Stakeholder Session

Strathcona County
Integrated Transportation Master Plan

April 10th, 2012



Introduction & Meeting Overview

- Introduction & Meeting Overview
- Project Update
- Plan Discussion & Comments
- Mode Share Targets Working Session
- Other Key Point Indicators
- Next Steps & Meeting Wrap-up



Project Update

- Review of Council workshop
- Strategic Directions
- Strategic Actions



Capital Planning and Construction

Strathcona County
Integrated Transportation
Master Plan (ITMP)

Co-Planning Meeting February 16, 2012



Integrated Transportation Master Plan (ITMP) - Presentation Outline

- 1) Introduction
- 2) Vision & Guiding Principles (as presented previously)
- 3) Project Process & Timeline (where are we now)
- 4) ITMP Table of Contents
- 5) Strategic Directions & Strategic Actions

[Presented to Council initially on March 29, 2011]

Transportation Vision Statement:

- Developed through engagement with County leaders, administration, stakeholders, and citizens.
- Consistent with overall County vision statement.

[Presented to Council initially on March 29, 2011]

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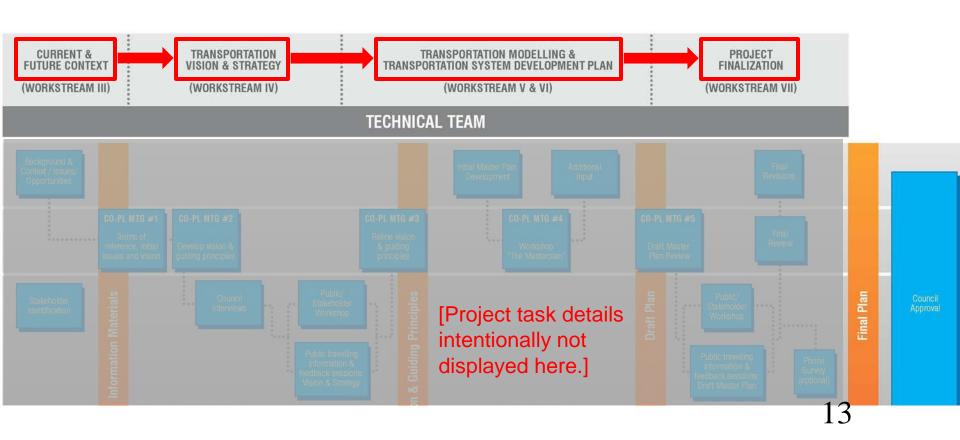
[Presented to Council initially on March 29, 2011]

Guiding Principles:

- 1) Integrate Transportation with County Social / Environmental / Economic Sustainability Frameworks
- 2) Integrate County Transportation With Regional Initiatives
- 3) Integrate Transportation and Land Use Planning
- 4) Improve Public Transit
- 5) Increase Transportation Mode Choice
- Each principle now corresponds to a section(s) of the ITMP.
- A principle regarding health & safety has been distributed and integrated throughout the ITMP.

Project Process & Timeline

[Where are we now]



Co-Planning Meeting **Project Process & Timeline** (Working Group including CRB / AB [Where are we now] Transp / Edmonton) External Stakeholder Workshop Public Information & Feedback Sessions Council Council Council Council Info Workshops Interviews Approval Meeting (Dec 2011) (Early 2012) (Nov 2010) (March 2011) (Jan 2012) **CURRENT &** TRANSPORTATION TRANSPORTATION MODELLING & PROJECT **FUTURE CONTEXT FINALIZATION** VISION & STRATEGY TRANSPORTATION SYSTEM DEVELOPMENT PLAN (WORKSTREAM IV) (WORKSTREAM V & VI) (WORKSTREAM III) (WORKSTREAM VII) TECHNICAL TEAM **Principles** Information / Context Final Plan

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Strategic Directions 8

Guiding

∞ Vision

ITMP - Strategic Directions / Actions

VISION & GUIDING PRINCIPLES

STRATEGIC DIRECTIONS & STRATEGIC ACTIONS

- important / longer range actions (may take 10-30+ years to implement)
- pragmatic first steps (able to implement within 5-10 years)

[recognizing that change takes time, but need to get started ...]

Strategic Directions & Actions

Guiding Principle #1:

Integrate Transportation
with County Social /
Environmental /
Economic Sustainability
Frameworks

Guiding Principle #2:

Integrate County
Transportation With
Regional Initiatives

Guiding Principle #3:

Integrate
Transportation
and Land Use Planning

Guiding Principle #4:

Improve Public Transit

Guiding Principle #5:

Increase Transportation

Mode Choice



Strategic Directions & Actions

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.

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.



Strategic Directions & Actions

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 and protect 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.



