



## Council Policy

### Complete Streets

<b>Program Impacted</b>	<b>Movement of People and Goods</b> <i>Edmonton has an accessible and varied transportation system moving people, goods and services efficiently.</i>
<b>Number</b>	C573B
<b>Date of Approval</b>	TBD
<b>Approval History</b>	October 20, 2015 May 22, 2013
<b>Next Scheduled Review</b>	2029

#### 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 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, gender 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 City Plan, Big City Moves and the associated guiding principles noted below for new development and renewal projects.

Complete Streets implementation will be supported through promotion, collaboration, cooperation and partnerships with developers, communities and surrounding jurisdictions.

### 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 places in all seasons and contribute to an improved quality of life.

### Inclusive and Compassionate:

- ✦ The mobility system provides comfortable and accessible travel options for users of all ages, genders, and abilities and is operable in all seasons (including winter).
- ✦ Street designs prioritize the safety of vulnerable users, including pedestrians and cyclists.
- ✦ The needs of underserved communities are reflected in the planning, design and funding of street improvement projects.
- ✦ Vision Zero and Safe System principles will be used for all street designs to eliminate fatalities and serious injuries.

### A Rebuildable City:

- ✦ Streets are adaptable by accommodating the needs of the present and future.
- ✦ Adaptive reuse of street space will be considered to maximize community benefits, for example, repurposing street space into public spaces, parklets, boulevards, pedestrian plazas, transit priority or active transportation options.
- ✦ Street designs consider the needs of utilities, present and future, including the interface between utilities and other elements vying for the available space.

### Greener as We Grow:

- ✦ Streets contribute to the environmental sustainability and resiliency of the city.
- ✦ Streets are designed to foster an environment where people choose active transportation or transit as part of their daily travel.
- ✦ Public trees are a priority for all streets to increase urban greenery and environmental outcomes.

### Catalyze and Converge:

- ✦ Street designs factor in both direct and indirect total lifecycle costs, including consideration for the value of the public right of way (accommodation for the pressures and demands of the limited available space) and the adjacent land use.
- ✦ Street designs foster economic investment and support the local economy by addressing near term needs and long term goals.