

Types and Conditions for Car-Free and Shared Streets

Not all car-free and shared streets are the same and the specific conditions may vary depending on the context, duration and how the space is intended to be used. Table 1 summarizes common types of car-free and shared streets and the contexts in which they are most likely to successfully contribute to vibrancy, active modes, safety and business activity.

Table 1: Types of Car-Free and Shared Streets:

Type	Description	Context	Examples
Temporary			
Event/Festival Closures	One-time or multi day closures to support specific events or festivals within the street space.	Street fronting commercial supports these closures, but is not required. These closures are often adjacent to off-street event/gathering spaces.	99 Street adjacent to Churchill Square
Recurring On-Street Market Closures	Regular, predictable closures that support recurring markets. These closures often include some programming and include the participation of the community/businesses adjacent to the closure area.	Street fronting commercial is important for these closures to help support frequent activation.	The seasonal weekly Saturday closure (July to September) of 104 Street between Jasper Avenue and 102 Avenue for Al Fresco on 104 is an example of a regular event/market closure.
Temporary Active Transportation Closures	Temporary closure of a portion of the mobility network to vehicles to create an open corridor for people walking, wheeling, scooting and cycling. These closures may be recurring, or one time events. The events are	Street fronting commercial is not required, but can support the events by providing opportunities for business activity along the route.	Weekend bikedays (Ottawa) during the summer. The 2019 Open Streets event on Jasper Avenue was a one-time active transportation event closure held in Edmonton.

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	active transportation focused, but may include some programming.		
Seasonal Operational Changes	Seasonal car-free and shared streets are not implemented to support a specific event, but to facilitate alternative use of roadway space on a seasonal basis. These initiatives often include placemaking to make the street more inviting, for people traveling through and spending time within the street.	Shared streets are most easily implemented in locations with the activation of street fronting retail, but can sometimes function without business activity if designed to operate as a public space that is interesting and pleasant for visitors.	L'avenue du Mont-Royal in Montreal is closed to vehicles for the summer and operates as a slow zone with pedestrian priority. Edmonton's Summer Streets program supports seasonal operational changes to portions of specific roadways.
Block Parties	Block parties are localized street closures to provide a usable temporary event space for local residents.	Residential streets, one block in length.	Edmonton's Block Party program - not currently available downtown as streets are not classified as residential.
Permanent			
Car-Free Shopping Street	Permanent closures of streets to vehicles in locations to provide additional space for business activity and pedestrian access. Vehicle access may be permitted at designated locations for services like deliveries or waste collection.	Locations with active street frontage that can support increased pedestrian and business activity. Often include enhanced streetscaping elements and amenities are often included to support use.	Stephen Avenue in Calgary and Scarth Street Mall in Regina.
Permanent Shared Street	Permanent shared streets still allow vehicular access, but include placemaking, streetscaping and traffic calming elements to manage vehicle speeds and volume and ensure the space is safe and comfortable for	Shared streets are most easily implemented in locations with the activation of street fronting retail, but can sometimes function without business activity if designed to operate as	Some streets in Edmonton have some elements of shared streets including Rice Howard Way and 96 Street north of Jasper Avenue (The Armature). A more complete

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	people traveling and spending time within the street.	a public space that is interesting and pleasant for visitors.	implementation was recently completed on Bear Street in Banff.
Permanent Car-Free Active Transportation Corridor	Permanent closures of street to vehicles to accommodate people walking, rolling, and cycling, scooting and removing conflicts between vehicles and vulnerable road users and providing traffic calming on the adjacent network by removing vehicle access.	Because these streets are intended to enable mobility, active streets may or may not have active street frontages, and are typically implemented where there is a very high volume of active transportation users that cannot be accommodated safely and comfortably alongside vehicles.	Strategic segments of Point Grey Road in Vancouver were closed to vehicles, to manage vehicular traffic and facilitate safety and comfort of an active transportation route.
Public Space Expansion	Streets adjacent to public spaces like parks may be permanently closed to provide additional gathering space and reduce the conflict between motor vehicles and users of this space.	These closures are most effective when the street area provides an intuitive and natural expansion of public space. The space may be redesigned to be incorporated into the gathering space and may no longer be identifiable as a street.	102A Avenue between City Hall and Churchill Square, and the closure of 107 Street as part of the Warehouse Park development.