



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

Vision & Guiding Principles

[Presented to Council initially on March 29, 2011]

Transportation Vision Statement:

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.

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

Vision & Guiding Principles

[Presented to Council initially on March 29, 2011]

Transportation Vision Statement:

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.

Vision & Guiding Principles

[Presented to Council initially on March 29, 2011]

Transportation Vision Statement:

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.

Vision & Guiding Principles

[Presented to Council initially on March 29, 2011]

Transportation Vision Statement:

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Vision & Guiding Principles

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Vision & Guiding Principles

[Presented to Council initially on March 29, 2011]

Transportation Vision Statement:

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.**

Vision & Guiding Principles

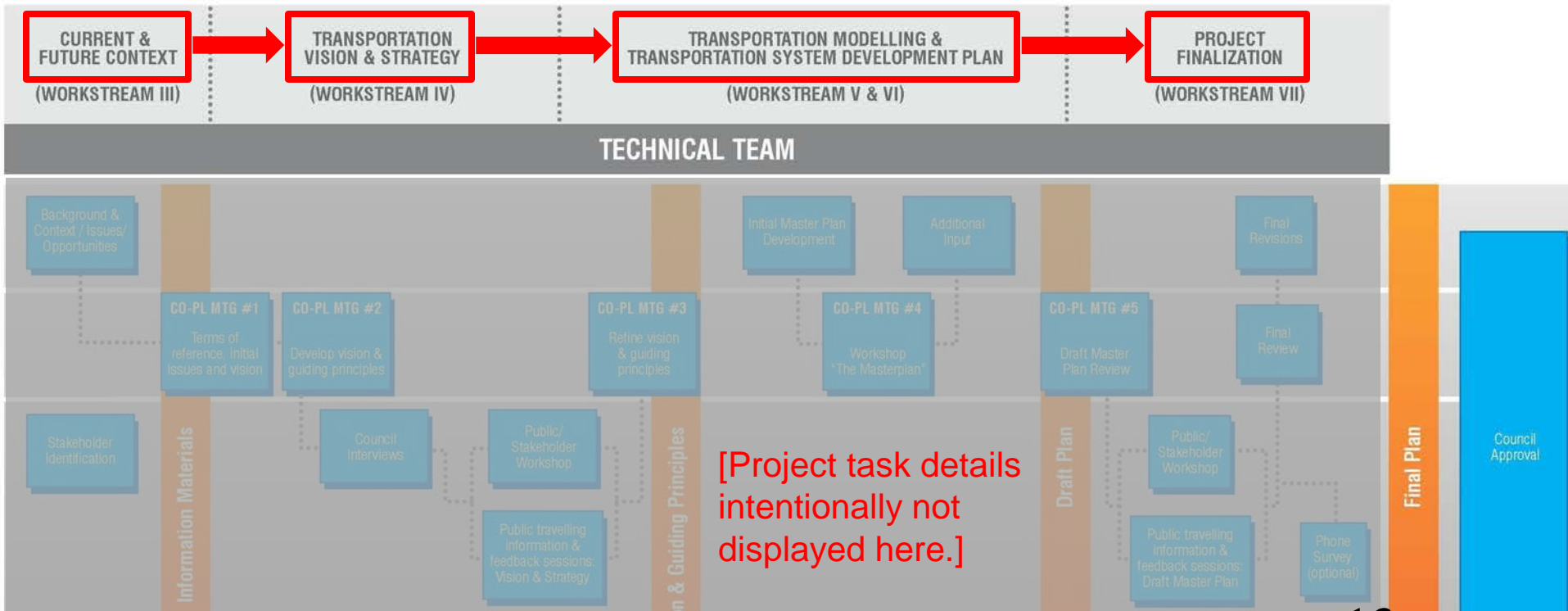
[Presented to Council initially on March 29, 2011]

