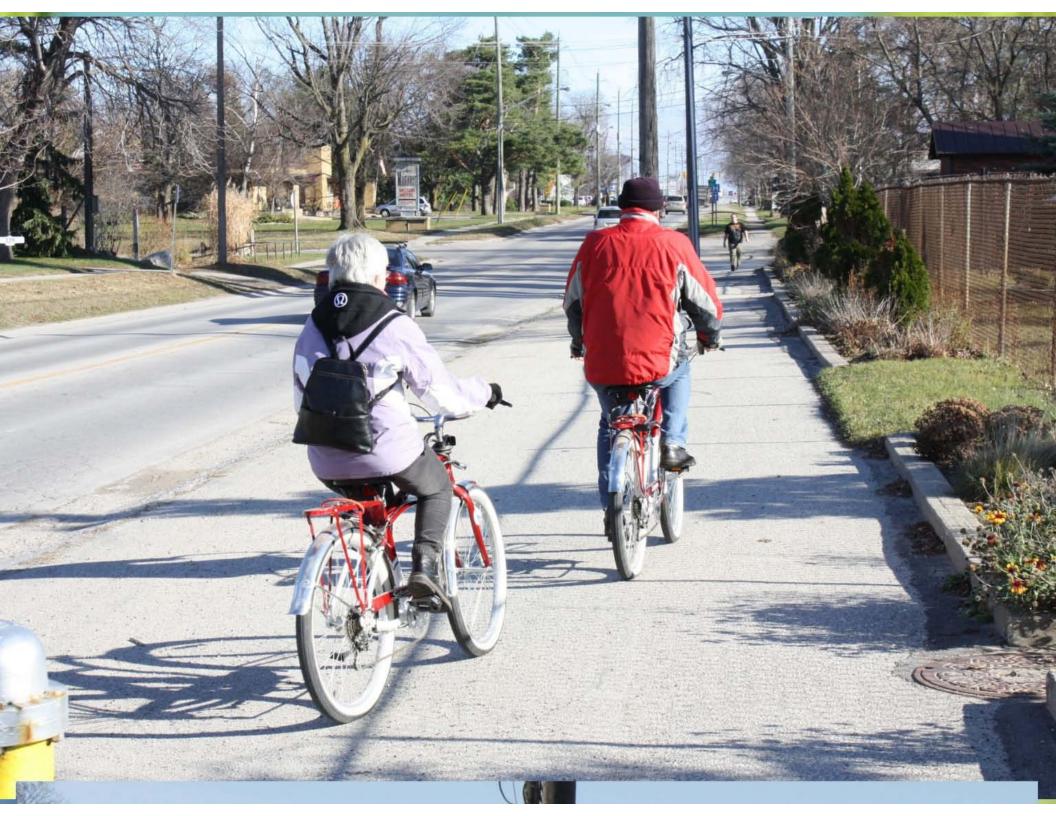




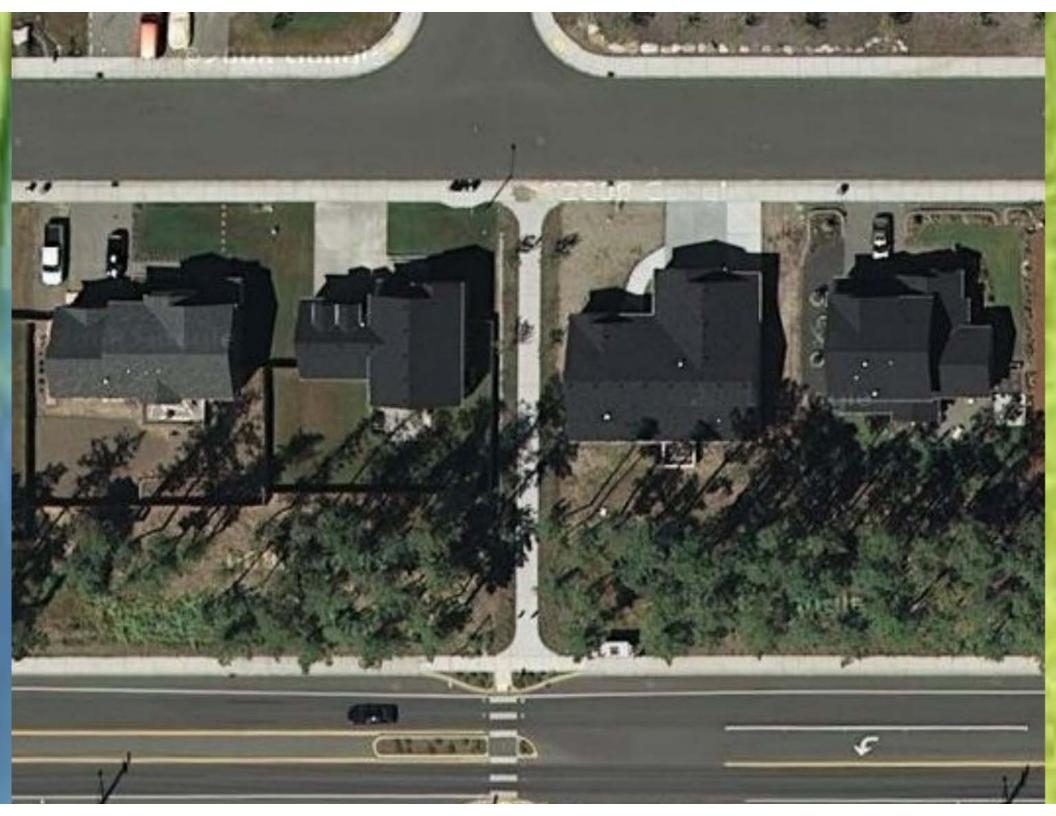










