

# PROGRESS MEASURES

**THE WAY WE MOVE**  
MAY 2010





# EXECUTIVE SUMMARY

*The Way We Move* is the City of Edmonton's Transportation Master Plan (TMP) that establishes a framework for how the City will address its future transportation needs. The TMP provides strategic direction for planning, designing, building, and operating the City of Edmonton's transportation system for the next thirty years. The TMP has two companion documents: an Implementation Plan, which lays out the immediate-term transportation priorities for the City, and a Progress Measures Report, which provides insight into the City's progress towards the TMP Strategic Goals. The seven TMP Strategic Goals define the horizon that Edmonton is travelling towards. The Goals are highly interrelated, and so success in meeting any one of these goals will require progress towards the other goals as well.

Progress measures are a way of monitoring progress toward the Goals and a way of gathering information to make well-informed decisions that will be reflected in the Corporate Budget Cycles, Capital Priorities Plans and Operating Budgets.

The Progress Measures Report outlines progress measures for each of the TMP's Strategic Goals. Similar to the Strategic Goals themselves, the progress measures are also interrelated and have been assigned to the goals whose progress they monitor most directly.

The Progress Measures Report also includes recommended targets. Targets hold the City accountable to the TMP and help to justify decisions to the public. They give the citizens of Edmonton a clear indication of what the City intends to achieve while also providing direction to the City Administration and encouraging the team to work towards the goals.

Fundamentally, progress measures and their associated targets provide the link between policies and the day-to-day actions of the organization, and thus enable the TMP to continue to inform the City's work. This linkage is reflected and will continue to be reflected in TMP Implementation Plans. The TMP Progress Measures Report will be updated annually.

The Progress Measures Summary Chart on the following pages summarizes the current status and trend associated with each of the progress measures. Detailed descriptions and explanations for each measure are provided further on in this report.

The status of each measure is based on the current data available for that measure; where no current data is available no status is given. The assessment of status considers whether we are currently on track to meet the target for that measure. This information will be used to inform the Implementation Plan. Similarly, the trend for each measure is based on the last several sets of data; where multiple sets of data are not available, no trend is given. The assessment of trends considers whether we are currently moving towards the target for that measure.

The following symbols are used in the Summary Chart to describe the status of each progress measure:

## STATUS



On Track



Attention Required



Action Required

## TREND



Improving



No Change



Deteriorating

# PROGRESS MEASURES SUMMARY CHART

	STATUS	TREND	
TRANSPORTATION AND LAND USE INTEGRATION			Average Commute Distance
			Proportion of Population and Employment near LRT Nodes, Transit Centres, and Transit Avenues
			Proportion of New Development that is Transit Oriented Development
ACCESS AND MOBILITY			Proportion of Missing Links of Sidewalk and Shared-Use Paths Constructed in Existing Areas of The City
			Proportion of Total Planned Kilometres of On-Street Cycling Facilities Implemented
			DATS Ride Accommodation Rate
			Number of Transportation Supply Management Tools Implemented
			Travel Time and Reliability for Goods and Services Movements on Select Corridors
			Travel Time and Reliability for Public Transit Between Select Origins and Destinations
TRANSPORTATION MODE SHIFT			Overall Mode Split
			Commute to Work Mode Split
			Transit Ridership per Capita
			Vehicle Registrations per Capita

SUSTAINABILITY

TREND



Transportation Sector Greenhouse Gas Emissions per Capita



Transportation Infrastructure Gap



Proportion of Average Edmonton Household Expenditures that are Spent on Transportation

HEALTH AND SAFETY

STATUS



TREND



Rate of Vehicle Collisions at Intersections per 1,000 Population



Rate of Transportation-Related Injuries per 1,000 Population



Rate of Criminal Code Incidents on Transit per 100,000 Rides

WELL-MAINTAINED INFRASTRUCTURE

STATUS



TREND



Condition Rating Distribution for Arterial Roads



Condition Rating Distribution for Neighbourhood Roads



Condition Rating Distribution for Bridges



Proportion of Instances of Snow Removal from Major Roads within 48 hours of a Weather Event

ECONOMIC VITALITY

STATUS



TREND



Number of People Entering the Downtown by All Modes



Results of Satisfaction Survey of Edmonton Businesses



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## 1.0 INTRODUCTION

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### 1.1 What is *The Way We Move*?

*The Way We Move* is the City of Edmonton's Transportation Master Plan (TMP) that establishes a framework for how the City of Edmonton will address its future transportation needs. Edmonton is the fifth largest of Canada's municipalities with a population of approximately 780,000 in 2009. It is part of a thriving region which currently includes over one million people.

Over the next 30 years, Edmonton's population is expected to exceed one million people, while the region is anticipated to exceed a population of 1.6 million people. This growth will bring about enormous levels of change and challenge as the City delivers services to many new people, businesses and industries.

The *The Way We Move* reflects citizens' values and directs appropriate decision-making, while considering the long-term and often indirect impacts of those decisions. Its Strategic Goals, Objectives, and Actions give direction for the management of the transportation system, and provide a basis for making strategic planning and budgetary decisions.

*The Way We Move* was approved by Edmonton City Council in September 2009. It was developed together with the City's Municipal Development Plan (MDP), *The Way We Grow*, which establishes the City's policy direction for future land development and redevelopment decisions. This acknowledges that land use and transportation are inextricably linked, and that they must be approached in an integrated manner. As a result, the seven TMP Strategic Goals align closely with the Strategic Goals of the MDP.

### 1.2 The Progress Measures Report

*The Way We Move* provides strategic direction for planning, designing, building, and operating the City of Edmonton's transportation system for the next thirty years. *The Way We Move* has two companion documents: an Implementation Plan, which lay out the plans, policies, and projects for the City, and a Progress Measures Report, which provides insight into the City's progress towards the TMP Strategic Goals. The Progress Measures Report will be updated annually, and the Implementation Plan will be updated every three years to align with the City's budget cycle.

The seven TMP Strategic Goals define the horizon that Edmonton is travelling towards. They are highly interrelated, and so success in meeting any one of these goals will require progress towards the other goals as well. Measures have been assigned to the goals whose progress they monitor most directly.





THE WAY WE MOVE STRATEGIC GOALS

Transportation & Land Use Integration  
Access and Mobility  
Transportation Mode Shift  
Sustainability  
Health and Safety  
Well-Maintained Infrastructure  
Economic Vitality

THE WAY WE GROW STRATEGIC GOALS

Sustainable Urban Form  
Integrated Land Use & Transportation  
Complete, Healthy & Liveable Communities  
Urban Design  
Supporting Prosperity  
Natural Environment  
Working Within Our Region  
Managing Land and Resources  
Food and Urban Agriculture



### 1.3 What are Progress Measures?

Progress measures are a way of monitoring progress toward a result or goal and a way of gathering information to make well-informed decisions. Good performance measures should:

- Reflect various goals and perspectives
- Effectively indicate how well goals and objectives are met
- Be clearly defined
- Be simple, understandable, logical, and repeatable
- Allow supporting data to be collected economically
- Be suitable for trend and comparative analysis
- Be accessible, understandable, and useful to decision-makers and other stakeholders

Context provides progress measures with meaning, so it is very important to define success clearly, and to identify the limitations of the selected methods of measurement. Where possible, measures have been developed to take advantage of data that the City already collects, and otherwise where data is cost-effective to obtain. In addition, measures were developed to align with the City's other strategic documents. Finally, some measures have been developed to align with those reported by other jurisdictions, to allow for comparisons.

### 1.4 The Importance of Targets

Targets hold the City accountable to the plan and help to justify decisions to the public. They give the citizens of Edmonton a clear indication of what the City intends to achieve. They also provide direction to the City administration and encourage the team to work towards the goal.

When aligned with funding, targets are an indication as to whether existing funding levels are sufficient to achieve the goals, and allow City Council to shift funding if necessary. Fundamentally, progress measures and their associated targets provide the link between policies and the day-to-day actions of the organization, and thus enable the Transportation Master Plan to continue to inform the City's work.



## 1.5 How do we set Targets?

Since action on the *The Way We Move* commences immediately and will maintain a steady pace in order to reach the strategic goals in the long term, targets will be set on a 10-year basis. It is important that the City strike a balance between immediate achievability of targets and the need to reflect the magnitude of the ultimate strategic goals. In each case, targets are set in close collaboration with the relevant experts within City Administration, and are also informed by the experiences of other jurisdictions.

Targets can take several different forms. In many cases, other strategic plans in development or previously approved by City Council provide targets with which the TMP Progress Measures have been aligned. In many other cases, the City is already doing well, and so maintaining performance above a certain threshold has been set as the target. Where new targets were required, they either direct a return to a previous state, mitigate the influence of a declining trend, or achieve an improvement in performance to reflect the aspirational nature of *The Way We Move*.

For six of the seven TMP strategic goals, progress measures have been selected to report on the actions that will be taken by the City to achieve the goals. For the TMP goal "Sustainability", three statistics have been selected to reflect broad trends in the environmental, financial, and social sustainability of the transportation system in Edmonton.

## 1.6 A Guide to this Document

*The Way We Move* Progress Measures Report is organized by Strategic Goal, in the same order that they are presented in the TMP itself. The document includes 22 progress measures and 3 statistics, representing the seven Strategic Goals of the Transportation Master Plan. Currently, 4 of the 25 indicators are future measures, for which data does not yet exist. Those measures have been described and are in development in collaboration with *The Way We Grow* for inclusion in future versions of this report.

Each section starts with the relevant goal statement, which is followed by a quick-reference table of the measures and targets for that goal. Subsequent pages then provide brief explanations of each indicator and target. Where available, relevant background data from the past five years has been provided as a chart to illustrate recent trends. A brief discussion of each target, describing the current status and trends, is also included.

Not all measures are reported annually, as the collection frequency for some data is less than once per year.



## 2.0 ALIGNING WITH OTHER STRATEGIC PLANS

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*The Way We Move* is guided by and meant to achieve the City Vision, which is a creative description of Edmonton's future. The Vision guides our decisions, helps us set direction and encourages us to align our priorities as we work to make Edmonton the city we want it to become in 2040. The City Vision is included as Appendix I.

