



# Integrated Transportation Master Plan 2022









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## EXECUTIVE SUMMARY

Strathcona County (County) is located in the centre of Alberta's energy and agricultural heartland. With a population of approximately 100,000 people, the County is designated as a specialized municipality that encompasses a mix of urban and rural service areas. The County has experienced a steady population growth over the past 15 years with an average growth rate of approximately 1.4% per year. Population and employment growth will influence how the County will plan and invest in transportation over the next 25 years.

With moderate to significant traffic generation expected as a result of the County's growth, an opportunity to better integrate transportation and land use, resulting in well-connected and inclusive communities and greater economic development needs to be considered. Recognizing these changes and evolving mobility trends, the County has identified a need to update its Integrated Transportation Master Plan (ITMP) to support future growth and development as well as changing mobility needs. The following ITMP envisions how the County will manage and invest in transportation to best support and connect a safe, healthy community and a strong economy over the next 25 years.

Strathcona County's existing roadway system is well-connected by a network of provincial highways and an efficient County road system. Goods movement through Strathcona County is also accommodated through the provincial highway system and the connecting arterials and collectors within the County. Both Canadian Pacific (CP) and Canadian National (CN) Railways operate rail lines through Strathcona County which have the potential to become a barrier for travel as both rail operations and development increases over the next 25 years.

The County's transportation network also supports alternative forms of transportation including walking, cycling and public transportation. As the County continues to grow along with changing travel patterns, there is a greater need to establish an inclusive transportation system that supports various mobility options to meet the diverse needs of the community.

## **APPROACH & FINDINGS**

The ITMP update was developed through a three-phase approach between January 2021 and June 2022 incorporating several streams of technical evaluation and extensive stakeholder engagement to develop a plan that will guide transportation planning and infrastructure investments over the next 25 years. The ITMP update outlines the demands and needs within the County and establishes a vision for transportation that aligns with current and on-trend land use plans, community needs and corporate and regional strategic objectives, which includes consistency of all Strathcona County's current plans.

Public and stakeholder consultation played an essential role in identifying the transportation priorities for the County as well as establishing the themes for the ITMP, which became foundational to the overall development of the plan. Through feedback received from the community, five priorities of the ITMP were identified to guide investment in the County's transportation network (*Safety, Accessibility, Connectivity, Efficiency, and Economy*).

## **ITMP PRIORITIES**

The direction of the ITMP builds upon Strathcona County's vision to become Canada's most livable community and is informed by and aligned with the goals and vision defined in the County's MDP and other relevant plans. These priorities reflect the community values established through the consultation process as well as the County's Strategic Goals:

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

Establishing a safe transportation network for all users is fundamental to the well-being of Strathcona County and encourages use of non-motorized transportation choices for commuting and recreation.

**Accessibility - The County's transportation network will be accessible to all.**

An integrated transportation network considers the needs of all users. As the County continues to grow and evolve, it is imperative that the transportation network is accessible by all users and can accommodate various forms of mobility options.

**Connectivity - A healthy community requires connections between the places you work, play and live.**

A safe and accessible transportation network requires effective connections to foster community well-being and economic growth.

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

An efficient transportation network enables the movement of people, goods and services while reducing costs, time and energy. Efficiency can be gained through improved road connectivity, accessible mobility choices, integrated land use and a reliable transportation network.

**Economy - Transportation investment will support industry and economic growth.**

An integrated transportation system that is safe, efficient and accessible promotes economic development.



## IMPLEMENTATION

Strathcona County's existing roadway system is well-connected by a network of provincial highways and an efficient County road system. Overall, the County's road network is in good condition with most roadways operating with low to moderate congestion. With minor improvements on the County's road network, the existing road network generally supports the forecasted growth over the next 25 years.

The following report provides detailed direction on how to successfully address each of the five priorities identified. A framework to guide the County in transportation investment over the next 25 years was established, which identifies the investment timeframe, potential partners, level of effort and financial commitment.





# ARDROSSAN RECREATION COMPLEX

STRATHCONA  
COUNTY

STOP







# 1. INTRODUCTION

## 1.1 PLAN OVERVIEW

Strathcona County (County) is a vibrant and thriving community located in the centre of Alberta's energy and agricultural heartland. With a population of approximately 100,000 residents, the County is designated as a specialized municipality that encompasses a mix of urban and rural service areas. The County is also a key economic development hub for Alberta and Western Canada's energy and agricultural sectors through the Refinery Row and the Alberta Industrial Heartland area (largest industrial area in Western Canada), as well as its vast agricultural lands. The County's well-connected transportation network provides residents and visitors easy access to a range of amenities, recreation and employment.

The Integrated Transportation Master Plan (ITMP) envisions how the County will manage and invest in transportation to best support and connect a safe, healthy community and a strong economy over the next 25 years. The previous ITMP was adopted by the County in 2012. Since that time, the County has experienced a population growth of almost 15% as well as the implementation of several transportation network improvements and plans that impact local and regional travel within Strathcona County. These include the completion of the northeast section of Anthony Henday Drive, completion of the remaining phases of the Wye Road widening improvements and adoption of the Bremner and Local Employment Area (LEA) Concept Plan. Recognizing these changes and evolving mobility trends, the County has identified a need to update its ITMP to support future growth and development as well as changing mobility needs.

The ITMP vision supports the County's Strategic Plan vision of *Becoming Canada's Most Livable Community* by guiding how the County can achieve a safe, supported and connected community through transportation. The ITMP update outlines the demands and needs within the County and establishes a vision for transportation that aligns with current and on-trend land use plans, community needs and corporate and regional strategic objectives.

## 1.2 PLAN PROCESS & APPROACH

The ITMP update was developed through a three-phase approach between January 2021 and June 2022 and incorporates several streams of technical evaluation and extensive stakeholder engagement to develop a plan that will guide transportation planning and infrastructure investments over the next 25 years.

Public and stakeholder consultation played an essential role in identifying the transportation priorities for the County as well as establishing the themes for the ITMP, which became foundational to the overall development of the plan.





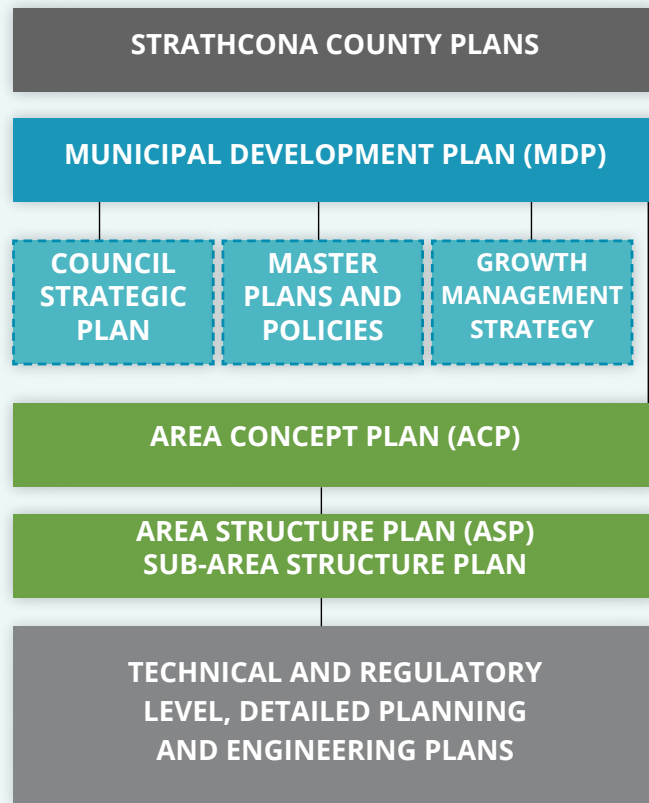


## 2. SHAPING INFLUENCES

### 2.1 STRATEGIC PLANS & INITIATIVES

The ITMP aligns with and builds upon the existing foundational directives that drive current and future County initiatives. It also integrates with other County and regional policies which provides a unified vision and leverages efforts of other regional and provincial initiatives.

The County has a variety of planning documents that provide direction in varying levels of detail and the ITMP has been developed with consideration of these documents, which are built upon Council's long-term strategic plans. As many new plans and updates to existing plans occurred since the last ITMP was adopted, it is essential that this ITMP continues to align with the direction and policies of other County plans. The following key plans and initiatives shaped the framework for the ITMP.



## COUNTY PLANS & INITIATIVES

- **Municipal Development Plan (MDP) (2017)** — The MDP sets out the vision and goals for growth and development in Strathcona County over the next 20 years and beyond. It also provides the policies and objectives for how the County will achieve its goals through land use decisions, development management and investment in infrastructure and programs. Much of the language within the MDP was used during the engagement phases of this project to ensure all stakeholders understood clearly the ideas being communicated. Many of the goals within this plan, such as maintaining safe, reliable and efficient transportation systems, providing accessible multi-modal transportation for residents in the Urban Service Area (USA) and incorporating safe and connected active transportation infrastructure are directly related to the ITMP.
- **Strategic Plan (2013 - 2030)** — The Strategic Plan sets out the framework for becoming Canada's most liveable community and provides guidance for governance, community development, infrastructure and program and service delivery. Many of the goals within this plan are directly related to the ITMP including: economic prosperity, healthy and safe community, responsible development and municipal excellence. It is noted that the Strategic Plan was updated in 2022 to reflect the evolving needs of the community.
- **Corporate Business Plan (2022-2025)** — This plan outlines the short to medium-term initiatives to work towards the long-term strategic goals outlined in the Strategic Plan and is a guiding document for Administration to report on progress in achieving departmental and corporate initiatives. Recommendations from the ITMP need to consider the Corporate Business Plan. In the future, the Corporate Business Plan will rely on the recommendations made in the ITMP, along with other strategic documents, to identify transportation initiatives and goals.
- **Integrated Transportation Master Plan (2012)** — The County's previous ITMP was adopted in 2012 and is the overarching plan that provides strategic direction for achieving a multi-modal transportation system through integration with land use planning, local social/environmental/economic sustainability initiatives and regional initiatives. The updated ITMP will build upon the strategies and recommendations outlined in the ITMP 2012. New recommendations as well as new strategies and programs that are reflective of current trends, mobility needs, regional and provincial objectives, the changing mobility landscape and economic direction in the future will be identified.
- **Traffic Safety Strategic Plan (2014)** — This plan identifies the strategies and programs to reduce the average annual collision rate as well as the number of fatal and major injury collisions in the County. Any network improvement strategies to address road safety that will be identified through this ITMP update should align and build from those identified in the Traffic Safety Strategic Plan.
- **Transit Master Plan (2019)** — The Transit Master Plan provides direction to the County on the delivery of transit service over a 10 year period, which include strategies to address mobility management, mobility in the urban and rural service areas and mobility for inter-municipal trips. Network improvements and strategies identified through this ITMP update support the strategies outlined in the Transit Master Plan, such as protecting transit priority, enhancing rapid transit and improving transit accessibility. Extensive stakeholder engagement was completed as part of a recent update to this plan, which helped to inform the engagement on the ITMP and to build on recommendations for transportation investment as it relates to transit within the County.



- **Sustainable Rural Roads Master Plan (2021)** — This plan has a key objective of guiding how Strathcona County maintains and rehabilitates its rural roads network. With over 1314km of rural roads within the County it is imperative that these roadways are kept in good condition, maintaining safe and efficient connections throughout the County. As part of this program the existing road conditions as well as maintenance and rehabilitation practices were reviewed. The plan then recommends several different strategies to maximize the life of the County's rural infrastructure.
- **Trails Strategy (2011)** — The 2011 Strathcona County Trail Strategy outlines the direction to guide the provision of trails throughout the County over 15 years. The updated ITMP will integrate with those recommendations to provide an integrated transportation network. Additional trail maps have also been developed as part of the Strathcona County Regional Trail network that includes the Riverside Nature Trail, Trans Canada Trail and the River Valley Alliance (RVA) Trail.
- **Development Plans** — Development Plans include Area Structure Plans (ASPs), Area Concept Plans (ACPs), Area Redevelopment Plans (ARPs) and other plans related to future growth and development. Since the ITMP 2012, several area plans have been approved by Council, including the Bremner and LEA ACP, the Industrial Heartland ASP and the Centre in the Park ARP. The ITMP will need to incorporate these new and other area plans and/or changes to existing area plans to ensure the traffic forecasting reflects the most accurate land use and network assumptions.
- **Social Framework (2017)** — The County's Social Framework provides direction and opportunities to create and maintain a supported, safe and connected community by achieving four outcomes: Affordability, Access to Programs and Services, Safety and Connectedness and Inclusion. Strategies identified in this ITMP will guide the County in prioritizing transportation investments and decisions that foster a safe, connected and inclusive transportation network.



- **Long-Term Financial Sustainability Framework (2018)** — The Long-Term Financial Sustainability Framework guides County Administration in making strategic financial decisions and commitments based on the foundational principles of Sustainability, Flexibility and Minimize Vulnerability. The investment and prioritization strategies established in this ITMP will inform the County's long-term financial forecasts and financial strategies to achieve long-term goals related to transportation investments.
- **Environmental Framework (2021)** — The Environmental Framework provides guidance and direction on initiatives that supports and prioritizes a healthy ecosystem in the County. The foundation for this framework is based upon six overarching outcomes and 35 objectives. The development of the ITMP and the resulting strategies support several outcomes, including: Airshed sustains healthy ecosystems and healthy citizens; Land planning, use, and management sustains healthy ecosystems and healthy citizens; Reducing energy use, committing to energy efficiency, and embracing renewable energy sources sustains healthy ecosystems and healthy citizens.





## Regional and Provincial Plans & Initiatives

- **Edmonton Metropolitan Region Growth Plan (EMRGP)** — The EMRGP sets out the vision and guiding principles for planning and managing growth to 2044 in the Edmonton Metropolitan Region, which includes Strathcona County. Many of the regional policies and objectives outlined in this Plan are related to the ITMP, such as enhancing economic competitiveness through the efficient movement of people, goods and services to, from and within the Region; integrating land use and infrastructure; and achieving a multi-modal and integrated regional transportation system.
- **Integrated Regional Transportation Master Plan (IRTMP)** — This plan is being updated as of 2022 and sets the direction for a regional transportation network that aligns systems, infrastructure and land use planning with the EMRGP. The ITMP will need to be consistent with the IRTMP.
- **Neighbouring Transportation Master Plans (Fort Saskatchewan, City of Edmonton, Leduc County, Sturgeon County)** — Many neighbouring municipalities have developed transportation master plans to meet the transportation needs of their respective communities. Strathcona County's transportation planning documents should consider the transportation priorities of its neighbours with the aim of providing a transportation network that provides effective transportation connections within the region.
- **Alberta Transportation** — Strathcona County's road network is well connected to the provincial highway network, which is operated and maintained by Alberta Transportation. Provincial initiatives, such as the upgrade of Highway 16 from east of Highway 824 to west of Elk Island Park, will impact travel through the County and influence the development of the ITMP, including potential partnership and funding opportunities.

## 2.2 COMMUNITY PROFILE

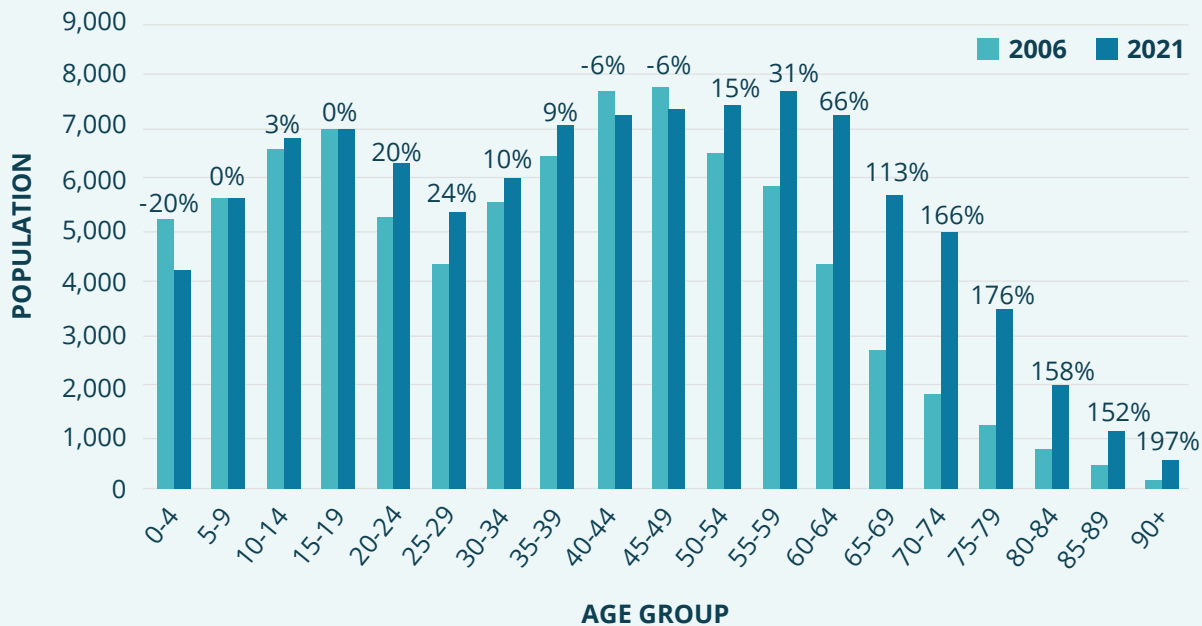
### Population & Employment

With a population of approximately 100,000 people, over 25% of the County's population currently resides in the County's large rural region, which comprises of farms and acreages as well as eight rural hamlets: Antler Lake, Ardrossan, Collingwood Cove, Half Moon Lake, Hastings Lake, Josephburg, North Cooking Lake and South Cooking Lake. The remaining population lives in the urban area of Sherwood Park, located along the western edge of Strathcona County.

Strathcona County experienced a steady population growth over the past 15 years. According to Statistics Canada, the County's population in 2006 was over 82,000 people and by 2021, the County's population increased to over 99,000 people – an

average increase of approximately 1.4% per year. Strathcona County's age demographic is also shifting towards an older population. The median age has moderately increased over the past decade – from 37.8 years old in 2006 to 40.1 years old in 2016<sup>1</sup> with the percentage of the population aged 65 years and over increasing by about 5% during the same period. A comparison of the 2006 and 2021 population by age group (see **Figure 1**) indicates that the senior population (65+ years and older) in the County has increased significantly, with the senior population growth accounting for approximately 60% of the total growth between 2006 and 2021. The 90+ age group had the largest percentage increase, while the age group between 65 and 74 years old experienced the largest population increase. At the same time, the population aged 35 – 49 years experienced a steady decline between 2006 and 2016, while the 0 – 4 years group decreased by 20%.

**FIGURE 1. 2006 AND 2021 POPULATION BY AGE COMPARISON<sup>2</sup>**



<sup>1</sup> 2021 age statistic was not available from the 2021 Federal Census Data at the time this report was prepared.

<sup>2</sup> Data extracted from the Alberta Regional Dashboard, which is adapted from Statistics Canada, Population Estimates (custom data request) and Alberta Municipal Affairs Population Lists.



Based on growth projections outlined in the EMRB, Strathcona County's population is projected to grow at a rate of 2.0% over the next 25 years with most of the growth concentrated within the new Urban Service Area, which includes Bremner.

Strathcona County is estimated to have over 40,000 jobs (EMRB 2014 projections), made up of small and large businesses. Specifically, the Alberta Industrial Heartland serves as a major employment hub within the County. The County's ease of access to the provincial highway network and regional connections may foster economic development opportunities as employment opportunities in the County are projected to grow by 70% over the next 30 years. Almost all work trips are currently made by automobiles with approximately 40% of work trips to locations within the County and almost 60% of work trips to destinations outside of the County, but within the Edmonton Census Metropolitan Area (CMA). Of the employed labour force that commutes to work, 87% of people drive to work as the driver, 4% drive to work as a passenger, 4% take public transit, 2% walk or cycle and the remaining use other modes of transport.

The aging population in combination with new development and economic growth, places new and growing demands on the County's transportation system. In addition, the global COVID-19 pandemic, starting in 2020, impacted daily commutes as more

people work from home and commuters are more selective on the mode and time of travel. The County requires an inclusive transportation system with various mobility options to accommodate the diverse needs of the community.

### Land Use

Strathcona County encompasses a mix of urban and rural service areas, with each area comprising of distinctive land uses. As illustrated in **Figure 2**, the USA consists of the lands within the hamlet of Sherwood Park and the future Bremner area. The USA features a high proportion of single detached residential dwellings, while industrial and agricultural development is mostly concentrated on the west side between Highway 216 (Anthony Henday Drive) and the City of Edmonton boundary as well as in the area located east of Sherwood Drive and north of Highway 16.

As highlighted in **Figure 3**, a substantial portion of the County's current land base in the Rural Service Area (RSA) contains agricultural uses, with rural residential and low density multiple residential uses mostly distributed throughout the southern section of the RSA. Most of the area located north of Highway 15 is designated for heavy industrial, which facilitates growth and development in the Alberta Industrial Heartland.











## 3. STAKEHOLDER ENGAGEMENT

### 3.1 STAKEHOLDER ENGAGEMENT OVERVIEW

The ITMP update was developed through an extensive community engagement process that included several rounds of public and stakeholder engagement involving online surveys, focus group discussions and Council presentations. Aside from the County's Administration staff and internal stakeholders, representatives from business, industry, development, youth, alternative transportation groups and members of the public were engaged.

Winter / Spring 2021

1

#### WHERE ARE WE NOW?

The first phase of engagement focused on developing a broad vision for transportation in the community and understanding how transportation relates to Strathcona County's strategic goals and community priorities.

Feedback received through this phase was used to establish the vision and themes for the ITMP.

Summer / Fall 2021

2

#### WHERE DO WE WANT TO GO?

The second round of engagement focused on community support for specific priorities and corresponding initiatives.

The established priorities and investment strategies were presented to the community to refine the direction for transportation investments over the next 25 years.

Spring 2022

3

#### HOW DO WE GET THERE?

The third round of engagement focused on creating a prioritized and staged plan based on community needs.

The Draft ITMP was presented to County Administration to confirm the plan's overall alignment with the County's vision for transportation.

## How We Engaged & Communicated

Various forms of communication were used to promote opportunities for engagement, convey clear and concise information in a timely way, respond to inquiries and provide the means to report on participant feedback, project progress and updates.

Communications tactics included:

- Targeted social media across County channels such as LinkedIn, Facebook and Instagram.
- News releases and media stories in the Sherwood Park News.
- Youth focused social media posts on secondary partner channels.

More information on the public and stakeholder engagement process and summary of findings are documented in the *What We Heard Report* within **Appendix A**.

## 3.2 WHAT WE HEARD

### Round One Engagement

The first round of engagement took place in Spring of 2021 with the purpose of presenting, confirming and seeking input on key County transportation issues and opportunities. Through this, the community values to guide the development of the ITMP were established.

Various engagement platforms were used to obtain input from the public, including discussion boards through the Strathcona County's Open Opinion Panel (SCOOP), an online survey and virtual meetings with focus group members.

Overall, the values expressed by the community reflected major themes that were consistent among all responses, which are: *Safety, Accessibility, Connectivity, Efficiency and Convenience*. The following discussion provides a summary of the results of the engagement; however, further details can be found in the *What We Heard Report* within **Appendix A**.



### Media

3 ads and info releases: April 20, April 27 and June 15, 2021  
1 earned media story on June 15, 2021



### Social Media

Facebook x 4, Twitter x 7,  
Instagram Post x 2, Instagram  
Stories x 8 and LinkedIn x 2



### Website

Process updates and engagement reports were provided at each phase of the project on the County website at [strathconacounty.ca/ITMP](http://strathconacounty.ca/ITMP)



### SCOOP

Using the County's powerful SCOOP platform, several discussion boards were open from April 20 to May 6, 2021 with 86 respondents participating.



### Survey

Through open, online survey and SCOOP, a community survey was opened on June 14, 2021 which ran for two weeks and had 641 respondents engage.



### Focus Groups

Focus group discussions took place through 12 focus group sessions involving community, business, industry and youth members.

## SCOOP Discussion Boards

SCOOP participants were asked to share their thoughts on how transportation relates to the well-being of the County, which includes:

- Transportation and Strong Communities
- Transportation and Economic Development
- Transportation and Accessibility
- Transportation and Environment
- Transportation and a Healthy and Active Community
- Transportation and Safety

Respondents generally felt the need to improve sustainable transportation options, including cycling, walking and transit. Connectivity was also identified as a priority for SCOOP respondents.

## SCOOP / Online Survey

The survey received 641 responses with the intention of taking what was heard through the SCOOP discussion boards and asking the public to begin thinking about what their priorities are as they relate to future transportation needs. The top priorities identified by the public through this survey were: *Accessibility, Safety, Convenience, Efficiency and Affordability.*

The survey indicated that a vast majority of the respondents used a personal vehicle as their primary means of transportation, with approximately 60% of the respondents not interested in shifting their mode of travel. The primary reasons included inclement weather, accessibility of alternative modes, excessive travel time and safety concerns. In addition, respondents indicated that their top priorities when choosing a place to live included proximity to daily needs, low traffic near home and access to trails and parks.

Overall, the survey indicated that areas of focus for transportation investments in the County should include good transportation options, traffic safety, vehicle travel time and improvements to cycling and walking options.

## SCOOP Discussion Boards - Respondents Priorities



- Bicycle interactions with pedestrians and traffic could be safer.
- Providing safe places in rural areas for cyclists.



- Improved trail and sidewalk connectivity.
- Longer trails without having to use crosswalks.
- Improved safety of crosswalks.



- Continue to create walkable communities.
- Improve connections between communities.
- Improve connectivity to Edmonton via active modes.



- Improved transit strategies to increase number of users per bus.
- Consider more on call bussing for seniors or rural residents.



## Focus Groups

Virtual meetings with focus groups were conducted to gain in-depth, and diverse insights from specific groups including participants who rely on a strong, future-focused transportation. The focus group engagement included:

- **Strathcona County Accessibility Advisory Committee (AAC) & Robin Hood Association** — Both the AAC and the Robin Hood Association were engaged to gain further insight on accessibility and transportation in Strathcona County. The AAC is composed of County residents with disabilities and those with experience in providing services or assistance to people with disabilities, as well as staff members and a member of County Council. The Robin Hood Association is an organization assisting individuals with disabilities to achieve their personal best and experience a quality lifestyle. The participants identified the need for a transportation network that is inclusive and accessible to all. In particular, improving accessibility to the public transit network, which is the primary mode of transportation for people with accessibility needs.

There were also concerns over providing inclusive and accessible transportation and transit to the aging population.

- **Agriculture Service Board** — The Agriculture Service Board (Board) was engaged to seek insight on the transportation system from a rural perspective. The Board provides advice and guidance on topics that may impact rural residents and is comprised of citizens and elected officials. Safety was identified as a top priority on rural roads due to competing uses, such as rural commuters, urban users and cyclists interacting with large and heavy agricultural equipment. The Board also identified a need to integrate transportation planning with development to support wellness of the environment, community and families. The need for a transit hub east of Sherwood Park and investment in multimodal transportation options such as bike trails connecting the rural areas to the urban areas was also identified. The Board also supports legislation for autonomous vehicles and farm equipment to operate on a public road or highway.



- **Alberta Cycling Coalition** — The Alberta Cycling Coalition was engaged to better understand the community's perspective on shifting transportation modes. Cycling has grown significantly in the County and is viewed as both a commuter and recreational activity. Participants felt that most recreational cyclists are well-served by the trail system while there is a gap in connectivity and dedicated cycling infrastructure for commuter cyclists. Safety was also identified as a top priority for the Cycling Coalition with significant concerns related to vehicle and cyclist interaction, road maintenance and lack of dedicated cycling infrastructure on major roads. Participants also felt that cycling was a significant tourist opportunity and that providing infrastructure over Anthony Henday could potentially be revisited.
- **Chamber of Commerce** — Members of the Chamber of Commerce were engaged to understand how transportation investments can meet the business needs in the community. It was found that the top priority for members are ensuring the efficient movement of customers and employees to businesses. Members indicated that the current network is working well for users that drive. Members identified a need to improve accessibility and inclusiveness in the transportation network, as well as improve trail connectivity between communities, rural and urban areas. Participants also encouraged the County to invest in future technology, such as autonomous vehicles and welcomed partnerships, collaboration opportunities and increasing communication between the County and stakeholders.
- **Developers** — The Urban Development Institute – Strathcona County Regional Committee was engaged to seek insight on how transportation is essential in building innovative and welcoming communities. Participants in this focus group felt that policies and regulations were not keeping pace with the shifting needs of development, leading to inefficient implementation of supporting infrastructure. In addition, participants indicated the importance of connectivity to developments.
- **Industry Groups** — Alberta's Industrial Heartland is a prominent stakeholder in the County and was engaged to identify transportation gaps, opportunities that support economic growth and the well-being of the community and workforce. Rail access was identified as a top priority by the group, particularly opportunities for grade separated rail crossings to facilitate growth and rail network expansion. The Vinca Bridge was also identified as a major source of congestion and participants felt it should be updated to improve accessibility while its utilization was discussed as an environmentally friendly way to access work site instead of vehicles. Participants felt that levels of government were not investing enough right-of-way for future infrastructure such as rail and logistics hubs and urged a collaborative approach with Alberta Transportation to increase efficiency on decision making and project implementation.
- **Youth Groups** — Three engagement sessions (two virtual and one in-person) were held with youth ranging from 11 to 25 years old. Safety, efficiency and environmental impacts were the greatest concerns of the youth group. Transportation options such as cycling, walking and efficient transit were top opportunities to address environmental health and cost effectiveness.



## Round Two Engagement

Participant feedback received through the first round of engagement was used to develop the Action Statement and Common Thread to guide the ITMP, as well as a series of strategy statements to support each of the five priorities established for the ITMP. The governing vision, priorities and corresponding statements were presented to the public and stakeholders in the second round of engagement to confirm the direction of the ITMP.

Like the first round of engagement, various platforms were used to obtain input from the public and stakeholders, including a survey through SCOOP, the County's website and virtual meetings with focus group members. Written submissions were also received from the focus groups.

Overall, most participants were supportive of the Action Statement and Common Thread defined for the ITMP, as well as the strategies to address the key priorities of *Safety, Accessibility, Connectivity, Efficiency and Economy*. These priorities were developed following the first round of engagement. The input received through the second phase of engagement confirmed the County's proposed direction for transportation planning and investments over the next 25 years.

## SCOOP / Online Survey

The survey received 1,054 responses, with 714 received through SCOOP and 340 from the online survey. Most respondents resided in Sherwood Park, while a lower percentage of responses were from the rural areas. The results of the survey indicate that all five priorities were well-supported by the community, with the priorities ranking from highest to lowest as: *Safety, Connectivity, Efficiency, Accessibility and Economy*.

## Focus Groups

Engagement with the focus groups were completed simultaneously with the survey, which provided participants an opportunity to offer further opinions on the proposed direction of the five priorities. There was an overall strong support for the direction of the priority statements.



### Media

1 ad and info release: February 2022



### Social Media

Main: 1 Facebook post, 1 EDT Facebook post, 3 Twitter posts (Thread), 2 Instagram (1 Post / 1 Story) and 1 LinkedIn

Youth: Facebook, 2 Instagram (Posts/Stories)



### Website

Process updates and engagement reports were provided at each phase of the project on the County website at [strathconacounty.ca/ITMP](http://strathconacounty.ca/ITMP)



### Survey

Through open, online survey and SCOOP, a community survey was opened on February 1 to February 14, 2022

1,054 participants shared insights through the survey.



### Focus Groups

9 Focus group discussions took place: 6 with business, industry and community and 3 specifically with youth engagement.



## 4. VISION AND GUIDING PILLARS

The direction of the ITMP builds upon Strathcona County's vision to become Canada's most liveable community and is informed and aligned with the goals and vision defined in the County's MDP and other relevant plans. Through feedback received from the community, an Action Statement was defined along with a Common Thread that will guide the priorities of the ITMP.



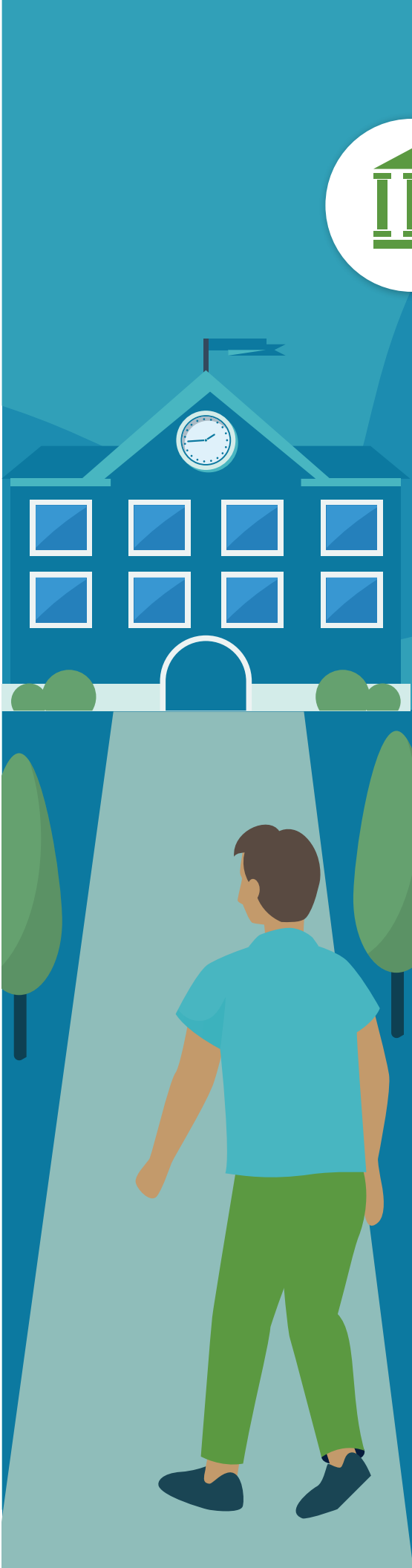
Strathcona County's vision is to become Canada's most livable community. An effective and accessible transportation network is an integral component that promotes a safe, healthy community and strong economy.



COMMON  
THREAD

Using Strathcona County's planning documents as its foundation, the Strathcona County ITMP will retain common County themes and ensure all relevant plans are integrated. Health and Wellness is a common thread that will guide the priorities of the ITMP.

Five priorities were identified to support Strathcona County's strategic goals and to guide investment in the County's transportation network: *Safety, Accessibility, Connectivity, Efficiency and Economy*. These priorities reflect the community values established through the engagement process as well as the County's strategic goals.





### Safety



Safety emerged as the most powerful theme across all participants. Whether it was cyclists wanting protection from rural roadway users, people who walk wanting safer crosswalks, industry concerned about safety in congested areas, commuters wanting safer freeways, or creating safer conditions for those with disabilities, **safety was a priority for the community.**

### Accessibility



**Accessibility was important for all participants.** While it may have meant different things to different people, accessibility was seen as essential to the ITMP. Business and industry need their workforce to have easy, congestion-free access to job sites, no matter where they are in the County. Pedestrians, wheelchair users, the mobility impaired and people who bike require greater access to trail for not only recreational use, but also access to work, public institutions, parks and many more facilities. Commuter cyclists need access to major roadways, like Wye Road or Baseline Road, to travel across Sherwood Park and into Edmonton. Young adults need better transit options if they want to continue to live in Sherwood Park and access work, recreation, post-secondary institutions and social events. Rural residents also need transit hubs closer to the east boundary of Sherwood Park as they do not believe driving across town to park and catch transit is convenient, efficient, or environmentally responsible. Finally, people with disabilities need better access to transit or other kinds of transportation if they are to live a higher quality of life with independence.

### Connectivity



Connectivity is related to both safety and accessibility. **People want safe and accessible connections** whether they are driving, walking, rolling, on transit, or biking. They want to be connected to other areas in the community, as well as to Edmonton. People who use shared use paths noted the lack of connectivity along busy roads.

### Efficiency



**Efficiency was a strong theme**, particularly for people who require vehicles to go to work, run errands and participate in recreational activities. Efficiency and convenience were the primary reasons people cited for not changing their transportation mode from a personal vehicle to biking, walking, or transit.

### Economy



Economic growth in Strathcona County is dependent on an efficient transportation network. Efficiency and convenience were the most critical among the industrial zones in Strathcona County. **Industry especially, relies on efficiency and convenience** to remain competitive on the world stage. Industry cited at-grade rail crossings as their primary concern having felt it generated operational and safety concerns and a barrier to economic development.



## 5. EXISTING AND FUTURE CONDITIONS

The County's strategy for transportation investments over the next 25 years is influenced by current and on-trend land use plans, growth areas, travel patterns and mobility choices. This section of the ITMP examines the factors shaping transportation and the evolving mobility options in the County.

### 5.1 TRANSPORTATION NETWORK

#### Road Network

Strathcona County has a well-connected and accessible road network that is comprised of a hierarchy system of arterials, collectors and local roads and is also supported by several provincial highways that facilitate local and regional travel.

The County also maintains a large network of rural roads (over 1,300 km) and over 400 km of urban roads. As illustrated in **Figure 4**, the road network within the USA boundary is comprised of several continuous north-south and east-west arterials that provide neighbourhood and commercial/retail access through collector and local roadways. The arterials also connect directly to the provincial network, including Highway 216 (Anthony Henday Drive), Highway 100 (Sherwood Park Freeway), Highway 16 and Highway 21.





### The County is served by the following highways:

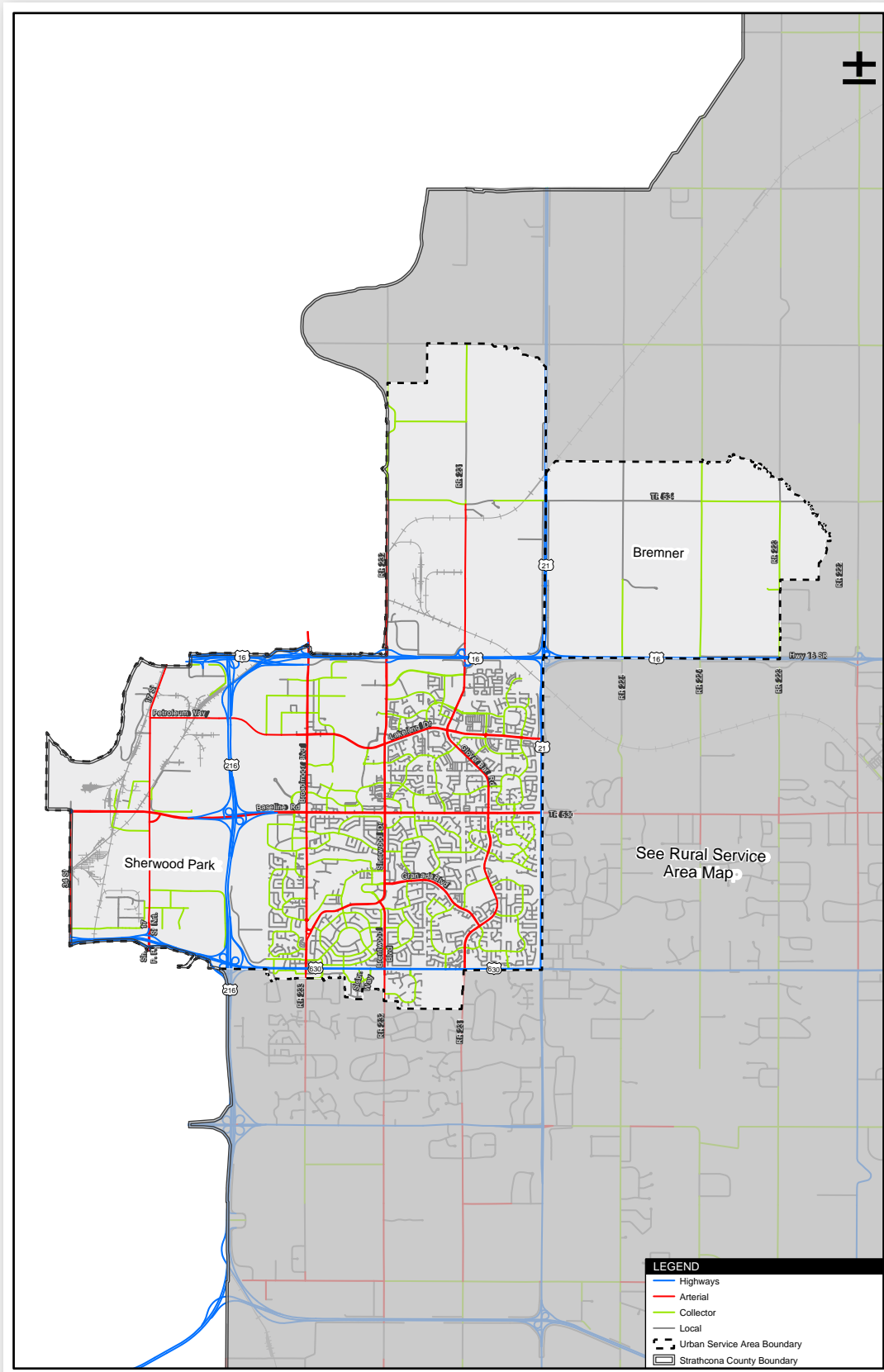
- Highway 14 from Highway 216 (Anthony Henday Drive) to Beaver County boundary
- Highway 15 from City of Fort Saskatchewan boundary to Lamont County boundary
- Highway 16 from City of Edmonton boundary to Elk Island National Park boundary
- Highway 21 from Leduc County boundary to City of Fort Saskatchewan boundary
- Highway 38 from North Saskatchewan River to Lamont County boundary
- Highway 100 (Sherwood Park Freeway) from City of Edmonton boundary to Transportation Utility Corridor (TUC) east boundary
- Highway 216 (Anthony Henday Drive) from Highway 14 to City of Edmonton boundary
- Highway 628 from Highway 216 (Anthony Henday Drive) to Highway 21
- Highway 629 from Highway 824 to Range Road 213
- Highway 630 from Highway 21 to Beaver County boundary
- Highway 824 from Highway 14 to Highway 630
- Highway 830 (south) from Highway 630 to Highway 15
- Highway 830 (north) from Highway 15 to Highway 38

Within the RSA, the transportation network (see **Figure 5**) is connected through a system of rural arterials, collectors and local roadways which are classified by surface types and traffic volumes as follows:

- **Class I (Arterial)** — wide asphalt roadway that accommodates more than 1,000 vehicles per day.
- **Class II (Collector)** — cold mix (hard surface) roadways that supports between 250 to 1,000 vehicles per day; typically connect to Class I roadways or highways.
- **Class III (Local)** — dust-suppressed gravel roads that have been oiled; see up to about 250 vehicles per day. These roads have the appearance of a hard surface road, such as asphalt.
- **Class IV (Local)** — loose gravel road; some residences will get dust control 150 metres from their residence.  
  
Highway 16, Highway 830, Highway 21, Highway 15, Highway 14, Highway 824, Highway 628, Highway 629 and Highway 630 also support the rural road network.

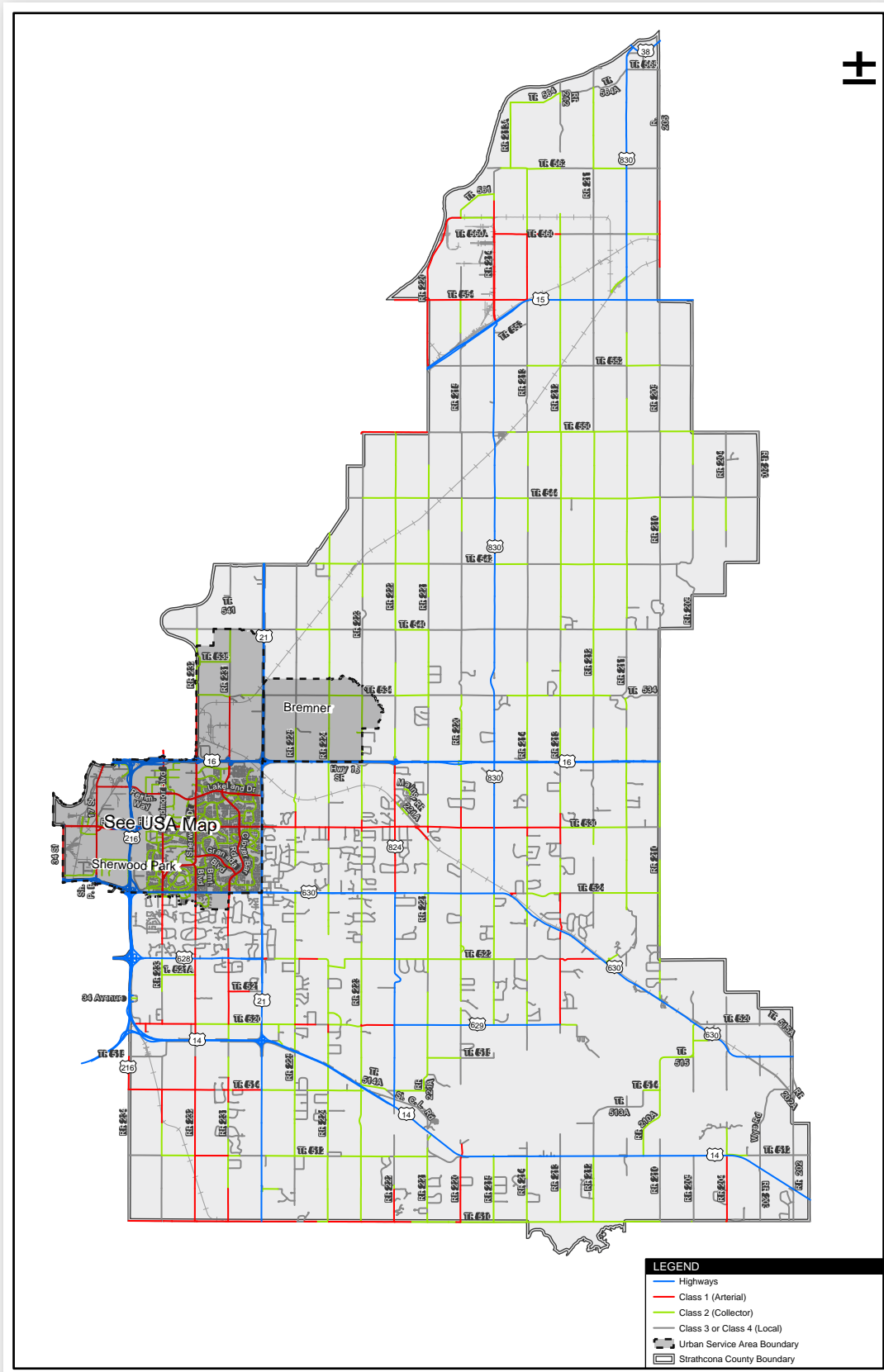
Feedback received from the community indicate that the road network generally operates with minimal congestion today. Opportunities to improve safety between vehicles and cyclists/pedestrians, improve connectivity between communities and other municipalities and remove barriers to efficient travel such as at-grade rail crossing were identified as priorities for the community. These priorities are further discussed in future chapters within this ITMP.

**FIGURE 4. STRATHCONA COUNTY EXISTING ROAD CLASSIFICATION (USA)**





**FIGURE 5. STRATHCONA COUNTY EXISTING ROAD CLASSIFICATION (RSA)**





### Active Transportation Network

Strathcona County's active transportation network is comprised of a diverse trail system that includes three types of trails as described below and highlighted in **Figure 6** and **Figure 7**.

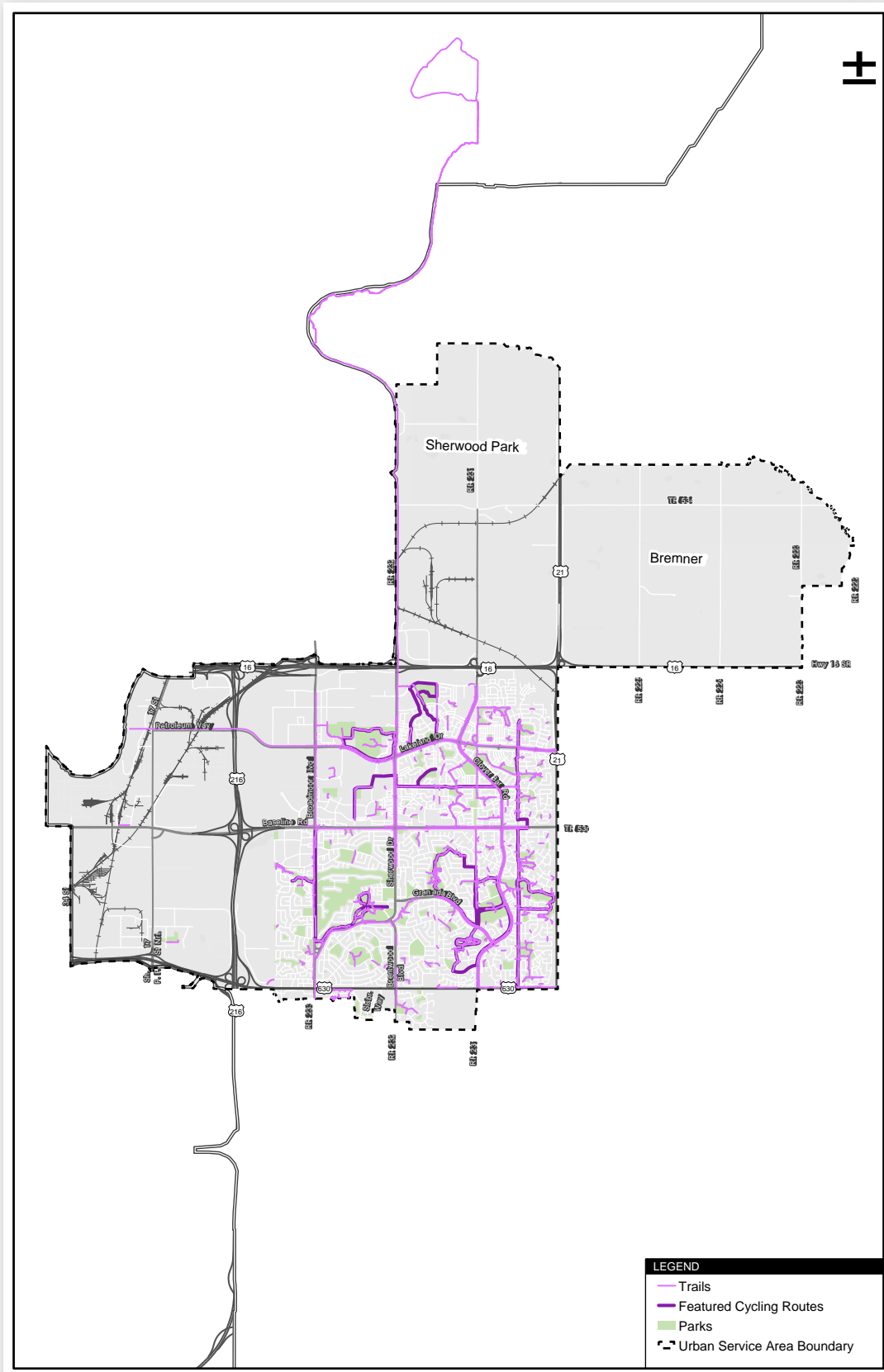
- **Multi-use Trails** are asphalt and accessible year-round and cleared of snow in the winter. Within the USA, multi-use trails connect community parks, schools and recreational facilities within local neighbourhoods. Multi-use trails are also provided along one or both sides of main arterials including Lakeland Drive, Clover Bar Road, Baseline Road, Sherwood Drive, Broadmoor Boulevard, Wye Road and Granada Boulevard.
- **Nature Trails** are granular, grass, dirt, or wood mulch trails. These trails are located adjacent to most of Sherwood Park's wetlands as well as the Strathcona Wilderness Centre, J&R Trail, Sherwood Park Natural area, Deermound and the Beaver Hills Biodiversity Trails. Winter maintenance is not provided on these trails.

- **Regional Trails** form part of the Trans Canada Trail and the River Valley Alliance Trail. The Strathcona County Regional Trail is 22 km long and connects the Strathcona Provincial Science Park to Fort Saskatchewan through a mix of paved and granular surfaces. The Riverside Nature Trail is 5.5 km long and traverses along the Saskatchewan River with two trailheads located on Township Road 540 . In addition, a new pedestrian bridge connecting to Edmonton will be constructed as part of the Trans Canada Trail along Township Road 540.

Although the County does not currently have a dedicated cycling network, featured cycling routes, which utilize the existing trail network, are identified within Sherwood Park. An annual Cycle Map, identifying these feature routes, is printed and made available to residents and visitors. These featured routes connect cyclists to parks, including the bike and skateboard parks, community facilities and other outdoor attractions.

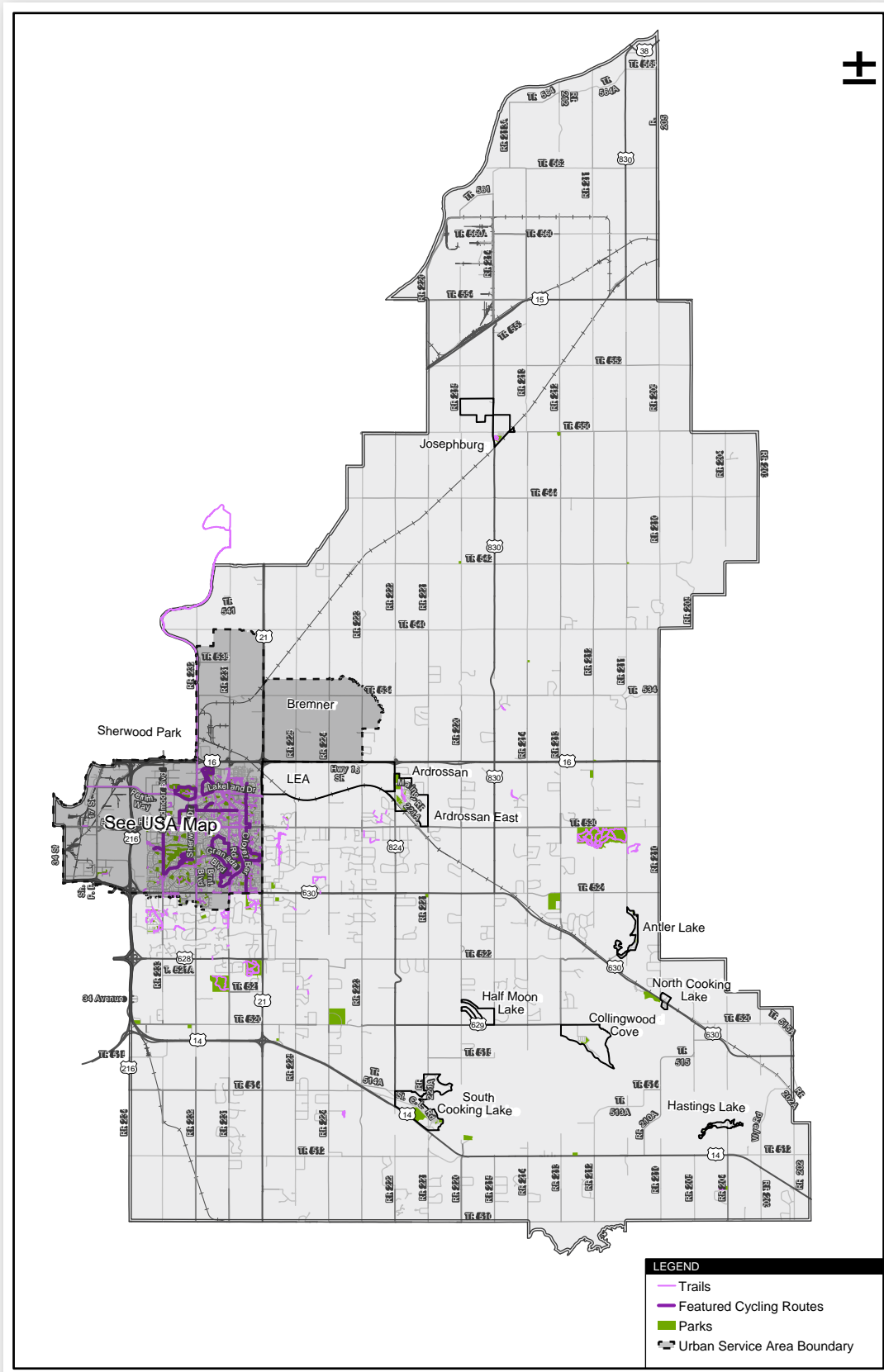
During the stakeholder engagement process, there was consistent feedback that the active transportation network and specifically cycling infrastructure was a priority for the community.

**FIGURE 6. URBAN SERVICE AREA ACTIVE TRANSPORTATION NETWORK**





**FIGURE 7. RURAL SERVICE AREA ACTIVE TRANSPORTATION NETWORK**



## Transit Service & Network

Strathcona County Transit provides local, commuter and school bus service to transit users within Sherwood Park. Commuter routes are generally express service to destinations within Edmonton such as downtown Edmonton, University of Alberta, MacEwan University and NAIT.

Sherwood Park has two major transit terminals that serve both local and commuter service. The first terminal, Bethel Transit Terminal is located north of Baseline Road and features a drop-off/pick-up area and a surface parking area with 1,000 stalls. The second terminal, Ordze Transit Centre is located north of Wye Road and features a two-story parking structure with 200 stalls.

Mobility Bus trips and On-Demand Transit are also transit options in the County and are currently scheduled in advance on a one time or repeat basis. Mobility Bus provides door-to-door, shared ride and accessible public transit service for elderly citizens and people with disabilities within Sherwood Park and rural Strathcona County. The On-Demand Transit program was adopted by council in 2021 with service having begun in 2022.

The County's recently updated Transit Master Plan provides further details regarding the existing and future planning of the transit network and services within the County.