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

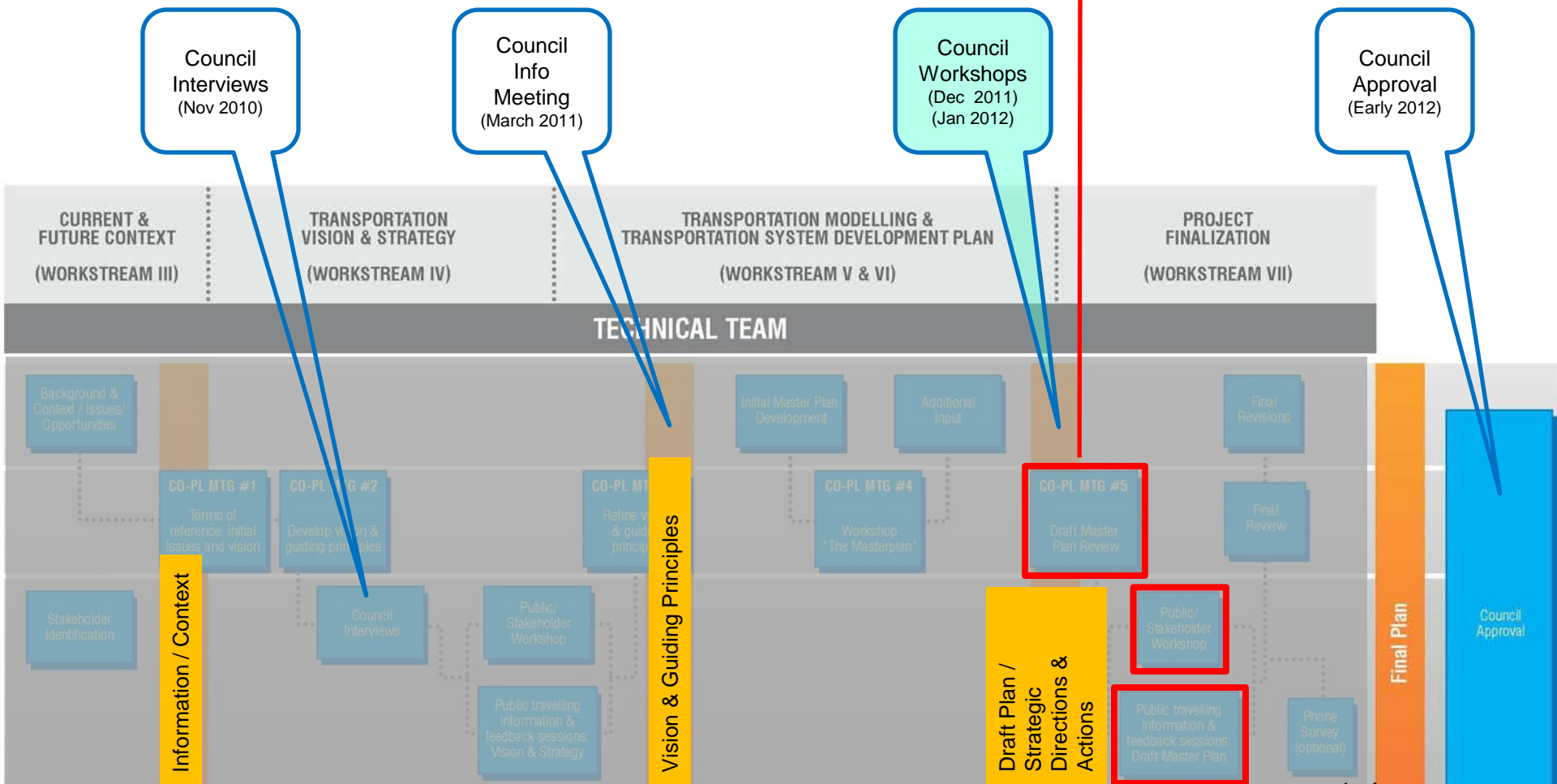
[Where are we now]



