



Integrated Infrastructure Services
Infrastructure Planning and Design

Edmonton

Complete Streets - Policy and Design and Construction Standards


Verbal report

Urban Planning Committee
March 4, 2025

IIS02941

February 4, 2025 - Urban Planning Committee

That Administration provide a verbal report summarizing progress to date on the revisions to the Complete Streets design policies, standards and guidelines.

Council Policy Complete Streets 	
Program Impacted	Movement of People and Goods Edmonton has an accessible and varied transportation system moving people, goods and services efficiently.
Number	CS73B
Date of Approval	TBD
Approval History	October 20, 2015 May 22, 2013
Next Scheduled Review	2028
Statement A Complete Streets approach responds to the context of the surrounding area and supports a network of streets that work together to serve all trip purposes and users. This also ensures safe, comfortable, and efficient travel experiences throughout all seasons. A transportation network formed using a Complete Streets approach supports safe, healthy, livable neighbourhoods as well as vibrant and attractive public places that enable economic prosperity and climate resilience. Through the planning, design, and construction of new or rehabilitated streets, whether publicly or privately funded, the City of Edmonton is committed to providing safe, connected, and accessible options for all users, regardless of age, ability or mode of travel.	
Implementation The City of Edmonton requires the use of the Complete Streets Design and Construction Standards for all transportation assets, whether privately or publicly funded, in consideration of the The City Plan big moves the associated guiding principles noted below for new development and renewal projects.	
A Community of Communities: ♦ A network of streets, transitways, and off-street pathways that together accommodate all users and allow for efficient and high-quality travel experiences. ♦ Streets are vibrant and attractive people places in all seasons to contribute to an improved quality of life.	
<small>Council Policy Number: CS73B</small>	
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March 14, 2022 - City Council Motion

1. That Administration provide a report on **expanding the use of pedestrian through zones** as identified in the Complete Streets Design and Construction Standards **to enhance accessibility in our City**. This report is to include the following:
 - a. An overview of how expanded pedestrian through zones and accessibility enhancements are currently considered as part of improvements to our mobility network.
 - b. An analysis of where increased use of pedestrian through zone enhancements would have the greatest impact (including GBA+ considerations).
 - c. An analysis of any impacts, considerations, and costs associated with an increased application of pedestrian through zones (drainage, maintenance, etc).

Sept 19, 2023 - Urban Planning Committee Motion


That Administration, as part of the update to City Policy C573A - Complete Streets:

1. Incorporate direction for the **inclusion of active transportation safety/accessibility** and operational effectiveness, including standardization of raised crosswalks/intersections, pedestrian through zones, active pathways, boulevards, etc. as a standard practice where appropriate **in new development and renewal projects**.
2. Work with City building partners (for example: Urban Development Institute, Paths for People, Accessibility Advisory Committee) and other stakeholders to **standardize the same items as point 1** by adjusting (for example: shrinking), and not increasing, the current road right-of-ways.

October 29, 2024 - Urban Planning Committee Motion

1. That Administration engage with city building partners and prepare amendments to Zoning Bylaw 20001 to expand the landscape securities program to enable the administration of landscape securities for small scale residential developments.
2. That Administration engage with city building partners (such as IDEA, BILD Edmonton Metro) to develop builder training for retaining mature trees on development sites and provide an update via Memo to Council.
3. That Administration, as part of the update to City Policy C573A - Complete Streets, **review and incorporate public trees within local roadways as a priority to increase urban greenery and environmental quality where appropriate in new development and renewal projects.**

Draft Complete Streets Policy C573B

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<small>Council Policy Number: C573B</small>	
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- Reinforces that streets should form a **network** that works together to serve all users and travel purposes
- Underscores **safety, connectivity, and accessibility** in neighbourhoods and public places
- Emphasizes importance of street design in promoting economic prosperity and **climate resilience**
- Reinforces the application of the Policy and Standards to both new and rehabilitated streets

Policies

Alignment of the standards with current policy and financial landscape (The City Plan, Climate Resilience, Accessibility, Active Transportation, Capital, Operating, Up-front and Whole Life Costs)

Motions

Multiple motions (2022, 2023, and 2024) requesting enhanced pedestrian experience, accessibility, and landscaping

