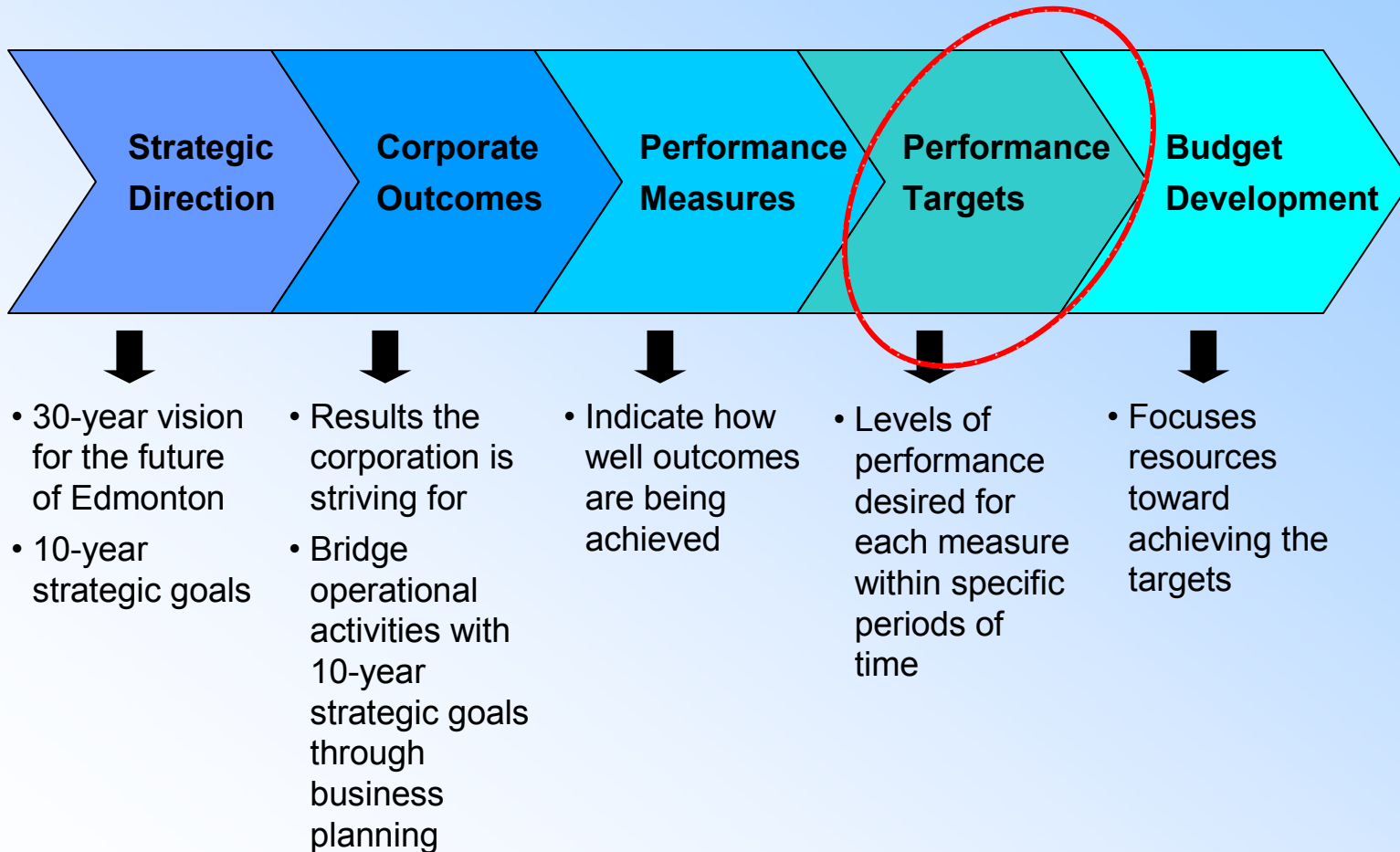




Transportation and Infrastructure Committee

June 13, 2011

Strategic Process



Target Setting Process

- Committees will review measures and proposed targets.
- Recommended targets for each associated measure will be brought forth to Council on July 20, 2011.
- Council will give “approval in principle” to allow administration to assess budget impacts.
- Final targets will be set and approved during budget deliberations.

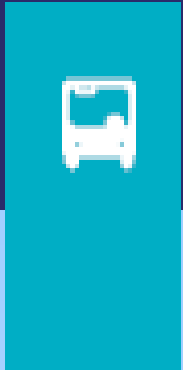
Budget Implications

- Capital budget implications will be captured for any three-year targets through the 2012 to 2014 capital budget process.
- Operating cost impacts associated with targets will be identified and approval sought during operating budget approvals.



