4.3.1 SHERWOOD PARK TRANSPORTATION

This section comprises transportation policies that apply specifically to the Urban Service Area- Sherwood Park. In addition to this section, each Policy Area may contain more detailed transportation objectives and policies. As well, Section 3.4 General Transportation provides a broad transportation goal, objectives and policies for the entire County. These policies should be used to facilitate the movement of residents in and out of their neighbourhoods safely and efficiently. Walking is the foundation of a successful transportation network that supports complete communities. Streets should be designed so that people walking, parking, shopping, bicycling, working, and driving can cross paths safely. Whether daily commutes, or other everyday trips for people of all ages, incomes and abilities to school, activities, events and services; urban residents will choose the transportation mode that is reliable, convenient, and comfortable.

Promoting public transit is integral to policies that seek to improve pedestrian, bicyclist, and vehicle occupant safety. Streets designed for transit allow growth in development and population density without growth in traffic congestion by serving more people in less space. Streets designed for transit provide a more reliable and financially sustainable public transportation system which in turn creates a cycle of more riders, more service, and more street space for people. Public transportation that serves all ages, incomes and abilities is fundamentally more equitable than one based primarily on private vehicles.

Streets make up the majority of all public space in urban areas, and well-designed streets generate higher revenues for businesses and higher values for homeowners. A design approach that is sensitive to the land use context can ensure streets are a safe and convenient place for people to get around, whether on foot, bicycle, car, or transit.

Objective

Strathcona County's transportation objectives are to **ensure** that the Urban Service Area- Sherwood Park:

1. *Contains street networks and parking consistent with the land use context;*
2. *Provides accessible multi-modal transportation for residents;*
3. *Incorporates active transportation infrastructure that is safe, comfortable and connected;*
4. *Provides customer-focused, accessible and affordable public transportation; and*
5. *Provides transportation that is viable in the long term.*

Policies Strathcona County Will

General

Ensure *street networks and parking consistent with the land use context by* **requiring**:

1. the County's Integrated Transportation Master Plan and Engineering and Design Construction Standards design transportation networks and streets which reflect the transportation objectives and policies within each Policy Area.

Promote *accessible multi-modal transportation for residents by* **encouraging**:

2. an inter-connected multi-modal transportation system.

3. services to be accessible by active transportation and public transportation at multiple location points.

Promote *transportation that is viable in the long term by* **encouraging**:

4. active transportation infrastructure designed to optimize sun, daylight and wind offset.

Street Networks

Ensure *street networks and parking consistent with the land use context by* **requiring**:

5. vehicular levels of service guidelines which base level of service on the multi-modal transportation goals of the policy area.

6. context approach to street design in the Compact Development Policy Area and the Urban Centre Policy Area.

Promote *accessible multi-modal transportation for residents by* **encouraging**:

7. street design to incorporate complete streets philosophy into the street network of the Compact Development Policy Area and the Urban Centre Policy Area where dictated by the land use concept.

8. street design strategies to improve transit reliability and reduce overall travel times.

Multi-modal transportation infrastructure provides options for individuals and increases the overall usability of transportation networks.

Parking

Promote *street networks and parking consistent with the land use context by* **encouraging**:

9. a reduction in the number of surface parking spaces within the Compact Development Policy Area and the Urban Centre Policy Area.

Active Transportation

Ensure *active transportation infrastructure that is safe, comfortable and connected by* **requiring**:

10. an interconnected active transportation infrastructure network throughout the Urban Service Area - Sherwood Park.

11. active transportation infrastructure that is accessible, between residential and services.

12. pedestrian infrastructure at transit controlled locations and along active transportation infrastructure.

Promote *active transportation infrastructure that is safe, comfortable and connected by* **encouraging**:

13. streets and intersections to have safe and inviting active transportation, public transportation, and pedestrian infrastructure that is accessible in all seasons.

Public Transportation

Ensure *customer-focused, accessible and affordable public transportation by* **requiring**:

14. the Urban Service Area- Sherwood Park to maintain a public transportation system which includes transit service.

15. the Urban Service Area- Sherwood Park to maintain commuter and express transit service.

16. bicycle parking for future transit controlled locations.

Promote *customer-focused, accessible and affordable public transportation by* **encouraging**:

17. the implementation of additional express transit service.

18. the following transit usability enhancements:

    a. in lane transit stops;
    b. accessible boarding;
    c. lighted transit stops and shelters;
    d. creative and inviting stop elements such as wayfinding, seating, bike parking, and green infrastructure; and
    e. increased active transportation infrastructure to transit controlled locations.

19. additional commuter transit including higher order transit.

20. that transit upgrades be prioritized in the Compact Development Policy Area and the Urban Centre Policy Area.

