

Riverbend/Terwillegar, Windermere and Heritage Valley Integrated and Phased Approach Options - Express Bus and Park and Ride Recommendations

South East Edmonton Road Infrastructure

North East River Crossing

Recommendation

That the October 2, 2018, Urban Form and Corporate Strategic Development report CR_5863, be received for information.

Previous Council/Committee Action

At the April 3, 2018, Urban Planning Committee meeting, the following motion was passed:

That Administration provide recommendations for an integrated and phased approach reflecting the three scenarios outlined in the April 3, 2018, Urban Form and Corporate Strategic Development report CR_4524rev including further analysis on express bus and park and ride options to serve Riverbend/Terwillegar, Windermere and Heritage Valley, as well as further study of the next logical southern terminus of the Capital Line.

At the May 29, 2018, City Council meeting, the following motion was passed:

That Administration provide a report on the following:

- present road user volumes and other road metrics (eg. intersection performance, travel times etc.) for 66 Street, 50 Street, 34 Street, 17 Street and 91 Street and Parsons Road travelling north from the South boundary to the Whitemud.
- the projected status of these roads over the next 10 years in terms of the road vehicle usage and their performance.
- issues that will arise over this time frame and any that may exist today.
- capital expenditures that will be needed in order to maximize our infrastructure investment on these roads for South East Edmonton.

At the June 12/13, 2018, City Council meeting, the following motion was passed:

That Administration:

- Immediately suspend all work relating to the North East River Crossing (including technical studies and public engagement).
- Work with Alberta Transportation and regional partners to understand the transportation, land use and regional implications stemming from the provincial announcement and report back to Committee with a recommendation for next steps.

Executive Summary

Three recent Council motions direct Administration to review network operations and recommend network improvements for the southwest, southeast and northeast quadrants of the city. These motions are best answered through work completed on a city-wide network analysis, in alignment with the development of the Transportation Master Plan as part of the City Plan. This approach will provide Council with better information with which to make decisions.

The assessment will be based on a review of network performance metrics for all modes and include recommendations for network improvements that will align with Vision 2050, City Plan, and considerations for future capital and operating budgets.

Further analysis on scenarios related to Park & Ride, Bus Rapid Transit, Express Bus and Capital Line LRT extensions south will be evaluated as part of the broader network assessment. This approach will ensure that resources are used efficiently and effectively.

Report

Background

In mid-2018, three separate Council motions directed Administration to undertake transportation network analysis for quadrants of the city.

To address these motions, transportation network planning is required for significant areas of the city. These motions are best answered through work completed on a city-wide network analysis, in alignment with the development of the Transportation Master Plan as part of the City Plan.. In the interim, cross-referenced Report CR_5730 Terwillegar Drive Improvements provides a status update on the evaluation of Terwillegar Drive improvements.

City Plan

Administration has initiated the development of the City Plan. The City Plan will define the broad land use and infrastructure systems needed to support a compact and efficient urban form enabled by improved mobility options. The Plan will also establish a hierarchy of transportation modes and priority connections that promote desired city-building objectives and a “vision for mobility” that prioritizes the effective movement of people and goods while supporting people-centred city-building objectives.

Report CR_6161 City Plan Phase 1: Approach and Integration, presented at the August 28, 2018 Urban Planning Committee meeting, describes how the City Plan will catalyze Vision 2050 by actualizing it in a physical and built form. To help deliver on Council’s four goals - healthy city, urban places, regional prosperity, climate resilience - Edmontonians, diverse communities, critical stakeholders, City Council and Administration will collaborate over the next two years to create a new approach to city-building that reflects this strategic direction.

City Plan is part of an integrated body of work that supports the implementation of Council’s strategic plan. For the City Plan to meet critical success factors, such as to be completed on time, on budget, and meet objectives, it requires a commitment of resources across the organization. CR_6162 Aligning the City Planning Work Program, also presented at August 28, 2018 Urban Planning Committee, describes how the City Planning branch will lead work to realign and refocus policy development activities to support the City Plan. To accomplish this, Administration will reallocate both human and financial resources away from activities that are no longer City priorities or that deliver lesser impact relative to the inputs they require.

City-wide network analysis of key performance metrics for all modes of transportation will act as a significant building block to the City Plan. Administration will execute a work plan to holistically address the network concerns across the city for all modes in support of the City Plan and in alignment with forecast funding availability.

Administration recommends that this holistic planning exercise be completed to comprehensively address the questions raised in the three referenced Council motions and to save time and money.

Next Steps

To address the intent of the motions and support the development of the Transportation Master Plan within the City Plan, Administration will execute the following high level work plan:

1. Review and confirm performance metrics for network analysis of all modes through best practice, jurisdictional scan, literature reviews, available data scan and tools review.
2. Evaluate city-wide networks based on metrics of analysis.
3. Identify network improvements that will contribute to meeting the City Vision.
4. Identify priority improvements and phasing in alignment with available funding.

Administration will refine the work plan as project planning for the Transportation Master Plan proceeds. Updates on progress will be provided to Council.

The transportation network analysis that Administration will complete as part of the work plan will include but is not limited to elements such as:

- Bus Network Redesign
- A study of future mass transit needs
- Park & Ride Guidelines
- Interchange improvements
- Transportation Demand Management applications

A comprehensive review of the city-wide transportation network that considers methods of evaluation will allow Administration to maximize efficiencies and alignment with the City Plan direction.

Corporate Outcomes and Performance Management

Corporate Outcome(s): Edmontonians use public transit and active modes of transportation.			
Outcome(s)	Measure(s)	Result(s)	Target(s)
Transit network is well integrated	Journey to work mode (percentage auto passenger, transit, walk, cycle or other)	26.1% (2016)	25.9% by December 2018

Others Reviewing this Report

- R. Kits/S. Padbury, Acting Deputy City Managers, Financial and Corporate Services
- M. Sturgeon, Acting Deputy City Manager, Communications and Engagement
- G. Cebryk, Deputy City Manager, City Operations
- A. Laughlin, Deputy City Manager, Integrated Infrastructure Services