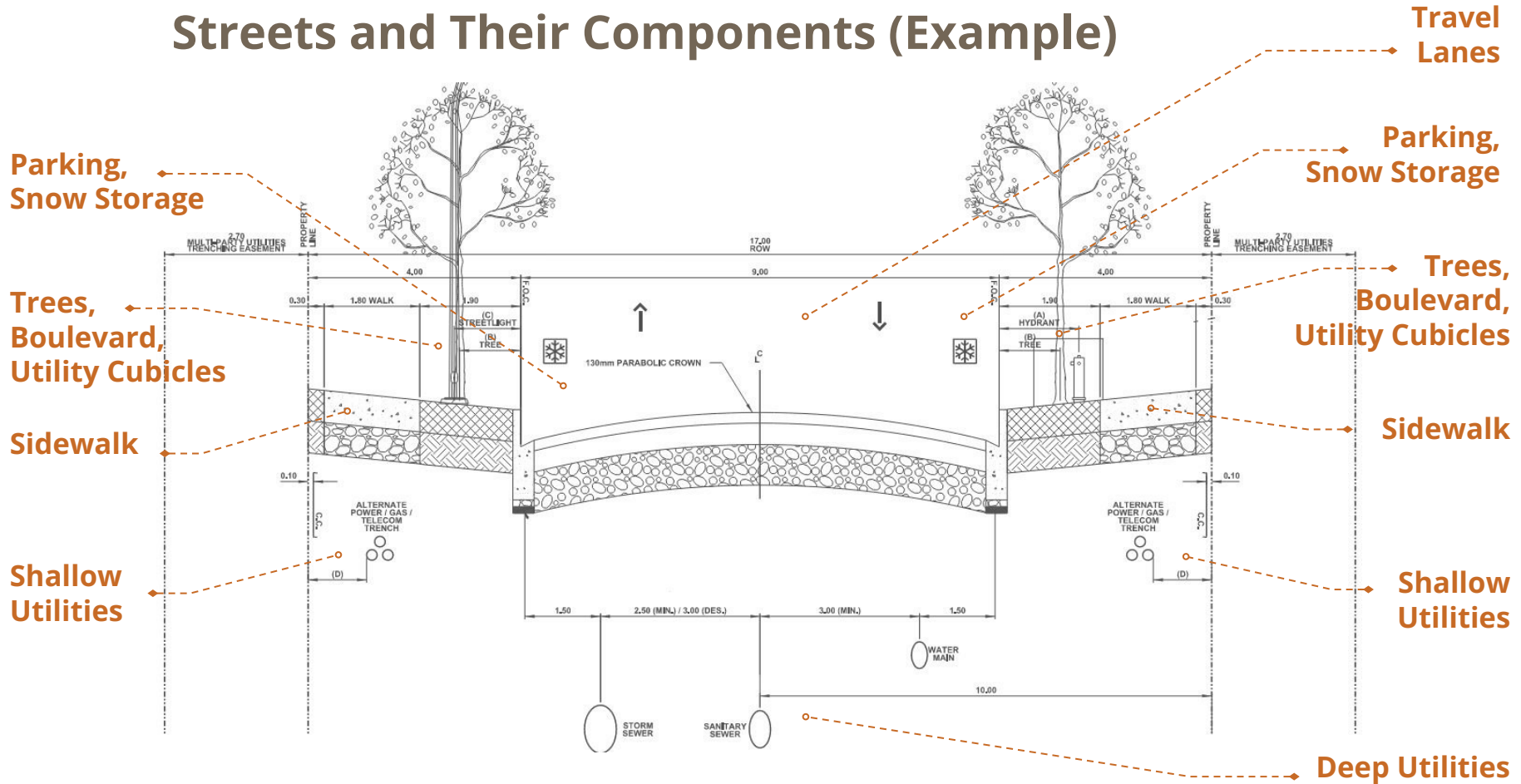
Leading Practices

Evolving practices in street designs in industry at a municipal and national level

Input

To address feedback from users of the standards, both internal and external to the City

Streets and Their Components (Example)



