

COUNCIL APPROVAL MANDATE

City Vision

Edmonton is a city of design – urban design, architectural design, and environmental design. Walk its safe leafy neighbourhoods and rides its efficient and accessible transportation system. The city has grown up; now we're building smarter.

The Way Ahead, Strategic Plan

Approved 2009, Updated and Approved 2011

Goal: Shift Edmonton's Transportation Modes

Corporate Outcomes:

Citizens use public transit and active modes of transportation.

The transportation system is integrated, safe and gives citizen choice to their mode of movement.

Corporate Measure: Proportion of total planned kilometres of on-street cycling facilities implemented.

3-year Target: 120km

10-year Target: 400km

The Way We Move, Transportation Master Plan

Approved 2009

Strategic Goal: Transportation Mode Shift

Public transportation and active transportation are the preferred choice for more people making it possible for the transportation system to move more people more efficiently in fewer vehicles.

Strategic Objective 6.2: The City will create a cycle-friendly city.

Strategic Action 6.2(a): Adopting and implementing a bicycle transportation plan to develop and maintain a city-wide bicycle transportation network.

Strategic Action 6.2(c): Developing and reviewing best practices, adapted to the Edmonton context, to increase the attractiveness and safety of cycling.

Section 7.2: Management of the Road System

It has been shown in other cities that it is not possible to build enough roads to manage demand. As such, the City of Edmonton will need to place greater emphasis on strategies to optimize the use of the existing road system and shift residents to other modes.

From an overall policy perspective, there are a number of strategies for managing the existing road system including promoting use of alternative modes.

Promoting use of alternative modes: The use of travel modes other than single occupant vehicles will reduce demand on the road network. Chapter 5 - Public Transportation and Chapter 6 - Active Transportation discuss promotion of these alternative modes.

Transportation System Management: Actions that result in improved efficiency of existing roadways are referred to as Transportation Supply Management. Traffic management measures are a means of gaining the greatest benefit from a city's existing roadway infrastructure.

Strategic Objective 7.1 The City will develop a comprehensive program to continually optimize the efficiency of the existing roadways system using traffic management and transportation supply measures.

Strategic Action 7.1(c): Using transportation supply management strategies to promote increased use of travel modes other than the single occupant vehicle, including reallocation of existing road space.

Active Transportation Policy, Policy C544

Approved 2009

The City of Edmonton strives to be pedestrian- and bicycle-friendly. The City supports all forms of Active Transportation by providing infrastructure, facilities, programs and initiatives to enhance accessibility, safety, security, and convenience through strategic improvement, expansion, and maintenance of the infrastructure and facilities that support Active Transportation, including sidewalks, curb ramps, shared pathways, marked bicycle and shared-use lanes, and end-of-trip facilities.

The purpose of the Active Transportation Policy is to optimize Edmontonian's opportunities to walk, roll, and cycle, regardless of age, ability, or socio-economic status, to enhance the safety inclusivity and diversity of our communities, and to minimize the impact of transportation activities on Edmonton's ecosystem.

Bicycle Transportation Plan

Approved as part of the Active Transportation Policy in 2009 and directed to implement in The Way We Move also approved in 2009

Vision: Edmonton is a bicycle friendly city where more people ride more often.

Bicycle Network: +/- 500km bicycle network defined.

The Way We Grow, Municipal Development Plan

Approved 2009

Strategic Goal: Complete, Healthy and Livable Communities

Communities designed to encourage healthy lifestyles and social interaction for people, which provide the services necessary for livability... A variety of transportation modes and active transportation networks for residents [is] essential for a community's livability and residents' health.

Objective 4.6.1: Support the provision of a variety of transportation modes for Edmontonians.

Policy 4.6.1.1: Support Corporate initiatives to improve walkability and other active transportation modes.

Policy 4.6.1.3: Support the design of accessible and safe active transportation networks in accordance with best practices in universal design.

Strategic Goal: Urban Design

High quality urban spaces, buildings and streets make Edmonton a great place to live and visit.