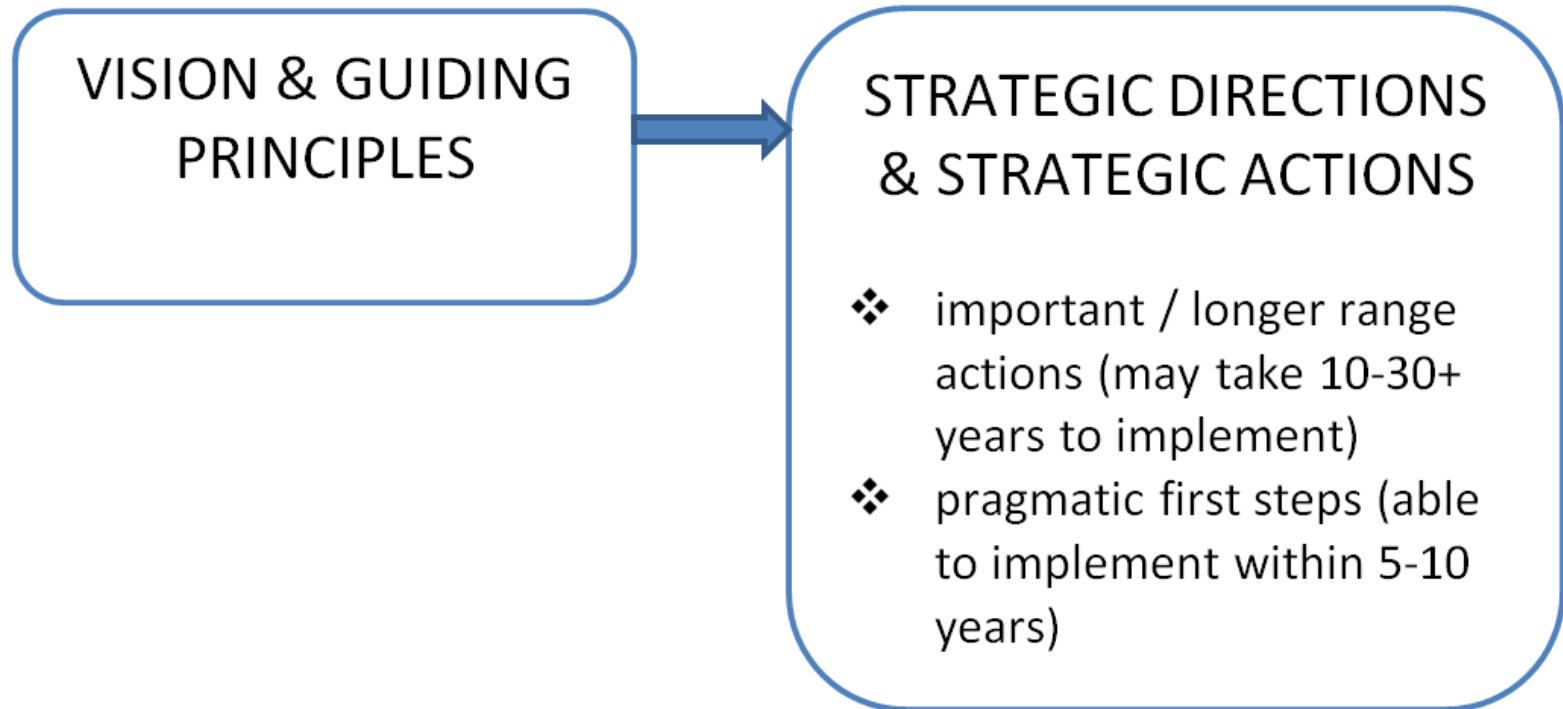
Project Process & Timeline

[Where are we now]

- Co-Planning Meeting
(Working Group including CRB / AB Transp / Edmonton)
- External Stakeholder Workshop
- Public Information & Feedback Sessions