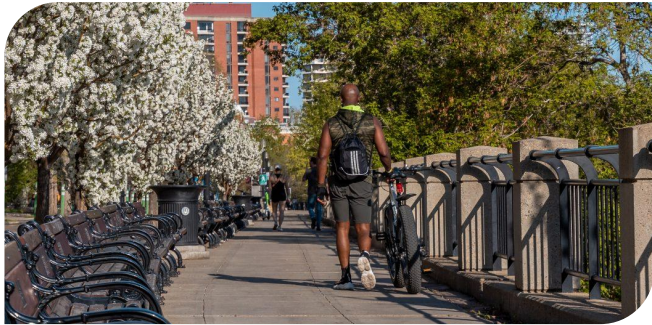
Updates



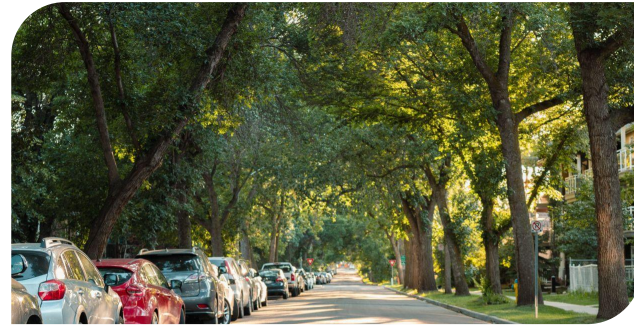
Safety & Accessibility



Affordability & Longevity



Shifting Modes



Climate Resilience

Safety & Accessibility



Policy Direction:

- Mobility network is safe, inclusive, accessible and prioritizes safety of vulnerable users

What it means for the Standards:

- Features that are being installed with Vision Zero Street Labs and other safety programs will become the standard in new developments
- Reinforced safe and accessible features such as curb extensions, curb ramps and raised crossings
- Enables option to choose active modes in daily travels
- Waste management and emergency services needs are considered when developing standards

Shifting Modes



Policy Direction:

- Street designs foster an environment where people have the option to choose active transportation or transit

What it means for the Standards:

- Updates to design features that support accessibility or enable use of active modes
- Thoughtful direction related to the context in which design elements are required (i.e. not everywhere)
- Cross-sections have been updated to show how elements will fit within the right-of-way
- Sidewalks on both sides of local roads

Climate Resilience



Policy Direction:

- Street design contributes to environmental sustainability and resilience, supported by shifting modes and public trees

What it means for the Standards:

- Expansion of the tree canopy is an important factor in achieving Edmonton's climate goals
- Standards show how and where street trees fit in existing right-of-way
- Climate resilience design features such as low impact development, updated Landscape Design Standards and features that enable mode shift

Affordability

Policy Direction:

- Direct and indirect total lifecycle costs factor into design choices

What it means for the Standards:

- Maintain Edmonton's affordability advantage while improving the livability of Edmonton's new and existing neighbourhoods
- Building in alignment with design standards during initial construction is more cost effective
- Long term financial benefit by building infrastructure that has longevity

