

Walk21
Metro Vancouver

Poster Slides

Tuesday, October 4

COMMUNITY-LED STREET EVENT GUIDE



PLAY
SELL
DANCE
EAT
MEET



- Hazelbrae Street Party • Kennedy Park Road Block Party • Evelyn Avenue Neighbours • Humborcree Street Party • Currie Street Party • Weston Community Coalition • Timbridge Neighbour's Night out • Regal Heights Street Party • Willard Avenue Party • Macdonview Street Party • Day Avenue Street Party • Alba/Shady Residents • Westholme Street Party • Woodside Ave Summer Street Party • Howland Avenue Street Party • Bingham Avenue Street Party • Annual Vermont Avenue Street Party • Wixxeter Avenue Street Party • Rose Park Street Party • Cowan Avenue Street Festival • Wanda Avenue Street Party • Beatrice Street Summer Celebration • Salem Block Party • Cedarvale Avenue Car Free Day Street Party • Langford Residents Halloween Street Party

COMMUNITY-LED STREET EVENT GUIDELINES & PERMIT PACKAGE

The City of Toronto's Public Realm Section, Transportation Services, supports and administers a range of programs to help make Toronto more pedestrian friendly and to encourage the citizens of Toronto to get involved in their community. A key tool to support regular, community-led pedestrian street events is the development of a simple, easy-to-use 'how to' guide and the launch of a small grant program to offset some of the costs associated with the organization of street events.

Community-Led Street Events enhance the quality of life for residents of the City of Toronto and are part of Toronto's Walking Strategy.

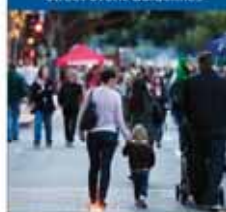
The guidelines acts as an updated, streamlined online tool for applicants, designed with input from a wide number of related city divisions and arms length agencies, to make the process more user-friendly and to build neighbourhood capacity and interest in pedestrian streets and events. The guide includes both the general application and all associated forms (including simplified section for small neighbourhood based events, which is administered year round), a checklist, and Questions & Answers section.

COMMUNITY LED STREET EVENT GRANT PROGRAM

In recognition of the financial barriers faced by many residents, a small grant program was created to help offset some of the costs of road closures associated with the organization of a street event. The goal is to further support more events which celebrate people on the street and help to remove barriers for communities looking to close streets on a temporary basis; to make city processes as transparent as possible, and to build momentum for more pedestrian friendly streets in all parts of the city.

Applications for the \$500 grant are received in a calendar year and awarded on a first-come, first-serve basis based on meeting the criteria and is dependent on funding availability.

COMMUNITY-LED Street Event Guidelines



Icons for various categories: Play, Sell, Dance, Eat, Meet.

Community-Led Street Event Program

Name of Applicant:	
Address:	
City:	
Phone:	
Email:	
Event Name:	
Event Date:	
Event Time:	
Event Location:	
Event Description:	
Event Budget:	
Event Contact:	
Event Status:	
Event Notes:	
Event Approval:	
Event Signature:	
Event Date:	



The City of Toronto's Walking Strategy outlines what it takes to make Toronto a great walking city and to promote a culture of walking. One of the key Action Items is the creation of a website to promote walking routes throughout the City.

In early 2011, the City of Toronto launched a website with self-guided walking tours available for download as a PDF. A self-guided walking tour is a tour without a guide, a fee, or a set date or time. The website offers an opportunity for residents or visitors to explore the city at their own pace while learning about their surroundings.



Some of the most exciting tours feature an audio component that allows the user to download an MP3 file to their portable media device and listen to a narrative as they walk. To initially populate the website, existing self-guided walking tours from other City Divisions, Provincial Ministries, and Not-for-Profit organizations were gathered.

To promote and embrace walking, a limited number of nominal grants are available to residents to produce a self-guided walking tour of their neighborhood.



Walking tours are organized by location, interest, and estimated time to complete.