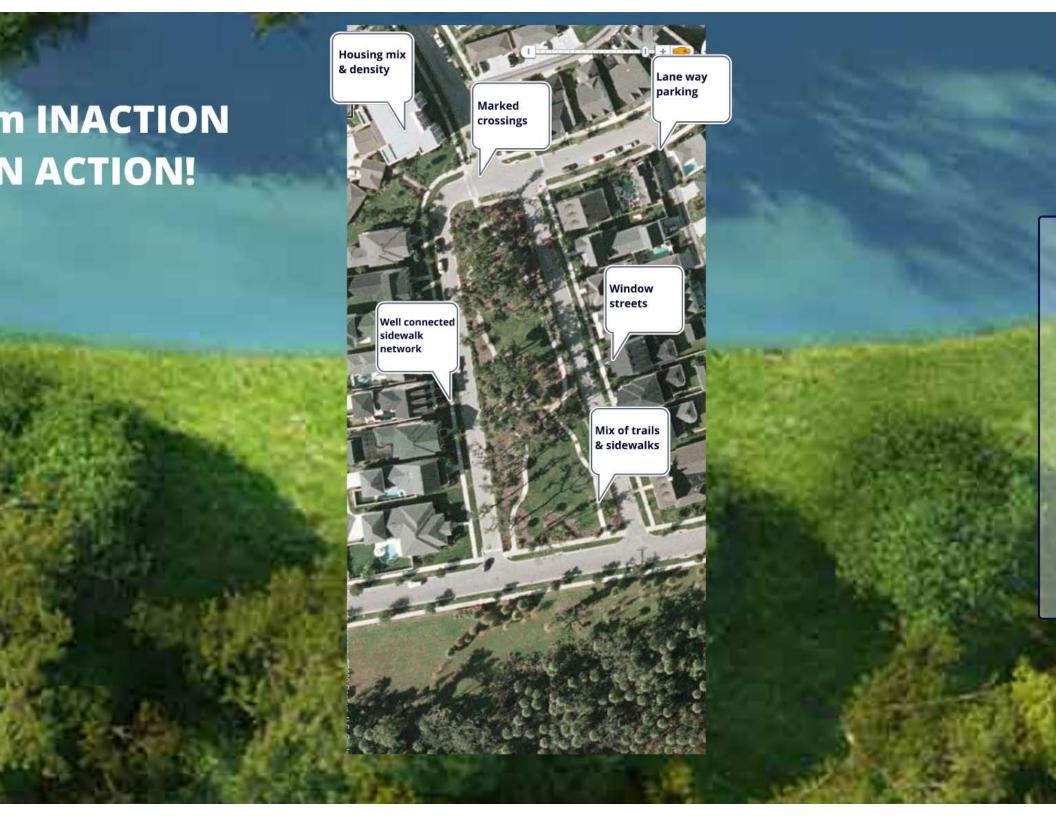


15 Min Exercise

Arrange yourselves in groups of two or three.