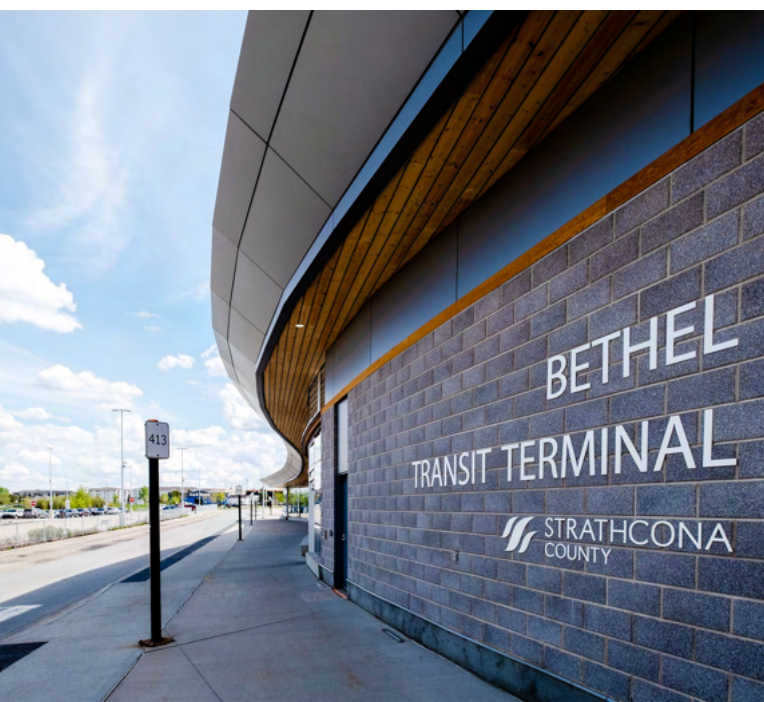


## Goods Movement and Rail Crossings

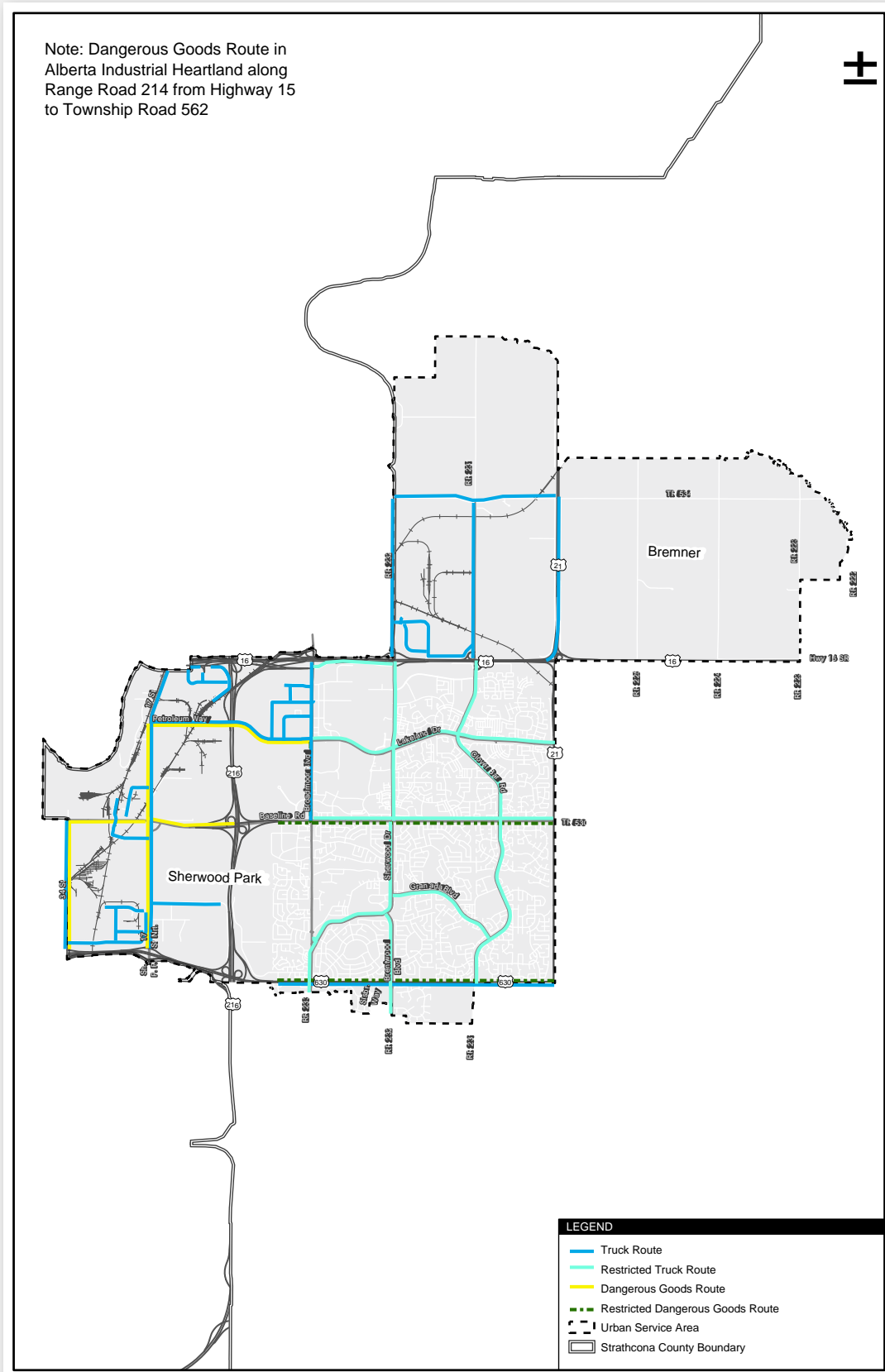
Goods movement through Strathcona County is accommodated through the provincial highway system and the connecting arterials and collectors within the County. The existing network provide effective connections to/from the industrial areas and other logistics and manufacturing industry relying on goods movement through designated truck routes within the USA and Dangerous Goods Routes across the County. **Figure 8** highlights the County's existing truck route network as per the County's Traffic Bylaw 16-2015.

The County's truck route network is also comprised of restricted routes, which facilitates heavy vehicle movement to or from an area not located along or accessible by a truck route, or Dangerous Goods Route. The provincial highways also support the County's truck network by supporting corridors that accommodates over-dimensional and over-weight vehicles.

Trucks are also permitted to operate on all rural roads; however, seasonal road bans are in effect to protect the rural roads from damage. Rural roads that have a 90% axle weight restriction during the summer, fall and winter, changes to 75% during the Spring Road Bans. In some cases, axle weight restrictions may be reduced to 50%.



**FIGURE 8. STRATHCONA COUNTY TRUCK ROUTES**

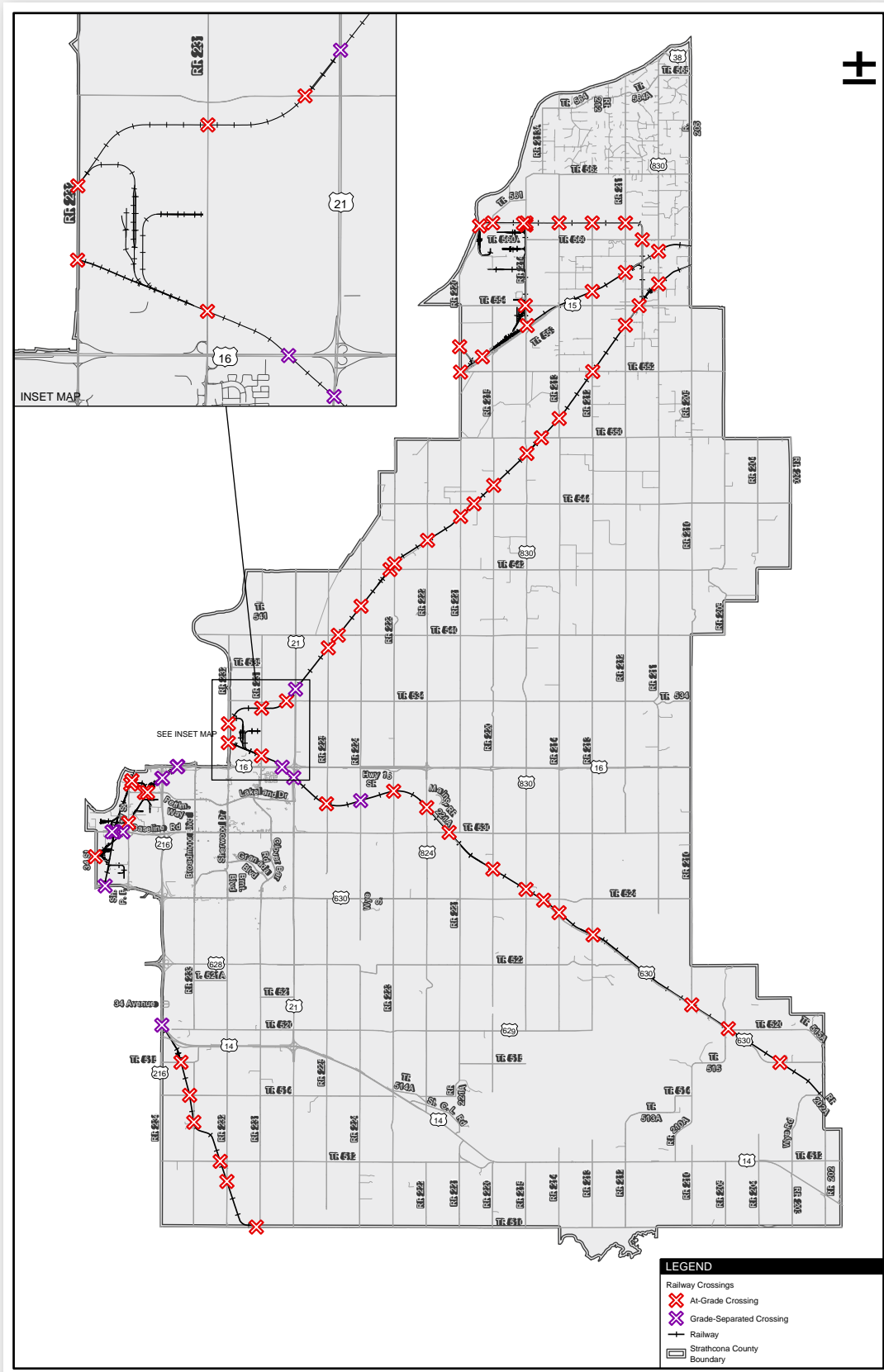






Both CP and CN Railways operate rail lines through Strathcona County and there are several at-grade crossings that support rail-crossing in the County as shown in **Figure 9**. The at-grade crossings act as a barrier to vehicle travel, active modes as well as the movement of goods and services. As rail operations continue to expand alongside with increased industrial development, grade-separated crossings or other rail crossings enhancements may be warranted. Industry stakeholders noted that rail movements through Strathcona County could increase significantly over the coming years, indicating that there is a need to continue providing efficient and safe movement of goods, services and freight within and through the County.

**FIGURE 9. RAIL CROSSING LOCATIONS**





## 5.2 GROWTH AREAS

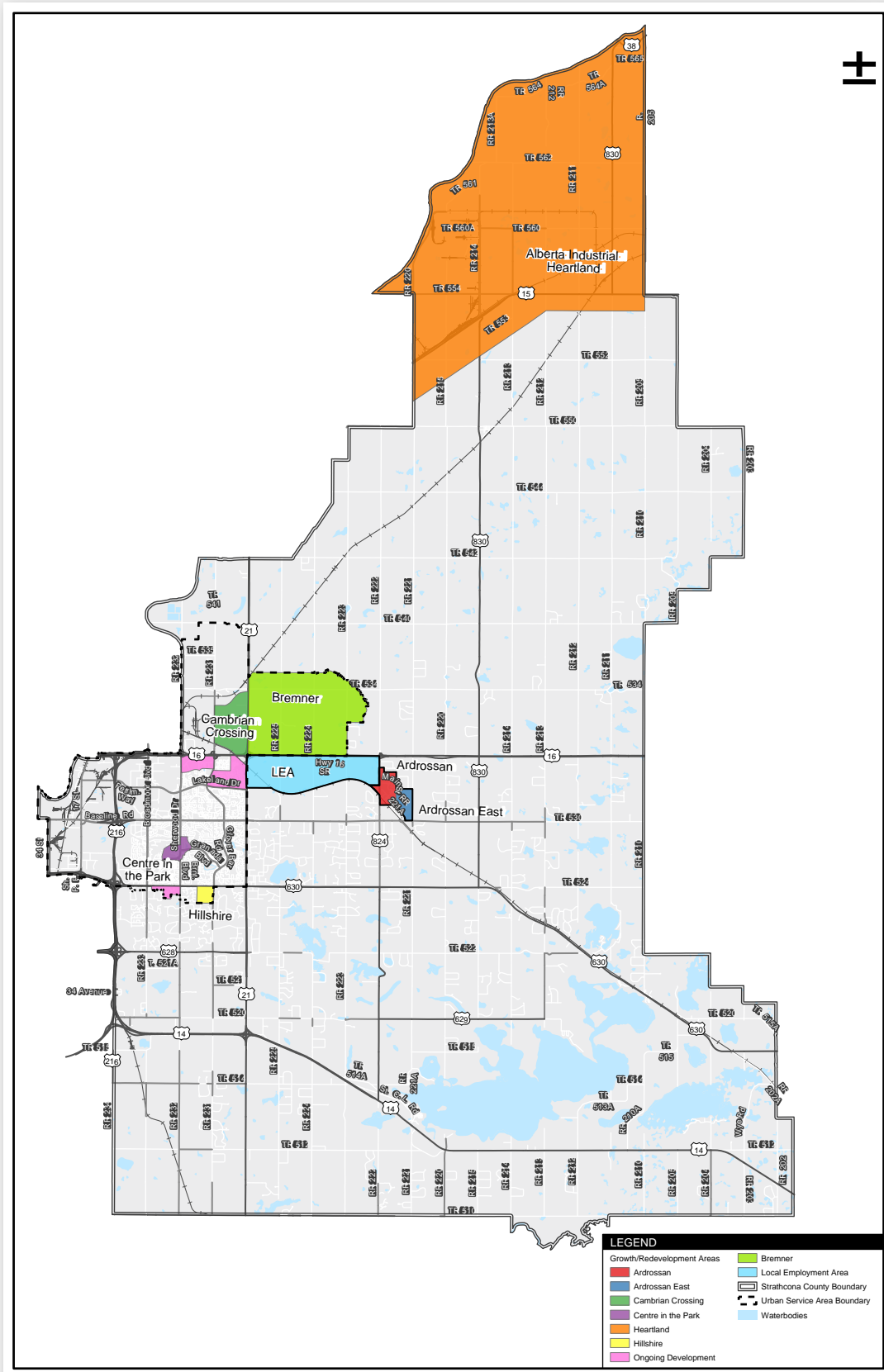
As the County's urban and rural areas continue to grow and evolve, it is important to continuously monitor the changes in transportation needs and trends over time. This allows the County to better predict future needs of the community and implement plans and policies that will meet the transportation needs of the growing Strathcona County population. There are several land use development and growth areas in the County that will influence transportation investments over the next 25 years.

**Figure 10** highlights the ongoing and planned growth areas in Strathcona County and are further described below.

- **Ardrossan** — Ardrossan is a Hamlet located east of Range Road 222 and south of Highway 16. New single dwelling residential development is designated within the northeast and east central part of Ardrossan and includes small lot, medium lot and large lot residential. The increase in residential uses will inherently increase travel demands on Range Road 222 and other connecting roadways.
- **Ardrossan East** — The Ardrossan East area is located on the eastern edge of the existing hamlet boundary. It is bordered by Township Road 530 to the south, Range Road 221 to the east and Township Road 531 to the north. This planned community will be predominately residential, with a mix of low and medium density residential. A school site within the central part of the community and opportunity for commercial and medium density residential uses near the intersection of Township Road 530 and Range Road 221 is also planned. Roadway upgrades including surface upgrades on Township Road 530, new traffic control on Range Road 221 and two new internal collector roadways are anticipated to facilitate efficient access to and from the community. The community has also been designed to enhance pedestrian safety and to accommodate future public transit. In addition, policies to support active transportation are defined in the ASP.



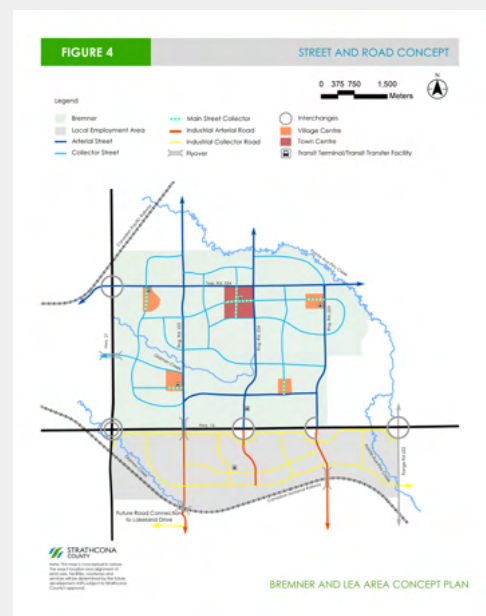
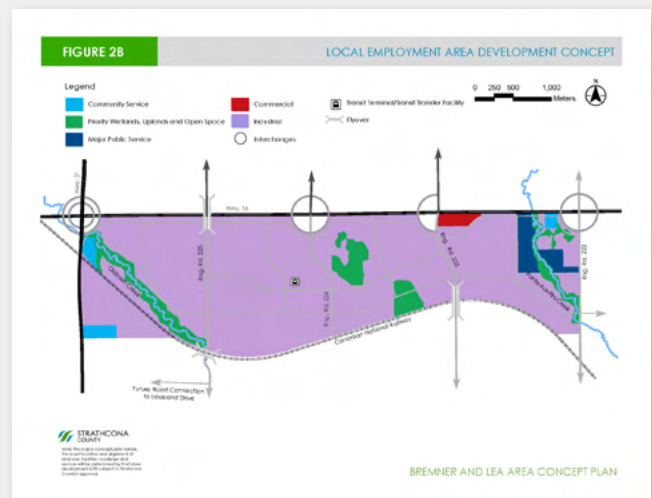
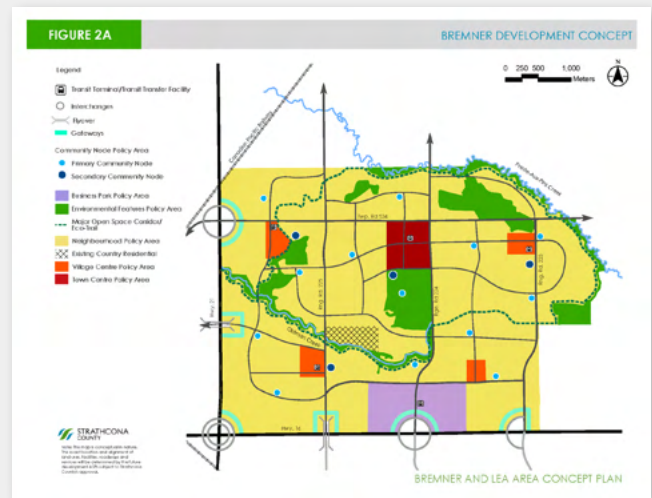
**FIGURE 10. GROWTH AREAS**



- Bremner** — The Bremner area is a continuous expansion of Sherwood Park east of Highway 21 and north of Highway 16. Encompassing both urban and rural characteristics, Bremner will include various forms of residential development spread throughout the community as well as a Town Centre, four Village Centres, various community hubs, an employment area and open spaces. Access to the community will be provided by a series of interchanges on Highway 21 and Highway 16 while the community's road network be supported by a system of arterials and collectors. It is important to note that the Bremner area will become a new Urban Service Area within Strathcona County, requiring urban transportation connections as part of its development.

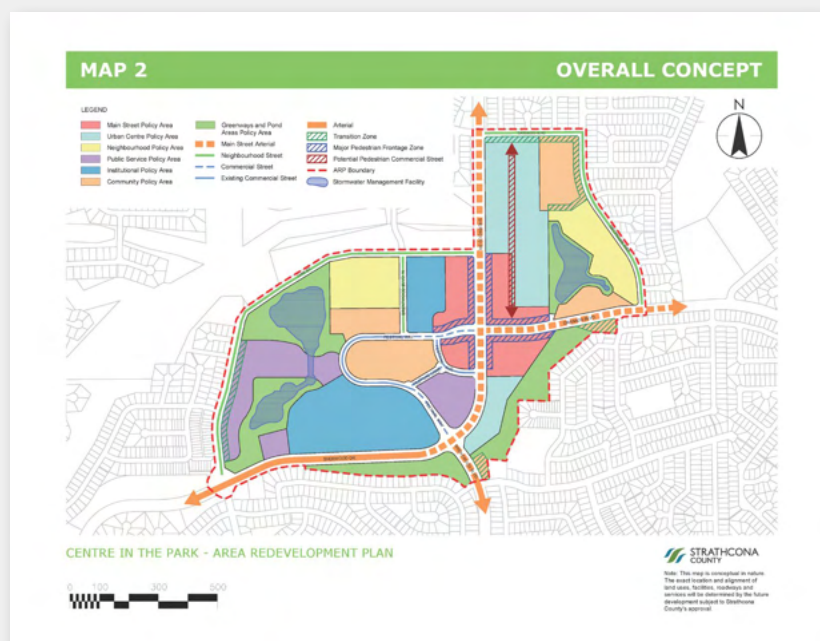
- Local Employment Area (LEA)** — Located within the Rural Service Area, the LEA is situated south of Highway 16, between Highway 21 and Range Road 222 and directly south of Bremner. Access to the LEA will be provided primarily through interchanges along Highway 16, which will connect to industrial arterial and collector roads within the employment area.

### Bremner and LEA Concept Plan





- Centre in the Park Area Redevelopment Plan** — The Centre in the Park is designated as the Urban Centre for Sherwood Park within the MDP. The ARP, which was adopted by Council on September 8, 2020, provides guidance on future redevelopment in this area, which will continue to support a diversity of land uses, including commercial, institutional, residential and open spaces. Active transportation infrastructure and connections will be integrated with the existing road network.



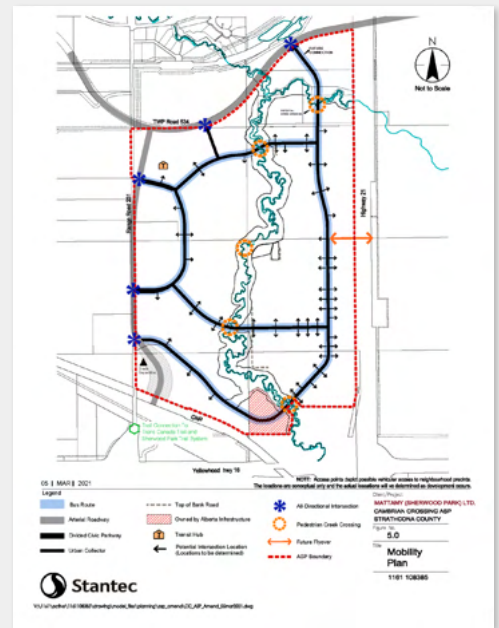


- Hillshire** — The Hillshire area is located on the southwest quadrant of Wye Road and Range Road 231. This area is planned for mostly low to medium density residential uses. The school and administrative building currently located in the area will remain as the neighbourhood builds out. The community will be supported by local roads linking to one main collector that connects directly to Wye Road and Range Road 231. In addition, trails and pathways are proposed, connecting to existing trails in the USA.
- Cambrian Crossing** — Cambrian Crossing is located on the northwest quadrant of Highway 21 and Highway 16 and is planned for a mix of residential, commercial, industrial and institutional land uses. The development will be a place to live, work and play as it is anticipated to accommodate approximately 12,600 residents and generate up to 3,500 jobs. Site access is provided from Township Road 534 and Range Road 231, which allow direct connections to provincial highways. Transportation within the community will be supported through an integrated network of collector roadways, pedestrian and cycling connections as well as accessible transit service.
- Alberta Industrial Heartland** — The Alberta Industrial Heartland Association (AIHA) was developed in partnership with Strathcona County, City of Fort Saskatchewan, Sturgeon County, Lamont County and City of Edmonton to promote and facilitate the industrial growth within the Heartland region. This region plays an important part in the County's transportation network as it represents a significant portion of the employment opportunities in the region. The AIHA has its own set of transportation priorities and efforts should be made to coordinate between the County and the AIHA to appropriately address the transportation needs of the Heartland Region.
- Ongoing Growth Areas** — While many of the aforementioned areas have not yet begun developing, it is noted that there a few ongoing developments that are well underway and in some cases recently completed. Some of these ongoing developments include Emerald Hills, Salisbury Village and Summerwood.

**Hillshire Land Use Concept**



**Cambrian Crossing**



## 5.3 TRAFFIC PROJECTIONS & KEY CONSTRAINTS

As part of the technical evaluations for the ITMP, the County's travel demand model was updated to forecast existing and future (2045) traffic projections based on land use as well as planned future network improvements identified by the EMRB. The model is an invaluable tool for future transportation network planning, policy evaluations and collaborating with regional partners.

Overall, the County's road network is in good condition today with most roadways operating with low to moderate congestion. The level of congestion on any given roadway can be measured by the Volume-to-Capacity (V/C) ratio, where the volume of traffic is divided by the capacity of the roadway. In general, a roadway with higher operating capacity experiences lower congestion levels and for planning purposes, a roadway with a peak hour V/C ratio of 0.90 or less is considered a desirable parameter to achieve.

In general, a V/C ratio less than 0.75 represents low to moderate congestion, while a V/C ratio between

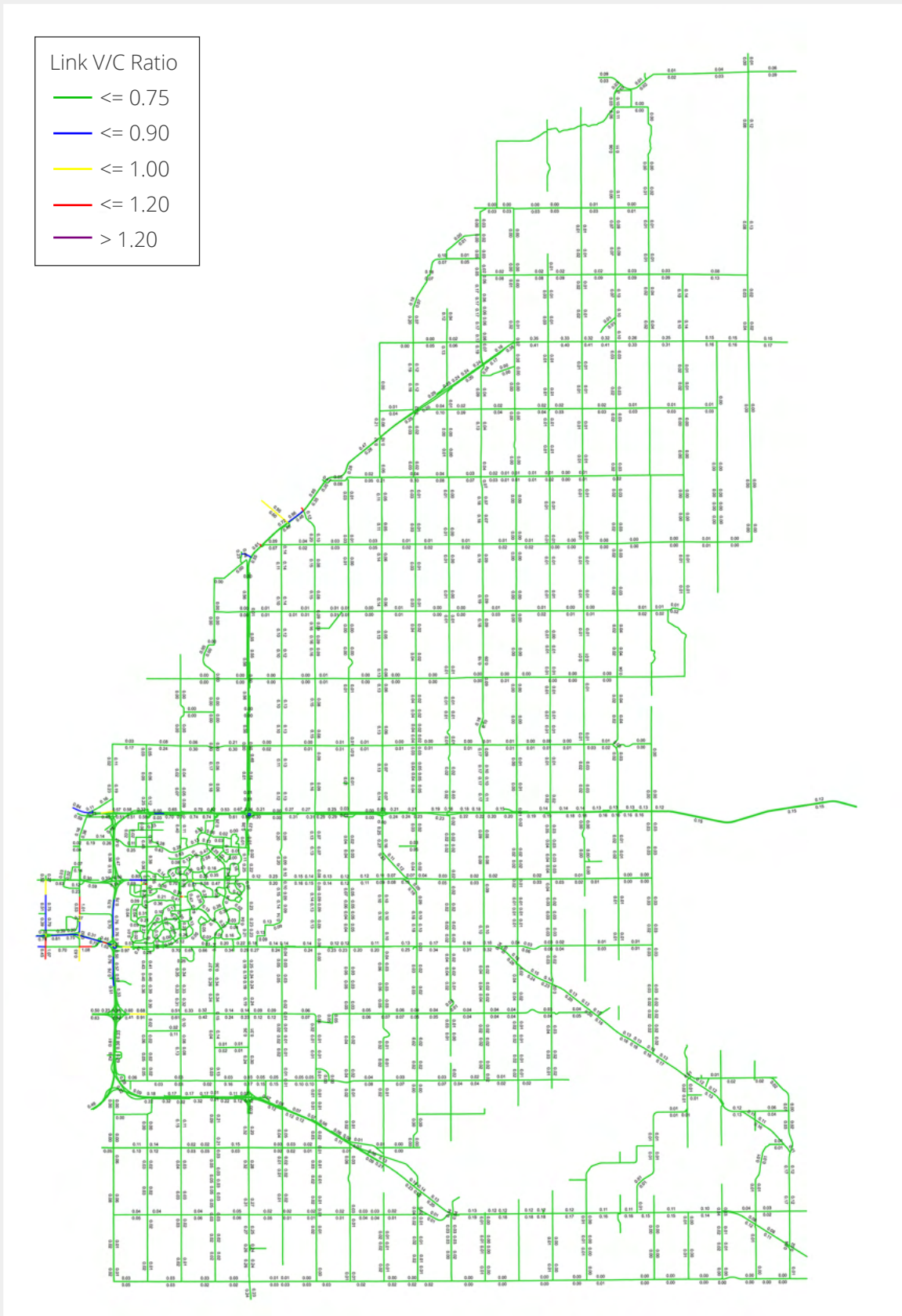
0.76 and 0.90 represents moderate to heavier congestion. Heavy congestion and longer delays are expected when the V/C ratio exceeds 0.90 and a roadway is considered to reach or exceed capacity when the V/C ratio is 1.00 or over.

As highlighted in **Figure 11**, the network mostly operates with a V/C ratio less than 0.75 under existing PM peak hour conditions, suggesting that the County's road system has sufficient capacity to accommodate existing traffic demands. There are a few notable sections of roadways in Sherwood Park that experience higher delays, however, these sections continue to have residual roadway capacity. These sections include:

- Baseline road eastbound and westbound between the Anthony Henday Drive ramps and Shivam Boulevard
- Wye Road eastbound between Anthony Henday Drive northbound to eastbound off-ramp to Ordze Road
- Highway 16 eastbound off-ramp at Clover Bar Road
- Highway 16, just east of eastbound highway on-ramp at 17 Street



**FIGURE 11. EXISTING PM PEAK HOUR LINK VOLUME TO CAPACITY RATIOS**





By 2045 and with some planned major highway and local road improvements (see **Table 1**) in addition to other rural road and intersection control upgrades, the network within the RSA will function under capacity with low congestion. This is also the case for most of the road network within the USA but road users will likely experience a higher but tolerable level of congestion. As growth occurs within the Bremner and Cambrian Crossing areas, sections of Highway 16 and Highway 21 that are adjacent

to these developments will operate at or exceed capacity without further upgrades from today. The segment of Township Road 534 between Sherwood Drive and Highway 21 will start to approach capacity by 2045 with V/C ratios just over 0.90. **Figure 12** illustrates the 2045 PM peak hour V/C ratios.

A detailed list of network improvements assumed for the 2045 horizon base model along with the modeling results and assumptions are provided in **Appendix B**.

**TABLE 1. SUMMARY OF PLANNED MAJOR ROAD IMPROVEMENTS BY 2045**

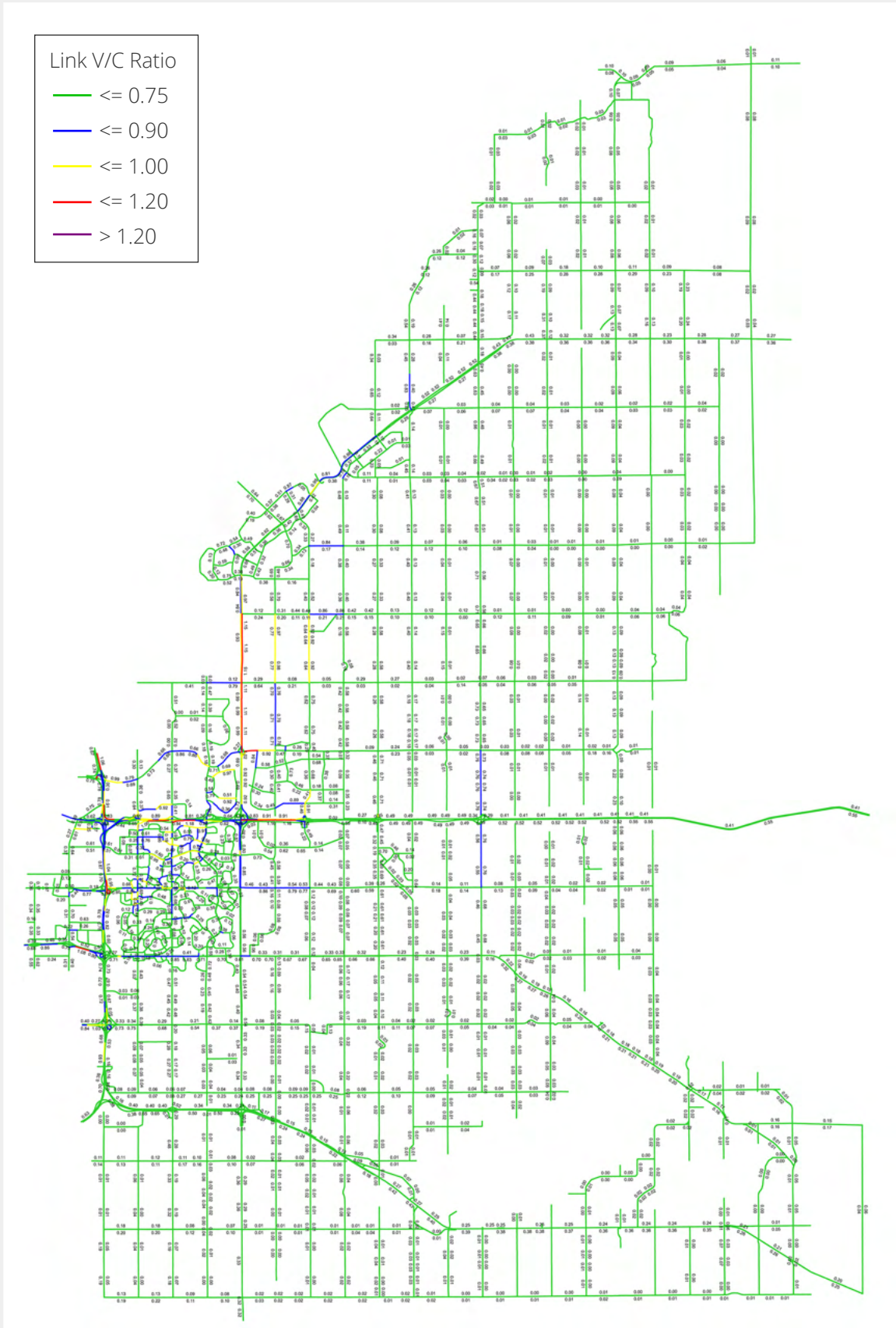
### HIGHWAY IMPROVEMENTS

Corridor	From	To	Upgrade
Highway 16	Sherwood Drive	Highway 21	4 to 6-lane Freeway
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
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
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

**FIGURE 12. 2045 PM PEAK HOUR LINK VOLUME-TO-CAPACITY RATIOS (USA)**



### Future Rail Crossing Conditions

Rail movements through Strathcona County are expected to see a significant increase over the next 25 years, which will result in increased travel delays at the at-grade rail crossings. Traffic analysis was conducted to understand the delay impacts as a result of increasing rail movements at five key at-grade crossings: 17 Street NE, Sherwood Drive and Clover Bar Road in Sherwood Park, as well as Highway 830 (Josephburg) and Highway 15 (Elk Island).

Overall, the rail crossings in Sherwood Park are anticipated to experience an additional four to five minutes of delay per vehicle as well as significant queues by 2045 during a train event. At the same time, delays at the other crossings on Highway 830 and Highway 15 are expected to increase by approximately two minutes with moderate queues forming during a train event.

Among the crossings that were evaluated, 17 Street NE was estimated to have the largest change in delays from today, as well as the largest increase

in traffic queues. This is mostly due to the higher forecasted traffic volumes on the corridor for both rail and vehicle traffic movements. Further analysis will be required to determine whether a grade-separated rail crossing would be feasible at 17 Street NE or at any other crossings located on corridors that carry higher traffic volumes. The assessment for grade-separated crossings should follow the guidelines set out by Transport Canada for grade separation assessments, which considers other traffic and safety factors including collision history and roadway function. The criteria to consider in the assessment is also provided and summarized in **Table 2**.

Transport Canada's guidelines also note where possible, a crossing should not be assessed in isolation, but rather, considered in the context of the rail corridor. Therefore, it is vital that the County continues to work with rail partners to understand and coordinate future rail operations and expansion plans with County development.





**TABLE 2. TRANSPORT CANADA GRADE SEPARATION ASSESSMENT CRITERIA FOR GRADE CROSSINGS**

Criteria	Value of Threshold for Grade Separation Candidates	
<b>Traffic and Safety-Related Criteria</b>		
Criteria (With Threshold)	Traffic Volume	AADT exceeds 100,000
	Train Volume	Average of 150 or more trains per day
	Vehicle Speed	Posted / Unposted highway speed equals or exceeds 90 km/h.
	Cross Product	Cross product exceeds 1 million
	Queuing	Existing crossings where there are known queuing issues and an entranceway or intersection is within 30m of the nearest rail of the crossing  Note: New grade crossings are not permitted where the train speed is more than 25 km/h and there is an entranceway or intersection within 30m of the nearest rail of the proposed crossing
	Maximum Train Speed	Train speed exceeds 177 km/h (110 mi/h)
	Vehicle Delay	Exceeds 40 vehicle hours per day
	Level of Service	If the highway/roadway facility is performing at a level of service below its intended minimum design level 10 percent or more of the time

**TABLE 2 CONTINUED. OTHER CRITERIA FOR CONSIDERATION IN IDENTIFYING LOCATIONS FOR FURTHER ASSESSMENT**

	<b>Criteria</b>	<b>Value of Threshold for Grade Separation Candidates</b>
Criteria (Without Threshold)	<ul style="list-style-type: none"> <li>• Collision history or predicted collisions</li> <li>• Blocked crossing issues</li> <li>• Number of highway/roadway lanes</li> <li>• Number of railway tracks</li> <li>• Type of railway traffic (i.e. passenger, dangerous goods)</li> <li>• Highway functional classification</li> <li>• Road surface type</li> <li>• Environmental impacts</li> <li>• Air quality / emissions</li> <li>• Noise disruptions in community</li> </ul>	<ul style="list-style-type: none"> <li>• Type of roadway traffic (pedestrians and cyclists, vulnerable road users, emergency services, school buses, dangerous goods)</li> <li>• Various adaptations of 'cross product' (i.e. consideration of the number of occupants such as passenger rail, bus or transit)</li> <li>• Development, community and social impacts (quality of life, community cohesion, aesthetics, business disruption)</li> <li>• Feasibility and constructability</li> <li>• Other (secondary) network impacts</li> <li>• General physical conditions</li> <li>• Land use</li> </ul>



## 6. ITMP INVESTMENT PRIORITIES

Strategies and initiatives were developed for each of the five priorities of this ITMP: *Safety, Accessibility, Connectivity, Efficiency and Economy*. These policies and initiatives use directive terms that are aligned with those defined in other County planning documents and provide clear intentions and direction for action which will enable the County to deliver an inclusive and connected transportation network to serve residents and businesses of Strathcona County over the next 25 years.



### INTENTION

#### REQUIRE

Is a compulsory obligation

#### ENCOURAGE

Provides direction for what is expected

#### CONSIDER

Provides criteria for when actions may be suitable

### ACTION

#### ENSURE

To make sure of a result through a requirement

#### PROMOTE

Shows active County encouragement

#### SUPPORT

Shows passive County support through conditional consideration



## 6.1 SAFETY

Safety is one of the five priorities identified for the ITMP by the community. Establishing a safe transportation network for all users is fundamental to the well-being of Strathcona County and encourages use of non-motorized transportation choices for commuting and recreation.

Several strategies have been recommended to establish and maintain a safe and inclusive transportation system in the County. Strathcona County is committed to taking a proactive approach in implementing road safety strategies and have been exercising the Safe Systems approach in planning and designing the County's transportation network. Define Safe Systems: The focus of the Safe System approach is to reduce death and serious injuries through designs that accommodates human mistakes and injury tolerances. The Safe System approach addresses the safety of all road users regardless of their mode of transportation. The County will continue to employ this approach in future road improvements and construction to ensure safety is a key factor.

The protection of County right-of-way for transportation facilities will also help to maintain and enhance network safety. Another proactive approach to address transportation safety is to continue monitoring the network to identify and address existing safety issues through in-service road safety reviews, as well as regular updates of the Traffic Safety Strategic Plan. Opportunities to collaborate with industry partners can also be identified to enhance the safe interaction of rail activity with other modes of transportation. Lowering speed limits in urban residential areas to align with neighbouring municipalities and industry best practice should continue to be considered to address overall network safety.





## **SAFETY**

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

### **Safety Investment Strategies**

- S1. Provide a safe and inclusive transportation experience for all users of the transportation system, regardless of their transportation choice.
- S2. Ensure safety is foundational and apply the Safe Systems approach in transportation network planning and design.
- S3. Through planned rehabilitation projects, identify and incorporate safety improvements, specifically as it relates to more vulnerable users such as pedestrians and cyclists.
- S4. Protect right-of-way for transportation facilities to maintain and improve network safety.
- 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 transportation activities.
- 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.
- S7. Work with industry partners to identify opportunities to improve infrastructure, such as signage and illumination, as well as grade-separated crossings at strategic locations to enhance the safe interaction of rail activity with other modes of transportation.
- S8. Continue to consider lowering speed limits in urban residential areas to align with neighbouring municipalities and industry best practice.



**S1. Provide a safe and inclusive transportation experience for all users of the transportation system, regardless of their transportation choice.**

All modes of transportation, from walking and cycling to driving and transit, should be safe for all users. This requires the County to provide the best safety experience possible across all modes of travel, which includes a users feeling of safety while utilizing facilities. When considering safety, the County should utilize industry best practices and ensure safety concerns are investigated and remediated as much as practically possible.

**S2. Ensure safety is foundational and apply the Safe Systems approach in transportation network planning and design.**

A Safe Systems approach is implementing evidence-based measures for the safety of all users, safe speeds, safe vehicles and safe facilities. Utilizing these four aspects of safety, the intent is to prevent serious injuries from happening on the transportation network. Key approaches within Safe Systems include:

- **Physically Separate Users** – isolate different modes and limit interactions between modes in a physical space.
- **Separate Users in Time** – where shared space exists, different modes of travel should use the space at separate times. Examples include dedicated signal phases and pedestrian scramble crosswalks.
- **Increase Attentiveness and Awareness** – alert users to hazards and the presence of other users through increased visibility, increased attentiveness (such as rumble strips) and reducing driver impairments.
- **Speed Reductions** – utilization of lower speeds through posted limits, traffic calming and enforcement.
- **Reduce Impacts** – improve survivability by reducing right angle impacts (roundabouts versus conventional intersections), improving occupant protection, advancing vehicle design and intervention (e.g., automatic braking systems) and reducing physical obstacles on roadways (e.g., breakaway posts).





Evidence-based planning and design considers the history and context of a location that is being improved, identifying potential areas for improvement, then applying the Safe Systems approach in reviewing options and design.

**S3. Through planned rehabilitation projects, identify and incorporate safety improvements, specifically as it relates to more vulnerable users such as pedestrians and cyclists.**

Through planned rehabilitation of transportation facilities, ensure vulnerable users have their experiences reviewed from a safety perspective. Where possible, ensure improvements are made to accommodate and improve the safety for vulnerable users. Improvements can be as simple as wider sidewalks, curb ramps, larger separation, or refuge areas. Vulnerable users are typically defined as users not in a conventional motor vehicle (cars, trucks) and may include, but are not limited to motorcyclists, cyclists and pedestrians (including strollers, wheelchairs and other mobility aids).

**S4. Protect right-of-way for transportation facilities to maintain and improve network safety.**

Ensure existing public rights-of-way is preserved as public right-of-way if there is potential to improve safety at any point in the future. Examples are maintaining the width of transportation corridors, so that the roadway and/or sidewalks may be expanded. Network connections may also be added to improve transportation operations or expand the County's non-motorized network of trails and sidewalks.

**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.**

Ensure all major incidents or collisions (significant human injury or fatality) are followed up by an in-service safety review to determine if there are any physical improvements that can be implemented to improve safety and to reduce the likelihood of a reoccurrence. An annual high-collision report is also required, based on empirical evidence (County enforcement reporting) which will determine locations that may be statistically significant and where an in-service road safety review may be required. In both cases, ensure recommendations for improvements are considered as a priority for implementation in front of planned capital projects.

**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.**

Every decade, a review and update of the County's TSSP is required, this ensures the TSSP is reviewed and updated, and that specific safety policies remain current and in alignment with all County plans. This also ensures strategies within the TSSP adhere to all new projects and be implemented as much as reasonably possible. Safety successes should be highlighted and safety trends be considered in the context of the Capital Region and safety plans of neighboring communities.

**S7. Work with industry partners, to identify opportunities to improve infrastructure, such as signage, illumination and grade-separated crossings at strategic locations to enhance the safe interaction of rail activity with other modes of transportation.**

Industry partners, from Alberta Transportation, to developers to private industries that rely on the road network, play a key role in improving safety through the entire transportation network. This requires the County to solicit feedback from industry representatives and look for opportunities to collaborate to improve safety and operations where rail and road interface. Opportunities to utilize the road network and improve operations at rail crossings more efficiently and safely may include prioritizing physical infrastructure that can benefit all partners, such as improved signage or grade separation of a rail crossing, to improving signal timings and modifying shift changes.

Rail is recognized in Strathcona County as a critical piece of infrastructure for goods

movement, between businesses in the County and the broader region within Western Canada. The investment strategy to improve the safety of rail crossings will be significantly beneficial to road users and commerce within the County.

**S8. Continue to consider lowering speed limits in urban residential areas to align with neighbouring municipalities and industry best practice.**

Communities across Alberta, including the City of Edmonton are implementing lower speed limits in residential communities to improve safety. This is consistent with the Safe Systems approach; by reducing speed, severe outcomes can be lowered or eliminated. It is however recognized that Strathcona County has both rural and urban residential areas and there is not a universal application of speed limits that is applicable to all areas in the County. There is however an opportunity to reduce speed limits where appropriate, including the reduction from 50 km/h to 40 km/h in many urban neighborhoods.





## 6.2 ACCESSIBILITY

An integrated transportation network should consider the needs of all users. As the County continues to grow and evolve, it is imperative that the transportation network is accessible to all users and can accommodate various forms of mobility options. An accessible transportation network can be achieved through improving the County's transit system to provide universally designed facilities, vehicles and services in accordance with the Transit Master Plan. In addition, with the increase in non-motorized users, there is a need to expand street design standards to accommodate multi-use transportation options, especially in urban areas within the County. Transportation innovations and strategic partnerships to deliver alternative services such as car-sharing and ride-sharing can also be explored to address evolving mobility needs. Finally, continued investment in accessible and integrated active transportation infrastructure can be considered to encourage efficient and convenient access to all facilities.



### ACCESSIBILITY

The County's transportation network will be accessible to all

#### Accessibility Investment Strategies

- 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.
- A2. Review street design standards to assess their impact on all users and adjust and adapt to future multi-modal needs.
- A3. Explore transportation innovations and strategic partnerships to deliver effective and efficient alternative services (car-sharing, ride-sharing and car-pooling) to the County's businesses and residents.
- A4. Continue to invest in active transportation infrastructure that is accessible to all transportation network users and integrated with other transportation modes.



**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.**

The County's Transit system continues to be an important transportation option for all County residents; continued investment into the system is required for improved inclusion and access to the transit system as well as more efficient transit links for transit users. Transit facilities and vehicles will continue to be designed and implemented for barrier-free access to accommodate all potential users.

**A2. Review street design standards to assess their impact on all users and adjust and adapt to future multi-modal needs.**

Roadways are not exclusively for motor vehicles and all users should be included in the design of transportation corridors. With the increased use of non-motorized modes on transportation corridors, there is a need to expand street design standards to accommodate multi-use transportation options, especially in urban areas within the County. Street design standards should be reviewed to improve the accessibility of transportation infrastructure by incorporating facilities that meet the needs of all users, often referenced as "Complete Streets." Similar to safety being inherently included in facility design, the all-user approach to facility experience should also be included during the roadway design process. By reviewing and updating design standards that meet the requirements of all users, expectations are created to provide inclusive transportation corridors that have features that meet the needs of all individuals.

**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.**

The way people move around the County is constantly evolving. Along with new mobility technologies that are developing and becoming available, new transportation services and opportunities are becoming more readily accessible. Many of these opportunities can be implemented while still leveraging existing infrastructure, thus minimizing wasted cost and effort. The County should be a willing partner in technologies and services that will make transportation more efficient, more accessible and work towards being Canada's most livable community. The County should not support innovations that could potentially diminish the safety of transportation users or jeopardize transportation infrastructure.

**A4. Continue to invest in active transportation infrastructure that is accessible to all transportation network users and integrated with other transportation modes.**

Active modes transportation investment will be a priority in the upcoming years for the County. The expansion of the trail network, improved sidewalk connections and improved rural roadways that are more conducive for active modes were identified as opportunities for transportation investment through community engagement and technical assessment of the transportation network. While investment in active transportation is important, connections to existing transportation modes and facilities should be considered to encourage efficient and convenient access to all facilities. Finally, it is important that facilities are maintained year round, as best possible, to provide access for all users in all seasons.

## 6.3 CONNECTIVITY

A safe and accessible transportation network also requires effective connections to foster community well-being and economic growth. This will require continued collaboration with key stakeholders and regional partners to coordinate transportation improvements and multi-modal integration as well as to enhance connections to places of work, live and play. In addition, new development whether within the USA or RSA, should consider opportunities to incorporate connections to the transit and active transportation network where possible.



### CONNECTIVITY

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

#### Connectivity Investment Strategies

- C1. Collaborate with key stakeholders within the Edmonton Metropolitan Region, including the Edmonton Metropolitan Region Board, City of Edmonton, City of Fort Saskatchewan and Alberta Transportation, to continue supporting regional transportation projects that improve network connectivity.
- 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.
- 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.
- C4. Collaborate with the Edmonton Metropolitan Transit Service Commission to support regional transit to promote connectivity.
- C5. Identify opportunities to enhance transportation connections to, from and within the Rural Service Area to access employment areas, services and destinations.
- C6. Improve and expand access to transit in accordance with the policies, service standards and initiatives outlined in the Transit Master Plan.
- C7. Strategically prioritize construction of active transportation infrastructure where opportunities exist to efficiently connect communities with commercial areas and/or transportation hubs.



**C1. Collaborate with key stakeholders within the Edmonton Metropolitan Region, including the Edmonton Metropolitan Region Board, City of Edmonton, City of Fort Saskatchewan and Alberta Transportation, to continue supporting regional transportation projects that improve network connectivity.**

Regional participation for Strathcona County will be required to better align transportation planning and advocate for regional investment, that will benefit both the Edmonton Metropolitan Region and Strathcona County. While currently well-served by regional highway connections, growth in the County and Region will strain these connections in the future, creating the need for the County to advocate for transportation planning that addresses potential concerns before the conditions begin to fail. Support for the improvement of these corridors through project investment will be required at the regional level.

**C2. Continue to 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.**

Connecting to employment, education and services within the Edmonton Metropolitan

Region is important to County residents, both urban and rural. Developing multi-modal opportunities with regional partners, from trails to transit to improved roadways will maintain and improve these regional connections. This was highlighted through public engagement as a significant need, especially active modes and cyclist connections into and from Edmonton.

**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.**

Strathcona County is constantly evolving in its transportation needs. While the County's MDP encourages and promotes transit and active modes use within the County, the connections between neighborhoods and communities will need to be planned with ASPs. All future development areas (residential, commercial, etc.) should be planned with identified connections to the County's trail network and transit plans. Where gaps exist between planned infrastructure and planned communities, the County should endeavor to remove and reduce identified gaps.



**C4. Continue to collaborate with the Edmonton Metropolitan Transit Service Commission to support regional transit to promote connectivity.**

Regional transit connections are important to Strathcona County, most specifically the transit connections to Edmonton’s downtown and the universities within Edmonton. Ensure Strathcona County continues to advocate for the Edmonton Metropolitan Transit Service Commission and its partners for improved connectivity between and within regional communities.

**C5. Identify opportunities to enhance transportation connections to, from and within the Rural Service Area to access employment areas, services and destinations.**

The Rural Service Area within Strathcona County is primarily connected by highways and major roadway facilities with limited active transportation and transit connections. As the County grows and develops, it will continue to be important to connect rural areas to service and employment areas within the County. This requires the County to continue identifying connections and work holistically within rural areas to create improved and alternative connections to internal employment and service areas.

**C6. Improve and expand access to transit in accordance with the policies, service standards and initiatives outlined in the Transit Master Plan.**

The Integrated Transportation Master Plan specifically supports the Transit Master Plan and the direction to enhance and expand transit service, facilities and initiatives for transit in the County. Investment in the transit system is an important aspect of maximizing the existing infrastructure within the County. The Transit Master Plan clearly outlines performance indicators and evidence-based improvements that should be followed during transit investment.



**C7. Strategically prioritize construction of active transportation infrastructure where opportunities exist to efficiently connect communities with commercial areas and/or transportation hubs.**

As Strathcona County grows in population and transportation needs evolve, it will become increasingly important to provide active transportation connections between residential areas and employment areas. This includes providing multi-modal connections to commercial areas and transportation hubs (such as park and rides). These connections should be supported as part of the design of all new employment lands as well as adding connections to existing commercial facilities where possible.

## 6.4 EFFICIENCY

An efficient transportation network enables the movement of people, goods and services while reducing costs, time and energy. Efficiency can be gained through improved road connectivity, accessible mobility choices, integrated land use and a reliable transportation network in consideration of local and regional destinations. These measures can be achieved by investing in active transportation and public transit and exploring opportunities to reduce congestion, including user incentives and emerging mobility innovation and technology. In addition, maximizing the use of existing infrastructure through regular maintenance can reduce overall costs in the long term.



### EFFICIENCY

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

#### Efficiency Investment Strategies

- E1. Invest in opportunities that incentivize users who reduce congestion on the transportation system.
- E2. Support alternatives to personal motor vehicles to manage congestion and extend the service life of existing roadways.
- E3. Explore opportunities for the use of micro-mobility innovations.
- E4. Leverage the interdependency of land use and transportation for the benefit of community mobility.
- 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.
- E6. Work with airshed partners to monitor emissions in order to assess the impact of transportation decisions on air quality in our community.
- 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.
- 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.
- E9. Monitor advances in emerging technologies and implement measures that may improve traffic flow efficiency.

**E1. Invest in opportunities that incentivize users who reduce congestion on the transportation system.**

Reducing congestion on the network will extend the use and capacity life of existing facilities. Rather than penalizing motorists for using road facilities, a better way is to incentivize users who are helping reduce congestion. Effective incentives often relate directly to reducing travel time through more consistent speeds, reliable travel times and less congestion. This can include measures such as transit pricing incentives, transit priority measures (e.g., bus queue jumps, bus lanes), High Occupancy Vehicle (HOV) lanes as well as queue jumps and improved access such as specific highway access ramp for HOVs.

**E2. Support alternatives to personal motor vehicles to manage congestion and extend the service life of existing roadways.**

Expanding and building more roads is not the only solution to reduce congestion in urban environments. Promotion of alternative travel options such as transit and active modes and alternative travel times (e.g, off peak as opposed to peak hour) are effective measures in reducing congestion across the network. By reallocating road space for more efficiency such as the use of bus or HOV lanes, the overall system improves, incentivizing both transit use and carpooling.

**E3. Explore opportunities for the use of micro-mobility innovations.**

Micro-mobility is generally considered the use of small, lightweight, slower operating (25km/h or less) vehicles. These include small electric devices such as e-bikes, e-skateboards, e-scooters, hoverboards and segways, as well as non-electric devices such as rollerblades and manual scooters. While small internal combustion motor scooters were at one point considered micro-mobility, the general direction of the definition is moving towards electric-based vehicles. Opportunities for the use of these type of micro-mobility vehicles will continue to be



considered in future years. Creating safe and efficient use of these alternative vehicles within the transportation network as well as connecting between modes, such as transit, will have the potential to reduce single-vehicle use and improve network efficiency.

**E4. Leverage the interdependency of land use and transportation for the benefit of community mobility.**

Land use must be planned with transportation and, likewise, transportation planned with land use. Smart growth is development that supports environmental and economic health, with land use and transportation supporting the community internally and connecting to other communities. Higher density land use should be promoted near transit and transportation facilities, whether planned or existing, to improve the access and usage of transportation facilities. Employment and commercial areas within communities should be connected to residential areas not only with roads, but with sidewalks and trails and the more integrated the connection between land use and transportation alternatives, the more potential for growth and community livability.



**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.**

Transportation facilities are an investment for the community; understanding the life cycle cost of a roadway, bridge, trail or other transportation infrastructure will help prepare a management plan for the most efficient and maximum life of service. Regular maintenance and rehabilitation programs should be planned around the overall life span of an asset. As a principle, it is more efficient to invest in the maintenance and rehabilitation of an existing asset than it is to implement a full reconstruction or replacement.

**E6. Work with airshed partners to monitor emissions in order to assess the impact of transportation decisions on air quality in our community.**

Air quality is an important part of being Canada's most livable community. Understanding the impacts of transportation investment to the environment and specifically the airshed will help prioritize investment. Motorized transportation vehicles impact air quality and by monitoring emissions and correlating with congestion, electric vehicle usage and other factors, the County can better predict transportation emission impacts into the future.

**E7. Monitor and protect for higher order transit and implement transit priority measures on key corridors in accordance with the Transit Master Plan.**

Like the investment strategies in other sections of the ITMP, as well as the Transit Master Plan, there is an identified need to protect and implement transit network improvements for reliable transit options and for attracting new ridership.

**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.**

On-Demand Transit is a way to connect start and end rider trips to major transit locations, improving the overall efficiency of the transit network while being more attractive to potential riders. Utilizing real time technology through applications, riders and drivers can connect users to transit options reliably and conveniently. While new to many transit systems, On-Demand Transit does present an opportunity for future transit system development. This option should be prioritized in the short-term to determine the suitability of long-term use in the County.

**E9. Monitor advances in emerging technologies and implement measures that may improve traffic flow efficiency.**

With technology constantly evolving, new opportunities will become available that may improve traffic movements within the County. Efforts should be made to maximize existing infrastructure; therefore, exploring new innovations is encouraged prior to exploring full reconstruction of a transportation corridor or node.

## 6.5 ECONOMY

An integrated transportation system that is safe, efficient and accessible promotes economic development. Strathcona County's robust economy is shaped by a diversity of leading industries such as agriculture and petrochemicals, in combination with an effective transportation network that supports the efficient movement of goods and services. Continued collaboration with regional and industry partners to promote and maintain a safe, reliable and efficient transportation network will foster continued economic growth in the County and ensure goods are well-connected to markets in Canada and abroad.

In addition, continued investment for transportation facilities and infrastructure, particularly with priority on goods movement corridors will provide industry with better access to global markets through road, rail and air. Technology is also changing, growing and developing rapidly and is a key driver of economic growth. Innovative and forward-thinking solutions to transportation services within the County enable efficient movement of people, goods and services, which is vital to economic prosperity.



### ECONOMY

Transportation investment will support industry and economic growth

#### Economy Investment Strategies

- EC1. Update a long-term capital investment plan for transportation facilities and infrastructure on an annual basis.
- 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.
- EC3. Support the provincial highway network through efficient connections between the highway network and industry access.
- EC4. Work with the Edmonton Metropolitan Region Board to support the integration of transportation modes and facilities to ensure economic activities are connected to markets in Canada and abroad.
- EC5. Collaborate with industry partners to explore rail investment to improve inter-modal goods movement.
- EC6. Provide and maintain a network of designated truck routes designed to accommodate large and oversized vehicles.
- EC7. Monitor advances in emerging technologies as the transportation industry evolves, continually assessing the opportunities that these innovations may present for the transportation network.



**EC1. Update a long-term capital investment plan for transportation facilities and infrastructure on an annual basis.**

A long-term capital plan is important when planning for transportation infrastructure investment. The more immediate capital plan (within 5 years) should focus on implementation while intermediate (5-20 year) projects shall be planned based on prioritization. Ensure a plan of projects beyond 20 years is also tracked and as need occurs, these projects may be prioritized into the intermediate time frame. As part of this ITMP, the projects within the 20 year timeframe and expected needs on the transportation network are presented in future chapters.

**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.**

The movement of goods is a critical economic driver for Strathcona County, whether by underground utility, rail, air, or roadway. The Industrial Heartland area is specifically reliant on safe and efficient goods movement to maintain efficient production. This requires the County to prioritize investments along key roads and rail corridors to support industrial development and initiatives that mutually benefit the County and the Heartland.

**EC3. Support the provincial highway network through efficient connections between the highway network and industry access.**

Strathcona County has a robust highway network, especially for east-west travel (Primary Highways 14, 15 & 16) with those highways being connected by north-south Primary Highways (Highway 21 and 216). There are also many Secondary Highways that offer alternative routes and efficient travel within and through the County for industry and County residents. Strathcona County should continue to support highway investment, creating access opportunities to the highway as well as advocating with the Province for continued highway support.