Areas of interest include:

- Architecture
- Audio component
- Culture
- Ghosts
- Health
- History
- Nature
- Racism
- Waterfront



The website is accessible and easily navigable. The advanced search option enables users to customize their search to determine their ideal walk. In addition, collection filters allow the user to either sort by location (Etobicoke, North York, Scarborough, or Toronto) or by interest. Of course, users can also browse the selection of tours in entirety.



When you are walking, you experience the City differently than driving or cycling. By providing a continually growing collection of self-guided walking tours on an easily accessible website, people can see the City from a new and unique vantage point, as well as remain interested in walking.

Each walk is accompanied by a website that discusses the tour in greater detail.



Nature



History



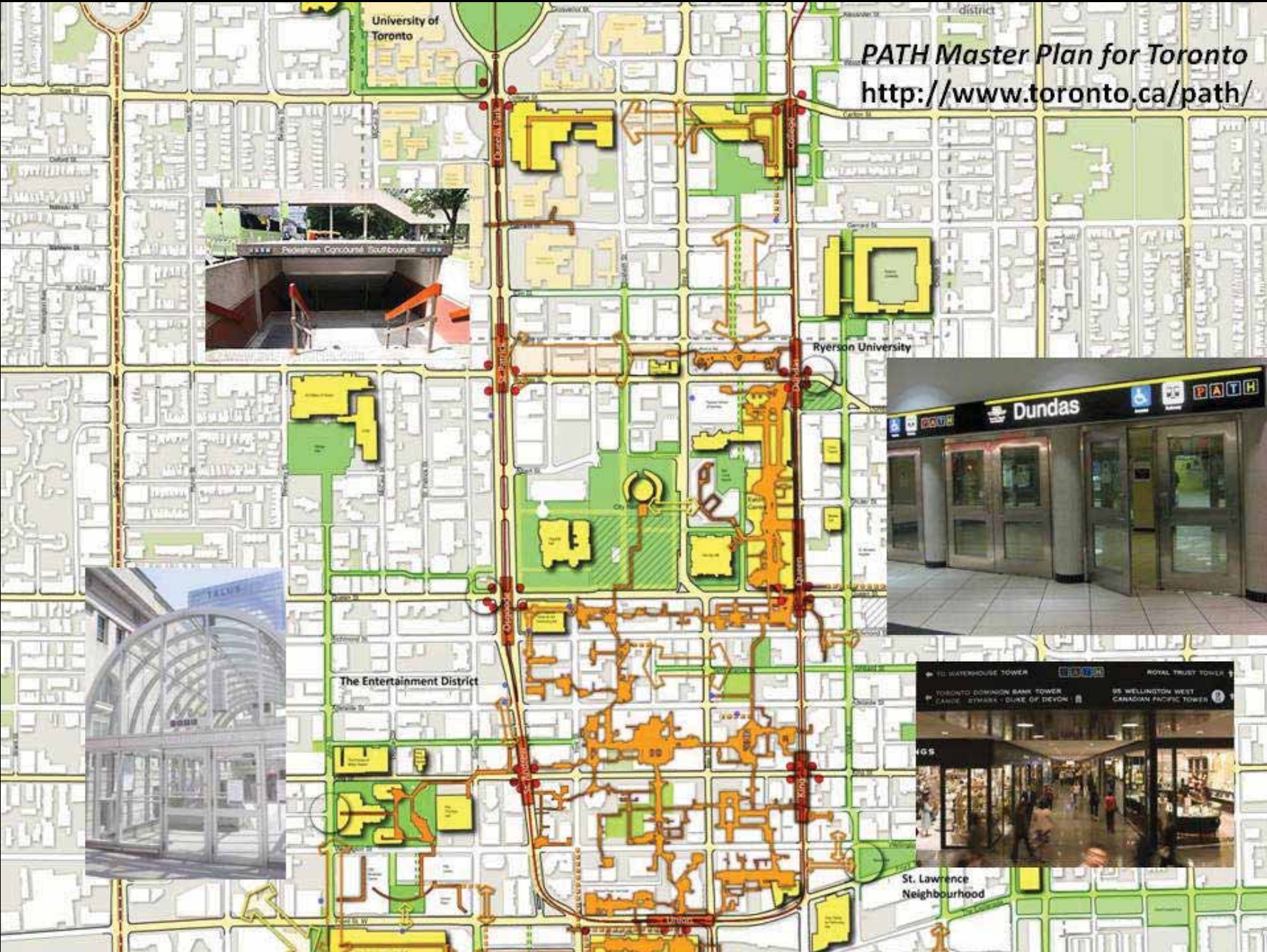
Culture



Waterfront



PATH Master Plan for Toronto
<http://www.toronto.ca/path/>



St. Lawrence Neighbourhood

Pedestrian Planning in Mexico

Sherry Ryan, PhD - Fehr & Peers Transportation Consultants / San Diego State University