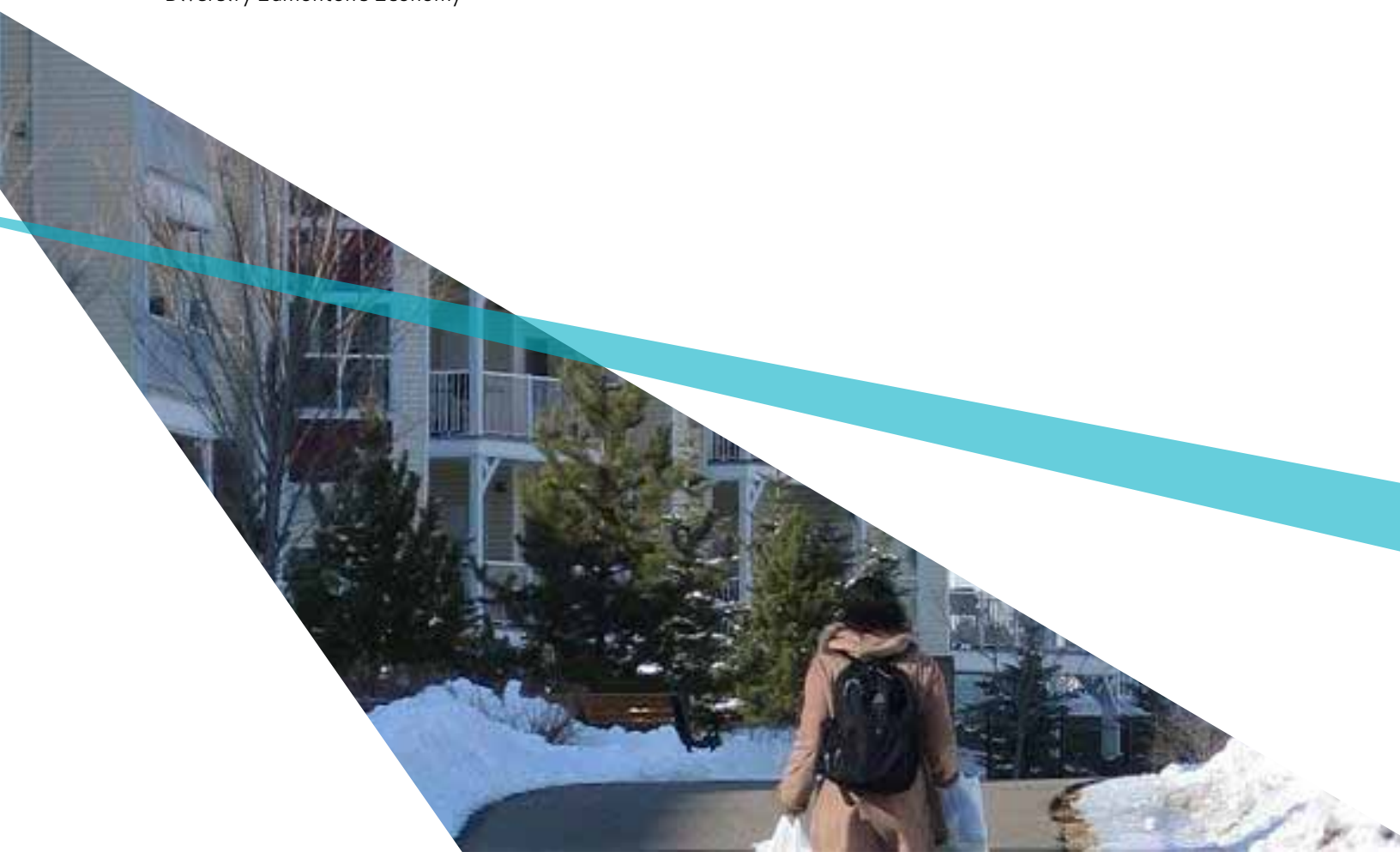
To further focus the City's efforts on achieving the Vision, Council developed *The Way Ahead* which identified six 10-year Strategic Goals. These goals will direct long term planning for the City and help set priorities for the delivery and improvement of services, programs and infrastructure. The 10-year Strategic Goals are:

- Preserve and Sustain Edmonton's Environment
- Improve Edmonton's Livability
- Transform Edmonton's Urban Form
- Shift Edmonton's Transportation Mode
- Ensure Edmonton's Financial Sustainability
- Diversify Edmonton's Economy

The City of Edmonton is currently aligning its strategic planning processes to ensure an integrated and holistic approach toward city building over the next three decades. There are six corporate plans that will work together to achieve the City Vision, guided by *The Way Ahead*:

- *The Way We Green*
- *The Way We Live*
- *The Way We Grow*
- *The Way We Move*
- *The Way We Finance*
- *The Way We Prosper*

The implementation of the City Vision and *The Way Ahead* is being led by the Deputy City's Managers Office through a series of Corporate and Department Strategic Roadmaps. This document has been aligned with this process to date.



## CITY VISION

### THE WAY AHEAD



## Strategic Goal

### TRANSPORTATION AND LAND USE INTEGRATION

The transportation system and land use / urban design complement and support each other so that the use of transit and transportation infrastructure is optimized and supports best practices for land use.

Transportation and land use are inextricably linked and impact Edmonton’s environmental, financial and social sustainability. New approaches to land use planning and development will allow people to live closer to where they want to go and closer to the high quality transit service they need to get there. Building communities around major transit infrastructure helps encourage transit use, develops a compact city, maximizes public infrastructure return on investment and minimizes Edmonton’s carbon and ecological footprint.

This goal encompasses the following ideas:

- Designing complete communities - where citizens can work, live and access services, entertainment and recreation - reduces the need for automobile travel.
- Ensuring regional coordination of public transportation contributes to labour force mobility.
- Focusing business and industrial developments in close proximity to corridors that move goods and services is efficient, adds to the economic vitality of Edmonton and the Capital Region and reduces goods movement traffic through residential areas.

	MEASURE	10-YEAR TARGET	STATUS	REPORTING FREQUENCY
<b>TL.1</b>	<b>Average Commute Distance</b>	Decrease to 7.5 km	7.8 km; Increasing	Every 5 Years; Federal Census
<b>TL.2</b>	<b>Proportion of Population and Employment near LRT Nodes, Transit Centres, and Transit Avenues</b>	[In Development in Collaboration with <i>The Way We Grow</i> ]	[In Development]	[Undetermined]
<b>TL.3</b>	<b>Proportion of New Development that is Transit Oriented Development</b>	[In Development in Collaboration with <i>The Way We Grow</i> ]	[In Development]	[Undetermined]



## TL.1 Average Commute Distance

### What does this progress measure tell us, and why is that important?

This progress measure tells us what the average straight-line distance is between households and their places of work. Although only 26% of daily trips made by Edmontonians are commuting trips, these are the trips that set the traffic pattern for each day and result in the periods of vehicle traffic congestion. A decrease in the distance between home and work for Edmonton households reduces demand for transportation infrastructure and reduces vehicle emissions. A shorter average commute distance also ensures that many Edmontonians have a reasonable opportunity to use active modes such as walking or cycling to get to work.

### Where are we today, and where are we going?

Currently nearly 2/3 of Edmontonians live within 10 km of their place of work, and fully 1/3 live within 5 km, as illustrated in figure TL.1-2. This is particularly relevant to mode choice decisions, as people are typically willing to walk no further than 3 km nor cycle more than 8 km. Between 1996 and 2006, Edmonton's average commute distance gradually increased from 7.6 km to 7.8 km (Fig. TL.1-1). This can be attributed primarily to suburban development patterns that located residential development far away from primary employment centres. The target is to reverse this trend and reduce the average commute distance to 7.5 km by 2021 through compact, mixed-use development near employment centres.

Figure TL.1 - 1: Average Commute Distance

Source: Statistics Canada

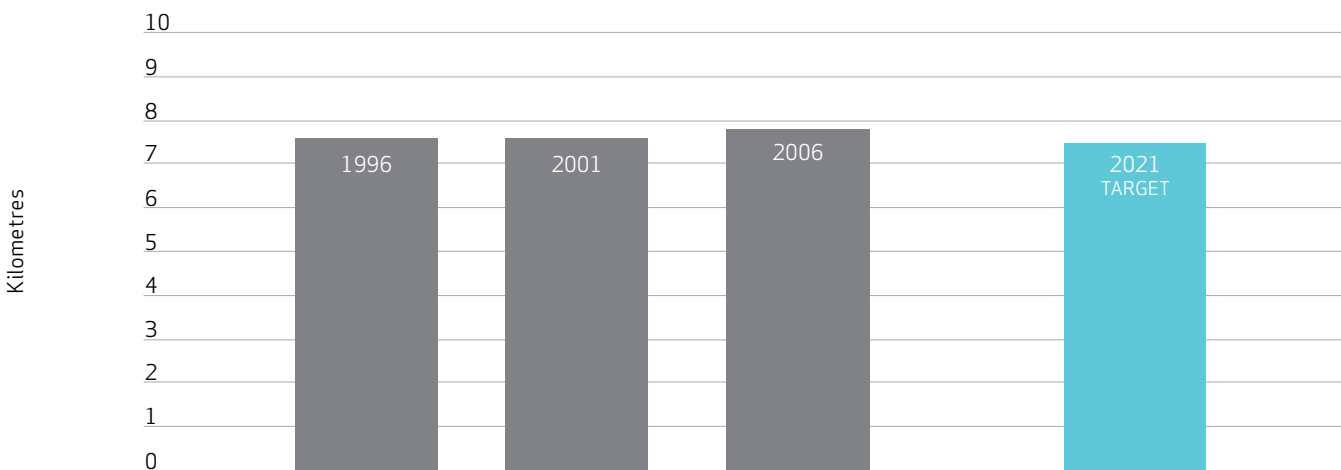


Figure TL.1 - 2: Distance from Home to Work, by Proportion of Population (2006)

Source: Statistics Canada





**TL.2****Proportion of Population and Employment near LRT Nodes, Transit Centres, and Transit Avenues****What does this progress measure tell us, and why is that important?**

This indicator tells us how many people are living and working within a 5-10 minute walking distance of frequent transit service. Living and working within a short walk of convenient transit service allows residents to make their commute and other trips by walking to and from transit. This offers Edmontonians a healthier, more affordable, and environmentally sustainable transportation option. Increasing the number of people who have this opportunity means that a mode shift to transit becomes more practical for a larger proportion of Edmonton's population.

**Where are we today, and where are we going?**

This measure is currently in development in collaboration with *The Way We Grow*, Edmonton's Municipal Development Plan. A target will be set and progress reported in future versions of this report.

**TL.3****Proportion of New Development that is Transit Oriented Development****What does this progress measure tell us, and why is that important?**

This indicator tells us how many of the new housing units in Edmonton are built as Transit Oriented Development (TOD) annually. TOD maximizes Edmonton's return on investment from LRT expansion, and will provide Edmontonians with the opportunity to live in walkable, highly liveable communities, which may result in greater overall affordability, improved health, and reduced environmental impact. An increase in the proportion of TOD means that Edmonton is making more effective use of its land and transportation system.

**Where are we today, and where are we going?**

This measure is currently in development in collaboration with *The Way We Grow*, Edmonton's Municipal Development Plan. A target will be set and progress reported in future versions of this report.

## Strategic Goal

### ACCESS AND MOBILITY

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

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Edmontonians' ability to move efficiently through the city helps define the city's livability. The economic prospects of both Edmonton and the Capital Region are affected by the efficient movement of people, goods and services. Edmonton's continuing role as a distribution and logistics centre is contingent upon an accessible and highly mobile transportation system. It is essential to the economy that commercial transportation vehicles are able to move freely throughout the region.

An accessible transportation system addresses the transportation needs of a diverse urban population regardless of mobility challenges or vehicle ownership. A twelve year old who needs to travel alone, a person living with physical or cognitive challenges, or a senior citizen should feel confident that their city's transportation system meets their needs. The ability of the growing senior population to age in place is dependent upon a transportation system that offers them a full range of options that are connected and integrated with each other.

Creating more livable complete communities where jobs, retail, medical, recreational, cultural and entertainment services are integrated within residential areas will help minimize the need to travel greater distances, increase the viability of all transportation modes and will help reduce overall vehicle traffic volumes.



