

Council Policy

Policy Title: Neighbourhood Streets Policy
Policy Number: Assigned by the City Clerk's Office
Report Number: Report(s) going to Committee/Council
Adopted by/Date: Council / 2022 July 5
Effective Date: Date adopted or later as directed by Council
Last Amended: N/A
Policy Owner: Transportation Planning

1. POLICY STATEMENT

1.1 The City of Calgary is committed to liveable Neighbourhood Streets to support people where they live, meet, and play. A liveable street is a street that is safe, welcoming and accessible, offers comfortable travel choices, supports great destinations, is healthy, and fun.

1.2 The City of Calgary commits that when the City and its partners engage, plan, design, pilot, experiment, iterate, activate, retrofit, build, operate, maintain, and evaluate our Neighbourhood Streets, our decisions will maintain and, wherever feasible, enhance the livability of these streets, particularly in locations where screening data or the reported experiences of residents indicate that these outcomes are not being met.

1.2 The City will apply engineering design to solve measured and perceived safety concerns, like vehicle speeding, and will develop resident-accessible programs to change the experience and culture on their street.

1.3 The City will seek opportunities to support and empower resident-led activities including community art and events on public assets to strengthen community ties, community capacity, feelings of belonging, and to increase the feelings of safety associated with all modes of travel.

1.4 The City will work to understand the diverse needs of all Calgarians when developing design guides and documents; drafting regulations; engaging; piloting and iterating; and making decisions on the funding, operations, and design of Neighbourhood Streets. The City will:

- (a) Supplement traffic calming and other technical guides with an evolving understanding of children's mobility needs including aligning with Active and Safe Routes to School resources;
- (b) Supplement technical guides through research and pilot projects to best benefit from the rapidly changing domain of micromobility;
- (c) Host inclusive engagement opportunities to better understand the different ways communities thrive; including leading and supporting pilots and activations; and to lend to better dialogue and cultivate empathy among neighbours, City staff and members of Council;
- (d) Apply Gender Based Analysis Plus (GBA+) models while serving residents, developing toolkits, prioritizing requests and assigning budget, to overcome bias;
- (e) Apply a Duty of Care approach to serving travel, seeking the spirit of the law to favour best design options;



- (f) Influence the development of progressive and evidence-based design guidance through participation on local, national, and international technical organizations;
- (g) Recognize the various ways communities come together, be that geographically through community associations and other community organizations, or by shared interests such as sporting, cultural or religious associations.

2. PURPOSE

2.1 The purpose of the policy is to ensure that Calgary's Neighbourhood Streets are liveable, contribute to community capacity, and offer safe and inclusive travel choices. The policy will be met when partners strive towards these values:

- (a) Safe streets are where measured and perceived safety concerns are both valid though differently addressed; where the risk of tripping and slipping is low; where the design of the street encourages safe and appropriate travel behaviour from all users; and, where the design discourages crime and social isolation.
- (b) Accessible and welcoming streets are streets that serve people of all ages and abilities, all the time. These streets are barrier-free for users of all modes, maintained throughout the year, and serve residents and visitors with varied physical, cognitive and neuro-diverse needs.
- (c) Streets with comfortable travel choices are streets where slow speeds are predominant and / or different modes are physically separated, in keeping with 5A Network Principles.
- (d) Streets that support great destinations connect people of all ages and abilities with neighbourhood and community activity centres, and parks and open space.
- (e) Healthy streets encourage individuals to live actively, neighbours to connect, and trees and natural infrastructure thrive.
- (f) Fun streets are where the design (including art, green infrastructure, and architecture) encourages play, and where citizens are empowered to enjoy and repurpose streets for special events of local or cultural significance.

3. DEFINITIONS

3.1 In this Council policy:

- (a) **5A Network Principles** define the characteristics that lead to walking and wheeling infrastructure that is Always Available for All Ages and Abilities and includes: separating people by their speed, improving visibility, making it reliable, being accessible for everyone, and making it easy to use.
- (b) **Community capacity** is the ability for community members to come together to take collective action and generate solutions to common problems. It is not a measure of the financial capacity of a community or its members.
- (c) **Equitable** means that conditions are adjusted to meet people's diverse needs, strengths, and social realities. It requires recognition that different barriers (often systemic) exist for diverse individuals or groups. The result



of equity is all people have the opportunity to benefit equally from City services.