Overview



Guadalajara, Jalisco



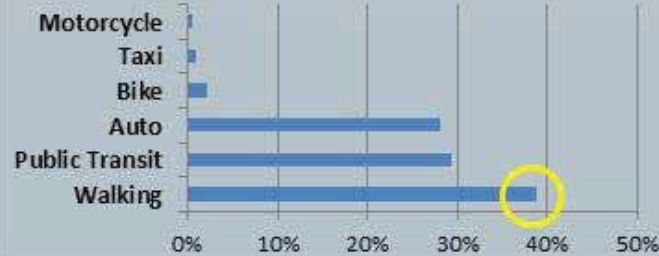
Plan Maestro de Movilidad Urbana No Motorizada para el AMG

Regional Non-Motorized Mobility Plan (May 2010)

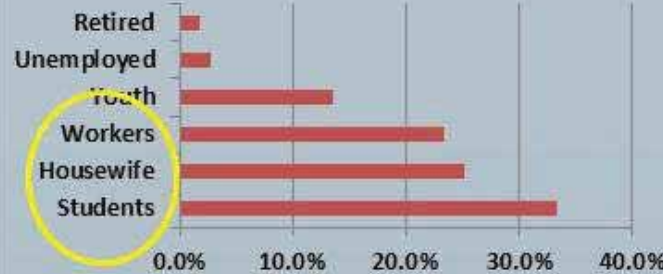
4.5 million persons in 7 municipalities

Trends

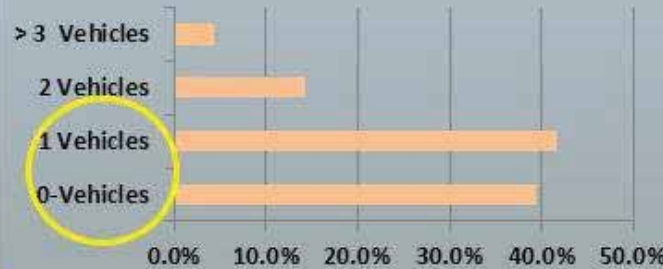
% of Total Daily Trips by Mode



Who's Walking?



Numbers of Vehicles per Household



Plan Recommendations



Four cultures

– four ways of perceiving and practicing walking?