ITMP - Strategic Directions / Actions



[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

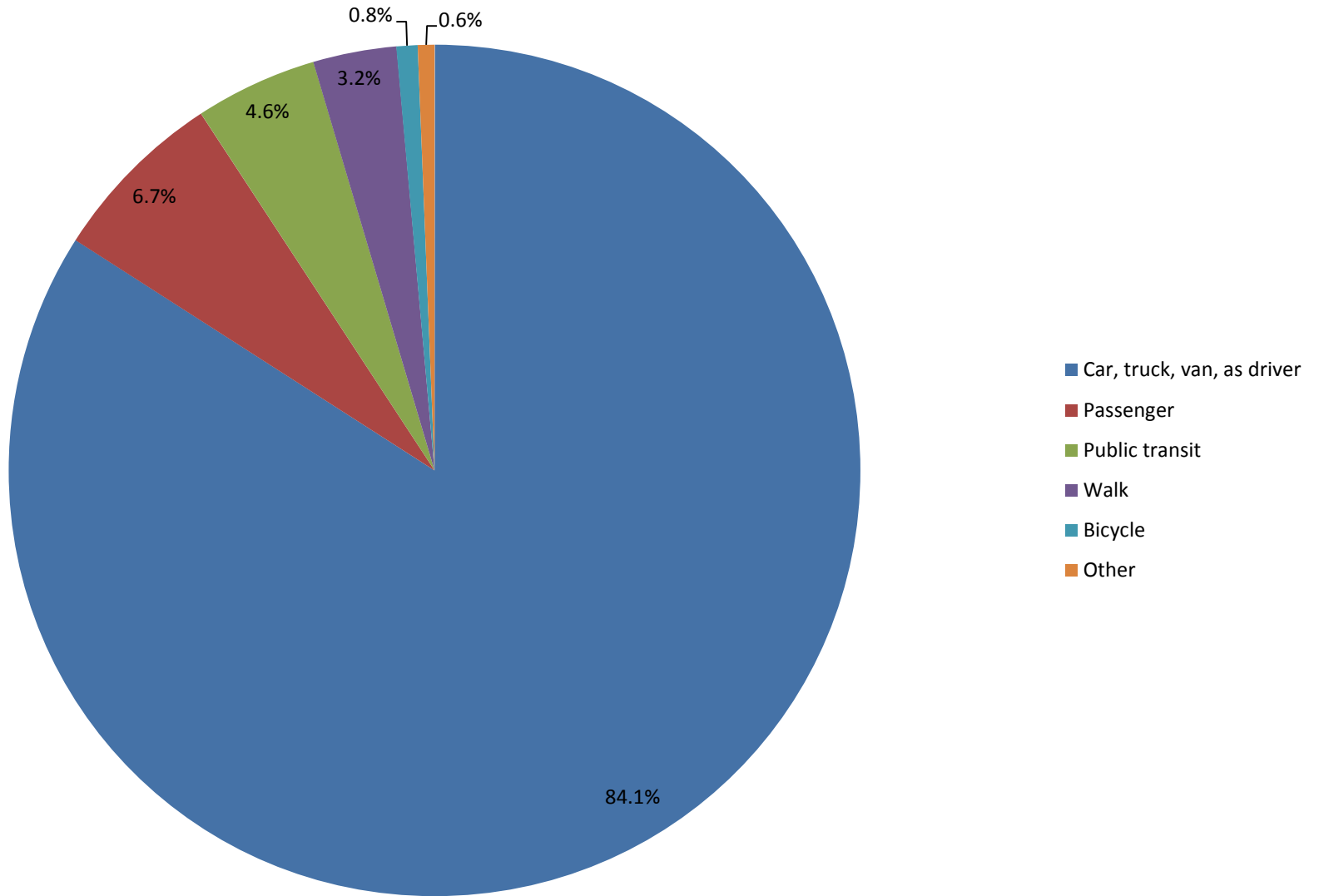
- Discuss the draft plan, strategic directions and strategic actions.
- Opportunity for information and comments on the strategic directions and strategic actions to be shared.