Plan Discussion & Comments

- Discuss the draft plan, strategic directions and strategic actions.
- Opportunity for information and comments on the strategic directions and strategic actions to be shared.

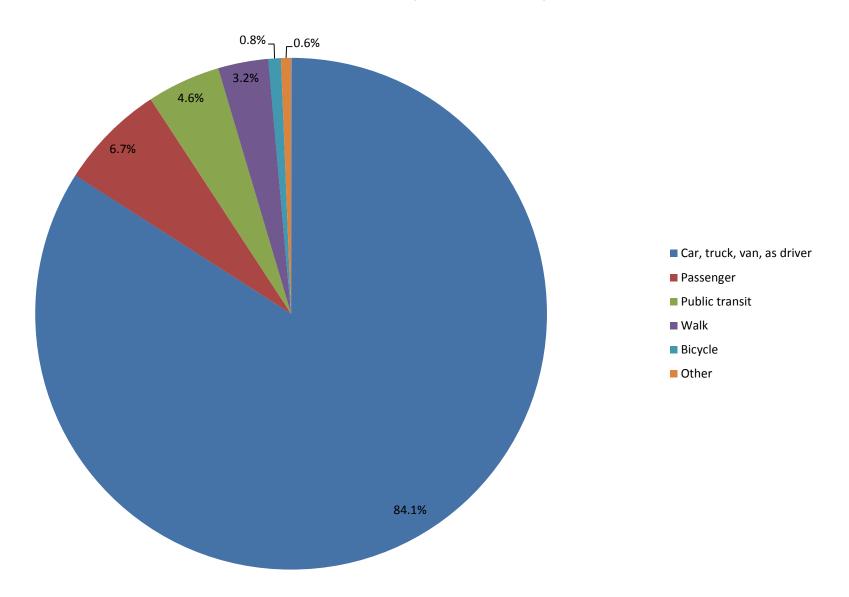


Mode Share Targets – Working Session

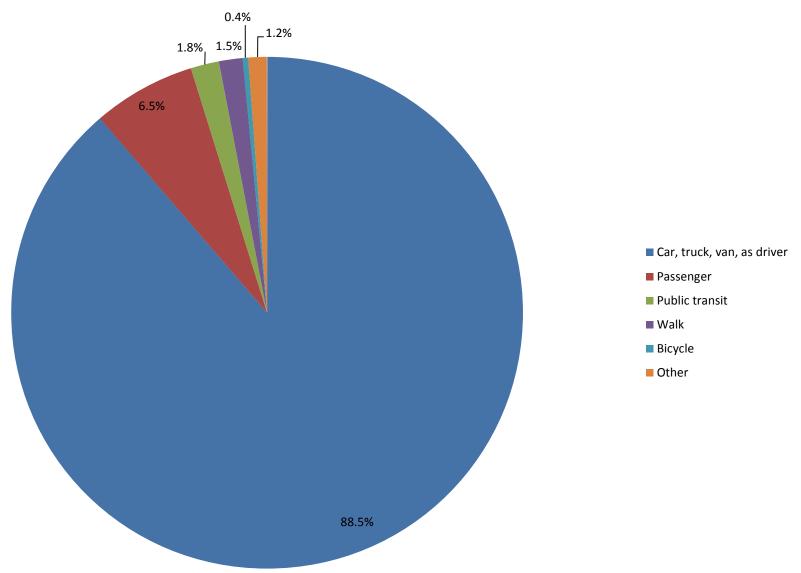
- Review mode share stats from Strathcona County and comparable communities.
- Break into groups to discuss what is a suitable range of targets for the ITMP.
- Report-back



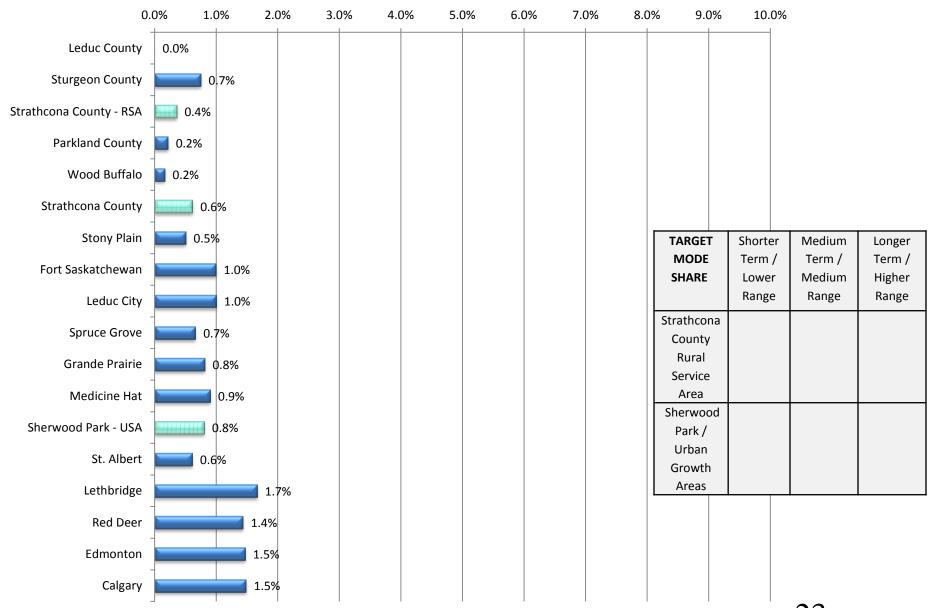
Sherwood Park - USA (Census 2006)