**EC4. Maintain a network of designated truck routes, designed to accommodate large and oversized vehicles.**

Goods movement corridors are prioritized for investment and it remains important for those corridors and roadways to be identified. Ensuring a supported network of designated truck and over-dimensional roads and highways shows confidence in industrial development and the support the County has for goods movement within and beyond industrial areas.





**EC5. Monitor advances in emerging technologies as the transportation industry evolves, continually assessing the opportunities that these innovations may present on the transportation network.**

Technology is changing, growing and developing at a fast pace. From emerging technologies such as electric vehicles and autonomous vehicles to more distant developing technologies that may become available, technology should be continuously monitored to determine the opportunities that may lead to improvements to the transportation network further supporting economic development. While the implementation opportunities of technology may not be immediately obvious, Strathcona County should prioritize pilot programs and early policy development to continue to provide innovative and forward-thinking solutions to transportation services within the community.

**EC6. Work with the Edmonton Metropolitan Region to support the integration of transportation modes and facilities to ensure economic activities are connected to markets in Canada and abroad.**

Strathcona County is connected to neighbouring communities in the Edmonton Metropolitan Region and therefore must work with the region to ensure transportation policy and initiatives that will benefit each community's unique transportation needs are supported, including access to global markets through road, rail and air.

**EC7. Collaborate with industry partners to explore rail investment to improve inter-modal goods movement.**

Rail is an efficient way to move large quantities of goods between suppliers, industry and global markets. Encouraging collaboration specifically with rail partners (CP Rail, CN Rail) and industry partners (Alberta Industrial Heartland Association), as well as mutual investment into the rail system can lead to mutual benefits for the community and industry.



## 7. ITMP IMPLEMENTATION STRATEGY

The following sections highlights the strategies in implementing the ITMP as well as the framework to guide the County in transportation investment over the next 25 years based on community input, technical review and the County's overall vision for growth and transportation.

### 7.1 ROAD NETWORK

The County's existing road network will require roadway upgrades to facilitate future growth and address future network constraints. These improvements (see **Figure 14**) include upgrading several key County arterials from two to four lanes including the widening of Sherwood Drive, Clover Bar Road and 34 Street as well as planned freeway improvements identified by the EMRB such as the widening of Highway 16 from four to six lanes between Sherwood Drive and Highway 21. The transportation analysis completed in support of this ITMP indicates that no additional roadway improvements are required beyond the future base network assumptions (planned improvements identified by EMRB and other County approved growth and development plans) to support traffic growth over the next 25 years.

In order to successfully implement the anticipated transportation upgrades within the County, it is recommended that planning studies be undertaken to properly evaluate the phasing and cost implications of the anticipated improvements. Some planning studies that are recommended to address the future concerns within the County are noted below.

**Short Term (0 - 10 years):**

- Highway 16 - Sherwood Drive to Clover Bar Road
- Highway 21 - Highway 16 to Fort Saskatchewan

**Medium Term (10 - 15 Years):**

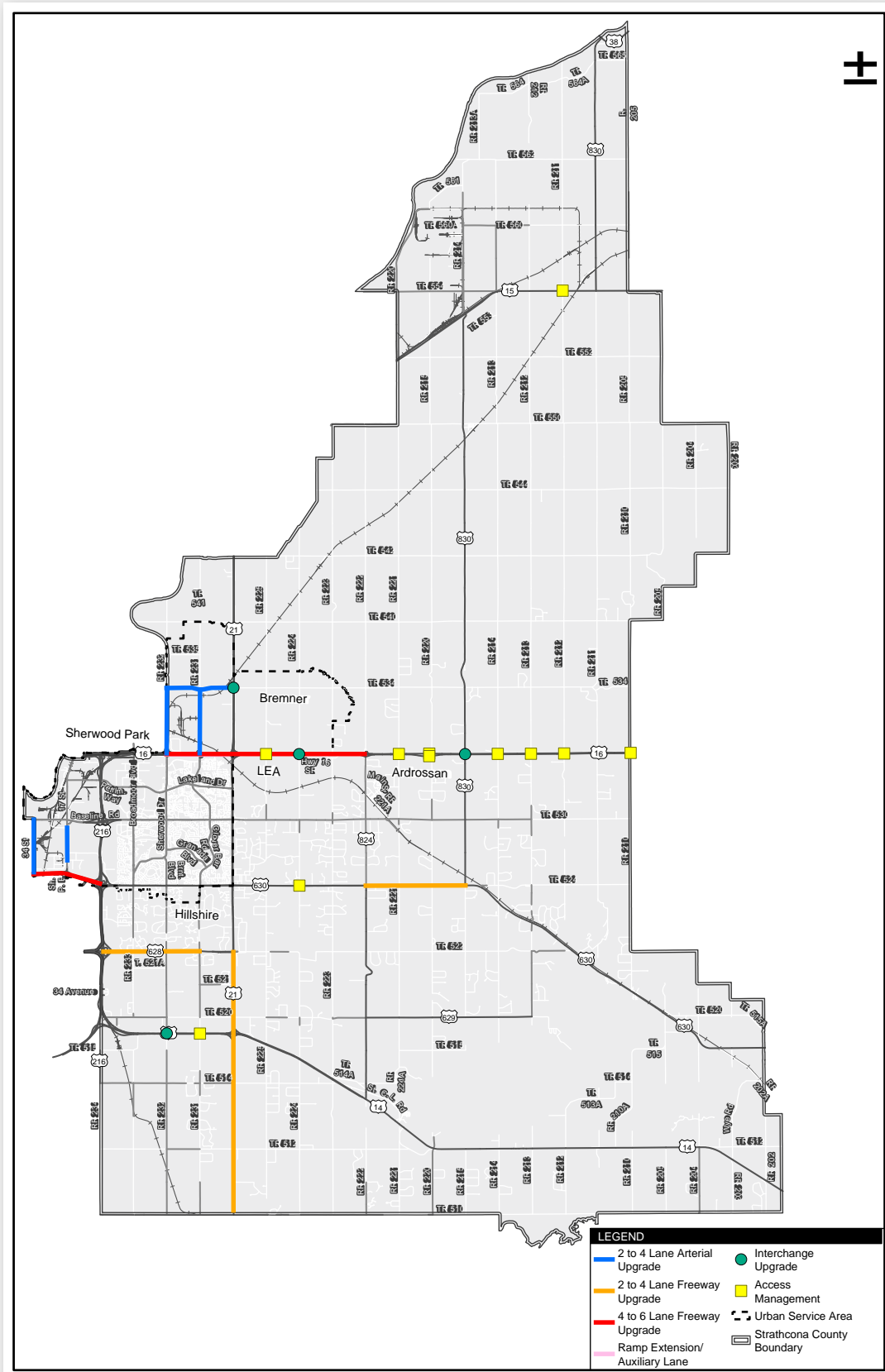
- Highway 16 - Highway 21 to Highway 830
- Sherwood Park Freeway - 50 Street to Anthony Henday Drive
- Highway 21 - Highway 628 to Highway 16

As part of these planning studies, it is important to consider not only the capacity and traffic operations of the corridor but also the active transportation and public transportation connectivity within the County. Depending on the scope of the study, the planning studies may be undertaken by Strathcona County with input from stakeholders, or in partnership with neighbouring municipalities or Alberta Transportation. For a full list of the recommended project upgrades please refer to **Appendix B**.





**FIGURE 13. FUTURE (2045) MAJOR ROAD IMPROVEMENTS**



## 7.2 ACTIVE TRANSPORTATION

As the County continues to develop, there will be opportunities to expand the existing active transportation network to enhance connectivity and continuity between existing and future infrastructure. This will require various departments within the County to coordinate active modes improvements during annual maintenance, rehabilitation and/or reconstruction projects as well as through various planning and growth initiatives. The County can also engage with advocacy groups for vulnerable users during the planning of active mode improvements to ensure specific needs and opportunities are considered.

## 7.3 BEYOND 25 YEARS

Strathcona County will continue to expand and develop beyond the next 25-years. In addition to the network improvements identified within the 25-year timeframe, there will be other several significant capital investments required just beyond the 25-year horizon. These investments involve major interchange reconstruction, rail grade separation and expanded highway corridors. While these investments will need to be in partnership with other stakeholders (e.g., City of Edmonton and Alberta Transportation), it is likely that the need for improvements will be a result of increased population in growth areas such as Bremner and Cambrian Crossing, thus leaving the County with a responsibility to contribute technically and financially to the improvements. It is further notes that the timing of these improvements may be sooner or alter as it is dependent of these growth areas.

These major improvements should be considered well in advance to ensure the County is prepared for the required investment and can have the improvements implemented when traffic warrants and community priorities necessitate the improvement.

## 7.4 PRIORITIZATION STRATEGY

A prioritization framework has been developed to guide the County in achieving its transportation goals over the next 25 years. This framework sets out the timeframe for implementing the strategic actions, as well as identifies the level of complexity to achieve or implement the strategy and the financial commitment from the County.

As mobility trends and growth patterns changes along with changes in community expectations, the strategies outlined in this ITMP should be reviewed and updated as necessary, to ensure it continues to the meet the County's transportation needs and align with other guiding documents and statutory plans.

**TABLE 3. SAFETY INVESTMENT STRATEGIES**

Safety Investment Strategies		Investment Timeframe			Level of Complexity	Financial Commitment
		Short-Term (< 10 Years)	Medium-Term (10 to 15 Years)	Long-Term (15 to 25 Years)		
S1	Provide a safe and inclusive transportation experience for all users of the transportation system, regardless of their transportation choice.	●	●	●	Medium	Medium
S2	Ensure safety is foundational and apply the Safe Systems approach in transportation network planning and design.	●	●	●	Low	Low
S3	Through planned rehabilitation projects, identify and incorporate safety improvements, specifically as it relates to more vulnerable users such as pedestrians and cyclists.	●	●	●	Medium	Medium-High
S4	Protect right-of-way for transportation facilities to maintain and improve network safety.	●	●	●	Medium	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.	●	●	●	High	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.	●		●	Medium	Low
S7	Work with all industry partners to identify opportunities to improve infrastructure, such as signage and illumination, as well as grade-separated crossings at strategic locations to enhance the safe interaction of rail activity with other modes of transportation.	●	●	●	Low-Medium	Low-High
S8	Continue to consider lowering speed limits in urban residential areas to align with neighbouring municipalities and industry best practice.	●	●		Low-Medium	Low



**TABLE 4. ACCESSIBILITY INVESTMENT STRATEGIES**

Accessibility Investment Strategies		Investment Timeframe			Level of Complexity	Financial Commitment
		Short-Term (< 10 Years)	Medium-Term (10 to 15 Years)	Long-Term (15 to 25 Years)		
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.	●	●	●	Medium	Medium
A2	Review street design standards to assess their impact on all users and adjust and adapt to future multi-modal needs.	●	●		Low	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.	●	●		Low	Low-Medium
A4	Continue to invest in active transportation infrastructure that is accessible to all transportation network users and integrated with other transportation modes.	●	●	●	Medium	Medium-High

**TABLE 5. CONNECTIVITY INVESTMENT STRATEGIES**

Connectivity Investment Strategies		Investment Timeframe			Level of Complexity	Financial Commitment
		Short-Term (< 10 Years)	Medium-Term (10 to 15 Years)	Long-Term (15 to 25 Years)		
C1	Collaborate with key stakeholders within the Edmonton Metropolitan Region, including the Edmonton Metropolitan Region Board, City of Edmonton, City of Fort Saskatchewan and Alberta Transportation, to continue supporting regional transportation projects that improve network connectivity.	●	●	●	Low	Low
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.	●	●	●	Medium	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.	●	●	●	Low	Medium
C4	Collaborate with the Edmonton Metropolitan Transit Service Commission to support regional transit to promote connectivity.	●	●	●	Medium	Medium-High
C5	Identify opportunities to enhance transportation connections to, from and within the Rural Service Area to access employment areas, services and destinations.	●	●	●	Medium	Low
C6	Improve and expand access to transit in accordance with the policies, service standards and initiatives outlined in the Transit Master Plan.	●	●	●	Medium	Medium-High
C7	Strategically prioritize construction of active transportation infrastructure where opportunities exist to efficiently connect communities with commercial areas and / or transportation hubs.	●	●	●	Medium	Medium

**TABLE 6. EFFICIENCY INVESTMENT STRATEGIES**

Efficiency Investment Strategies		Investment Timeframe			Level of Complexity	Financial Commitment
		Short-Term (< 10 Years)	Medium-Term (10 to 15 Years)	Long-Term (15 to 25 Years)		
E1	Invest in opportunities that incentivize users who reduce congestion on the transportation system.	●	●		Low	Low - Medium
E2	Support alternatives to personal motor vehicles to manage congestion and extend the service life of existing roadways.	●	●	●	Low	Low
E3	Explore opportunities for the use of micro-mobility innovations.	●	●		Low	Low
E4	Leverage the interdependency of land use and transportation for the benefit of community mobility.	●	●	●	Low	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.	●	●	●	Low	Medium
E6	Work with airshed partners to monitor emissions to assess the impact of transportation decisions on air quality in our community.	●	●	●	Low	Low
E7	Monitor and protect for higher order transit and implement transit priority measures on key corridors in accordance with the Transit Master Plan.	●	●	●	Low	Low - 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.	●	●		Medium	Medium
E9	Monitor advances in emerging technologies and implement measures that may improve traffic flow efficiency.	●	●	●	Low	Low



**TABLE 7. ECONOMY INVESTMENT STRATEGIES**

Economy Investment Strategies		Investment Timeframe			Level of Complexity	Financial Commitment
		Short-Term (< 10 Years)	Medium-Term (10 to 15 Years)	Long-Term (15 to 25 Years)		
EC1	Update a long-term capital investment plan for transportation facilities and infrastructure on an annual basis.	●	●	●	Medium	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.	●	●	●	Medium	Medium
EC3	Support the provincial highway network through efficient connections between the highway network and industry access.	●	●	●	Medium	High
EC4	Provide and maintain a network of designated truck routes designed to accommodate large and oversized vehicles.	●	●	●	Medium	Medium
EC5	Monitor advances in emerging technologies as the transportation industry evolves, continually assessing the opportunities that these innovations may present on the transportation network.	●	●	●	Low	Low
EC6	Work with the Edmonton Metropolitan Region to support the integration of transportation modes and facilities to ensure economic activities are connected to markets in Canada and abroad.	●	●	●	Medium	Low
EC7	Collaborate with industry partners to explore rail investment to improve inter-modal goods movement.	●	●	●	Medium	High

# APPENDIX A



STRATHCONA  
COUNTY



## **What We Heard Report 1**

### **Strathcona County Integrated Transportation Master Plan**

**JULY 2021**



**STRATHCONA  
COUNTY**



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## THANK YOU FOR SHARING YOUR THOUGHTS AND IDEAS WITH US.

The Integrated Transportation Master Plan is critical to the future of transportation in Strathcona County. We appreciate your taking the time to tell us what you think.

The COVID-19 pandemic has touched nearly every aspect of daily life, including how we were able to connect with you during the first phase of public engagement. Thank you for engaging with us virtually as we adjusted our approach. Although in-person public events are paused, the project team remains committed to sharing project information and offering meaningful public engagement as efficiently and safely as possible.

## PROJECT OVERVIEW

Strathcona County is updating its Integrated Transportation Master Plan (ITMP). The goal of this initiative is to guide transportation investment decisions now and into the future. As the County continues to grow and our changing needs and priorities compete for funding to support numerous initiatives, County Administration will continue to take an integrated approach to transportation planning.

The County’s current ITMP was completed in 2012. Since that time, the County’s population has grown by almost 15%, with the majority of growth in the Sherwood Park area. The County has implemented some of the 2012 recommendations, such as widening Sherwood Drive (Lakeland Drive to Highway 16), Lakeland Drive (Clover Bar to Highway 21) and Wye Road (Hawthorne Road to Brentwood Boulevard). Improvements have also been made to regional travel to, from and through Strathcona County. These improvements include completion of the northeast section of Anthony Henday Drive, completion of the remaining phases of widening Wye Road (currently under construction) and adoption of the Bremner and Local Employment Area and Area Concept Plan.

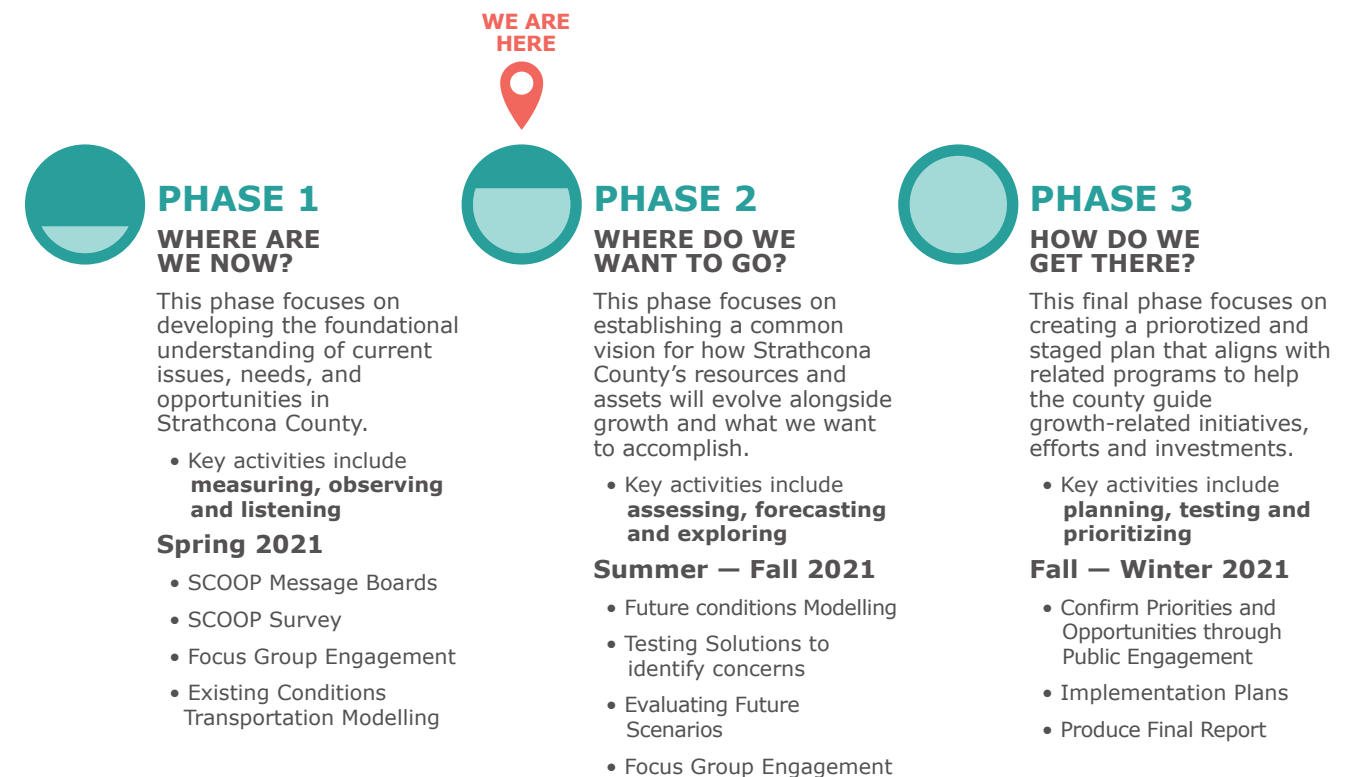
The County’s priorities have changed since 2012. Specifically, the County needs to support future growth and development as well as changing mobility needs. The ITMP update process gives the County an opportunity to review which recommendations have (or have not) been implemented and to decide which strategies are still relevant based on current and on trend land use plans, community needs and corporate and regional objectives.

In 2021, the County’s priorities include an approach that aligns with our community’s changing physical, cultural and social needs and supports community wellness through investments in land use and transportation. The Integrated Transportation Master Plan is an important component of these future plans.

## HOW WE ENGAGE

The engagement process creates opportunities for the public and stakeholders to provide input into developing the ITMP. This first phase began by exploring the values participants thought should be included in the ITMP. We also invited participants to identify existing transportation issues, forecast future transportation needs and examine where the County should invest in transportation.

Participant feedback will be used in Phase 2 to establish a common vision for how Strathcona County’s resources and assets will evolve as the County grows. Future Conditions Transportation Modelling will create future scenarios for the public and stakeholders to review and provide input.



# How We Communicated & Engaged



## Media

3 ads and info releases: April 20, April 27 & June 15  
1 earned media story June 15



## Social Media

3 ads and info releases: April 20, April 27 & June 15  
1 earned media story June 15



## Website

Process updates and engagement reports were provided at each phase of the project on the County website at [strathconacounty.ca/ITMP](http://strathconacounty.ca/ITMP)



## SCOOP

Using the County’s powerful SCOOP platform, several discussing boards were open from April 20 to May 6 2021 with 86 respondents participating.



## Survey

Through an online platform and SCOOP, a community survey was opened on June 14<sup>th</sup> which ran for two weeks and had 641 respondents engage.



## Focus Groups

Focus group discussions took place through 12 focus group sessions involving community, business, industry, and youth.

## Degree of Public Engagement, Time and Resources Increase

Clear, concise, non-biased information for the public is the basis of all public engagement processes.



### INPUT

Obtain feedback from the public and stakeholders to test ideas or concepts, clarify issues, and identify possible solutions.



### LISTEN AND LEARN

Create opportunities for County staff, Council, the public and stakeholders to enter into a dialogue together to explore each other’s perspectives, goals, plans, concerns, expectations, and possible solutions.



### COLLABORATE

Partner with citizens and stakeholders in each aspect of the decisions, including the development of alternatives, recommendations and preferred solutions



### EMPOWER

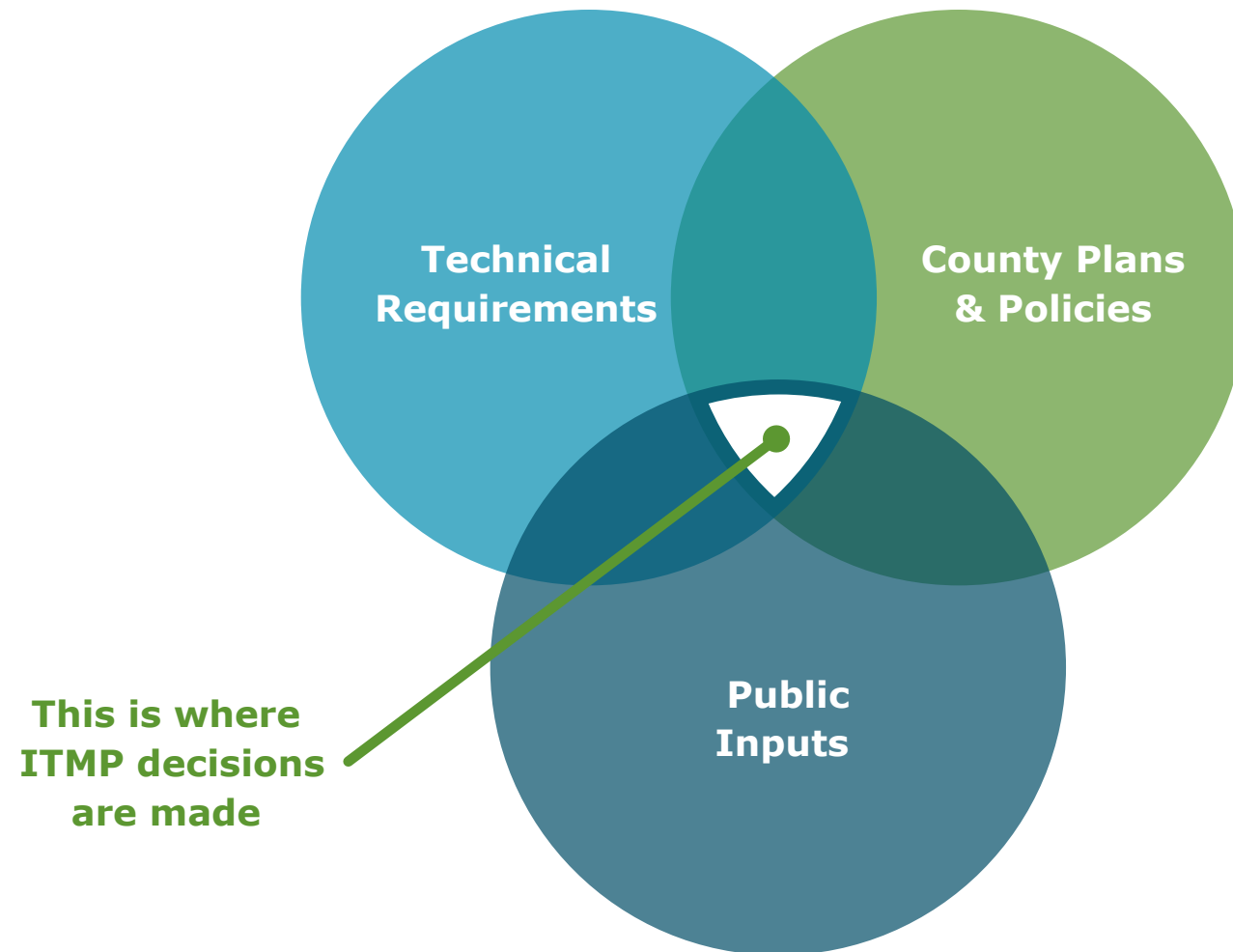
Delegate some or all aspects of decision making to citizens and stakeholders.

The County’s public engagement continuum defines the public’s level of influence in engagement processes. Engagement and Communications happened at the “Listen and Learn” level.

Public input, technical analysis and Strathcona County strategic plans, frameworks and policies will all be considered in defining the Integrated Transportation Master Plan update.



## HOW DECISIONS ARE MADE



## HOW WE COMMUNICATED

The project team used various forms of communication to promote opportunities for engagement, convey clear and concise information in a timely way, respond to inquiries and provide the means to report on citizen feedback, project progress and updates.

The Communications component of the Public Engagement and Communications Plan worked closely with County Corporate Communications and included the following characteristics:

- Be proactive and anticipate the needs and concerns of the audience.
- Timing is everything – notices, response times and ample time to engage.
- Use creative and innovative communications tools, tactics, messages and channels.
- Accommodate users, including reading level, language and accessibility.
- A picture is worth a thousand words: use imagery to attract and motivate.

Communications tactics included:

- Targeted social media across County channels such as LinkedIn, Facebook, Instagram Posts and Instagram Stories.
- News releases and media stories in the Sherwood Park News.
- Youth focused social media posts on secondary partner channels.

# WHAT WE HEARD

## OVERALL THEMES

The majority of participants thought Strathcona County's transportation system was excellent; they were appreciative of the work and investment that had gone into creating the current network. They identified that 'there are few things we need to fix, and more things we can think about and plan for the future.' The participants were future-focused, offering several suggestions to incorporate into the ITMP.

The values stated by participants reflected major themes that were consistent across all responses, whether from online contributions like SCOOP and the Survey or virtual meetings with Focus Groups. The values and subsequent themes are:

- Safety
- Accessibility
- Connectivity
- Efficiency and Convenience

*Safety* emerged as the most powerful theme across all participants. Whether it was cyclists wanting protection from rural roadway users, people who walked wanting safer crosswalks, industry concerned about safety in congested areas, commuters wanting safer freeways, or creating safer conditions for those with disabilities, safety was on everyone's mind.

*Accessibility* was important for all participants. While it may have meant different things to different people, accessibility was seen as essential to the ITMP. Business and industry need their workforce to have easy, congestion-free access to job sites, no matter where they are in the County. Pedestrians and people who bike require greater access to trails for recreational use. Cyclists who want to use cycling as transportation for work or errands need access to major roadways, like Wye Road or Baseline Road, to travel across Sherwood Park and into Edmonton. Young adults need better transit options if they want to continue to live in Sherwood Park. They need transit to go to work, recreation and social events, as well as post-secondary institutions. People in rural residential areas need transit hubs closer to the east boundary of Sherwood Park. They do not think driving across town to park and catch transit is convenient, efficient, or environmentally responsible. And people with disabilities need better access to transit or other kinds of transportation if they are to live an independent life.

*Connectivity* is related to both safety and accessibility. People want safe and accessible connections whether they are driving, walking, rolling, on transit or biking. They want to be connected to other areas in the community, as well as to Edmonton. People who use shared use paths spoke of 'being dumped out on a busy road with nowhere to go.'

**"I think there's a change in the way people look at transportation, people being encouraged to use of public transport, foot traffic, more communities are developed to be more of an urban village setting, where you aren't going all over Sherwood Park".**

**"When I think about transportation in the county, they've done great, but we need to monitor what's happening, there could be impacts with automation in the next 5 to 10 years."**

*Efficiency and Convenience* were strong themes particularly for people who require vehicles to go to work, run errands and participate in recreational activities. Efficiency and convenience were the primary reasons people cited for not changing their transportation mode from a personal vehicle to biking, walking, or transit.

Nowhere was efficiency and convenience more critical than the industrial zones in Strathcona County. Industry especially relies on efficiency and convenience to remain competitive on the world stage. Industry cited at grade rail crossings as their primary concern. The at grade rail crossings cause extreme congestion, which can lead to road rage and dangerous behaviour. The congestion creates delays in workers going to and from work and is a deterrent when trying to attract a workforce. Most notable, however, is the Industrial Heartland's ability to remain attractive to investors while contending with inadequate transportation infrastructure.

**"Rail on level crossings is our major concern. We are anticipating a 50% increase in volume, we will have 250,000 rail cars per year. That's essentially 20k rail cars per month. Most is on the east side of the North Saskatchewan River. That's where we want to see investment. And looking at twinning Highway 15; you can do grade separation there at the same time, not just for the road but also the rail piece at the same time."**

## SCOOP

The SCOOP platform featured discussion boards across six topic areas. For this first step in public engagement, the County wanted to understand residents’ and stakeholders’ perspectives on how transportation relates to Strathcona County’s Strategic Goals and community priorities that were developed as part of a large, community wide strategic planning process. SCOOP participants were asked to share their thoughts on how transportation is a key element in the County’s Strategic Goals:

- Transportation and Strong Communities
- Transportation and Economic Development
- Transportation and Accessibility
- Transportation and the Environment
- Transportation and a Healthy and Active Community
- Transportation and Safety

The results led to insights about sustainable transportation options, including biking, walking and transit. Connectivity was also a priority with SCOOP respondents. The full SCOOP Report can be found in Appendix D.



Bicycle interactions with pedestrians and traffic could be safer

Providing safe places in rural areas for cyclists



Improved trail and sidewalk connectivity

Longer trails without having to use crosswalks

Improved safety of crosswalks



Continuing to create walkable communities

Improve connections between communities

Improve connectivity to Edmonton via active modes



Improved transit strategies to increase number of users per bus

Consider more on call bussing for seniors or rural residents

## Survey Results

The survey, created by the project team, was released on SCOOP and an online survey platform on June 14. It received 641 responses. The primary goal of the survey was to take what had been heard in the initial SCOOP discussion boards and ask the public to begin thinking about what their priorities are as they relate to future transportation needs. Themes that arose as clear priorities were:

- Accessibility
- Safety
- Convenience
- Efficiency
- Affordability

The survey indicated that the vast majority of participants used a personal vehicle as their primary means of transport, with 63% not interested in shifting away from that mode of travel for work or school and 60% not interested in shifting away from a personal vehicle for daily errands, appointments or activities. Of those willing to shift their mode of travel for work or school, the strongest support was for a public transit option or to use a bicycle. For day-to-day errands, activities and appointments, the respondents showed the most support for using a bicycle, travelling by foot and public transit as potential alternative modes.

We asked residents what barriers prevent them from shifting their mode of travel. The most popular responses were inclement weather, accessibility of alternative modes, excessive travel time and safety concerns due to the interaction with vehicles.

In addition, we asked respondents about their priorities when choosing a place to live in Strathcona County. Proximity to daily needs was the highest priority, with low traffic near home and access to trails and parks closely following behind.

To capture the public’s opinion on where to invest in the transportation network, a question was also asked to indicate what areas of focus for transportation investments were the most important to respondents. The top results were ensuring everyone in the community has good transportation options, followed closely by traffic safety. Vehicle travel time and improvements to cycling and walking options were the next two highest priorities.

For the complete results from the ITMP survey, see Appendix E.



## FOCUS GROUPS

Focus groups were conducted to dig deeper and gain insight into specific areas through Strathcona County stakeholders who rely on a strong, future focused transportation master plan.

### Accessibility

The Strathcona County Accessibility Advisory Committee (AAC) was established by Strathcona County Council in 2010. The AAC is composed of County residents with disabilities, County residents with experience in providing services or assistance to people with disabilities, staff members and a member of County Council. Their role is to advise, recommend and assist facilitating a barrier-free municipality for persons with disabilities.

Strathcona County is home to the Robin Hood Association, an organization committed to excellence in assisting individuals with disabilities to achieve their personal best and experience a quality lifestyle. They are the primary provider of services to children and adults with developmental disabilities in Sherwood Park, Fort Saskatchewan and surrounding areas. Six hundred full- and part-time staff currently serve about 350 adults and 350 children and their families. Transit service is essential for clients to access employment, families to access services, and employees and volunteers to get to their various sites. Robin Hood Association has an internal transit/bus service but would like to rely more exclusively on County Transit, enabling Robin Hood to focus more on their core business areas.

The AAC and Robin Hood Association spoke eloquently of the need for a transportation network that was inclusive and accessible to all. Participants included those with accessibility requirements and their advocates. Improving accessibility focused on the public transportation network, which is the main means of transportation for people with accessibility needs. This means that all users need to get to bus stops, easily board the bus, travel to where they need to go when they need to go, and then disembark. In all instances, transit is foundational in people living independent lives as students and workers each contributing to the economic fabric of the community. Distance to the bus stop, distance to the destination, and scheduling were all cited as barriers to inclusive and accessible transportation. On-demand bussing was seen as a possible solution to the perceived gap in service, especially if the buses were equipped to handle those with disabilities.

There were concerns over the aging population and how to provide inclusive and accessible transportation and transit for them as they age.

## Agriculture Service Board: Rural perspectives

The Agriculture Service Board is an advisory body that assists Strathcona County Council and the Minister responsible for the Agricultural Service Board Act, in matters of mutual concern. The Board is comprised of citizens and elected officials and provides advice and guidance on topics that may impact rural residents.

Participants were generally very happy with the current state of the transportation system and praised the quality of the majority of rural roadways. They acknowledged that they are one of the only jurisdictions with a majority of paved roads rather than gravel in rural areas. They were appreciative of this and indicated that the discussion would focus on ways to enhance the existing system.

Safety was their top priority on rural roads. Rural roads have competing uses, such as rural commuters, urban users and cyclists interacting with large and heavy agricultural equipment. Participants felt that urban and country residential users may not understand the need for farm operations to move equipment on rural roadways. Participants agreed that the result of these conflict points present significant safety issues.

Participants suggested that an education campaign was required to inform the public about the importance of farming and the necessity for agricultural equipment on roads. Participants often felt disrespected by other road users and thought a campaign to increase awareness may improve attitudes and change behaviour. Participants discussed the possibility of designated North/South heavy equipment corridors, suggesting that some of the designated roads could be widened to accommodate farm equipment.

Cyclists on rural roads were a safety concern as well. Recreational cyclists were viewed as taking risks by not following the rules of the road, thus endangering themselves and others. The cyclists were seen as non-sympathetic to local residents and their fears when trying to share the road with cyclists.

To the Agriculture Service Board, forecasting and managing travel demands include making development decisions that support wellness—wellness of the environment, wellness of the community and wellness of families and individuals. For example, people recommended developing amenities closer to Highway 14; currently they have to drive through Sherwood Park to access amenities. They felt that it wasn't good for the environment or the economy – often they chose to shop at the 17 Street amenities in Edmonton instead of commuting within Strathcona County. They also felt that transportation planning should be integrated with new developments, such as Pointé-aux-Pins Acres and Bremner. There is also a need for a transit hub on the east side of Sherwood Park; people felt driving from rural areas through Sherwood Park to take transit from one of the two transit terminals was neither environmentally friendly nor efficient.

People said there should be investment in multimodal, safe, low carbon transportation options like bike trails from Sherwood Park into rural areas. The current trail system was widely supported, with demand for more trails throughout the County to connect rural and urban areas. People would commute to Sherwood Park for errands or work if cycling infrastructure was in place.

Legislation for autonomous vehicles and farm equipment is needed, as these vehicles are already in use on farm operations in Strathcona County. Currently, autonomous vehicles are able to operate on the landowner's property but there is no legislation for operating on a public road or highway.

### **Alberta Cycling Coalition: Strathcona County Representatives on shifting transportation modes**

Cycling is an increasingly popular leisure activity, competitive sport and means of transportation that has shown significant growth in Strathcona County. An increase in the number of people who ride bikes and where they ride them indicates that cycling is evolving across the Edmonton Metro Region. Strathcona County represents a large part of that evolution. New types of bikes and diverse demographics of riders has increased the speed of cyclists' travel and the number of cyclists sharing the roads and pathways.

Cycling being viewed both as a serious transportation and recreational activity was a key message from participants. Biking to work in Edmonton or the County, training on rural roads for racing and triathlons, cycling for errands or families biking recreationally means that cycling should be considered mainstream with the necessary infrastructure. Participants felt that most recreational cyclists were well served by the trail system, but the missing piece was for the commuter cyclists and how they operate off of the trail network. Serious cyclists required more connectivity and dedicated cycling infrastructure. Participants felt that cycling represented a significant tourist opportunity if cycling infrastructure was incorporated into the ITMP. In cases where cyclists are sharing the roadways with vehicles, the roads should be maintained to be safe for cyclists – wide shoulders and free from gravel and debris. This applied to rural roads as well as Baseline Road, Wye Road, Yellowhead Trail and Anthony Henday. The lack of cycling infrastructure over the Henday was seen as an 'opportunity lost' and could potentially be revisited. Other desired infrastructure included bike racks and bike activated crosswalks.

Safety was a priority for the Cycling Coalition. There were significant concerns about vehicle and cyclist interactions, road maintenance and lack of infrastructure for commuter cyclists on major roads. Increased education for cyclists and drivers is key. Major commuter routes were identified, all of which needed better cycling infrastructure such as wider shoulders and better maintenance.

### **Chamber of Commerce: Goods, services and the economy**

The Chamber of Commerce is dedicated to meeting business needs in the community. They work together to advance the commercial, fiscal, industrial and civic interests of the community.

The top priority for participants is ensuring the efficient movement of customers and employees to businesses. There was praise for the current road network; it works well for employees, clients and customers who drive.

The Chamber thinks there is a need to improve accessibility and inclusiveness in the transportation network for those who do not own a vehicle, or are unable to drive, including those with disabilities and seniors. To help facilitate this, participants suggested creating a transit hub on the eastern side of Sherwood Park so that people could more readily access transit.

The trail system was widely supported. Participants thought improving shared use path connectivity to other communities and rural areas would increase people walking, riding or rolling to commercial areas. Connecting rural and urban areas, as well as linking individual communities to other communities is a necessary step if the County wants to encourage a shift to more multi-modal transportation.

Participants also encouraged the County to invest in future technology such as electronic and autonomous vehicles and to investigate the planning and infrastructure required for future innovation.

The participants welcome creating partnerships, collaborative opportunities and increasing communication between the County and stakeholders.

## Developers: Building innovative, welcoming communities

The Urban Development Institute—Strathcona County Regional Committee recognizes that the development of land is an essential function of our economy. Their activities and objectives focus on Building Communities Together through promoting wise, efficient and productive urban growth. They are instrumental in land use and creating livable communities. Transportation is an essential element in these developments.

Participants in this session regularly invest in visions for the future and support the idea of an ITMP as a component of that vision. They described their rapidly changing environment; above all else, they require the flexibility and nimbleness to adapt to the shifting needs of the market.

Changing environmental factors all have major impacts on transportation needs in their developments:

- Changing demographics value multi-modal transportation and less commuting
- Increased opportunities to work from home, thus changing traffic volumes
- Electrification of vehicles and increased power needs in developments
- Demand for compact and walkable communities
- A future with autonomous vehicles

Participants felt that policies and regulations were not keeping pace with these changes. This lag creates friction between orders of government and the development community and reduces their business efficiency. Transportation infrastructure requirements can be too rigid, especially for new development without the population to support the funding for the infrastructure. Participants felt that infrastructure requirements were inefficient and led to overbuilding many of their developments before there was a suitable tax base.

Connectivity was an important theme to participants. Roadways and trails must be improved to link employment nodes and residential areas. Connectivity to major highways such as the Yellowhead and Henday is a challenge for industry; collaboration between Alberta Transportation, Strathcona County and the development industry is critical for future transportation planning.

## Industry Groups: Economic engine that places the County on the global stage while contributing to quality of life

Alberta's Industrial Heartland is a global industry leader focused on industrial and technological advancement, economic growth and the well-being of their community and workforce. They are prominent stakeholders in Strathcona County.

Rail access is the top priority for the industry groups. A recent modelling study showed an increase in rail traffic by 50% in the next 5 to 10 years, which translates into 250,000 rail cars a year. The current infrastructure is inadequate for today's rail traffic; it will only get worse with an increase in railcars.

Grade separations at rail crossings are required for the safe movement of goods and services, as well as the safety of the workforce. Eliminating at grade crossing will reduce congestion and frustration, leading to increased safety. Strategic imperatives include creating an industrial logistics hub with infrastructure to accommodate rail, sea cans, trucks and pipeline. Separating these crossings is essential if the logistics hub is to become a reality, as is expanding the rail network to accommodate the expected growth in the region.

The Vinca Bridge was seen as a major piece of infrastructure that needed to be updated and included in the rail network, as well as its continued operation as a road bridge. Currently, it is a major source of congestion. Industrial worksites need to be more accessible to the workforce who travel from Sherwood Park, Fort Saskatchewan, Edmonton and St. Albert. Commuting time is significantly increased due to the congestion and is a deterrent to attracting a workforce. Transit to the industrial sites was discussed as an environmentally friendly way to access industrial sites instead of personal vehicles.

Participants also expressed concern that the County, as well as other levels of government, were not investing enough into land purchases for future infrastructure such as rail and a logistics hub.

Participants also urged a collaborative approach to building relationships with Alberta Transportation; this collaborative approach could increase efficiency and advance decision making on long awaited projects.



## Youth: Transportation requirements necessary to attract and retain youth

Strathcona County is a growing, young and diverse community. Through the months of June and July, the Integrated Transportation Master Plan update provided an opportunity to engage youth and all Strathcona County residents to discuss the future of transportation. In July, there were three engagement sessions hosted with youth ranging in age from 11 to 25. The Youth engagement sessions were conducted with three main topics in mind: accessibility, affordability, community wellness and sustainability.

*Accessibility* included the types of transportation youth are looking for and using to commute within Strathcona County, the City of Edmonton and surrounding areas. Access to transportation and information on transportation options in Strathcona County was a continuous theme across all engagement sessions.

*Affordability* focused on the costs associated with transportation options for youth in Strathcona County, from the cost of owning a vehicle, purchasing a bus pass, or the cost of ride share programs such as Uber. In many conversations with university students, concerns arose around the increasing cost of programs such as the UPass.

*Sustainability* integrated environmental impacts of transportation and recreational transportation options in Strathcona County. Biking and walking trails are a growing concern with our youth population, and many more individuals are looking for more options to bike as their main mode of transportation.

Of the three engagement sessions held, two were virtual and one was held in person; all participants were eager to provide comments on how to improve transportation in Strathcona County. Safety, efficiency and environmental impacts were the greatest concerns of the youth who attended engagement sessions. Bike-riders are interested in seeing wider sidewalks to ensure less congestion for bikers and walkers and greater options to ride a bike to rural Strathcona County or the City of Edmonton. Riding a bike from Ardrossan to Sherwood Park is doable, it would be better to have a bike trail system to give greater security than on the roads. While commuting by bus is more environmentally conscious to youth in Strathcona County, efficiency is an area of improvement that youth commuters would like to see. One commuter from Edmonton to Sherwood Park mentioned that “the biggest barrier was just the time associated with getting on the bus. So, it was either a 15-minute drive or it was an hour and a half bus ride instead.” As more individuals look to change their transportation options to focus on environmental health and be more cost effective, options such as biking, walking and efficient transit are a top consideration for commuters. Environmental impacts including gas usage in personal vehicles and the future of Strathcona County’s bus fleet are top of mind for youth.

As Strathcona County continues to grow and develop, youth perspectives and conversations are critical to ensure all residents of Strathcona County are heard. Strathcona County transportation and the ITMP has provided youth not only an opportunity to engage in their community, but also to look to the future.

At each engagement session, each participant was extremely grateful that they were heard and included in the conversation.

## WHAT'S NEXT

The technical team will begin modelling to generate scenarios for the ITMP update. In addition to the responses from SCOOP and the survey and focus group results, the technical team will review other Strathcona County planning documents, the recent Integrated Regional Transportation Master Plan (IRTMP) prepared by the Edmonton Metropolitan Region Board (EMRB) and associated surveys to inform the plan.

Future engagement on the scenarios are planned to take place in the fall of 2021.

## APPENDIX A: NEWSPAPER ADS

### April 2021



### Connecting The County

**We're updating the plan that guides our transportation network.**

Whether you drive, take transit, walk or cycle, your thoughts matter.

Strathcona County is inviting residents and businesses to share thoughts and insights as we look to plan and build a transportation network that best supports a safe, healthy community and strong economy.

The Integrated Transportation Master Plan (ITMP) guides decision-making and direction-setting related to our entire transportation network over the next 30 years. The choices we make when investing in our transportation system (roads, sidewalks, trails, transit) are critical in determining how our municipality looks and functions in the future.

We'd like to hear what is important to you about how our community moves. Strathcona County is committed to a high quality, safe and connected transportation network supporting our quality of life and place.

Visit [www.strathcona.ca/ITMP](http://www.strathcona.ca/ITMP) to join the SCOOP community and add to the discussions.

### Your County. Your Voice.

**i** We're kicking off a review of the plan that will guide how we manage and plan our entire transportation system.

Join our Strathcona County Online Opinion Panel (SCOOP) discussion boards over the month of April to share your input.

**📅 Discussion panels open April 20th to May 4th**

- Transportation and Strong Communities
- Transportation and Economic Development
- Transportation and Accessibility
- Transportation and the Environment
- Transportation and a Healthy and Active Community
- Transportation and Safety

**🌐** [www.strathcona.ca/ITMP](http://www.strathcona.ca/ITMP)

**?** Strathcona County Transportation, Planning & Engineering  
780-464-8279

**STRATHCONA COUNTY**



June 2021



### Connecting The County

We're updating the plan that guides our transportation network.

Whether you drive, take transit, walk or cycle, your thoughts matter.

Strathcona County is inviting residents and businesses to share thoughts and insights as we look to plan and build a transportation network that best supports and connects a safe, healthy community and strong economy.

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We'd like to hear what is important to you about how our community moves. Strathcona County is committed to a high quality, safe and connected transportation network supporting our quality of life and place.

Visit [strathcona.ca/ITMP](http://strathcona.ca/ITMP) to take our community survey.

### Your County. Your Voice.

**i** We are continuing the review of the master plan that guides how we manage and plan our entire transportation system.

Take our survey on how our community moves.

**The survey opens on June 14, 2021.**



**It will remain open until June 30, 2021.**

[www.strathcona.ca/ITMP](http://www.strathcona.ca/ITMP)



Strathcona County  
Transportation,  
Planning & Engineering  
780-464-8279



## APPENDIX B: SOCIAL / DIGITAL IMAGERY AND POST EXAMPLES

### Twitter



### Facebook





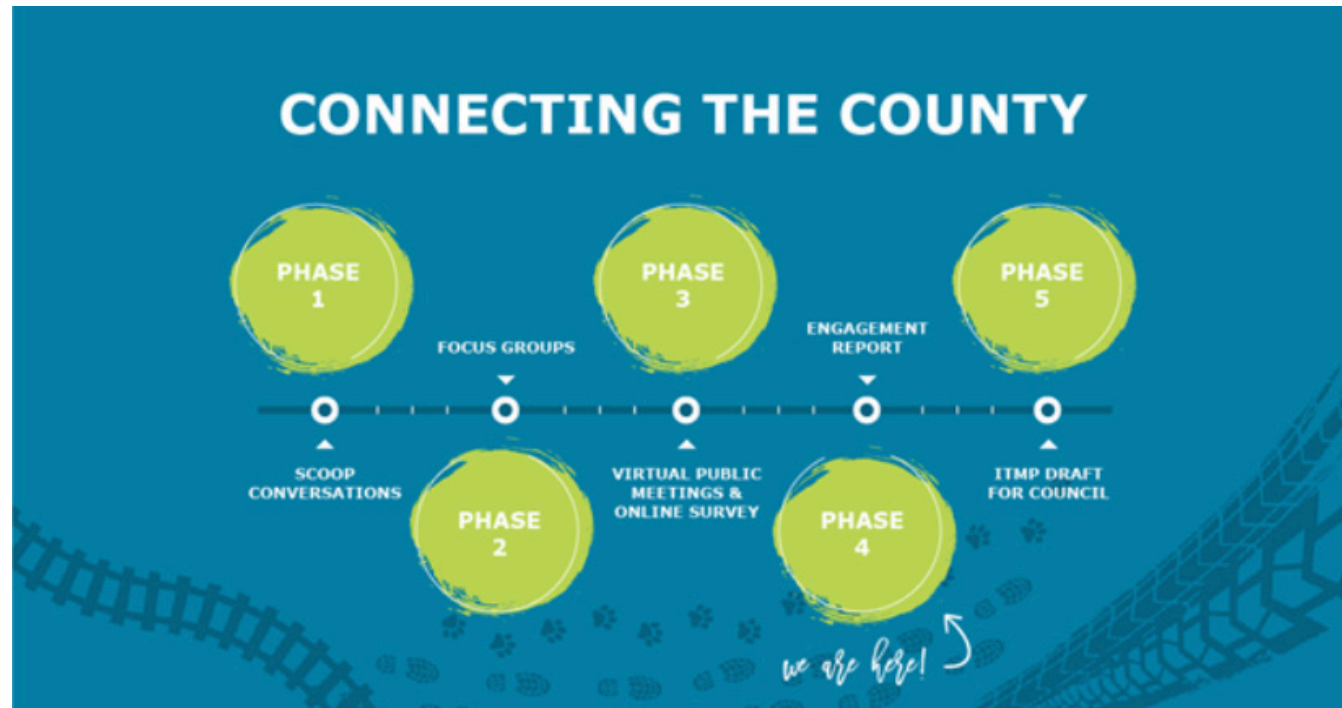
### Website Banner



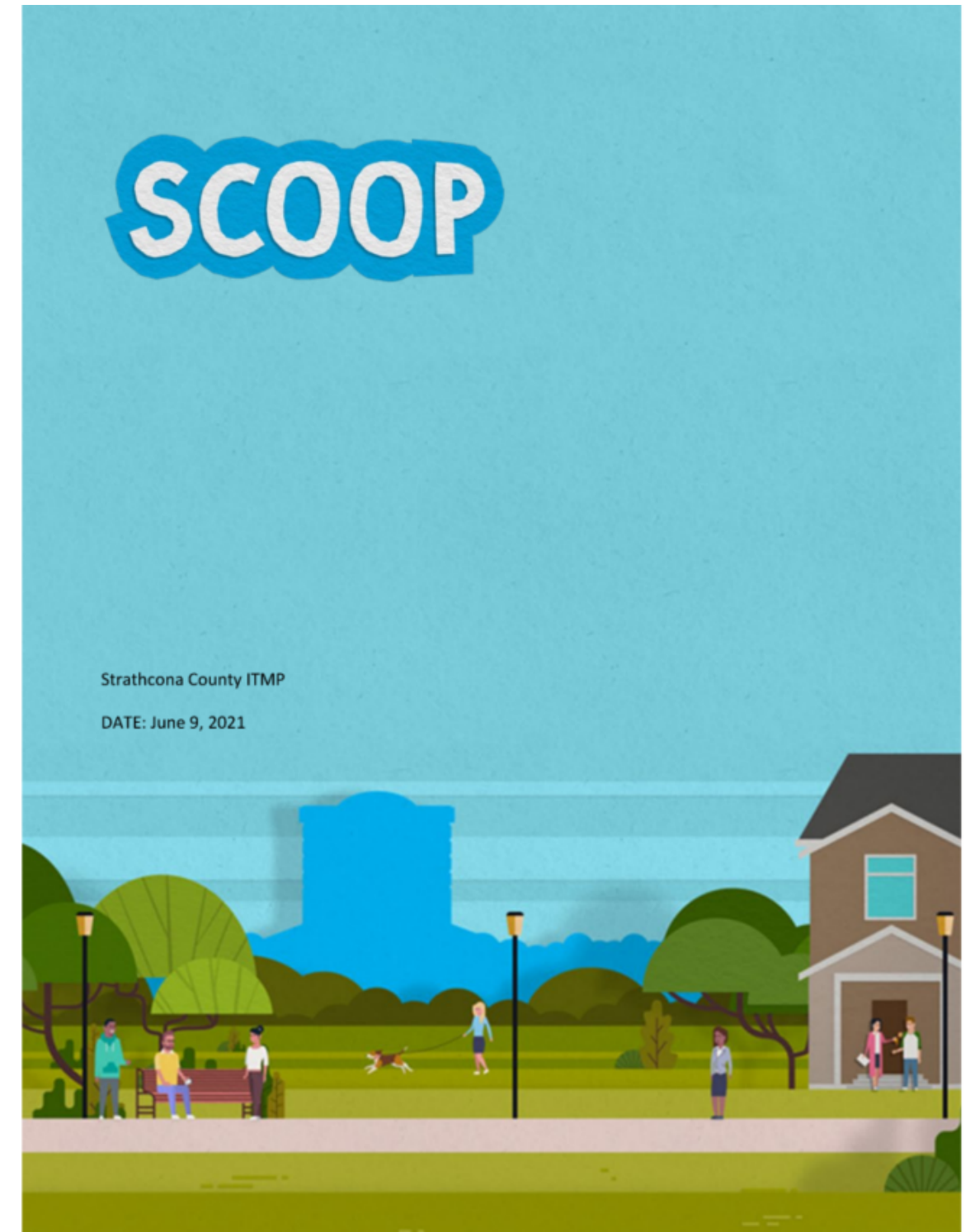
### Discussion Board Themed Banners



### Process Graphic (website)



## APPENDIX D: SCOOP LONG FORM REPORT





Strathcona County is updating our **Integrated Transportation Master Plan (ITMP)**. The goal of this initiative is to create a prioritized plan that will guide transportation investments now and into the future.

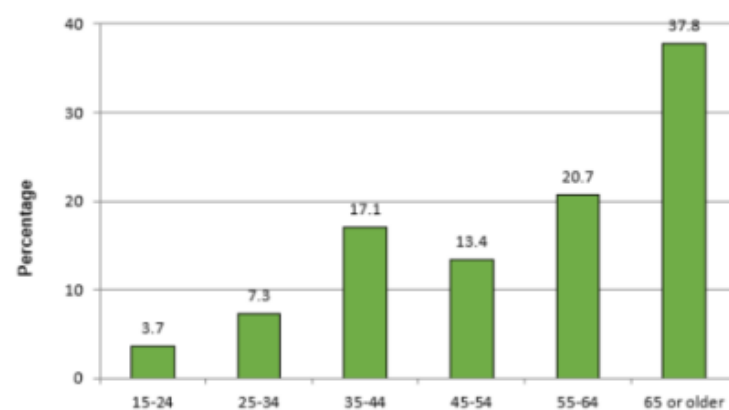
For this first step in public engagement for the process, we wanted to understand resident perspectives on how transportation relates to Strathcona County’s Strategic Goals and community priorities.

## Survey Highlights

For approximately two weeks beginning on April 20, 2021 Strathcona County residents were invited to share their thoughts on six different discussion boards on the SCOOP platform. Each board had a different topic: Transportation and Healthy Active Communities, Transportation and Strong Communities, Transportation and Economic Development, Transportation and Accessibility, Transportation and the Environment, and Transportation and Safety.

Throughout all six boards, a total of 86 participants provided comments. Many users provided comments on several boards. Approximately 73% of respondents lived in Sherwood Park while 27% lived in rural Strathcona County. The age demographic breakdown of participants is shown below.

**FIGURE 1**  
Age of Respondents



## Transportation and Healthy Active Communities

This topic board drew a total of 63 comments from 32 different participants. The topic most extensively discussed was the interaction of the various active modes on shared use pathways, sidewalks and the roadways. Residents expressed concern on cycling on the same pathways as pedestrians, particularly when children are present. Another theme was the lack of trail and sidewalk connectivity. Residents expressed that they would like to be able to travel much further without having to cross roadways or use at-grade crosswalks, both for walking and biking. There were also many comments indicating residents particularly enjoyed using active modes as a means of exercise and leisure during the COVID-19 pandemic; however, this did result in some congestion on the shared use pathways.

## Transportation and Strong Communities

A total of 47 comments were received on this board from 30 different people. The primary focus area was again on active mode interaction with roadways. Residents expressed a desire to access regular amenities with active modes, such as biking or walking, in more efficient manner. Some residents felt that residential communities were too far away to easily access regular errands such as shopping centres. Suggestions included improving transit; some residents would be more willing to use transit after the COVID-19 pandemic.

## Transportation and Economic Development

A total of 23 responses from 17 users were received on this board. The focus of the responses on this topic centered around keeping large vehicles away from residential areas. Some residents requested improved transit systems to commute to workplaces throughout the greater Edmonton area. There was a mix of support and opposition to speed limit changes throughout the community.

## Transportation and Accessibility

Seventeen different people commented on this board for a total of 21 comments. There was significant discussion on this board on rural public transit. While some users expressed significant interest in a regularly scheduled or on-demand transportation system others expressed that this was not appropriate use of County transportation investment.



### Transportation and the Environment

This was the third most used discussion board, with 42 posts from 29 different users. Residents largely agreed that excessive idling of vehicles contributes to increased emissions and as a result more pollution. Some solutions users had included reducing the size of public transit buses (several felt that County buses are rarely full), improving signal timing and implementing more variable signal timing to reduce idling of vehicles on the roadways. There was interest in connectivity--creating walkable communities throughout the county. Other solutions to reduce environmental impact were stricter penalties on illegally modified vehicles, LRT connection to Sherwood Park and more support and incentives for electric vehicles and bicycles.

### Transportation and Safety

This board created the most discussion with 71 posts from 41 different users. There was extensive discussion on this page, like other boards, on the interaction between all modes of transportation. Many residents feel that cyclists on shared use pathways are a safety risk to users on foot. In addition, cyclists feel unsafe on roadways as vehicles are not properly passing them, especially on rural roads. Drivers felt there is the potential for serious collisions when encountering cyclists on rural roadways. Many people felt that due to the COVID-19 pandemic, trails were much more congested, and the safety issues were therefore a larger concern. Another concern was sidewalk and roadway maintenance. Other requests included safer cyclist travel into Edmonton, improved educational programs for all road and sidewalk users, and improved maintenance of signage and landscape features near intersections.

### What's Next?

Engagement will continue with several focus groups planned with business and industry, agriculture, youth, and accessibility groups, as well as groups of seldom heard voices. An online survey will go out in June 2021 to further discuss the transportation priorities of Strathcona County residents. Following the completion of this round of engagement, the project team will analyze both the quantitative and qualitative data and prepare a comprehensive What We Heard Report. These findings will be integrated into a draft Integrated Transportation Master Plan. There will be another round of engagement in the late fall of 2021 to offer feedback on the proposed plan.

## What we learned from SCOOP



Bicycle interactions with pedestrians and traffic could be safer

Providing safe places in rural areas for cyclists



Improved trail and sidewalk connectivity

Longer trails without having to use cross walks

Improved safety of crosswalks



Continuing to create walkable communities

Improve connections between communities

Improve connectivity to Edmonton via active modes



Improved transit strategies to increase number of users per bus.