Hierarchism

Egalitarianism

Individualism

Fatalism

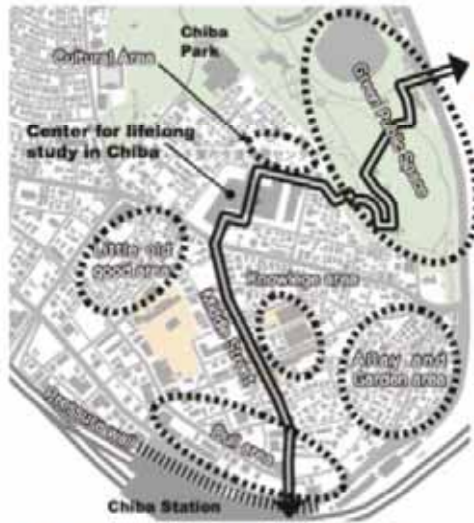




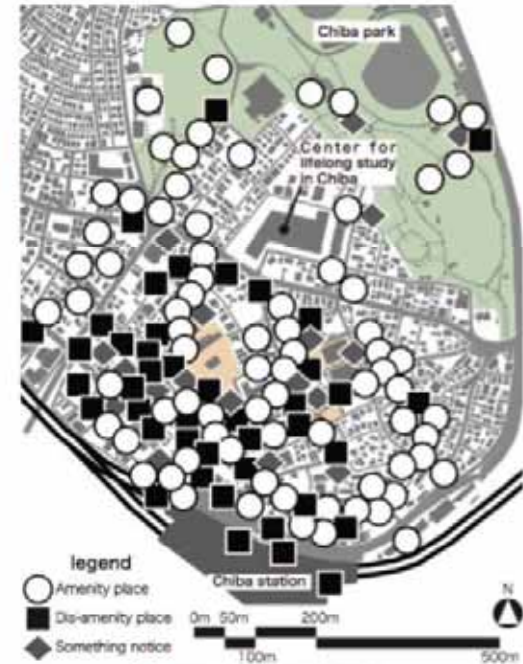
Checking amenity place



Making flag map



Structure of the area



Amenity map



Discussion

An experiment of making amenity map in urban area -part 2- -Potential of making amenity map-



Planning for Pedestrians on the Arabian Peninsula

Al Ain, UAE, Pedestrian death rates are **100% higher** than the **most dangerous** North American City.

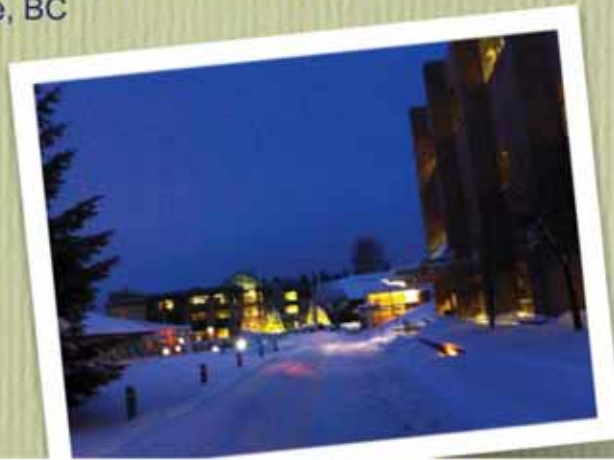
Through policy and design changes, our goal was to make it safer.

Paul Supawanich
psupawanich@nelsonnygaard.com



Walkability and Winter City Design in Downtown Prince George, BC

Isla Jackson Tanaka
University of Northern British Columbia
Prince George, BC



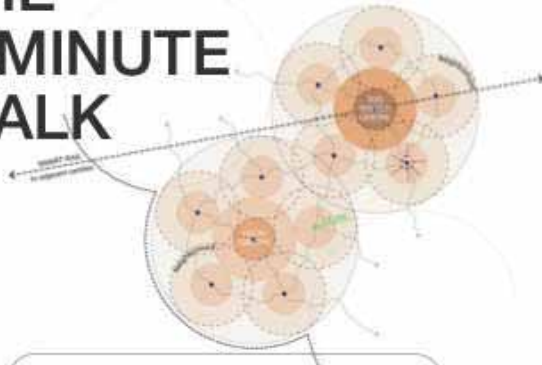
re-imagining the paths to school

Marpole's active transport network



THE 5-MINUTE WALK

Communicating Concepts with John and Jane Q. Public: Sustainability and Livability