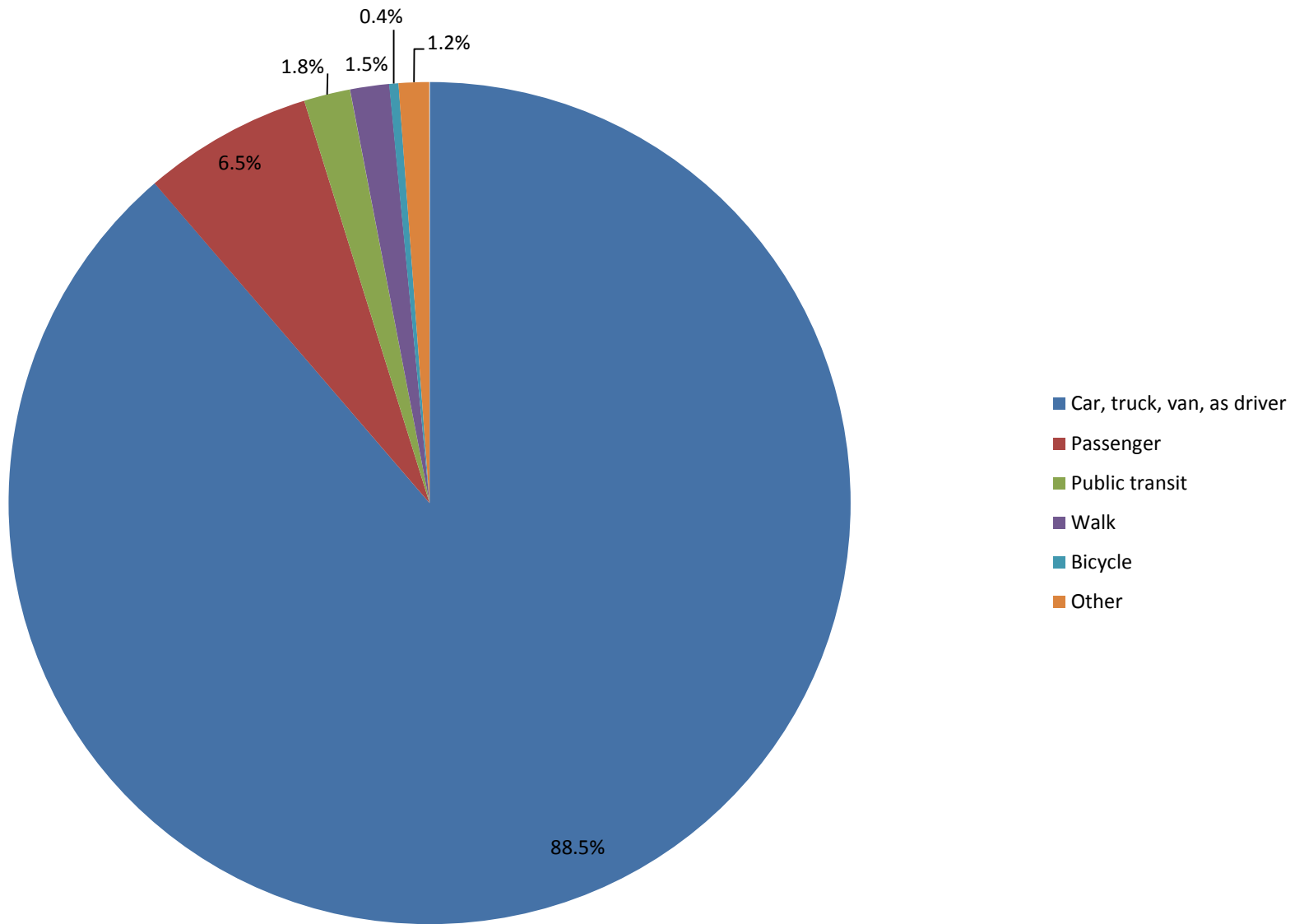
Mode Share Targets – Working Session

- 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

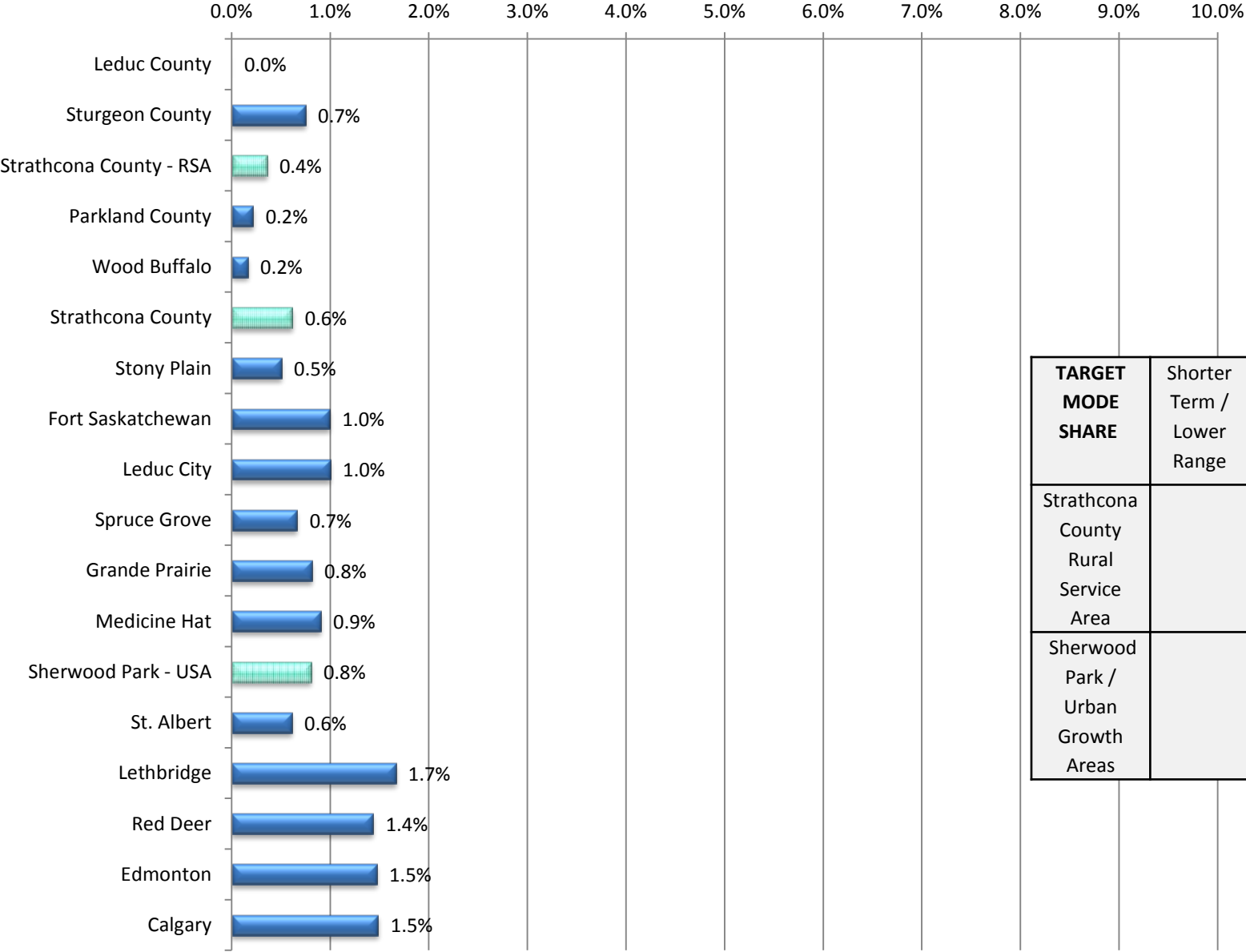
Sherwood Park - USA (Census 2006)