Consider more on call bussing for seniors or rural residents

8



**DID YOU KNOW:** FIND MORE INFORMATION ABOUT THE STRATHCONA ITMP HERE:

<https://www.strathcona.ca/council-county/plans-and-reports/strategic-documents/transportation-roads/integrated-transportation-master-plan/>

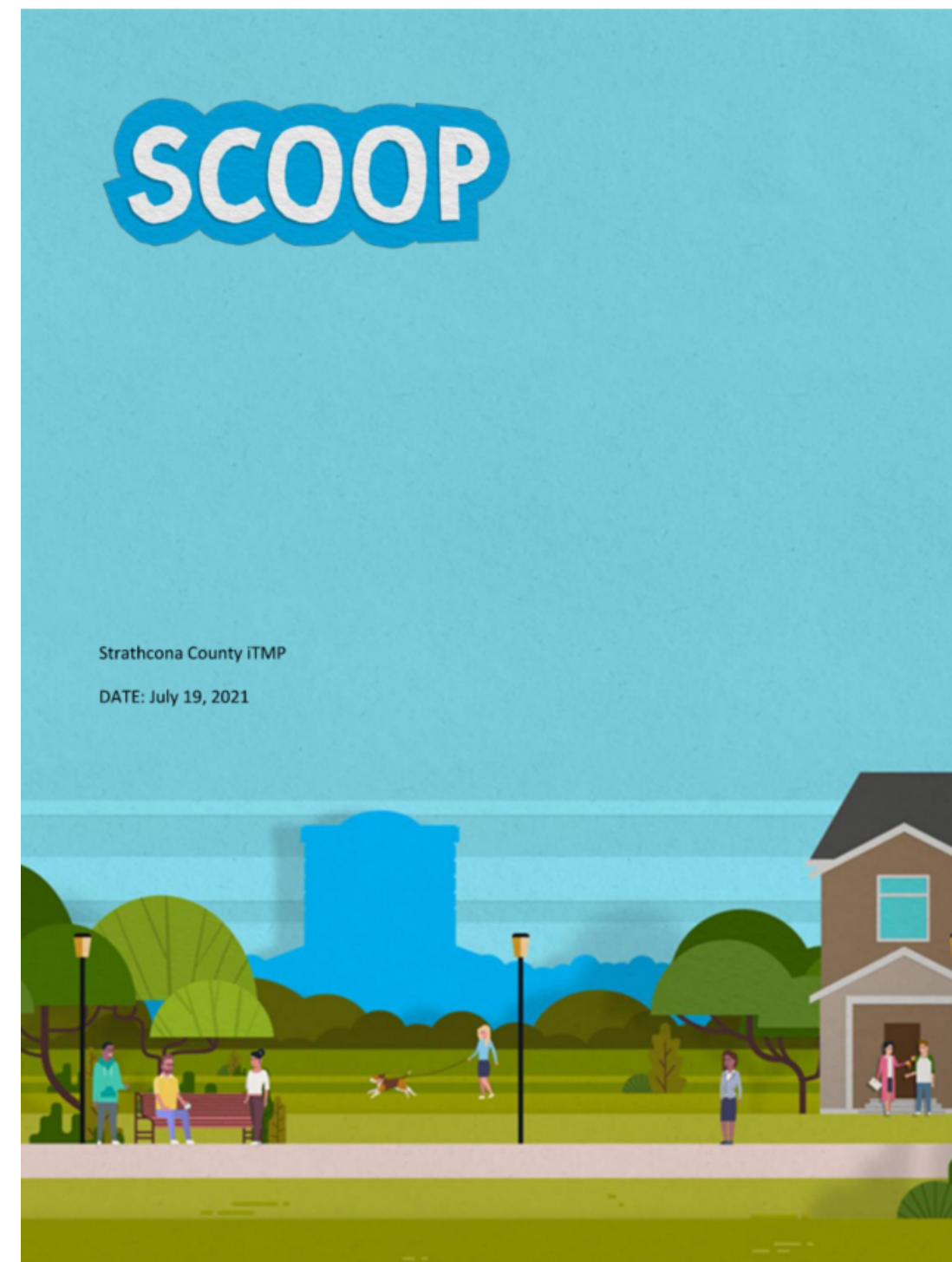
## More Information

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# APPENDIX E: SURVEY LONG FORM REPORT



Strathcona County is updating our **Integrated Transportation Master Plan (ITMP)**. The goal of this initiative is to create a prioritized plan that will guide transportation investments now and into the future.

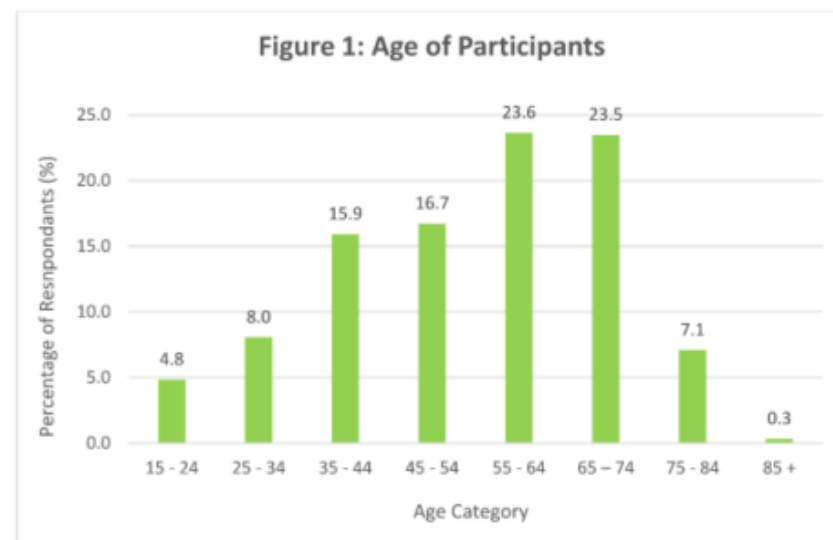
For this first step in public engagement for the process, we wanted to understand resident perspectives on how transportation relates to Strathcona County’s Strategic Goals and community priorities.

For the second step in public engagement, we created a survey for residents to provide their input on transportation related priorities and interests.

## Survey Demographics

For approximately two weeks beginning on June 14<sup>th</sup>, Strathcona County residents were invited to share their thoughts on a survey relating to Strathcona County’s current and future transportation network.

Throughout both the Scoop and Survey Central platforms, a total of 641 residents participated in the survey. Approximately 43% of participants were male, 52% female, 1% preferred to self-identify and 4% preferred not to say. Of the participants, 109 either had a disability or had someone in their household with a disability, and 470 participants did not. The age breakdown of the participants can be found in the below figure.



## Survey Question Breakdown

### Question 1 Summary

Question 1 was structured to allow open input on residents’ opinions on what a livable communities’ transportation network might look like. Each respondent was asked to select three words that best fit their idea of a transportation network in a livable community. There were over 370 unique responses from residents however the top 5 results had a significantly higher number of mentions. Listed from most selected to least selected, the top 5 results were: **Accessibility, Safety, Affordability, Convenience and Efficiency**. Some other responses that were noted are: Reliability, Easy to use, Walkability, Fast, and Availability.

Recognizing that many words have similar meanings, following the processing of the raw data, words with the same theme were grouped together which led to the top 5 results becoming even more prevalent.

### Question 2 Summary

2. Imagine you were choosing a new place to live in Strathcona County. Please rank your priorities as it relates to transportation from highest priority (1) to lowest priority (7).

On a computer: drag items from the left to the right.  
On a phone: click items in your order of preference. Un-click and click again to change the order.

Drag items from the left-hand list into the right-hand list to order them.

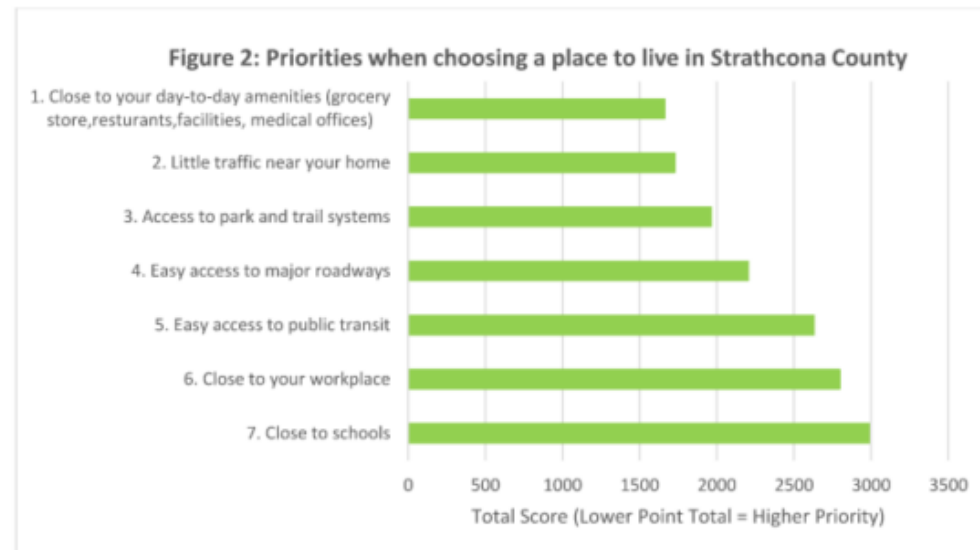
- little traffic near your home
- easy access to public transit
- easy access to major roadways
- close to your day-to-day amenities (grocery store, restaurants, facilities, medical offices)
- access to park and trail systems
- close to your workplace
- close to schools



This question focused on what the transportation related priorities are when selecting a place to live in Strathcona County. Respondents ranked their priorities from highest to lowest priority. The resulting ranking of the priorities of the community are shown below from highest priority to lowest priority.

1. Close to your day-to-day amenities
2. Little traffic near your home
3. Access to park and trail systems
4. Easy access to major roadways
5. Easy access to public transit
6. Close to your workplace
7. Close to schools

To show a further breakdown of the priorities, the below bar graph shows the breakdown between each priority. A **lower** score on the bar graph indicates a **higher** priority as it was rated higher (closer to 1), more often.

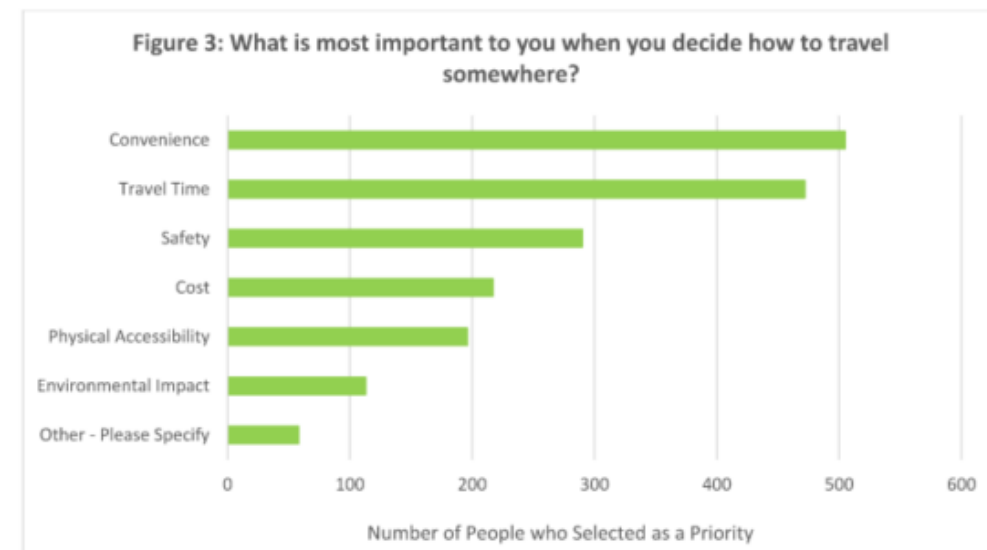


In addition to ranking these 7 options, respondents were asked to provide any other priorities they may have when selecting a place to live. Some additional answers are listed below.

- Parking in front of your home
- Maintenance of trails, sidewalks, and roadways
- Low noise pollution
- Safety for pedestrians and other non-vehicle modes
- Walkability

### Question 3 Summary

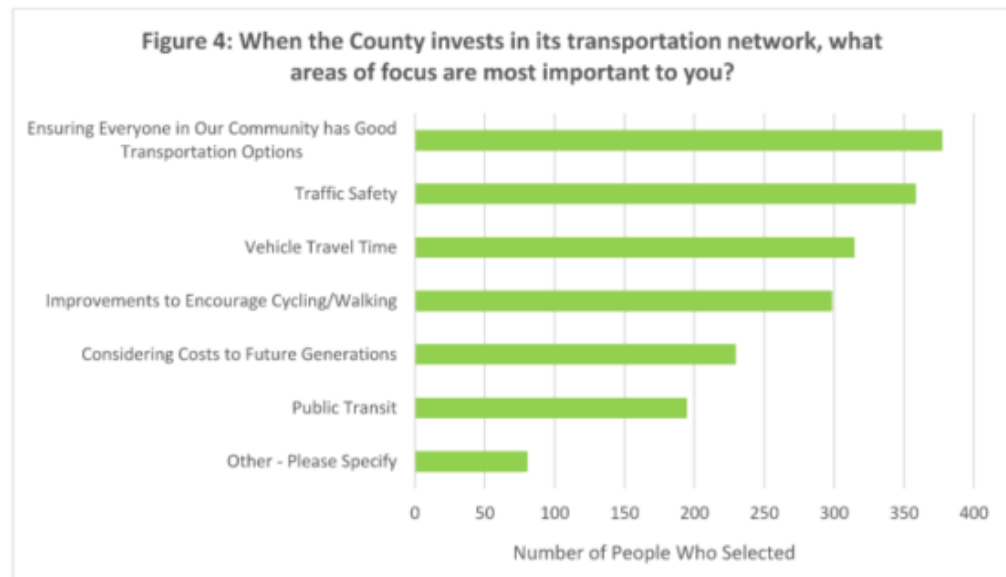
Question 3 focused on gaining insight into what the community thinks about when deciding how to travel somewhere in Strathcona County. Respondents had six options as well as an "other" option and were asked to select the top 3 priorities. The results of this question are shown in the figure below. The higher the number of people that selected the option (longer bar) indicates a higher priority.



Of the 58 options selecting "other" some popular answers included: weather, parking, walkability, personal health, and road condition.

### Question 4 Summary

This question was centered around County Investment priorities. Participants were asked to specify the areas of focus they thought the County should invest in. Similar to question 3, there were six options with a seventh option for "other" and the user was asked to select the top 3 options. The results of this question can be found in the below figure.

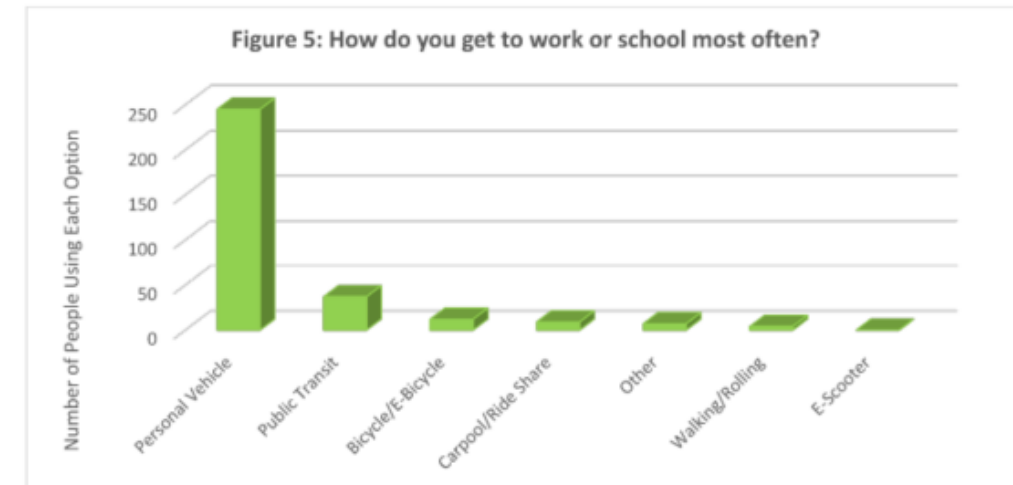


Of the 80 options selecting "other" some popular answers included: Environmental Sustainability, Network Maintenance, LRT connections and Separation of Cyclists from traffic.

### Question 5, 6, 7 & 8 Summary

Question 5 was a qualifier for question 6. The question asked participants if they regularly travelled to work or school (with COVID-19 restrictions lifted). Of the participants, 51% answered yes, they have a regular commute and were directed to Question 6. The remaining 49% answered no, they either did not have a commute or worked/learned from home.

Question 6 asked the participants their transportation method to get to work or school. Respondents were provided with six options with the seventh being "other". The results of this question are shown in Figure 5 below.

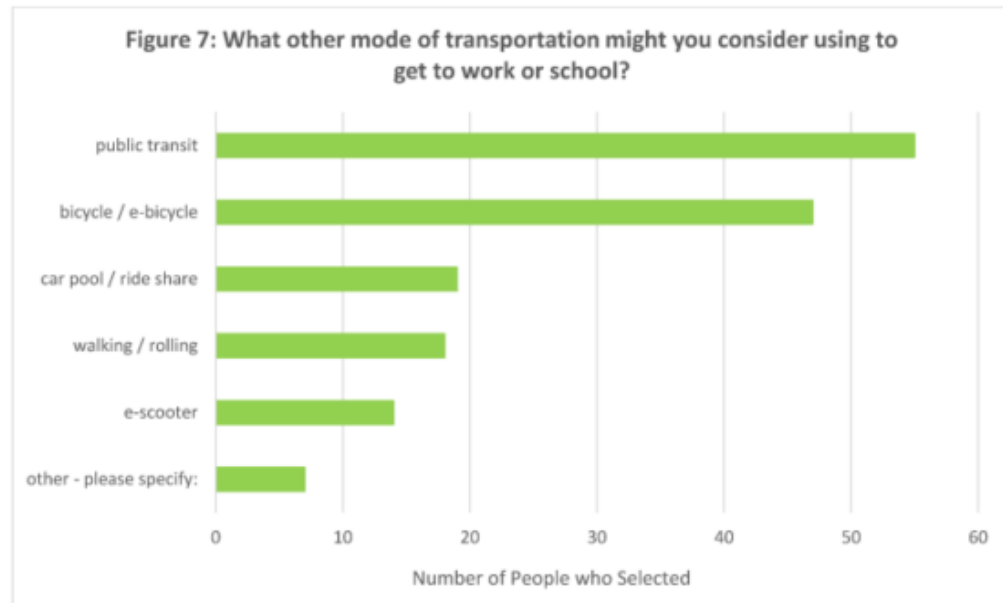


Only 7 people selected other, most of which indicated they use a variety of transportation methods to arrive at work or school (i.e. personal vehicle and public transit).

Following their answer to Question 6 users were asked in Question 7 to indicate their willingness to shift from a personal vehicle to other modes of transportation to travel to work or school. Question 8 asked which mode of transportation they would be willing to move to.

Figure 6 shows the willingness of those with a commute to shift to other modes while figure 7 shows which mode they would be willing to shift too.



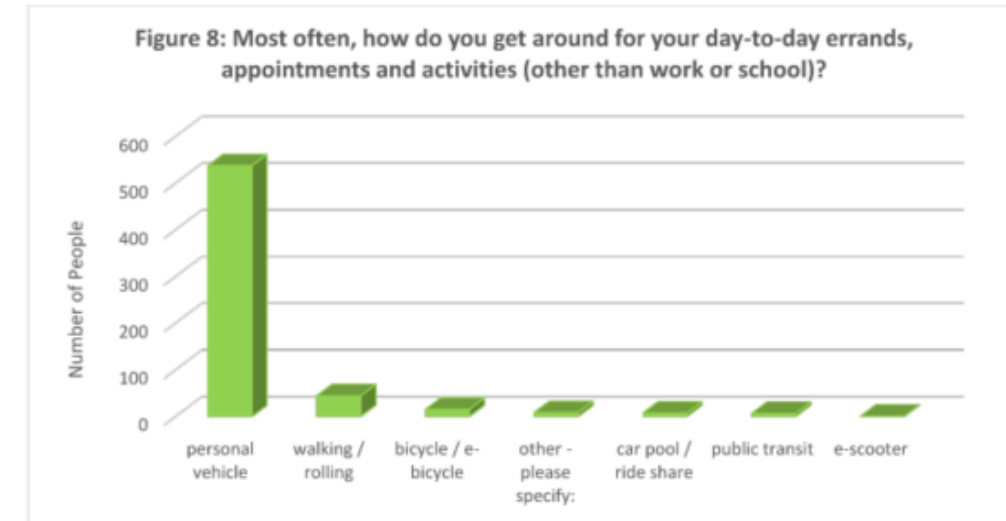


Of those who selected other in question 8 the predominant answer was the consideration to specifically use the LRT if made available.

Finally, as part of Question 8 residents were asked what other barriers might be preventing them from using the mode shift they selected earlier in the question. There were 61 people that responded to this question. Some barriers that were identified were: weather impacting the safety and accessibility of some options, excessive travel time, lack of connection of public transit to where residents need to go, and accessibility of alternative options.

### Question 9, 10, 11 & 12 Summary

Question 9 asked the participants their transportation method that they use for daily errands, appointments, and activities. Respondents were provided with six options with the seventh being "other". The results of this question are shown in the figure below.



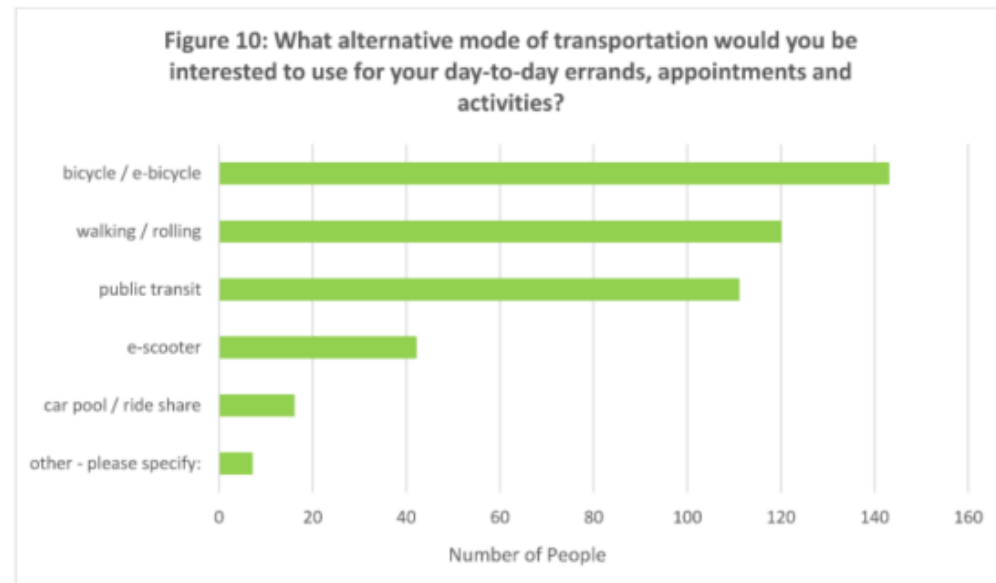
Only 8 people selected other, most of which indicated they use a variety of transportation methods to complete their errands depending on the weather or time of day.

In Question 10 users were asked to indicate their willingness to shift from a personal vehicle to other modes of transportation for daily errands, appointments, and activities. Question 11 asked which mode of transportation they would be willing to move to.

Figure 9 shows the willingness to shift to other modes for errands, appointments and activities while Figure 10 shows which mode they would be willing to shift to.







Finally in Question 12 residents were asked what other barriers might be preventing them from using the mode shift they selected earlier in the question; there were 127 responses to this question. The barriers identified were quite similar to the commuter questions centering around: Weather, Travel Time, Accessibility, Distance, Safety and Carrying Capacity of alternative options.

**DID YOU KNOW: FIND MORE INFORMATION ABOUT THE STRATHCONA ITMP HERE:**



<https://www.strathcona.ca/council-county/plans-and-reports/strategic-documents/transportation-roads/integrated-transportation-master-plan/>

**More Information**

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**TRANSPORTATION AND LAND USE INTEGRATION**

Integrating transportation and land use planning enables the County to plan for sustainable growth as the County serves a large geographic area of urban and rural communities. In addition to the growth areas within the County such as Bremner and Ardrossan, there are several regional influences that shape land use development and traffic generation including:

- The City of Edmonton (immediately west of the County) and City of Fort Saskatchewan (immediately north of the County)
- Major employment areas of Industrial Heartland Area and Refinery Row
- Growth in recreation and tourism opportunities in areas like Elk Island National Park, Cooking Lake-Blackfoot Provincial Recreation Area and the Beaver Hills UNESCO Biosphere.

The ITMP 2020 will need to align with the County’s Municipal Development, Corporate and Strategic Plans, Area Structure/Concept Plans, as well as regional planning directions (EMRB, IRTMP), while building upon the foundation of existing plans and policies that guide how people live, work and play in Strathcona County today, tomorrow and 25 years into the future.

Strathcona’s updated ITMP will set the strategic direction for transportation investment that is transparent and justifiable based on community values and forecasting future needs, while supporting land use and, ultimately, sustainable economic development. The policy and investment recommendations from the ITMP update will support other ongoing local and regional initiatives and provide the County with a prioritized, cost-effective plan to support future decision making and budgeting. The ITMP 2020 will deliver:

- Transportation integration with land use, regional connections and communities
- Network improvement strategies to support growth and development while improving mode choice
- Opportunities for network improvement through Safe System Approach, Technology and Intelligent Transportation Systems
- A Plan that incorporates approved plans, including MDP, ASPs, ACPs, redevelopment plans and other initiatives
- A Plan that integrates with other Master Plans and Strategies, including Transit Master Plan, Recreation and Culture Strategy, Trails Strategy and other plans
- A Plan that supports economic development and community building
- Meaningful Public and Stakeholder Engagement, that provides for input and responds to the Public and Stakeholders; and
- A documented process that Council and Administration will understand and ultimately lead to approval by Council and acceptance by other regional jurisdictions such as the EMRB and Alberta Transportation.

# APPENDIX F: SCOOP DISCUSSION BOARD COMBINED

Six Key objectives to be achieved with the County’s ITMP 2020:

1. Establish an integrated plan that aligns with local regional and provincial strategies and initiatives.
2. Foster community involvement to ensure priorities reflect community values and investment in mobility.
3. Develop a staged transportation strategy that supports safe and efficient mobility and goods movement.
4. Develop an integrated network that improves safety for all travel modes.
5. Develop a cost-effective plan and provide tools for implementation
6. Establish a strategic monitoring and performance program.

Transportation and Strong Communities		
Total Number of Responses : 47		
Text Content	Count Of Likes	Count Of Dislikes
Strathcona County strives to build strong communities to support the diverse needs of residents. Our Social Framework was developed in 2016 based on what we heard from almost 8000 residents. It identified key outcomes that matter most for our community to work on together: Affordability; Connectedness; Inclusion. Citizens are connected to one another and their individual differences are valued and respected.	1	0
What are your thoughts on how our transportation system (roads, sidewalks, trails, transit) supports strong communities and these key outcomes? Consider these questions: How do our current roads, sidewalks, trails and transit relate to affordability in Strathcona County? What are some ways transportation can evolve to improve our community affordability?	0	0
I would like to suggest that we utilize the buses for events such as Celebration of Lights. The traffic congestion was unbelievable this last year and the wait was so long that many did not get to see it. Compounded with the exhaust from the 2 hours idling, this event and others like it would be much more enjoyable if the area was restricted to buses only.	7	0
The use of heavy transport vehicles would need a serious upgrade to the roads in the Park not something I would support. One of the things I noticed during the Pandemic was how quiet the residential areas were with out the excessive use of vehicles.	0	0
I would like to see the county move to allow power- assisted bicycles on the urban trails. These types of bikes are becoming more popular, affordable and available for both commuters and recreational users. Commensurate with this recommendation would also be the requirement for clearly established rules, such as speed limits and penalties for violators. In this way it would encourage usage while maintaining the required safety requirements for pedestrian traffic on the same trails	3	0
I live in a rural locale. I am NOT IMPRESSED about the County's haphazard approach to maintaining godd surface quality of our roads. The County and Province have no idea what good quality means so they employ "cowboys" instead of professionals to carryout repairs.	1	0
I don't agree with this . Power assisted bicycles oils be a serious safety issue to pedestrians.	0	0
Range road 233 is a good example.	2	0
can be not oils.	0	0
There is a need to widen range roads to allow bicycles to safely travel these. Currently it is unsafe to bicycle on many of these. Range road 233 is an example. A wider shoulder can also be used for walkers to connect to the businesses back in the city.	2	0
As long as your E-Bike has peddles like the one in the image, they are permitted on all trails and roads in the County.	0	0
Rather than just replacing old cracked sidewalks we should be widening them like the new neighbourhoods have and add more trails and better connections between with the amazing trails that already exist in many areas.	2	0
I would love to see bike trails that are interconnected throughout the urban services area. Its not safe for kids to ride on the roads so we ride on sidewalks and trails. The trails that we have been able to find are quite short before you have to cross an intersection and it makes for really choppy bike rides.	3	0
Or upgrade and designate certain roads for cyclists to utilize.	0	0
I agree that e bikes should be considered as bikes. However we have to create an environment where residents feel safe to cycle on roads and both motorists and cyclists learn to cycle and drive sharing the road.	1	0
We built a home in Ardrossan about 15 years ago and since then the county has approved more and more development here including housing, off leash dog park, spray deck and playground, outdoor rinks and skate paths and a skateboard park. There's no way folks from SP without their own transportation can access any of these. And no bus service to and from Sherwood Park for anyone here wanting to avail themselves of services in Sherwood Park. I think of teens wanting to attend activities in SP and seniors who aren't keen on driving any longer, in particular. Kids of all ages are involved in extracurricular activities in SP and a bussing option would help, especially working parents. This isn't an urgent issue during Covid but it certainly is when distancing and isolating is a thing of the past	2	0
We understand the county has jurisdiction of RR 222 now ( from the province) so it can set speed limits especially in the school area. Does that mean they are now responsible for the railroad track crossing issue?. The speed limit is 60 starting at the tracks but eventually the suspension in ones vehicle is destroyed if one does the speed limit over them!! The has been the WORST railway crossing I've ever driven over for years and numerous attempts to smooth it out have failed. Please find out what is done on Provincial highways to keep rail crossings smooth at high speeds of 110 km per hour and fix this one once and for all. It is dangerous!	0	0
Some older neighborhoods are replaced with concrete, which could be improved by moving to a paved shared use trail. Specifically I am thinking of the east side of Broadmoor Blvd. by Salisbury United Church. This concrete is not good for cycling on, bike path would be smoother.	0	0
Or add designated bike lanes, but I agree, many of the trails have so many intersections and curbs that it is not actually good for active transportation.	0	0
All of the transportation network in Sherwood Park is based off vehicle transit. Utilizing bike paths along arterial roads is an unpleasant experience because of traffic noise. I think a better system would be to reduce the speed limits to 50k on all the north - south roads within Sherwood Park and add bike lanes.	0	0



The trails that go north to the river and west to the Science Park are good for connectivity but a horrible user experience because you are travelling through dusty, noisy industrial areas. Planting trees between the road and the trail would minimize this, it could also provide long term cost savings on maintaining the grass.	4	0
As much as possible sidewalks and trails should enable those that do not drive to access stores in Sherwood Park. E bikes with pedals should follow the same rules as any other bike. I owned an e bike and many the time a person on a 10 speed passed me.	0	0
Is there any way to provide an integrated response rather than this response by multiple themes??? This just seems foolish. I will have to restate the same things ....	0	0
More bike lanes and trails are needed in Sherwood Park, for instance from Baseline Road North to Petroleum Way there is no bike trail unless you are brave enough to ride on a two lane road or a sidewalk which is not ideal at all.	0	0
The only concerns about roads is Baseline and Wye should be lowered to 60kph. Also I suspect Shwd Park has more traffic light per capita then anyplace in the world. The trail system is great, only a people problem. When cyclist approach you from behind slow down, and ppl with mutts shorten the leash. Transit I don't use, but I do see lots of big empty buses.	1	0
<p>Thanks for your input, unfortunately now that the boards have been posted the format will have to remain the same but we will take that into consideration for next time. If you would prefer to only make one comment, just choose one board that fits your comment the best and during analysis we can ensure your comments are placed into the relevant topics.&nbsp;&nbsp;&nbsp;</p>	0	0
As for your mention of access to stores. If your point is in shopping ctrs, yes generally you need to enter in a narrow vehicle lane, but I'm not sure that's Counties responsible. The EBike issue, correct but that's a user issue don't you think?	0	0
I disagree with the idea of lowering the speed limit on Baseline and Wye. You don't see very many accidents, thus there would be no safety benefit. I agree with the transit statement. I have a bus stop in front of my house, and there is never more than five people on the buses that stop there. Can you not use smaller buses, similar to DATS buses? It's not hard to imagine the cost savings in both capital cost and maintenance.	2	0
In a post Covid world where there will likely be more work from home situations sticking around, we should put more emphasis on trails or bike lanes for those who no longer need to go back and forth to Edmonton everyday. Those staying in Sherwood park and stuck in their house working will want access to closer amenities and easy and healthy ways to get there. Riding bikes on the roads with traffic is a dangerous deterrent for the average person, and walking to get around can take too long to get places, so people default back to driving in a car.	2	0
It should be understood that roadway construction is expensive. And as soon as you add in curb/gutter requirements, widening shoulders. or separated trails/walking path then costs are really expensive. I would suggest that when some of our rural roads were initially constructed clay was just piled on top of topsoil and that is why there are road surface problems as topsoil does not have any bearing capacity of heavy loads. Also Range/Township roads have a 66 foot road allowance. County will have to purchase additional land for constructing separated roadways and trails.	1	0
Currently there is not a safe transit corridor for bikes to commute into Edmonton from Sherwood Park. Either a shared use path on Baseline/16A or on the SPark Freeway is needed. Or we need a pedestrian/bicycle overpass over the AnthonyHenday east to meet up Edmonton 76Ave. We are isolated from Edmonton unless you use your vehicle or transit.	2	0
I support the lowering of all speed limits in Sherwood Park (I typically drive 10 under anyways), I think that there is push back from people concerned it will greatly increase travel times, but this is only the case when you have a long trip without starting and stopping like on a highway. Dropping from 70 to 60k would add 5 secs to a 500m trip, Baseline and Wye are only about 5k, so this would add about 50 seconds driving end to end, not really a big deal in my opinion.	0	0
Bike paths should connect our recreation areas. This allows families to plan a trip knowing there are washrooms and it might get the long distance bikers off the country roads (which are unsafe).	0	0
How could our roads, sidewalks, trails and transit better support connectedness and inclusion in Strathcona County?	4	0
County has done a good job in expanding the sidewalk network in areas of employment, and should continue to expand both the sidewalk and trail networks especially where there are missing linkages and industrial areas where the original development standards did not require sidewalks or trails.	1	0
What about the west side?	0	0
I live on Sherwood drive and the amount of traffic everyday is now enormous (which makes the noise factor very aggravating). I've noticed property values are dropping for residences along this busy road. I would like to see the county either reduce traffic (possibly by narrowing the road, reducing speed or some other means) or erecting sound barriers for residents living along Sherwood Drive.	0	0
It is very important for Sherwood Park to join the regional bus fair system that Edmonton & St Albert have entered into.	0	0
I disagree with lowering speed to 60km	2	0

I greatly appreciate that Strathcona County repairs roads before they are riddled with potholes and in terrible disrepair, in most cases. This helps reduce repairs on vehicles and assists in creating a nice atmosphere if the roadways and nice and well maintained. This is a big part of the appeal and charm of Strathcona County for me. Trails are not as well maintained and could be repaired sooner in some cases.	1	0
A trail between Sherwood Park and Ardrossan would be a wonderful addition in helping to connect the hamlets of our county and would provide longer and faster sections of trail for those in the active portion of community desiring it. Connectors between country residential communities would help with activity options and walkability without having to drive somewhere.	1	0
Using the buses sounds like a good idea when the pandemic is over. I	0	0
Too dangerous for people walking. The bikes are bad enough. There would not be enough people to patrol the bikers who misbehave	0	0
Transit fares are more expensive than Edmonton. Hopefully one will continue to be able to get on a bus paying with cash in Sherwood Park.	0	0
Driving in Sherwood Park is certainly not driver-friendly as it is. The lights are completely mis-timed. It is possible to be stopped at 5-6 red lights in only a few blocks. It is not uncommon for zero cars to be moving through a major intersection because the light is green only for traffic that is stuck at a red light a block away, and all the traffic that is actually at the intersection has a red light in all other directions. Just as the other traffic approaches, their light turns red and they have to wait for the cars that could've turned awhile ago if the lights had been timed. Because of this, cars regularly cut through neighbourhoods rather than sit at multiple red lights. So the county piles asphalt speed bumps (or speed hills) that damage vehicles to stop people from taking short cuts rather than address the cause of people taking short cuts. Now you want to make those drivers even more frustrated, causing more to cut through neighbourhoods. Speed limits should be based on a safe speed to drive on the road and drivers should be trained and expected to share the road with cyclists (who don't use the multiple cycling paths through Sherwood Park) or they should be ticketed if they don't drive safely around cyclists.	0	0
Totally disagree. Don't surrender our transit assets, to be managed by Edmonton. I'm sure the tax payers will take a hit. Edmonton council wastes money faster than our council does.	0	0
Unfortunately our community has been constructed in a way that builds social isolation, with large residential sections separated from business/recreation areas. Integrating mixed use development and universal design principles as we move forward would be one of the best ways to ensure our community is transport-friendly and as accessible as possible. Rebuilding sections of our community as infrastructure needs replacing should be done under these design frameworks as well. Converting the County to a "15 minute walking" city - where a community member can access all of their essential services within a 15 minute walking range of their home - would ensure a strong transportation system. Creating bike lanes that could carry people into Downtown Edmonton would be amazing. High speed rail into Edmonton obviously. Building permanent transit (ex. light speed rail, trams etc.) between some of the major grid points in the County would be an incredible way to move people affordably and accessibly. Incorporating treed barriers between the biking/walking paths and major roads would make for more comfortable and engaging rides/walks. Offering rentable bikes/scooters with rental hubs in every neighbourhood would be excellent. Make all public transportation free. Design every future transportation under the principles of a circular economy. All of these suggestions have significant environmental benefits as well, since they would all serve to decrease single-family car use.	0	0



Transportation and Economic Development		
Total Number of Responses : 25		
Text Content	Count Of Likes	Count Of Dislikes
Strathcona County has a world class petrochemicals sector, strong agricultural production, and a sophisticated commercial/retail market. An efficient transportation system is critical for business and industries. It supports a business-friendly environment and prosperity in our community. What are your thoughts on the relationship between our transportation system (roads, sidewalks, trails, transit) and economic development in Strathcona County. Consider these questions: Does your business have adequate infrastructure to meet your business needs (e.g., sidewalks in business parks, access to rail/air service, highways/rural, urban roads, transit)? How can our transportation system better support the needs of business and industry? For industry, how can Strathcona County transport network (roads, sidewalks, trails, transit) better facilitate access to regional and global markets?	1	0
Most residents are not happy to have huge vehicles on our local roads we need to keep them to the outskirts where they can manoeuvre safely and then use smaller vehicles to deliver to stores, homes etc. This can be achieved by better use of the arterial road system and large vehicle depots with easy access..	0	0
Strathcona County is OBSESSED with expansion under the guise of "economic development" and revenue from tax dollars.	2	0
What happened to the nice quiet intimate Sherwood Park we first fell in love with?	2	0
Agree 100%	2	0
Make a world class transit system to attract not only business but people who want to live here but have no viable multimodal option to get to work in Edmonton.	0	0
My suggestion would be that the Strathcona County partner with industry for the the shared purchase or lease as well as shared maintenance costs for its larger and infrequently utilized specialized equipment.  Motoring could be done using real-time data to measure fleet performance any calculate cost allocations based in actual usage, predetermined maintenance schedules, and allocated insurance and registration fees. Both parties would be the benefactors of lower capital costs as well as shared fixed overhead expenses relating to the actual vehicle.  An example would be similar to a farmer who only uses a combine for a portion of the year but purchases the combined in a 50/50 basis with a neighboring farmer so that both have access to the equipment on a planned basis and enjoy reduced overall equipment costs.	0	0
It was my understanding once Anthony Henday was fully functional Highway 21 would have less traffic. NOT. And what's with the jake brakes. Obviously not enough policing. I hear it on 21 @ 5 a.m.	0	0
I think that the "nice quiet intimate Sherwood Park" could actually drive economic development. If there was more emphasis on walkable communities it could drive more restaurant and shopping businesses. Broadmoor lake is the only part of Sherwood Park that could be considered a walkable community and it is the most vibrant, populous area. We need more areas like this and less freeways and stripmalls.	2	0
I think the County needs to pass bylaws that eliminates company trucks parking on residential streets. They block the view of other cars and pedestrians and are a safety hazard	2	0
You misspoke, it is not the County of Strathcona, it is the five councilors, that were bought and paid for by the developer of Bremner.	3	0
I'm fed up with the Strathcona County policy of what land developers want, they get.	3	0
Large empty buses replaced by much smaller vehicles. Remove park and ride for residents Od SPark. It defeats the idea of feeder bus routes, I have no problem with Rural users that don't have adequate feeder buses. Increase SCAT service. Ensure users pay more of the costs. Less financial burdens on non users.	0	0
Highway 21 has always ment to be a major highway. It was part of the original ring road plan. That's why I didn't by a home near it.	1	0
Highway 21 was to be twined to highway 14. When will that happen and put the speed back to 100kph ?	2	0
Also the same applies to RV's	0	0
There is too much control of the speed limits around Sherwood Park. The Sherwood Park freeway is 80 km/h, much of hwy 21 is 80 km/h. These are major routes that are twinned and 100 km/h at at least one of the ends around the park.	1	0

Considering hydrogen in our County fleet fuel mix would be a great idea that would contribute both to environmental concerns (hydrogen burns completely clean), and also would be a great economic fit with the work we are doing around blue hydrogen right here in the Heartland region. If we could source hydrogen from our area, and help build hydrogen fueling sources it would help grow local industry, and also allow us to lead with an example for how it could be down in jurisdictions around the world.	1	0
Agree, increase these speed limits and lower limits in SP.	1	0
Agreed. Remember Hwy 21 was there before the County allowed all the residential development on the west side of Hwy 21. The people buying houses complained and the County demanded that the speed limit be decreased and of course the County listened only to the complainers. It seems like the County and our councillors only listen to the complainers.	0	0
Highway 21 is the responsibility of Alberta Transportation, not the County. Sherwood Park Freeway, and Anthony Henday belong to the Province too. The County can make requests, but cannot just make changes.	1	0
Ensuring sidewalks are present in commercial areas helps to ensure the safety of pedestrians and the well-being of staff who can walk on their lunch break. It also ensures that some workers can walk to work if desired.	0	0
Big trucks or SUVs with utility trailers, along with recreational vehicles should not be allowed to park on residential streets for longer than 24 hours and should receive a fine and a haul away. This bylaw of letting them park for 5 days and then drive around the block back to the same spot is ridiculous.	1	0

**Transportation and Accessibility**

Total Number of Responses: 21		
Text Content	Count Of Likes	Count Of Dislikes
<p>the main change to make is the bus stop s should be accessible within in 200 mtrs the distance between two bus stop should not be more than 200 meters for example the dist between bus stop no 7103 and 7105 is too much if you think people should use transit buses then you should accept suggestions yours *edited by moderator- personal information removed*</p>	0	0
Ban cyclists from using sidewalks. Fine and ticket them heavily for doing so. Sidewalks are for pedestrians only. Repeat offenders should have their bicycles confiscated. (Ebikes too.)	0	0
With the amount of distracted driving going on now and people not planning their route ahead of time you are taking your life in your hands cycling on the street. The paths are wide enough to accommodate everyone provided cyclists have a bell to warn pedestrians that they are coming up behind them.	0	0
Rural communities don't have access to bus services.	2	0
Strathcona County includes a huge rural area. Including some regularly scheduled or on call transportation approaches could address the discrepancy between rural and urban. Why not consider on call buses for non busy times for the urban setting as well	0	0
<p><span style="font-size: 14pt;"><strong>> Don't forget to check out the other discussions by going back to your HOME page, and using the left/right arrows to toggle between the six different topics! </strong></span></p>	0	0
RR232 south of Wye by Salisbury and Glenwood Cemetery. There has been talk about spending tax payer's money on redesigning this stretch of road. The money should not be wasted, as there is nothing wrong with leaving this road the way it is.	1	0
As I am hearing challenged I do not hear the bell. It would be safer for cyclists to slow down and announce they would like to pass. It is not a right to over take dangerously.	0	0
If you move to the country do not expect to get any transportation provided. Transport is not economic in the town. Having transport provided and subsidised by others is not a right.	3	0
i agree, do not spend my money on unnecessary projects.	1	0
I agree that using sidewalks and trails for active transport like cycling is not a good solution, for pedestrians or cyclists. These mix used spaces do not serve cyclists, you are constantly starting and stopping and curbs aren't good to navigate on bicycles. Most of these spaces are good for pedestrians, but alongside busy roads it is an awful experience. I think cyclists should move to the roads, but need dedicated space. I have had many close calls on the road when cars do not give adequate space to pass. Lowering the speed limit and adding bike lanes would greatly improve Sherwood Park's active transportation network.	1	0
If you don't have your own transportation, don't move outside an urban development. Taxpayers don't have the money to get you around.	0	0
<p>Thanks for your comment. It will certainly be passed on to Transit. We had to remove your phone number for FOIP reasons but if you want to talk to someone at Transit, they are always happy to take feedback. If you submit your feedback or query through County Connect, they will reach out to you. <a href="https://www.strathcona.ca/countyconnect/">https://www.strathcona.ca/countyconnect/</a></p><p>&nbsp;</p>	0	0
Rural bus stops might help people drive into town less (beginning & end of the day so those going downtown/U of A do not have to drive into town.		
The mobility bus really helped but can this program be expanded? I worry about the service being overrun with demand.		
Connect recreation centers and Wilderness Center with bike paths to encourage walking/biking safely.	1	0
Agreed. Don't waste money on roads and widening and increased speed limits if it works	0	0
We recently moved to Sherwood Park from an acreage. As we age and may no longer be able to drive we will need a bus stop closer to where we live, nearest stop is 10 minute walk away. Or an on call service. Also some transit depots in the rural areas where residents can park and catch a bus to town would be super. The trails at Broadmoor this winter were terrific!	0	0
Sherwood Park's trails (walking/biking) cross roadways like Broadmoor Blvd., Sherwood Drive, etc. where the crossing lights seem to take a very long time before they activate. These traffic lights should be timed the same as the automatic lights.	1	0
I would use the transit often if there was better communication between Edmonton and Sherwood Park. Right now you're on your own to navigate once you want to return from Edmonton to Sherwood Park. City transit drivers won't help. Seems to be some sort of rivalry going on. Last time I used the bus I had to take a cab home as I had no idea where to get the connection home.	0	0

Strathcona County could ensure that residents trim landscape elements like trees and bushes so that a person can pass along the sidewalk without having to go around unkept trees, bushes, etc. Also, ensuring that residents don't block sidewalks with their vehicles as this greatly affects the accessibility in some areas, and for some residents it is continuous as they assume the sidewalk is part of their driveway.	0	0
Please please please don't focus all the energy and development on bikes and bike lanes. We are a province that has 8 months of winter. In Edmonton so much has been done for bikes and I rarely see them in the bike lanes. I am all for environmental initiatives but we are a winter province. Cars and buses are more important than bikes	0	0



Transportation and the Environment		
Total Number of Responses: 42		
Text Content	Count Of Likes	Count Of Dislikes
<p>We need to change the economics of transportation if we want people to change their driving habits. Make transit free and charge for parking in more places.</p>	0	0
When we talk about the environment and pollution there a several kinds of pollution, environmental pollution caused by too much traffic and noise pollution caused by vehicles with modifications. In the 20+ years I have lived in Sherwood Park the amount of noise pollution has increased to a point where is no longer the peaceful community it once was. Our elected officials continue to ignore the issue and it is now out of control with loud vehicles roaming the streets at all hours of the night serving no purpose other than to disturb the peace. Edmonton has cracked down on noise pollution (although they discriminate mostly against motorcycles and not obnoxious tuner cars) why wont Strathcona County do something to restore the peace?	3	0
Use smart sensors to control all traffic lights - not just on major intersections - to reduce vehicle idling and improve travel times.	4	0
Stop expansion and economic development and the incessant greed for money (tax dollars), ergo the evergrowing cry for "save the environment" will diminish if travel and industry is controlled.	1	0
ACTIVELY promote cycling for all sorts of errands - not simply as recreation.	0	0
Cycling is silent and causes no air pollution.	0	0
Cycling is not necessarily a good alternative for seniors.	0	0
Mass transit systems like LRT would greatly improve desirability of living in the Park for young professionals and create less environmental impact by getting people out of their cars.	1	0
Do more on call busing and fewer big buses running around empty.	3	0
There is currently only one way for bikes to SAFELY get from Sherwood Park to Edmonton and that is through the Science Park and the new path under the Anthony Henday. Another option is being debated and that is north of that location by the water treatment plant. If I want to get into Edmonton any other way, it's dangerous because I'm on roads or freeways with big trucks, etc. (101Ave, Sherwood Park Freeway, Whitemud Dr) Couldn't there be an alternate for a south route planned?	3	0
<p><span style="font-size: 14pt;"><strong>> Don't forget to check out the other discussions by going back to your HOME page, and using the left/right arrows to toggle between the six different topics! </strong></span></p>	0	0
Transit needs to be easily accessible and not add too much time to a trip to be attractive over a personal vehicle. Also, needs to be seen as something everyone uses not just those that can't afford a personal vehicle.	0	0
I also think we need to set up the systems and infrastructure that make them more attractive before the demand is there, which I appreciate is extremely challenging to do when there is financial implications to that. I wonder how Copenhagen got there? They are a winter climate and all you see is bikes everywhere. I was so impressed by the bike parking lots for the transit stops.	0	0
I presently use my vehicle to get to SP ( we live in Ardrossan), because there is no alternative and I'm unable to bike that far or bring groceries home on my bike. I would definitely consider using a bus and going on a specific day and time (rather than having one run empty around the community to pick up and drop off 1or 2 riders here and there at all times of the day or evening.). I try to organize my trips to the Park so I do everything on one or two days anyway so being able to go in by bus would hopefully help the environment and me!	2	0
I presently use my vehicle to get to SP ( we live in Ardrossan), because there is no alternative and I'm unable to bike that far or bring groceries home on my bike. I would definitely consider using a bus and going on a specific day and time (rather than having one run empty around the community to pick up and drop off 1or 2 riders here and there at all times of the day or evening.). I try to organize my trips to the Park so I do everything on one or two days anyway so being able to go in by bus would hopefully help the environment and me!	0	0
All buses should be electric. County should provide rebates to anyone who purchases a hybrid or electric vehicle. Speed limits within Sherwood Park should not exceed 60 kph. No need to have cars going 70 or more on baseline and wye road.	0	0
Where is the county going to get the money from to give to you to buy an EV? Oh I know, FROM YOU! EV rebates should come from the useless neutral Carbon Tax. Leave the speed limits alone.	0	0
We need an east end park and ride for those in the county not directly in Sherwood Park, and for those on the east end of Sherwood Park.	0	0
A positive step in reducing pollution would be to reduce the number of the large diesel busses that are utilized in Sherwood Park neighbourhoods. Other than a few busses for student and down town transportation smaller less polluting cost efficient busses would be more practical. Those behemoths meander through our town hour after hour every day with nobody but the diver 80% of the time.	1	0
Agree with this comment. It appears that County staff do not travel on roads on weekends. Weekend traffic is different from the weekday traffic. Have seen numerous times on Sunday mornings traffic signals on Baseline Road are set for weekday, especially in the earlier hours when there is minimal traffic going east/west while north/south traffic is idling waiting for the signals to turn. We were apparently supposed to have have "smart" signals. I just call them "dumb" signals	1	0

Speed limits on arterials are generally OK. They should be reviewed on Lakeland Dr (60 is a joke). With proper traffic signal synchronization (which does not appear to exist in SP) air pollution decreases.	0	0
I agree with you here. I work in Sherwood Park and commute from Edmonton. This means that I'm catching a commuter bus and then transferring to a local bus. The service is fabulous and I wouldn't change a thing about it, but I am often the only person on the local bus. (At most, there will be about three additional people on with me.) I think that investing in a fleet of smaller buses for the local routes might pay off over the long term in fuel savings. I'm also guessing that it would be easier to maneuver a smaller bus around residential neighbourhoods.	0	0
Hydrogen brings great opportunity for GHG reduction in transportation.. and we are working on making great blue hydrogen right here in the Heartland region! I think the County should be exploring Hydrogen busses and County vehicles (as well as electric) which, in the case of hydrogen, can hopefully be fueled from hydrogen produced right down the road.	1	0
Electric is great! Also worth noting is the growing opportunity in hydrogen as a fuel source - we are doing some great work around blue hydrogen here in Alberta's Industrial Heartland, and also neat - hydrogen burns with zero carbon emissions!	1	0
I don't necessarily think it's modified vehicles, just general traffic volume. Agree noise pollution is a problem though, can't really have a conversation while walking along arterial roads in Sherwood Park.	0	0
As Ardrossan is expanding it would be nice if the County considered designing it as a walkable community.	0	0
Why is our air quality monitored by industry? Everywhere else in Alberta, not-for-profit airsheds do the monitoring, but here in the County the refinery row folks who give us most of the pollution, still do the air monitoring. Where isn't the Alberta Capital Airshed monitoring here?	0	0
Also buses can carry bikes on their front, so you can take the bus into the city and then ride there, for example.	0	0
I too live in rural Strathcona County and try to make my trips count for more than one thing. I try to limit my trips too. I will still be driving. I love my rural environment. More sun, clean air, wildlife ...	0	0
As an owner of modified vehicles that keeps the noise to a minimum, it is most definitely modified vehicles. If you live along a major roadway, you'll hear people racing along late at night making excessive noise. The nickname of Cloverbar Speedway in the summertime is well earned in the area around Davidson Creek.	0	0
Have the smart sensors more adaptive and responsive. Installing the smart sensors at the intersection with Cloverbar road near to my previous home resulting in much longer (3-4 times) wait times outside of peak hours.	0	0
This is a great idea! Something that leads adjacent to Sherwood Park Freeway or even further south would be great for me.	0	0
I would like to see traffic lights synchronized better so vehicles can travel at a better rate of speed for longer distances. Often on Broadmoor, you hit every single light on red, it is frustrating. Also, speed limits on wider roads (Lakeland) should be at least 70, Baseline should be at least 80. I don't see any need to give subsidies of any sort for any electric vehicles. Subsidies cost all of us taxpayers, but only benefit a few. I think most people use public transit because they don't have any other choice. For many people, it is simply not an option. I think this is an issue that is seriously overblown.	0	0
<p><strong>> Don't forget to check out the other discussions by going back to your HOME page, and using the left/right arrows to toggle between the six different topics! </strong></p>	0	0
Giving incentives to employers that allow employees to work from home part of the time would be nice. In theory, this would result in less wear and tear on the roads so less maintenance requirements, so the county also wins.	0	0
I have moved to the county area and transportation options are limited and I require a vehicle for my work, so it really is not possible for me to take transit.	0	0
I think our view of transportation and the environment is too narrow if we only think of Sherwood Park. We should be thinking on a regional level with all the municipalities around Edmonton. I'm thinking of a regional LRT network that serves, Edmonton, Sherwood Park, Leduc, St Alberta, Spruce Grove etc. That would take a lot of cars off roads, reduce pollution, traffic congestion etc. If the new Sherwood Park would have been put in the Colchester area instead of Bremner the Mill Woods LRT could have easily been extended to Colchester and then onto the old Sherwood Park.	2	0
All European cities that I have been in and Hong Kong have excellent LRT type transportation systems and feeder bus routes that tie into them.	0	0
So let's look around the world and see what's happening rather than just navel gazing at our own situation. Many jurisdictions around the world have already addressed public transportation problems so we don't have to "reinvent the wheel" on this one.	0	0
Agree 100%	0	0
I totally agree, the LRT would be a great fit to Colchester. Council should take that, and the fact there are no jobs in Alberta, so our population is not going to grow as dreamed, and stop Bremner. Oh wait, that vote was already bought and paid for, hmmm.	0	0
Also Meadowview drive raceway, No traffic control installed by the park and no enforcement of speed. Quality of life has been affected by the infantile actions of many people of all ages installing illegal exhaust systems on their vehicles to give give them some sort of unknown pleasure. Need to turn the radio up to drown out the noise.	1	0
Agree 100%. Too many large empty buses running around on too frequent of schedules. Watch double decker buses going into Edmonton empty and returning at less than 5% capacity. The parking lot at Bethel is almost empty. Shouldn't that prompt officials to change the frequency and number of buses. This transit system must be losing millions of dollars.	0	0



Residential streets should have speed signs and they should be 40 km. This would cut down on speeding and emissions and noise pollution. There is no need to race through residential neighbourhoods. Especially Salisbury Way where even the buses speed through. Also in the winter, people shouldn't be allowed to run their vehicle while in grocery shopping and warming up in the morning should be 15 minutes at most. These would doubtfully be enforceable but people might listen.	0	0
If I could safely bike into Sherwood Park from where I leave - within 1km of the edge of Sherwood Park - then I would consider biking as an alternative to driving however these routes are very dangerous, the roads are very narrow and it cannot be done safely with kids.	1	0
The County needs to be developing teleporting to solve transportation needs. SARCASM intended.	0	0