VISUALIZE HUMAN SCALE TRANSPORTATION



REFLECTING POOL, NATIONAL MALL



CENTRAL PARK, NEW YORK



SUBURBAN SHOPPING MALL

RECOGNIZE WHY SPRAWL PREVENTS THE 5-MINUTE WALK LIFESTYLE



DISTANT



LIMITED PLACES TO GO



BLOCKED

LEARN COMMUNITY FEATURES NECESSARY FOR THE 5-MINUTE WALK LIFESTYLE



LOCAL



OPTIONS

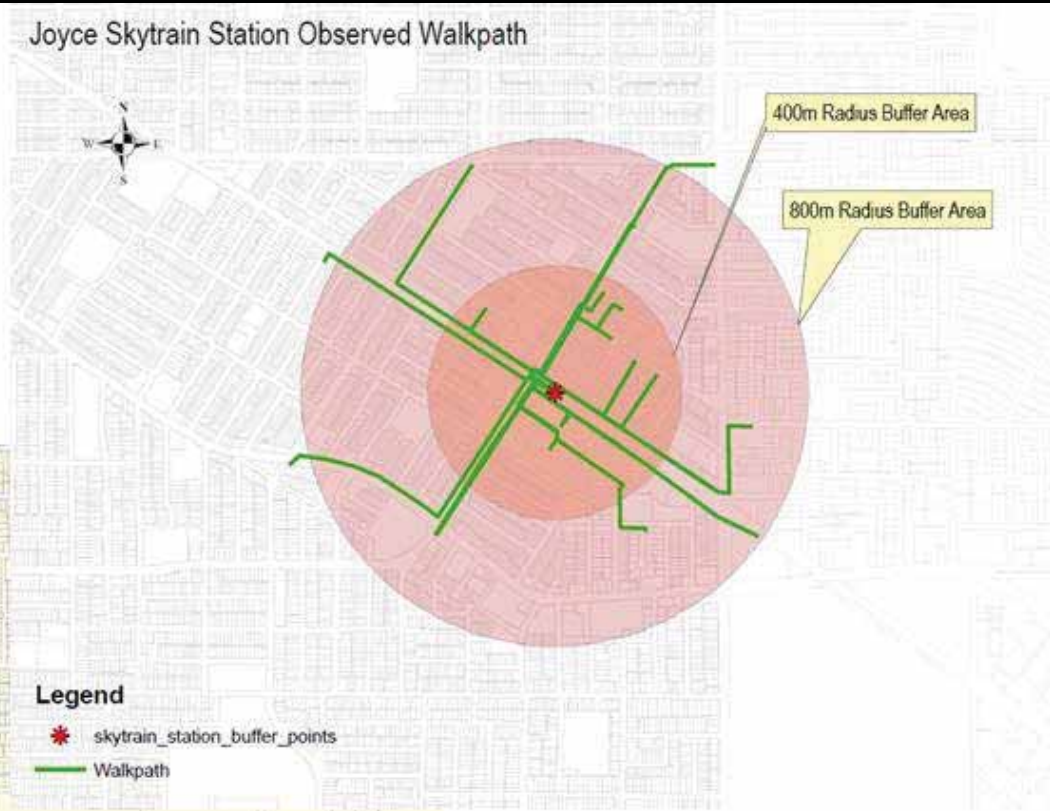


CONNECTED

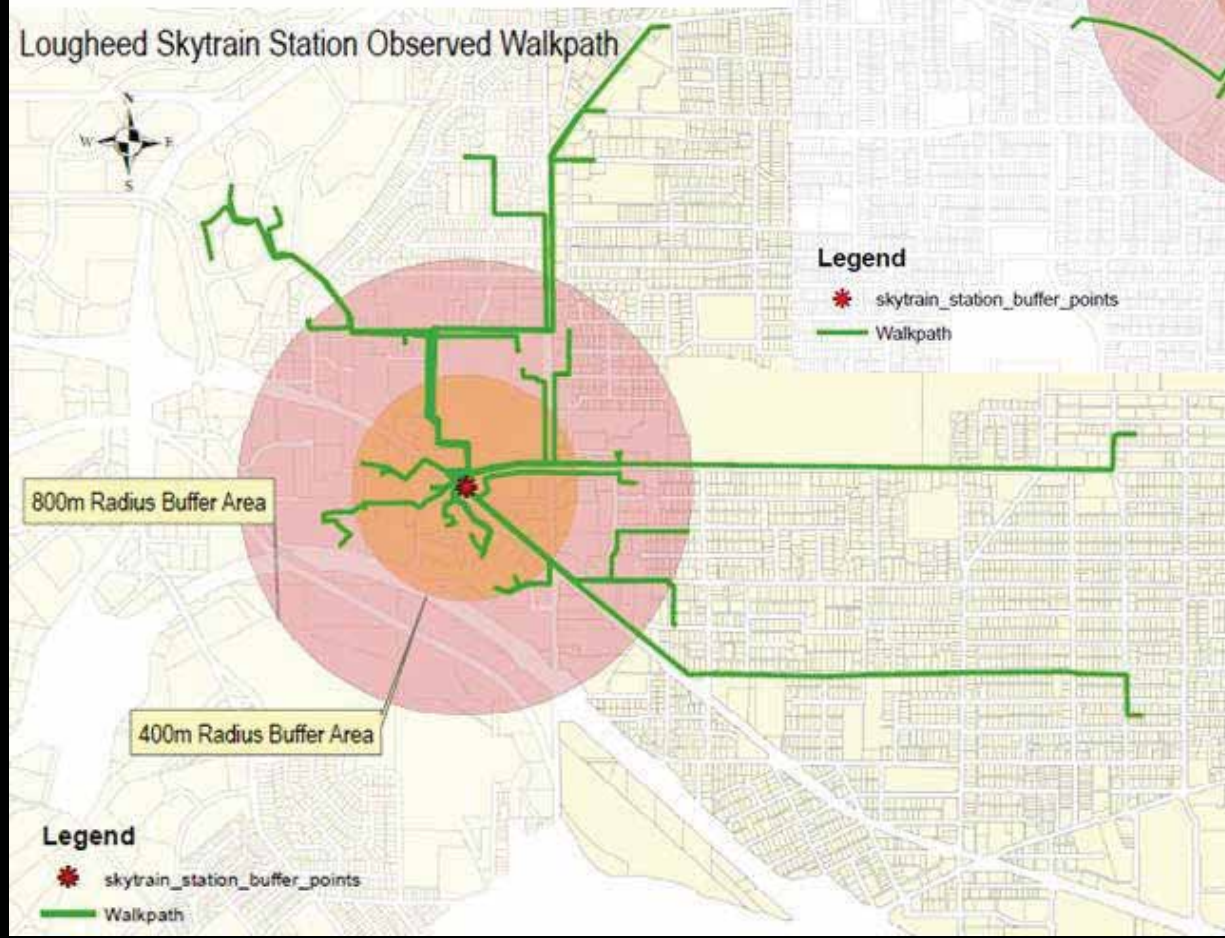
Walk Access Distance to SkyTrain Station

By Cindy Tse and Jessie Wang

Joyce Skytrain Station Observed Walkpath



Lougheed Skytrain Station Observed Walkpath



Legend
* skytrain_station_buffer_points
— Walkpath

Legend
* skytrain_station_buffer_points
— Walkpath

THE WALKABILITY OF BUILT ENVIRONMENT ● TRAFFIC-RELATED AIR POLLUTION

A CASE STUDY OF HOUSTON, TEXAS, UNITED STATES



Day View of Downtown Houston
Source: <http://www.pinterest.com/urban/>



