

## Transportation Master Plan Direction, Policy C569, Policy C577, and Policy C507

### Transportation Master Plan

The City's Transportation Master Plan, which sets the framework for how the City will address its current and future transportation needs. Key Directions that apply to transportation system performance include:

Manage the transportation system more effectively: A comprehensive strategic approach to roads balances the objectives of the transportation system by focusing roadway expansions to improve the efficiency of goods, services and transit movements while using transportation operation, supply and demand management strategies to manage roadway congestion.

Roadway improvements focus on efficient goods movement: An efficient network for goods and services movements incorporates integrated multimodal and regional approaches to support commercial transportation needs.

Transportation and land use integration: An integrated approach to planning and developing the transportation system and land uses supports the creation of an efficient, sustainable, compact and vibrant city that maximizes the effectiveness of its investment in transportation infrastructure.

### C569 Optimization of the Transportation System Network

The City, through its planning and design processes, strives to improve the quality of all modes of transportation and to optimize the use of the transportation network. The City recognizes that many physical, financial and community constraints make it infeasible to build or expand roads to alleviate all congestion. The City will develop and apply a framework for congestion management that considers all modes of transportation, including pedestrians, cyclists, transit, autos and goods movement.

The purpose of this policy is to establish the principles for development of a congestion management framework that considers all modes of transportation to assess the performance of transportation facilities. This provides a consistent approach to planning and design of transportation infrastructure to enable the city to respond to congestion using a multimodal approach that considers the quality of travel by roadway context for pedestrians, cyclists, transit users, auto and goods.

### **C577 Goods Movement Policy**

Recognizing the importance of goods movement for the quality of life, competitiveness and growth of our city and region, the City of Edmonton will provide a safe and efficient network for goods movement that incorporates an integrated multimodal and regional approach. The network of key goods movement corridors, truck routes and dangerous goods routes will provide direct, connected, and efficient roadway access for goods movement, balanced with the needs of communities. Through planning, operations and maintenance, the City will prioritize investments in support of a goods movement, with consideration for environmental and social impacts.

The purpose of this policy is to guide transportation, funding and land use decisions to enhance the efficiency and safety of goods movement in the City of Edmonton within a regional context.

### **Arterial Roads for Development Policy C507**

1. Developers will be required to construct or pay for the construction of: a. the first four lanes of new Arterial Roads that are deemed to have four or six lanes in their ultimate design; and b. the first five lanes of new Arterial Road that are deemed to have five or seven lanes in their ultimate design; within a Catchment. These requirements will be conditions of subdivision approval and development permit, and will only be collected one time for all Subject Lands.
2. Arterial Roadway Assessments will be collected from Developers at the time of subdivision or development permit for Subject Lands that fall within a Catchment. These Arterial Roadway Assessments will:
  - a. provide the mechanism for new development to share costs of constructing new Arterial Roads within Catchments;
  - b. ensure that funds are collected and reimbursed to those Developers that front-end costs of Arterial Roads; and
  - c. ensure that all Arterial Roads within a Catchment are constructed prior to the Catchment being fully developed.
3. An Arterial Roadway Assessment administration fee will be collected with every Servicing Agreement entered into that requires the administration of Arterial Roadway Assessments and Over-Expenditures. This fee will be used to fund the costs of administering and maintaining this policy.

The purpose of this policy is to provide clear and consistent direction as to the principles, management and administration of Arterial Roadway Assessments. The complete Arterial Roads for Development Bylaw 14380 is located [here](#)