21. express transit service between the north side and south side of Highway 16 within the Urban Service Area when population and development north of Highway 16 warrants the demand.

22. that transit controlled locations are integrated into new developments early in the process.

Support *customer-focused, accessible and affordable public transportation by* **considering**:

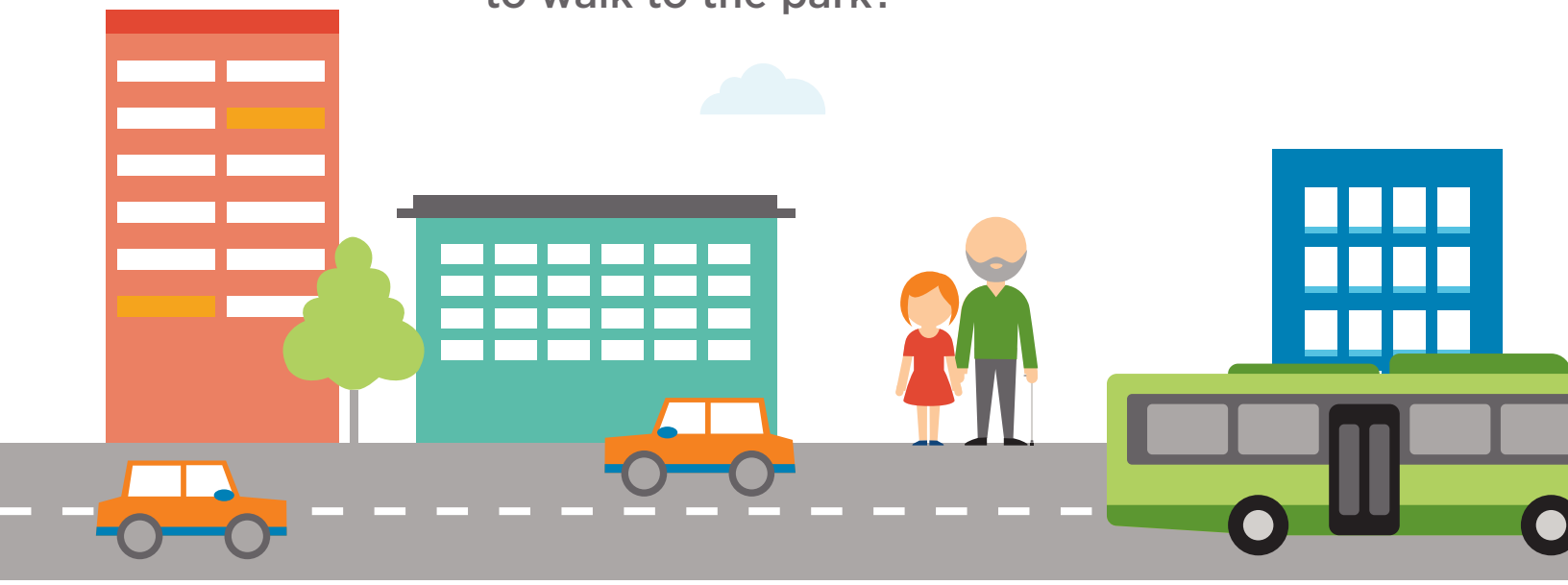
23. transit priority corridors such as bus lanes, as well as signal priority and high order transit.

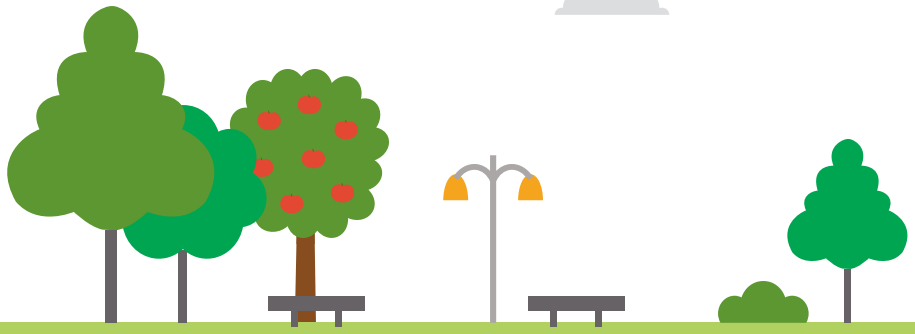
24. transit priority corridors on long, direct routes when a large number of people want to travel along one street such as those connecting the Urban Centre Policy Area and Compact Development Policy Area to increase transit reliability and efficiency.

25. the integration of a public rideshare program as part of the public transportation network subject to transit services being maintained for transportation corridors.

THE 8 80 RULE

Think of an older adult. Think of a child.
Would you send them out together to walk to the park?





If yes, it is safe enough.

If no, it needs to be improved.