Night View of Downtown Houston
Source: <http://www.pinterest.com/urban/>



Neighborhood's Street in Downtown Houston
Source: <http://www.pinterest.com/urban/>



2010 Urban Extent for Houston
Source: <http://www.pinterest.com/urban/>



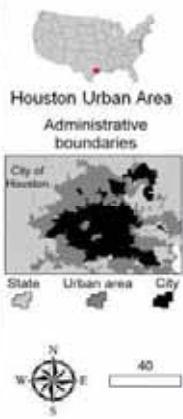
2010 Sprawl Extent for Houston
Source: <http://www.pinterest.com/urban/>



Heavy Traffic Jam in Houston
Source: <http://www.pinterest.com/urban/>



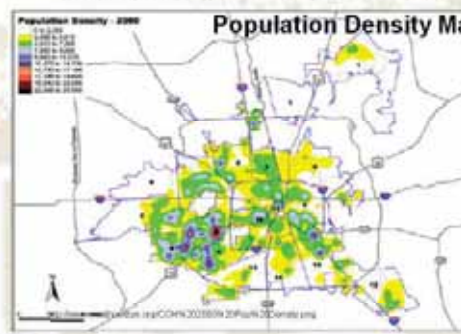
Heavy Air Pollution in Houston
Source: <http://www.pinterest.com/urban/>



City population	2,278,000
City land area	1,591 km ² (614 sq mi)



12% of Houston residents have a Walk Score of 70 or above. 54% have a Walk Score of at least 50—and 46% live in Car-Dependent neighborhoods. The Black circles marked most high walk score areas.
Source: <http://www.walkscore.com/>