Transportation of a Healthy Active Community		
Total Number of Responses: 63		
Text Content	Count Of Likes	Count Of Dislikes
<p>Our trails are great for dog walking, but not ideal to bike for transportation. It is unrealistic and cumbersome to have to dismount at every intersection.</p>	2	0
I like how we have shared path along almost every major road. It saves cyclists lives and makes it safer and more likely that I will use my bike or walk for errands. I would like to see this extended the full length of Wye and along some of the Range Roads so that cyclists can enjoy longer trips safely. So few of those roads have wide shoulders so it is very nerve wracking on those rides.	4	0
I would like to see our bus system offer weekend transportation in the summer out to some of the rural recreation sites in the County (ex the Wilderness Centre, Ministik Birding) and even beyond, to Elk Island National Park.	9	0
Whoever had the idea and made the decision to add a walking trail and cross county ski track to Broadmoor Golf Course this last winter is brilliant. There were always walkers and skiers using that facility. A great definition of multi-purpose!	9	0
I think we need to be working with Edmonton and our other neighbours to set up a regional bus service that would allow riders to get on any bus without additional charges. It would allow the area to stop any duplication of routes. We also need the LRT out to the surrounding urban areas. Alberta has set up funding by population so Edmonton and its suburbs are short changed because of our population is divided. Something to think on.	2	0
Excellent idea! I would totally use this service.	2	0
Would love to see the smart bus and smart fare system finally implemented.	0	0
I agree and it is actually dangerous for cyclists to be on paths with dogs and pedestrians unless they are a family riding slowly with kids. We need to make it safe for cyclists to use the road system by educating motorists that cyclists have the right to be on the road and cyclists need to be reminded of how to ride safely on the roads.	1	0
Great idea as long as the buses were equipped to allow bikes and skis easily brought on board.	2	0
The County needs a cycling advisory Committee made up of all types of cyclists - commuter, recreation, road, and active transportation advocates to ensure that we have an integrated cycling network that actually fosters cycling and active transportation. For example, the multipurpose trail often do not go to malls so cyclists who want to shop end up on sidewalks and when they get to commercial areas there are no safe suitable bike racks. A cyclist cannot directly go on Broadmoor or Sherwood Drive using the multipurpose trail without crossing the roads a number of times and in front of the County Hall and Center in the Park there are no multipurpose trails so cyclists use the sidewalks. There is no cycling education done by the County to promote safe cycling practices. Other municipalities such as Edmonton have great programs. There is no free bike repair stations or any facilities to promote cycling. It is a very disjointed system. The County is missing out on a huge economic opportunity to market itself as Devon has done as a cycling community. Every week during spring, summer and fall there are 1000s of cyclists using Strathcona Science Park on their way to Edmonton, cycling on rural roads, cycling the Riverside Trail to Fort Saskatchewan, mountain cycling at Blackfoot Cooking Lake or enjoying the multipurpose trails as families. As it was reported a few years ago cycling is the new golf for older adults.	3	0
What a silly misplaced premiss. A very small percentage of population is active outdoors often in the mistaken belief that activity promotes longevity. It does not.	1	0
All intersections with traffic lights have those lights in full service 24hrs a day. It seems the technology exists (seen this elsewhere) that during non-peak hours, ie, 8pm to 6am, etc, the lights at subdivision access on main roads could be modified to change to flashing yellow/red but change back safety but quickly to red/green when a pedestrian button is pushed. So many mins wasted and idling waiting for a light to change when there's no one around!	3	0
Dismounting and walking across every intersection, as demanded by signage, is very time-consuming and frustrating for both cyclists and motorists. This leads to cyclists ignoring the signs and motorists tempted not to stop when they see a cyclist approaching an intersection - dangerous for both cyclists and motorists. Has any official involved in this regulation ever cycled along the cycle paths besides Sherwood Drive, Broadmoor, etc,?	3	0
This is why we need EDUCATION for cyclists and motorists. Cyclists must be educated about sufficient looking at intersections with warning signs. Motorists must be educated about giving way to cyclists (and pedestrians). In order to make active living a safe reality, "steam gives way to sail" must be the accepted norm.		
It's time to improve mass transit (rail) and cycling to Edmonton!	2	0
Agree. And not comfortable for automobile drivers either. Often bicycles are on range roads two abreast and blocking traffic.	2	0
Cycling is not applicable for all seniors.	0	0
The best and safest bike route to Edmonton should be advertised. It is an excellent way to get to the river valley and downtown.		
Lakeland Drive > Petroleum Way > Science Park foot bridge > 114 Ave > Ada Blvd. > 111 Ave > Stadium LRT > bike path to downtown.	7	0

<p>Thanks for your feedback! Is there any other efficient or convenient cyclist routes within the county or neighbouring communities that you think should be promoted?</p>	0	0
LRT increases greenhouse gases because people live farther out in bigger homes. The LRT is also expensive outdated technology. Small electric self-driving cars are coming. The LRT is known in Edmonton as the "crime train". People are afraid to use it.	0	0
Unfortunately, years of scientific research would disagree with you. Although there are certainly people who are unable to cycle, the vast majority of people, even those with specific health conditions, can benefit from physical activity. Adaptable bikes are available to support people who have challenges biking, but it could even be walking short distances to get that health benefit. Additionally, research shows that just being out in nature benefits people's mental health, so non-mobile people in wheelchairs can benefit from being pushed on the trails too.	1	0
A priority should be placed on getting every area/neighbourhood connected to each other in some way so that one could bike/walk safely from anywhere to anywhere. Especially along the range roads just to the south of Sherwood Park, there are far more families living there now, and they have to navigate dangerous shoulders to try and get from one place to the next.	0	0
<p><span style="font-size: 14pt;"><strong>> Don't forget to check out the other discussions by going back to your HOME page, and using the left/right arrows to toggle between the six different topics! </strong></span></p>	0	0
No, the trails are too short before having to cross intersections. Would love to take the kids on a long bike ride that doesn't involve crossing the street every couple of minutes.	0	0
I'm only comfortable walking in my subdivision. I live off Wye Road and Highway 21. There are NO walking trails or sidewalks for me or my dog to feel safe	1	0
The Alberta Cycling Coalition has a great brochure that can be downloaded from its website on cycling safety.<a href="https://albertacyclingcoalition.com/education/">https://albertacyclingcoalition.com/education/</a>	1	0
agree but it is interesting to see how many seniors are using tricycles or continue to cycle until it is not physically possible anymore.	1	0
Have you tried using the path to the Riverside Trail along Sherwood Drive/232 or cycling from the Strathcona Science Park down to the river and then on the Edmonton River Valley trails?	0	0
This is a great community. Only suggestion would be to continue with the path development along the major roads as finances permit. The current extension on Wye rd is an example.	2	0
Plus bollards like these make it impossible to navigate with a trailer on your bike, physically barricaded from getting through, the shorter bollards stop cars but don't present a barrier. I imagine this would be difficult for people in wheelchairs to pass through as well.	2	0
I would like to see "bike highways" (aka bike paths separate from the road) beside sherwood park fwy and baseline road. Realistically, I would not use it during winter, but the low cost of a bike path would be a savings because it would take some cars off the road during spring, summer, and fall.	2	0
Those e-bike riders would love a "bike highway".		
A priority should be placed on getting every area/neighbourhood connected to each other in some way so that one could bike/walk safely from anywhere to anywhere. Especially along the range roads just to the south of Sherwood Park, there are far more families living there now, and they have to navigate dangerous shoulders to try and get from one place to the next.	0	0
Sherwood Drive desperately needs a proper shared (cyclists and pedestrians) path between Gatewood Blvd. and Brentwood Blvd. This is a major gap in the cycling/walking system.	2	0
I've noticed a lot more seniors out riding, now ebikes are more available and costs have come down, it's great to see!	2	0
Ok Doc.	0	0
I fully agree, I like to take my son out on his bike trailer, but find it very nerve wracking to even get to a safe path because of these bollards. I don't feel safe riding on the road with him in the trailer, and it's hard to get through these bollards, which in some instances are very close together and then another set is right away. Even taking the gate off but leaving the posts would work, cars can't get through but everyone else should be able to. And that won't be a big expense to redesign, just take the top off the posts.	2	0
Only issue with both these trails is to get somewhere nice to bike you have to go through kilometers of industrial area that has rail crossings, heavy trucks and lots of noise. Or you have to load up bikes and drive to these places, which is a barrier to use. I think the best solution would be to plant trees to block-out the traffic.	0	0
There is a way from SW Edmonton to Sherwood Park and of course the path to Fort Saskatchewan. There are other ways to get to Fort Saskatchewan.		
If you are interested in cycling routes if you to ride with GPS and enter Strathcona County to fort Saskatchewan you will find all kinds of rides that cyclists have developed. A number of clubs organize rides in the area and have scouted safe routes.		
We need a bike path or separated lane so that residents can safely go from Sherwood Park to Adrossan. Without a safe way, residents have to use their cars while many would like to be able to cycle. The hill close to SHPK is especially dangerous for cyclists as it is very narrow and going down or climbing up the cyclists is focussed on the ride.	1	0
There is very little shoulder on Baseline past SHPK and it takes a skilled confident rider to be able to cycle down it.		
Engage the cycling community and you will discover the ways that we try to ride safely.		
What about adding out door gym equipment along trails to encourage outside fitness?	0	0
I think Strathcona County opted out of joining the regional transit strategy, don't know what the rationale was though.	0	0
They have this at ball lake and the wilderness center, never seen anyone using it though.	1	0

Except for the dog off-leash culprits and night time vandalism.	0	0
Another source of trails beyond Ride with GPS is Trail Forks <a href="https://www.trailforks.com">https://www.trailforks.com</a>	0	0
If there is a Stop sign on the bike path, They are to stop. Going whenever they want is not the answer. Many years ago, I was hit turning left, with a green light, by a pickup truck. I scratched the side of his truck as I went down to the ground. After that I walked my bicycle across the street in the cross walk with a walk light. Then I rode straight down the street, until I had to turn left again. My bike was my only method of transportation that summer, while I was working a summer job.	0	0
I would rather be alive and take that extra minute to stay safe. Being DEAD right doesn't make sense.		
I think EDUCATION is a very important key. Also, very key to say when we are following the law - Transportation Safety Act - and when we are encouraging and permitting bicycles on sidewalks, paths.	0	0
I was advised the Walk lights did not work when lights went to the flashing red/yellow modes. People were not safe crossing Wye Rd at one light I know of that I know changed at 11:00 pm.	0	0
I would love to see some sort of cycling loop or something OFF our range roads. The cyclists are a complete hazard and are ruining the enjoyment any of us who live out in the rural areas have for our roads. Its ridiculous that they are allowed to carry on like this. Make them some sort of path away from the rest of us who would like to enjoy our lives WITHOUT cyclists	0	0
Bicycles are motor vehicles, and those who ride to work or other than for pleasure, should use the roads. Families, slower riders, wheelchair users, and pedestrians would be safer. There used to be a program called Pedal Pushers when I was a kid that taught us riding skills and the rules of the road, What has happened to this program? I like the idea of having many bike trails throughout the county, and would like to see the shoulders on country roads widened where adding a bike trail is not feasible.	1	0
I agree Sherwood Park should join the regional transit strategy!	0	0
<p><strong>> Don't forget to check out the other discussions by going back to your HOME page, and using the left/right arrows to toggle between the six different topics! </strong></p>	0	0
I have found that the path system in Sherwood Park is great for promoting a healthy and active community. Elsewhere in the county could use some work in terms of having areas where people can travel by running/walking/biking safely.		
Some trails could use repaving as they are trip hazards due to heaving, but otherwise the system is awesome in Sherwood Park. I personally would appreciate a pathway between Sherwood Park and Adrossan.	1	0
I have found the breakdown comes with users of the trails not being courteous to others. I found last spring the number of users of the trails skyrocketed with Covid, and as a regular runner of the trails, many cyclists and walkers showed no courtesy to other users of the trail. Perhaps some public education surrounding trail etiquette could go a long way. This is not unique to Strathcona County.		
As a cyclist I find myself not looking for cars while crossing intersections with bars across the road. I still do look but I am so concerned about hitting the bars that the cars become the second problem instead of the first as they should be. When the intersections have no bars I am scanning the roads for cars ahead of the intersection just as you do when driving a vehicle. I feel that if SP insists on placing bars at intersections that there only be one bar partially across the multi use path. I feel that we are teaching our youth that it is not necessary for them to check for cars before crossing the intersection. What kind of drivers are we making for the future?	0	0
This sounds great and would be wonderful. But, what would the cost be?	0	0
I really enjoyed my daytime walks there.	1	0
Cycling has improved to Edmonton. Strathcona Science Park access has improved and so has Aurum Road. Both wonderful trails on a bike. One paved and the other gravel. With the additions of Riverside in a couple of years cycling to Edmonton has become easier. Now we just need a further south access to Edmonton near 17 Street South.	0	0
Aurum Road and the proposed bridge at Riverside. Also paving the gravel route to Fort Saskatchewan would be a wonderful addition.	0	0
What fun to park near 540 and cycle to the play park at the Dow Fields with your children.		
I think that our walking trails are great but I am not wild about having bicycles on those trails. Bikes are made for roads!	0	0
I do not support bike lanes on Wye and baseline. This sounds like a traffic night mare! Please didn't do this!!! When I drive in Edmonton I rarely see that many bikes using the bike lanes. We are a winter climate, not walkable, and most people have to drive.		
I understand that biking is great exercise and good for the planet. I really do. But I live in a rural area, with two kids and a dog, with school drop offs and grocery runs and work. I can't use a bike for all that. Nor can 99% of the people I know in the park. Please don't focus on biking at the expense of most of the population.	0	0
Walking and biking paths apart from the roads, not on the road.		
The small number of cyclists that choose to use the roads have not been an issue for me. However I understand that either the other drivers, or the cyclists, ignore the rules of the road making it unsafe. That's unfortunate but bike lanes are not the answer. Education and enforcement of the traffic laws regarding cycling - for BOTH parties, is necessary		
I would like to have considerably more pathways throughout the county. We live within 1km of Sherwood Park but we do not feel it is safe to bike into Sherwood Park because there are no bike lanes or bike paths on Wye Road and people drive so fast that is very unsafe for my kids that are more unstable on their bikes still. I have been asking for bike trails for a long time and it would be great to see them added before my kids start driving and stop biking.	2	0
Activity improves health (both mental and physical) and well-being in a multitude of ways. Those impacts alone help to improve longevity.	0	0



This used to be the case, it changed a few years ago. It was certainly much faster to navigate some areas when this was still in place.	0	0
Glen Allen and Josephburg also have this equipment available. There is a page on Strathcona County's website showing where all the Outdoor Fitness equipment is and what's available in each location.	0	0
They are multi-use trails, not walking trails. I find users of any type can be discourteous. If runners, walkers, cyclists, scooter riders, etc., all exercised some courtesy then we could all get along. Last year I was run off the trail by cyclists approaching from the opposite direction riding double or triple wide multiple times. I also had to run through muddy and wet ground to avoid people visiting across the trail. There was 6 feet between the parties talking, but there wasn't room for me to safely go between (Covid), and they could have chosen a spot shortly down the trail to talk instead. Walking groups often spread out across the trails and block access for faster users of the trails. Courtesy from all groups would solve any problems.	1	0

Transportation and Safety

Total Number of Responses: 71		
Text Content	Count Of Likes	Count Of Dislikes
I mentioned in another discussion the importance of maintaining and extending the shared paths that run along the major roads. I feel completely safe on these when I walk or cycle and as a driver, I am just now realizing how having the bikes off the main roads really makes this a much safer community. I'd like to see this system expanded into rural roads such as the southern part of Cloverbar Rd. to the Natural area or dog park.	8	0
Most accidents happen at cross roads the motorist has a lot to look out for other vehicles, pedestrians, bikers. and the lights commands. It would be safer if we eliminated the pedestrian and cyclists by either putting them not on the corners but on a straight section where the motorist has left the high risk corner and has their focus on the road ahead.	3	0
<p>The roads are unsafe. Cyclists on pavements including ebikes, people on skateboards and reckless driving vehicles. ALL have one common theme: ME FIRST! (**Edited by Moderator**)</p>	1	0
Thank you for asking, this is a valuable opportunity to guide future growth in our car-centric community. Safety is gained through slower speeds, look at the City of Edmonton, Calgary, St. Albert among others who are lowering residential speeds limits, this will improve safety for all users and help keep neighbourhood safe.	2	0
Cross roads are accident sites. A simple yellow reflective stripe appears on some stop sign posts but not on others. Adding this stripe to all stop sign posts would be a cost effective approach to enhanced safety.	1	0
I continue to see motorist on their cell phones. Strathcona County should take an active part in enabling bylaw officers to actively monitor and ticket violators.	3	0
Edmonton buses and trains are dangerous. In Sherwood Park, make sure the peace officers and police help the bus drivers and patrol the stations.	0	0
I really LOVE this idea. Especially for those great spots like the Sherwood Park natural area or Deermound that aren't really too far from urban Sherwood Park!	0	0
Don't forget to check out the other discussions by going back to your HOME page, and using the left/right arrows to toggle between the six different topics!	0	0
<p><span style="font-size: 14pt;"><strong> Don't forget to check out the other discussions by going back to your HOME page, and using the left/right arrows to toggle between the six different topics! </strong></span></p>	0	0
My only real traffic concern in the county is cyclists on roads with narrow shoulders, for example on Wye road east of highway 21. Given the behaviours of some drivers...and some cyclists it's only a matter of time before a fatal event occurs. I've witnessed a few close calls already. I've got nothing against cyclists, I'm just nervous for them.	4	0
Love this idea, Sherwood park is only 3k from wye to baseline, lowering speeds will not actually result in longer drives but will enhance safety and make the paths alongside roads more enjoyable for users.	0	0
More users would make it far safer than adding police would. Safety in numbers, get more people riding transit.	2	0
I am a senior and I walk my dog daily around Sherwood Park and I feel very safe, the speed limits on the other hand should be reduced from 50kms per hour to 40.	3	0
Traffic and safety also include proper roadway maintenance. Winter road maintenance is inappropriate in SP. The County installs roundabouts and then does not know how to do winter road maintenance other than the one on Sherwood Drive.	0	0
<p>I agree 100%. This needs to change - and might I add that in my experience, it is certainly not the younger folks who are most at fault here. Most of the rogue cyclists I have encountered are in the 30+ age group. (**Edited by moderator**).</p>	0	0



<p>Strathcona County needs a specific bylaw in regards to what size of bikes are allowed on poured concrete sidewalks. Currently SC is using the provincial Highway Safety Act to control this issue. Many times I have been almost hit by bikes being ridden carelessly while walking on a sidewalk, and in the same vein, the requirement of a bike bell is not being followed. I have attached the Edmonton bylaw. This makes sense. CYCLING ON SIDEWALKS</p> <p>APRIL 2015</p> <p>Cycling in Edmonton is governed by both municipal and provincial legislation. Under the Alberta Traffic Safety Act, the law considers a person riding a bicycle to be a vehicle with all the rights and responsibilities as a person driving. This means that people riding bikes have the right to cycle on streets but are expected to follow the rules of the road.</p> <p>What are the rules in Edmonton for riding a bike on sidewalks?</p> <p>The City of Edmonton Traffic Bylaw 5590 specifically regulates where people can ride bicycles. Bylaw 5590 prohibits riding a bicycle on sidewalks unless:</p> <ul style="list-style-type: none"> <li>Ⓜ The sidewalk is a designated bicycle path (such as a shared-use path or shared-use sidewalk); or</li> <li>Ⓜ The bicycle has a wheel diameter less than 50 centimeters.</li> </ul> <p>Bylaw 5590 and the Cycle Edmonton Map define the location of shared-use paths and sidewalks designated as shared-use. When cycling on them, Bylaw 5590 requires people riding bikes to:</p> <ul style="list-style-type: none"> <li>Ⓜ Yield the right-of-way to people walking;</li> <li>Ⓜ Give an audible signal before passing someone; and</li> <li>Ⓜ Travel at a reasonable rate of speed.</li> </ul> <p>The wheel diameter exception in Bylaw 5590 allows children to cycle on the sidewalk until they develop the skills to handle themselves safely in traffic and graduate to a larger bike.</p> <p>Why is riding a bike on sidewalks restricted? Isn't it safer for cyclists?</p> <p>The issue of people riding a bike on sidewalks does come down to safety. However, riding a bike on sidewalks makes sidewalks unsafe for people riding bikes and for people walking. It also increases the risk of collisions between people driving motor vehicles and people riding bikes.</p> <p>Sidewalks are designed and built for people who walk. They are narrower than shared-use paths built to be shared by pedestrians and cyclists. Sidewalks are full of obstacles, leaving people riding a bicycle vulnerable to conflicts with people walking, strollers and wheelchairs, people getting on and off buses, and people emerging from building entrances or parked cars.</p> <p>Fixed objects such as benches, bus stops, trees, planters, sign posts, and street lights, all become potential risks for people riding bikes. As the Ontario Traffic Manual points out, this is because people riding bikes "travel at much higher speeds than pedestrians, yet they cannot change their direction or speed as quickly as a pedestrian can."</p> <p>CYCLING ON SIDEWALKS</p> <p>APRIL 2015</p> <p>There are also hazards at intersections where people driving and people biking could cross paths. CAN-BIKE has found that a "very high percentage of car-bike collisions happen at intersections when the cyclist is coming off the sidewalk." One reason for this is that people I think there needs to be a policy change to accept there will be accidents. The cameras have proven not to work and are just a cash cow. Remove them all.</p> <p>Change all stop signs to yield unless there has been an accident at that location. Current practice by drivers show's there is no need to stop. As an aside fuel would be saved helping the environment.</p>	1	0
<p>There should be at least a solar flashing red light on top of the stop signs @ baseline road and 222. There are major collisions yearly and it seems the only thing done in the past 30 years is making the stop sign bigger and adding rumble strips. Adding street lights to the intersection would disturb the residents in the 4 adjacent corners</p>	2	0
<p>The quality of snow plowing and sanding on Range Road 222 this winter was nothing short of embarrassing. I was under the impression that when the county took it over we would have better service not worse. I do agree with the speed limit reduction however the maintenance needs improving.</p>	0	0
<p>The circle on Sherwood drive is dangerous,,a number of times I have had to stop in the circle because vehicles southbound on BROADMOOR BLVD. do not yield to traffic in circle. I would estimate 90 to 95 of southbound vehicles are exceeding 30 KMH as posted(many are carrying the 60KMH posted on BROADMOOR through the circle.</p>	2	0
<p>I support the use of speed cameras, as mentioned before generally within Sherwood Park people are driving too fast. I especially support the use of a camera within the neighborhoods where it doesn't make sense to have a law enforcement devote so much time to ticket the bad apples. I also support lowering the posted speed limit in the neighborhoods.</p>	2	0
<p>excellent information, I have always wondered why no one appears to want to address the issue of bicycles &amp; now e-bikes &amp; scooters on Sh Park sidewalks. Almost no one uses a bell for passing pedestrians in my experience., Basically a free for all.</p>	1	0
<p>I would like to say that, as a cyclist, I would rather break a bone hitting a pedestrian or another cyclist than DIE from a car.</p>	1	0
<p>Current laws require vehicles and bikes in the same lane, as someone who commutes with my bike, it's very unsafe. If I could simply have bike lanes or even ride on the sidewalk (stopping at all stop signs too), it would be a lot more safe.</p>	1	0
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<p>Yes, yes. 100%. Also, time the lights a lot better. They seem to try to stop you at every 2nd light. It's annoying.</p>	0	0
<p>Protected turning lanes, larger intersection with a safe zone in the middle would help too.</p>	1	0
<p>DO NOT PUT LIGHTS HERE.</p> <p>A lot of cyclists have been using Range Road 231 for conditioning . These are experienced riders that are all fitted out with proper helmets , short pants , bright colored short sleeved shirts , fancy high dollar titanium bikes, etc . Some times travel in packs - nose to tail for reduced aerodynamic drag - appear to be well trained . This south of Hwy 628 to township Road 510 has a lot of small rolling hills over this route that creates a huge safety instance when you are driving on your side approaching the rise when you encounter 2 Or 3 of these bikes racing to pass each other - in the center of the road cresting the hill ! A head on crash is becoming closer to reality , unless one of 2 things happen - Strathcona County either bans this road from cyclists [ limit to strictly single file - limit to not traveling closer together than 100 meters ] , or issue directive to peace officers to start patrol / issue traffic tickets for unsafe operation of public roadways . I have observed 3 near accidents in past 2 years.</p>	1	0
<p>One comment I have on the sidewalk corner design to people with visual impairment. The ramps on sidewalks are not designed to line-up with the sidewalk ramps on the other side of the street. New sidewalk designs are built to line-up with the ramp on the other side of the street.</p>	2	0
<p>With COVID and the increase use of bicycles, there has been an increase conflict with cyclists and pedestrians on the sidewalks. In other jurisdictions it is illegal to ride your bicycle on the sidewalk. For the safety of all who use the sidewalk bicycles should be required to used the roadways, and the County should promote the use of bicycle lanes on all collector roadways.</p>	0	0
<p>Using the sidewalks during winter can prove to be a major safety issue due to the bylaw rule on a 8 day snow removal. Most residents are great , but there are those residents that never clean their sidewalks and because of the bylaw, they are in their rights. For those that have mobility issues this causes a safety concern.</p> <p>No bus service into the city on holidays traps many people in Sherwood Park. Some individuals cannot afford the taxi fares to take them into the city on those holiday weekends and prevents some from going to work or going to study at universities/colleges.</p> <p>Police enforcement of speed is becoming way over done. When you find police hiding in trees to get the individual who may happen to be going over by 10 Kms is getting ridiculous. But yet, as I sit in my living room watching the cars go by and the unsafe speeds, I wonder why we never see the police in the residential areas ensuring safety there!! Is it because they cannot issue as many tickets as let's say on Anthony Henday.</p>	1	0
<p>I would hate to be the pedestrian in your scenario. While you might break a bone hitting a pedestrian while on your bike, the pedestrian could be severely injured or die. I have been/seen too many pedestrian be injured by bikers on pathways. I have also seen bikers try to ride between dog walkers and their dogs, resulting in injury to both the biker and the dogs.</p> <p>Roadways need to be designed/redesigned to accommodate cyclists. Putting cyclists on sidewalks is not a good solution.</p>	0	0
<p>There are two kinds of cyclists and they need to be treated differently. There is the kids and families, maybe a senior or two, out for a leisurely ride while getting a bit of exercise. Then we have the folks that are in their expensive bikes and their spandex outfits as they train for the Tour de France or some other elite bike race. The family riders are much safer on the sidewalks and bike paths while the athletes should be on the roadways following all appropriate traffic laws. What I don't have the answer for is how you differentiate between the two without bias. Maybe someone else does?</p>	5	0
<p>I do not think this is good. Needs to be sensible for those walking too. One alternate, is an X, all ways walk. Therefore no conflict. I saw this in use when I was in high school, university, and as an adult in Saskatoon. (60s, 70s, 80s)</p>	1	0
<p>I too have seen people and dogs severely injured when hit by a bike.</p>	0	0
<p>I know of one serious incident and am surprised there are not many more. I live on Range Rd. 210 so see many cyclists on that narrow portion of Hwy. 630.</p>	0	0
<p>Stop signs are required at rural road intersections if you can not see far enough to stop when required. In the rural areas I drive most, the Stop signs seem to be where there are trees, houses, hills, etc.</p> <p>That extra yellow reflective strip is a nice addition as we all drive in dark conditions regularly- all winter.</p>	1	0
<p>As a cyclist, I often do not feel safe on the shared paths as I have to navigate between kids, dogs, people with earbuds and others not paying attention. The roads can be safer because cyclists and motorists should be sharing the roads in a more predictable manner than off lease dogs or small kids on bikes.</p>	1	0
<p>Bikes should be on the road if we ensured that our roads made it easy for cyclists to use them. We have created an environment where motorists believe that cyclists do not belong on the roads and should use sidewalks or the multipurpose trails. What if we as some communities have done emphasize that cars and bikes share the roads, what if we had communication campaigns on this, what if we created bike lanes on the roads that cyclists commuters use?</p>	1	0
<p>I recently purchase a home in a rural subdivision. There are lots of municipal lands in these areas but there is not a clear map or marking of where they are in all cases. It would be nice if the county could publish a composite map for those of us that would like to walk or run these areas in order to make good use of these lands. Paths are not necessary, just an understanding of where they are without having to go to each neighborhood map.</p>	1	0
<p>I have tried to get a cycling advisory committee established in Strathcona County with different types of cyclists involved to provide advice to the County but so far I have not been able to get such a committee established. The way the so called multipurpose trails exist down Broadmoor or Sherwood Drive, it is impossible to use them without using sidewalks or crossing the roads numerous times. I mostly use the roads rather than the trails because it is easier for me to do so and much faster and also because I want motorists to be reminded that cyclists have the right to use roads safely.</p>	1	0



Stop the cyclists from using the range roads , they are a huge danger. A person cannot even walk down their own road now with these menaces on there. They do not move over they do not obey traffic laws. They should be stopped. Honestly it is them who are ruining any enjoyment we can have in our community	3	0
Some of the paths I regularly run in Strathcona County were rerouted or changed during construction. Areas where a pedestrian overpass was originally planned years ago instead reroutes 1/2 km to a pedestrian crossing, for example. It would be nice if we were able to have as many "non-stop" trails as possible, in order to make walking and running longer distances outside of our immediate community safer and more appealing. If this could be done in an attractive way, all the better.	2	0
Cyclists have to ride single file and bike clubs reinforce that. Riding 2 abreast is illegal at the moment. Sometimes what appears to be riding together is when a cyclist passes another one. I agree hills are particularly challenging as cyclists need to be able to continue to pedal and not stop.	0	0
I think the problem in this situation is the drivers, not the location of the crossing. Look at what happened when they put red light cameras at Granada Blvd and Sherwood Drive: Drivers complained that they were getting tickets for turning right on a red light without stopping, but they didn't take accountability for their behaviour. One local restaurant owner complained about getting 3 tickets at that same location in a short period of time.	0	0
We can do all we can to make the roads safer, but at some point it's the responsibility of the driving system to ensure that drivers are properly trained and stay proficient.		
<p>Thanks for your comments. Is there any specific areas that you think bike lanes would be helpful for cyclist commuters or cyclists in general? What kind of ad campaign/educational promotions would reach you and your community the best (ie: workshops, rider education events, videos, etc.)?</p>	0	0
I agree with you. So I am not training for the Tour de France but do ride a road bike in spandex as a senior. Most spandex road bike cyclists will not use the multipurpose trails because we have clip on pedals that can be difficult to keep clipping in and out on trails when you have to be ready to stop because of stray dogs or young kids on their bikes. We like to use the roads and most often do so. The challenge is we have not established a culture in Strathcona County that promotes cycling and recognize the different types of cyclists. We do not offer training on how to ride safely on the roads both urban and rural. I was fortunate to be able to take a urban cycling course that provided me with the skills to understand how I should behave on the roads. The Alberta Cycling Coalition has a brochure on their website aimed at both motorists and cyclists on how to share the road safely.	1	0
I'd like to just submit a comment in regards to the proposal Edmomton has made earlier towards combining Strathcona Transit and ETS. While riding Strathcona County daily to Edmonton I have never once felt unsafe, however riding ETS I have had many sketchy encounters where I have felt unsafe, to the point where I'll choose to drive over taking ETS if I had to, especially in the evenings. I personally strongly do not want Startchona Transit and ETS combined if talks do come up in the future, I feel it would negatively impact those who use Stratchona Transit to commute to Edmonton.	1	0
When driving on the road, it is very annoying to be stuck behind a bicycle when there's a perfectly good bike/shared path 3 feet away! Not to mention that riding on the road must make bikers feel very vulnerable. Even our kids ask why they're not using the path that is literally meant for bikes. But either place that bikers ride, they must be reminded that they have to follow the rules for everyone's safety! On the road: you are bound to the driving laws, including stop signs and red lights. On the path: you have to stop and walk across roads. You can't have it both ways, and I find a lot of bikers feel entitled to do whatever they want.	1	0
<p><strong> Don't forget to check out the other discussions by going back to your HOME page, and using the left/right arrows to toggle between the six different topics! </strong></p>	0	0
I do feel safe in the urban areas. Safety in the rural areas while not in car could be improved as a lot of people walk, cycle, and run in these areas. Either wider shoulders or paths connecting neighbourhoods to make routes in between would be nice so that people don't need to brave the main roads in the county.	1	0
By vehicle I always feel safe.		
Too many people do not obey the speed laws in Sherwood Park. Too much tailgating.	2	0
Would not like Yield signs to replace Stop signs. That would be a death waiting to happen.	0	0
Bike lanes on all arterial roads, side roads are less busy and safe for cycling for the most part.	0	0
Don't lower the speed limits.	2	0
I hate to say stop all the cyclists from using the range roads, but cyclists DO need to pay more attention to the vehicles and not just 'own the road' and make us drivers go around them. The roads are narrow enough with plenty of pot holes that driver have to avoid. It should also be mandatory that cyclists wear reflective clothing or at a minimum brightly coloured clothes.	0	0
I walk, bike and drive around Sherwood Park. As for driving I believe the speed limit should lowered 10 K/M/H in residential areas. I ride my bike on paths and sidewalks and I try to ride carefully. I do notice a lot bike riders do not obey the signs etc. E.G I very seldom see riders dismount at stop signs on paths, as well a lot of riders do not slow when the path intersects with a road making it very difficult for drivers to notice them at blind corners etc.. Thanks for the opportunity to express my opinion.	1	0
<p>Can you give us some more information on what kind of maintenance issue you're noticing?</p>	0	0
We need to enforce speeds on Festival Way especially from Festival Place parking to traffic circle. Also, too much traffic going the wrong way.	1	0

I absolutely agree with your comments.	0	0
It is illegal for cyclists to ride side by side, but they continue this dangerous practice because there is no enforcement of the law.	0	0
Don't lower speed limits. It already takes forever to get some places because the lights are timed horribly.	0	0
I'm so tired of people whining about the cameras. Simple solution: don't break the law! When I'm sitting at that intersection by the mall, I chuckle as I count how many tickets are being earned. A ticket for you, and a ticket for you...cha-ching! Maybe all that income can mean lower taxes for the rest of us! Call it a tax for not following the road rules.	0	0
Have you ever tried to go for a family bike ride on the road? You'll come back with less children every time! This is not a safe idea at all. Bikes need to use their bell when coming up behind a walker. Walker can either move over, or biker can pass on the other side of the path. Sharing the path is not that hard.	0	0
There needs to be easier access for cyclists to Edmonton. Crossing the Henday requires travelling west on Petroleum Way. This is fine if you are headed downtown or north. But travelling to the south either requires biking on Baseline or Sherwood Park Freeway. (unless you are willing to go out of the way and us Petroleum Way and then 17th St. which does not have bike lane with may trucks.) We need a safe way to avoid interchanges on these roads.	0	0
We need a bike lane on Sherwood Drive by the Mall. Bike lanes disappear and biking through parking lots is often more dangerous then the road.	0	0
Pedestrians need to remove their earbuds... far too often I ring my bell many times and they still don't hear me and they get scared when I pass.... so frustrating.	0	0
We've started to cycle with a trailer for all trips within Sherwood Park (Groceries, mall, dentist etc). We rarely use our vehicle and are having a great time and getting lots of exercise.		
However, roads where the curb/grass extends into the road, on both sides, and makes a narrower road for a bit, like the center of an hourglass cause us problems on bikes, especially with a trailer.		
For example, Jim Common Drive N between Cactus Way and Charlton Way are difficult and dangerous for cyclists because the car lane on those spots is not wide enough for a car to pass the bike. There is only room for single file, unless the car moves left into the oncoming traffic lane. Which is what inevitably happens. As a cyclist we stay close to the right hand curb / parked cars and must veer left when the hourglass curb appears in front.	2	0
The sidewalks are bumpy for a trailer full of food/ or glass being taken to the recycling for example. So the road is preferable as it's much smoother.		
Please consider this feedback before changing any other neighborhoods to have this, in our opinion, terrible hourglass shape road design. It makes the road too narrow.		
I think the county has well-planned, well maintained and effective arterial routes through and around Sherwood Park. They move a lot of traffic efficiently and safely especially during rush hours. The current speed limits work well. The adjacent bike paths and sidewalks seem to accommodate the few pedestrians and bikers I see using them.	1	0
There are some drivers that will continue to exceed any speed limits on residential roads unless the rules of the road are enforced. But somewhere along the way we have lost one of the tools called "photo radar"!!		

# APPENDIX G: Survey Analysis Combined

Question 1				
When you think about a livable community, what three (3) words describe its transportation system?				
Word One	Word One Count	Word two Count	Word Three Count	Total
Accessible/Accessibility/Access/Easily Accessible/Easy Access	117	53	32	202
Safe/Safety	53	44	40	137
N/A/???/BLANK	29	35	60	124
Affordable/Affordability	23	55	40	118
Convenience/Convenient	50	37	27	114
Efficient/Efficiency	50	29	35	114
Reliable/Reliability	14	22	22	58
Ease, Easy, Easy to get around, easy to use	22	11	16	49
Walkability/Walkable/Walking	26	8	7	41
Fast	11	13	8	32
Availability/Available	12	4	13	29
Flow, Flowing, Fluid, Free Flowing, Freeflow	12	11	4	27
Time/Timely/Time-effective	5	8	11	24
Clean/Cleanliness	1	11	10	22
Inexpensive	3	11	7	21
Maintained/Maintenance	2	9	10	21
Biking, Cycling, Bike Paths, Bike Lanes, Bikeable	6	12	2	20
Connected/Connectivity/Connect/Connectability	8	9	2	19
Inclusive/Included	3	9	4	16
Quick/Rapid	7	5	4	16
Frequency/Frequent		5	10	15
Flexible	2	2	8	12
Quiet/ Not noisy	4	3	5	12
Road/Roadways	9	2	1	12
Eco-Friendly, Ecological, Environment, Environmentally	5	1	5	11
Sustainable	3	4	4	11
Economical	1	2	7	10
Integrated	3	3	4	10
Well Maintained/ Well Maintained Roads	3		7	10
Diverse/Diversified	3	4	2	9
Effective, Effectively	2	4	3	9
Trails	4	4	1	9
Cheap	2	3	3	8
Comprehensive	1	5	1	7
Dependability/Dependable	3	1	3	7
Friendliness/Friendly		4	3	7
Functional/Functionality	4		3	7
Paths, Pathways	3	2	2	7
Bus/Bussing		4	2	6
Cost	1	1	4	6
Cost Effective/ Cost Efficient		1	5	6
Green	1	2	3	6
Planned/Planful/Planning		3	3	6
Public Transit/Public Transport/Public Transportation	1	2	3	6
Punctual		3	3	6
Simple	2	3	1	6
Smooth	3	1	2	6
Car Friendly, Cars, Need Car	3	1	1	5
Community/Community Based/Community Oriented	2		3	5
Expansive			5	5
Good	1	1	3	5
Modern	1	1	3	5
Poor	2	3		5
Public/Public Focused	2	1	2	5
Usage/Useable	2	2	1	5
Calming/Calm	1	1	2	4
Coordinated			4	4

Costly	3	1		4
Interconnected/interconnectivity	3	1		4
Intuitive	1	2	1	4
Light Rail, LRT	2		2	4
Low Cost		2	2	4
Multi-Modal/Multiple modes of Transportation		1	3	4
Ok/Okay	2	1	1	4
On time	1	1	2	4
Options		2	2	4
Practical/Practicable		2	2	4
Reasonable Cost/Reasonable Priced	1	3		4
Robust	2	1	1	4
Spacious/Space	2	1	1	4
Traffic Flow	2	2		4
Transit		2	2	4
User-Friendly		1	3	4
variety/variation	1	3		4
Adaptable/Adaptive		2	1	3
Adequate		2	1	3
Air quality/Clean Air	1	2		3
All encompassing	1	2		3
Choices			3	3
Congestion/Congestion free	1		2	3
Consistency		1	2	3
Density		2	1	3
Direct		1	2	3
Dynamic Flow/ Dynamic		1	2	3
Electric	1		2	3
Equitable	1		2	3
Extensive/Extensive Routes		3		3
Light/lights	2		1	3
Location	1	1	1	3
Mobility	1	2		3
Navagatable	2		1	3
Parks		1	2	3
Pedestrian/Pedestrian first	2	1		3
Personal/Personal Vehicle	2	1		3
Quality		2	1	3
Rural		1	2	3
Schedule/scheduling		2	1	3
Smart		2	1	3
Unreliable	1	1	1	3
Up to date/Update/Update Regularly		3		3
Waste/wasteful/Waste of tax dollars	1	1	1	3
Activities		1	1	2
Close	1	1		2
Comfort/Comfortable		1	1	2
Confusing	1	1		2
Driveable	1	1		2
Expensive	1	1		2
Free			2	2
Freedom	2			2
Great Condition/Good Condition	1	1		2
Great Transit/Good Condition		1	1	2
Handy	2			2
Helpful	1		1	2
Improve/Improvable	1	1		2
Inconvenient	1	1		2
Intelligent/smart	2			2
Manageable	1	1		2



Needs	2		2
Network		1	1 2
Non Public/No Public	1	1	2
Parking		2	2
Regular	1		1 2
Ridership	1		1 2
Slow	2		2
Small			2 2
Speed		1	1 2
Taxi			2 2
Transportation		1	1 2
Understandable	1	1	2
underutilised/Unused	2		2
Unobtrusive		1	1 2
Useful		1	1 2
versatile	1		1 2
Walking Paths/Walkways & Pathways		1	1 2
Well-planned/Well-designed		1	1 2
24/7	1		1
365		1	1
About		1	1
Accommodating			1 1
Active			1 1
Adequate Speed Limit			1 1
Aesthetics			1 1
All - Year - Round		1	1
Ammenities			1 1
Anytime		1	1
Anywhere			1 1
Appropriate			1 1
Arrogance			1 1
Arrive to acreages		1	1
Attainable			1 1
Automobile			1 1
Beautiful			1 1
Barrier Free		1	1
Beautiful		1	1
Broad	1		1
Bumpy		1	1
Awkward	1		1
Central		1	1
City			1 1
Cluttered	1		1
Coherent			1 1
Collaborative			1 1
Communication			1 1
Condition	1		1
Considerate			1 1
Constant			1 1
Convenient Ammenities		1	1
Cost of Living	1		1
Crime			1 1
Cross Walks			1 1
Decent			1 1
Destination			1 1
Dirty	1		1
Distance		1	1
Door	1		1
Ease for handicapped			1 1
Easy to pay			1 1

Easy to plan		1	1
Easy access to highways		1	1
Efficient traffic Control			1 1
Enough	1		1
Everywhere			1 1
Exit points			1 1
Fares		1	1
Fair	1		1
Fewer Lights		1	1
For people, not cars			1 1
Free for seniors		1	1
Free of Debris		1	1
Frugal		1	1
Fuel-Efficient	1		1
Goes Good Places	1		1
Good Roads			1 1
Gravel Trucks			1 1
Good Scheduling		1	1
Has residents in mind			1 1
Hazard			1 1
Headache			1 1
Healthy		1	1
Heated			1 1
Hydrogen	1		1
If I have to			1 1
In sync		1	1
Inadequate		1	1
Independent		1	1
Ineffective		1	1
Inefficient		1	1
Infrastrucutre		1	1
Information		1	1
Innovative			1 1
Integrated Bus System		1	1
Intercity		1	1
Invisible		1	1
Lack Accessible Busing	1		1
Less Traffic Lights		1	1
Limited	1		1
Linked		1	1
Local		1	1
Logical			1 1
Long Waits		1	1
Low car density in neighbourhoods			1 1
Low Congestion		1	1
Low impact			1 1
Low income			1 1
Low emissions			1 1
More-Hours		1	1
More Places			1 1
Move	1		1
Nature			1 1
Neighbourhood			1 1
New	1		1
No	1		1
No Cars			1 1
No-Cost		1	1
No Public Transportation		1	1
No-Stops		1	1
No-Traffic Jams		1	1

No Traffic Calming Nonsense			1	1
Non Congested		1		1
Non discriminatory			1	1
Not Necessary		1		1
Often			1	1
On demand			1	1
Organized			1	1
Over Built	1			1
Over Capacity			1	1
Patience			1	1
Paved	1			1
Peak hours utilization			1	1
Pedestrian Hostile		1		1
Plowed		1		1
Pollution		1		1
Policing			1	1
Pot-hole-free			1	1
Potential		1		1
Predictable			1	1
Present	1			1
Price		1		1
Promotes Active Transportation	1			1
Properly Maintained		1		1
Proximity			1	1
Purposeful			1	1
Quick Access		1		1
Rarely Utilized		1		1
Reachable		1		1
Readily Available		1		1
Realistic			1	1
Reasonable			1	1
Reasonable Schedule		1		1
Recreational		1		1
Redundant		1		1
Renewable			1	1
Repaired			1	1
Residential Calming			1	1
Respect		1		1
Responsive	1			1
Responsible			1	1
Right-size			1	1
Roomy		1		1
Round-a-bout	1			1
Routine	1			1
Rural Bus		1		1
Rural Senior Transportation	1			1
Satisfactory		1		1
Self-Sufficient	1			1
Scenery			1	1
Schools			1	1
Seamless			1	1
Security		1		1
seniors			1	1
Sensible		1		1
Services/Service/Service Area		1		1
Shared	1			1
Shopping	1			1
Short walks to get on & to destination			1	1
Sidewalks	1			1
Smooth Pathways	1			1

Snow Removal			1	1
Solid Public Transportation		1		1
Sparse				1
Stable			1	1
Standard		1		1
Straightforward			1	1
Strategic			1	1
Strathcona		1		1
Streamlined			1	1
Stress Free		1		1
Structure				1
Suburban				1
Supportive				1
Sustained			1	1
System needs to be revamped				1
Technology			1	1
Tedious		1		1
Thoughtful				1
Time Consuming				1
Timed Traffic Lights			1	1
Traffic Circles				1
Transferability		1		1
trucking		1		1
Ubiquitous			1	1
Uncertain				1
Uncongested				1
Uncrowded		1		1
Uninterrupted		1		1
Unpopular			1	1
Unpleasant		1		1
Utilized		1		1
Vast				1
Vehicles last priority				1
Very Good			1	1
Very-thorough				1
Vibrant				1
Walk- & bike-friendly		1		1
Walking-distance		1		1
Way finding				1
Welcoming				1
Well-lit			1	1
Wide coverage				1
Winter friendly				1
Worst				1
A Range of Physical Activities				0

**Question 2**

Imagine you were choosing a new place to live in Strathcona County. Please rank your priorities as it relates to transportation from highest priority (1) to lowest priority (7).

Name	Count Total	Overall Priority
Close to schools	2988	7
Close to your workplace	2797	6
Easy access to public transit	2630	5
Easy access to major roadways	2204	4
Access to park and trail systems	1963	3
Little traffic near your home	1727	2
Close to your day-to-day amenities (grocery store, restaurants, facilities, medical offices)	1662	1

**Further Breakdown**

Little traffic near your home		
Importance [highest priority (1) to lowest priority (7)]		Count
1		226
2		80
3		73
4		90
5		56
6		43
7		32

Easy access to public transit		
Importance [highest priority (1) to lowest priority (7)]		Count
1		61
2		50
3		60
4		74
5		117
6		83
7		130

Close to schools		
Importance [highest priority (1) to lowest priority (7)]		Count
1		19
2		37
3		50
4		41
5		84
6		149
7		181

Easy access to major roadways		
Importance [highest priority (1) to lowest priority (7)]		Count
1		65
2		115
3		105
4		106
5		117
6		59
7		33

Close to your day-to-day amenities (grocery store, restaurants, facilities, medical offices)		
Importance [highest priority (1) to lowest priority (7)]		Count
1		129
2		150
3		156
4		113
5		37
6		12
7		8

Access to park and trail systems		
Importance [highest priority (1) to lowest priority (7)]		Count
1		90
2		140
3		114
4		95
5		75
6		57
7		22

Close to your workplace		
Importance [highest priority (1) to lowest priority (7)]		Count
1		31
2		46
3		49
4		61
5		85
6		151
7		136

Q2 Others:	
1	bumps in neighborhoods or anywhere else - no STOP signage (unfortunately Sherwood Park is global capital for STC signage) - well-synchronized signal lights (transportation department in Sherwood Park does not understand this cc If Sherwood Park transportation department only addressed those above, carbon footprint (the biggest hoax in hun history) would be addressed. But that would require common sense, which does not exist any longer.
2	###
3	1, reduction of noise - mufflers on motorbikes 2. more pedestrian friendly
4	A low level of noise pollution from roadways is desired. Some neighborhoods are terribly loud especially around
5	aa
6	ability to cycle, and safely park my bike at nearby stores and offices. A street with no garages facing the street and
7	ability to use active transportation - walking, cycling, rolling safely
8	Access and egress for emergency purposes (i.e. are there multiple ways in and out?)
9	Access to bike lanes.
10	Access to safe bike trails so we don't have to ride on the road.
11	Accessible bus stops!
12	Allowance for bicycle commuting - not just recreational bike paths but routes that take cyclists to work and retail ce
13	Amount of traffic lights in the area
14	Ample parking for guests and larger families
15	Ample parking!
16	As far as possible from train tracks
17	as I am approaching 70, the above listed priorities would be if I moved
18	Available parking
19	Available parking on the street.
20	available safe, secure parking
21	Avoiding bus routes due to the noise. However I do value public transit. Its a bug NIMBY conundrum.
22	Away from bus routes
23	Away from heavy trucking routes.
24	Bicycle paths and amount of traffic lights.
25	bicycle routes, bicycle safety, cycling system that improves safety and ease of use/access Bike and walking path continuity. Level of natural green space (wetlands, trees) around walking/bike paths. How si
26	cross the road between our house and my kids school.
27	Bike Lanes, Smaller Width Roads
28	Bike lanes/trails nearby
29	Bike trails
30	Bike trails connecting me to shopping, library, offices, etc.
31	Bikes
32	Bus stop right outside my door
33	Bus stops near by
34	Bus traffic
35	Busyness and noise
36	Calm traffic
37	Calming features for residential streets that are subject to fast driving
38	close to a trail system
39	Close to bud stop
40	Close to dog park
41	Close to P3 or bus route roads so that I'm close to a road where the snow is cleared more frequently than a typical
42	Close to SWC and Blackfoot Cooking Lake Park.
43	condition of roads. I would not live in the country because of the unsafe roads and idiot drivers
44	Connections to Edmonton, specifically University of Alberta and University hospital.
45	COST OF SERVICE
46	designated parking space for homeowners and space for guests as well
47	Direct transit routes



48	Distance to bus terminals for the commuter lines to Edmonton
49	Do not use, does not run often enough
50	Don't want to live on a bus route
51	Easy access to respond and Parks. I like to be outside so those are big pluses
52	Easy to access major road (lights/turn lanes etc)
53	Electric charging stations
54	Far away from a 'collector' road.
55	Fewer traffic lights
56	Free parking for people working, and education in the city.
57	Frequent bus or train (rapid transit) service. Easy access-- Not needing to have a car to get to a bus stop/terminal!!!
58	Garage parking
59	Good connection to bike trails. Central and not on the edge of town as too far to bike to most places I go to regularl
60	Good pedestrian walkways with night lighting
61	good roads with smooth pavement
62	Good street parking for visitors. Try to stay away from traffic noise from busy roadways like the Henday.
63	good winter driving conditionnz
64	Having an app to track all the buses and times accurately is very helpful.
65	Heated and covered bus stops and light rail transit to commute to major events and city
66	Home location to access major road systems such as white mud
67	Hospital and healthcare facilities
68	Hourley, or half hour schedules
69	How busy are the residential roads nearby, how heavy is foot traffic, would I be worried about letting young childre
70	How many irritating lights are between me and the places I like to go.
71	How much does it cost to take transit/transportation options to from my home to places in Edmonton, and the time
72	I like to live in the country, not directly off a highway or arterial road, but still on pavement.
73	I want to know if there are separate bike and walking lanes, as well as shelters for waiting for the bus. I also want to
74	benches without anti-houseless technology so my family can sit and enjoy nature or take a rest while walking/doing
75	I would like to see public transit in Ardrossan to Sherwood Park. It's grown substantially and I feel more people wou
76	I would never live in a 40km/h neighborhood. 50 is fine. I'd avoid neighborhoods with traffic calming.
77	I would wish public transit to be offered at frequent intervals, day and night.
78	Ideally somewhere with easy to access, walkabl amenities near by
79	If I need to use public transit I drive to the Bethel Bus station, because it is easier than getting a bus from my house,
80	were to buy a new home public transport probably wouldn't affect my decision
81	If you have to wait for transportation outside in the winter, to have a shelter space would be good.
82	Interconnecting walking/ biking trails
83	Is there an option to safely bike to places?
84	is there quick access to / for emergency services
85	lack of noise pollution.
86	less busses doing transportation in sherwood park during off peak hours, busses are always empty and are a large v
87	Less restrictive measures
88	Lit, near trafficked roadways and easily accessible walking paths that connect my community to the rest of Sherwoc
89	Little noise from nearby roadways, well-maintained smooth streets and no speed bumps or other traffic calming me
90	Little traffics would rank #3 not #5
91	Long term transportation infrastructure
92	be lots of off street space for them. Lack of off street parking will not encourage people to use cars less, it will just c
93	roads. Also, I want a nice wide sidewalk in front of my house forkids to use for bikes. Riding bikes on the road is rid
94	and dangerous.
95	Low density neighborhood living is my #1 priority. Otherwise transportation is a problem..... to much traffic for per
96	Low taxes related to transportation
97	LRT would sure be nice
98	minimal local traffic with ease access beyound the local node
99	More area for parking on street by hime

96	more interconnected trail systems so that I never have to travel on a roadway
97	More than one way in/out of a community
98	Mostly prefer to have things within walking distance.
99	My priorities as it relates to transportation is how can I get where I want to go on my bike or walking or skateboardi
100	N/A
101	Na
102	Near public transport
103	Need transportation in rural everything is about Sherwood Park. And that's discrimination against rural people
104	Nice well kept neighborhood
105	no
106	No
107	No
108	No
109	No
110	no
111	No
112	No
113	No
114	No
115	No
116	No
117	No
118	No
119	No
120	no
121	No
122	no
123	No
124	no bus stop right in front of my house
125	No crazy traffic calming curbs that impair site lines
126	No left turns as the timing of lights in Strathcona County is frustrating.How many traffic lights and calming measure
127	have to to manoeuvre through to get to my daily locations.
128	No this county wastes enough money on low used transportation because it's not affordable. Take library bus off it
129	it's a joke I can get it all off computer and lan 85 years young
130	NO TRAFFIC CALMING BRICKS, BOULEVARDS OR SPEED MOUNTAINS
131	No.
132	No.
133	Noise
134	Noise and air pollution from traffic
135	Noise from major roadways nearby.
136	Noise from nearby major roadways or noisy industries.
137	Noise levels too high
138	noise, time and speed of large buses going past my house, most of the time nearly empty
139	Noise. Safety. Walking access. Natural area access. connection through parks. variety of routes for commuting and i
140	None
141	Nope
142	not applicable
143	Not at this time
144	not at this time
145	not close to a main road next time

144	Not congested or noisy. Just moved a little closer to the Henday and we are not close to it but my you can hear a no
145	hum by 5:00 am. Not good in my mind. I simply want simple. We won't be using public transit. I would in Edmonton t
146	Not living by an arterial roadway or by a highway because they are noisy
147	Not living near a busy road
148	Not near high volume traffic areas
149	Not near rail tracks
150	Not on a main road
151	Not on bus route. Low noise level
152	Not really
153	Not really ... but younger children should have access to it
154	Not too close to a major artery due to traffic noise
155	Overall noise levels
156	Parking
157	parking
158	Parking
159	Parking
160	Parking
161	parking
162	Parking & thruways
163	Parking for children's pick ups at school
164	Parking for family and friends
165	parking near my house. drives menus to not have a designated spot (or reasonable access to parking) for my car or
166	my home. This is affected by how dense the area is populated.
167	Parking restrictions to residents only. No motor home, trailer parking
168	Paved roads
169	Prefer grid layout of streets so it is easy to walk from place to place.
170	Proximity to family/other people we know
171	Public transit closer to home
172	Public transportation to other municipalities
173	quiet and serene
174	quiet neighbourhood so you don't hear highway or train noise
175	Quiet residential
176	quiet with large trees
177	Reasonable distance away from major roadways. I have lived a block away from Baseline Road since 1989 and the r
178	loud vehicles is horrible now and can be heard all night long.
179	Reduced speed
180	reduced traffic noise
181	Relation to pathways with a 5k circle loop for walking
182	Reliability of the transit system i.e. frequency of buses and ease of connection to other buses.
183	Road is well kept with no major potholes etc.. Bus route in area has stops to my most visited areas.
184	Road maintenance and snow clearing
185	Road Noise
186	Roads and sidewalks in good condition; transportation options for regional access;
187	roads must be paved/oiled not gravel!
188	Roadway maintenance/upkeep
189	Safe bicycle trails
190	Safe for children
191	Safety
192	Safety on the sidewalks and sidewalk crossings; safety on roads or access points to amenities.
193	Safety, especially driving on winter roads

193	Safety; control design; controlled access
194	Shpk is a municipality of suburb developments and strip malls. Transit or walkable is an afterthought. Would like to
195	Smooth, paved, plowed roads in rural Strathcona County
196	Some Where to park trailer. To load it
197	Space/size of streets. I cannot buy a home on these congested streets where there is no room to maneuver, park or
198	Speed enforcement
199	speeding vehicles, noisy vehicles.
200	Stay away from unnecessary 30km hour zones like Clarkdale Drive
201	The system is designed for students and commuters. I would not use transit as it doesn't go where I need
202	There must be adequate parking for my vehicles and for guests
203	Timely useful schedules
204	Traffic calmed neighbourhoods
205	Traffic Calming measures in place Designated Crosswalks near schools, pathways and parks Handicap Accessibility
206	Traffic noise Access from home to major roads during Winter months
207	Traffic noise level
208	Traffic speed
209	Traffic volume
210	Transit is just a factor when choosing community as a whole. It will be tempting to live in at Albert once LRT runs th
211	varied times for public transit pick up
212	Walk Score
213	Walkability
214	Walkability - are there sidewalks to all the locations? I don't want to walk on the road because it's dangerous. Also e
215	Walkability and transit access are two of the most important things I consider when choosing a home.
216	Walkability, not just for recreation/leisure but also for life activities (eg direct routes to amenities)
217	Walkable and bikeable to amenities
218	Walkable cinnunity
219	Walkable neighbourhood, close/easy/efficient access to commuter bus into Edmonton, access to safe
220	Walking distance to bus stop
221	Walking distance to transit
222	Walking paths from subdivisions to amenities
223	We spend to much time idling at red lights, with little to no traffic traveling in the other direction. This could be mar
224	Well lit and roads free of potholes
225	Well maintained
226	well maintained roads
227	Well maintained roads.
228	Whether or not it's possible to enjoy my vehicles without harassment from overreaching police and useless peace o
229	Wide enough and big enough roads for parking and for handling the current and future volume of traffic on those r
230	Yes what is there for rural and for seniors

**Question 3**

What is most important to you when you decide how to travel somewhere (ie. walk, bike, drive, take the bus)? Please select your top 3 priorities.

Code	Name of Option	Count
Q3_1	Physical Accessibility	196
Q3_2	Convenience	505
Q3_3	Travel Time	472
Q3_4	Environmental Impact	113
Q5_5	Cost	217
Q3_6	Safety	290
Q3_7	Other - Please Specify	58

**List of Others (58 others):**

1	weather
2	parking
3	I live in a rural area so I drive to get anywhere
4	is it a pleasant route, does it look / feel nice
5	Parking
6	Efficiency
7	time of day
8	Physical Activity
9	parking
10	None
11	pleasurable travel experience
12	environmentally sustainable buses
13	Distance to bus stops
14	live in country and would like roads better. too many potholes
15	Flexibility to make a stop or change my plans
16	there is only 2
17	can I get there by bike, are there safe routes to where I want to go, and is there somewhere safe to lock my bike up once i get there.
18	Good transportation for seniors with mobility issues including rural seniors
19	Independance
20	no pork chops, they are dangerous
21	Work out - bike or walk to destination
22	Greatly improved signage
23	What is trip for? Recycle and groceries can't be carried easily carried on public transit.
24	traffic
25	weather
26	weather
27	Distance
28	This will dramatically change with a fully automated self driving vehicle - already being tested in cities
29	Parking
30	Lights that are synchronized
31	Traffic volume
32	areas serviced
33	road cvondition - potholes are such a major issue
34	none of it applies
35	weather
36	Exercise
37	distance

38	quiet or noisy
39	Purpose of trip
40	Avoid rush hours
41	Amount of cops doing useless speed traps in strathcona county
42	I don't care
43	No choice but to drive as country resident
44	How much stuff I have to carry
45	road conditions
46	health
47	walkability
48	access to parking at the other end. If it is hard to park, or leave from, I will take public transport. If it is close I will bike or walk to avoid exit hassles. I take transit downtown for example
49	Practicality: not going to take the bus to Home Depot.
50	exercise
51	esthetics or well being from being outdoors (e.g biking or walking)
52	Weather
53	accessibility
54	NO TRAFFIC CALMING
55	Roads in rural are terrible and not fixed properly example was 211 going north to highway 15 from 16
56	can only drive as we have no access to transit
57	Being able to do something else (read, watch tv etc.) on my commute
58	is there secure bike racks where I am going and can I safely use the roads to get there.