Taking on "typical" identities and trips of the persons described on the name tags given to each of you, write down what you think they would value or need for transportation.



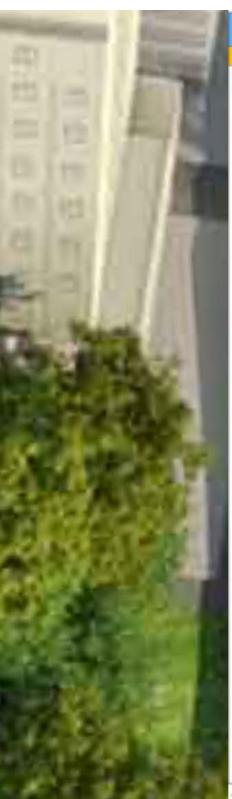












1) Site Plan

iv. Cars

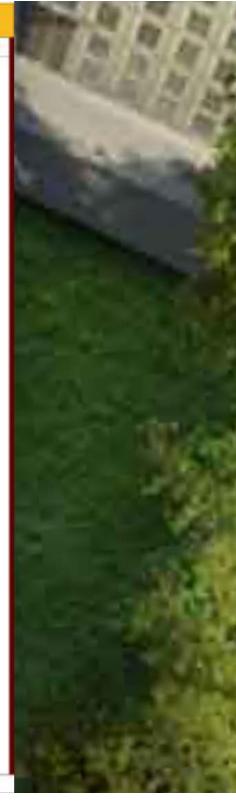
- Each site shall have a single car entrance designated. Additional service entrance(s) may be permitted provided: 1) It is demonstrated to be a reasonable option due to site conditions or use, and 2) additional design features are used to enhance the site's visual quality.
- Where possible car access shall be provided from the side or minor frontage (this does not apply to sites along \$R-20).
- Separate car and pedestrian traffic with safe walkways. For safety, extra care in the design of car access points and the crossing of sidewalks for pedestrian safety should be taken.
- Clearly demark walkways, reduce car access to the smallest practical, and ensure that walkways are not secondary to car access.
- 5) Parking for cars or garage doors (for commercial sites) should not front the street as much as is practicable; as well, unenclosed parking areas shall not be located closer to the street than the front edge of the building, or between the building and the street.
- 6) Parking reductions may be granted for developments which include either of the following: parking structures, or direct access to transit facilities.
- Parking lot lighting shall be shielded from shining off site or producing glare and limited to no more than 20' tall.



- pedestrian access designed to be completely separated from, and not secondary to, car access
- ✓ tight standards no taller than 20 feet.



- √ single car entrance located off of secondary street.
- pedestrian walkways well defined and separated from our traffic
- parking located no closer to the street than the front edge of the building





Urban Street Design Guide

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URBAN STREET DESIGN GUIDE

STREETS





STREET DESIGN ELEMENTS



INTERSECTION DESIGN ELEMENTS



INTERIM DESIGN STRATEGIES

Screencast-O-Matic.com

DESIGN CONTROLS

*Welcome!

This play equipment is designed for children 1.5 to 5 years old (CAN) 2 to 5 years old (USA)

- Adult supervision is strongly recommended.
- Regular inspection of play equipment is vital. Please report missing, worn or damaged parts to the owner.

What happens when "rules are rules"?

Definitions for arterial, collectors & local roadways need to be contextually appropriate for land use and urban form. More refined definitions for urbanized areas, shopping districts, school zones, high density residential areas...

If not the results are:

- · ineffective
- · costly
- unhealthy
 Limiting access for single family housing on in-town "arterial",
 results in:
 - six driving lanes
 - roadway scar through neighbourhood
 - · excessive life-cyle costs along a corridor with very poor ROI