Infrastructure Longevity



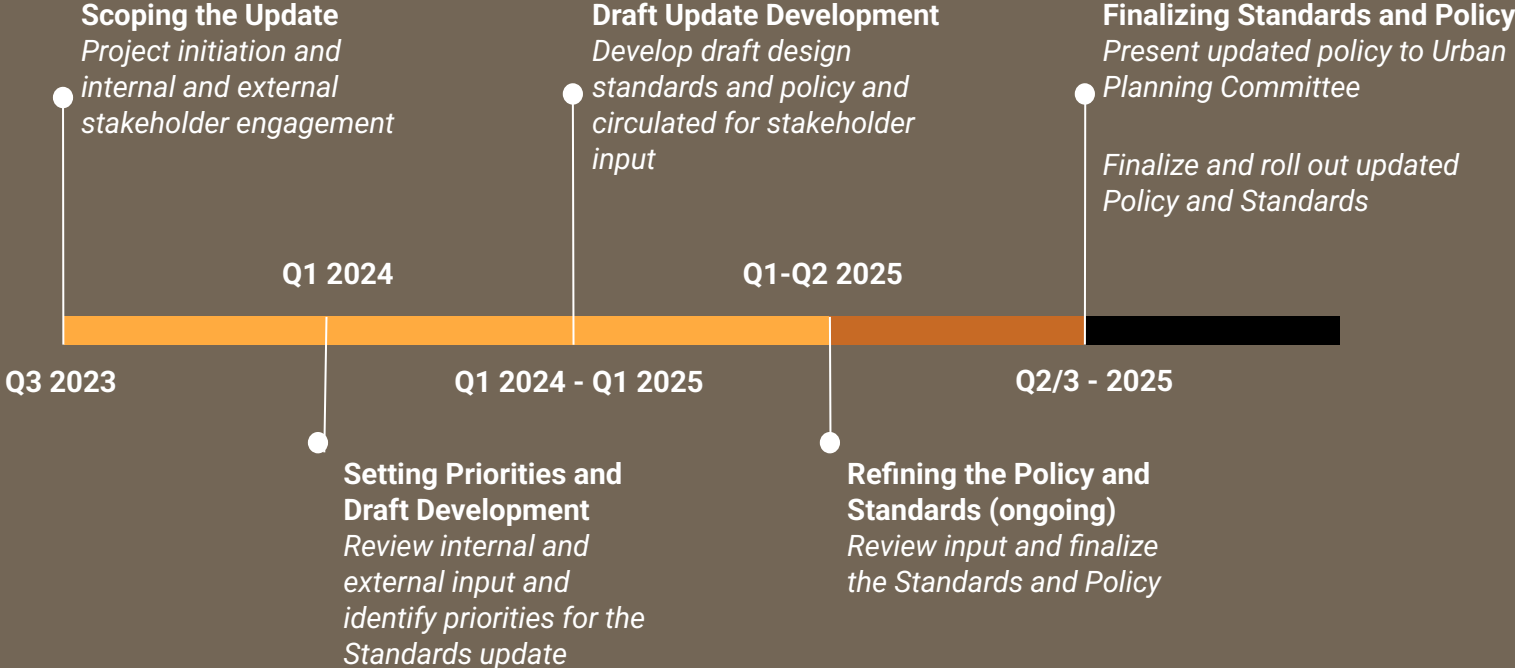
Policy Direction:

- Direct and indirect lifecycle costs influence design choices

What it means for the Standards:

- Assets are designed and constructed with regard for long term fiscal impacts and full lifecycle costs of infrastructure and services
- Pavement design choices consider full lifecycle and reduce the environmental footprint of rehabilitation.
- Better life cycle performance provides long term value for taxpayers

Workplan



Engagement to Date

- 125+ stakeholders (developers, contractors, BILD, adjacent municipalities, active transportation groups, CNIB, utilities, academia, etc)
- Internal open houses & online surveys
- Internal and external workshops
- Regular meetings with:
 - a. BILD technical leads
 - b. Utility companies
- Meeting with active transportation and other interest groups

2 Internal Open Houses

2 Workshops

18+ meetings with external stakeholder groups

800+ comments on Sections 1, 2 and 3

600+ Comments on the Standard Details

What We Heard

Accessibility

Safe and accessible infrastructure removes barriers

Policies and standards leading to overbuilt infrastructure

Affordability
Consider cost impacts of design decisions

Desire for clear expectations for City and Developers

Sidewalk Widths

Too wide & not wide enough

Desire for efficient use of right-of-way space

Desire for clarity on context for design features

Right-of-way widths influence decisions on trees, parking and utilities

Sidewalks

- 1.8 metre sidewalks has been Edmonton's standard since 2018
- Cross-sections accommodate 1.8 metre sidewalks without widening the right-of-way
- Some industry partners suggest reverting to previous standards of 1.5 metre for local streets

