

Executive Summary

The complete streets policy movement is gaining popularity across the United States, with increasing number of cities and regions implementing transportation policies designed to better consider the needs and safety of pedestrians, cyclists and transit users. While the term complete streets has not become commonplace in Canadian planning policy, Canadian cities are also making an attempt to better plan for users of all modes, ages and abilities.

The City of Kingston, Ontario has d1 (n) 1 (,) 5 () 5 (O) -2 vh TJ ET Q q 0.24 0 0 0.24 89.87988 425.4 cm BT (

ively it is

creating a policy environment that supports the development of complete streets; that is, streets that serve all users equally in spite of modal choice, age or ability.

The tool used to evaluate the KTMP comes from an American organization called the National Complete Streets Coalition (NCSC). The NCSC conducted an evaluation of a number of complete streets policies across the United States looking for ten specific elements that they have determined best foster an environment where complete streets can be developed.

