

# **Integrated Transportation Master Plan (ITMP)**

Priorities Committee  
November 22, 2022

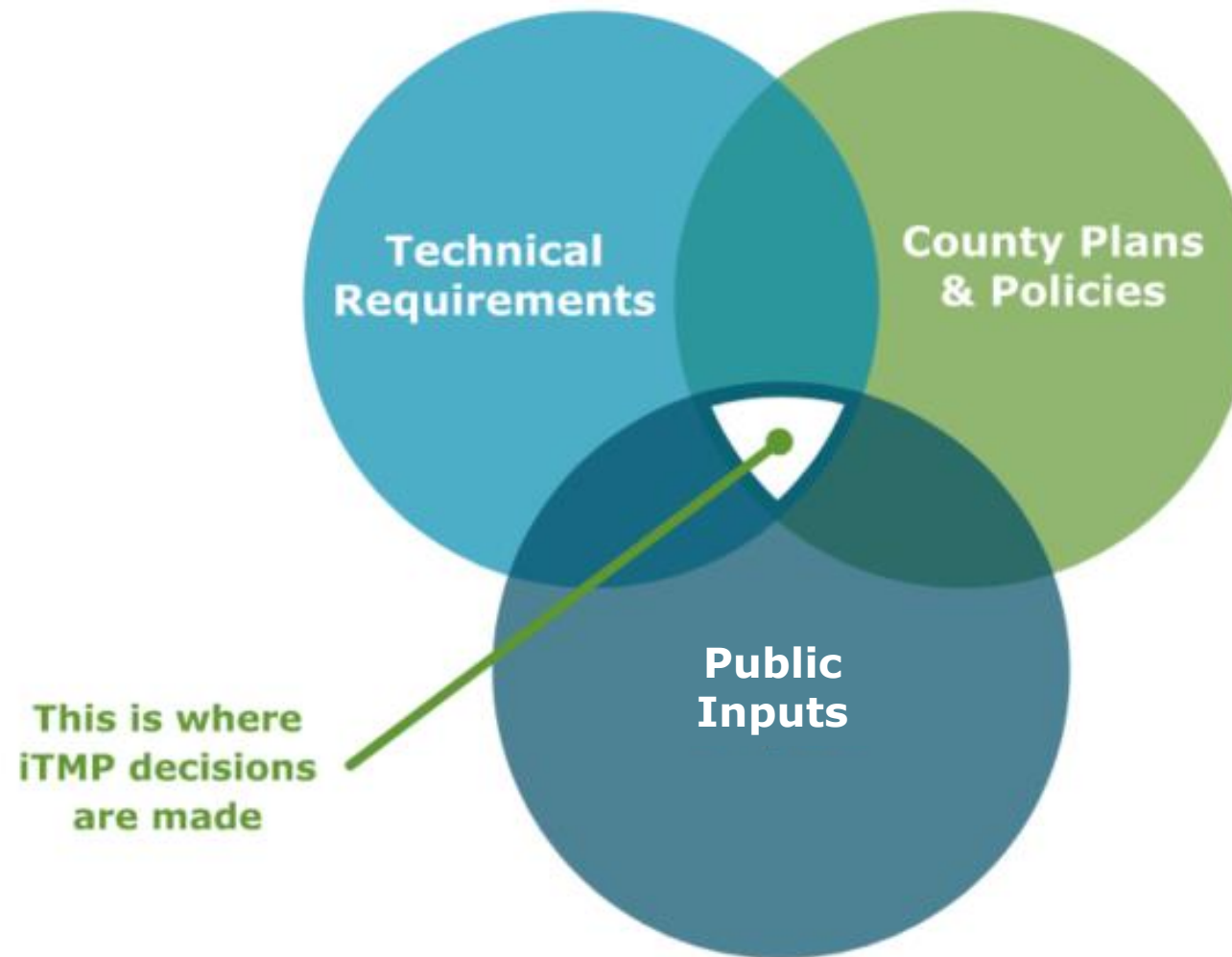
Ryan Betker, McElhanney Consulting Services  
and

