

## Policy Update - Summary of Changes

The following table highlights the proposed changes from the current Complete Streets Policy C573A to the updated Complete Streets Policy C573B:

Current (C573A)	Proposed Change (C573B)
<i>Policy Statement</i>	
Streets that reflect the surrounding area, are safe and welcoming to all users, are important for the quality of life, competitiveness and growth of our city.	<p>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.</p> <p>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.</p>
<b>Rationale:</b> Updated the Policy Statement text to reflect the evolution of City policies and best practices in Complete Streets.	
The City of Edmonton will utilize the principles of Complete Streets in all new and rehabilitation projects that take place on public road right-of-way.	<p><b>Implementation</b></p> <p>The City of Edmonton requires the use of the <b>Complete Streets Design and Construction Standards</b> 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.</p>
<b>Rationale:</b> Revised wording to clarify and reinforce the requirement to use the City of Edmonton's Complete Streets Design and Construction Standards.	
<i>Policy Statement - Purpose of Policy</i>	
Form a network of streets that together accommodate all users and allow for efficient and high quality travel experiences...	<p>A Community of Communities:</p> <ul style="list-style-type: none"> <li>✚ A network of streets, transitways and off-street pathways that together accommodate all users and allow for efficient and high quality travel experiences; and</li> <li>✚ Streets are vibrant and attractive places for people in all seasons to contribute to an improved quality of life.</li> </ul>

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<b>Rationale:</b> Updated the statement to tie to the Big City Moves from The City Plan and expanded the language around the transportation network.	
Provide travel options for all users and trip purposes in a safe, accessible, context sensitive manner in all seasons;	<b>Inclusive and Compassionate:</b> <ul style="list-style-type: none"> <li>✦ 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).</li> <li>✦ Street designs prioritize the safety of vulnerable users, including pedestrians and cyclists;</li> <li>✦ The needs of underserved communities are reflected in the planning, design and funding of street improvement projects; and</li> <li>✦ Vision Zero and Safe System principles will be used for all street designs with the goal of eliminating fatalities and serious injuries.</li> </ul>
<b>Rationale:</b> Updated the statement to tie to the Big City Moves from The City Plan and expanded the language around safety, accessibility and Vision Zero and Safe Systems.	
Be adaptable by accommodating the present and future needs through effective space allocation for the many functions of the street.	<b>A Rebuildable City:</b> <ul style="list-style-type: none"> <li>✦ Streets are adaptable by accommodating the needs of the present and future.</li> <li>✦ 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;</li> <li>✦ Street designs consider the needs of utilities, present and future, including the interface between utilities and other elements vying for the available space.</li> </ul>
<b>Rationale:</b> Updated the statement to tie to the Big City Moves from The City Plan and expanded the language around flexibility of use, both in the present and long term. Considerations around utility infrastructure were also added.	
Contribute to the environmental sustainability and resiliency of the city;	<b>Greener as We Grow:</b> <ul style="list-style-type: none"> <li>✦ Streets contribute to the environmental sustainability and resiliency of the city.</li> <li>✦ Streets are designed to foster an environment where people choose active transportation or transit as part of their daily travel, and</li> <li>✦ Public trees are a priority for all streets to increase urban greenery and environmental outcomes.</li> </ul>
<b>Rationale:</b> Updated the statement to tie to the Big City Moves from The City Plan and expanded the language around climate considerations.	
Consider both direct and indirect costs, as well as the	<b>Catalyze and Converge:</b>

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value of the roadway and the adjacent real estate;	<ul style="list-style-type: none"> <li>✚ 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; and</li> <li>✚ Street designs foster economic investment and support the local economy by addressing near term needs and long term goals.</li> </ul>
<b>Rationale:</b> Updated the statement to tie to the Big City Moves from The City Plan and expanded the language around life cycling costing and economic considerations.	
Be vibrant and attractive people places in all seasons that contribute to an improved quality of life.	n/a (removed text)
<b>Rationale:</b> Removed and combined into another bullet under A Community of Communities.	
The City of Edmonton provides for the designation of certain streets as "Main Streets". Main Streets are not only transportation links, they are streets that will be designed to act as strong community places and often have a tie to business and community revitalization. Main Streets support a mix of street-oriented land uses. Main Streets are designed and maintained to an enhanced standard as specified in the Complete Streets Guidelines.	n/a (removed text)
<b>Rationale:</b> Removed from the policy as the Main Streets Overlay was removed as part of the updated zoning bylaw. Design elements have been integrated into the Complete Streets Design and Construction Standards.	
Acknowledge that the design of all streets will reflect the characteristics of the area and all users (cyclists,	n/a (removed text)

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pedestrians, truck drivers, auto drivers, young and old citizens and people who have mobility challenges) of the roadway and that an integrated, connected network approach is needed to serve all modes.	
<b>Rationale:</b> Integrated into other elements of the policy.	
The City of Edmonton will implement the Complete Streets principles by: 1. Enacting bylaws, procedures, directives, processes, programs, guidelines and standards.  3. Identify existing or future streets as Main Streets and design these streets in consultation with the public to achieve an enhanced urban standard.	Complete Streets implementation will be supported through promotion, collaboration, cooperation and partnerships with developers, communities and surrounding jurisdictions.
<b>Rationale:</b> Points 1 & 3 are integrated into other elements of the policy. References to Main Streets were removed from the policy as per the updated zoning bylaw. Revised wording to Point 2 to add clarity and retained; moved into the implementation section in the updated Policy.	