

# COMPLETE STREETS

## DESIGN AND CONSTRUCTION STANDARDS

Complete Streets is a holistic approach to designing streets that are safe, attractive, comfortable, and welcoming to all users in all seasons. This is a shift from traditional design that will ultimately help to better connect people, support a healthy city, and encourage vibrant urban places.

## THE CITY PLAN Building Blocks

The City Plan considers what our city will look like at 2 million people. To get there, new information will be gathered over the next two years. But it will also rely on much of the work and policies that have recently been completed or are currently advancing. These important pieces of work will form the building blocks of the City Plan, the foundation to support us as we move towards a new view of our city.

## DESIGN AND CONSTRUCTION STANDARDS

Complete Streets is supported by the Complete Streets Design and Construction Standards, which were released in June 2018. The new standards are applied by developers to greenfield development, and by the City to reconstruction and retrofit projects.

## COMPLETE STEETS PRINCIPLES

- Form a network of streets, transitways, and off-street pathways that together accommodate all users and allow for efficient and high quality travel experiences
- Provide travel options for all users and trip purposes in a safe, accessible, context sensitive manner in all seasons
- Be adaptable by accommodating the needs of the present and future through effective space allocation for the many functions of the street
- Contribute to the environmental sustainability and resiliency of the city
- Consider both direct and indirect costs, as well as the value of the roadway and the adjacent real estate
- Be vibrant and attractive people places in all seasons that contribute to an improved quality of life



# COMPLETE STREETS

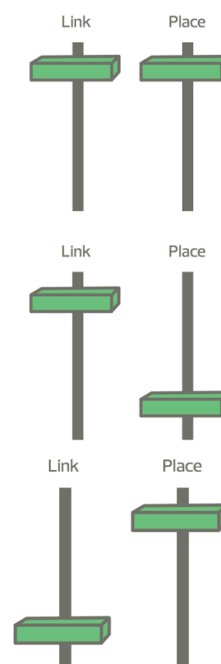
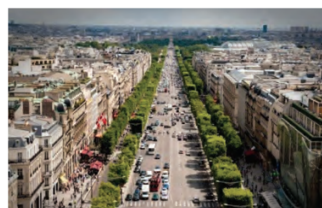
## AS A CITY PLAN BUILDING BLOCK

The Complete Streets philosophy will help to inform City Plan policy. The following are a few examples of concepts that will be considered.

### STREETS AS BOTH LINK AND PLACE

Streets can function not just as a link between places, but as a social space with an important relationship with the places where people live, work, and play. They can be designed to enable commercial activities and social interaction, and support biodiversity. They can also have distinct aesthetics, which attracts more users and creates a street character that transforms the street into a Place and a destination in its own right.

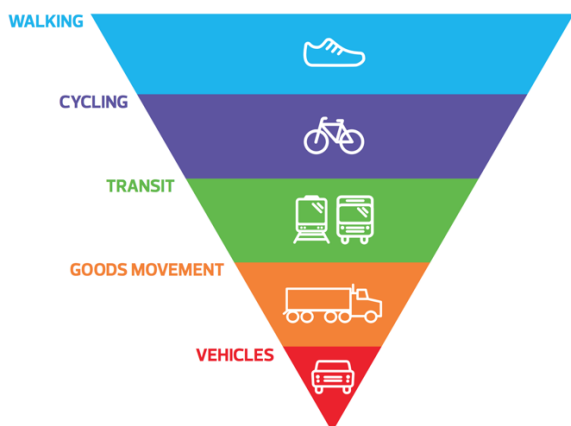
When we use streets as both Links to get us around, and Places where we can spend time, this public space becomes more valuable to a city's residents and businesses. To reflect this value, the design philosophy adopted by the City of Edmonton is to use both Link and Place concepts in designing streets.



### MODAL PRIORITY

Modal Priority is a term that refers to the hierarchy of transportation modes (such as walking and wheeling, cycling, transit, driving, and goods movement) that a street is designed for. For example, while accommodating all modes, designing for people walking and wheeling may be the highest priority. Accordingly, the level and quality of service of the street will be focused on maximizing the operation for people walking and wheeling, but still accommodating the flow of other modes of travel.

Modal priority triangle for a walking and wheeling priority street:



### UNIVERSAL DESIGN

Universal Design is an approach to design that increases the potential for developing a better quality of life for a wider range of individuals. The design process creates an environment that is usable to as many people as possible regardless of age, ability, or situation.



PHYSICAL ACCESS



BLIND OR LOW  
VISION ACCESS



DEAF OR HARD  
OF HEARING ACCESS



COGNITIVE LIMITATIONS  
ACCESS