MEASURE	10-YEAR TARGET	STATUS	REPORTING FREQUENCY
<b>AM.1</b> Proportion of Missing Links of Sidewalk and Shared-Use Paths Constructed in Existing Areas of the City	Increase to 200 km	10 km	Annually
<b>AM.2</b> Proportion of Total Planned Kilometres of On-Street Cycling Facilities Implemented	Increase to 400 km	0 km	Annually
<b>AM.3</b> DATS Ride Accommodation Rate	Maintain Above 98%	99.3%; Stable	Annually
<b>AM.4</b> Number of Transportation Supply Management Tools Implemented	Maintain above 75 per year	73	Annually
<b>AM.5</b> Travel Time and Reliability for Goods and Services Movements on Select Corridors	Maintain Below Average Travel Time of 75 sec/km and Reliability of +/- 7 sec/km	Avg. Travel Time: 68 sec/km; Avg Reliability: +/- 7 sec/km	Bi-Annually
<b>AM.6</b> Travel Time and Reliability for Public Transit Between Select Origins and Destinations	[In Development]	[In Development]	[Undetermined]



**AM.1****Proportion of Missing Links of Sidewalks and Shared-Use Paths Constructed in Existing Areas of the City**

**What does this progress measure tell us, and why is that important?**

This progress measure tells us what proportion of the total length of missing pedestrian infrastructure such as sidewalks and shared-use pathways the City has been able to construct to date to fill gaps in the existing pedestrian network. Sidewalks are the basic infrastructure required to support walking and transit use. Shared-use paths are trails and sidewalks on which it is legal to ride a bicycle, and are marked with shared-use signs. However many areas in the city have discontinuous links. Increasing and maintaining a robust program of pedestrian infrastructure construction means that more people will have the opportunity to use an accessible network of active mode facilities.

**Where are we today, and where are we going?**

This progress measure is informed by the Sidewalk Strategy (2009), which provides criteria for assessing which absent sidewalks are 'missing' – that is, which absent sidewalks would provide meaningful connections if constructed. Missing links in the pedestrian network have been identified across the city, in residential, commercial, and industrial areas. In many locations, the City is able to meet pedestrian needs while accommodating all other active modes, including cycling, by building shared-use pathways instead of sidewalk. The City's target of constructing 200 km of sidewalks and shared-use paths by 2020 would clear the backlog of existing requests for missing links, extend the network in support of transit in industrial areas, and provide increased connectivity across the city.

2010 will be the first construction year for the Sidewalk Strategy. Progress will be reported in future versions of this report.

**AM.2****Proportion of Total Planned Kilometres of On-Street Cycling Facilities Implemented**

**What does this progress measure tell us, and why is that important?**

This progress measure tells us what proportion of the total length of on-street cycling routes the City has been able to construct to date. The planned network of on-street cycling facilities is comprised of 400 km of routes in a grid with approximately 3.2 km spacing, so that cyclists are never more than a 5 minute bike ride from a route. These on-street cycling routes will include a variety of facility types, including bike lanes, shared-use pathways, and sharrows. Maintaining a robust program of on-street cycling facility construction means that a well connected network of cycling routes will be available to an increasing number of Edmontonians.

**Where are we today, and where are we going?**

This progress measure is informed by the Bicycle Transportation Plan Update (2009), which describes a cross-city network of on-street cycling facilities of approximately 400 km in length. While none of the network is yet built, significant construction is anticipated for 2010. With the exception of some shorter sections of the overall network which will have to wait on other major long-term capital investments, the City's target is to implement this 400 km network by 2020.

2010 will be the first construction year for the Bicycle Transportation Plan Update. Progress will be reported in future versions of this report.



## AM.3 Disabled Adult Transit Service (DATS) Ride Accommodation Rate

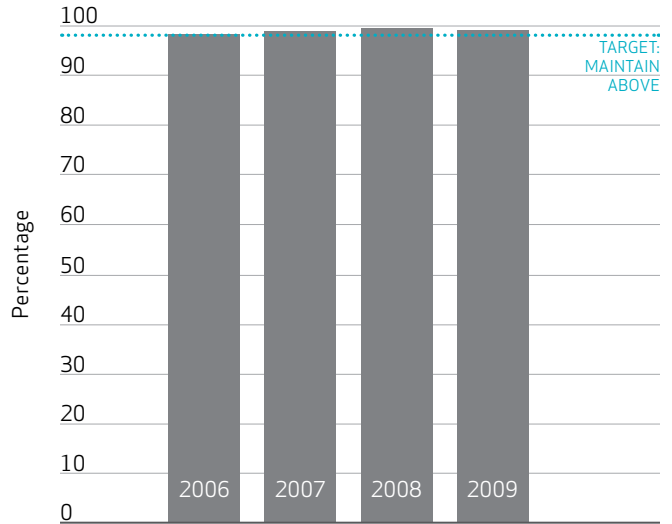
### What does this progress measure tell us, and why is that important?

This progress measure tells us what proportion of calls for service DATS was able to provide. Improvements to the accessibility of Edmonton Transit's regular service can help to provide transit service to a greater range of Edmontonians, and 100% of the transit fleet is now low-floor. However, some people have mobility challenges that require additional assistance or specialized vehicles. Maintaining a high ride accommodation rate means that DATS has been able to provide service upon request.

### Where are we today, and where are we going?

The DATS ride accommodation rate for the past few years has increased to over 99%. The City's target is to maintain the ride accommodation rate higher than 98%.

Figure AM.3: Ride Accommodation Rate



## AM.4 Number of Transportation System Management Tools Implemented

**What does this progress measure tell us, and why is that important?**

This progress measure tells us how many transportation system management tools have been added to the City's traffic management system on an annual basis. Tools include cameras, electronic signage, traffic signals, and traffic flow detectors. Investments in transportation system management tools help to maintain the efficiency of the roadways and allow for increased traffic volumes without further expansion of the roadway network.

**Where are we today, and where are we going?**

In 2008, an atypical number of tools were implemented as part of the major infrastructure projects related to Whitemud Drive and the Quesnell Bridge. However, 2009 saw a more typical annual investment. The City's target is to maintain an investment level of 75 units of Transportation System Management tools per year.

Figure AM.4: Transportation System Management Tools

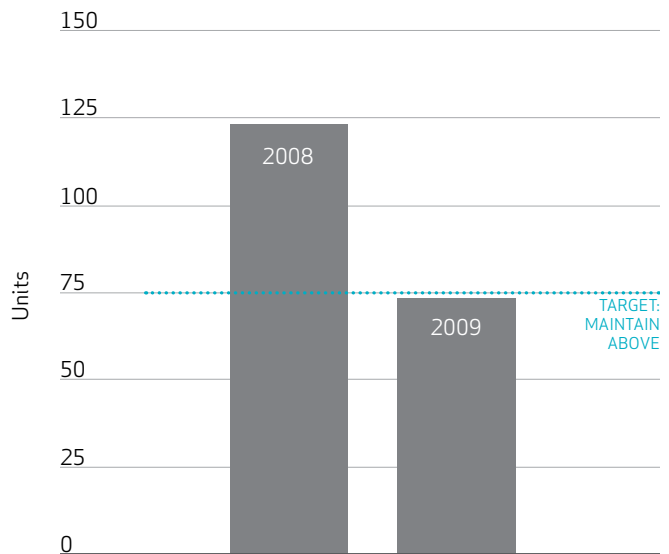


PHOTO BY HEIDI GERMAN

**AM.5****Travel Time and Reliability for Goods and Services Movements on Select Corridors**

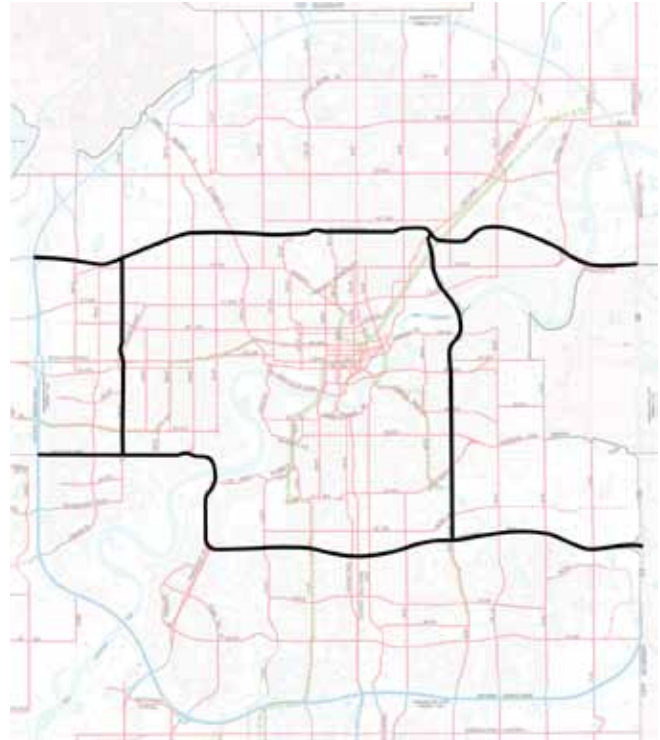
**What does this progress measure tell us, and why is that important?**

This progress measure gives us a weighted average of both the vehicle travel time per kilometre and travel time reliability per kilometre. The four corridors that are included are: Yellowhead Trail, Whitemud Drive, 75 Street, and 170 Street. The measure is given per kilometre to account for the fact that the four corridors have significantly different lengths. The weighting is based on actual truck traffic, and assigns increased importance to routes with higher volumes. The movement of goods and delivery of services are key to the economic vitality of Edmonton. Businesses need to be able to count on effective and reliable corridors for transportation. Maintaining the time and variability of trips on goods movement corridors means that businesses in Edmonton and the Capital Region have access to an efficient and effective transportation network.

**Where are we today, and where are we going?**

The current average travel time per kilometre on the selected corridors is 68 seconds, with a variability of +/- 7 seconds. As both truck and commuter traffic volumes increase, it is anticipated that overall travel times would gradually increase, and reliability would decrease on these corridors. However, the City's target is to maintain an average travel time per kilometre below 75 seconds per kilometre and an average variability of +/- 7 seconds per kilometre, to help mitigate the impact of increased traffic.

**Figure AM.5: Goods Movement Travel Time Corridors**





## AM.6 Travel Time and Reliability for Public Transit Between Select Origins and Destinations

What does this progress measure tell us, and why is that important?

This progress measure tells us how many minutes it takes for a transit trip, and how reliable that time is between select origins and destinations. Improving the competitiveness of transit travel times and reliabilities are a means of making transit travel more attractive to citizens. Maintaining good transit travel times and improved reliability on these select corridors increases the attractiveness of taking transit.

Where are we today, and where are we going?

This measure is currently in development. A target will be set and progress reported in future versions of this report.





## 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.

Encouraging fewer single occupant vehicle trips reduces the pressure on the roadway system and reduces the need for increased roadway investment. Moving more people in proportionately fewer vehicles adds to overall transportation system efficiency, minimizes environmental impacts and maximizes the effectiveness of financial investments in the transportation system. It also increases the efficiency of goods movement.

Mode shift will be incremental. For example, more families could choose to own one automobile instead of two because they will be confident that other transportation modes will enable them to move conveniently throughout the city. Shifts in transportation modes will yield a significant benefit to personal and urban health and to environmental sustainability.

MEASURE	10-YEAR TARGET	STATUS	REPORTING FREQUENCY
<b>TM.1</b> Overall Mode Split	Auto Driver: -2.0 % Passenger: +0.5 % Transit: +1.0 % Walk: +0.3 % Cycle: +0.2 %	2005 Auto Driver: 56.9% Passenger: 20.5% Transit: 8.6% Walk: 11.1% Cycle: 1.0%	Every 10 years; Household Travel Survey
<b>TM.2</b> Commute to Work Mode Split	Auto Driver: -3.0 % Passenger: +0.5 % Transit: +2.0 % Walk: +0.3 % Cycle: +0.2 %	2006 Auto Driver: 75.0% Passenger: 7.8% Transit: 9.7% Walk: 5.1% Cycle: 1.1%	Every 5 years; Federal Census
<b>TM.3</b> Transit Ridership per Capita	Increase to 100	87.5; Unchanged	Annually
<b>TM.4</b> Vehicle Registrations per Capita	Maintain below 0.6	0.59; Unchanged	Annually

## TM.1 Overall Mode Split

### What does this progress measure tell us, and why is that important?

This progress measure tells us, based on an average day in Edmonton, the proportions of all daily trips that are made by the various modes of transportation. Disproportionate use of automobiles has a large negative impact on environmental sustainability. In addition, Alberta Health Services has reported on the link between automobile dependence and negative influences on population health (“Designing Healthy Places”, Sept 2007), and so encouraging greater use of walking and cycling can help improve the health of Edmontonians. Reducing automobile dependence could also help mitigate Edmontonians’ susceptibility to fuel price volatility, and shifting away from automobile use helps reduce exposure to vehicle collisions. Shifting from driving alone to riding transit, walking, and cycling more means that Edmontonians are making more efficient and effective use of the transportation system.