Strathcona County - RSA (Census 2006)

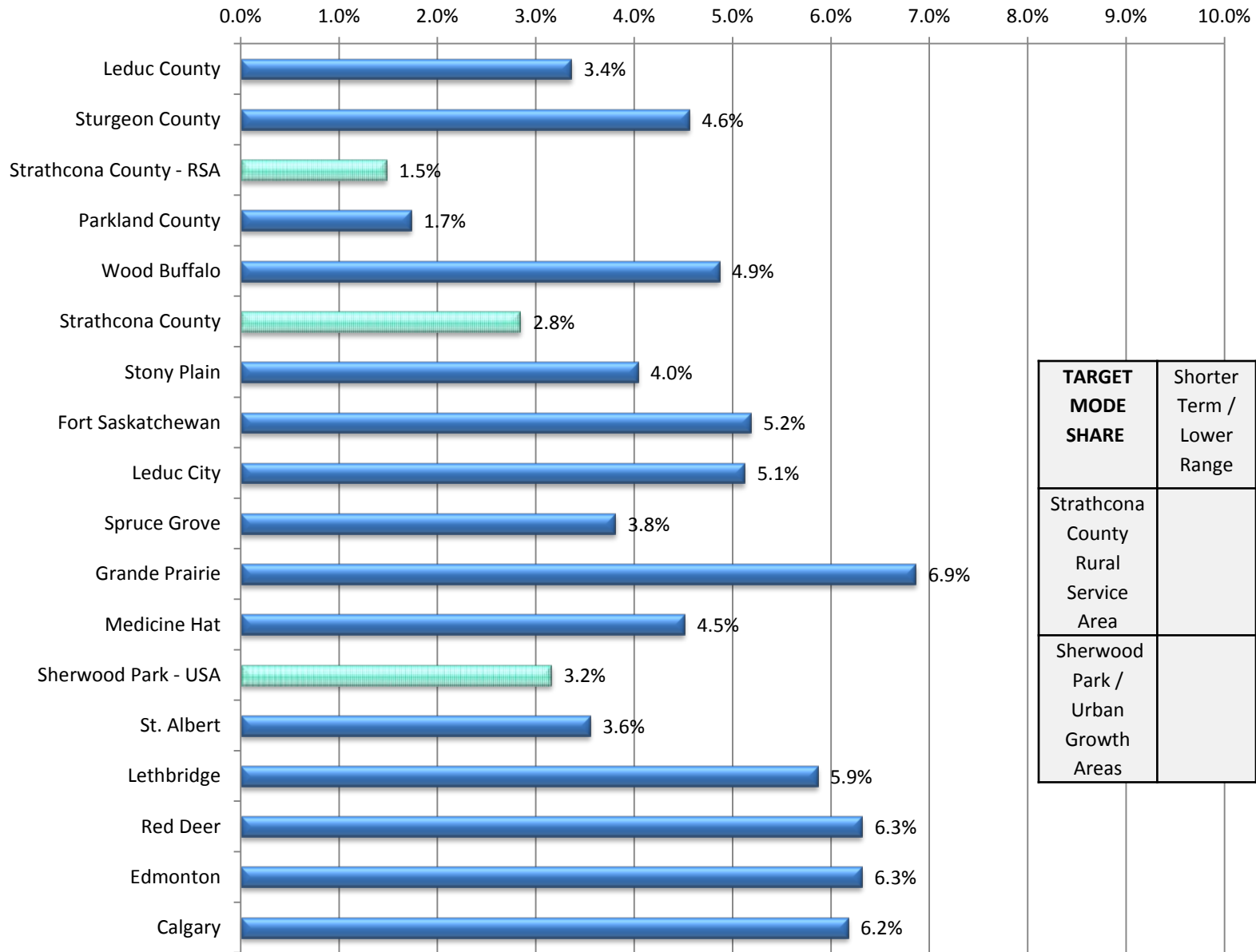


Bicycle



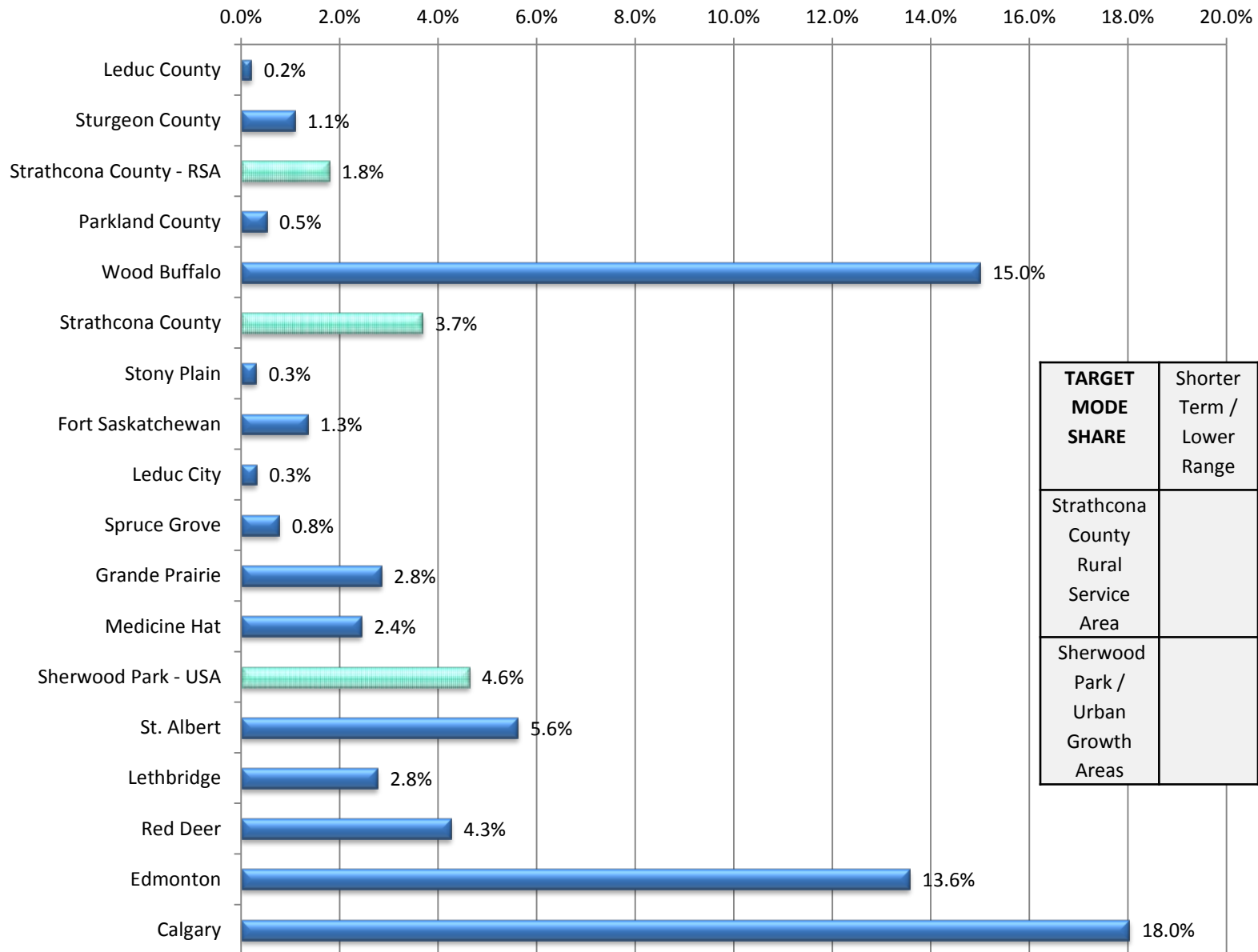
TARGET MODE SHARE	Shorter Term / Lower Range	Medium Term / Medium Range	Longer Term / Higher Range
Strathcona County Rural Service Area			
Sherwood Park / Urban Growth Areas			