**Question 4**

When the County invests in its transportation network, what areas of focus are most important to you? Please select what you think the top 3 priorities should be. \*

Code	Name of Option	Count
Q4_1	Traffic Safety	358
Q4_2	Improvements to Encourage Cycling/Walking	298
Q4_3	Vehicle Travel Time	314
Q4_4	Ensuring Everyone in Our Community has Good Transportation Options	377
Q4_5	Public Transit	194
Q4_6	Considering Costs to Future Generations	229
Q4_7	Other - Please Specify	80

**List of Others (80 others):**

1	ability for future expansion
2	Noise reduction
3	environmentally friendly
4	Parking for when I drive my vehicle
5	accessibility
6	I would like everyone to have good transportation options, but think large buses are best for commuters, not regular routes.
7	integrating with future development to ensure less reliance on vehicles
8	Convince of vehicles over transit.
9	efficiency
10	Controlling noise pollution from roadways
11	Road condition.
12	convienance
13	more leisure trails for families to ride on with bikes (less intersections to cross)
14	parking
15	None
16	efficiency and not stupid ideas that make zero sense to the public user
17	environmentally sustainable
18	Free parking at major transit centres, specially end of the line transit
19	costs
20	Road condition
21	roadway maintenance (winter and summer)
22	there is only 2
23	plan for PEOPLE to move place to place, in all seasons - NOT CARS.
24	Personal safety
25	Good transportation for seniors, including rura, who need assistance
26	Ease of vehicle access.
27	Density
28	consider budget
29	safety while walking
30	LRT to Edmonton

31	QUII with the traffic calming. Roads were meant to move traffic, not pedestrians.
32	Connecting trail system
33	speed signs rather physical barriers
34	Keep cyclists off the roads
35	Make it easy to access County businesses
36	Don't forget about those that don't drive or have other option other than public transit.
37	safety
38	Traffic that flows. No stopping at every light.
39	With electric vehicles it is important to reduce the environmentally hostile options of Wind Turbines, (bird killers) and solar panels, (extremely inefficient in Sherwood Park).
40	Roundabouts
41	Maintenance
42	maintaining affordability and accessibility to neighbouring cities
43	I only wanted Vehicle Travel Time
44	Low density neighborhoods
45	road maintenance and fixing and snow removal . cut extreme tall grass along roadwaysetc
46	I really don't care at all for any other option behind vehicle travel time but I have to pick 3
47	none of it applies
48	Easy and quick public transit access to YEG
49	Time to start thinking ahead so we don't have roadways that are obsolete
50	Paved roads
51	The amount of time waiting for traffic lights.
52	Number of uncoordinated traffic lights
53	user funded
54	Cost of taxpayers dollars
55	Mainting peace and quiet for residents
56	Unobtrusive
57	Destruction of rural areas
58	Transport where needed most
59	Consider costs to current generation. Drove by a 10ft x 10ft concrete job yesterday and there were 11 people working on it - really?
60	Future LRT
61	road maintence and less traffic calming resulting in car damage and increased response times for emergency services
62	smaller buses use less gas
63	designated rapid transit lanes on major arteries including into Edmonton and Ft Sask. This is cheaper than the train, but provides teh same speed benefits.
64	Keep cyclists off the road
65	Should not be putting in pork chops and meridians everywhere. What a waste of our money. And slows down snow removal
66	Reducing taxpayer costs.
67	Need transportation in rural or give tax breaks
68	efficiency - light timing, etc

69	ride on-demand
70	Upkeep
71	accessibility, cost of construction, decisions based on majority and not minority interests
72	Providing transportation to county communities outside of Sherwood park
73	Urban sprawl
74	NO TRAFFIC CALMING
75	Need to be able to drive quads on roads like other counties to visit friends
76	Reduce red light wait times
77	Keeping construction vehicles on main roads
78	Well maintained roads
79	environmentally friendly
80	Roads in good condition. Stop using chemicals on the roads in winter.

**Question 5**

Do you regularly Travel to work or school?

Code	Name	Count	Percentage
Q5_1	Yes	315	51%
Q5_2	No- I work/study from home	71	11%
Q5_3	No- I do not work/go to school	233	38%

Total Responses: 619

**Question 6**

How do you travel to work or school?

Code	Name	Count
1	Personal Vehicle	245
2	Bicycle/E-Bicycle	12
3	E-Scooter	0
4	Public Transit	37
5	Walking/Rolling	4
6	Carpool/Ride Share	9
91	Other	7

**List of Others (7 others):**

1	ride share in morning and transit in pm
2	Combination of personal vehicle and public transit - drive in from rural to catch transit downtown
3	Live in country and rive
4	Public transit-there are no other options
5	I drive because it's my only option
6	I rotate between car/bike/transit depending on weather
7	Personal vehicle and public transport depending on time of year

**Question 7**

How interested are you in shifting from a personal vehicle to other modes of transportation to get to work or school?

Code	Name	Count	Percentage
1	very interested	34	14%
2	somewhat interested	54	23%
3	not very interested	49	21%
4	uninterested	101	42%
5	not sure	0	0%

Total Responses: 238

**Question 8A**

What other mode of transportation might you consider using to get to work or school?

Code	Name	Count
8_1	bicycle / e-bicycle	47
8_2	e-scooter	14
8_3	public transit	55
8_4	walking / rolling	18
8_5	car pool / ride share	19
8_91	other - please specify:	7

**List of Others (7 others):**

1	LRT to Edmonton
2	Anything, assuming it is cheap.
3	LRT
4	taxie for seniors
5	LRT
6	Ride on-demand
7	I already carpool

**Question 8B**

Please tell us about any barriers preventing you from using the choices listed above.

1	Winter is a major barrier. Also that e-scooters are currently illegal.
2	Public transit is costly.
3	Requiring access to a vehicle to travel to meetings
4	time / weather / cost of equipment
5	i prefer to travel alone.
6	Job requirements - need a vehicle to travel to project sites, clients, etc.
7	I have found public transit to be inconvenient between Sherwood Park and North downtown where I work especially trying to balance raising a family of school-aged children with after school activities.
8	I would consider other options if I lived closer and the other options were feasible in terms of convenience, travel time and cost. I currently live an hour away, so a personal vehicle is really my only option to commute.
9	Work at University of Alberta, so too far walking, e-scooter.
10	I work shift work and my job is in the west end. Sometimes I start work at 6 AM including weekends and stat holidays
11	Bicycles only work comfortably at most seven months a year. I would need a secondary method. My work is uphill on the way to work, so I'm not keen on exerting that much effort. I'd get an electric bike, like some of my coworkers, but they cost \$2000 for a good one. If only I could get a rebate or buy in bulk with the surrounding communities (Edmonton. We could get thousands of bikes this way, and cheaper than \$2K)
12	Biking safety, mainly crossing the Henday on or near Baseline Road. Time to take public transportation from end to end, and adding cost on top of that.
13	Time is a factor Day and time evening
14	Public transit doesn't operate where I work.
15	Work is too far for me to walk or bike, especially once the weather gets too cold.
16	I work in downtown Edmonton. For me to give up my car, it has to be more convenient than a bus.
17	Cost, distance to school, not knowing other families to car pool with
18	- need to travel to customer sites on short notice- need to haul customer equipment / safety equipment- underdeveloped public transit options between home and workplace
19	Travel time to get to work (inner city Edmonton) and work start times not matching well with public transportation times
20	None.
21	My workplace is not accessible by bus.
22	I work in West Edmonton
23	it is dangerous to ride on Wye Road and there are no paths east of Highway 21.
24	Takes too long. Busses can be too crowded at times to find a seat. Sometimes I want my vehicle to do things during my noon hour.
25	I work in the country where distance and the remote location prevent me from most choices.
26	WinterNo one from my neighbourhood going to my work place to carpool with
27	I reside in the County and work in Edmonton - like many County residents.. There have been major expansions in routes between ShPark and Edmonton in the last few years and I am APPALLED that there was no allowance for safe cycling between the two municipalities. If there was a safe cycling route into Edmonton I WOULD USE IT. Consider a ped/cycle overpass over the Anthony Henday, parallel to the SP Fwy - could connect to 76 Avenue south of the FWY, or connect into the industrial area on the north side of the FWY.
28	Multitude of roadway and commercial accesses makes each crossing hazardous. Most drivers will not look for pedestrians/cyclists or even stop at a Stop sign prior to entering a roadway.. We are in a 'winter city'; Accessible roadways door to door during winter conditions is unlikely
29	non right now. i can ride an e scooter ok



30	We live rural and it is not an option
31	Transit time to my workplace in Edmonton would be well over an hour
32	Schedule being very inconsistent. Not being able to rely on public transportation to get me to work on time.
33	I live just far enough away from work that walking/cycling in the winter is difficult. If there could be a transit route that goes from summerwood to the millennium place area without a transfer, I would take the bus everyday.
34	Sherwood Park has a terrible transit system in regard to commuting to Edmonton
35	Currently have skin cancer and cannot be exposed to the sun
36	Not as many bike lanes as I would like
37	Cannot get to work via a safe, bike friendly route.
38	There are no rapid transit connections to south Edmonton
39	I work downtown Edmonton. Bus takes me 3x longer than driving myself. LRT access would be a game changer.
40	affordability and safety with strangers
41	18 km to work one way. Transit door to door = 75 minutes
42	Bus system is not time effective to get to work in Edmonton , from Sherwood Park. An LRT would be very effective at getting people to use public transit from Sh Pk to Edm.
43	Public transit is very inconvenient. Poor routes and takes too much time
44	Public transit - takes too long locally
45	The bus system is not well integrated with Edmonton if you don't work at the university or downtown. Taking the bus to work would currently take me ~2 hours each way.
46	I would consider biking or other forms to use the multi use trails but they cut off and I am not comfortable biking on our roadways It would take me exceptionally long to get to work by bus vs. my 10 minute commute time in my vehicle. if there was a reasonable option I would take a bus.
47	Weather Pick up and drop off from childcare
48	I would park my car to use the LRT from Strathcona County to Edmonton because it is fast. The bus is too time consuming.
49	Frequency of public transit and length of commute time. Easier to jump in personal car and drive (sadly). Perhaps, include Ride on-demand option.
50	Cost and lack of active research into it. Also the public transport between strathco and edmonton are confusing
51	lack of cleanliness, crowdedness, lack of privacy
52	There are no public transit options for individuals living outside of Sherwood park but still in strathcona county. Those communities are too far away to allow us to bike, walk, or use public transportation.
53	Crossing Henday on bike to get to University hospital. The major intersection is scary!! And to go to sunridge adds too much time
54	The we do not have public transportation available in Ardrossan.
55	Distance and cost of gear, safety of storage for bike.
56	No bussing in ardrossan
57	Distance to work & time involved to take public transportation. Not convenient as it requires too many transfers.
58	The time it takes to get to school and work is much longer.
59	There is no lrt. The busses are much slower than a car. No e bikes or e scooters
60	Access to public transit. There aren't any bus stations in rural areas
61	Roads are generally not designed specifically to accommodate (or maintained for) safe bicycle use. This said, our roads are generally better than many other communities and this is why we sees many people come to the county to cycle on our rural roads in particular.

**Question 9**

Most often, how do you get around for your day-to-day errands, appointments and activities (other than work or school)? (please consider what you will do once COVID-19 restrictions are lifted)

Code	Name	Count
1	personal vehicle	537
2	bicycle / e-bicycle	15
3	e-scooter	0
4	public transit	6
5	walking / rolling	44
6	car pool / ride share	7
91	other - please specify:	8

**List of Others (8 others):**

1	walk or bike, depending on the day
2	Public transit and walking
3	Mobility Bus
4	Cabs
5	Bike summer, drive winter
6	Family member\'s vehicle
7	walking and / or biking
8	wish I could use my bike to go to the SC gyms but the bike parking options are not secure. Bike lockers would be a great additions. Also I rarely find secure bike parking in malls/strip malls so I am forced to use my car unless I can walk easily to it

**Question 10**

How interested are you in shifting from a personal vehicle to other modes of transportation for your day-to-day errands, appointments and activities?

Code	Name	Count
1	very interested	71
2	somewhat interested	140
3	not very interested	99
4	uninterested	211
5	not sure	0

**Question 11**

Which alternative mode of transportation would you be interested to use for your day-to-day errands, appointments and activities? \* Select all that apply.

Code	Name	Count
11_1	bicycle / e-bicycle	143
11_2	e-scooter	42
11_3	public transit	111
11_4	walking / rolling	120
11_5	car pool / ride share	16
11_91	other - please specify:	7

**List of Others (7 others):**

1	Golf cart
2	Battery powered vehicles
3	self drive vehicle
4	taxi
5	Electric car or autonomous driverless car
6	taxie for seniors
7	Ride on-demand

**Question 12**

Please tell us about the barriers preventing you from using the choices listed above (Question 11) ?

1	I would love to use public transport, but right now it is so expensive and inconvenient to use the bus it is not worth it. If you use transit regularly and have a pass, it's a good deal. Using it here and there it makes more sense to use a car. Transit should be included in taxes and offer more frequent and convenient service. Even if it was just a shuttle that ran along the arterials, I would be happy to walk out of my neighbourhood to catch it if it was economically feasible and I knew it was coming regularly.
2	Safety - having to cross major roadways to get to where I would like to goConvenience/time - I would consider taking public transit for further trips, but when the time is more than doubled, it isn't a desirable choice
3	I don't like bike riding, e-scooter's wouldn't be practical for bringing home groceries.
4	Distance to stores, lack of safe/pleasant routes to get to the stores.
5	weather!
6	Being lazy!! I use a bike with a cart to get groceries etc. sometimes. The trails in the park are NOT at all well suited for this kind of travel -- roads are designed to provide optimal travel times for cars and other modes of transportation are a distant second.
7	Weather
8	Laziness. I can easily walk to work now.
9	Travel times to where I need to go. i.e. Don't want to take an hour to get somewhere if I can get there with personal vehicle in half the time.
10	Distance to services. Inefficient bus service within park
11	None
12	I do not find biking during winter time enticing at all.
13	Time, inclement weather and convenience are the only limiting factors.
14	Transit availability rurally - transit not ideal when heading into town - plan my trips to town where I make multiple stops for appts or items I need (i.e. make the most of each trip).Transit also not ideal for a big grocery shop
15	Cost and timing
16	There is no safe way for me to get between Edmonton and Strathcona County by bike.
17	Carrying capacity of bike or scooter
18	Senior with arthritis in knees and hips & sometimes walking is just not easy.
19	Walking distance to bus stops, cost, travel time
20	This question is almost duplicate, so it's my same answer: Bicycles only work comfortably at most seven months a year. I would need a secondary method. My work is uphill on the way to work, so I'm not keen on exerting that much effort. I'd get an electric bike, like some of my coworkers, but they cost \$2000 for a good one. If only I could get a rebate or buy in bulk with the surrounding communities (Edmonton. We could get thousands of bikes this way, and cheaper than \$2K)
21	Often too far to walk. Public transit is not as direct so too much time. Bike safety can be an issue on roads.
22	Availability.
23	Rural residence -- too far especially in winter months
24	Distance between amenities in Sherwood Park is a barrier to walking or biking most places. Our youngest child is just old enough now that we can bike to the library as a family (~9km round trip).Safety is also an issue, the paths are inadequate for multiple bikers in most places and the connections between paths and parking lots are poorly thought out or nonexistent.
25	I work on the west side of Edmonton, so have zero interest in taking public transit, as it would more than double my commute.
26	Have to have personal vehicle available for work use during the day
27	safety, and health issues.
28	County is often lacking in the
29	The weekend bus schedule to Edmonton is very infrequent.
30	Physical disability
31	No barriers
32	Cost of e bikes and e scooters



33	Carrying items home easily.
34	Summer, no problem. Winter would need more planning before using my own transportation. Weather is always a big factor travelling in Alberta.
35	If we drive, we are forced to use carbon based fuels so we are complicit in poisoning the planet and increasing global warming. Then of course, the refineries on the west side of the Heday are super polluters.
36	Live where not accessible...
37	public transit in SP is set up to get people to the transit hubs. As such it is of very limited use for any other purpose. Takes about a week to take a bus from my home to Festival Place for example (well likely same time as me walking the 3 km there. I cycle to the library at times and have walked to events at FP, but certainly not somewhere I would ever consider a bus a viable option.
38	Winter
39	- grocery / hardware shopping usually requires some haul capacity
40	Scarcity of bike racks
41	We live on an acreage
42	Nothing other than person vehicle actually works for transporting things
43	Weather
44	Weather
45	No barriers- I bike and walk frequently now
46	limited service in our area
47	Buses can be infrequent, especially in the evenings. I don't feel safe on a road on a bicycle, yet apparently I'm not supposed to ride on the sidewalks? I do like walking.
48	distance to different places i do errands at.
49	I drive around from site to site for work, so 95% I can't get there any other way than driving.
50	Too far to bus stop and don't know how to read timetables
51	Weather and lack of convenient trails
52	there are not many places to lock up a bike at say grocery stores or restaurants. To walk is often too far; most communities are designed with industry to be completely separate from residential which places a barrier on modes of transportation.
53	Cost is prohibitive and winter riding would be impossible for me.
54	Busses do not run often enough, having to change at bus depot, time it takes.
55	Distance
56	Live on an acreage. No public transit. No trails. Too far from SP for bicycles to replace cars 100%
57	Shoulders on many Range Roads is too narrow, or non existent.
58	Feasibility of travelling with young children. Transportation solutions that allow me to transport both children and several bags of cargo, e.g. groceries.
59	Live in rural area, no proper shoulders on roads to walk or bike safely, and absolutely no public transit services!
60	It takes way too long to take transit to my job and much more convenient to just drive
61	same as above
62	Distance to a bus stop
63	cost
64	Physical disability...no bikes or scooters
65	Advanced age
66	Time/distanceFeasibility of carrying groceries for a family on foot or by bicycle
67	weather, locking up bike to prevent parts being stolen
68	I live in rural Strathcona County
69	Same as prev question - lack of safe cycling lanes.
70	time and distance
71	No bus stops nearby. Run infrequently. Have to go to transit centres across town.
72	Required to travel between sites, move items, winter conditions
73	Lack of quick and easy public transit into Edmonton for medical and personal grooming appointments. We need an LRT from Sherwood Park to Edmonton.

74	Current access - have to walk several blocks to access and walking is a challenge some days
75	It's hard to carry a household grovery order on a boke/scooter/bus. Bus stop nearest to me is still a long walk back to my house.
76	Convenience and schedules of busses.
77	Works for students and commuters not for residents
78	None of your business
79	Winter weather; Closest bus stop is a 10 min walk away
80	non
81	We do not have rural public transportation.
82	There are no e-scooters in sherwood park
83	Area of living
84	The places I usually visit aren't very close to my home
85	Sherwood Park council does not believe in servicing the Strathcona County rural residents.
86	Sherwood park is very spread out, making many of these options considerably more time-consuming than driving- this limits their appeal. It would be nice to revisit zoning regulations in Sherwood park to allow for more local shopping, instead of fewer, major shopping centers, as we have now. Additionally, the bus routes take forever because there are no express buses. If I want to go anywhere, I have to spend a half-hour going through residential neighborhoods. There should be buses that run exclusively along major roads and from major areas of interest to others (ie. Millenium place to Emerald Hills, the mall, etc.)
87	We live on an acres 20 minutes from Edmonton or Sherwood Park. There is no public transportation other than school busses. Will it be an option to live here in the future? We are used to go somewhere when we want to.
88	I work in south Edmonton. There is no safe route to cross the Anthony Hendey
89	Rural road with no sidewalks or bike paths , or public transit.
90	Perceived amount of time
91	Transit can add two extra hours to a scheduled day. Transit into the city is ridiculously priced.
92	Residential areas are too separated from stores and other destinations - it's often too far to walk. And the bus routes can't be direct enough since the roads are all curvy.
93	To go anywhere in Sherwood Park is hard with all the unnecessary gates/barriers is hard. Watching to avoid the barriers and not looking for the traffic. What are we teaching our youth. Just step out on the road and the car will see you and stop? No personal responsibility.
94	For work, there is not a good public transportation that do not involve changing the bus multiple times and having long travel time. For the errands, the walking distances does not make easier to accomplish them and for the bike, unless you can use bike path all the way to the stores, I find dangerous to bike on the roads. Drivers are not use to see bikes on the road and I am not confident on their ability to respect bikes.
95	priority in this community is given to vehicles that often travel at higher speeds with little regard for pedestrians or cyclists
96	None
97	When I have used it I have found it too time consuming.
98	Many older business plazas have very little sidewalks to get to them or are very close to fast roadways. I see that this is really improving in the areas of Chippewa road etc. There are generally so many strip malls scattered around Sherwood Park. Emerald hills it nice to have but it's not at all central and I could never consider walking there (we live in an older neighborhood) I wish we had more anchor stores at the mall. And a more concentrated downtown environment. It's gotten better but our family can't walk to as many places even though we prefer to walk as much as we can, and many of those places are vacant at the moment. There are generally so many parking lots all over. Whyte Avenue has horrible parking options but i think this is largely what encourages walking around and bussing etc. Would love to see less parking lots and more dense community living and businesses to thrive in Centre in The Park and the surrounding mall area.
99	The price for a public transit pass, and the lack of E-scooters and someone to carpool with. It is all difficult to travel by bike or walking for lengthy distances and for groceries.
100	Our transit system is very inconvenient
101	Currently have skin cancer and cannot be exposed to the sun
102	Again, bike lanes and paths. Even on wye road the bike lane/path on the east side of town still isn't complete.
103	affordability and safety with strangers



104	Suburban design of ShPk
105	local transit frequency and the interlining of other systems with SCtransit
106	Bike trail limitations. Physical condition / age.
107	Not enough good trails for e- scooter or bikes. Even walking/biking down wye road is not possible, as the trails are not complete.
108	No safe way to travel down Township Road 530 into Sherwood Park. Shoulder too small, road too busy.
109	Poor direct trail system. Poor transit routes. Urban sprawl
110	Lack of options
111	I currently live in a rural area.
112	I'm trying to do as many by bike as possible, but when the bike lane terminates cyclists are expected to ride on the road. It's not realistic when you're cycling with kids that can stay on the sidewalk, but you can't due to the size of your tires. Narrow roads with street parking are also a hazard. Either we need more bike lanes, or the bylaw should be changed to allow adults to ride on the sidewalk. Also, businesses are not connected to the trail/sidewalk system. You have to walk through parking lots to get to the store, which isn't great with young children. Developers should be required to extend the business sidewalks to the existing ones.
113	I live in rural strathcona county
114	Again, I won't bike due to our disconnected multi use pathway system. I do not feel safe on our roads on my bike. I would take a bus if the travel time was reasonable.
115	The bike trails all run along roads, stopping and starting for lights is inconvenient. Bike lanes for getting around would be great.
116	Availability of safe cycling paths that provide access to attractions & amenities.
117	Time Childcare
118	Too far away and hard to travel safely via walking some places.
119	Service does not exist. Redesign public transit and include Ride on-demand to prevent wasteful empty buses running around the community.
120	Public Transit is not convenient for local shopping but we are seriously considering using our e-bikes. We just moved to Sherwood Park and are still getting settled.
121	Distance to certain places or the goods that I have to carry back (grocery store). Carpool would work better if more people nearby needed to go to same places I do
122	lack of cleanliness, ease of use, accessibility, lack of privacy
123	Public transportation is awkward and takes a long time to navigate the routes. Some routes feel faster to walk than use public transit. Crosswalk placement is sometimes awkward. No good public transit options to outlying communities within the county
124	Distance is too far for biking or walking. recreationally i try to bike or walk but use vehicle if further than 20/30 min.
125	Rural County has no public transit and walking and bicycling is dangerous as no space on range roads and passing vehicles mostly not slowing down or not giving enough room.
126	No good bike racks. Need a cart. Time
127	No public transportation available in Ardrossan





## What We Heard Report 2

### Strathcona County Integrated Transportation Master Plan

MAY 2022





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## EXECUTIVE SUMMARY

The second round of public and stakeholder consultation was completed as part of Strathcona County's Integrated Transportation Master Plan (ITMP) update process. There were two streams of engagement: a survey for the public and a series of focus groups for business, industry, youth, and active transportation users. Written submissions were also received. Survey participants were provided an opportunity to answer a series of questions to confirm community support for the five priorities identified as the 'pillars' of the ITMP — Safety, Connectivity, Accessibility, Efficiency, and Economy either through the Strathcona County's Open Opinion Panel (SCOOP) or an online survey. Overall, 1,054 responses were received with 714 received through SCOOP and 340 from the online survey. Engagement with focus groups were completed simultaneously with the survey, which provided focus group participants opportunity to offer insight on the proposed strategies of the five priorities. Focus group participants supported the overall direction of the priority statements and urged the County to use action-based language when presenting the statements.

The results of the survey and the focus group's engagement indicate that all five priorities were well-supported by the community. Overall, focus group and survey results provided valuable insight into priorities the community strongly supports and priorities that require further consideration. The results also confirm the County's proposed direction for transportation planning and investment over the next 25 years.

## THANK YOU FOR SHARING YOUR THOUGHTS AND IDEAS WITH US.

The Integrated Transportation Master Plan is critical to the future of transportation in Strathcona County. We appreciate you taking the time to tell us what you think.

The COVID-19 pandemic has touched nearly every aspect of daily life, including how we were able to connect with you during two phases of public engagement. Thank you for engaging with us virtually as we adjusted our approach. Although in-person public events are paused, the project team remains committed to sharing project information and offering meaningful public engagement as efficiently and safely as possible.

# PROJECT OVERVIEW

Strathcona County is updating its Integrated Transportation Master Plan (ITMP). The goal of this initiative is to guide transportation investment decisions now and into the future. As the County continues to grow and our changing needs and priorities compete for funding to support numerous initiatives, County Administration will continue to take an integrated approach to transportation planning.

The County’s current ITMP was completed in 2012. Since that time, the County’s population has grown by almost 15%, with the majority of growth in the Sherwood Park area. The County has implemented some of the 2012 recommendations, such as widening Sherwood Drive (Lakeland Drive to Highway 16), Lakeland Drive (Clover Bar to Highway 21) and Wye Road (Hawthorne Road to Brentwood Boulevard). Improvements have also been made to regional travel to, from, and through Strathcona County. These improvements include completion of the northeast section of Anthony Henday Drive, completion of the remaining phases of widening Wye Road, and adoption of the Bremner and Local Employment Area and Area Concept Plan.

The County’s priorities have changed since 2012. Specifically, the County needs to support future growth and development as well as changing mobility needs. The ITMP update process gives the County an opportunity to review which recommendations have (or have not) been implemented and to decide which strategies are still relevant based on current and on trend land use plans, community needs, and corporate and regional objectives.

In 2022, the County’s priorities include an approach that aligns with our community’s changing physical, cultural, and social needs and supports community wellness through investments in land use and transportation. The Integrated Transportation Master Plan is an important component of these future plans.

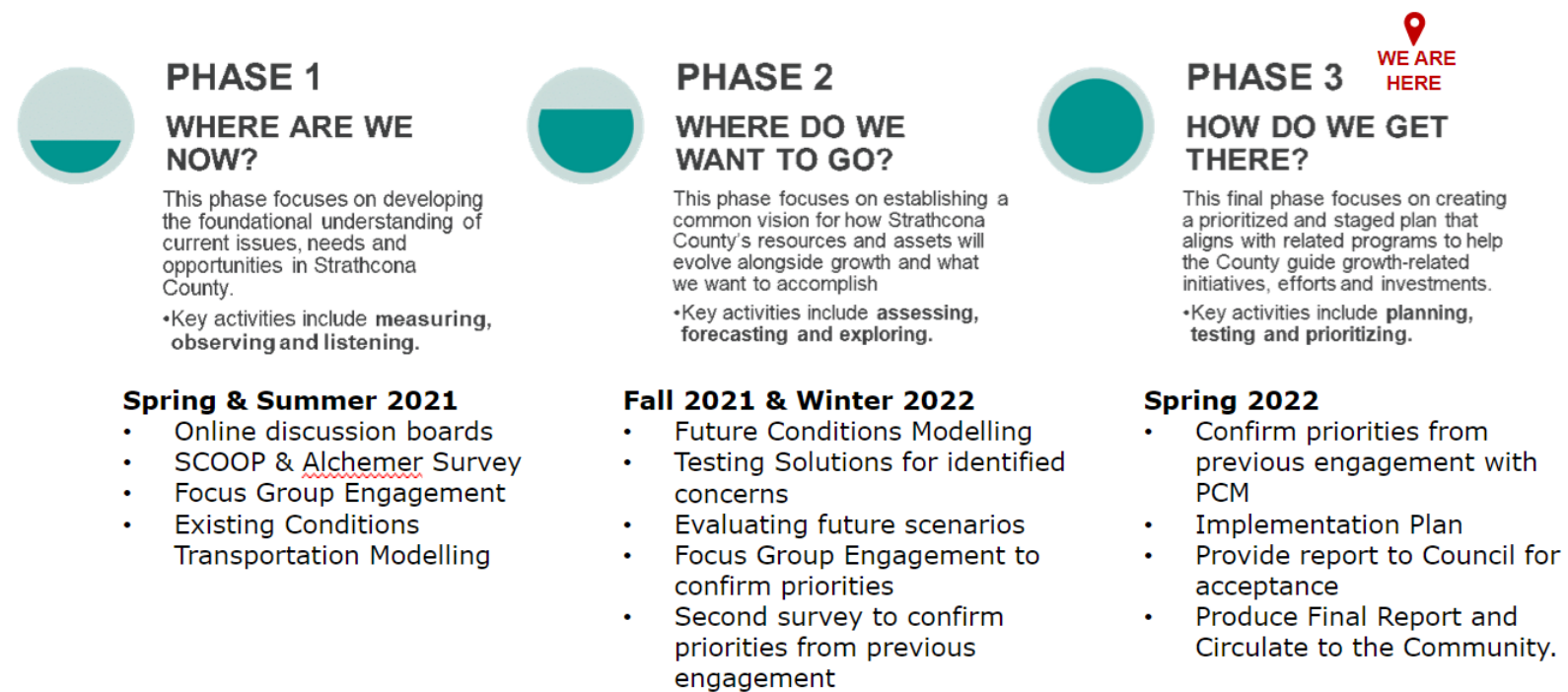
# ENGAGEMENT OVERVIEW

## HOW WE ENGAGED

The engagement process creates opportunities for the public and stakeholders to provide input into developing the ITMP. This first phase began by exploring the values participants thought should be included in the ITMP. We also invited participants to identify existing transportation issues, forecast future transportation needs, and examine where the County should invest in transportation.

Participant feedback was used to develop a series of Statements and Principles to guide transportation planning decisions and investment in the County. These Statements and Principles were presented to stakeholders and the public during the second round of consultation. Future Conditions Transportation Modelling will create future scenarios for the public and stakeholders to review and provide input.

## ITMP PHASES



## HOW WE COMMUNICATED

The project team used various forms of communication to promote opportunities for engagement, convey clear and concise information in a timely way, respond to inquiries, and provide the means to report on citizen feedback, project progress and updates.

Communications tactics included:

- Targeted social media across County channels such as LinkedIn, Facebook, Instagram Posts and Instagram Stories.
- News releases and media stories in the Sherwood Park News.
- Youth-focussed social media posts on secondary partner channels.

## How We Communicated & Engaged



### Media

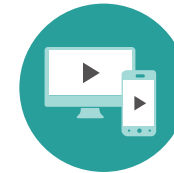
1 ad and info release: February 2022



### Social Media

Main: 1 Facebook post, 1 EDT Facebook post, 3 Twitter posts (Thread), 2 Instagram (1 Post/1 Story), 1 LinkedIn

Youth: Facebook, 2 Instagram (Posts/Stories)



### Website

Process updates and engagement reports were provided at each phase of the project on the County website at [strathconacounty.ca/ITMP](http://strathconacounty.ca/ITMP)



### Survey

Through Survey Central and SCOOP, a community survey was opened on February 1st to February 14th.

1054 participants shared insights through the survey.



### Focus Groups

9 Focus group discussions took place: 6 with business, industry, and community, and 3 specifically with youth engagement.

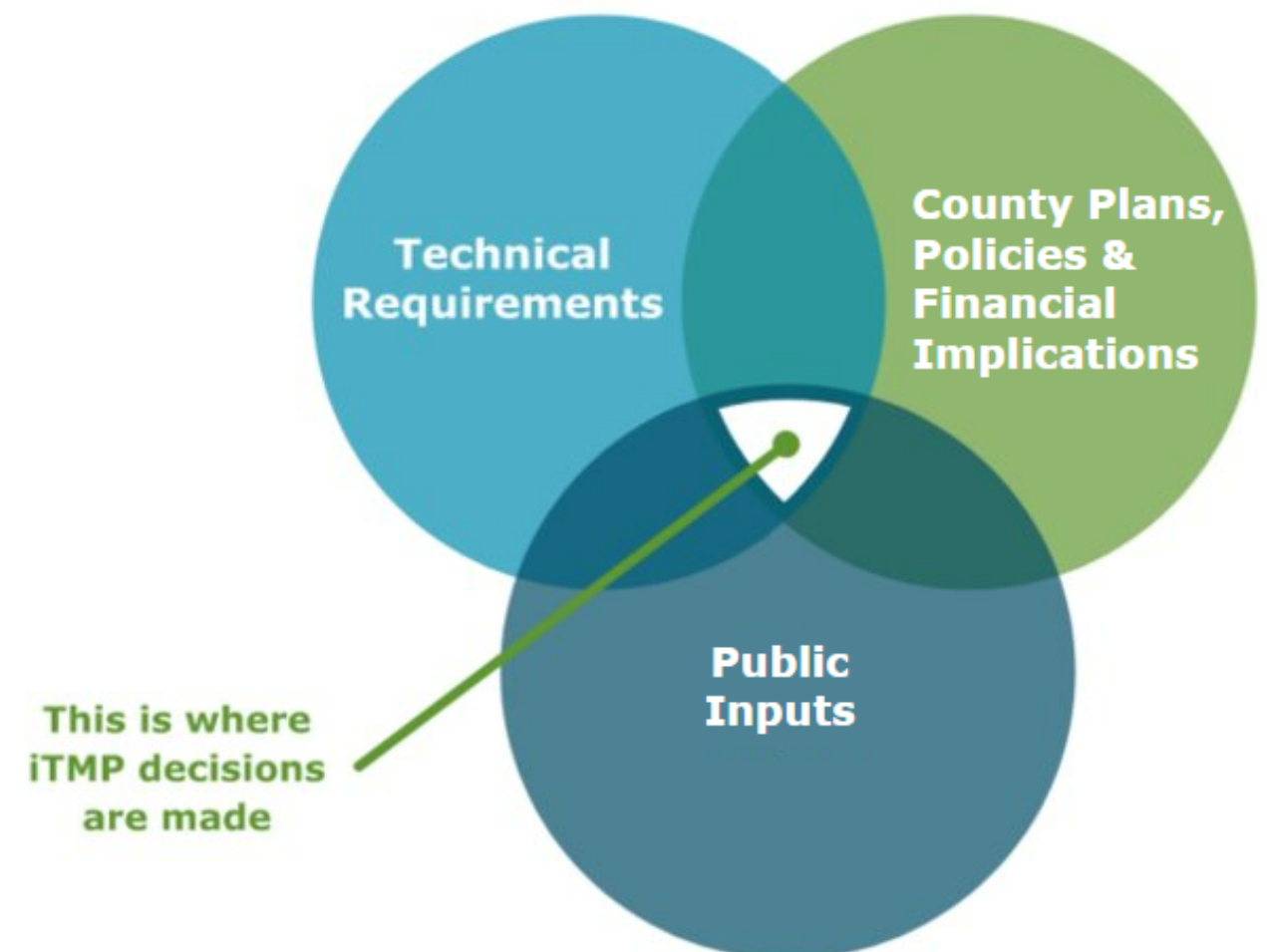




The County's public engagement continuum defines the public's level of influence in engagement processes. Engagement and Communications happened at the "Listen and Learn" level.

Public input, technical analysis and Strathcona County strategic plans, frameworks, and policies will all be considered in defining the Integrated Transportation Master Plan update.

## HOW DECISIONS ARE MADE



## HOW WE ENGAGED

The engagement process involved:

- Stakeholders from business, industry, development, youth, and alternative transportation; and
- Members of the public

These audiences responded through a survey delivered through the SCOOP (Strathcona County Online Opinion Platform), online survey, focus groups, and written submissions.

## WHAT WE HEARD

### STAKEHOLDER FOCUS GROUPS

Focus groups were made up of businesses, industry, developers, active transportation, and youth representatives.

#### WHAT WE PRESENTED:

During the first round of engagement, participants identified values that reflected major themes that were consistent across all responses, whether from online contributions like SCOOP message boards, SCOOP survey, or virtual meetings with focus groups. The values and subsequent themes that emerged from the first round of engagement were:

- Safety
- Accessibility
- Connectivity
- Efficiency and Convenience

The project team took these themes and data and generated the following statements and priorities. In the second round of consultation, the team then asked round two focus group members for their input and concepts, asking "Did we get it right? What needs to change? Is this what you meant? How can we more accurately describe what is important to you?"

## STATEMENTS

### ACTION STATEMENT

Strathcona County's vision is to become Canada's most livable community. An effective transportation network is an integral component that promotes a safe, healthy community and strong economy. Five priorities have been identified to support Strathcona County's strategic goals and to guide investment in a transportation network: Safety, Connectivity, Accessibility, Mobility and Economy.

### THE COMMON THREAD

Using Strathcona County's planning documents as its foundation, the Strathcona County Integrated Transportation Master Plan (ITMP) will retain common County themes and ensure all relevant plans are integrated. Health and wellness is a common thread that will guide the priorities of the ITMP. (Health and wellness have broad implications; although it refers to health and wellness of the individual, it also refers to the health and wellness of the entire community, the environment and the economic structures in Strathcona County.)

### REACTION

Focus group participants supported the Action Statement and Common Thread. They said that the Action Statement represented an accurate portrayal of the views they expressed in the first round of engagement. Participants also welcomed the expansive view of health and wellness and thought it gave broader application to sustainability concepts.

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**This is very relevant and future focused. This works.**

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## PRINCIPLES

Focus group participants were presented with the following principles. These principles will guide decision making and investment in Strathcona County's integrated transportation approach.

The principles were overwhelmingly endorsed by participants.

**Economy:** Transportation investment will support industry and economic growth.

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

**Accessibility:** The County's transportation network will be accessible by all.

**Connectivity:** A healthy community requires connections between the places you work, play, and live.

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

Each principle had a series of statements that participants explored. There was strong support for the project as presented. Participants offered insight on targeted areas that the ITMP should address including a few suggestions and edits to improve the strength of the document. The project team noted these edits and where possible will incorporate them into the final version of the principles and statements.

## ECONOMY: TRANSPORTATION INVESTMENT WILL SUPPORT INDUSTRY AND ECONOMIC GROWTH

- Prioritize Goods and Movement Corridors for investment and development needs. The Heartland Industrial area is recognized as a key economic driver for the County, reliant on the safe and efficient movement of goods and services.
- Continue to support the provincial highway network through efficient connections between the highway network and industry access. Support provincial policies and promote the investment of highways within the County.
- Continue to maintain a network of designated truck routes, designed to accommodate large and oversized vehicles.
- Continue to work with the Edmonton Metropolitan Region to support the integration of transportation modes and facilities to ensure economic activities are connected to markets in Canada and abroad.
- Continue to collaborate with industry partners to explore rail investment to improve inter-modal goods movement.

Rail crossings and heavy truck movement were concerns that the ITMP should address according to the focus group participants. Participants reported that heavy trucks moving between secondary roads and main arterial roads, (particularly making left turns from range roads onto main highways) increased the risk to safety.

Rail crossings create significant concerns for focus group participants from the Industrial Heartland, developers and business as the current configuration causes congestion, inefficiency, and most importantly, risks to safety. Participants emphasized safety at rail crossings must be further examined in the ITMP, especially as rail traffic is only going to grow in the region.

*"On the last bullet, you want to make explicit mention of rail crossings, especially with safety. Rail crossings don't affect rail movements, they have the right of way, but as we double the total movement, rail crossings will be a source of frustration and safety concern for residents. I'm wondering if it's worth mentioning explicitly from rail investments?"*



There were concerns that heavy vehicle corridors were becoming congested, especially around work sites off primary highways. This congestion will only increase with industry expansion, leading people to support designating truck routes and infrastructure in the plan.

*"Heavy truck movement — there are some plans around Highway 15, there's a lot more sulfur plants and grain terminals and things happening out there. I've driven down Highway 15 now and see big trucks lined up along the highway looking to load up at the plants. We are looking at truck movements too and looking down the road to some carbon commodities. The truck route integration with the township roads and the range roads, it's getting congested in some areas"*

*"Access off highway networks into secondary roads is a critical area and there are days when there's lots of traffic out there. Our business doesn't have heavy traffic right now compared to some other sites, but some partnerships could lead to significant truck volume and looking at planning what that looks like"*

Developing the ITMP during a global pandemic influenced peoples' thinking and experiences. Participants suggested that COVID shone a light on supply chain challenges that must be addressed.

*"For me, with COVID, the movement of goods and supply chain issues have been prevalent from retail to big industry. I don't know if it's caused the ITMP to be looked at differently with traffic volume, roads, locations or people going back to work"*

Some focus groups thought commuters and employees should be considered as part of the goods and services corridor.

*"Is there somewhere else we talk about commuters? In the economy, the commuters are a good part of the goods and services movement. If you don't have employees that can get to your business, that affects the economy. Should commuter traffic be in here in some way? It's also a factor in economic growth. There's 15 years' worth of evidence from the business community that employees are very important to economic growth of the community"*

There was support for carpooling, transit, and multimodal transportation at industry sites, but also recognition of challenges in implementation. Youth expressed that the ability to work at well-paying jobs in the industrial heartland were out of reach because of the lack of transportation. Owning, insuring, and maintaining a vehicle was not possible for many young adults, thereby limiting their career choices.

*"With the younger generation, transportation plans affect our ability to hire a diverse group of people as well. Diverse transportation methods would allow us to hire different people, since different demographics have different abilities to own and operate a car"*

*"We are focusing on diversity, and not everyone can afford a car. So, ways to get to site that aren't a car, we'd be excited to see that"*

Participants raised cautions on impacts to the environment while improving transportation corridors and wondered how future corridors would interact with natural water movements.

*"Environmental implications of developments, natural water movements and wetlands and things with road development, just get that in there. Something about environmentally sensitive areas, we are being very considerate with our developments. As we develop roads, sometimes we change water flows in the area."*

The Strathcona County Cycling Action Group emphasized that cycling could be an economic driver in the community.

*"This section is missing a statement on the fact that cycling tourism continues to grow in the County largely due to our network of high-quality rural roads. There needs to be an objective here to acknowledge and take advantage of this opportunity. There are also opportunities to host revenue generating cycling events."*

**SAFETY: A SAFE TRANSPORTATION NETWORK FOR ALL USERS IS FUNDAMENTAL TO THE WELL-BEING OF A COMMUNITY.**

- The County shall provide a safe and inclusive transportation experience for all users of the transportation system, regardless of their transportation choice.
- Protect right-of-way for transportation facilities to maintain and improve network safety.
- Work with all industry partners to identify opportunities to improve infrastructure, such as signage, illumination, and grade-separated crossings at strategic locations to enhance the safe interaction of rail activity with other modes of transportation.
- Through planned rehabilitation projects, the County shall identify and incorporate safety improvements, specifically as it relates to more vulnerable users such as pedestrians and cyclists.
- Continue to explore lowering speed limits in urban residential areas to align with neighbouring municipalities and best practice.

Participants felt that improvements in safety, particularly around rail crossings, were most important to them.

*"This whole {section} is relevant to us. Safety and economy are relevant to us. The separated crossings here are essential. The separation is expensive, who will pay for it? Railways don't want to. It can be complicated. More low hanging fruit would be building overpasses at certain crossings and close other crossings. So we need ideas other than just route separation"*

*"Improve the overall interactions, or total number of crossings, and in terms of signage I agree. In industrial areas, some motor vehicles don't stop at tracks, that's not good. Less crossings increase safety, but we also want to make sure vehicles can get where they need to go efficiently"*

Statements addressing heavy truck traffic were endorsed.

*"It ties back to safety. There's a lot of heavy movements turning left onto roads. Sometimes I abandon making turns on to certain roads because there's 12 trucks turning. I'm also thinking about residential traffic and farmers, and just think we need ways to go around congestion for everyone"*

Bullet three generated much support and discussion ("Work with all industry partners to identify opportunities to improve infrastructure, such as signage, illumination, and grade-separated crossings at strategic locations to enhance the safe interaction of rail activity with other modes of transportation") Participants suggested that this point should also include heavy truck traffic in addition to rail crossings.

*"This resonates with me, with industrial zones and traffic assessments and new facilities and the number of cars that hit the roads and intersections. Companies are very concerned about worker safety."*

Lowering the speed limit in residential areas was generally supported although participants expressed that the County should explore multiple ways to increase road safety. In addition to lowering speed limits, participants suggested changing the driving environment, especially in residential areas.

*"It's all really good. Safety is important, when we talk about lower speed limits in residential areas, we need to look at the entire network, and right of way. There's ways to increase safety without just lowering speed limits, like narrowing the roadway and having less paved surface, more boulevards, that comes to my mind."*

*"I've seen examples in other municipalities, at key locations like crosswalks, do curb bump outs, which force people to slow down, that's effective. And curb returns, at intersections, they project a barrier into the intersection forcing people to slow. There are many other things we could be doing to increase safety. We focus on safety of pedestrians and motorists, so things like sightlines, crosswalk locations, bumps, we really support that"*

Focus group participants said road networks need to balance congestion thresholds with walkability and usability for other modes of transportation.

*"The thing that's missing around safety is the approach to vehicle capacity as part of the network planning. It's challenging to build safe networks if our priority is maintaining vehicle capacity and not experiencing congestion. It results in adding turning lanes and turn bays which increases distances for pedestrians. Capacity is a challenge if we are trying to meet our congestion thresholds, so building for capacity and congestion usually comes at the expense of pedestrian safety. We need to balance that"*

Some participants suggested the need for stronger emphasis on safety for cyclists in the ITMP.

*"There is no statement regarding county roads and urban roads being shared safely with cyclists. This has to be acknowledged and highlighted in the ITMP. This is important given the growing conflicts that exist right now between drivers and cyclists, especially on county roads."*

*"We see safety as a key concern for cycling and other active transportations modes in the County. To this end, we would like to see goals and objectives included under this Priority: Education plans and strategies to increase awareness, understanding, and willingness of drivers (and cyclists) to share the road safely and to increase understanding in motorists about how cyclists travel on the roads to maintain their safety. A safety and education program needs to be developed, maintained, and updated regularly (pursuant to such a strategy being included in the ITMP) to address issues, flashpoints and updates in the County's multimodal infrastructure."*

## WILL BE ACCESSIBLE BY ALL.

- Continue to improve its transit system to provide universally designed facilities, vehicles, and services outlined in the Transit Master Plan to maximize accessibility regardless of age, income, and ability.
- Review street design standards to assess their impact on all users and adjust and adapt to future multi-modal needs.
- 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.

There was universal support for this principle, particularly for those who have mobility limitations. Participants expressed concern that people with mobility challenges may have difficulty accessing transit or other aspects of the transportation network.

*"People with accessibility issues can't use the transit system because of where the location of the bus stops are, they are too far away. And in winter they get snow built up between where the bus is and the stop and they can't access the buses. So, I just want to make sure we thought about that"*

Participants also felt that the infrastructure needed to be future-focussed and consider those with mobility challenges so they could access future trails and sidewalks.

*"We have to make it accessible for people today but also in the future. In the future there might be different modes for people to access our infrastructure. Paving is expensive but it opens the pathways up to a lot of different people who may not be able to enjoy these areas on a dirt or gravel pathway"*



Participants expressed that there may be demographic shift on the perception of owning a vehicle. Affordability and environmental awareness were key factors in people not wanting to own vehicles. Accessibility needs to factor in alternative transportation modes for those who do not drive.

*"I participate in transportation forums, and there is a lack of desire to own a car in the under 25 demographics, I think that will impact our transportation network in the future. And if they drive, they don't want to own the car. Alternatives like ride sharing, transit, and carpooling are solutions that would work for this demographic."*

Youth and active transportation users emphasized the need for a strong focus on accessibility. Accessible transportation included different modes of transportation, transportation routes, and access to transportation options in rural and urban Strathcona County. While most participants drove as their main form of transportation, it was by default because other options, like transit, car sharing, and safe cycling infrastructure were not readily available. People are interested in using their bike as their main form of transportation and noted an opportunity for Strathcona County to develop cycling infrastructure throughout the county. They also emphasized safety training and education programs for bike riders and vehicle users, specifically when sharing roadways.

People also thought that 'multi-modal' was transportation jargon that weighed down the principles and statements.

*"The County should continue to invest in active transportation (active vs Multi-modal? The ITMP will need to be consistent on this) infrastructure that is accessible to all transportation network users and integrated with other transportation modes and with the multi-modal transportation and infrastructure/networks of other municipalities in the Capital Region"*

## **EFFICIENCY: AN EFFICIENT TRANSPORTATION SYSTEM CONTRIBUTES TO THE WELL-BEING OF OUR ECONOMY, ECOSYSTEM AND RESIDENTS.**

- Invest in opportunities that incentivize users who reduce congestion on the transportation system.
- Explore opportunities for the use of micro-mobility innovations.
- Work with airshed partners to monitor emissions to assess the impact of transportation decisions on air quality in our community.
- Explore the use of On Demand Transit in accordance with the Transit Master Plan to maximize the efficiency and effectiveness of the transit system.
- Monitor and implement advances in emerging technologies that may improve traffic flow efficiency.

Participants thought the first two bullets (reducing congestion and reducing road expansion) were opposed to each other and needed more clarification.

*"These seem in opposition to each other. Reducing congestion, but reduce need for road expansion? They seem opposite, to reduce congestion you create new lanes, but to reduce expansion you create congestion. So, they seem to stop each other from advancing."*

There was some confusion as to what micro mobility meant. The project team agreed to use plain language and provide a glossary of terms in the final plan.

*"The micro mobility innovations, is that just movements in neighborhoods?"*

*"I think you need more little symbols. When I saw micro mobility, I didn't understand"*

Participants felt as though multimodal transportation was the way of the future and supported this section of the ITMP. There was also a need for collaboration between Strathcona County and the Edmonton Metropolitan Region Board to plan for increased efficiency and connectivity.

*"But as to why are we are building cycling paths and other shared use paths; I think it's the future. Points 5 and 6, that's the future too."*

*"There needs to be an objective or specific direction here to work with members of the "Edmonton Metropolitan Region Board" and the provincial government to do a better job of linking our respective communities and multimodal transportation routes and infrastructure."*

There was strong support for on-demand transit.

*"It's almost akin to an uber. Post Covid, if we go back to rigid schedules, it will be so inefficient. We need ridership, and we need transit in these areas, and doing it in the most cost-effective manner"*

*"I agree with on demand transit. A major key for new communities is transit service. Looking for that, an individual has a quick trip from where they need to go from where they are coming from. Driving empty buses doesn't make sense. An on-demand system in place would be wonderful"*

Transit stations or hubs should be located on the outskirts of Sherwood Park so commuters don't have to drive through the city to get to a park and ride.

*Looking through the previous "What We Heard" report, the ITMP needs to help facilitate creating a transit hub on the east side. This is more about efficiency and reducing congestion more than about access. I live on RR213 and when I take a park n ride, we drive all the way through Sherwood Park. If we have a stop on the eastern side, we'd have a bus making that drive instead of having 200 cars driving through Strathcona County to get to the bus station."*

Though there was support for alternative fuel sources for vehicles, such as electric vehicles, there were concerns that this would present significant infrastructure challenges. Charging stations for electric vehicles will have to be located near existing points of interest or infrastructure and have the capacity to charge many vehicles at once since charging times are longer than refilling gasoline tanks.

*"Also, with emissions, one aspect is electric vehicles. The electrical distribution system comes into play in a huge way. I see that as a big challenge. Will the electrical systems in neighborhoods be able to handle all the charging and will we have solutions for that?"*

*"With electric vehicles, the transportation plan, as you look more at multi modal, with carpooling and busing, people will expect a place to charge vehicles. The commercial industry is 10 years behind, but there will have to be massive areas such as truck stops where people can charge their vehicles. And it's not as fast as filling up on gas. So just think about places where you can place this infrastructure near other key points of interest and infrastructure."*

### **CONNECTIVITY: A HEALTHY COMMUNITY REQUIRES CONNECTIONS BETWEEN THE PLACES YOU WORK, PLAY, AND LIVE.**

- Collaborate with key stakeholders within the Edmonton Metropolitan Region (Edmonton, Fort Saskatchewan) and Alberta Transportation, to support regional transportation projects that improve network connectivity.
- 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
- All new Area Structure Plans should continue to consider opportunities for future transit service and include connections to the County's trail network and cycling routes as identified in our Municipal Development Plan.
- Identify opportunities to enhance transportation connections to, from, and within the Rural Service Area in order to access employment areas, services, and destinations.

There was strong support for mixed use, walkable communities where residents were in walking distance of amenities and businesses. It was felt new developments should be designed with connectivity to trail systems and other multimodal transportation opportunities.

*"There needs to be more diverse development, where businesses are incorporated into residential areas, so you don't need to drive to get a haircut or yoga, so you don't have to drive everywhere. I think that's a great way to develop the ITMP, to emphasize more walkable communities in the new areas"*

*"People need to know the feel and connectivity that exists and how our trails systems connect and how highly valued they are, so maintain that conversation. With transit, it's about the connectivity, and establishing that in new areas. Keep connectivity top of mind, with that type of feel even though it might mean higher density."*

Youth emphasized the need for better connectivity between Strathcona County and surrounding municipalities such as the City of Edmonton and the City of Fort Saskatchewan. Rural youth wanted better connections between Ardrossan and rural Strathcona County to Sherwood Park. Participants emphasized that while there are options to use Strathcona County bus services into the City of Edmonton, most users would rather use a vehicle since it is more reliable and efficient. Youth who live in rural Strathcona County or need to get from Sherwood Park to rural parts of Strathcona County, also emphasized the need for safer biking options.

As Strathcona County continues to grow and develop, the connectivity between municipalities is an asset. Youth considered LRT a high priority because it acts as a second rapid transit option to the City of Edmonton.

*In the next 30 years, Strathcona County should consider LRT regional transportation line as a priority for the ITMP*

Participants emphasized that transportation planning cannot be limited to planning for vehicles only.

*Transportation planning must assume that active transportation modes will happen everywhere therefore it needs to be incorporated in all roads/streets/intersection planning. Ensure multi-modal / active transportation issues, needs, and concerns are dealt with at a regional planning level and not just within the County.*

Participants view safety and connectivity as key concerns for cycling and other active transportation modes in the County. The cycling community offered many insights into goals and objectives, connectivity, and safety that should be included. Their written submission can be found in Appendix VB.V.

*There needs to be an anchor here aimed at identifying, developing, and maintaining a network of safe road cycling routes that are capable of supporting this growing demand and opportunity in the county.*

## SURVEY RESULTS

For approximately two weeks beginning on February 1, 2022, Strathcona County residents were invited to share their thoughts on a survey relating to Strathcona County's current and future transportation network. The survey was administered in two ways. First, an invitation was sent to members of SCOOP. An open online survey was also available.

The survey included a series of questions to confirm community support for the five priorities identified as the 'pillars' of the ITMP – *Safety, Connectivity, Accessibility, Efficiency, and Economy*. The survey results for each question are further discussed below.

## SURVEY DEMOGRAPHICS

In total, 1054 participants engaged on the posted survey. The participants were asked to state where they lived as part of the demographic testing. The majority of respondents resided in Sherwood Park; however, there was still a significant number of responses from rural areas. Some people indicated they either commuted to Strathcona County to work or they preferred not to say. This is captured in the "other" line item in the table below. Both survey platforms reached a similar demographic of people, as it relates to where people live. A full breakdown of where respondents reside is presented below.

SCOOP Survey			Online Survey		
Demographic	# of Responses	% of Total	Demographic	# of Responses	% of Total
Sherwood Park	540	74%	Sherwood Park	273	80%
Rural Strathcona County	164	23%	Rural Strathcona County	52	15%
Other	20	3%	Other	15	5%
<b>Total</b>	<b>714</b>	<b>100%</b>	<b>Total</b>	<b>340</b>	<b>100%</b>



The participants were also asked to state their age, by way of 10-year age categories. The age distribution was relatively similar between the two platforms, with the online survey attracting slightly younger respondents. The age categories that had the most respondents were the 55-64 age range and the 65-74 age range, respectively. The full age breakdown is presented below. During the previous round of engagement, it was noted there was also a small number of responses from the younger population, so additional efforts were made to engage this demographic during the focus groups, as summarized in the previous sections.

SCOOP Survey			Online Survey		
Age Group	# of Responses	% of Total	Age Group	# of Responses	% of Total
15-24	8	1%	15-24	10	3%
25-34	51	7%	25-34	41	12%
35-44	109	15%	35-44	48	14%
45-54	121	17%	45-54	61	18%
55-64	170	24%	55-64	73	22%
65-74	174	24%	65-74	41	12%
75-84	46	6%	75-84	14	4%
85+	4	0.6%	85+	1	0.3%
No response/ Prefer not to say	31	4%	No response/ Prefer not to say	51	15%
<b>Total</b>	<b>714</b>	<b>100%</b>	<b>Total</b>	<b>340</b>	<b>100%</b>

**QUESTION 3, 4 AND 5 SUMMARY**

Question 3 focused on the priorities that had been selected through the previous phase of engagement. The question asked was: *Five priorities have been identified as the pillars of the Integrated Transportation Master Plan. These priorities will guide transportation planning and investment. Please rate your level of support for each priority.* The five priorities were safety, connectivity, accessibility, efficiency, and economy.

Overall, all the priorities were supported, with safety, connectivity, and efficiency being most supported, all receiving over 90% of responses selecting either *Strongly Support* or *Support*. The accessibility priority received approximately 85% of responses that

selected *Strongly Support* or *Support* and finally economy received approximately 77% of responses in favour. It is noted that these results were consistent between the two platforms, with the online survey generally receiving slightly increased support for all five priorities. All age categories and location categories followed similar trends and no individual groups showed a significant lack of support for any of the priorities.

Question 4 allowed for open-ended responses when respondents disagreed with any of the priorities, providing an opportunity to explain their ratings. There were 29 responses to Question 4 on SCOOP and 15 from the online survey. Among these responses were various location-specific safety concerns relating to public transit schedules, usage, and cost as well as some comments indicating that limited spending should occur at all on the transportation network.

Question 5 was also an open-ended question that allowed respondents to add any further information they thought might be missing or that needed to be considered as a pillar in Strathcona County’s transportation planning and investment. There were 186 responses on SCOOP and 95 responses on the online survey. These questions validated the results and provided additional information for the report.

**QUESTION 6 AND 7 DATA SUMMARY**

Question 6 had a series of statements where respondents were asked to indicate their level of satisfaction with the current transportation system in the County. The options provided were *Very Satisfied, Satisfied, Neutral, Dissatisfied, and Very Dissatisfied*. In Appendix D, response summary graphs show the number of responses and percentage of satisfaction rating for each statement by survey platforms (SCOOP and online survey)

**QUESTION 6 AND 7 THEMATIC SUMMARY**

Based on the above results of question 6, it is evident that residents of Strathcona County are satisfied overall with the existing transportation network within Strathcona County. Residents supported the existing infrastructure that is in place for motor vehicle roadways both within the county and along the connections to surrounding communities and were also mostly in support of the cycling and walking connections within the county.