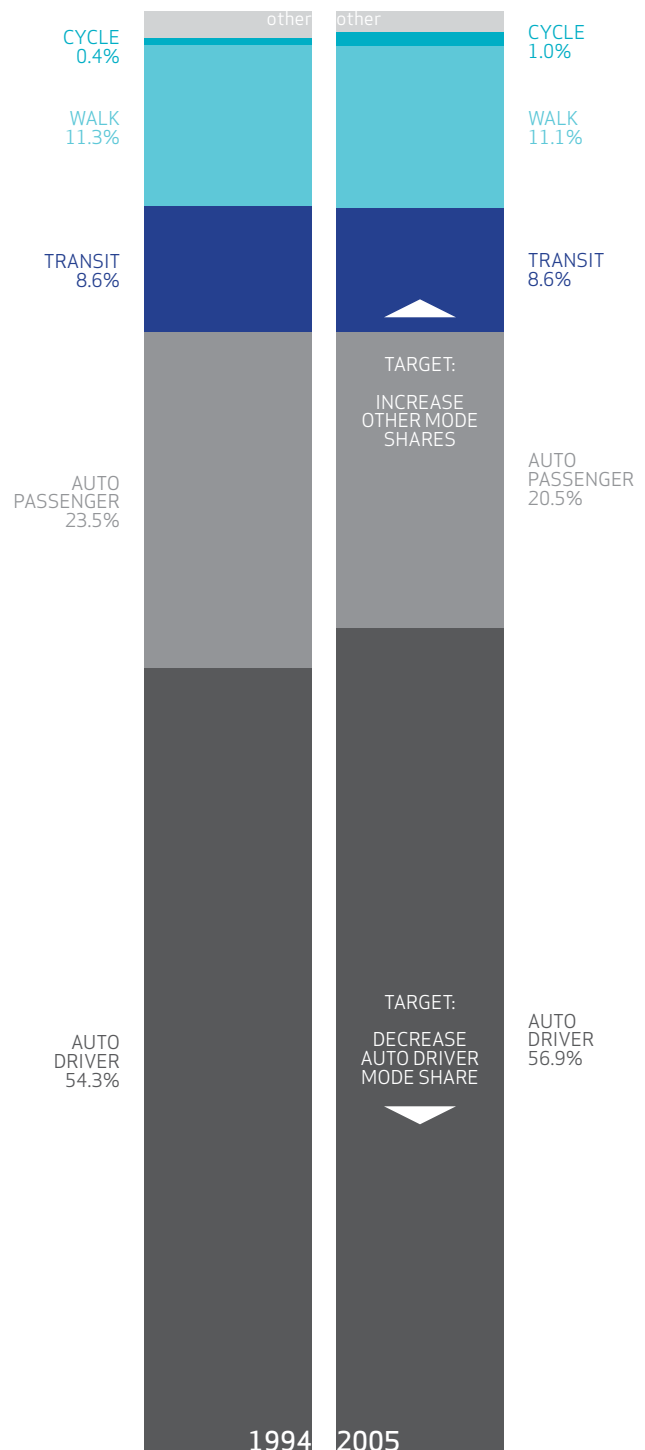
### Where are we today, and where are we going?

Between the 1994 and 2005 Household Travel Surveys the total number of trips made by Edmontonians on an average day increased from 2,255,000 to 2,565,000. During that time, the proportion of trips made by driving alone increased, however the overall proportion of trips made by automobile remained essentially unchanged at nearly 80% as of 2005. The ‘business as usual’ projection for the next 10 years anticipates that this trend would continue, with driving increasing as a share of the total mode split. Since driving alone actually decreased for commute to work trips (see Figure TM.2), a focus on shifting off-peak travel patterns is clearly important to influencing the overall mode split.

One goal of *The Way We Move* and *The Way We Grow* is to reverse this trend. The City’s target is to reduce the Auto Driver mode share by 2.0 percentage points from its 2010 state, and increase the mode shares of Auto Passenger by 0.5, Transit by 1.0, Walking by 0.3, and Cycling by 0.2 percentage points by 2020. A further reduction in Auto Driver would be made possible by extension of the LRT network to the West, Southeast and Northwest.

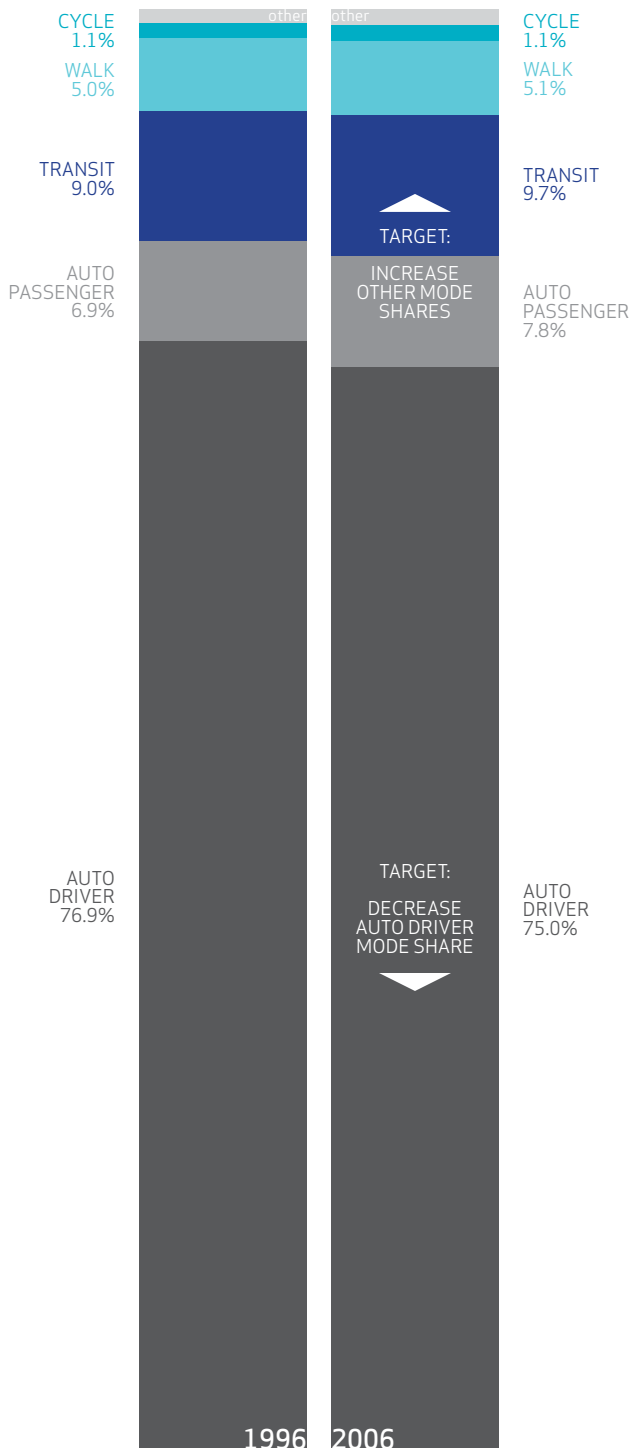
The most recent data for the overall mode split is from 2005. Gathering current data would allow the City to determine this measure’s status and validate the target.

Figure TM.1: Overall Mode Split



## TM.2 Commute to Work Mode Split

Figure TM.2: Commute to Work Mode Split



**What does this progress measure tell us, and why is that important?**

This progress measure tells us, based on an average day in Edmonton, the proportions of commute to work trips that are made by the various modes of transportation. Although only 26% of daily trips made by Edmontonians are commute to work trips, these are the trips that set the traffic pattern for each day, resulting in the periods of vehicle traffic congestion, thus influencing the capacity requirements of the transportation network, and impacting goods and service movements.

**Where are we today, and where are we going?**

As of the 2006 Federal Census, Edmontonians made more than 3/4 of their commuting trips by driving alone. This was a slight decrease in the Auto Driver mode share from the 1996 Federal Census, and was balanced by slight increases in both Auto Passenger and Transit mode shares. Walking and Cycling mode shares remained essentially unchanged. While this trend would continue to gradually reduce the Auto Driver mode share, through the implementation of *The Way We Move* and *The Way We Grow* this trend can be accelerated.

Therefore, the City's target is to reduce the Auto Driver mode share by 3.0 percentage points from its 2010 state, and increase the mode shares of Auto Passenger by 0.5, Transit by 2.0, Walking by 0.3, and Cycling by 0.2 percentage points by 2020. A further reduction in Auto Driver would be made possible by extension of the LRT network to the West, Southeast and Northwest.

The most recent data for the commute to work mode split is from the 2006 Federal Census. Gathering current data would allow the City to determine this measure's status and validate the target.

## TM.3 Public Transit Ridership per Capita

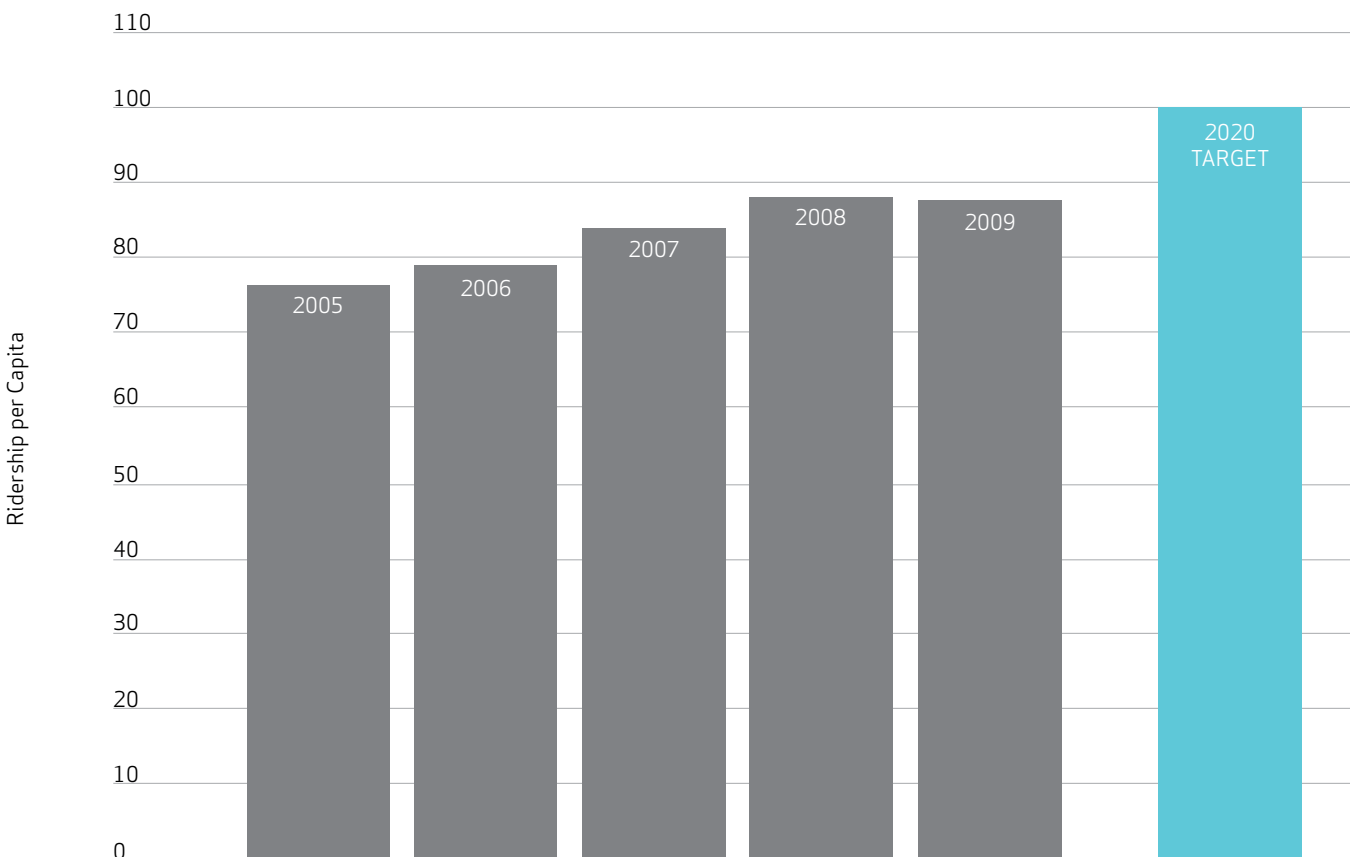
### What does this progress measure tell us, and why is that important?