Walk



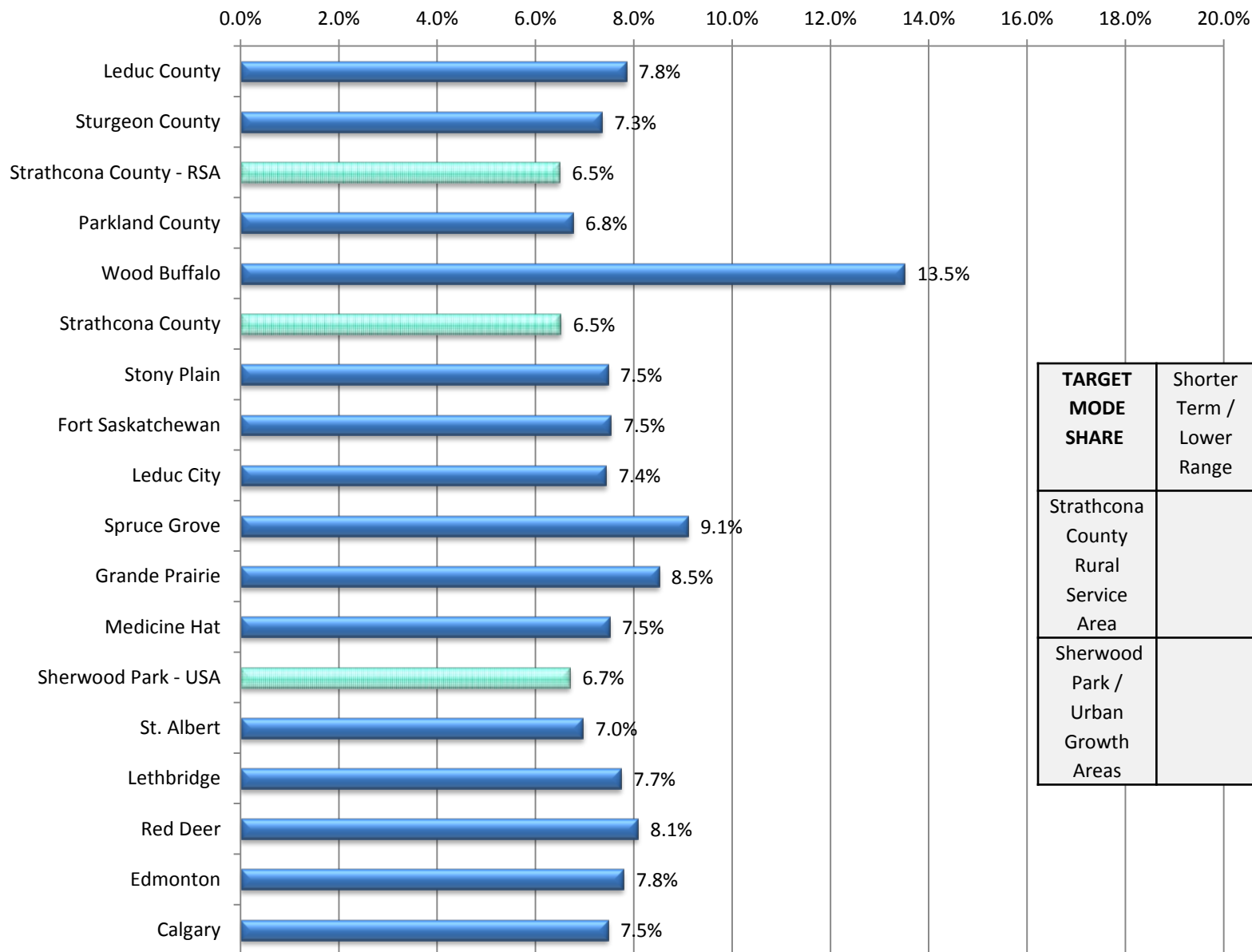
TARGET MODE SHARE	Shorter Term / Lower Range	Medium Term / Medium Range	Longer Term / Higher Range
Strathcona County Rural Service Area			
Sherwood Park / Urban Growth Areas			

Public transit



TARGET MODE SHARE	Shorter Term / Lower Range	Medium Term / Medium Range	Longer Term / Higher Range
Strathcona County Rural Service Area			
Sherwood Park / Urban Growth Areas			

Passenger



TARGET MODE SHARE	Shorter Term / Lower Range	Medium Term / Medium Range	Longer Term / Higher Range
Strathcona County Rural Service Area			
Sherwood Park / Urban Growth Areas			

Other KPI's

- Discussion on range of potential Key Performance Indicators



Next Steps & Meeting Wrap-up

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

Thank You!