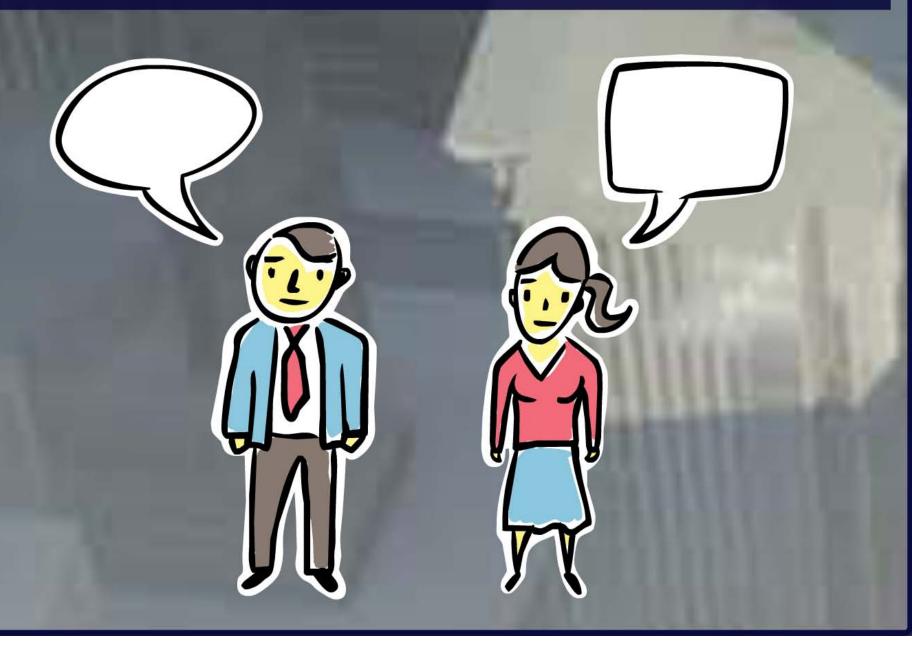
Need to get it right even when cars are not moving

Understand ITE Parking Generation

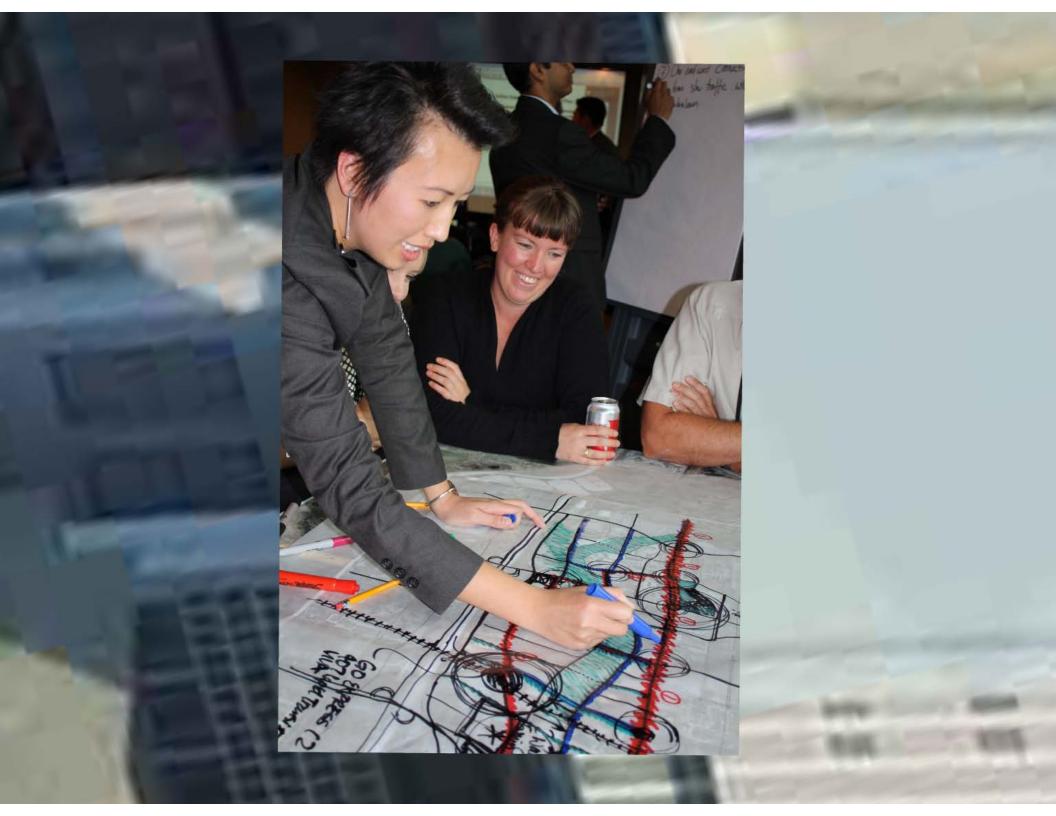
- suburban context
- not multi-modal
- standalone sites with free parking
- low sample sizes...