- (d) **Evaluation** represents the overall approach of the policy and is critical to pass along learnings, to prioritize efforts and understand the conditions under which Neighbourhood Streets do and do not thrive. Efforts to enhance Neighbourhood Streets will be measured against outcomes and shown through:
1. Qualitative and quantitative evidence that vulnerable users are better off
 2. Big data like trends and small data such as personal experiences inform design standards and map the progress of policy implementation, and give insight into user groups' needs
 3. Key performance indicators should align with the values of the policy. Leading indicators that speak to safety and other outcomes are preferred.
- (e) **Gender Based Analysis Plus (GBA+)** refers to an analytical tool that is used to assess the impact of one's work on diverse groups of people. The "plus" in GBA+ indicates that gender is only a starting point to think about the multiple identity factors, like race, ethnicity, religion, age, and mental or physical disability, that intersect to make us who we are and how policies, programs and services can be experienced differently based on those factors
- (f) **Inclusive engagement** means finding ways to hear all voices, finding the right solutions by learning through experiments, and finding ways to share decision making in the pursuit of streets that are safe and support community resiliency.
- (g) **Micromobility** is low-speed individual or shared-use fleets of small, fully or partially human-powered vehicles like skateboards, bikes, e-bikes and e-scooters. These light-weight vehicles are often rented through a mobile app or kiosk, are picked up and dropped off in the public right-of-way.
- (h) **Neighbourhood Streets** are those that give high priority to pedestrians. In the City's transportation hierarchy, they can be a variety of classifications including Residential Street, Collector, Activity Centre Street, and Neighbourhood Boulevard.
- (i) **Placemaking** means collaborating to transform public spaces to be welcoming, inclusive and to reflect the local community.
- (j) **Play streets** involves transforming streets permanently or temporarily in recognition that children and adults need safe and nearby outdoor play spaces.
- (k) **Street labs** are the application of temporary materials to give participants a tactile representation of street retrofit options.
- (l) **Traffic Calming** is changing the physical design of streets to reduce vehicle travel speeds and shortcutting.

4. APPLICABILITY

4.1 This Council policy applies to all those who are involved in the visioning, design, piloting and iterating, building, maintenance, and evaluation of Neighbourhood

Streets including members of City Council, Administration, consultants, community leaders, and members of the public.

5. LEGISLATIVE AUTHORITY

5.1 Pursuant to s 3 of the Municipal Government Act (Alberta) “the purposes of a municipality are (a) to provide good government, (a.1) to foster the well-being of the environment (b) to provide services, facilities or other things that, in the opinion of Council, are necessary or desirable for all or a part of the municipality, (c) to develop and maintain safe and viable communities and (d) to work collaboratively with neighbouring municipalities to plan, deliver, and fund intermunicipal services”.

6. PROCEDURE

6.1 Policy implementation will be monitored by Public Space and Mobility Policy and stewarded by the Streets, and Sidewalks and Pathways Lines of Service.

6.2 This policy is supported by:

- (a) Ways such as intake forms, data collection, and community programs whereby residents and community groups can share concerns and access services to enhance their Neighbourhood Streets.
- (b) Prioritization: enhancing Neighbourhood Streets with improved infrastructure should be according to need and be equitable.
- (c) Design options: applying proven solutions and testing new ideas from other cities and design manuals will reveal the approaches that are most cost effective for different community types.
- (d) A culture of experimentation: Calgary communities were built in different ways and at different times. Collaborating to solve measured and perceived resident problems will mean applying some existing solutions and some that will be new. Testing, iterating, and evaluating will help enhance active travel choices and the safety of all users.
- (e) Funding: meeting the vision of this policy will require funding to meet community demand and to address safety concerns like vehicle speeding and infrastructure deficiencies like building missing sidewalks.
- (f) Evaluation: best practices are evolving quickly in North America and evaluation in new interventions will help answer which design decisions work best and belong in Calgary communities. Specifications and design practices will be updated as practices are shown to be effective.
- (g) Education: education helps build community capacity, individuals to try new trips and modes, and for all to learn about new design solutions.

7. AMENDMENT(S)

Date of Council Decision	Report/By-Law	Description

9. REVIEWS(S)

Date of Policy Owner’s Review	Description



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