This progress measure tells us how many rides are made annually on transit as a rate proportional to Edmonton's population. Ridership per capita is an indication of the effectiveness of Edmonton's public transit, which is one of the most efficient means of transporting large numbers of people in an urban environment. Increasing transit ridership per capita means that more people are taking transit, and implies that a greater proportion of daily trips are being made by transit.

### Where are we today, and where are we going?

Recently, transit ridership has benefited from the introduction of the U-Pass programs for University of Alberta and Grant MacEwan students, as well as success in encouraging employers to participate in the ETS@Work program. In addition, the extension of the LRT system to South Campus and beyond has also increased transit use. In 2009, transit ridership had stabilized at approximately 87.5 rides annually per capita. Through a mode shift to transit and an increase in travel activity over 10 years, the City's target is to increase transit ridership to 100 rides per capita annually by 2020. A further increase in Transit ridership per capita would be made possible by extension of the LRT network to the West, Southeast, and Northwest.

Figure TM.3: Public Transit Ridership per Capita



## TM.4 Vehicle Registrations per Capita

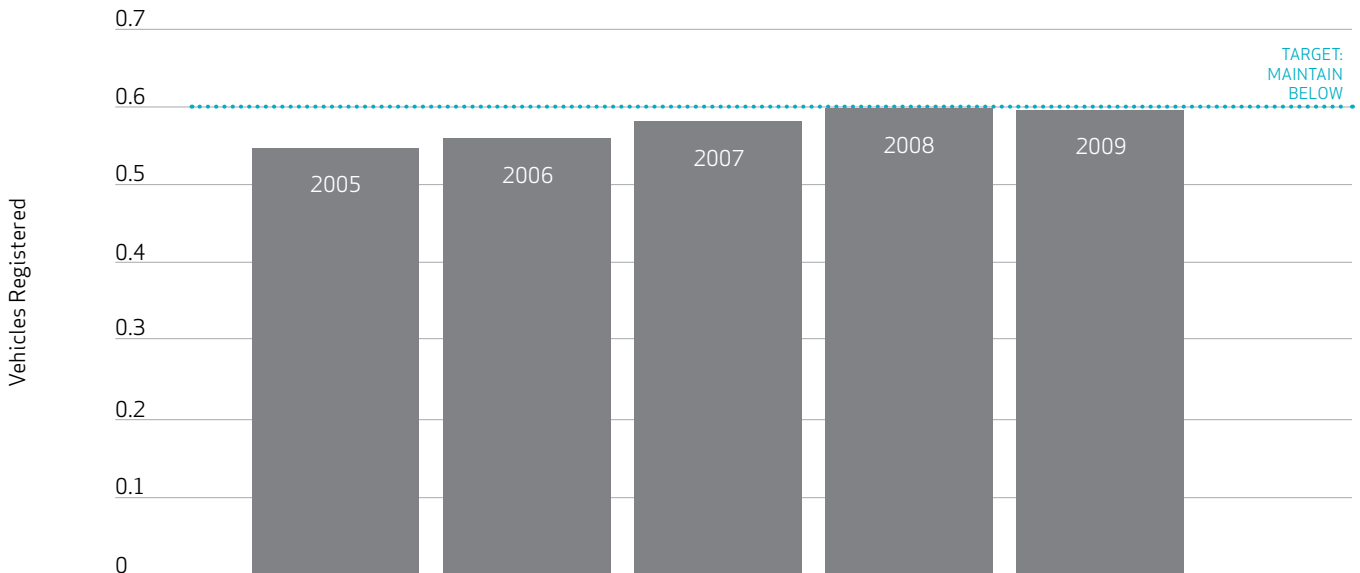
### What does this progress measure tell us, and why is that important?

This progress measure tells us how many vehicles are registered to owners living in Edmonton as a rate proportional to the population of Edmonton. While other factors can influence the number of cars that people own, the per capita rate of vehicle registrations is directly related to automobile dependence. Evidence shows that increases in the number of vehicles registered result in more automobile trips being made. A decrease in the vehicle registration rate implies that citizens do not require as many vehicles for their day to day activities. For example, increased Transit Oriented Development may provide better access to transit, and thus allow more families to own one car instead of two. Improving access to other transportation modes enables similar opportunities across the city.

### Where are we today, and where are we going?

While there are approximately 0.59 automobiles per capita in Edmonton. Many factors can influence this measure, for example a baby boom or the aging of the baby boomer demographic may decrease the proportion of the population able to drive. Vehicle registrations per capita is measured consistently across jurisdictions and so comparisons with other cities can be made. The City's target for vehicle registrations per capita is to maintain below a rate of 0.6 vehicles per person.

Figure TM.4: Vehicle Registrations per Capita







## Strategic Goal SUSTAINABILITY

Transportation decisions reflect an integrated approach to environmental, financial, and social impacts thereby creating sustainable, livable communities that minimize the need for new infrastructure and increase residents' quality of life.

The way a city grows and how its population moves impacts its future livability and its environmental, financial and social sustainability. The most effective way to minimize the transportation system's environmental impact is to reduce the scope and scale of that system so it is easier to make sustainable transportation mode choices. How a city designs its transportation facilities, how the transportation system and land uses are integrated and the way people choose to travel affects a city's air, water, and land quality and impacts the natural environment.

Capital construction is the beginning of an ongoing financial commitment to operate and maintain a transportation system. A compact city requires a smaller and less costly transportation system. Integrating land uses and transit planning maximizes the effectiveness of taxpayer investment in infrastructure. Completing and servicing communities in succession rather than in parallel is a more efficient method of providing city infrastructure and services. Promoting the reuse and redevelopment of underutilized facilities that already exist will rejuvenate our neighbourhoods and help to optimize use of infrastructure, including investments in the transportation system.

Creating livable, complete communities where people of all ages and abilities have access to social, educational, recreational, employment and medical opportunities reduces the need to travel outside the community and adds to the social sustainability of individual neighbourhoods and the city as a whole.

	STATISTIC	TREND	REPORTING FREQUENCY
<b>SU.1</b>	Transportation Sector Greenhouse Gas Emissions per Capita	Increasing	Annually
<b>SU.2</b>	Transportation Infrastructure Gap	[No Trend Data]	Bi-Annually
<b>SU.3</b>	Proportion of Average Edmonton Household Expenditures that are Spent on Transportation	Increasing	Annually

## SU.1 Transportation Sector Greenhouse Gas Emissions per Capita

**What does this statistic tell us, and why is that important?**

This statistic tells us what the greenhouse gas emissions of the transportation sector in Edmonton were annually per person, based on fuel sales in the city and electricity usage by City operations such as streetlights, traffic signals, and the LRT. Many different factors influence the amount of transportation sector greenhouse gases that are emitted, however transportation mode choice, transit and land use integration, and the availability of a comprehensive range of transportation facilities are. Shifting Edmontonians' transportation mode choices from driving to riding transit, walking, and cycling will significantly reduce GHG emissions in Edmonton. A decrease in greenhouse gas emissions would indicate that Edmonton is progressing towards one of its key goals for environmental sustainability.

Further information on the state of Edmonton's environment, and the role that the City plays, will be found in *The Way We Green*, which is currently in development.

Figure SU.1-1: Transport Sector Emissions per Capita

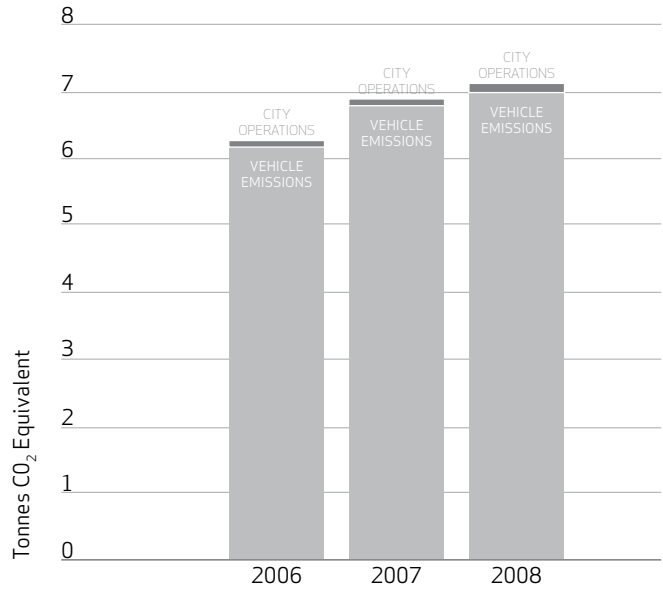
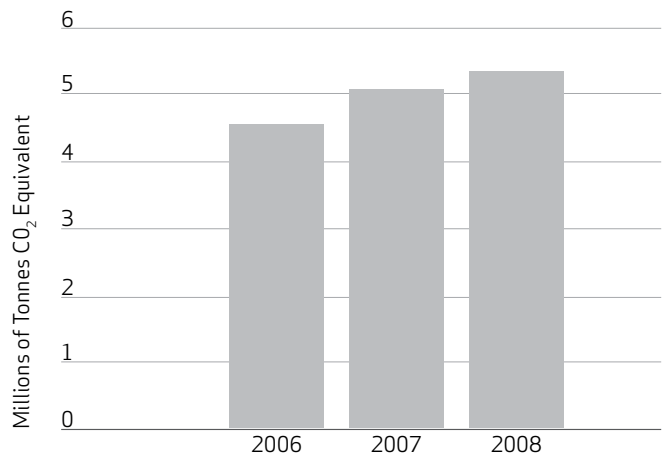


Figure SU.1-2: Total Transport Sector Emissions

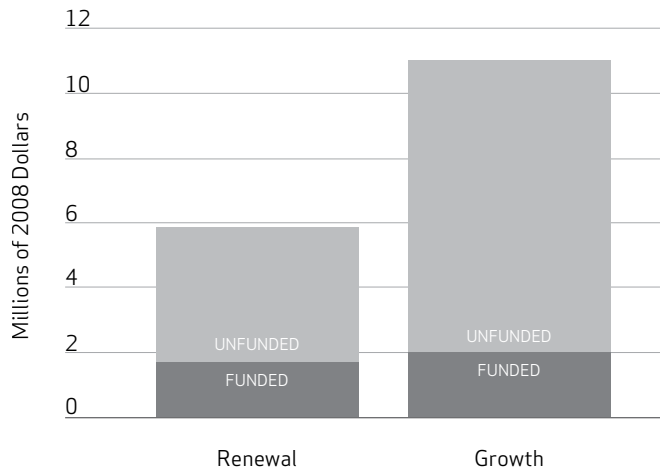


## SU.2 Transportation Infrastructure Gap

**What does this statistic tell us, and why is that important?**

This statistic tells us the difference between the funds required for renewal and new construction of transportation-related capital infrastructure, and the total funded amount for those investments. A large infrastructure gap can result in poorly maintained infrastructure, which can mean that it costs much more to keep the roads safe and operational, and reduces livability of Edmonton’s neighbourhoods. In addition, the city’s economic vitality can suffer when new capacity is not provided for the movement of goods and services. Finally, if significant infrastructure for transit and active modes remains unfunded, it can be a barrier to mode shift. A decrease in the infrastructure gap would indicate that Edmonton is closer to one of its key goals for financial sustainability. The information in figure SU.2 is based on the 2008-2017 Preliminary 10-Year Capital Investment Agenda. Projects will be refined with future updates of the TMP Implementation Plan.