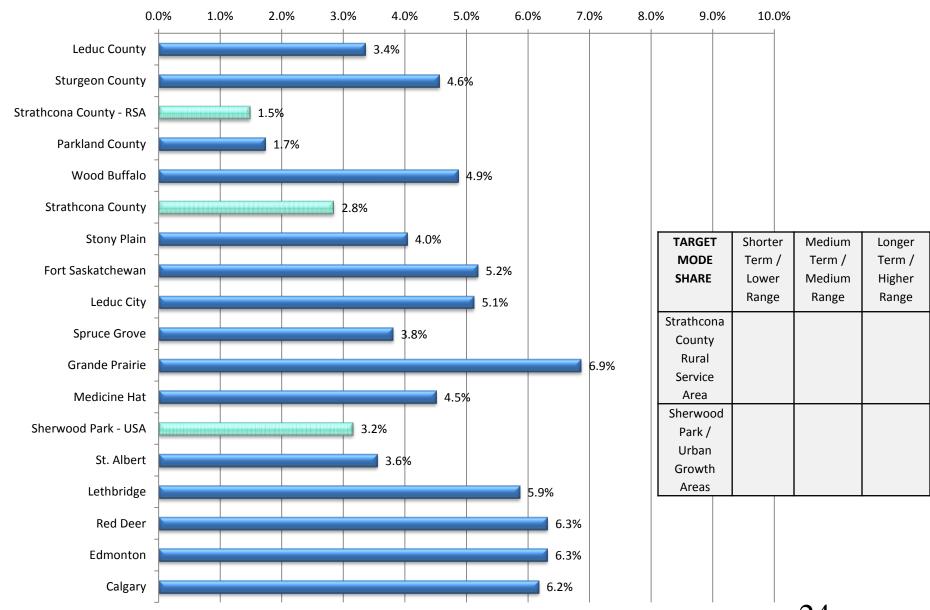
Strathcona County - RSA (Census 2006)