Population Density - 2000
Source: <http://www.census.gov/>



VOC Emission Estimates
Source: <http://www.epa.gov/>



NOx Emission Estimates
Source: <http://www.epa.gov/>

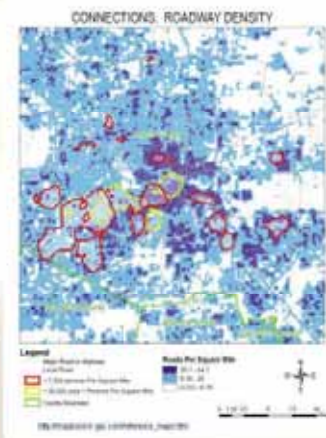


CO Emission Estimates
Source: <http://www.epa.gov/>

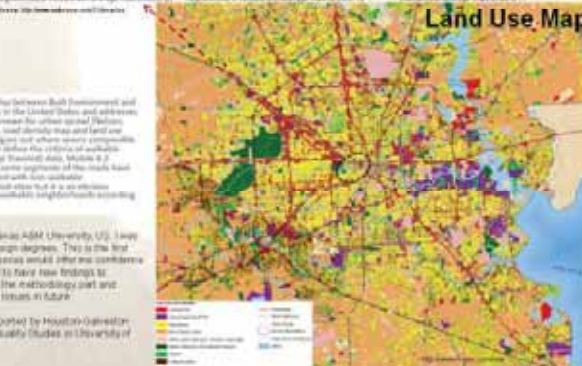
Methodology statement:
• Link-based VMT (Vehicle Mileage Traveled) data for the area was used as input to EPA's MOBILE6.2 to generate these maps.
• Compared to county-based emissions inventory, the link-based MOBILE 6.2 emissions can increase accuracy by applying VMT data to generate hourly emissions.
• In the white circle areas, that mean the less traffic emission compared with other areas.
Source: <http://www.epa.gov/>



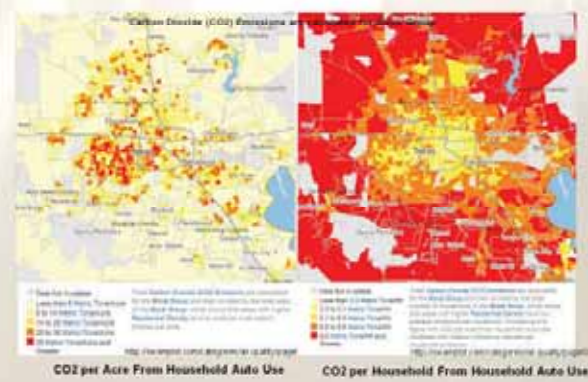
Historical Street Maps of Houston
Source: <http://www.pinterest.com/urban/>



CONNECTIONS: ROADWAY DENSITY
Source: <http://www.pinterest.com/urban/>



Land Use Map
Source: <http://www.pinterest.com/urban/>



Carbon Dioxide (CO₂) Emissions
Source: <http://www.epa.gov/>

Brief Summary:
The purpose of this case study is to examine the relationship between Built Environment and Traffic-Related Air Pollution in Houston, Texas. The study focuses on the relationship between urban form and air quality. The study uses a combination of walkability, population density, road density, and land use to analyze the relationship between urban form and air quality. The study finds that walkability and population density are positively correlated with air quality, while road density and land use are negatively correlated with air quality. The study also finds that walkability and population density are positively correlated with air quality, while road density and land use are negatively correlated with air quality.

About Me:
I am a PhD student in urban planning program at Texas A&M University, US. I am currently working on my dissertation on urban form and air quality. I am also a research assistant at the Center for Urban and Environmental Policy Studies at Texas A&M University. I am interested in urban form, air quality, and transportation. I am currently working on my dissertation on urban form and air quality. I am also a research assistant at the Center for Urban and Environmental Policy Studies at Texas A&M University. I am interested in urban form, air quality, and transportation.

Here I appreciate the public data and resources supported by Houston's Greater Council and the Institute for Multi-dimensional Air Quality Studies at University of Houston.

www.its...
April 2011