The question that resulted in the least satisfaction was on the topic of the walking and cycling connections between Strathcona County and Edmonton/surrounding communities. This is consistent with what we heard during the focus group discussions and previous

round of engagement, where the cycling community and active modes users often indicated that connections across Anthony Henday Drive are limited.

Question 7 allowed for open-ended comments where respondents were dissatisfied or very dissatisfied with any of the statements. There were 202 responses to this question on SCOOP and 114 responses from the online survey. From these comments there were many location-specific requests for improvements to traffic light timings, increases in road capacity and the need for additional sidewalks and trails in older neighbourhoods and rural areas. Other comments indicated that residents were interested in improvements to cycling and walking connections between Edmonton and Strathcona County as well in rural areas, improved safety measures to limit conflict between cyclists, pedestrians, and motorists both within Sherwood Park and rural Strathcona County and improved sidewalk, trail and roadway maintenance. It should be noted that the majority of the comments were specific to walking and cycling infrastructure and safety improvements.

### QUESTION 8 AND 9 DATA SUMMARY

Question 8 had a series of statements where respondents were asked to indicate how they felt about the importance of actions Strathcona County could take to improve its transportation network. The options provided were *Very Important*, *Important*, *Neutral*, *Unimportant*, and *Not at All Important*. In Appendix D, response summary graphs show the number of responses and percentage of satisfaction rating for each statement by survey platforms (SCOOP and online survey).

### QUESTION 8 AND 9 THEMATIC SUMMARY

The majority of the respondents felt that all the statements provided in this section were important with all the statements receiving an average response above neutral. The question with the least support, by a significant margin, was the question focusing on alternative transportation services (car-sharing, ride-sharing, mobility service and car-pooling). This question resulted in almost an exact net-neutral response, indicating that residents as a whole did not have strong preference either way. The location of the residents and the age of residents did not present any significant skew on any of the questions following the same trends as the overall summary.

From the results of Question 8, it is clear there is strong support for collaboration between Strathcona County and nearby municipalities regarding all forms of transportation. There was significant support for the statements that outlined a focus on motor vehicles and active transportation connections throughout Strathcona County and between the neighbouring communities.

Question 9 allowed for open-ended comments where respondents felt the statement was either unimportant or not at all important. There were 90 responses to this question on SCOOP and 47 responses from the online survey. Most of the responses were from residents who did not feel alternative services were necessary. Many comments indicated that improved transit options was a better alternative than car-sharing or other similar services. Many responses indicated it is the responsibility of the individual or the private sector to explore alternative services rather than the responsibility of the County. Other comments indicated changes were not needed to the existing roadway network and that existing infrastructure should be maintained rather than investing in additional services.

### QUESTION 10 AND 11 DATA SUMMARY

Question 10 asked residents to indicate their level of support for other considerations related to the transportation system. The options provided were *Strongly Support*, *Support*, *Neutral*, *Do Not Support* and *Strongly Do Not Support*. In Appendix D, response summary graphs show the number of responses and percentage of satisfaction rating for each statement by survey platforms (SCOOP and online survey).

### QUESTION 10 AND 11 THEMATIC SUMMARY

The results summarized above suggest several of the statements showed a lack of conclusive support from residents. The first statement, centering around the topic of micro-mobility devices showed an average response of neutral. To further confirm the validity of the results, each age category was consistent with the overall average, all resulting in an average response near neutral. The next statement focused on improving active transportation options in rural areas, and received significant support, the most support of all the statements in this question. The third statement proposing to invest in opportunities that encourage road users to make more efficient use of road space (such as high occupancy vehicle lanes) also had an average response of neutral. Following that same theme, the fourth statement regarding alternatives to personal motor vehicles to manage congestion had a similar breakdown of responses, with an average between neutral and support. The results of these two statements further validate the results from the previous question that indicated that alternative services (car-sharing, ride-sharing, etc.) were not of high importance to residents.

From the results of these statements, it is evident there is no conclusive support for a shift away from single occupancy, individually owned motor vehicle transportation. However, it is noted there was also no conclusive evidence that indicated these statements were strongly refuted. No significant variance was noted from the age categories; however the fourth statement did receive a higher score from the younger populations, specifically in ages 34 and younger.

Finally, the statement regarding the lowering of speed limits received the least support of the entire survey. The results show the majority of respondents did not want to explore lowering speed limits, however there was still a significant number of responses that did support the statement. The average response was between neutral and do not support. This question had the highest discrepancy between age demographics with the age categories of 15-24 and 25-34 being in favour of exploring speed limits with an average response between neutral and support. It is noted for the entirety of this section no significant deviation from the trends noted was observed in the breakdown between the rural and urban population.

Question 11 allowed for open-ended comments where respondents did not support or strongly did not support any of the statements. There were 237 responses to this question on SCOOP and 106 responses from the online survey. Most of the responses were from the individuals who did not support the lowering of speed limits, further explaining their reasoning. Similarly, there were many responses from the individuals who did not support the use of alternatives to single-occupancy, individually owned motor vehicles often providing comments that the road network is working sufficiently at its current capacity and residents did not want alternate solutions to affect the network. Finally, there were also many responses that raised concerns on the safety of e-scooters and micro-mobility devices and the impact they would have on the transportation network.

### QUESTION 12 SUMMARY

Question 12 was an open-ended question to conclude the survey, where residents were asked to provide any further feedback on actions the county could take to improve the safety, accessibility, connectivity, efficiency, and economy of the transportation network. There were 180 responses on SCOOP and 123 responses from the online survey. This section had a wide variety of responses.

### WHAT'S NEXT

The technical team will begin traffic modelling to generate improvement scenarios for the ITMP update. In addition to the responses from SCOOP, the online survey, and focus group results, the technical team will review other Strathcona County planning documents, the recent Integrated Regional Transportation Master Plan (IRTMP) prepared by the Edmonton Metropolitan Region Board (EMRB), and associated surveys to inform the plan.

The plan will be presented to Strathcona County Council in spring/summer of 2022.



# APPENDIX A: NEWSPAPER ADS

## April 2021



### Your County. Your Voice.

**i** We're kicking off a review of the plan that will guide how we manage and plan our entire transportation system.

Join our Strathcona County Online Opinion Panel (SCOOP) discussion boards over the month of April to share your input.

**📅 Discussion panels open April 20th to May 4th**

- Transportation and Strong Communities
- Transportation and Economic Development
- Transportation and Accessibility
- Transportation and the Environment
- Transportation and a Healthy and Active Community
- Transportation and Safety

**🌐** [www.strathcona.ca/ITMP](http://www.strathcona.ca/ITMP)

**?** Strathcona County Transportation, Planning & Engineering 780-464-8279



## Connecting The County

**We're updating the plan that guides our transportation network.**

Whether you drive, take transit, walk or cycle, your thoughts matter.

Strathcona County is inviting residents and businesses to share thoughts and insights as we look to plan and build a transportation network that best supports a safe, healthy community and strong economy.

The Integrated Transportation Master Plan (ITMP) guides decision-making and direction-setting related to our entire transportation network over the next 30 years. The choices we make when investing in our transportation system (roads, sidewalks, trails, transit) are critical in determining how our municipality looks and functions in the future.

We'd like to hear what is important to you about how our community moves. Strathcona County is committed to a high quality, safe and connected transportation network supporting our quality of life and place.

**Visit [www.strathcona.ca/ITMP](http://www.strathcona.ca/ITMP) to join the SCOOP community and add to the discussions.**

## June 2021



### Your County. Your Voice.

**i** We are continuing the review of the master plan that guides how we manage and plan our entire transportation system.

Take our survey on how our community moves.

**The survey opens on June 14, 2021.**

**📅 It will remain open until June 30, 2021.**

[www.strathcona.ca/ITMP](http://www.strathcona.ca/ITMP)

**🌐** Strathcona County Transportation, Planning & Engineering 780-464-8279



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**Visit [strathcona.ca/ITMP](http://strathcona.ca/ITMP) to take our community survey.**



# APPENDIX B: SOCIAL / DIGITAL IMAGERY AND POST EXAMPLES

## Twitter



## Facebook



## Instagram Post





### Youth Engagement Social Posts

The graphic is designed to look like a road with a yellow center lane and black asphalt sides. On the road, there are icons of a blue car, a yellow school bus, a person walking, a person running, a person on a bicycle, and a yellow bus. The text is centered in the yellow lane.

**Have your say on the future of Strathcona County Transportation!**

Share your thoughts, ideas, and experience to make our community easier to navigate

**Thursday, February 10th at 5 pm on Zoom (link in bio)**

Open to all drivers, cyclists, walkers, runners, and bus users... join us!

**Have your say!**

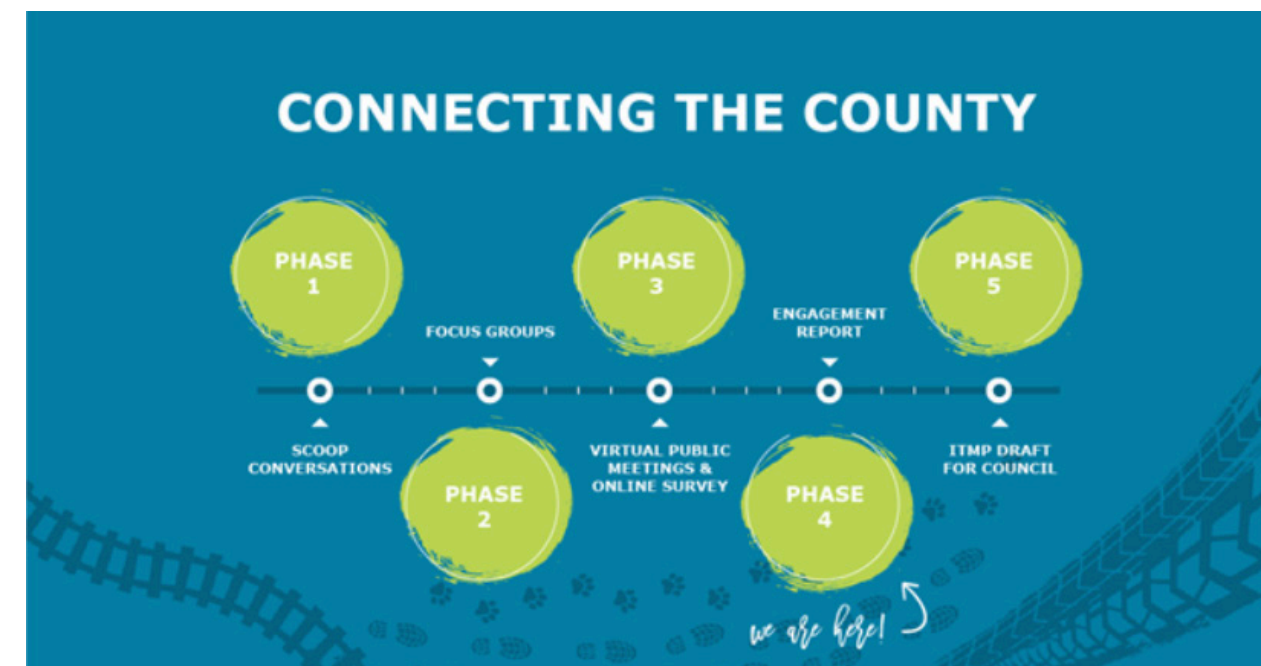
Join Next Gen on Thursday, February 10th at 5 pm to give your input on transportation in Strathcona County. Open to all cyclists, drivers, bus users, walkers, and everyone who navigates our community!

**Link in Bio**

### Website Banner



### Process Graphic (website)





# APPENDIX C: FOCUS GROUP NOTES



## Integrated Transportation Master Plan

### AIHA Meeting Notes

Date / Time	June 18, 2021, 10:00am
Interviewee Name	

#### Theme Summary

- Rail access was the top priority, and participants expected over 50% growth in rail traffic over the next 5 to 10 years.
- Vinca Bridge was identified as a major piece of infrastructure that needed to be upgraded to better manage traffic.
- Participants indicated that they were open to collaborating with Alberta Transportation to improve the efficiency of the project.
- Participants mentioned that CIAOCs were too high.

By a wide margin, rail was the top priority for this participant group. Participants had conducted their own modeling study which showed an increase in rail traffic by 50% in the next 5 to 10 years, and with that they had identified several important rail issues such as crossings, grade separations, and other improvements with needed to be done to accommodate this growth. Related to this, they saw Vinca Bridge as a major piece of infrastructure that needed to be updated into the rail network, as well as it's continued operation as a road bridge. Outside of the rail upgrades, participants also suggested that their relationships with Alberta Transportation could be leveraged to try to improve the working relationship between Strathcona County and Alberta Transportation to increase project efficiency. Participants also felt that CIAOCs were too high and suggested a separate meeting to discuss the issue.



### Talking Points

• **Introduction: Sentence completion - When I think of transportation in Strathcona County, I think about \_\_\_\_\_**

- Rail is the most important form of transportation for industry (x4)
- Rail volume is expected to increase by 50% in the next 10 years
- Vinca Bridge, and upgrading it to a heavy haul bridge

*"We want to help companies find sites for what they need and rail access is what they need, and most comments will be rail and how important it is."*

*"In our study that we did, it shows rail volume increasing by 50% in 10 years. That will add more congestion to existing traffic."*

*"I think about Vinca bridge, and the importance of turning that into a heavy haul bridge. It's of interest to us."*

**1. When you think about transportation in Strathcona County, are there values you think the County should consider? (Prompt if required...reducing carbon footprint, safety, etc.)**

- The county needs to focus on expanding rail [participant shared a map with several rail crossings that needed upgrades]

*"We mentioned rail because we are heavy industry and based on projects we have and potential new projects in 10 years, rail volume will increase by at least 50% in the next 10 years."*

**2. What is the single most transportation related issue for those you serve? What is working well?**

- Rail is the single most important issue. There will be significant growth in rail traffic in the next 5 to 10 years and the county must be prepared for that (x4)

*"If you look at these orange points, (map) those are the major crossings where we need improvement based on our existing volume and then increasing volume by 50% in 10 years."*

**3. How important is transportation to your members operations? How could the County improve transportation for your operations?**

- Participants suggested that they could leverage their relationship with Alberta Transportation to collaborate on projects at the provincial level.
- Vinca bridge needs upgrading to be prepared for near future transportation needs, as well as the creation of other bridge crossing points in the county for the far future.



*"Obviously Strathcona County has a good relationship with the province, but let's work together to leverage our relationships and place additional emphasis for what you guys are asking. Please let us know how we can help those conversations and get those asks."*

*"If we look at rail in the near term, it's the Vinca bridge for the future. It's supposed to be upgraded to overweight. That's needed but it's not in the capital plan. In the next couple of years that has to start. Looking at a 10-year time frame, we are going to see tremendous pinch points on rail. Looking 40 or 50 years, the northeast river crossing and an additional river crossing will be needed according to modeling."*

#### **4. Thinking 5 to 10 years into the future, how do you envision transportation for you and those you serve?**

- Vinca bridge will need to be upgraded to be part of a heavy haul corridor.
- Rail needs to be improved across Strathcona County.
- The current road network is sufficient, at least for maintaining investment from heavy industry in the region, however it still results in bottlenecks and congestion.

*"Vinca isn't a replacement for transportation in Edmonton, but it's needed for heavy haul corridor. We have a gap in the provincial plan because it's not in the capital plan, we will be in a situation here in a few years where the bridge has reached the end of its life."*

*"We looked at projects that we felt that were looked at by bonafide companies with a legitimate chance of going ahead, we saw a number of specialty chemical plants, couple propane and propylene plants, and some other things, all this added up to 30 billion dollars. If we get final investment decisions, we can see the investments in the ground by 2030, and we modeled the impact on rail. If this level of investment comes, this will be the increase."*

#### **5. Where and how should the County be investing in transportation?**

- The rail system needs to be improved to accommodate 50% more rail cars in the next 5 to 10 years, including upgrading grade separations and crossings throughout the heartland area.
- Vinca bridge needs upgrades to ensure that it can handle the increased traffic in the future and be upgraded to include rail and heavy haul.
- The county could look at making its own rail right of way investments to help improve the local rail system.

3



*"The crossing closures or grade separations you have in 5 years. We mentioned the 50% increases in volume, the whole AIHA region we have 250,000 rail cars per year. That's essentially 20k rail cars per month. Most is on the east side of the North Saskatchewan River. That's where we want to see investment. And looking at twinning Highway 15 you can do grade separation there at the same time, not just for the road but also the rail piece at the same time."*

*"The second thing, Vinca bridge next, the next 30 years 50 years, can we turn that bridge to a road and rail bridge?"*

*"Last, can the county look at having some of the right of way, rail right of ways, CN and CP they are federal, but can the county put some money in to get some rail right ways in?"*

#### **6. One final piece of advice?**

- Rail is the top priority (x4)
- CIAOCs are too high, and investors feel constrained by them (x2)
- Vinca bridge is the next priority (x2)
- Strathcona County should leverage their relationships with other stakeholders to but increased pressure on Alberta Transportation.
- Focus on the 5-to-10-year range, since projects typically take 4 years to build.
- The County should consider investing in municipal rail projects.

*"We've been undertaking the designated industrial zone initiative and there's been a lot of talk about the CIAOCs. At times, they refence it as extortion. Questioning why, what are the property taxes for, this is a levy on top of property taxes and questioning the whole thing."*

*"Yea rail is higher priority. But at some point, you will have a serious problem with Vinca bridge so you can't ignore it either"*

4



**Integrated Transportation Master Plan  
Chamber of Commerce Meeting Notes**

<b>Date / Time</b>	June 16, 2021, 11:30am
<b>Participants</b>	

**Theme Summary**

- **Ensuring effective transportation of customers and employees to businesses was a major concern for participants.**
- **Inclusivity and accessibility were also concerning, particularly for seniors and those with disabilities.**
- **The trail system was widely supported, with demand for more trails throughout the County to connect rural and urban areas and a shift to more multi modal transportation.**
- **There was strong demand for a transit hub on the east side of Sherwood Park.**
- **Creating partnerships and improving communication between the County and stakeholders was a priority for participants.**

The top two priorities for participants were ensuring the efficient movement of customers & employees to businesses, and improving accessibility and inclusiveness in the transportation network for those with who cannot drive, such as those with disabilities and seniors. Related to this, there was strong support for the trail system and multi modal transportation such as walking and bicycling, as well creating more compact communities. To help facilitate this, participants suggested creating a transit hub on the eastern side of Sherwood Park, as well as investment into future technology such as autonomous vehicles. Participants were also concerned that punitive measures would be used against cars, such as higher parking costs or other taxes, and felt that this would disproportionately affect those who rely on their vehicles, such as those who live in rural areas in Strathcona County.



**Talking Points**

• **Introduction: Sentence completion - When I think of transportation in Strathcona County, I think about \_\_\_\_\_**

- Moving people to businesses, both customers and employees (x3)
- The need to innovate, especially green technology (x2)
- Mass transportation/Public transportation
- Ease of access to communities within Strathcona County
- Building partnerships between Strathcona County and stakeholders

*“What’s missing, my mind is open to listening to new innovations. And strengthen the relationship between Robin Hood and Strathcona County.”*

*“Just focus on moving people to where they live and operate. It’s about getting people into businesses.”*

*“I’ve been in the community since the 80s, and having dealt with many businesses, and seeing their problems, and getting employees, it was about transportation and getting to work. I’ve seen it for a long time. The other angle is the clean green aspect of transportation going forward.”*

**1. When you think about transportation in Strathcona County, are there values you think the County should consider? (Prompt if required...reducing carbon footprint, safety, etc.)**

- Strong highway & rail corridors/connections to be able to move labor, customers, goods, and services efficiently (x3)
- Integrated and inclusive public transit, that can access areas current large buses cannot and is accessible for those with disabilities (x3)
- Future focused innovations such as autonomous vehicles, especially for people without licences such as senior citizens (x2)
- Sustainability & “green” solutions
- Economical solutions
- Connecting rural communities with urban centers
- Planning new communities with more focus on multi modal transportation and less reliance on cars

*“Sustainable and green is important. Things around hydrogen fuel are important. But also, economical and efficient from a how do we pay for it view. We don’t want transportation to skyrocket for the sake of it. It needs to balance for the government and its citizens.”*

*“One issue for seniors, they won’t have drivers’ licenses. It means what are they going to do when they lose their licence. That could be autonomous vehicles, something they could own”*





*"In the industry side, the ability to have corridors to move goods as quickly and efficiently as possible. Good highway connections. It means getting labor in and out."*

*"Inclusiveness, I think we do a good job of that here. But in some areas, we don't include people with disabilities in infrastructure that complements the transit system, like visually impaired or deaf, in even crossing the street to get to a bus."*

**2. What is the single most transportation related issue for those you serve? What is working well?**

- For transportation to be truly inclusive, moving people between their home and their employment, with special consideration for those with disabilities or rural people who may not be able to drive or ride the bus.

*"Robinhood Association serves 500 clients, none drive, they have to rely on transportation system. A number of these people, work in and around Sherwood Park and need transportation to get to employment. In some cases, Sherwood Park can get them to work, but in others, we fill the void. We need more inclusiveness with this population. People need to make their way to work, and there's no DATS service here. Its integrally important to service the population."*

**3. How important is transportation to your members operations? How could the County improve transportation for your operations?**

- The county needs to listen to business and industry demands for transportation links.
- Communication from the County should be improved.
- Accessibility to public transportation, especially for those with disabilities, must be improved.
- Transportation should seek to include internet/communications access, since many people (especially in the post COVID world), are working from home and using the internet as a substitute for their commutes.
- The county needs more signage for wayfinding.

*"Listen to what businesses are telling us. I've heard on many occasions, a transit line to an industrial area in the business park would be appreciated, but it never gets approved because there's no immediate demand for it. It's just listening to what our colleagues are telling us. Its not earth shattering."*

*"We are doing a great job in many respects, but we aren't there yet. We need to improve for people with disabilities and seniors. You don't know how those will affect you until life changes."*

*"If more people are working from home, and more kids at taking school at home, then that's on internet access, and good access to internet is huge issue in rural communities, its not transportation, but it always comes up and it's a part of it."*

3



**4. Thinking 5 to 10 years into the future, how do you envision transportation for you and those you serve?**

- There should be a transit hub on the east side of Sherwood Park.
- The ways that people get to employment could be an issue, especially with unforeseen events like COVID, or through poor accessibility to public transit.
- Offering alternative & multi modal transportation should be a major focus, especially autonomous vehicles and trail systems for walking/biking.
- There will be increased demand for compact communities, as seen in Bremner, with better walkability and less car access.

*"We have Wye road and Baseline road on the west with transit hubs, so everyone has to drive through Sherwood Park to get there, and congests the roadways. Why can't we get a depot on the east side, or wherever appropriate? Why is everyone driving through Sherwood Park to get to a station, why can't they ride a bike or walk to the east side? Or for the rural people to the east?"*

*"Business needs good qualified talent, and to get that they need to get to your place of employment."*

*"In Bremner, it's about walkable communities, with everything about 10 to 15 minutes' walk and interspersed throughout the community, that's a great way to deal with our environmental footprint, people want compressed compact communities."*

*"Autonomous vehicles are critical, and alternate mobility sources. People will want alternate ways to get around. We need that trail system well maintained, and easy to get where you are going. I know people, in Broadmoor, they use they trails system to walk to work from Glenallen. Those options need to be easy and well maintained. We need that mobility planning, we have cut curbs, and get up and around on curbs, and if we need the alarm on the cross walk, we need to get that working."*

**5. Where and how should the County be investing in transportation?**

- The county should invest in more transit hubs on the eastern part of Sherwood Park (x2)
- The county should invest in partnerships so as to not duplicate services
- There should be more investment into the trails system, especially in filling in the "missing links" and gaps in the network.

*"An eastern hub for transit would be great for me and the folks in the rural areas. That would be amazing."*

*"We have a great trail network. But there are parts that are incomplete. There are trails running from Clarkdale Meadows, and then a missing link to Heritage Hills, missing a connection at Baseline Road. The corridor is there, but we haven't completed it yet."*

4



**6. One final piece of advice?**

- The County should not use punitive measures against cars encourage multi modal transportation, since many people are reliant on their vehicles and stranded without them and it disproportionately affects rural communities (x3) Measure outlined in the EMRB Transportation Plan appear punitive.
- The County needs to maintain good communication with businesses and other stakeholders in the area.
- There needs to be more consideration for people coming from Edmonton to Sherwood Park, not just the other way around.

*“Adding or increasing parking fees, or charging gas tax fees, that’s punitive, that’s not inclusive. That excludes cars. We need to look at other ways to get funding. For many people, it’s too far to walk or bike, they have to drive. We shouldn’t be punitive, as this article states, for how we get funds to fund this. If we want to pick on people with cars that’s not inclusive.”*

*“The business community itself, we need to engagement with them. They are the ones investing in the expansion. Land purchases, new buildings, but their employees are important to consider. Just have those conversations with the business community.”*

*“The car is imperfect, but it has worked for the last 100 years. I don’t want us to ignore it for the next 100 years, but we need to be ready for what’s next. To punish people to be driving isn’t the best route, but there are options to improve behaviors.”*



Integrated Transportation Master Plan

Meeting Notes

<b>Date / Time</b>	June 18, 2021, 9:00am
<b>Participants</b>	

**Theme Summary**

- **Flexibility and the ability to adapt to change was the top priority for participants.**
- **Accessibility, especially to new major highways such as the Yellowhead & Henday, as well as to new developments was a major challenge.**
- **Participants indicated they had significant challenges in their relationship with the government, in particular Alberta Transportation.**
- **Participants felt that infrastructure requirements were inefficient and led to overbuilding many of their developments before there was a suitable tax base.**
- **Electrical infrastructure was seen as the largest issue when looking to the near future, with the electrification of fleets and increased power usage across homes and businesses.**

Participants of this session saw that their environment is rapidly changing and above all else required the flexibility and nimbleness to adapt to the needs of the market. Changes such as increased working from home, electrification of vehicles & increased power needs, demand for compact and walkable communities, and autonomous vehicles were all seen as major impacts on developments; participants felt that regulations were not keeping pace with these changes. This lag creates friction between orders of government and the development community, and reduced their business efficiency, wasting resources. In particular, they saw infrastructure requirements to be too rigid, especially for new development without the population to support the funding for the infrastructure. Despite these issues, participants were generally supportive of the ITMP and urged flexibility.



**Talking Points**

**• Introduction: Sentence completion - When I think of transportation in Strathcona County, I think about \_\_\_\_\_**

- Access to major roadways, such as the Yellowhead and Henday.
- Future technology such as autonomous vehicles.
- Changing development practices and the movement to “urban villages” with compact walkable communities and multi modal transportation as the focus.
- Government entities can stifle innovation, specifically Alberta Transportation.
- “Right sizing” development, to fit with current and near future needs, to not waste resources.

*“When I think about transportation in the county, they’ve done great, but we need to monitor what’s happening, there could be impacts with automation in the next 5 to 10 years. Also access to Henday is important.”*

*“I think there’s a change in the way people look at transportation, people being encouraged to use of public transport, foot traffic, more communities are developed to be more of an urban village setting, where you aren’t going all over Sherwood Park”.*

*“Alberta transportation continues to be a roadblock and a gap in us being innovative for the future, and I think that will continue to be a roadblock and I hope we can move past that.”*

**1. When you think about transportation in Strathcona County, are there values you think the County should consider?**

- Good planning and staging; development must be future focused, and planned for what is needed in the near future and timed to coincide with growth (x4)
- Improved communication and relationships between the County, developers, and the public regarding development (x2)
- Changing demographics who value multi modal transportation and less commuting (x2)
- Allowing development before full infrastructure build outs
- Strong support for the trail system

*“Long term planning, that has to be a primary one. With new development, it’s establishing the network for future development and how future development ties into this. And ways for when future traffic comes, you aren’t stopping everything to construct and widen roads, and at the same time not overbuilding where you are having wide roads with no one on them.”*



*“Timing of infrastructure, and allowing development to proceed before full infrastructure build out. There are ways to do that, and people don’t like that, but there’s effective ways to build out communities, and do it well. We have a short construction season, there will be problems, but if we communicate effectively and have a good plan in place and showcase that, everyone will see what the guide posts are and what we want to achieve.”*

*“The value is having the staging and progression of infrastructure, and then potential barriers to offsite infrastructure and what is actually required to access the community. Partnerships moving forward is key, especially with Alberta Transportation. Fostering that and really getting that going in the right direction so we are all successful and all on the same page.”*

**2. What is the single most transportation related issue for those you serve? What is working well?**

- Recognition that there are different trends in different communities, and not one size fits all (x2)
- Linking employment nodes and residential areas must be improved upon
- Connectivity to major highways such as the Yellowhead and Henday is a challenge for industry
- Working with Alberta Transportation is a major challenge
- Walkability, and meeting the multi modal demands of new generations is working well, but can still be improved on

*“Walkability is a big one, I think that’ll be the biggest one in how far we are commuting.”*

*“Working with Alberta transportation can be difficult. They control the access to and off Yellowhead and that’s tough. Getting equipment in and out of Strathcona County is difficult. It needs to be efficient. If they have to weave in and out of neighborhoods, they’ll just find somewhere else to place their business.”*





### 3. How important is transportation to your members operations? How could the County improve transportation for your operations?

- Finding ways to reduce infrastructure requirements in how developments are staged (x2)
- Accessibility is a major issue for developers, and ensuring that developments can be accessed easily through arterial roads would be an improvement.

*“It boils down to accessibility. Off of Cloverbar road and Cambrian, we are challenged with Alta link overhead. And the positioning of businesses, and how many right ins and right outs, so people drive through the community to get to commercial areas, instead of facilitating access through the arterial, and the arterial just doesn’t seem to be used as effectively as it could be with all directional opportunities.”*

*“I think its access. Access to the neighborhoods, effective access. It’s important for us to provide this, it triggers infrastructure ahead of its time, and who pays for that. Looking at future planning and nodes, knowing there’s major infrastructure triggers already noted, there’s that balance between making it peaceful to develop and actually coming up with the funds to address all the improvements Alberta Transportation requires.”*

*“The long-term aspect always looks at completion, that’s important to target, but sometimes it’s at the expense of being flexible and staged investment. And expense to the ability to get to the market at the time. We need to react quickly, and if we have to stage infrastructure that’s an important goal for us.”*

### 4. Thinking 5 to 10 years into the future, how do you envision transportation for you and those you serve?

- Electric vehicles will be an important aspect soon, therefore, developments and infrastructure must be prepared for increase power usage (x2)
- Changes to density, communications, and multi modal transportation may lessen the need for cars in the future, such as working from home or living within walking distance of your employment.
- Electric vehicles will grow to include things such as bicycles, scooters, Segway’s, and many other types of traffic that may not be on roads.

*“There’s no questions electric vehicles will be an important aspect moving forward. There’s a critical mass forming and there will be more investment coming from major companies, so in terms of power requirements, that’s important, have enough power to juice the cars overnight.”*

*“But immediate concern, is electricity. When we build out a cul de sac, a transformer we put out, not everyone can charge their car, there’s not enough juice... that’s not necessarily transportation, the*



*electrical side of the business is playing catch up, and that infrastructure just isn’t there in some communities.”*

*“Electric bikes too, not just cars, different types of electric vehicles that are moving. Test project in Beaumont, they exist. Well see electric vehicles on sidewalks and paths, its already starting.”*

### 5. Where and how should the County be investing in transportation?

- There should be consideration to reexamine road cross sections and infrastructure requirements as development trends shift.
- Being flexible and adapting to change, including letting developers take risks and try new ideas and solutions.
- The county should invest in fostering relationships between developers and Alberta Transportation so they can all work collaboratively as needs change.

*“I think foremost, it’ll be important to spend efficiently. If that means looking at road cross sections, do more with less, that’s important to us. We think efficiencies can be built into every system. Challenging the status quo is what we will focus on.”*

*“I think the biggest challenge, we are building roads for today and trying to project for the future. At some point you will have roads based on older standards, and you need to transition to what you need for today, and also what you need for tomorrow. We are always adapting that’s part of it... We can project what we think, but the people who are buying homes in 10 years are 15 right now. We need to look at the next class of homeowner and what’s important for them.”*

*“Obviously none of us have a crystal ball. But we need to react to trends and to be successful, what we need is to create those partnerships to make sure we are planning ahead. And Alberta Transportation, creating those collaborative relationships and getting ahead of it. While we are planning for the future, some utilities are playing catch up and planning for 70 years ago.”*

*“Let’s not be afraid to make mistakes. That’s ok. Developers want to try some flexibility. Maybe to take a pilot project, take that risk to see if it works. We might make mistakes but that should be ok to take that chance.”*



**6. One final piece of advice?**

- The County must be flexible and be able to take risks with new ideas (x2)
- The County should be focused on growth and investing in development.
- Partnering with stakeholders is always in the best interests of the County.
- Infrastructure roll out must balance with the population.

*“When looking to invest, focus on growth and compounding investment. If the county puts a dollar in, what will it trigger in terms of private investment. If you put a road through an undeveloped area, it might spur development, then you have more tax base. Focus on growth and what your investment might trigger”.*

*“Flexibility to try new and different things. Maybe that’s not the right course but at least we tried.”*

*“I’ll stick with partnerships and expanding the stakeholders, making sure we bring the right stakeholders to the table.”*

*“I’d say infrastructure roll out and expansion has to balance population growth. We can invest millions into areas where there’s no population to pay back the infrastructure investment.”*



Integrated Transportation Master Plan

Meeting Notes

AIHA Focus Group

<b>Date / Time</b>	June 28, 2021, 6:30pm
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**Theme Summary**

- **Accessibility for those with disabilities was the top issue.**
- **Public transit requires improved accessibility at bus stops, and more bus stops, to make it easier for those with mobility issues to safely reach their bus stops.**
- **Many destinations need to reassess their accessibility, as participants felt there were many places where handicap stalls had curb cuts in the wrong spots, or even no accessibility options in some cases.**
- **Winter maintenance on the sidewalks and at bus stops was a major concern, especially for those with mobility issues.**
- **There should be more consideration for people with different types of disabilities, such as blindness or autism, not just those with mobility issues.**

Accessibility for those with disabilities was the topmost concern for participants. This included both physical disabilities, such as mobility issues or visual impairment, as well as mental disabilities such as autism. Improving accessibility was mostly focused at the public transportation network, and ensuring that all users could get to bus stops, and then easily board the bus and get to where they want to go. Outside of public transit, there were also concerns over accessibility on the sidewalks and at destinations, such as with handicap parking stalls, speed bumps that impaired access, wheelchair ramps, or other accessibility options being available. Winter maintenance was another major issue, since those with mobility issues could not navigate snow covered sidewalks to even get to bus stops. Lastly, ensuring rural access to public transit was also an issue, for both the able bodied and the disabled.

**Talking Points**

- **Introduction: Sentence completion - When I think of transportation in Strathcona County, I think about \_\_\_\_\_**
  - Accessibility for all users in all spaces (x3)
  - Transportation for students into Edmonton to post-secondary institutions (x3)
  - Strathcona County already has high quality transportation services, although they can always be improved (x2)
  - Transportation into Edmonton for events



- Multi modal transportation including bicycles, walking, trails, driving, and transit.
- Interconnectivity between rural areas and subdivisions being excellent

*“I think of everyone being able to get where they want to go without anything to impede them. Whether its driving and parking or taking the bus, accessibility issues affect us all and if you need to park in a handicap space, you need it to be maintained.”*

*“When I think about transportation in Strathcona County, I think about efficiency of students who take classes in Edmonton. They have transportation that takes them straight to Edmonton, stops right at the U of A.”*

*“I think there needs work on the mobility side of it, but it’s far better than Edmonton I’ve found.”*

**1. When you think about transportation in Strathcona County, are there values you think the County should consider?**

- Inclusion: everyone should have access to transit and the transportation network in general. (x2)
- Rural areas need better access to the transit network. (x2)
- There needs to be better transit accessibility for people with disabilities.
- Safety: especially for pedestrians and cyclists.

*“What I think about is inclusion, everyone has access to the network we have. In particular I mean the transit system. We don’t all always have access at all times. I’m talking about an issue we brought up previously, and that’s access to buses. These stations are backwards for handicap people, they might have to cross a median or snow to get on a bus, that’s an issue. Also, people that live in growth areas of the county, where for example, Fountain Creek, they don’t have the same access as Sherwood Park.”*

*“Connectivity, inclusion, and safety. Biking is a big thing, my neighbors felt unsafe, you can’t go for a long time on just one trail. It’s definitely not connected in rural areas. And if you had accessibility issues on a sidewalk, you’d have to walk on the road.”*

**2. What is the single most transportation related issue for those you serve? What is working well?**

- Accessibility is a major issue for those with disabilities, at times even making getting to a bus stop impossible. (x3)
- The transit network is well connected and allows most users to get where they want to go.
- Accessibility must be considered for those with both physical and mental disabilities.



*“The biggest issue is accessibility. Sometimes, I can’t get to my bus stop from my house. It’s too far for my wheelchair, and getting through the path there’s a dip, it’s too dangerous for me to get there in the winter, I would just get stuck. But the transportation system works well once you are on it, and for someone who is able bodied, it works very well.”*

*“Having the sidewalk curb cuts or extensions out to the bus stop, making sure wheelchairs and walkers, and things, my grandma couldn’t go anywhere where there wasn’t a sidewalk there.”*

*“My son is well suited to the transportation network; it’s well suited to his needs. There’s bus stops close by. But when he lived with me it was a challenge, especially with timing after rush hour. Especially when you have to dial in and ask to get picked up. I don’t know if there’s a way to make it easier. Maybe an online tool to make it easier.”*

**3. How important is transportation to your members operations? How could the County improve transportation for your operations?**

- The county could add more bus stops to improve accessibility for those with disabilities. (x3)
- The county needs more consideration for winter maintenance, operations, and even snow clearing bylaws to increase accessibility for those with mobility issues. (x3)
- The county should consider some type of benefit or discount to help support those on AISH or facing poverty.
- It is estimated that 20% of the Strathcona county population has a disability of some sort, so the transit and transportation networks must accommodate those people.
- There should be an accessibility review for handicap parking spaces and other similar areas to see if they are set up correctly.
- Some road features, such as speed bumps, have unintended impacts on those with disabilities.
- There should be consideration for improved dust abatement and drainage on newer developments so that stripped lots awaiting construction don’t spill mud, water, or other debris onto sidewalks.

*“We are winter community, and access to even a snow clearing bylaw, the snow clearing issue of how often the snow gets cleared. What’s the responsibility of our citizens? And how to enforce that so that someone in a wheelchair can get onto the sidewalk? Also, bus stops are badly configured. Perhaps just a concrete pad would help between the curb and where the bus stops.”*

*“We’ve also heard that there should be more bus stops so its not so far for people with mobility issues”*

*“There are people with autism that don’t have mobility issues but other issues, we have the blind, deaf, so on, we know that there is a large percentage of our population that has difficulty accessing facilities in our county.”*





*“Relook at where the handicap spots are. In relation to where the ramp is to get up. There are a few spots that have handicap spots in one spot, but the ramp is on the other side of the parking lane. They are in 2 different spots. Just be aware of that, and maybe adjust that”*

**4. Thinking 5 to 10 years into the future, how do you envision transportation for you and those you serve?**

- Autonomous vehicles could give those with visual and other impairments the ability to drive and be independent users of the transportation network.

*“My friend is blind, and she always wanted to drive, and she actually did it on a county road with her mom. But if you get a visionary, truly make transportation accessible and place the independence and control in the hands of everyone.”*

**5. Where and how should the County be investing in transportation?**

- The county should invest in a program that allows businesses to assess how accessible their buildings are for those with mobility issues.
- The county must invest in charging stations for electric vehicles.
- There should be more investments in improving accessibility around the county, such as in creating curb cuts, extended sidewalk bump outs for bus stops, street crossings for people with visual and mobility issues, and other improvements.

*“If there was some way to give businesses money to assess their buildings, to see how accessible they are for people with mobility issues, I know the building I work in is not.”*

*“I’ve travelled around the world, and in Norway, and you see, they have great incentives for electric vehicles, and one incentive is charging stations open to the public and they are open everywhere. I wouldn’t buy an electric vehicle today because I don’t think it’ll get me to where I need to go. But I have a hybrid, and I think that’s the way to go until we get proper charging stations.”*

*“I’m thinking curb cuts, bus stops, accessible bus stops”*

**6. One final piece of advice?**

- Improving accessibility for those with disabilities can be life changing.

*“We’ve had a conversation on accessible bus stops. And there’s a plan in the county, and I think it’s sufficient. But if we only change 10 stops a year to accessible status, that’s not enough, we need to make it so someone like Sarah in the wheelchair doesn’t need to go on the road to get to the bus.”*



Integrated Transportation Master Plan

Meeting Notes

AIHA Focus Group

Date / Time	June 30, 2021, 8:00am
Participants	

**Theme Summary**

- **Safety was the top priority**
- **There were different needs for commuter vs recreational cyclists, and commuter cyclists faced the most issues, particularly on major roads which they felt were unsafe**
- **Participants felt that both drivers and cyclists needed more education on the rules of the road, and furthermore, that the Traffic Safety Act needed to be updated**
- **There were major pieces of infrastructure missing, such as bike racks, connections between trails, cycle friendly crosswalks, and more**
- **Roads and paths needed better maintenance and road infrastructure to accommodate cyclists safely, for example wider shoulders, properly cleaned shoulders, or sewer grates that could be ridden over**

Safety was the top priority for the Cycling Coalition. There were significant concerns about vehicle and cyclist interactions, road maintenance, and having protected infrastructure for commuter cyclists on major roads. There were also concerns about the current path network not having proper interconnectivity, and missing many pieces of essential infrastructure like bike racks. Behind many of these issues was the need to update the Provincial Traffic Safety Act, and to increase education for cyclists and drivers on the rules of the road. Participants felt that most recreational cyclists were well served by the trail system, but the missing piece was for the commuter cyclists and how they operate off of the trail network. Major commuter routes were identified as Baseline Road, Wye Road, and Yellowhead Trail, all of which needed better cycling infrastructure such as wider shoulders and better maintenance.



### Talking Points

• **Introduction: Sentence completion - When I think of transportation in Strathcona County, I think about \_\_\_\_\_**

- Cycling for recreation and commuting (x2)
- Safety on roads for cyclists (x2)

*“There was an accident of mine almost 2 years that almost killed me with a truck that ran a stop sign.”*

*“We use our bikes for appointments and to get around the County. Most cycling is just to go to the park. For 8 months we hardly take our cars out of the garage. Just take the paths mostly. We are from the UK and have always used bikes.”*

**1. When you think about transportation in Strathcona County, are there values you think the County should consider?**

- Safety should be the top value
- The County already has excellent cycling infrastructure; however, it needs better interconnectivity if it wants to attract more cyclists
- Opportunities for tourism from cycling
- Designing denser communities with walkability and cycling in mind
- Reducing reliance on motor vehicles

*“I rode my bike downtown for years, but it’s not safe. If I want to take bike paths, there’s still areas that aren’t safe. There are problems going back to the transportation safety act, but people aren’t well trained on rules of the road and how to be safe around cyclists. There has to be more public info out there to let people know how to share the road. Some basic things, the person who hit me, a lapse of judgement on his part. Rumble strips would have reminded him that he had a stop sign.”*

*“I’m from Europe too. I share values with Trish and Jim. One is the integrated aspect of transportation; I think it’s fragmented right now. The other, are we putting too much value on cars to make it difficult for other forms of transportation to be valued? ... What is the role of cars and how do you change the dynamics of thinking in the County?”*

*“The role of cars, we are interested in mitigating the climate crisis, and things like noise, pollution, the speed, those are things we don’t value. Why we value cycling and walking, it’s for those reasons”*

**2. What is the single most transportation related issue for those you serve? What is working well?**

2



- The legislation around cycling is outdated and must be updated (x2)
- Lack of infrastructure, such as bike racks or cycle friendly crosswalks
- The trail system doesn’t accommodate all types of users, especially commuter cyclists
- There needs to be better connectivity between trails
- There are barriers that prevent trail use by other types of users, such people on trikes, and too many stop signs.
- Safety for cyclists on the road, especially shoulders that aren’t wide enough

*“I came to Strathcona County to work for the County, and I was attracted by the trails, but I realized that the trails weren’t meant for me to commute, they were focused on meandering with your children.”*

*“Connectivity for sure. Some lovely trails but they just stop, like at Cloverbar Road.”*

*“And the barriers, a person on a trike couldn’t get through, people on scooters couldn’t get through, and there’s barriers that cross each other. Stop signs at every intersection, which means you are supposed to stop and get off and cross.”*

*“What we are dealing with here, is the underlying issue, old legislation. Until that changes, we have to set up a system that removes risk and the opportunities for conflict and provides options for cyclists. Bike paths are great for young cyclists, school age kids, recreation, people who just want some fun without traffic. But the minute you talk about commuting, then you run into the issues of convenience and safety and speed. But that gets back into legislation and driver training causing issues right off the bat”*

**3. How important is transportation to your members operations? How could the County improve transportation for your operations?**

- The County should create separated bike lanes for commuters on major roads (x2)
- There needs to be more driver training and education on the rules of the road and how to interact with cyclists
- The County should create more safe connectivity with Edmonton for cyclists, in particular, on Yellowhead Trail, Baseline Road, Anthony Henday, and Wye Road.
- Roads need better maintenance and cleaning to ensure safety for cyclists
- Sherwood Park could easily create connections to other bike trails from other municipalities, like Fort Saskatchewan, Ardrossan, or Edmonton

*“I think it’s the best long-term solution, for example Baseline and Wye Road, they could have bike paths and feed onto them from the range roads. So, separated. You’ll get more people using them.”*

3



*"You create anger with drivers, "why aren't the cyclists on the bike path? why are they on the road", and you get the aggressiveness, and that comes down to driver training. People need to understand that you need to share the road. Especially if you want to bring people here for tourism, this is coming, here's how you need to behave. You need to educate the cyclists as well, since there isn't any education at all for them."*

*"We don't have safe connections to ride all the way into Edmonton so that's a huge issue. The Yellowhead you have higher speeds and not wider shoulders and people not expecting cyclists and once you are in Edmonton you are stuck on the Yellowhead and there's no way out."*

*"I go down Baseline Road, and it's not great, the shoulders are not clean. You have to ride as close to the shoulder as possible, but it's never clean so I'm always near traffic, and they intentionally drive past me at 80km an hour, and it's not safe... Wye Road, has massive drain grates on the side of the road. They will eat your bike. You have to go around. Simply putting them perpendicular to road it would fix that. No one thought of that though."*

#### 4. Thinking 5 to 10 years into the future, how do you envision transportation for you and those you serve?

- There will be more people using cycling as a means to commute
- New communities such as Bremner will see increased cycling, and the County needs the infrastructure to support that
- There will be increased recreational cyclists on rural roads in Strathcona County coming in from other regions as tourists
- Safety is an ever-present issue

*"If we go forward with Bremner, it needs to take this into consideration. That community should be built with the appropriate bike paths built in, and connected with Fort Saskatchewan and the rest of Strathcona County, and build those long-term routes for cyclists. The county has an opportunity to bring people in from far and wide."*

*"Lot's people live in Strathcona County and work in Edmonton or Fort Saskatchewan. I do lots of riding in rural Strathcona County, and people come from all over the capital region to ride out here."*

*"There are increasing cyclist in the rural areas. And we don't want to see incidents or serious injuries there."*

#### 5. Where and how should the County be investing in transportation?

4



- The County should support a cycling committee that can represent the needs of the cycling community
- There should be more investment into wider and safer shoulders on main roads, especially commuter routes like Wye Road, Baseline Road, and Yellowhead Trail.
- There should be increased education for drivers and cyclists on how to share the road
- The County needs to advocate for updating the Provincial Traffic Safety Act
- There should be investment into bikes for short term rentals, similar to the electric scooters in Edmonton or bike rentals in European cities

*"My first request is a cycling advisory committee to provide feedback. To include all kinds of cyclists. My cycling may not be the cycling that others do. Have a commitment to provide feedback. There's lots of low-cost things to do to increase integration of cycling, bike racks, education, development plans. I think we need to work with the cycling community on potential dangers in rural areas and find ways to work together."*

*"I think given the roads we already have, giving thought to wider safer shoulders that would support more active cycling. Wye Road has issues, so making the shoulders safer would be in everyone's best interest."*

*"An education program, to reduce conflict between motorists and cyclists."*

*"I think that Strathcona County and all the municipalities need to look at info on where these conflicts come from and what causes accidents and what needs to change in the Traffic Safety Act, and remove the actual drivers of the conflicts. The language needs to be updated and needs to be amended. People think they know what cyclists should be doing, but cyclists know that if they do those things it's dangerous"*

#### 6. One final piece of advice?

- Roads, sidewalks, and paths all need better maintenance

*"And the median on Baseline Road and Sherwood Park Freeway, they rebuilt the median, but left a gaping hole on the shoulder that would eat a bike."*

5





Integrated Transportation Master Plan

Meeting Notes

AIHA Focus Group

<b>Date / Time</b>	June 29, 2021, 8:00am
<b>Participants</b>	

**Theme Summary**

- **Creating an industrial logistics hub with infrastructure to accommodate rail, sea cans, trucks, and pipeline was a major priority**
- **Expansion and improvement of the rail network was another major priority, especially eliminating at grade crossings**
- **Finding ways to incorporate public transit for workers to access industrial sites was seen as a viable solution to congestion in the area, though there were concerns about ridership**
- **There were concerns that the County, as well as other levels of government, were not investing enough into land purchases for future infrastructure such as rail**
- **Industrial work sites need to be more accessible, as they often have issues at rail crossings**

The main priorities for the NCIA Focus Group were to create and improve the rail network and to create a world class industrial logistics hub focusing on new infrastructure. Currently there are a number of rail crossings at the same grade as the roadway, which causes significant congestion. Separating these crossings was a major priority, as well as expanding the rail network to accommodate the expected growth in the region. The industrial transportation hub was envisioned similar to major industrial shipping hubs such as in Singapore or Rotterdam, with infrastructure to support rail, trucks, Sea Can shipping containers, pipelines, and other modes of transportation, with suggestions that industrial sites in the region should use public transit to access the area instead of personal vehicles.

**Talking Points**

- **Introduction: Sentence completion - When I think of transportation in Strathcona County, I think about \_\_\_\_\_**
  - Commuter, commercial, and industrial traffic (x2)



- Transportation on the main highway corridor
- High speed transit to surrounding areas like Fort Saskatchewan
- The need for a logistical hub to support growing industrial development
- Rail roads, especially safety at rail road crossings

*“I’m thinking we are in need of a logistics hub. There will be new investment into the petrochemical industry in the next 20 years and we need to be ready for that.”*

*“I think about commuter traffic and commercial and industrial traffic as well.”*

**1. When you think about transportation in Strathcona County, are there values you think the County should consider?**

- Movement of people (employees), goods, and products
- Most industrial products leave by rail, so there needs to be more support for the rail system
- Pipelines must be considered as transportation, since that is a major way petrochemicals are transported
- Commuter traffic must be safer and more consistent, especially around rail road crossings
- Investment into growth and new infrastructure
- Safety and consideration of residential traffic

*“So, value movement of employees, movement of products. How do we improve on that to foster growth? If the rail system won’t let you get products out, what’s the point. You will stifle your economy.”*

*“When we do this ITMP project we need to look forward, what’s the growth we expect? We hear this in the heartland conference, industry needs the signal that the County is thinking about a logistical hub, it will attract investment. We have skilled labor, feed stocks, but no infrastructure. Looking at our site, we need growth, rail, everything needs to be built for each investment.”*

**2. What is the single most transportation related issue for those you serve? What is working well?**

- Pipeline, rail, and road all need to work together
- There needs to be more focus on growth, infrastructure, and the future needs of industry in the area
- Industrial work sites must be more accessible
- The lack of an industrial logistics hub for industry will be an issue

*“Because we have pipeline, rail, and road, they all need to work together. Achim said it, we need to look at the region, what would a world scale transportation hub look like, and do we have that today? We don’t, so what does it look like and how do we get there and to foster industrial growth.”*



*"We've also had situations in the past, especially for employees getting to work, we've had situations where people didn't want to work out here. We need to think about those things. We can't do what we do without people."*

### 3. How important is transportation to your members operations? How could the County improve transportation for your operations?

- The County should create a future focused industrial logistics hub, with all infrastructure needed for new forms of transportation including sea cans, rail, pipeline, air, and road.
- Improving rail roads to remove road/rail interactions
- There needs to be improved access for large trucks and other vehicles on the road
- The County could support the creation of connecting industrial sites to the public transit network to reduce congestion in the industrial areas

*"Looking at transit-based systems to get people to and from industrial sites. Very complex. We haven't thought enough about it. Thinking about a future state. Should that be transit based, getting people out of their cars, freeing up space on the highways? That would require thought. If people want to go for lunch how do they do that, and all the different places of work. It has value but how do we make it work so people use it and get out of their cars."*

*"We need to be bigger than just rail. Sea can shipping containers are a very common way to get goods from A to B. To handle them you need cranes and trains. We need to cover all these elements in our future hub. Someone might say we don't have sea can traffic right now. And that's the problem. We need to look to the future. Our business is taking hydrocarbons, and transforming them into the next level product, we can ship in sea cans. Thinking about sea cans is something the heartland hasn't thought about yet."*

*"For us, rail transportation and congestion, and finding ways of getting in and out of the region with large trucks and access onto the one highway. We have commuters and inter modals, so any way to reduce congestion in that zone. Rail access is big, its full now. More access to it would be a benefit for all our facilities in the heartland here."*

### 4. Thinking 5 to 10 years into the future, how do you envision transportation for you and those you serve?

- There will be more need for rail
- Any land for an industrial logistics hub or rail expansions will need to be purchased now, since it will become unfeasible in the future
- Transit to industrial sites could significantly reduce congestion and improve efficiency

3



*"So, expanding rail, that always means additional tracks, and hubs, and connection points. All of those are challenging because that requires land and the purchase of land. And that's where government comes into play. If you are thinking 50 years out, just like for pipelines, someone needs to purchase that land. If you wait for that future state, it will never be available."*

*"There's responsibility from the government to start this infrastructure. I think about 2 big hubs, Rotterdam and Singapore. Rotterdam is a nightmare. They just try to cover it with more roads and it doesn't help. Singapore, there is a big barrier, then you have to jump on a shuttle. Nobody wants to travel through 4 sites to get to their 5th site. But the Singapore government didn't give people a choice though. They have to go there. They learned to live with the shuttles. As they go to the separate sites, they learn it's not so bad. So, if we think about this, it has to be combined with the government and our NCIA, we represent all the industries here, no one can do this alone. But there it works."*

### 5. Where and how should the County be investing in transportation?

- The County should invest into land acquisitions now for future growth, such as rail expansion or an industrial transportation hub.
- The County should invest into transit advocacy programs to educate workers on the wider benefits of using transit, as well as policies that encourage ridership
- The County should invest in improving road grade rail crossings, such as on Highway 15

*"One challenge, of any democratic society, there's a challenge in what you can and can't tell people to do. In Alberta, it's getting people out of their vehicles. Ridership in Calgary and Edmonton, its low, people prefer to drive. Unless you have governments say, "no parking in downtown, the only way to get in is by bus or bike", if governments don't take that stance, then getting into buses will be difficult."*

*"Comparing to what we need, there's visionary thinking needed, and the Province needs to reserve and buy land in corridors, think about rail track and faster highway connecting us, from here to Edmonton, west, corridors means buying land. the Provincial Government should think about that in the next 30 years. We will have new traffic, but I don't think its economical to go to the high-speed rail for commuters, we don't have the density for that."*

*"One opportunity for investment is level crossings. Doing grade separations at crossings isn't trivial, it's expensive, but there's a couple that I think it makes sense. That needs to be looked at region wide. It's a significant cost."*

### 6. One final piece of advice?

4



- The County needs to eliminate traffic bottlenecks consistently over the next decade to ensure smooth traffic flow

*“When you go back to where you started, where Highway 21 hits Yellowhead. This junction, the 21 goes above yellow head and under rail track. This crossing, people had to stop at in the past. The rail goes over the 21, and the 21 goes over the Yellowhead. I’m sure it cost a fortune, but it allows traffic to flow. If we find a junction like this we need to invest now. The next 10 years need to be like this. The next 10 years needs to eliminate these points were people get nuts. And this is a good example where this is solved now, people can flow in all directions.”*



Integrated Transportation Master Plan

Meeting Notes

Robin Hood Association Focus Group

Date / Time	June 30, 2021, 8:00am
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Theme Summary

- **Improving the accessibility and inclusivity of transit was the top priority.**
- **On demand transit services were seen as a viable strategy to improve transportation in the County, especially if the buses were equipped to handle those with disabilities.**
- **Winter maintenance of sidewalks was a challenge, especially for those with mobility issues when the walks weren’t cleared.**
- **There were concerns over the aging population, and how to provide inclusive and accessible transit for them as they age.**
- **There was a concern that bus stops weren’t accessible, or in the right locations, to accommodate those with disabilities and the destinations they need to get to such as medical facilities or major shopping centers.**

Transit was a major concern for the Robin Hood Association. A significant portion of their budget is now dedicated to transit services, a role which is not their core mandate, due to a gap in transportation services for those with disabilities from the County. The people they serve have difficulties accessing bus stops, especially in the winter, and are again challenged by the buses themselves not accommodating for certain disabilities. Ensuring that the County can invest in more accessible and inclusive transit services, including on demand services, would be helpful, as well as subsidizing bus passes for seniors, people with limited incomes, and others at the Robin Hood Association. Participants also noted that the population in the County is aging, and the transit network must be able to accommodate the increase in people who cannot drive and will rely on transit.

Talking Points

- **Introduction: Sentence completion - When I think of transportation in Strathcona County, I think about \_\_\_\_\_**
  - A warm feeling from good services
  - Inclusion of those with disabilities

*“Welcoming, community minded, good location in Alberta. A good feeling when you arrive e in Sherwood Park. A warm feeling because of the people and services provided.”*





*“Our client base, being disabled, they desperately rely on transportation. Inclusion of our very vulnerable population is something a transportation system needs to embrace.”*

**1. When you think about transportation in Strathcona County, are there values you think the County should consider?**

- Accessibility, especially for those with disabilities (x2)
- Inclusion, especially for people with different disabilities
- Reliability

*“a large population of the people we support, since they need a wheelchair, they can’t get on the bus sometimes. Even getting to the bus stops can be a challenge. Access to support their independence is sometimes limited.”*

*“One thing we’ve had challenges with, a lot of clients work with or at various businesses, and they rely on transit to get to work, and they find to get to a convenient location to catch a bus, sometimes it’s impossible. I know we can’t have bus stops everywhere, but without a DATS program or something like that they have no way to get to work.”*

**2. What is the single most transportation related issue for those you serve? What is working well?**

- Public transit is the main form of transportation for the people that the Robin Hood Association serves, and they find that it is often too difficult for many people with disabilities to either get to bus stops or get onto the buses effectively.
- There are challenges for those with disabilities navigating winter sidewalks, especially in snow or ice when the walks haven’t been cleared.
- The Robin Hood Associations core mandate is not transportation, and they have to spend an increasing number of resources on transportation services.
- Current on demand transportation services are very expensive for most people, such as Taxis or services like Driving Miss Daisy.