Figure SU.2: Transportation Infrastructure Gap



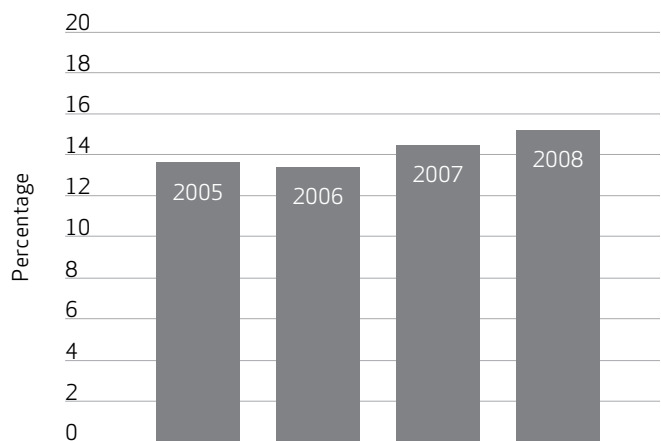
## SU.3 Proportion of Average Edmonton Household Expenditures that are Spent on Transportation

**What does this statistic tell us, and why is that important?**

This statistic tells us, on average, what proportion of Edmonton household spending is on transportation related expenses annually. Transportation is the second largest expenditure (15.2%) of Edmonton households after shelter (18.3%) as a proportion of income. In general, land values and housing prices decrease with distance from the city centre. However, the added and potentially increasing cost of transportation may diminish the relative discount realized.

In Edmonton, there is currently very little relationship between transportation costs and location due to the homogeneous nature of development patterns. However, as compact neighbourhoods are built that have walkable streets, access to transit, and a wide variety of stores and services there will be increased choices for families. Although these types of developments may cost more for shelter, being able to walk, take transit and own fewer automobiles means a family can spend less on transportation costs. Further benefits may include shorter travel times, improved public health and reduced greenhouse gas emissions.

Figure SU.3: Proportion of Income Spent on Transport



## Strategic Goal

### HEALTH AND SAFETY

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The transportation system supports healthy, active lifestyles, and addresses user safety and security including access for emergency response services, contributing to Edmonton's livability.

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Community design, access to transportation opportunities and a transportation system that enables effective emergency response services affects individual, community and environmental health. Providing opportunities to safely incorporate physical exercise into daily activities in all four seasons contributes to improved livability, population health, and environmental sustainability.

Creating a city conducive to active transportation contributes to a strong sense of community. Increasing density and creating human scale, walkable communities increases citizen security by adding more eyes on the street. Walkable communities also appeal to people from a broad range of ages and abilities, thereby enhancing social health. Over the past several decades the number of children who walk to school has declined significantly. Creating and keeping more walkable, complete communities will encourage healthy, active lifestyles for future generations.

Edmonton's transportation system is one of its largest assets. The transportation system is a public amenity, and when it is designed to promote the movement of people rather than just vehicles, our transportation system can add to the enjoyment of urban living and have a positive impact on health and safety.



	MEASURE	10-YEAR TARGET	STATUS	REPORTING FREQUENCY
<b>HS.1</b>	<b>Rate of Vehicle Collisions at Intersections per 1,000 Population</b>	Decrease by 20% to 13.5	16.8; Decreasing	Annually
<b>HS.2</b>	<b>Rate of Transportation-Related Injuries per 1,000 Population</b>	Maintain Below 7.0	6.6; Decreasing	Annually
<b>HS.3</b>	<b>Rate of Criminal Code Incidents on Transit per 100,000 Rides</b>	Decrease by 2.0%	1.09; Decreasing	Annually

## HS.1 Rate of Vehicle Collisions at Intersections per 1,000 Population

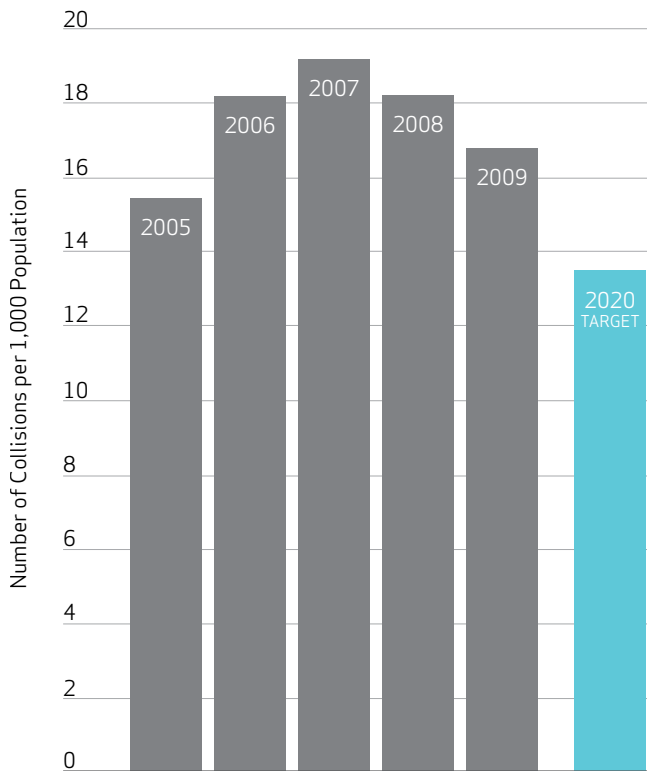
**What does this progress measure tell us, and why is that important?**

This progress measure tells us how many vehicle collisions in intersections are reported annually as a rate proportional to the population of Edmonton. Collisions have impacts beyond injuries, including property damage and perception of safety. Through the planning, design, operation, and maintenance of Edmonton’s streets, the City has a strong influence on safety. A decrease in the number of collisions at intersections per capita is a necessary condition to reducing the magnitude of property damage from collisions, and implies that transportation safety in Edmonton has improved.

**Where are we today, and where are we going?**

Recently, the rate of vehicle collisions at intersections per 1,000 population in Edmonton has been decreasing from its 2007 high of nearly 19. Initiatives which may further reduce the collision rate include improving the design of right-turn cut-offs, addressing speeding in neighbourhoods, and addressing high collision locations. The City’s target is to reduce this collision rate by 20% to 13.5 by 2020. Provincial and Federal targets for collision reduction are due to be set this year, and this may require re-evaluation of the City’s target in the near future to align.

Figure HS.1: Vehicle Collisions at Intersections



## HS.2 Rate of Transportation-Related Injuries per 1,000 Population

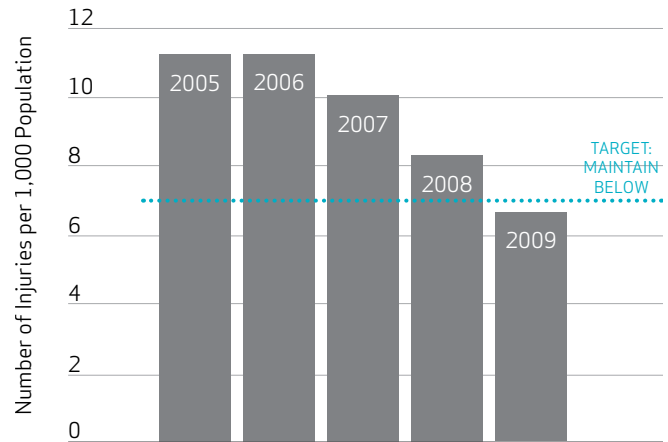
**What does this progress measure tell us, and why is that important?**

This progress measure tells us how many collisions resulting in injuries were reported in Edmonton as a result of people using the transportation system annually, as a rate proportional to the city's population. Injuries, including fatal injuries, are the highest severity of safety incidents for any mode of transportation. At present data is not available for transportation-related injuries that do not involve automobiles. A reduction in the rate of injuries means that the transportation system is safer to use.

**Where are we today, and where are we going?**

Edmonton's rate of transportation related injuries has decreased sharply since 2006. Initiatives which may help maintain this low injury rate include improving the design of right-turn cut-offs, addressing speeding in neighbourhoods, and addressing high collision locations. The City's target is to maintain the rate below 7.0 injuries per 1,000 population.

Figure HS.2: Transportation-Related Injuries



## HS.3 Rate of Criminal Code Incidents on Transit per 100,000 Ridership

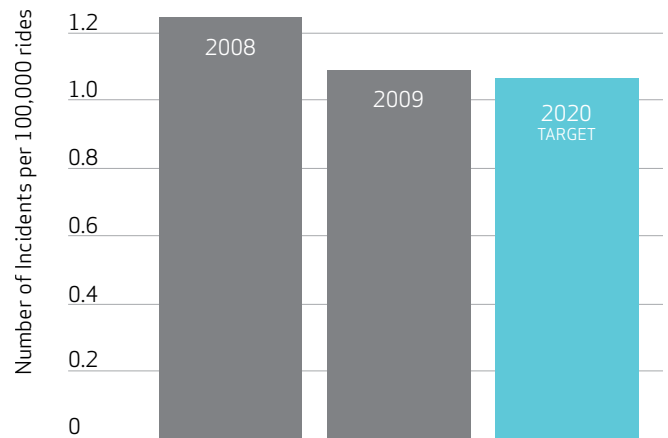
**What does this progress measure tell us, and why is that important?**

This progress measure tells us how many Criminal Code incidents were reported on transit as a rate per 100,000 ridership. Actual and perceived security are key factors influencing transit ridership. Reducing the rate of incidents means that transit operations are safer. Importantly, it also means that people are more likely to feel safe using transit, which implies that they are then more likely to shift to this mode of transportation.

**Where are we today, and where are we going?**

Currently, there are 1.09 criminal code incidents per 100,000 rides taken on the Edmonton Transit System. The City will reduce this rate by 2.0% to 1.07 by 2020.

Figure HS.3: Criminal Code Incidents on Transit



## Strategic Goal

### WELL-MAINTAINED INFRASTRUCTURE

The transportation system is planned and developed so that the city is able to keep it in a good state of repair, and future growth is accommodated in a fiscally responsible and sustainable manner.

A transportation system that is well-maintained in all seasons promotes economic vitality and a positive city image. Maintenance of our transportation system means keeping buses, roads, sidewalks and public spaces in good repair, clean and free from litter. This adds to Edmonton’s ability to compete globally for people, investment and visitors.

The state of a city’s transportation system also impacts the safety and mobility of its citizens. Sidewalks that are kept in good condition throughout all seasons greatly enhance the walkability of a city. Given the aging and diverse population, the need to ensure well-maintained sidewalks and curb ramps is imperative for a continued quality of life and safety.