Katie Soles, Soles and Company

# ITMP phases



# How decisions are made



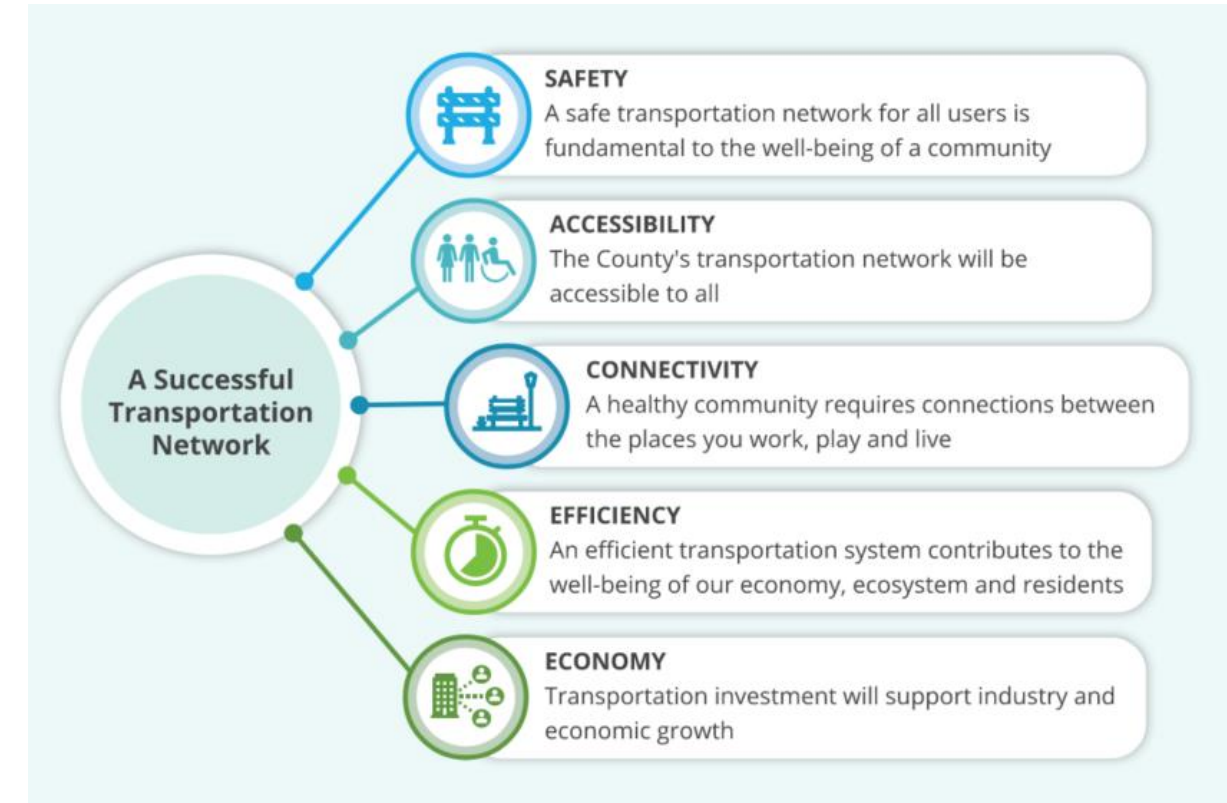
# Engagement Summary

## Phase 1

- Priorities for the ITMP were established through various engagement platforms
- Many of the discussions focused on trails, transit and other alternative travel modes, but there was still a reliance on passenger vehicles as the primary travel mode in Strathcona County
- Priority statements developed based on the outcome of Phase 1 engagement

