

Intermodal Hubs - Next Steps

Recommendation

That the February 2, 2021, Urban Form and Corporate Strategic Development report CR_4887, be received for information.

Previous Council/Committee Action

At the May 24, 2017, Urban Planning Committee meeting, the following motion was passed:

That Administration prepare a draft strategy on the next steps for Intermodal Hubs as outlined in Attachment 4 of the May 24, 2017, Sustainable Development report CR_4480.

Executive Summary

The City Plan, approved at the December 7, 2020 City Council Meeting, provides strategic direction for the future of mobility in Edmonton. It proposes mobility hubs along mass transit routes to serve as critical origin, destination and transfer points within the mobility system. Intermodal hubs have many of the same characteristics of mobility hubs as they also provide connectivity with mobility systems that connect to the Edmonton region and beyond. This alignment creates an opportunity to consider the mobility hubs identified in The City Plan as potential intermodal hubs.

As part of implementation of The City Plan, Administration will apply levers of change to plan for and support the development of intermodal hubs. Ongoing policy work such as mass transit planning and district planning will provide opportunities to integrate direction for intermodal hubs into the City's policy framework. Partnerships and advocacy will also be critical because of the important role that mobility service providers and other stakeholders have in the planning and development of intermodal hubs in Edmonton.

Report

Intermodal hubs are places where travellers can transfer seamlessly between a variety of public and private transportation modes and are usually centred at major train, mass transit and bus stations or stops.

The City Plan identifies a mobility system that creates connections and provides opportunities for people and goods to move through and around the city in a safe and

accessible way. This system includes the expansion of Edmonton's mass transit network and the creation of mobility hubs.

The City Plan establishes mobility hubs as important places for trip origins, destinations and transfer points, and connections to different modes within the city's mobility system. They are strategically centred at mass transit stations within a node or along a corridor, as shown on Attachment 1. As such, mobility hubs have the potential to serve as intermodal hubs when they accommodate mobility network connections that provide access to the Edmonton metropolitan region and beyond.

Approach to Developing Intermodal Hubs

The levers of change (see Attachment 2) identified in The City Plan will be used to plan and develop intermodal hubs.

Policy Levers

Under the policy guidance of The City Plan, planning tools and studies will be used to further the implementation of the mass transit network. This work will include detailed review and planning for the proposed mobility hubs as well as seeking opportunities to integrate with other mobility services and networks to create intermodal hubs that serve the Edmonton metropolitan region and beyond.

Partnerships and Advocacy Levers

An effective intermodal hub requires collaboration and potential partnerships with external stakeholders and mobility service providers to ensure integration of local mobility systems with regional and national systems. Partners may include Edmonton International Airport, Alberta Transportation, Edmonton Metropolitan Region Board, Via Rail, regional municipalities and private mobility service providers. A potential Regional Transit Services Commission would also be a key stakeholder in the development of intermodal hubs.

Infrastructure Investment

Establishing mobility hubs will require strategic public infrastructure investment to support the mobility networks identified in The City Plan. To successfully integrate mobility hubs with existing and anticipated mobility infrastructure, future investment and design must consider a broad spectrum of mobility (e.g., public transit, secure bike parking, car-sharing) and supportive technologies (e.g., bicycle lock stations, electric charging stations). Recommended infrastructure investment to support intermodal hubs would be developed as part of further detailed planning and in coordination with partners.

Next Steps

With the approval of The City Plan, Administration is working on implementation projects that support the planning of intermodal hubs. This work will include identifying

whether intermodal hubs would be best supported by developing a standalone strategy or implemented via a different planning tool. Additionally, mass transit planning and district planning work will assist in identifying appropriate mobility hub locations for consideration in the expansion of Edmonton’s mass transit network for a 1.25 million population horizon.

Corporate Outcomes and Performance Management

Intermodal hubs support mode shift to transit and active transportation by ensuring the transit and active transportation networks are integrated across the mobility system.

Corporate Outcome(s): Edmontonians use public transit and active modes of transportation			
Outcome(s)	Measure(s)	Result(s)	Target(s)
Edmontonians use public transit and active modes of transportation	Transit Ridership	86,715,541 transit rides (Dec 2019)	TBD (2021)
Edmonton neighbourhoods are more vibrant as density increases, where people and businesses thrive and where housing and mobility options are plentiful.	Mobility choice: Edmontonians who choose walking, biking, and/or public transit as their primary choice or main mode of transportation to work, school, and completing their other daily needs	2019: 18 percent to work 56 percent to a post-secondary institution 9 percent other	2019 Baseline
Edmonton is an environmentally sustainable and resilient city	Community Greenhouse Gas (Tonnes of carbon dioxide equivalents)	18.7 megatonnes, carbon dioxide equivalent (Dec 2018)	Reduce total community emissions to 35% below 2005 levels by 2035

Attachments

1. Mobility Hub Backgrounder and Proposed Locations - Edmonton Mass Transit Study
2. Levers of Change - The City Plan

Others Reviewing this Report

- C. Owen, Deputy City Manager, Communications and Engagement
- G. Cebryk, Deputy City Manager, City Operations
- A. Laughlin, Deputy City Manager, Integrated Infrastructure Services
- B. Andriachuk, City Solicitor

- M. Persson, Chief Financial Officer and Deputy City Manager, Financial and Corporate Services