Planning a transportation network with life cycle costing in mind will help meet citizen expectations for a well-maintained system now and into the future. Maintaining the current inventory of infrastructure is a primary focus and must be considered before adding new facilities; the future vitality and quality of life of our existing neighbourhoods depends upon it. Strategically managing urban growth will minimize the need for the addition of new infrastructure with its associated maintenance and operating costs, and minimizes the city’s carbon and ecological footprint.

MEASURE	10-YEAR TARGET	STATUS	REPORTING FREQUENCY
<b>WM.1</b> Condition Rating Distribution for Arterial Roads	Max. 2% in “very poor” condition; Max. 18% in “poor” condition	0.3% in “very poor” condition; 17% in “poor” condition	Bi-Annually
<b>WM.2</b> Condition Rating Distribution for Neighbourhood Roads	Max. 4% in “very poor” condition; Max. 20% in “poor” condition	3% in “very poor” condition; 22% in “poor” condition	Bi-Annually
<b>WM.3</b> Condition Rating Distribution for Bridges	Max. 2% in “very poor” condition; Max. 18% in “poor” condition	1% in “very poor” condition; 17% in “poor” condition	Annually
<b>WM.4</b> Proportion of Instances of Snow Removal from Major Roads within 48 hours of a Weather Event	Maintain at 100%	100%	Annually





## WM.1 Condition Rating Distribution for Arterial Roads

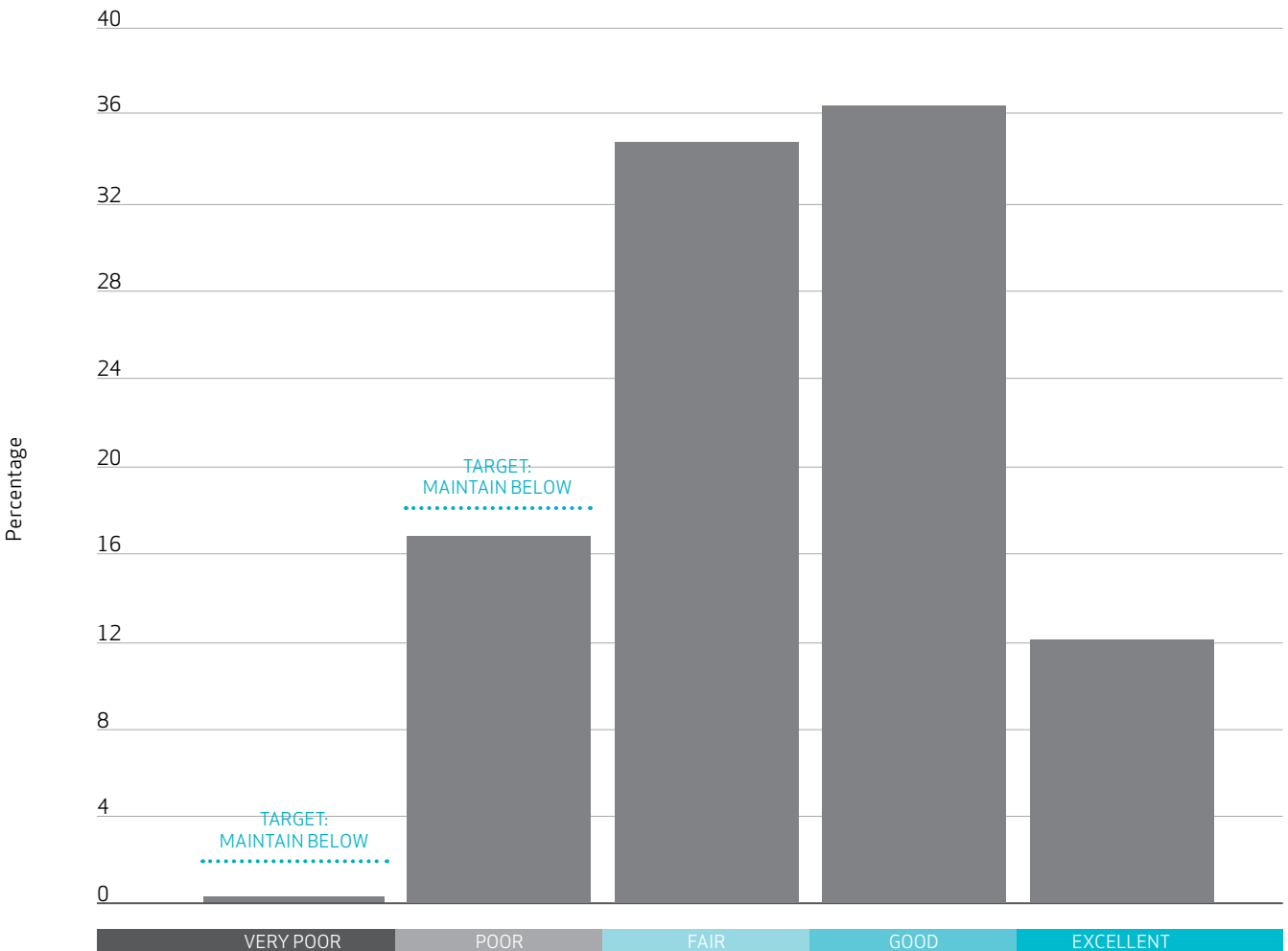
### What does this progress measure tell us, and why is that important?

This progress measure tells us what the distribution of pavement quality index (PQI) ratings is for arterial roads in Edmonton. The condition of Edmonton’s arterial roads is very important, as they are key routes for the movement of goods and services and traffic across the city. As well, the condition of arterial roads impacts the effectiveness of transit services and ease of travel by bicycle.

### Where are we today, and where are we going?

Currently, less than 1% of Edmonton’s arterial roads are in “Very Poor” condition, due to the high priority placed on their condition. In addition, approximately 17% are in “Poor” condition. The City’s target for arterial road condition is to maintain the amount of road inventory in “Very Poor” condition below 2%, and maintain the amount of road inventory in “Poor” condition below 18%.

Figure WM.1: Arterial Road Condition, by Proportion of Inventory (2008)



## WM.2 Condition Rating Distribution for Neighbourhood Roads

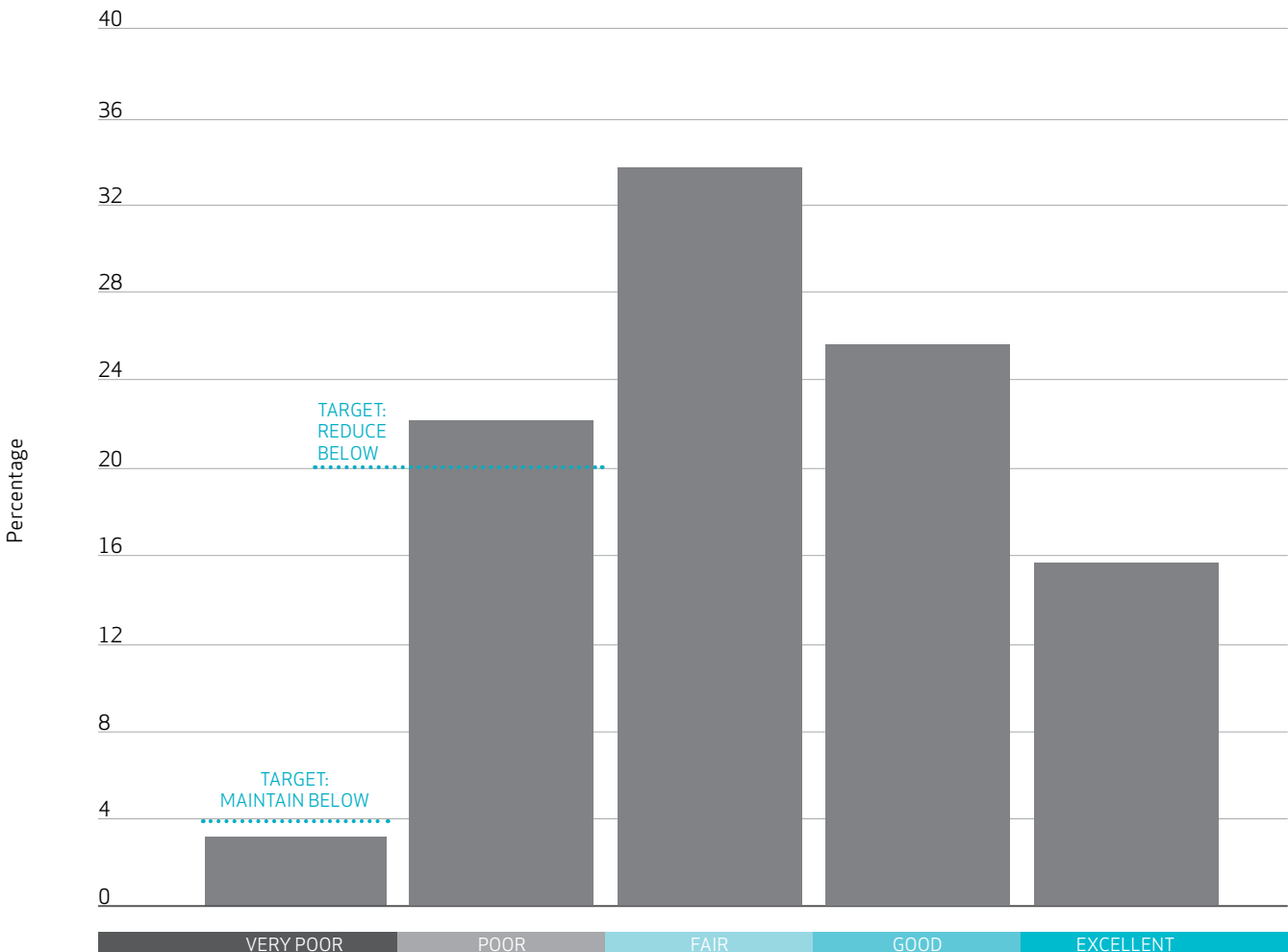
### What does this progress measure tell us, and why is that important?

This progress measure tells us what the distribution of pavement quality index (PQI) ratings is for collector and local roads in Edmonton. The condition of Edmonton's Neighbourhood roads is very important, as they facilitate access in and out of communities, while contributing significantly to their character and livability. In particular, the condition of Neighbourhood roads impacts the effectiveness of transit services and the ease of travel by bicycle.

### Where are we today, and where are we going?

Currently, approximately 3% of Edmonton's neighbourhood roads are in "Very Poor" condition. In addition, approximately 22% are in "Poor" condition. Continued investment in neighbourhood renewal through the implementation of the planned 2% tax levies beyond 2011 will contribute to mitigating the deterioration of neighbourhood roads. The City's target for neighbourhood road condition is to maintain the road inventory in "Very Poor" condition below 4%, and reduce the road inventory in "Poor" condition to below 20%.