Cycle of excessive parking requirement - no critical mass with separated uses - poor streetscape - inaccessible - pedestrian unfriendly - auto dependent - need more parking...

BETTER COMMUNICATION









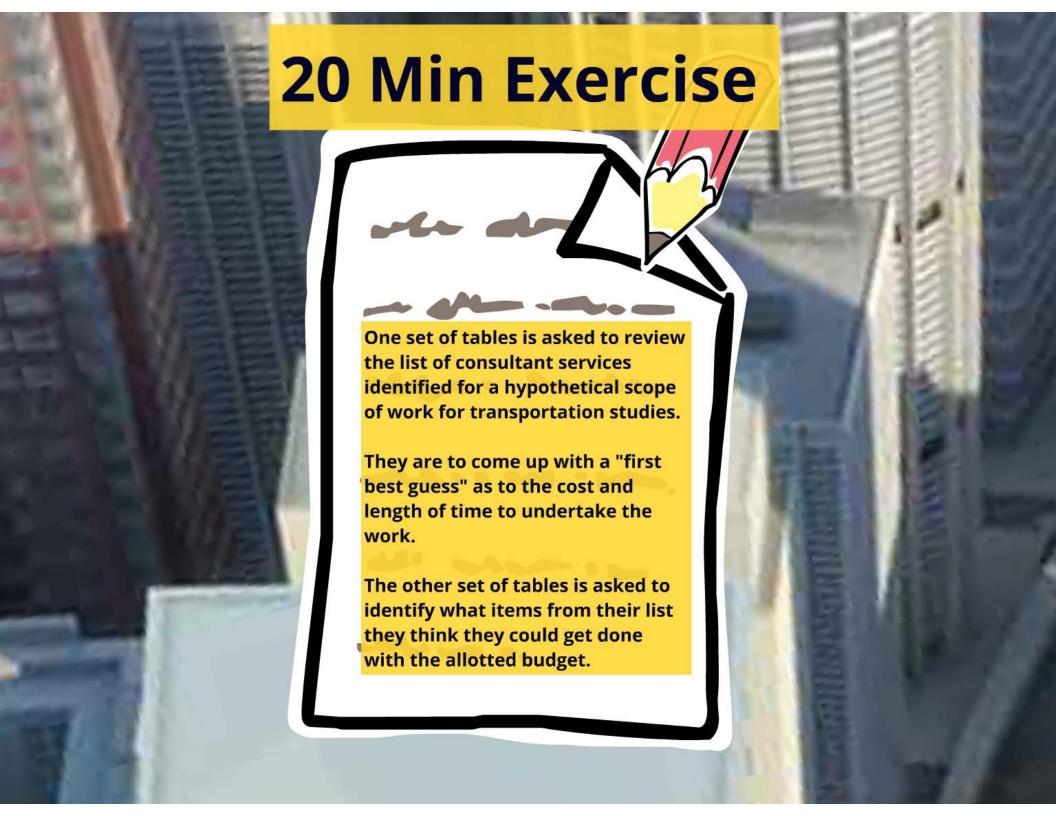


- urban acupuncture
- pop-up projects
- Build a Better Block
- Park(ing) Day
- chair bombing
- neighbourhood pace car
- open data

