

Integrated Transportation Master Plan

Overview and Process



Strathcona County is in the final stages of developing an Integrated Transportation Master Plan. It will establish a vision to guide transportation policies and decision making over the next 30-plus years.

The plan will address transportation needs and issues that affect all residents. It will consider various types of transportation such as: vehicle, transit, cargo shipping, bicycle and walking.

The plan will embrace a sustainable approach to transportation planning that is environmentally conscious, and socially and economically responsible.

A vision for transportation in the County

Stakeholder input has been a significant part of the project and its success. The focus is now to provide opportunities for residents to view the draft plan.

Further information

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*Flexible
for Future
Generations*





Integrated Transportation Master Plan

Guiding Principles



Strathcona County ITMP VISION:

Strathcona County has a resilient, safe, multi-modal transportation system, integrated with land use planning, to accommodate growth, provide greater travel mode choice, and manage traffic congestion.

Guiding Principle #1:

Integrate Transportation with County
Social / Environmental / Economic
Sustainability Frameworks

- Direct the County's transportation system in support of the three County sustainability frameworks (economic, environmental, and social).
- Focus sustainable transportation initiatives on reducing the demand for travel, and shifting the mode of travel away from low-occupancy motor vehicles.

Integrated
Safe



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Guiding Principles



Manage traffic
congestion

Guiding Principle #2:

Integrate County Transportation
With Regional Initiatives

- Work with the Capital Region Board on implementation of regional plans in support of County and CRB objectives.
- Work with Edmonton to coordinate inter-municipal plans and optimize multi-modal connections including roads, premium transit, and appropriate active transportation infrastructure.
- Work with Alberta Transportation on planning provincial transportation facilities which support County and regional priorities.
- Work with Fort Saskatchewan to coordinate inter-municipal plans and support multi-modal transportation options, particularly for the growth hamlet of Josephburg.
- Work with private, public, and non-government sector partners to implement plans in support of Alberta's Industrial Heartland.
- Work with rail and air transportation facilities to consider regional operational and access needs in County transportation decision-making.

Guiding Principle #3:

Integrate Transportation
and Land Use Planning

- Coordinate land use, transportation, and other infrastructure plans in a way that supports the wider community vision.
- Pursue goals and strategies for land use that facilitate the use of more sustainable transportation modes (walking, bicycling, transit).
- Incorporate planning solutions that are context sensitive (e.g. geographic areas, land use context), taking into account the long-term implications of land use decisions.
- Coordinate and integrate County transportation priorities with investments by private, public, and non-government sector partners so that broader community goals are achieved.

Travel mode
choice



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Guiding Principles



Multi-modal
transportation
system

Guiding Principle #4: Improve Public Transit

- Make transit an attractive, competitive alternative to the single-occupant motor vehicle for commuter and local trips.
- Assess the need for transit connectivity to the growth hamlets, possibly through development of small-scale mobility hubs.
- Improve transit service for local trips within the Sherwood Park Urban Service Area, and capitalize on integration with land use planning to support high-quality local transit service in future urban growth area(s).
- Optimize transit linkages between Edmonton and the Sherwood Park Urban Service Area and any future urban growth area(s) through infrastructure, information, and service design.
- Assess the feasibility of high-speed transit between Strathcona County and Edmonton, then plan for any identified high-speed transit solutions accordingly.

Guiding Principle #5: Increase Transportation Mode Choice

- Create a more-connected framework for bicycle transportation, with identified key routes traversing the County, and greater connectivity within and between urban areas.
- Support and increase community walkability, especially in the Sherwood Park Urban Service Area, future urban growth area(s), and the growth hamlets.
- Implement facilities and programs to increase bicycling and walking mode shares.
- Encourage more travel by modes other than the single-occupant motor vehicle.
- Implement travel choices promotion and programs to increase public interest in a range of mode choice options.
- Implement Transportation Demand Management (TDM) initiatives addressing travel choices and planning support for alternative mode choices.

Alternatives



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Final steps



Development of the draft Integrated Transportation Master Plan has involved current policy review, public engagement, Strathcona County Council direction, and extensive engineering work.

We encourage all who are interested to go look at the full draft report and provide their feedback. The project team will be compiling all the feedback from this engagement process and reporting back to Strathcona County Council in June 2012. This feedback will be considered through the plan's finalization process and once the plan is complete, it will go to Council for formal approval and adoption.

To view the full draft report, please go to
www.strathcona.ca/ITMP