Figure WM.2: Neighbourhood Road Condition, by Proportion of Inventory (2009)



## WM.3 Condition Rating Distribution for Bridges

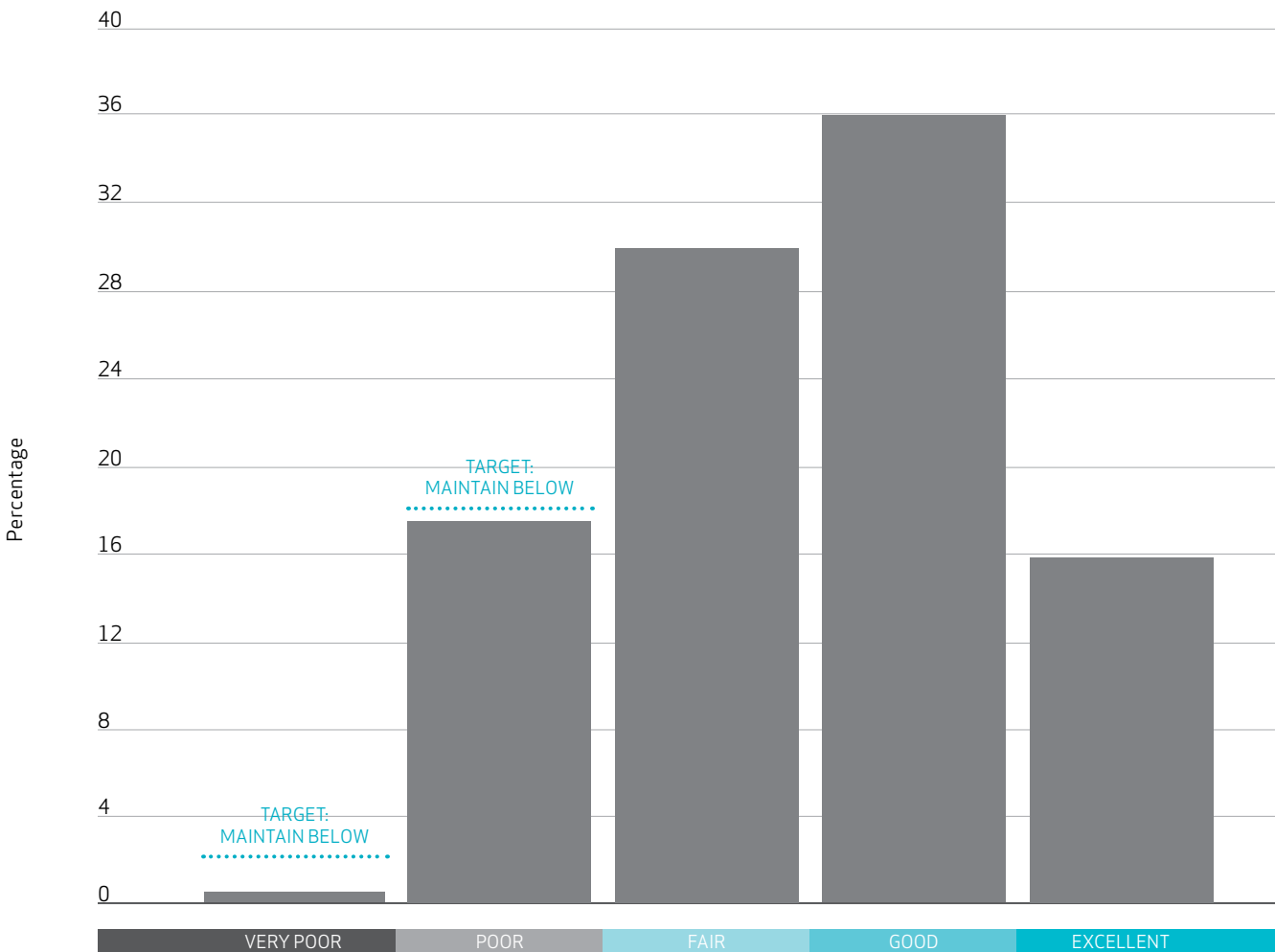
**What does this progress measure tell us, and why is that important?**

This indicator tells us what the distribution of condition indices are for Edmonton’s bridges, including culverts. Bridges are an integral component of Edmonton’s transportation system, however they differ from roads in the way they are maintained and in the consequences of their failure. Because of this, it is particularly important that poor condition bridges be addressed quickly, and a large majority of the infrastructure be kept in fair or better condition.

**Where are we today, and where are we going?**

Currently, 82% of the City’s bridge inventory is in “Fair” or better condition, and less than 1% is in “Very Poor” condition. Over the next 10 years, the City’s target is to allow no more than 20% of its inventory to degrade to “Poor” or worse condition and allow no more than 2% of the inventory to fall into “Very Poor” condition. Only culverts will be allowed to degrade to “Very Poor” condition at all. Infrastructure in “Poor” condition requires action within the next 1 - 3 years.

Figure WM.3: Bridge Condition, by Proportion of Inventory (2009)



**WM.4**

**Proportion of Instances of Snow Removal from Major Roads within 48 hours of a Weather Event**

**What does this progress measure tell us, and why is that important?**

This indicator tells us how often that snow is cleared from major roads within 48 hours of the weather event. Edmonton is a winter city and snow clearing is important to facilitate movement of people and goods safely and successfully. Maintaining a high standard of snow clearing means that Edmonton’s roads are kept clear for regular operation.

**Where are we today, and where are we going?**

The City’s target is to continue to remove snow from major roads within 48 hours of weather events. This target may be updated as part of snow removal policy review.

**Figure WM4: Snow Events Cleared within 48 hours**

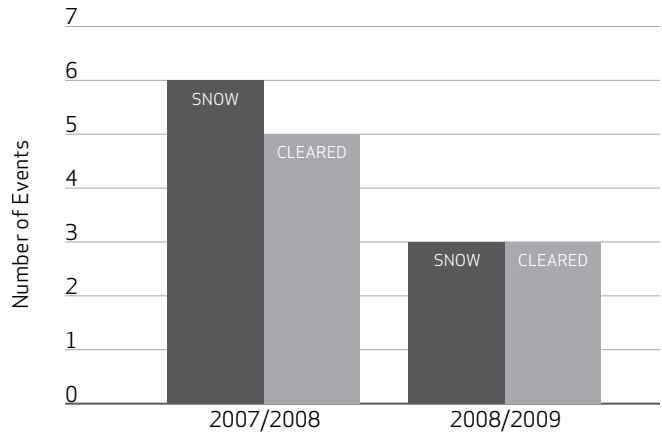




PHOTO BY DARREN KIRBY

## Strategic Goal ECONOMIC VITALITY

Efficient movement of goods, convenient mobility of the labour force and access to a vibrant city centre are features of the transportation system that enhances the economic vitality and competitive advantage of Edmonton and the Capital Region.

Effective and efficient transportation systems are essential to the economic vitality of Edmonton and the Capital Region. Businesses must attract employees to the city and employees must be able to efficiently and affordably travel to their workplaces. Businesses are dependent on the efficient movement of goods by rail, truck and/or air transport in a globally competitive environment. Service sector businesses also need efficient transportation so they can perform services for their customers and/or have their customers come to them. Efficient and effective transportation requires us to be leaders in collaborating with other interests in our Region.

Downtown is the heart of any great city, and is a major contributor to a city's economic vitality. It is the showpiece, the magnet - it defines the city's image. Supporting a robust transit system with a Downtown hub and efficient access from the Edmonton International Airport to the city's Downtown are essential to the ongoing success of the urban core, the city as a whole and the Capital Region.

	MEASURE	10-YEAR TARGET	STATUS	REPORTING FREQUENCY
<b>EV.1</b>	<b>Number of People Entering the Downtown by All Modes</b>	Increase by 15% to 287,000	247,000	Bi-Annually
<b>EV.2</b>	<b>Results of Satisfaction Survey of Edmonton Businesses</b>	[In Development]	[In Development]	[Undetermined]

## EV.1 Number of People Entering the Downtown by All Modes

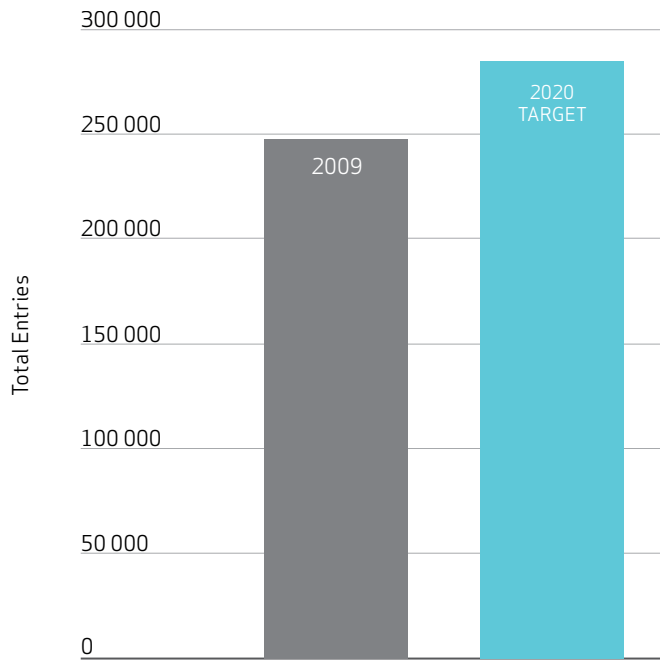
**What does this progress measure tell us, and why is that important?**

This progress measure tells us how many people are entering the Central Business District on an average day, and which mode of transportation they are using. A vibrant city centre is a key component of the economic vitality of Edmonton. Through transit and active modes, the City can enable more people to access Edmonton’s downtown using existing infrastructure. Increasing the number of people entering the downtown means that Edmonton’s downtown has a greater level of activity.

**Where are we today, and where are we going?**

As of 2009, when the last Central Business District (CBD) cordon count was conducted, entries into the downtown were slightly above 247,000 people on an average day. 4.1% of those were walking trips, and a further 1.1% were cycling trips. Employment and the residential population are anticipated to increase significantly over the next 10 years. In addition, significant development is expected within walking and cycling distance of the CBD. Therefore, the City’s target for entries into the downtown is an increase of 15% to over 287,000.

Figure EV.1: Entries into the Downtown





## **EV.2** Results of Satisfaction Survey of Edmonton Businesses

**What does this progress measure tell us, and why is that important?**

This progress measure tells us how Edmonton's business community feels about the performance of the transportation system. Ensuring the effective, efficient movement of goods and services within Edmonton is important for economic vitality, and can help to attract new businesses to Edmonton.

**Where are we today, and where are we going?**

This measure is currently in development. A target will be set and progress reported in future versions of this report.



## Appendix I CITY VISION

A creative description of Edmonton's future, the Vision guides our decisions, helps us set direction and encourages us to align our priorities as we work to make Edmonton the city we want it to become in 2040.

*Take a river boat from one shore of the world's largest urban park to the other, from the university to the legislature. From the water, look up and consider the skyline, the bustling core and the towers and urban villages to the east and west. The people on the sidewalks and trails, from First Nations to new Canadians, linked by a common purpose — to learn, to prosper, to celebrate. Take the LRT in any direction from here and you'll be in the heart of somewhere special. Welcome to Edmonton, the capital of Alberta, a northern city of art and ideas, research and energy.*

Edmonton is an energy city. Energy drawn from the ground and from above; from the sun and wind. But the true power of Edmonton is the democratic spark in its people.

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

Edmonton links the continent with the north and with Asia. This cooperative regional economy is powerful and diverse, oriented toward the future. Visit the universities and colleges, the humming research parks, the downtown office towers: Edmonton is a destination for advanced technologies, health care and green energy.

Edmonton is a recreation city, an arts city. It is a city that embraces all seasons. Run, ride or ski on its trails and fields, cheer in its arenas and stadiums. Enjoy the museums, galleries, clubs and theatres. Read its novels, watch its films. Spend an hour or a week in the glorious North Saskatchewan River Valley, the world's largest preserved park.

Edmonton is a city of many cultures, educational opportunities and all political and social orientations; yet its citizens are inspired by a shared vision and the certainty that this city on a river is one of the most special places on earth.



City of Edmonton, Transportation Planning  
13th Floor, Century Place  
9803 - 102A Avenue  
Edmonton, Alberta, Canada T5J 3A3  
780-496-1795

[www.edmonton.ca](http://www.edmonton.ca)



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