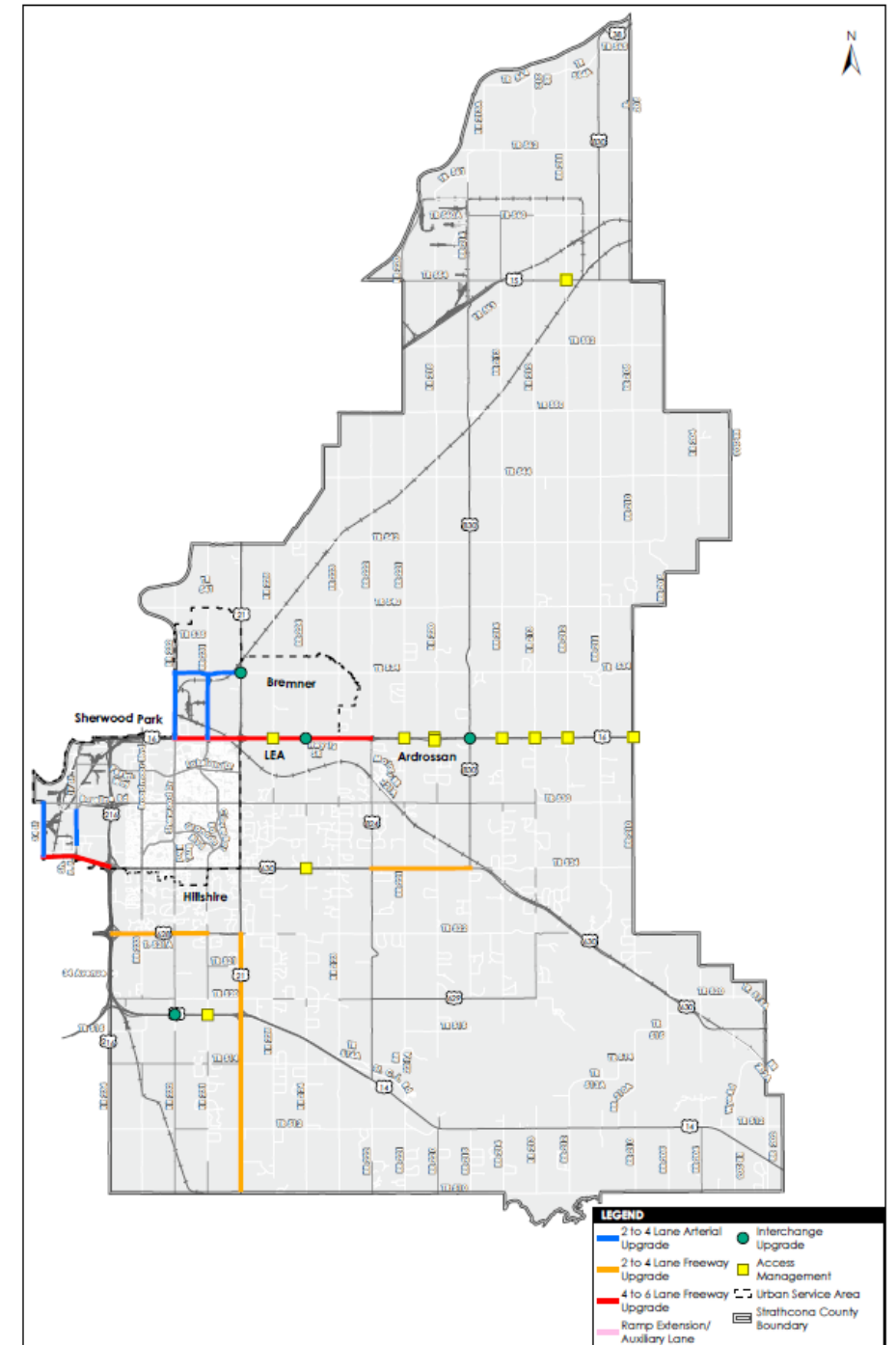
## Phase 2

- Governing vision, priorities and corresponding statements presented to the community for validation
- Survey results showcased what is important to Strathcona County residents:
  - maintain what we have now and make improvements to existing infrastructure
  - improve active modes infrastructure
  - prepare for the future



# Technical analysis

- Traffic Modelling indicates that the network will continue to function well through 25 years with a few upgrades required
- 25+ year horizon: if growth continues, significant improvements will be required on major highway interchanges and high-volume intersections
- Rail Crossings:
  - crossings expected to increase significantly
  - delays will continue to increase at at-grade intersections.
  - the most significant crossings being north of Highway 16 at Clover Bar Road and Sherwood Drive





# Priority Statements – Safety



## SAFETY

A safe transportation network for all users is fundamental to the well-being of a community

- Safe transportation for all regardless of means of travel
- Safety planning should be a priority both in policy and transportation design
- Work with industry partners to improve safety of rail interaction



# Implementation Strategy - Safety

- Establishing and maintaining a safe and inclusive transportation network for all users through:
  - continuing to exercise the Safe Systems approach
  - ongoing monitoring of the transportation network
  - protecting right-of-way to facilitate safety improvements
  - opportunities to collaborate with industry partners to improve infrastructure such as signage and illumination, as well as grade-separated crossings at strategic locations

Strategy	Investment Timeframe	Financial Commitment
S3. Through planned rehabilitation projects, identify and incorporate safety improvements, specifically as it relates to more vulnerable users such as pedestrians and cyclists.	Short to Long-Term (Continuous)	Medium - High
S4. Protect right-of-way for transportation facilities to maintain and improve network safety.	Short to Long-Term (Continuous)	Medium
S5. Complete in-service road safety reviews at high collision locations and following major incidents. Implement recommendations from the safety review as soon as possible and prioritize improvements over any other planned activities.	Short to Long-Term (Continuous)	Medium
S6. Update the Traffic Safety Strategic Plan (TSSP) every ten (10) years to ensure road safety policies and strategies address current safety trends and apply these strategies within the County.	Short and Long-Term	Low
S8. Continue to consider lowering speed limits in urban residential areas to align with neighbouring municipalities and industry best practice.	Short to Medium-Term	Low