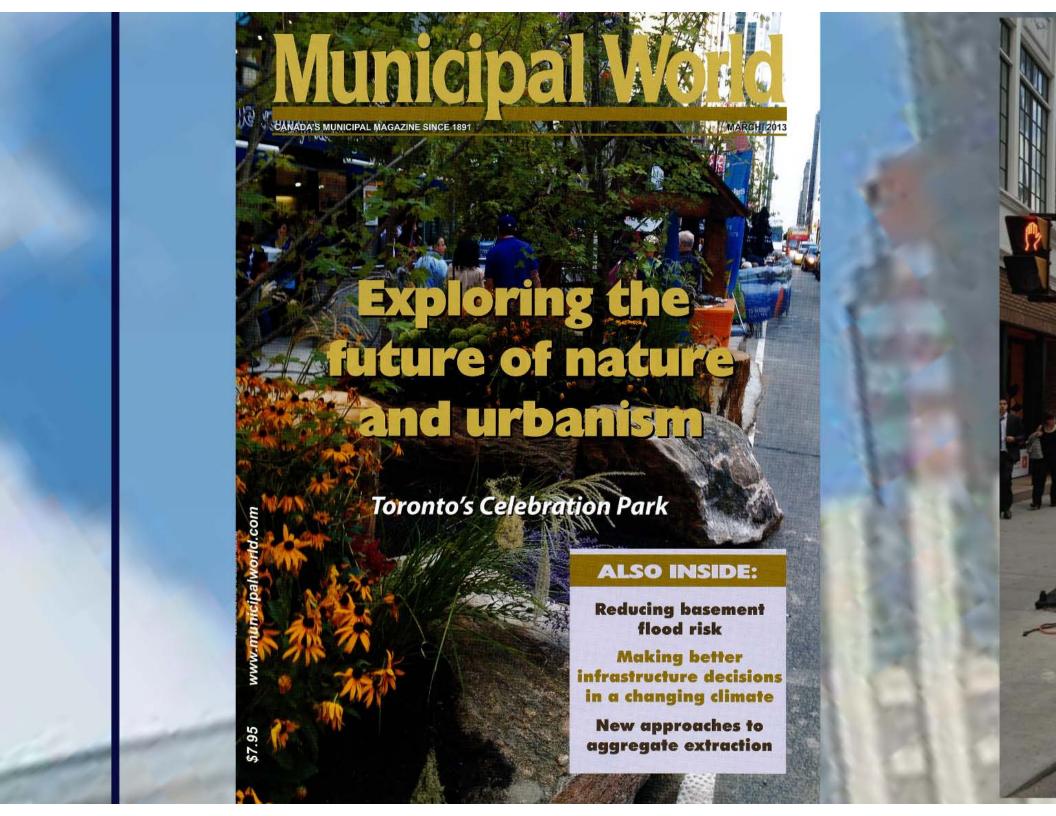


Walkability

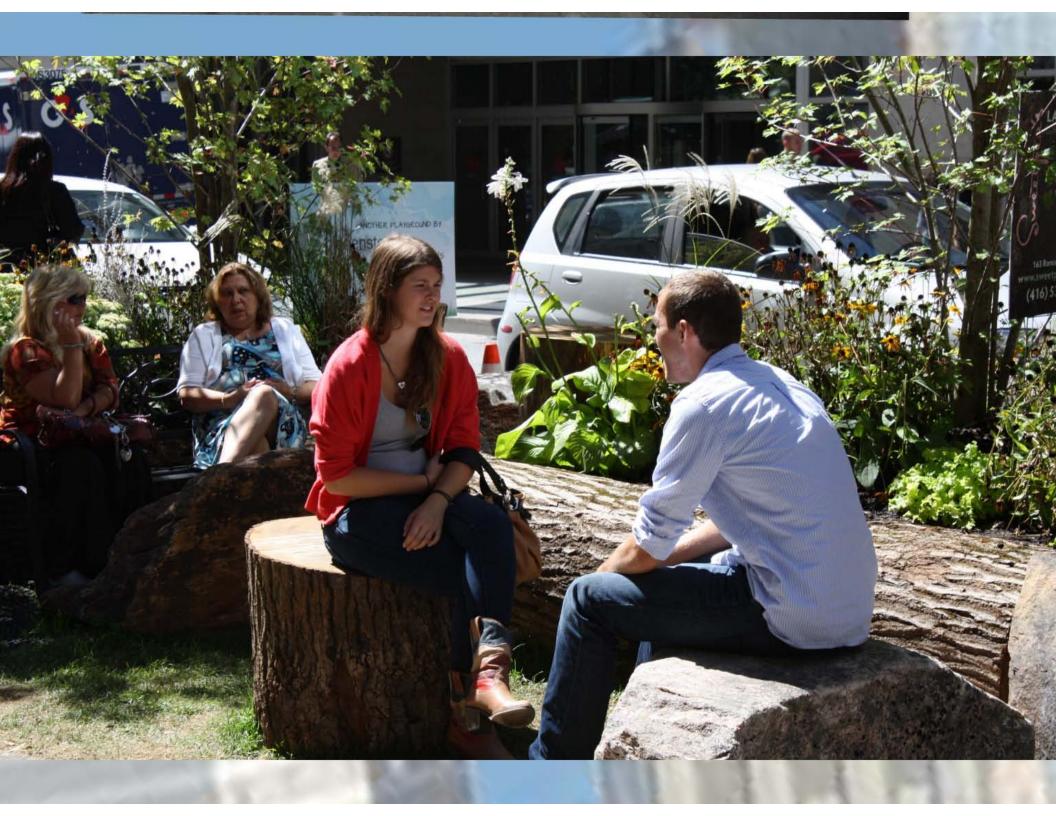
Walkability

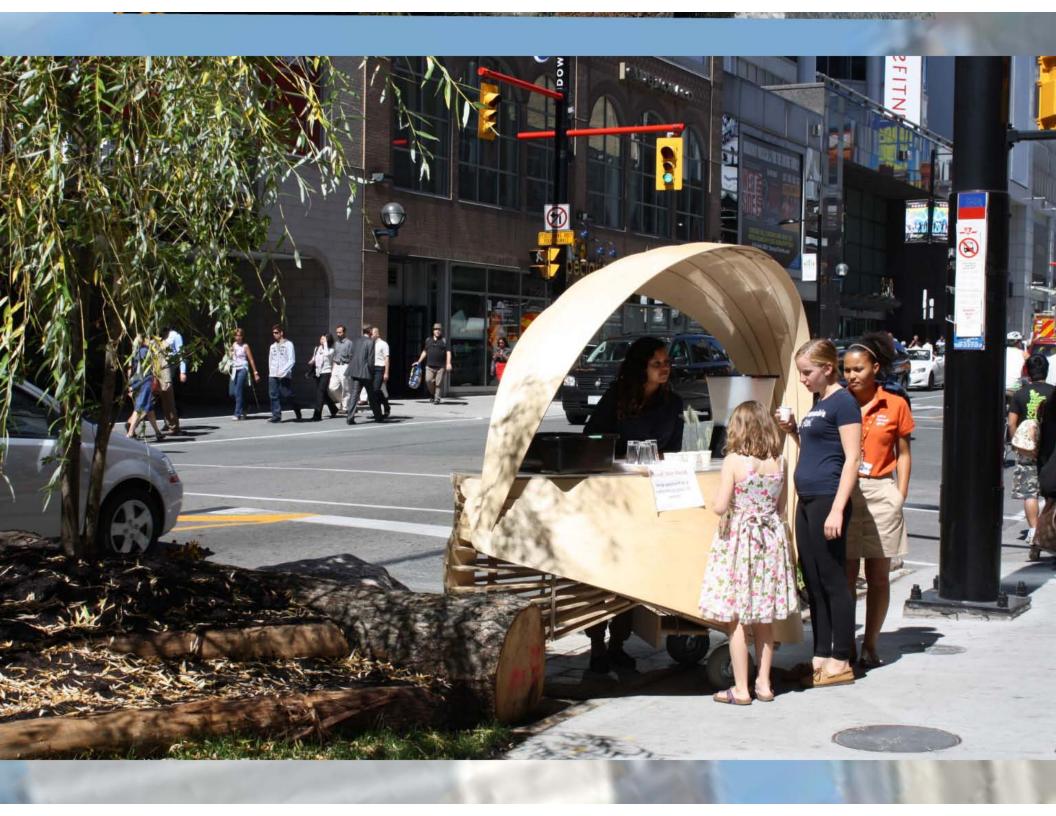


WRONG "PROBLEMS" ECONOMIC ACTIVITY TRANSPORTATION LACK OF SENSE OF PLACE...













ABCD & Strong Towns

Long-term Visions Near-term Projects 100 Day Actions

wiki-map of bike facilities start a DO-Tank try some urban acupuncture



Actions

wiki-map of bike facilities start a DO-Tank try some urban acupuncture

changed chalture

changed environment

changed relationships

changed scope

changed expectations

COMMUNITY BUILDING IS THE PURPOSE

FOCUS
ON WHAT'S
IMPORTANT

PPS Compliant Compliant with Ministry(s) Lower Insurance

FOCUS ON WHAT'S IMPORTANT

PPS Compliant
Compliant with Ministry(s)
Lower Insurance
Lower incidents of crashes
Higher property values
Better GDP return

SO YOU CAN DO WHAT'S RIGHT

More affordable options
Improved health
Less school absentees
Improved social integration
Environmental Stewardship
Accessibility for all
Healthier, smarter children



"I know all about art, I know all about science. I know all about life"



rowan voigt 3yrs



voigt planner_artist_writer