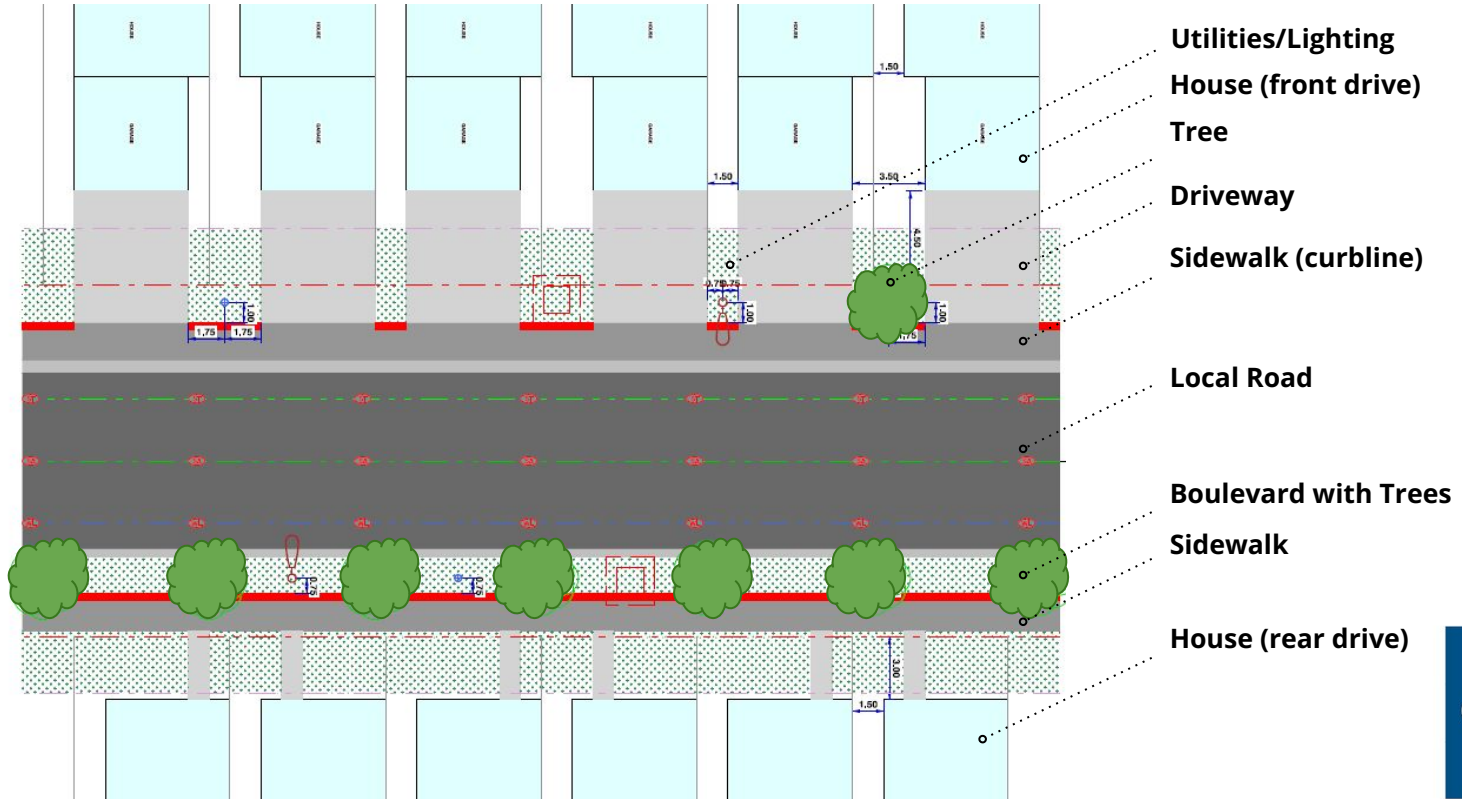


Sidewalks

- 1.8 metre sidewalks has been Edmonton's standard since 2018
- Aims to create more livable, safe and accessible streets
- Recommended by the national transportation standards since 2017 and Alberta accessibility guidelines
- Standard of 1.8 metre has been adopted by other Canadian cities, including Calgary and St. Albert



Sidewalks



Next Steps

- Review input from today's discussion
- Continue engagement with stakeholders
 - a. BILD, Paths for People, Accessibility Advisory Committee of Council, Active Transportation Groups, etc.
- Refine draft policy
- Present the updated Policy to Urban Planning Committee in June 2025
- Publish updated Complete Streets Design and Construction Standards - Q3 2025
- Publish updated Landscape Design Standards - Q2 2026

Closing Remarks



Thank you.

Questions?

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