# Priority Statements - Accessibility



## ACCESSIBILITY

The County's transportation network will be accessible to all

- Provide accessible and integrated transit and active transportation infrastructure
- Review design standards to address future multi-modal needs
- Explore transportation innovations and partnerships for alternative mobility services





# Implementation Strategy - Accessibility

- Establishing an accessible transportation network to accommodate various forms of mobility options through:
  - improving the County’s transit system to provide universally designed facilities, vehicles and services (Transit Master Plan)
  - increasing non-motorized users and accommodating multi-use transportation options
  - exploring alternative services
  - continued investment in active transportation infrastructure

Strategy	Investment Timeframe	Financial Commitment
A1. Continue to improve the County’s transit system to provide universally designed facilities, vehicles and services in accordance with the Transit Master Plan to maximize accessibility regardless of age, income and ability.	Short to Long-Term (Continuous)	Medium
A2. Review street design standards to assess their impact on all users and adjust and adapt to future multi-modal needs.	Short to Medium-Term	Low
A3. Explore transportation innovations and strategic partnerships to deliver effective and efficient alternative services (car-sharing, ridesharing and car-pooling) to the County's businesses and residents.	Short to Medium-Term	Low-Medium
A4. Continue to invest in active transportation infrastructure that is accessible to all transportation network users and integrated with other transportation modes.	Short to Long-Term (Continuous)	Medium-High

# Priority Statements – Connectivity



## CONNECTIVITY

A healthy community requires connections between the places you work, play and live

- Collaborate with key stakeholders and regional partners to support regional projects and connect employment and activity areas
- Enhance connections to, from and within the Rural Service Area
- Connect transit and active transportation to the transportation network throughout the County



# Implementation Strategy - Connectivity

- Establishing effective connections to foster community well-being and economic growth through:
  - collaboration with key stakeholders and regional partners to coordinate transportation improvements, multi-modal integration and connections
  - incorporating connections to transit and active transportation in new development

Strategy	Investment Timeframe	Financial Commitment
C3. For all new Area Structure Plans, ensure connections to the County's trail network and cycling routes are supported as well as encourage opportunities for future transit service.	Short to Long-Term (Continuous)	Medium
C5. Identify opportunities to enhance transportation connections to, from and within the Rural Service Area to access employment areas, services and destinations.	Short to Long-Term (Continuous)	Low
C6. Improve and expand access to transit in accordance with the policies, service standards and initiatives outlined in the Transit Master Plan.	Short to Long-Term (Continuous)	Medium-High
C7. Strategically prioritize construction of active transportation infrastructure where opportunities exist to efficiently connect communities with commercial areas and/or transportation hubs.	Short to Long-Term (Continuous)	Medium

# Recommended Active Modes Strategy

- Opportunities to expand existing active transportation network to enhance connectivity as the County continues to develop
- Requires coordination between various County departments during maintenance, rehabilitation or reconstruction projects, as well as through various planning and growth initiatives
- Engage with advocacy groups for vulnerable users during planning of active mode improvements

Relevant Strategy	Investment Timeframe	Financial Commitment
A2. Review street design standards to assess their impact on all users and adjust and adapt to future multi-modal needs	Short to Medium-Term	Low
A4. Continue to invest in active transportation infrastructure that is accessible to all transportation network users and integrated with other transportation modes	Short to Long-Term (Continuous)	Medium - High
C2. Work with regional partners to coordinate multi-modal transportation options to provide access to places of employment, education and services in urban and rural areas.	Short to Long-Term (Continuous)	Medium
C3. For all new Area Structure Plans, ensure connections to the County's trail network and cycling routes are supported as well as consider opportunities for future transit service.	Short to Long-Term (Continuous)	Medium
C7. Strategically prioritize construction of active transportation infrastructure where opportunities exist to efficiently connect communities with commercial areas and / or transportation hubs.	Short to Long-Term (Continuous)	Medium



# Priority Statements - Efficiency



## EFFICIENCY

An efficient transportation system contributes to the well-being of our economy, ecosystem and residents

- Invest in alternative transportation options from single-occupancy motor vehicles
- Support innovations in transportation technology
- Continue to improve transit options and follow the guidelines within the Transit Master Plan
- Support transportation options that reduce negative impacts on the environment





# Implementation Strategy - Efficiency

- Establishing an efficient and reliable network for the movement of people, goods and services through:
  - maximizing the use of existing infrastructure
  - investing in infrastructure that support accessible mobility choices
  - exploring new transportation innovations and opportunities to reduce congestion