Objective 5.7.1: Ensure that streets, sidewalks and boulevards are designed to perform their diverse roles and to enable safe access for all users.

Policy 5.7.1.1: Design streets, sidewalks and boulevards to provide safe, accessible, attractive, interesting and comfortable spaces for pedestrians, cyclists, automobiles and transit.

Policy 5.7.1.2: Support the design of street systems to be easily navigated by pedestrians, cyclists and vehicles and to provide clear and direct connections between major activity areas in the community.

Policy 5.7.1.3: Support opportunities to reallocate existing road space for use by pedestrians, cyclists and transit service.

The Way We Live, Edmonton's People Plan

Approved 2010

Connectedness

Edmontonians spoke about the importance of the form and nature of neighbourhoods, of supporting and energizing neighbourhoods and making a commitment to design that nurtures connections between people with friendly streetscapes and gathering spaces. They would like to see neighbourhoods connected by all forms of transportation, from public transit, to cycling and walking.

Goal One: Edmonton is a vibrant, connected, engaged and welcoming city.

Edmonton residents want to connect to people and places regardless of their physical mobility or their choice of transportation. They look to their local government to help make that happen.

Objective 1.2: The City of Edmonton uses its social and physical infrastructure at the neighbourhood, city, regional and global level to create connections.

Strategic Policy Direction 1.2.1: Builds, partners and promotes the use of an integrated, accessible pedestrian and bicycle network.

Strategic Policy Direction 1.2.2: Provides, partners and advocates for accessible public transit and active transportation to increase mobility and interaction within the city and across the region.

Goal Two: Edmonton Celebrates Life!

[Edmontonians] look to their municipal government to join them in promoting healthy lifestyles.

Objective 2.1: The City of Edmonton celebrates and promotes healthy living.

Strategic Policy Direction 2.1.3: Provides infrastructure and public spaces to promote and encourage healthy and active living.

Strategic Policy Direction 2.1.4: Promotes the importance of recreation, play, walking, cycling and other forms of active living in all of its people services.

Goal Six: Edmonton is a Sustainable City

Objective 6.2: The City of Edmonton is an environmentally sustainable society.

Strategic Policy Direction 6.2.1: Provides and promotes facilities for active transportation modes.

The Way We Move Progress Measures

Approved 2010, Updated and Approved 2012

Strategic Goal: Access and Mobility

The transportation system is interconnected and integrated. This allows people and goods to move efficiently throughout the city, and provides reasonable access to a variety of transportation modes for people across demographic, geographic, socio-economic and mobility spectrums.

Progress Measure: Proportion of Total Planned Kilometres of On-street Cycling Facilities Implemented. 10-year Target is 400km. In order to achieve the 400km target, an average of approximately 40km of on-street bicycle paths would need to be built annually between 2012 and 2020, inclusive.

Strategic Goal: Transportation Mode Shift

Public transportation and active transportation are the preferred mode choices for more people, making it possible for the transportation system to move more people more efficiently in fewer vehicles.

Progress Measure: Overall Mode Split. Increase cycling, walking, transit use, and carpooling and decrease single occupant vehicles.

Progress Measure: Commute to Work Mode Split. Increase cycling, walking, transit use, and carpooling and decrease single occupant vehicles.

The Way We Move Implementation Plan

Approved 2010, Updated and Approved 2012

What We Will Do: Based on approved funding in the 2012-14 CPP, the City will continue to expand active modes facilities throughout Edmonton [including] expansion of On-Street Bike Routes.

The Way We Green, Environmental Strategic Plan

Approved 2011

Strategic Action 3.1.3: Encourage renewal and densification of mature neighbourhoods by ensuring superior living experiences that include priority to pedestrians and bicycles over automobiles.

Optimization of the Transportation System Network Policy, Policy C569
Approved 2012

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. To address instances of congestion it is recognized that:

- Mitigation measures or strategies must be consistent with The Way We Move.
- Trade-offs will be necessary and sometimes roadway improvements will be made for one mode at the expense of another mode.
- The system capacity will be analyzed using a holistic approach in order to maximize the use of existing infrastructure.