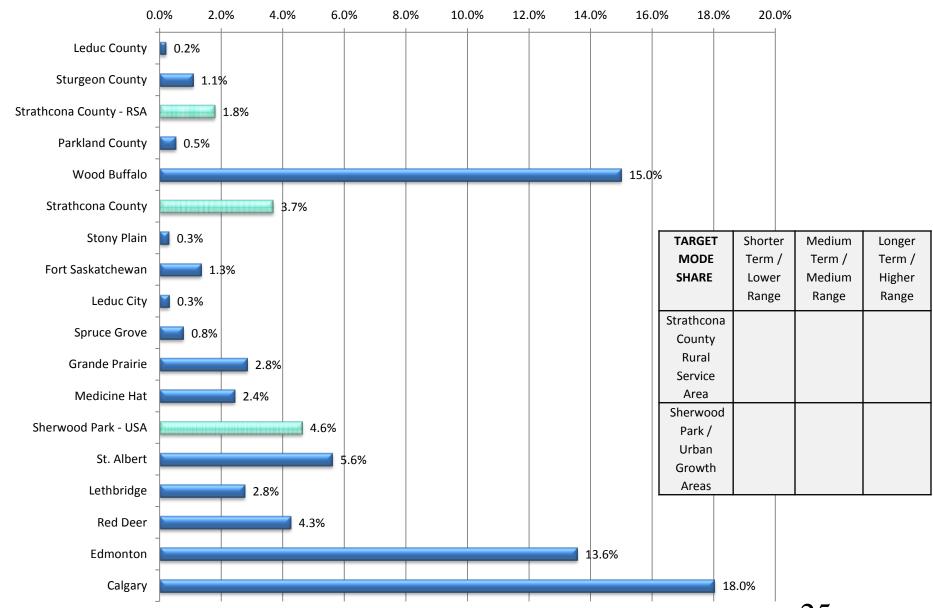
Bicycle



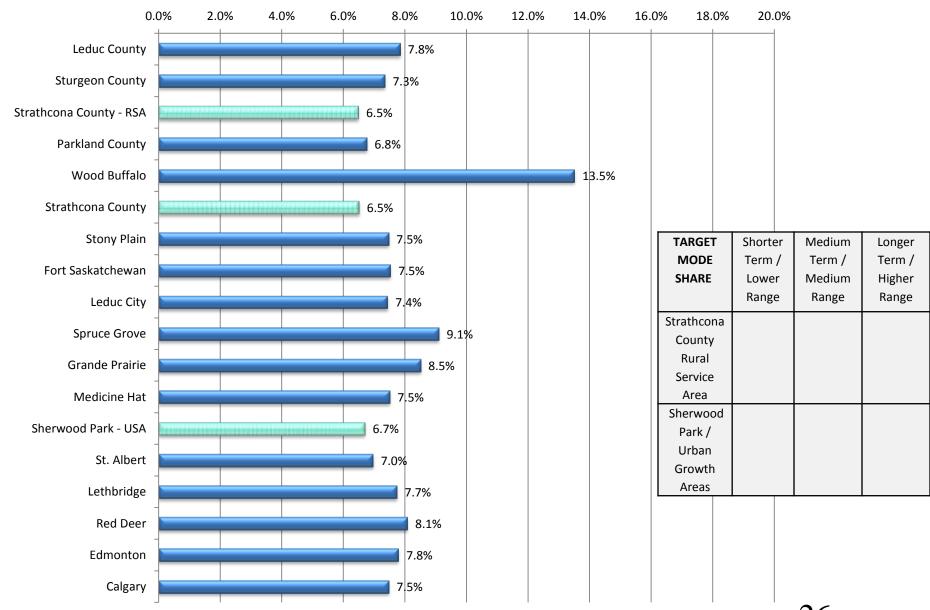
Walk



Public transit



Passenger



Introduction
Mtg Overview

Project Update

Plan Discussion
& Comments

Mode Share
Targets

Other KPI's

Next Steps

Other KPI's

Discussion on range of potential Key Performance Indicators



Introduction
Mtg Overview

Project Update

Plan Discussion & Comments

Mode Share Targets

Performance Measure

Other KPI's

Target

Source

Other KPI's

_	_				
		Performance Measure	Actual / Existing	Target	Source
	1.	Sustainability			
Г		1.1. Decrease % of person trips by single-			
		occupant vehicle			
		1.2. Decrease veh-km per capita			
		1.3. Decrease average trip length			
		1.4. Decrease automobile ownership per capita			
	2.	Regional Integration			
		2.1. [KPI addressed at County-wide corporate			
		level re: intergovernmental relations?]			
	3.	Land Use Integration			
Г		3.1. Increase population density for County		Meet Capital Region Board	
		especially future urban growth areas		targets	
		3.2. Auto ownership and transportation costs			
		3.3. Employment proximity			
		3.4. Urban form – intensity of Urban Services			
		Areas (density of residents + workers)			
	4.	Transit			
		4.1. Annual ridership			
		4.2. Boardings per vehicle hour	22	Minimum 20; ten-year	
				target 25 (as per TMP)	
		4.3. Transit mode share			
		4.4. Annual passenger trips per capita	39	Minimum 40; ten-year	
				target 50 (as per TMP)	
		4.5. Customer satisfaction			surveys
		4.6. Measure competitiveness of transit (e.g.			
L	_	cost, time, convenience, status)			
	5.	Active Transportation			
<u></u>	_	5.1. Bicycling volume counts			Bicycle counts
		5.2. Satisfaction of bicycle and pedestrian			User surveys
_	_	infrastructure			- /
		5.3. Bicycle and walking mode share			Census; surveys / counts

		s of traffic collisions and near-misses		information collected by
urveys		ving cyclists		the County (e.g. on
				intersection collisions) and
				the RCMP (e.g. on total number of collisions
				involving cyclists), and
cle counts				through surveys (e.g. on
er surveys			4	near-misses)
		netres of designated bicycling lanes and		,
urv	eys / counts	i-user separated pathways, and routes		
		centage and total kilometres of		
		ntified missing sidewalks that have been		
	buil	•		
		hoices / TDM		
		orporated adequately by other KPI?]		
		rtation System Management		
		for all travel modes including		
		omobiles, transit, bicycles and		
		estrians.		
		nge in automobile travel times as elopment continues		
	dev	elopment continues		
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Actual / Existing



Next Steps & Meeting Wrap-up

- Where we are headed
- Meetings to come
- Open discussion, questions, comments

Thank You!