Strategy	Investment Timeframe	Financial Commitment
E1. Invest in opportunities that incentivize users who reduce congestion on the transportation system.	Short to Medium-Term	Low-Medium
E3. Explore opportunities for the use of micro-mobility innovations.	Short to Medium-Term	Low
E5. Utilize cost benefit analysis to evaluate the life cycle cost of proposed improvements and maintenance and invest in timely routine maintenance practices to extend the service life of existing roads, sidewalks and trails.	Short to Long-Term (Continuous)	Medium
E7. Monitor and protect County right-of-way for higher order transit and implement transit priority measures on key corridors in accordance with the Transit Master Plan.	Short to Long-Term (Continuous)	Medium
E8. Explore the use of On-Demand Transit in accordance with the Transit Master Plan to maximize the efficiency and effectiveness of the transit system.	Short to Medium-Term	Medium
E9. Monitor advances in emerging technologies and implement measures that may improve traffic flow efficiency.	Short to Long-Term (Continuous)	Low

# Priority Statements - Economy



## ECONOMY

Transportation investment will support industry and economic growth

- Prioritize key goods movement corridors (Truck routes, highways, oversized load routes) for investment
- Maintain partnerships and collaboration with industry and regional partners
- Ensure new development supports the County's transportation priorities



# Implementation Strategy - Economy

- Establishing a safe, efficient and accessible transportation network to promote economic development through:
  - continued collaboration with regional and industry partners
  - prioritizing goods movement corridors for transportation facilities and infrastructure investments
  - monitoring emerging technologies and assess opportunities for innovative transportation solutions

Strategy	Investment Timeframe	Financial Commitment
EC1. Update a long-term capital investment plan for transportation facilities and infrastructure on an annual basis.	Short to Long-Term (Continuous)	Low
EC2. Prioritize goods movement corridors for investment and development needs. The Industrial Heartland area is recognized as a key economic driver for the County, reliant on the safe and efficient movement of goods and services.	Short to Long-Term (Continuous)	Medium
EC6. Provide and maintain a network of designated truck routes designed to accommodate large and oversized vehicles.	Short to Long-Term (Continuous)	Low
EC7. Monitor advances in emerging technologies as the transportation industry evolves, continually assessing the opportunities that these innovations may present for the transportation network.	Short to Long-Term (Continuous)	Low

# Recommended capital improvements and planning

- Roadway upgrades are required to facilitate future growth
- Recommended planning studies:
  - Short Term (< 10 years):
    1. Highway 16 – Sherwood Drive to Clover Bar Road
    2. Highway 21 – Highway 16 to Fort Saskatchewan
  - Long Term (10 - 15 years):
    1. Highway 16 – Highway 21 to Highway 830
    2. Sherwood Park Freeway – 50 Street to AHD
    3. Highway 21 – Highway 628 to Highway 16

HIGHWAY IMPROVEMENTS				Financial Commitment
Corridor	From	To	Upgrade	
Highway 16	Sherwood Drive	Highway 21	4 to 6-lane Freeway ✓	High
Highway 16	Highway 21	Range Road 222	4 to 6-lane Freeway	
Sherwood Park Freeway	50 Street	Highway 216/AHD	4 to 6-lane Freeway	
Highway 21	Township Road 510	Highway 628	2 to 4-lane Freeway	
Highway 216/AHD	SW of Highway 14	Highway 14	4 to 6-lane Freeway ✓	N/A Limited County Involvement
Highway 628	Highway 216/AHD	Range Road 231	2 to 4-lane Freeway	
Highway 630	Highway 824	Highway 830	2 to 4-lane Freeway	
Highway 16	Sherwood Drive	Clover Bar Road	Ramp extension to create full auxiliary lanes	
COUNTY ROAD IMPROVEMENTS				
Corridor	From	To	Upgrade	
34 Street	Sherwood Park Freeway	Baseline Road	2 to 4-lane Arterial ✓	Medium
17 Street NW	90 Avenue	Railway Street	2 to 4-lane Arterial	
Sherwood Drive	Highway 16	Township Road 534	2 to 4-lane Arterial	
Clover Bar Road	Highway 16	Township Road 534	2 to 4-lane Arterial ✓	
Township Road 534	Highway 216/AHD	Highway 21	2 to 4-lane Arterial + New Interchange on Highway 21	Medium

# Planning the next steps

- Council ITMP approval
- Begin implementing recommendations within the Plan





# Thank you

Questions and discussion opportunity