

Complete Streets are intended to:	
<i>What it Means:</i>	
1.	Provide safe, accessible, context sensitive travel options for all users and trip purposes.
	<ul style="list-style-type: none"> • Allow safe travel by all modes (automobile, transit, goods and services, cyclists, pedestrians) to connect destinations (homes, community gathering places, businesses, shopping, schools, work places, parks, recreation, and transit). • Support active lifestyles for people of all ages and abilities (including barrier-free, age-friendly, and universal design). • Provide appropriate access for waste removal, emergency vehicles, trucks and snow removal equipment.
2.	Form a network of streets and intersections that together accommodate all users and allow for efficient and high quality travel experiences.
	<ul style="list-style-type: none"> • This means that any street can potentially be a complete street but not all complete streets will look the same; some streets may need to accommodate all modes, while others may be required to accommodate a more limited range of modes. • Streets provide connections and allow efficient and high-quality travel experiences. • Includes new streets and streets that require rehabilitation/renewal, repair/maintenance, or operational review. • Includes streets in all locations (residential, commercial, industrial) and for all functional types (freeways, arterials, collectors, locals, alleys). • Streets are not one size fits all; they reflect the character and needs of the neighborhood and surrounding area.
3.	Be adaptable by accommodating the needs of the present and future through the design, effective space allocation and use of appropriate technology.
	<ul style="list-style-type: none"> • Can be implemented over a period of time, based on a clear framework that guides how and where to achieve the most progress. • Are flexible to incorporate innovative and progressive design. • Provides places for required elements in the street such as utilities, fire hydrants and lighting. • Incorporates technology where appropriate such as Intelligent Transportation Systems. • Consider the amount of road right of way required today and in the future to support the adjacent communities. • Incorporate 'winter city' considerations in design.
4.	Contribute to the environmental sustainability and resiliency of the city
	<ul style="list-style-type: none"> • Encourage and facilitate a shift towards sustainable modes of transportation. • Enable reduced greenhouse gas emissions, other pollution, energy consumption and storm water run-off.
5.	Be economical and consider the direct and indirect costs, value of the roadway and the adjacent real estate.
	<ul style="list-style-type: none"> • Consider costs and trade-offs to tax payers, developers, city and utility companies. • Be mindful of the health, collision, emission and urban design costs. • Be cost effective to build, maintain and operate. • Recognize the appropriate cost of urban design elements will vary depending on the context. • Support streets as destinations; for example vibrant shopping areas. • Accommodate trucks in industrial areas and on key goods movement routes. • Consider maintenance and operational practices for all modes during all seasons.
6.	Be vibrant and attractive people places in all seasons that contribute to an improved quality of life.
	<ul style="list-style-type: none"> • Encourage citizens to interact with each other and their surroundings. • Incorporate art, street trees, and street furniture. • Reduce visual clutter and provide way finding. • Create a sense of personal security. • Incorporate good urban design elements.