Shift Edmonton's Transportation Mode Performance Measures

Measures Information – Shift Edmonton’s Transportation Mode



Corporate Outcome 4.1

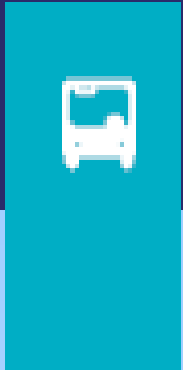
Citizens use public transit and active modes of transportation

Corporate Measure

4.1.1 Transit ridership per capita

3-year Recommended Target	10-year Recommended Target
Increase to 100 rides per capita.	Increase to 107 rides per capita

Measures Information – Shift Edmonton’s Transportation Mode



Corporate Outcome 4.1

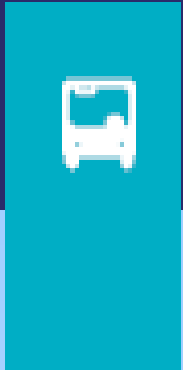
Citizens use public transit and active modes of transportation

Corporate Measure

4.1.2 Overall transportation mode split

3-year Recommended Target	10-year Recommended Target	
As the overall mode split is typically measured once a decade only, it is not appropriate to set targets for a 3-year timeframe		<u>Target*</u>
	Auto Driver	- 2.0%
	Auto Passenger	+ 0.5%
	Transit	+ 1.0%
	Walk	+ 0.3%
	Cycle	+ 0.2%
	Other	-
*as a share of total trips.		

Measures Information – Shift Edmonton’s Transportation Mode



Corporate Outcome 4.2

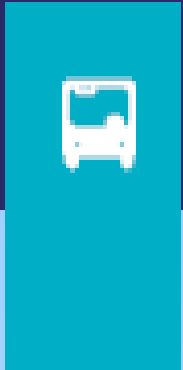
Goods and Services move efficiently through the city

Corporate Measure

4.2.1 Business satisfaction survey on the transportation system

3-year Recommended Target	10-year Recommended Target
A business satisfaction survey on the movement of goods and services is being developed in 2011. Targets will be developed once the survey has been conducted.	Targets will be developed once the survey has been conducted.

Measures Information – Shift Edmonton’s Transportation Mode



Corporate Outcome 4.2

Goods and Services move efficiently through the city

Corporate Measure

4.2.2 Travel Time and Reliability for Goods and Services Movements on Select Corridors

3-year Recommended Target	10-year Recommended Target
Maintain a weighted average trip time below 75 +/- 7 seconds per kilometer.	Maintain a weighted average trip time below 75 +/- 7 seconds per kilometer.

Measures Information – Shift Edmonton’s Transportation Mode



Corporate Outcome 4.3

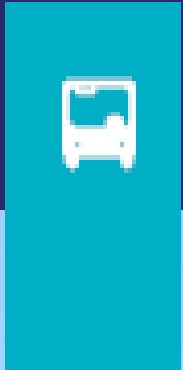
The transportation system is integrated, safe and gives citizen choice their mode of movement.

Corporate Measure

4.3.1 Rate of collisions at intersections per 1,000 population.

3-year Recommended Target	10-year Recommended Target
15.8 vehicle collisions at intersections per 1,000 population.	13.5 vehicle collisions at intersections per 1,000 population.

Measures Information – Shift Edmonton’s Transportation Mode



Corporate Outcome 4.3

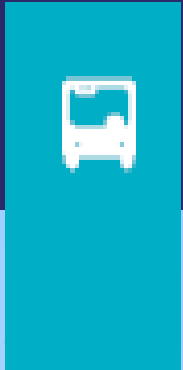
The transportation system is integrated, safe and gives citizen choice their mode of movement.

Corporate Measure

4.3.2 Rate of transportation-related injuries per 1,000 population.

3-year Recommended Target	10-year Recommended Target
7 or fewer transportation related injuries per 1,000 population.	7 or fewer transportation related injuries per 1,000 population.

Measures Information – Shift Edmonton’s Transportation Mode



Corporate Outcome 4.3

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

Corporate Measure

4.3.3 Rate of Criminal Code incidents on transit per 100,000 rides.

3-year Recommended Target	10-year Recommended Target
The three-year recommended target is 1.02 incidents per 100,000 ridership.	The ten-year recommended target is 0.87 incidents per 100,000 ridership.

Measures Information – Shift Edmonton’s Transportation Mode



Corporate Outcome 4.3

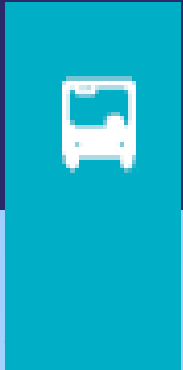
The transportation system is integrated, safe and gives citizen choice their mode of movement.

Corporate Measure

4.3.4 Proportion of Missing Links of Sidewalk and Shared-use Paths constructed in existing areas of the City.

3-year Recommended Target	10-year Recommended Target
60 km of sidewalks and shared use paths to be constructed.	200 km of sidewalks and shared use paths to be constructed. Meeting the 10-year target would contribute to the 10-year infrastructure plan of the Sidewalk Strategy which is one aspect of the Sidewalk Strategy. These targets are considered aspirational.

Measures Information – Shift Edmonton’s Transportation Mode



Corporate Outcome 4.3

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

Corporate Measure

4.3.5 Proportion of total planned kms of on-street cycling facilities implemented

3-year Recommended Target	10-year Recommended Target
120 km of the on-street cycling network constructed.	400 km of the on-street cycling network constructed. Meeting the 10-year target would contribute to the 10-year infrastructure plan of the Bicycle Transportation Plan which is one aspect of the Bicycle Transportation Plan . These targets are considered aspirational.

Measures Information – Improve Edmonton’s Livability



Corporate Outcome 2.3

Complete collaborative communities that are accessible, strong, and inclusive with access to a full range of services.

Corporate Measure

2.3.3 Disabled Adult Transit Service (DATS) Ride Accommodation Rate

3-year Recommended Target	10-year Recommended Target
Maintain the accommodation rate above 98%	Maintain the accommodation rate above 98%