

COMPLETE STREETS PILOT - WESTMOUNT NEIGHBOURHOOD

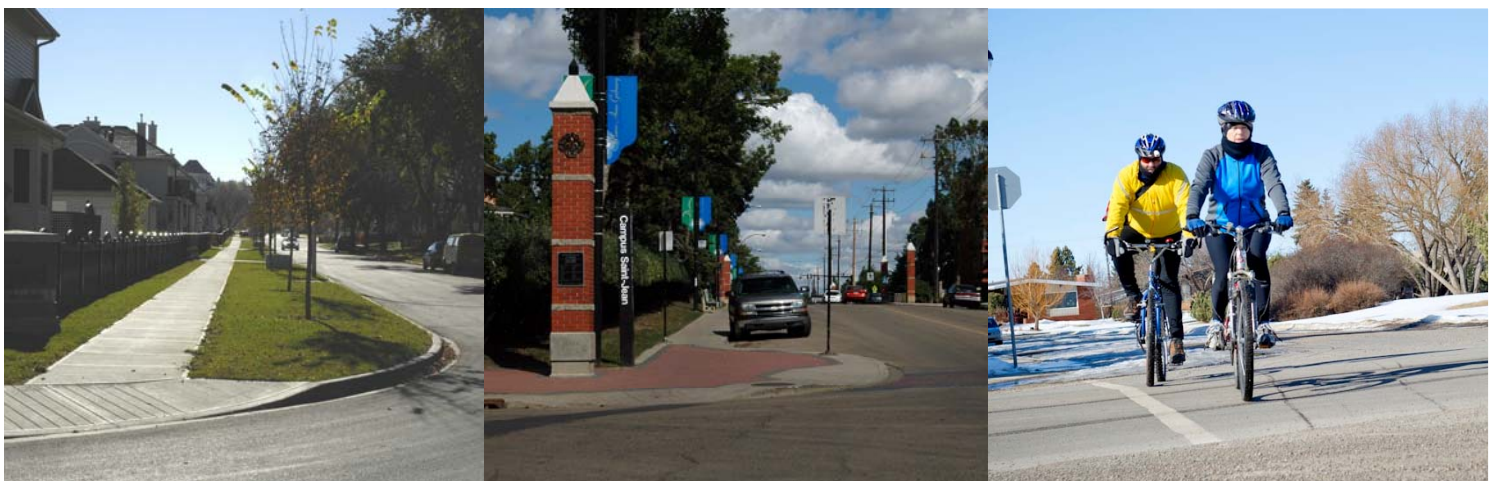
WHAT COMPLETE STREETS WILL DO

Complete Streets represents a change in roadway design philosophy. Streets will be designed to reflect the surrounding area's characteristics and the needs of all users: pedestrians, cyclists, transit vehicles, transit riders, trucks, and automobiles. In May 2013, City Council approved the Complete Streets Policy, which outlines the principles of Complete Streets. These principles will help shape the goals of roadway design projects. They do not impose a single way of developing a complete street; rather the principles guide design solutions according to road usage. The goal in Westmount is to reconstruct the streets to better reflect the unique character of Westmount and its citizens.

PRINCIPLES

Complete Streets are intended to:

- Provide travel options for all users and trip purposes in a safe, accessible, context sensitive way in all seasons.
- Form a network of streets that together accommodate all users and allow for efficient and high quality travel experiences.
- 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.



For more information and to view the Complete Streets Guidelines:
edmonton.ca/CompleteStreets



COMPLETE STREETS FOR WESTMOUNT

Residents and property owners in Westmount have the opportunity to get involved as their neighbourhood is being reconstructed. The Building Great Neighbourhoods initiative in Westmount provides an opportunity to pilot the use of the Complete Streets Policy and Guidelines during the reconstruction process and public consultation.

Over the consultation period the City will be looking for suggestions on how to increase the livability of the Westmount neighbourhood on City owned land. This may include the addition of, or a change in, active mode infrastructure such as: sidewalks or shared-use pathways, curb ramps, and on-street bicycle facilities; traffic access to the neighbourhood as well as capital investment projects that improve neighbourhood livability.

The City is also looking for community input into key activity areas within the neighbourhood, and the types of activities that take place in these areas. Information is needed to identify how transportation components in these locations could be improved to reflect community character.

Complete Street guidelines look at a number of design elements during a project's consultation phase including:

- lane width changes
- lane reconfigurations
- on-street vehicle parking
- speed and volume management techniques
- landscaping
- sidewalks
- curb extensions
- pedestrian considerations at intersections (pedestrian crossings, smaller corner radii, pedestrian signal timing)
- bicycle facilities on the bicycle network or in specific locations indicated by neighbourhood residents (shared-use lanes, bicycle boulevards, bike lanes, buffered bike lanes, cycle tracks, shared-use paths)
- transit stop accessibility
- bus stop amenities

HOW CAN CITIZENS USE THE GUIDELINES

Property owners and residents are encouraged to use the Complete Streets Guidelines as a resource during project consultation to enhance their ability to understand and have informed discussion about roadway design. City administration will consider the feedback and the potential to include new or different transportation infrastructure to reflect local character and community context.

For information on using the Guidelines see Appendix A in the Complete Streets Guidelines.



For more information and to view the Complete Streets Guidelines:
edmonton.ca/CompleteStreets