*“I’m thinking of an individual we serve. An independent wheelchair user with a job. Some bus stop designs don’t allow her to get on, and to secure her wheelchair on the bus, she needs help she can’t physically reach around and do that herself.”*

*“In the winter the sidewalks aren’t cleared. So, the staff actually shovel the walks for her. We are about supporting independence. Also, the incline on the hill to the bus stop is so much so that she can’t maneuver her wheelchair. And then a shelter would be needed as well at the bus stop.”*

*“We operate 17 vans, 15 para transit vans, 2 driving teams. We provide over 4000 runs a week. We have 40 people a day. It was never a thought that we would take over transit in Sherwood Park. It’s*

2



*just slowly crept in as transit couldn’t get people to places. We have received no funding, just donations. It’s a struggle.”*

*“Individuals that live in private homes, they do contact Driving Miss Daisy, but it’s expensive, and people are on AISH, and it’s quite exorbitant for them”*

**3. How important is transportation to your members operations? How could the County improve transportation for your operations?**

- Public transit is the main form of transportation for most of Robin Hood Associations members, and without it they become isolated since most can’t drive themselves.
- Accessible public transit improves quality of life for everyone.

*“Every day we receive emails for seniors living in homes in Chartwell looking for transit. We don’t have the capability for that, but our service is about getting people to where they need to go. Medical runs are a huge part of what we support. So, we have kept growing with the organization. It’s both on demand trips, and consistent things like getting to work.”*

*“To provide high quality of life to everyone. To provide that, transit is really important*

**4. Thinking 5 to 10 years into the future, how do you envision transportation for you and those you serve?**

- There will be more demand as more people join the Robin Hood Association, and people transition from children’s services to adult services within the organization.
- Concerns that Robin Hood Association’s resources will be strained by its growing demand for transit.
- The population is aging, and the transportation system must accommodate them and any changes they may require.

*“We do provide services for youth, over 500 families receive support. So eventually those 500 children will grow into the adult program. We’d love to continue to grow our transit department and access our on-demand services, but as we grow the needs are immense. The transit services take away our ability to provide our other services.”*

*“We have a lot of seniors. We have lots of retired clients. How do we provide for them? Transportation is something we have to address as well. They need to get around.”*

**5. Where and how should the County be investing in transportation?**

- On demand transit services that are accessible for those with disabilities from the County could lessen the burden on the Robin Hood Association to provide transit services.

3



- The County could subsidize bus passes for those with disabilities, those with low incomes, and the people involved with the Robin Hood Association.

*“[When asked about on demand transit services] That would solve some issues we face. Getting people who aren’t close to a transit stop.”*

*“So, a number of individuals receive subsidized bus passes, but we need to purchase 200 bus passes per month to support our clients, and that’s expensive. A shared bus pass system used to work but now that doesn’t work. And a few years ago we were looking at free bus passes for our staff, but that sort of fell through, but that could be a huge amount of funding that we don’t have. We can’t keep up with it, that’s for sure”*

**6. One final piece of advice?**

- In addition to growing the amount of disability friendly buses, the County needs to be mindful of the routes of those buses to include popular destinations such as doctors’ offices and other health related locations, especially as the population ages.

*“Also, with mobility buses, there are more appointments and more specialized doctors, and mobility bus is no longer an issue because they often don’t go to those locations anymore. So, growing the locations those buses go to, especially as the population ages and grows, we’ll need that.”*



Integrated Transportation Master Plan

Meeting Notes

Agriculture Services Board

<b>Date / Time</b>	June 16, 2021, 9:00am
<b>Participants</b>	

**Theme Summary**

- **Participants were generally very happy with the current state of the transportation system, but recognized that there is room for improvement**
- **Safety was the top priority, especially when large agricultural equipment and other users (such as cyclists) interact on the roads**
- **The trail system was widely supported, with demand for more trails throughout the county to connect rural and urban areas**
- **Education was a concern, in both educating the public over the needs and dangers of agricultural equipment on roads, and ensuring that all users are educated on the rules of the road**
- **North-South corridors, autonomous vehicle legislation, and connectivity for new developments were topics that participants suggested needed more resources**

Safety was the top priority for participants, especially when considering large agricultural equipment sharing the roads with other users. Expanding cycling and the trail system were also popular ideas, though there were concerns over safety as well as educating people on the rules of the road. There were concerns over improving connectivity for agricultural equipment, especially designating north-south corridors, but overall participants were all pleased with the current transportation network in Strathcona County. Participants were also interested in green/low carbon transportation solutions, such as cycling, but also autonomous vehicles.



**Talking Points**

**• Introduction: Sentence completion - When I think of transportation in Strathcona County, I think about \_\_\_\_\_**

- Acknowledgement that current system is above average, but can still be improved (x5)
- Urban expectations in rural environments (x2)
- The Commute—our citizens commuting to work every day
- Changing/adapting to changing world
- Efficient interconnectivity
- Movement and transportation of agricultural machinery and equipment
- Concerns over amount of traffic lights
- Diversity in transportation system users (heavy equipment, horses, pedestrians, cyclists, etc.)

*“Roads are the trails of our lives. It’s not just your grandfathers farm anymore, the world is changing, how can we make the world better for a specialized municipality?”*

*“That’s the balance, city expectations in a rural environment.”*

*“I think of privilege. We are one of the only municipalities that has more pavement than gravel in the rural area, that’s a privilege.”*

**1. When you think about transportation in Strathcona County, are there values you think the County should consider?**

- Rural roads have competing uses, such as urban users and cyclist’s vs heavy agricultural equipment, and the urban users may not understand the safety concerns or needs of the farm business.
- Safety concerns over cyclists on rural roads following rules of the road.
- Highlighting beautiful places with the trail system
- Education on rules of the road
- Public transportation solutions for rural areas

*“We spend a lot of time hauling horses and cattle so education in terms of the different people sharing the roads. On my road, lots of people biking, and we are hauling equipment. So, education and safety are essential.”*

*“It’s a privilege to pick a new trail in Sherwood Park to walk every day. You have highlighted the beautiful places in Sherwood Park, it’s a great use of those places—keep that up.”*

*“Education, letting people know farm equipment doesn’t move as fast. And along with the cyclists, we are happy to share our roads, but they need to understand riding single files. And also respecting the*



*rules of the road, stopping at stop signs, cyclists just rolling through stops it can be sketchy. So just safety and sharing the road and education.”*

*“Busing out to the hamlets, I don’t know if that’s something that can be looked at for sustainability or not.”*

**2. What is the single most transportation related issue for those you serve? What is working well?**

- Farm equipment needs room on the road and consideration from other users, along with education on the impact farmers make to our economy and sustainability.

*“From the rural ag farmer rancher perspective, it’s the size of the equipment, the seeders take up massive amounts of space. ... It’s just the size of space we take up. The challenge is people don’t know or respect the size and the time, and the value that farmers put to the GDP. If people could understand the impact that farmers make the GDP and the economy locally and nationally it would help.”*

**3. How important is transportation to your members operations? How could the County improve transportation for your operations?**

- Managing travel demand and making sustainable development decisions
- Put up signage in agricultural areas cautioning users about heavy equipment.
- There should be consideration for designated North/South heavy equipment corridors.
- Consider developing amenities closer to Highway 14; currently people must drive all through Sherwood Park to access amenities.

*“Managing travel demand. I live near highway 14. But Sherwood Park, everything is on the north end, Wye Road, I don’t know if there’s a plan, but demand seems Baseline north. It’s closer to go to Wye Road than the other roads. Lots of times its just faster to go to 17 Avenue in Edmonton. I don’t know if that’s part of sustainability—but it means a lot of extra driving.”*

*“On highway 2, Glen Park Road, it’s an ag road, they have “warning agricultural equipment” signs, just to keep people’s eyes open. Just so people know to slow down or drive carefully in certain areas. I thought that was interesting on Glen Park.” (Leduc County)*

*“More designation for routes for agriculture. As things get busier and move farther out, I don’t know if that’s a plan. Widen 1 range road out of 6, so it’s a more usable route from north to south. East west we have a few big routes that facilitate larger traffic. The north-south is tighter. So maybe things like that, where we have designation, maybe 1 out of 6 we make a better route, we obviously don’t have the money to widen every route.”*





#### 4. Thinking 5 to 10 years into the future, how do you envision transportation for you and those you serve?

- Legislation for autonomous vehicles and farm equipment is needed, as those vehicles are already in use.
- Safety for future users is a concern.

*"Getting legislation in place for autonomous farm equipment. They are legally allowed to drive on their property, but not on public roads, so crossing roads, so that will be important because that's important for right now."*

*"Making sure there's shoulders and safety on the rural routes, that's where our kids will be."*

#### 5. Where and how should the County be investing in transportation?

- Safety should always be a top priority, including improving road features and signage about possible dangers.
- Upgrades should be done in consideration for new developments, such as Pointé-aux-Pins Acres and Bremner.
- There are other documents, such as an Agricultural Master Plan, that the county should reference for transportation needs.
- There should be investment in multimodal, safe, low carbon transportation options like bike trails.

*"I'll pick on safety. Range road 204. There's a turnout to Hastings Lake, and then to the south lots of subdivisions. Then the end of the road connects to a wide paved section near Beaver Creek. But that road is used a lot and there's a ton of accidents there I know, so maybe look at a way to widen or improve that area."*

*"Safety has got to be number one. There's often in the news, accidents causing death. Maybe commuting with highway 16, maybe better signage, that this is a high turnoff. There's a bit of a hill there, I think it catches people by surprise especially in rush hour. If you go through there, there are a lot of accidents. Always near RR 215."*

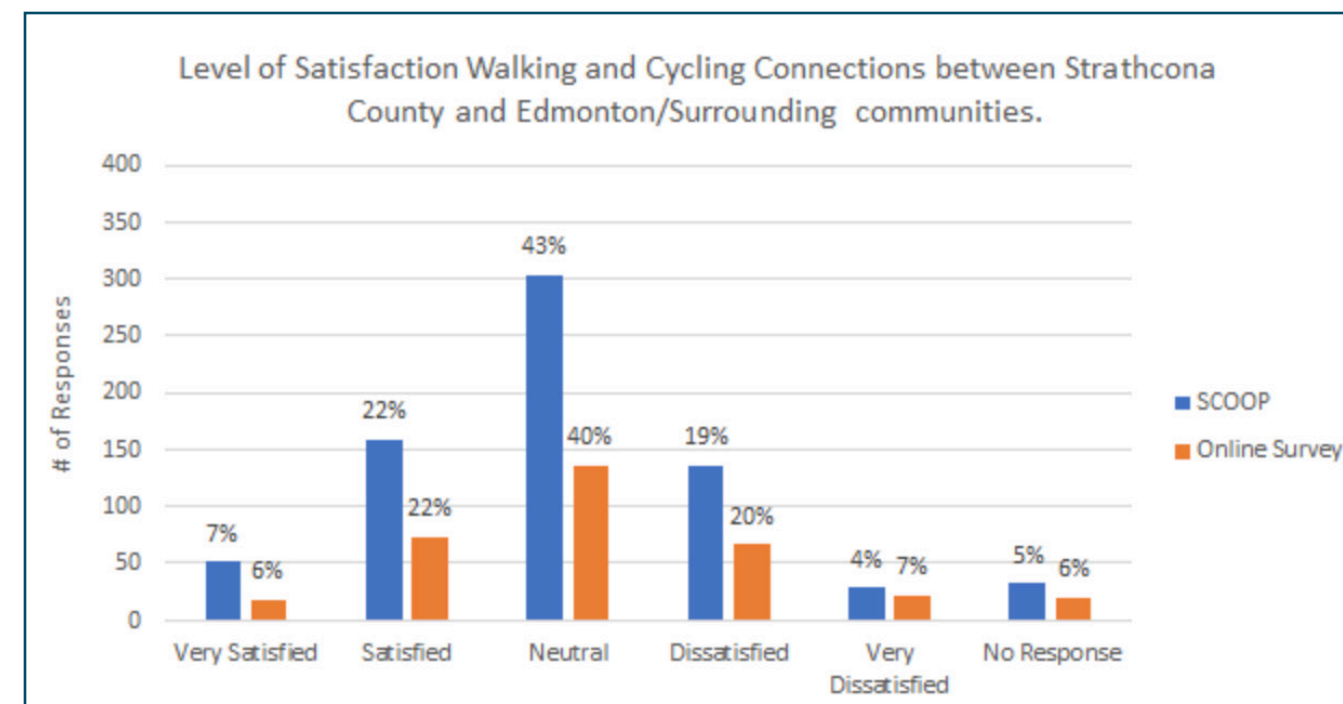
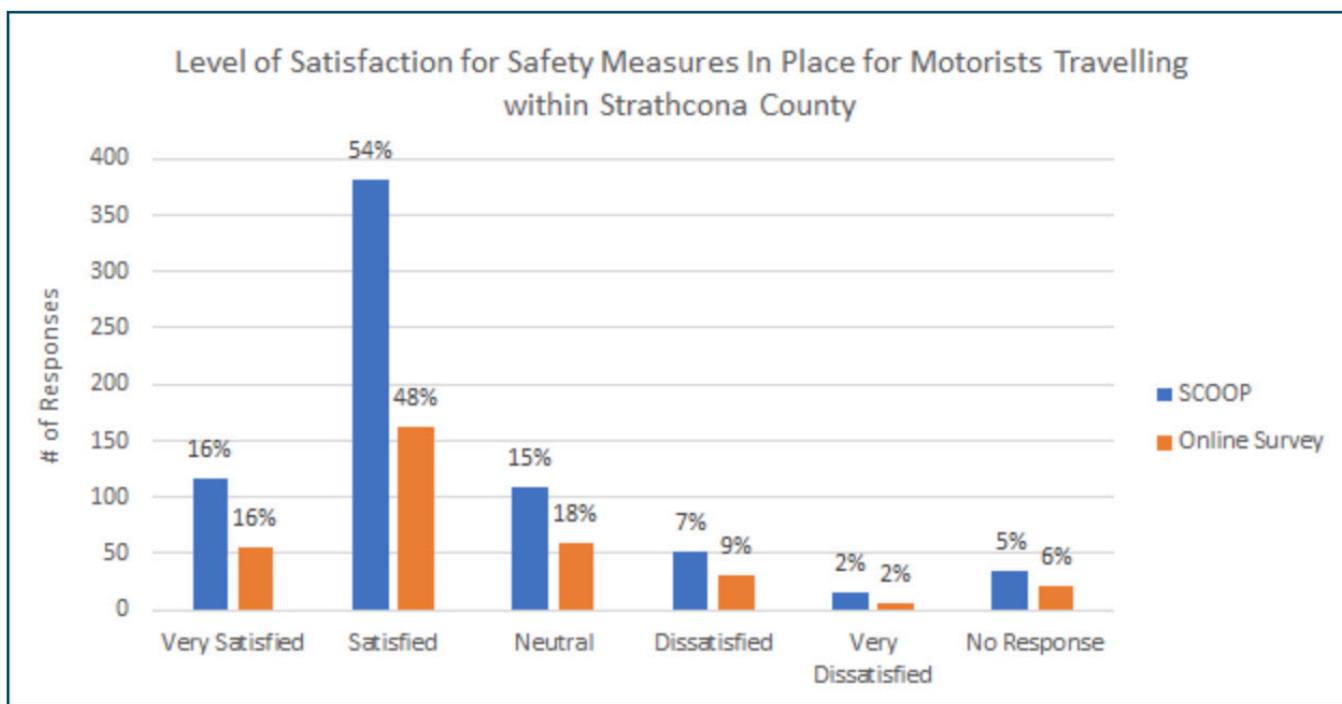
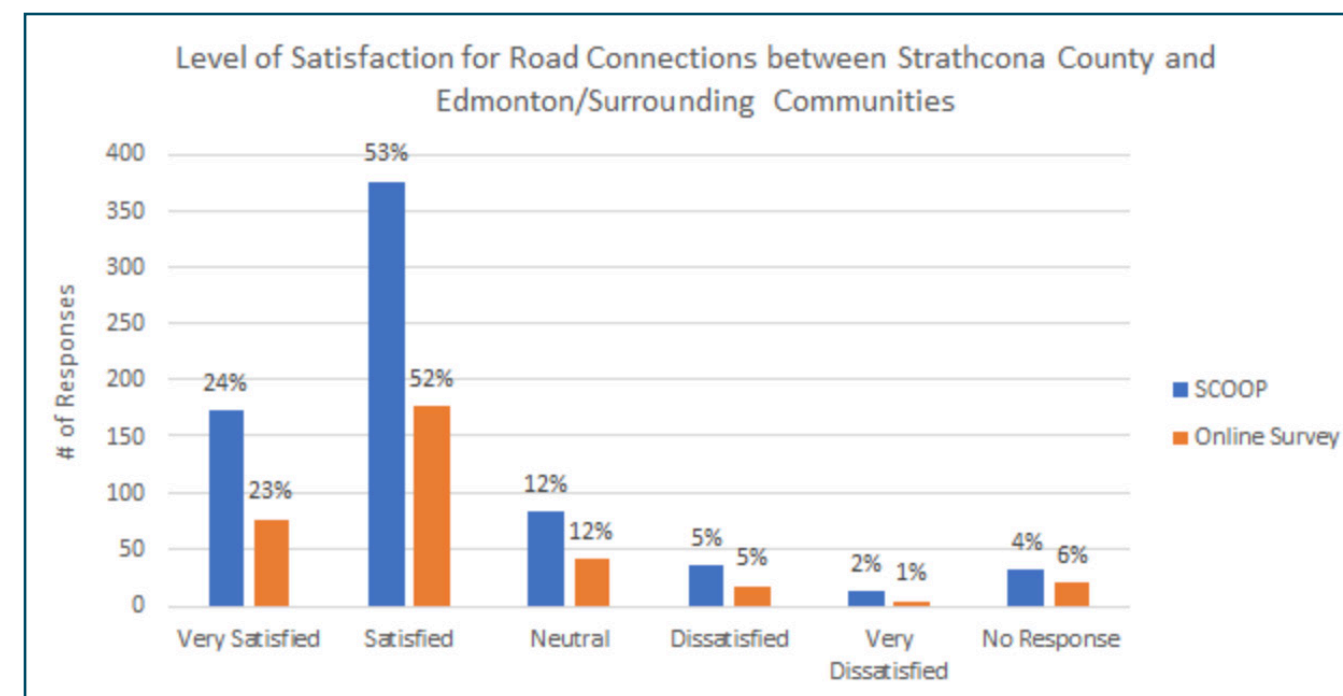
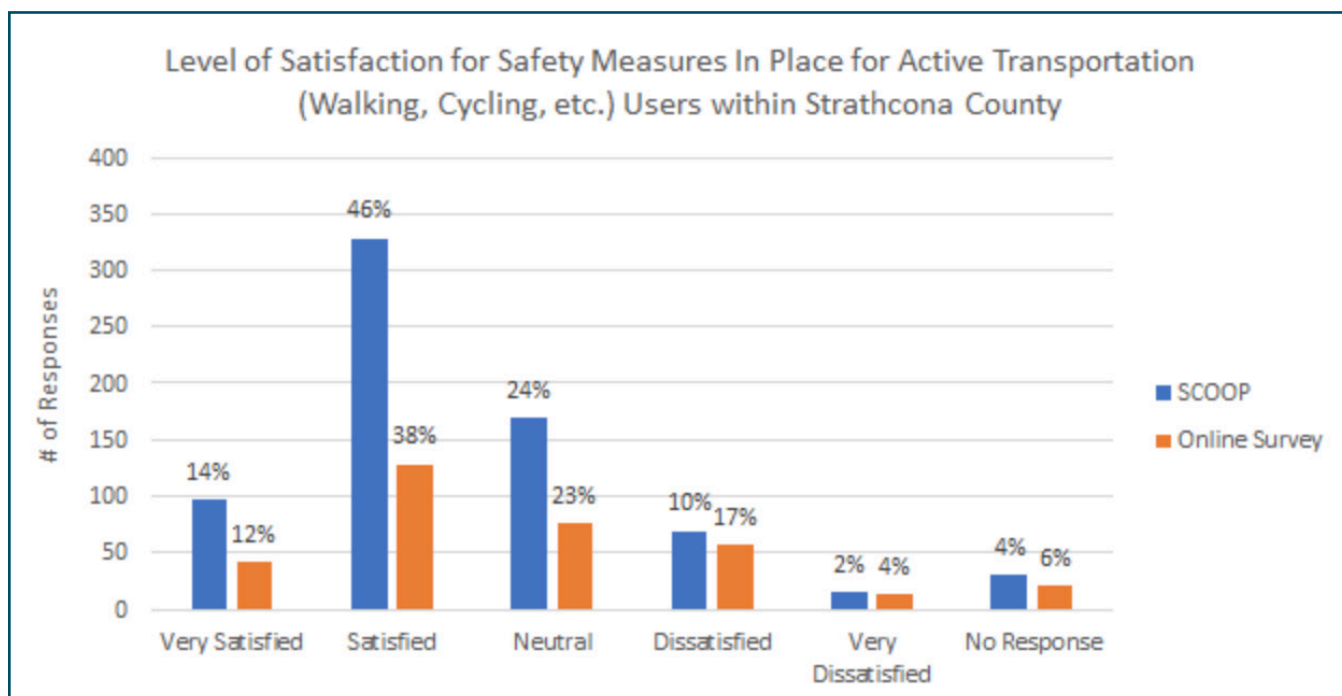
*"I'm going to steer us into the future, and point us to Pointé-aux-Pins Acres, and hopefully in the near future we will have a facility that will attract a lot of people to our county with ag type vehicles, just wondering if that's something people have thought about for the approach on highway 16, 534 and RR 235, just to accommodate agriculture facility?"*

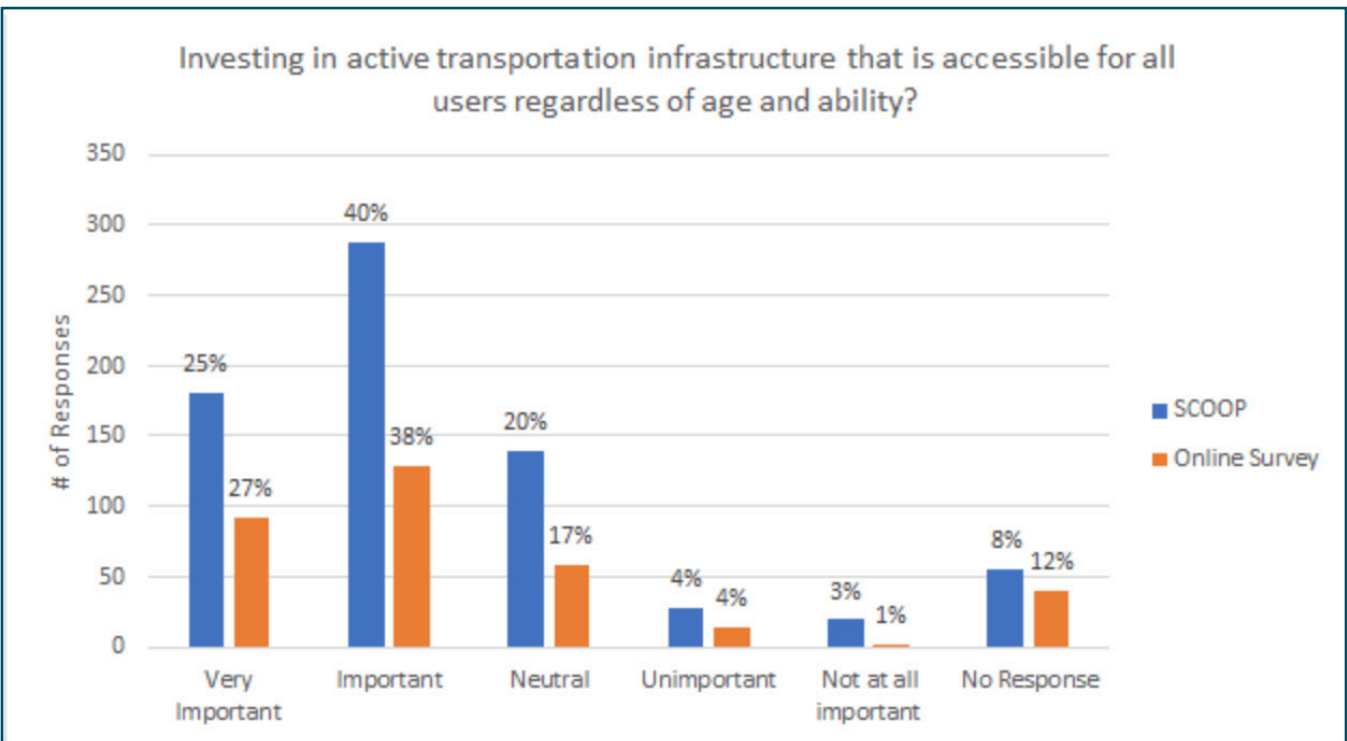
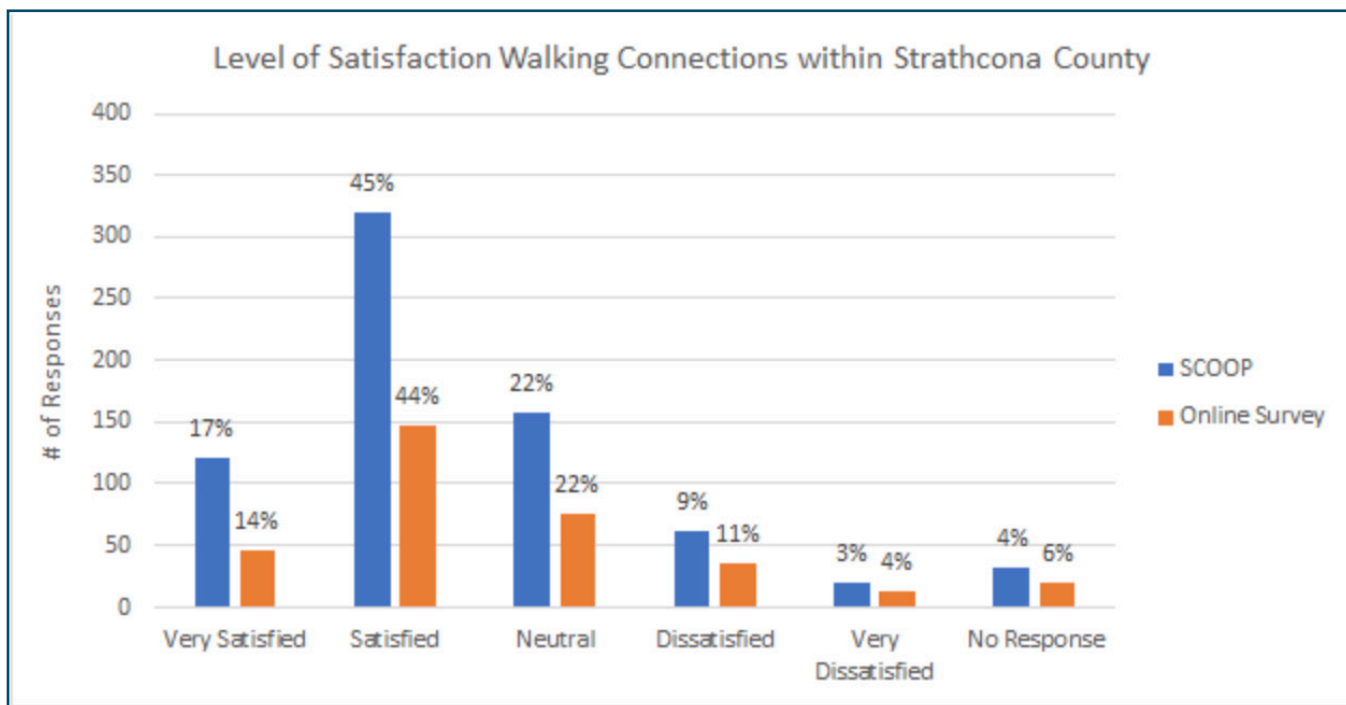
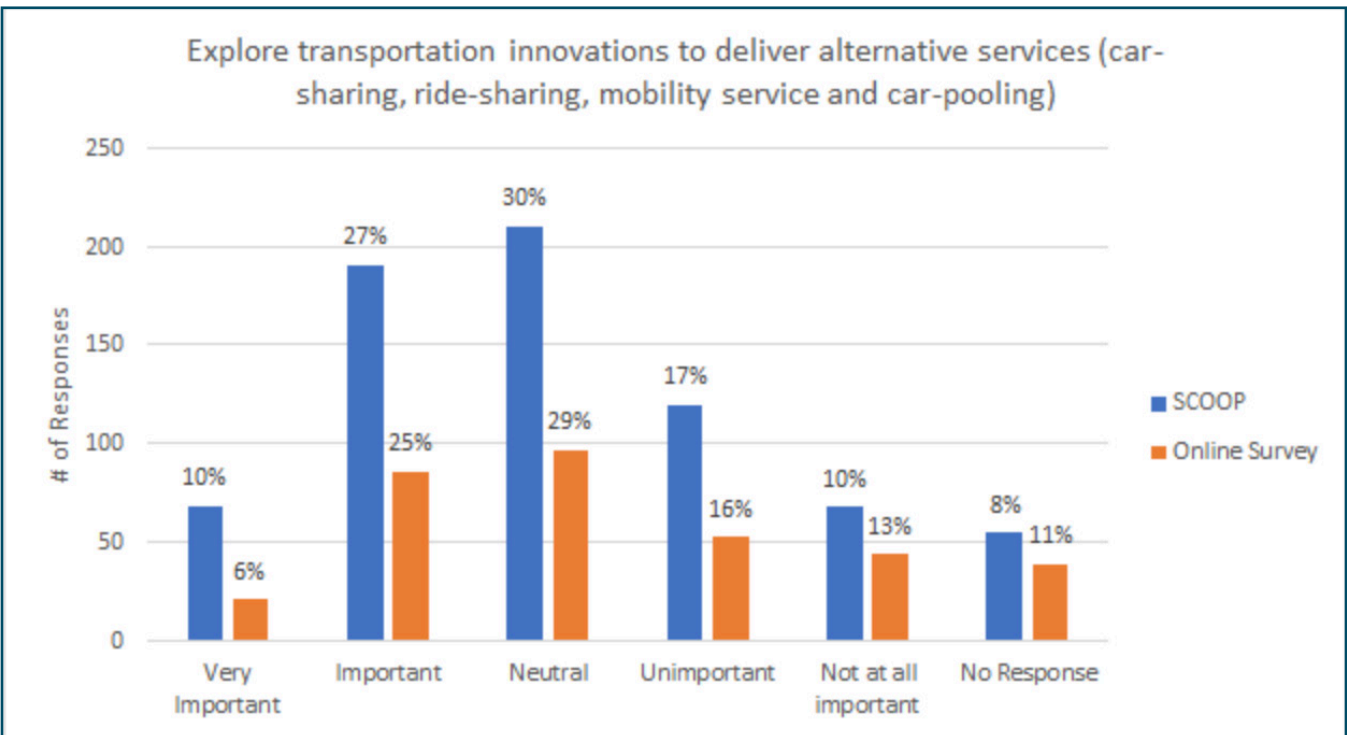
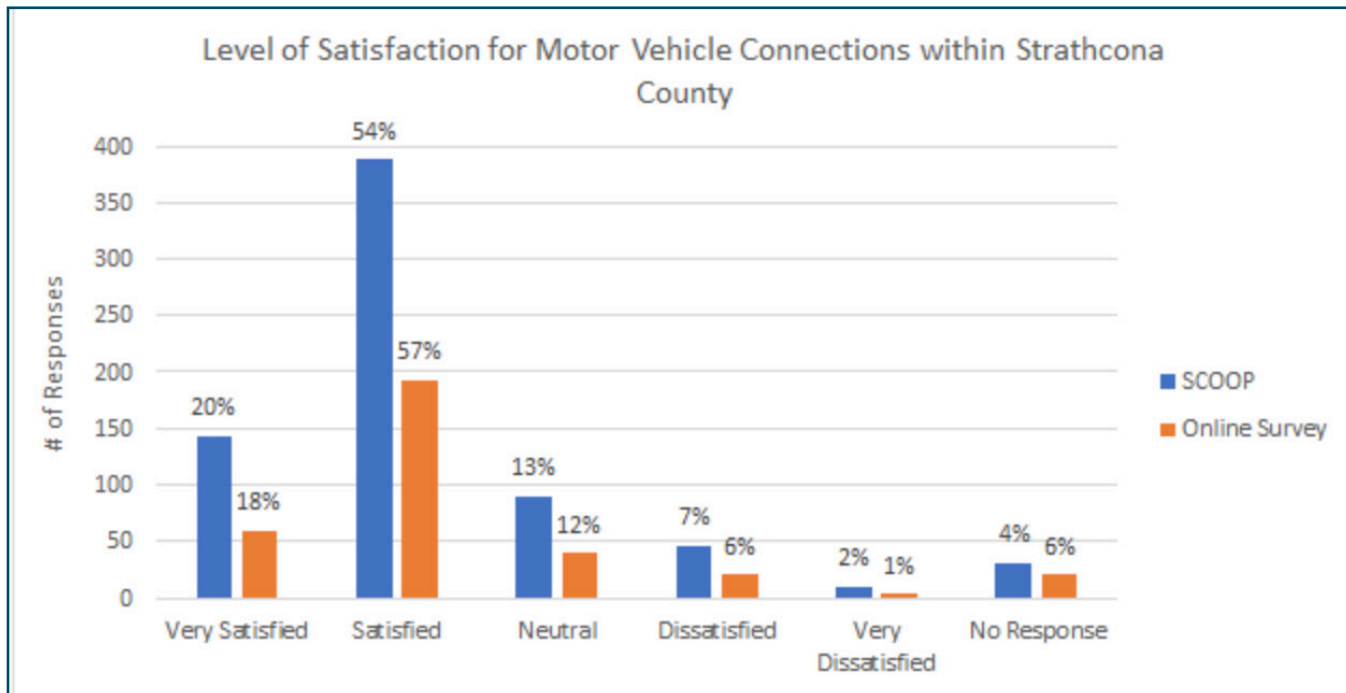


*"The county did complete an Agricultural Master Plan, there was a section on ag traffic, in 2005. The ag corridor between highway 16 and highway 15, and it's hard for ag to haul grain between there without a road all the way through, so that was identified, so you can go back and check that."*

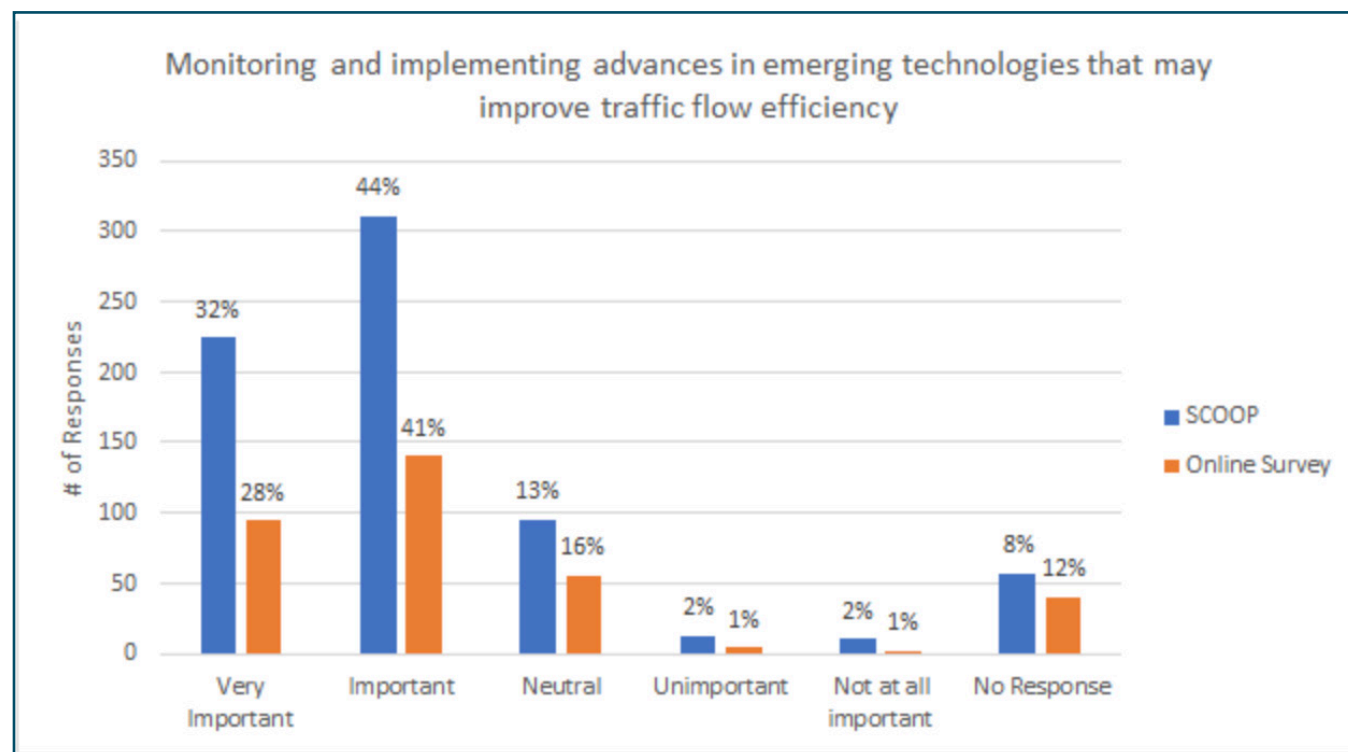
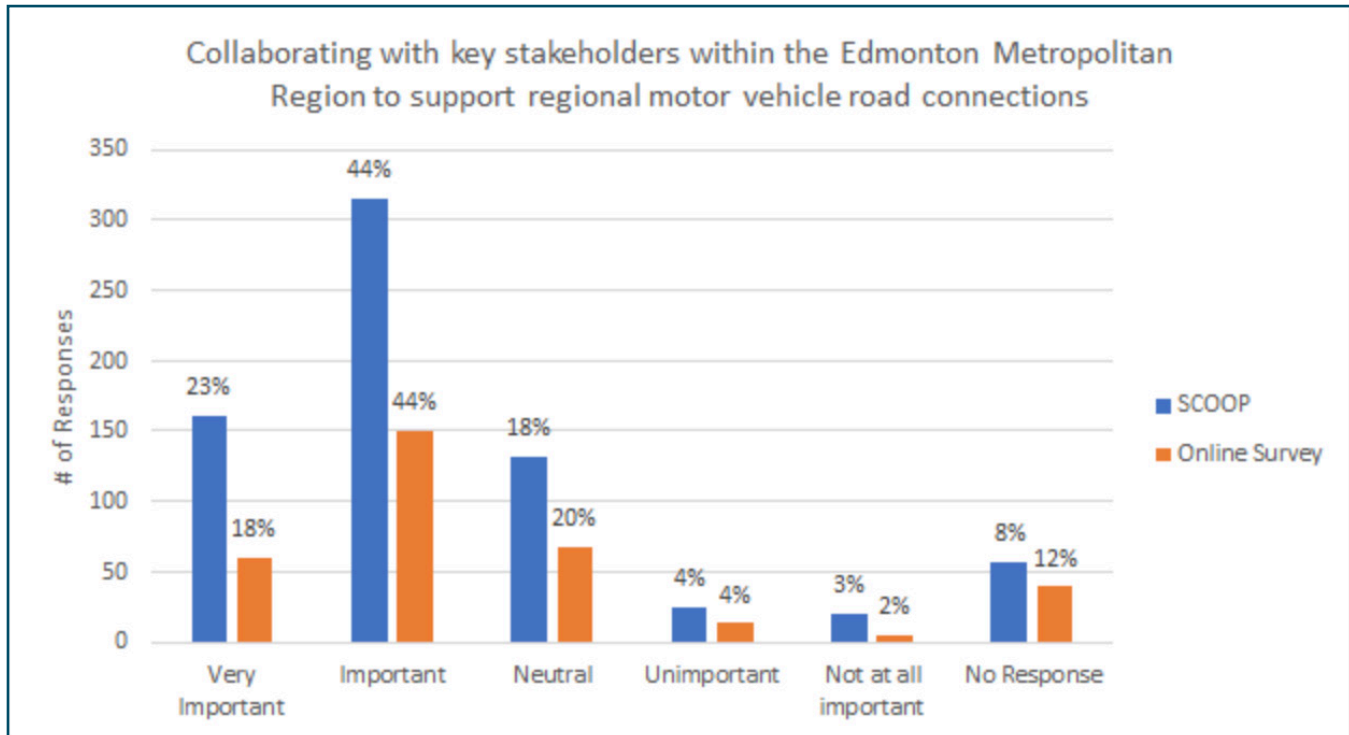
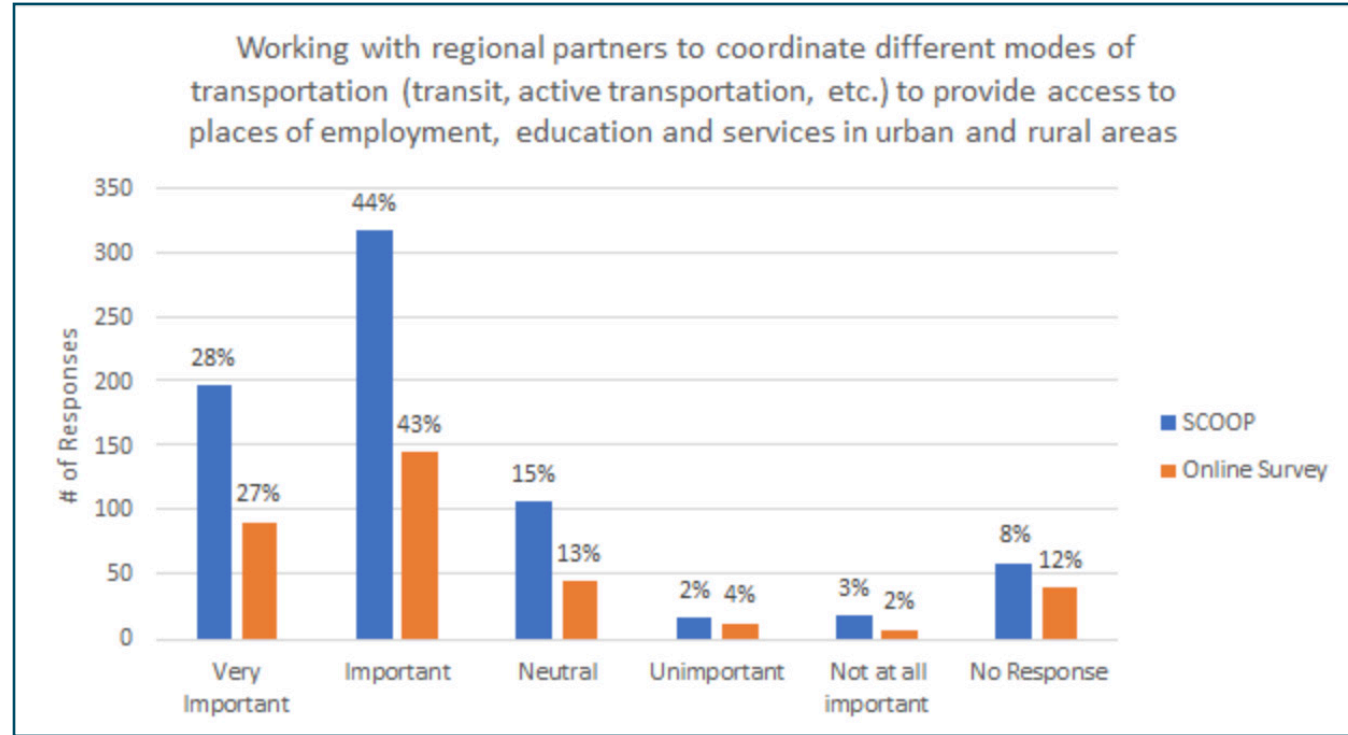
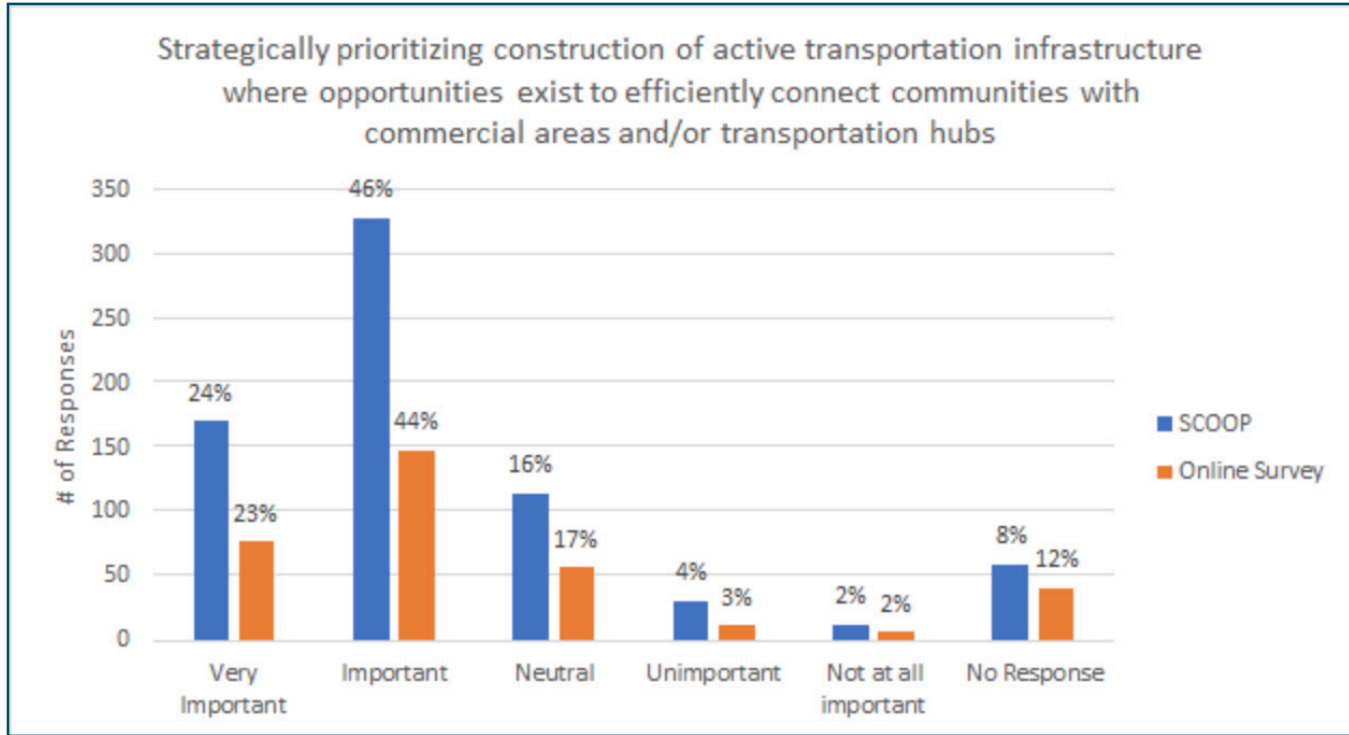
*"I think that bike and walking paths that are safe, I know people that would bike from the rural area but you don't want to bike down highway 21 where it's not doubled. I think investing in low carbon ideas, I think I would look at that, a trail or something where people would bike if it was safe."*

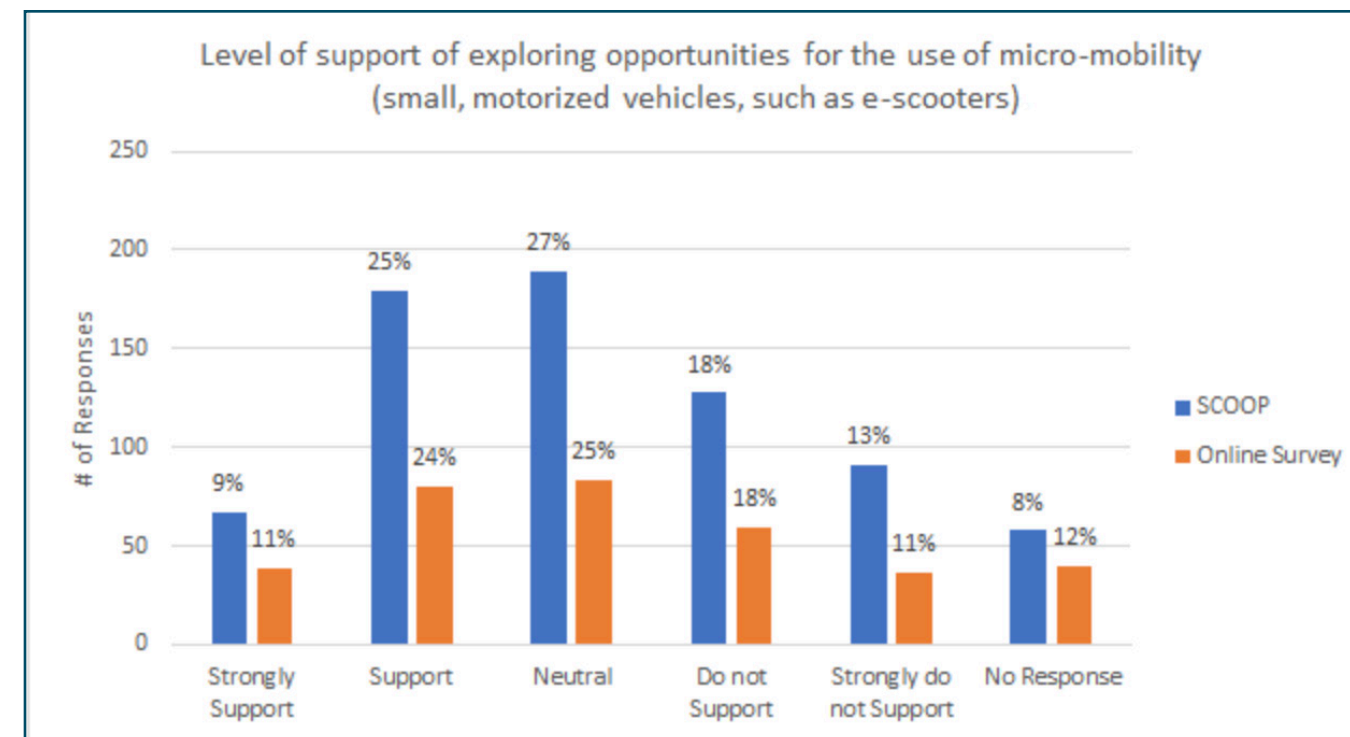
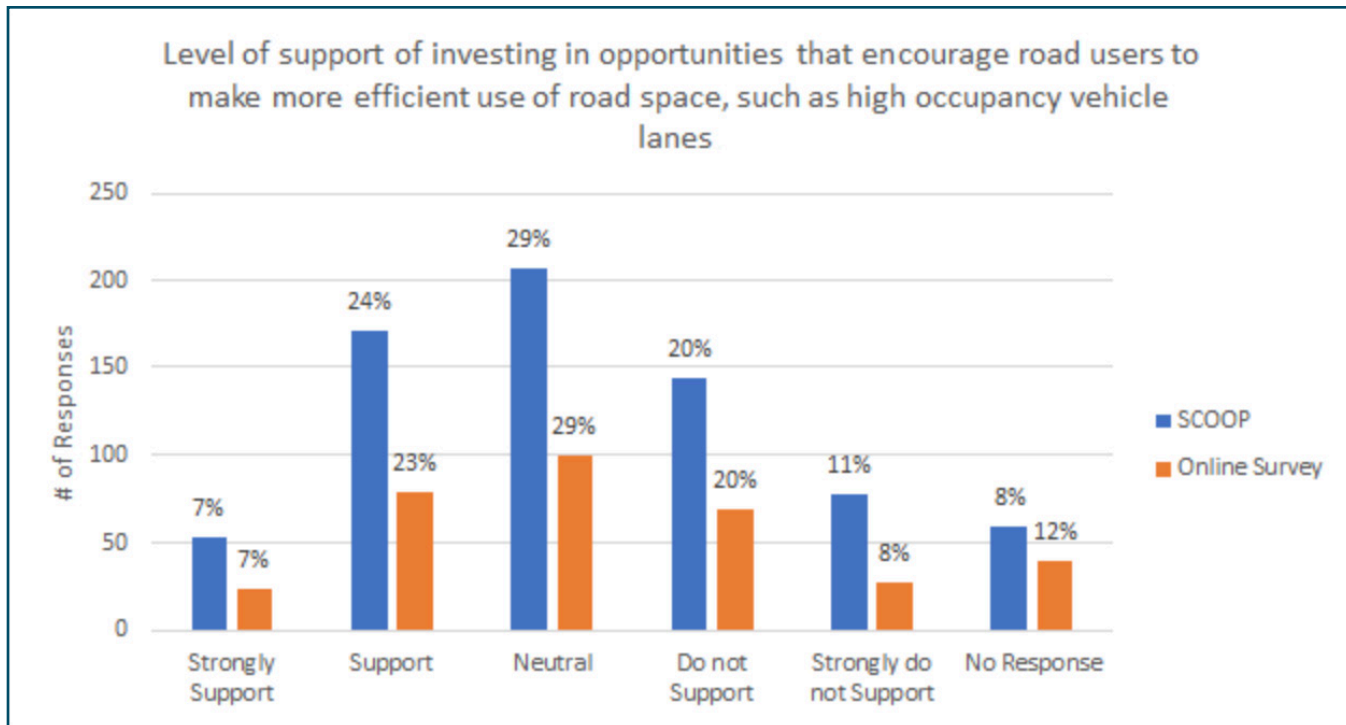
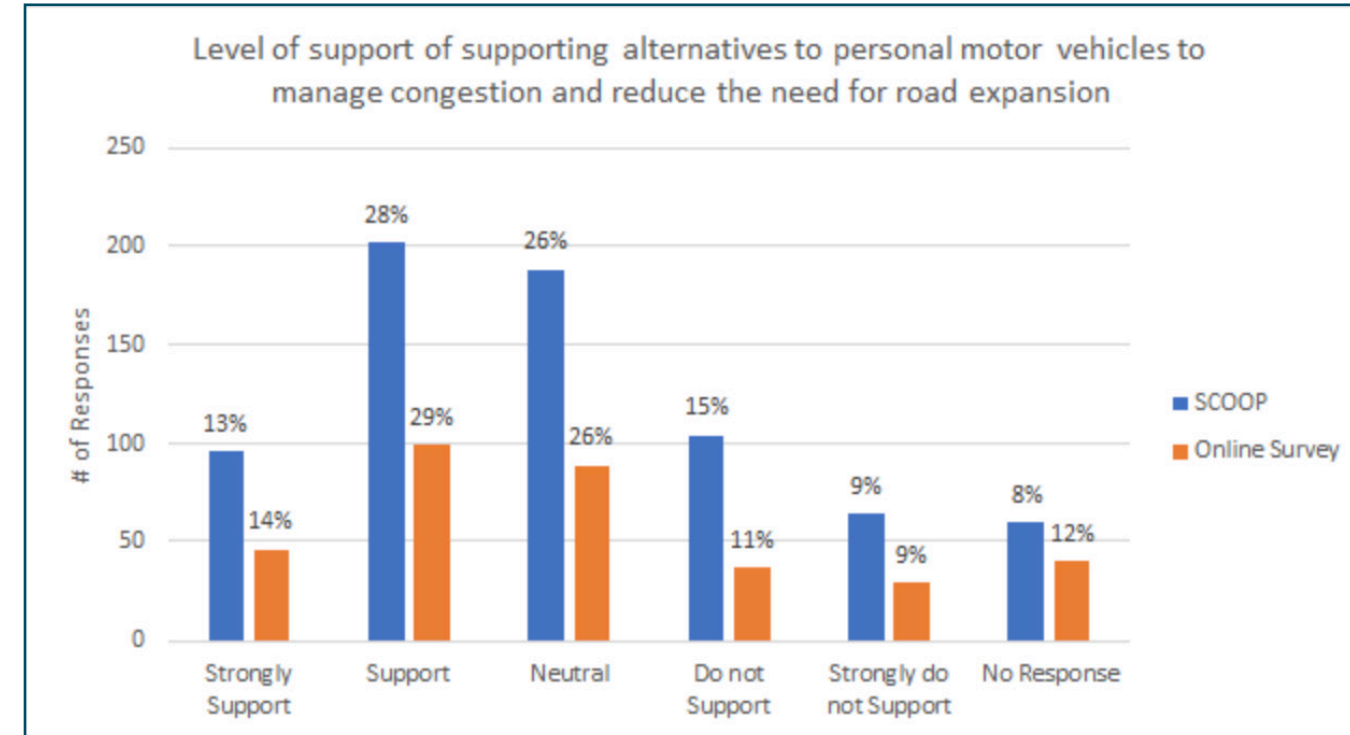
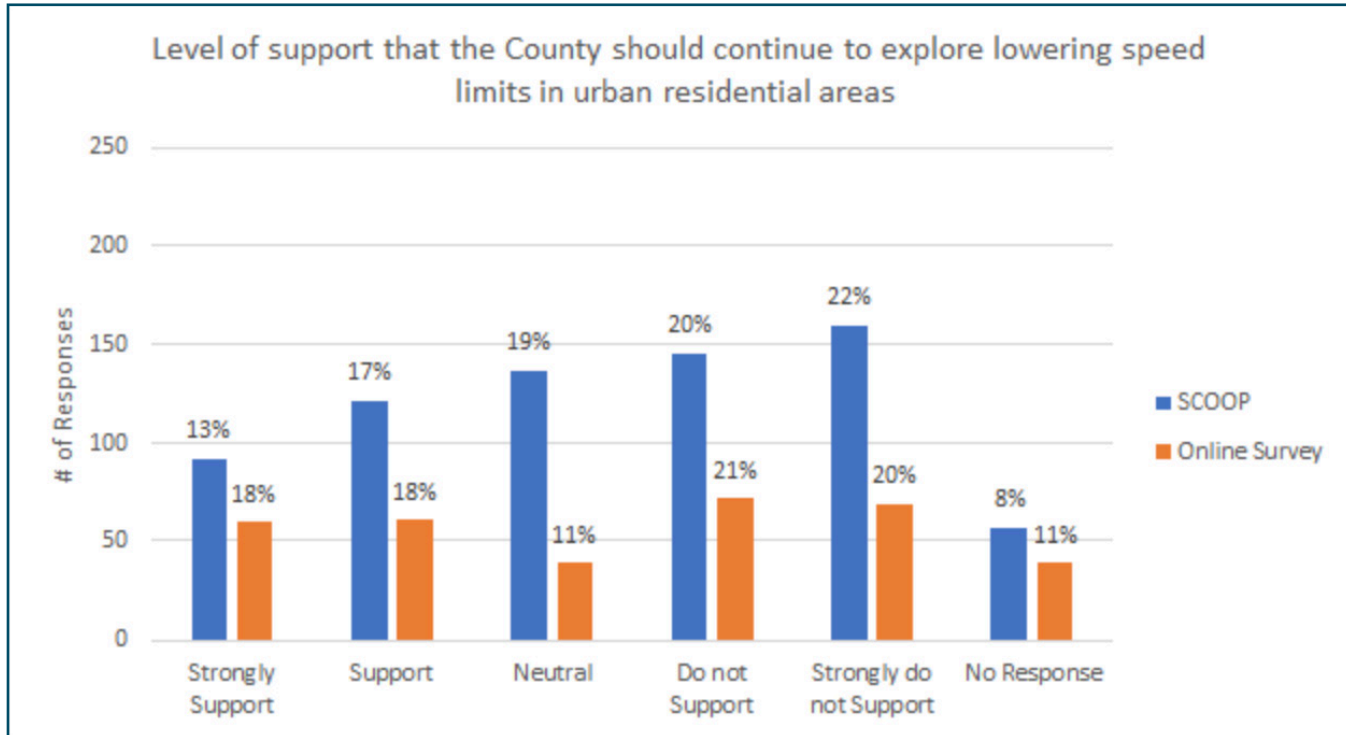
# APPENDIX D: SURVEY DATA

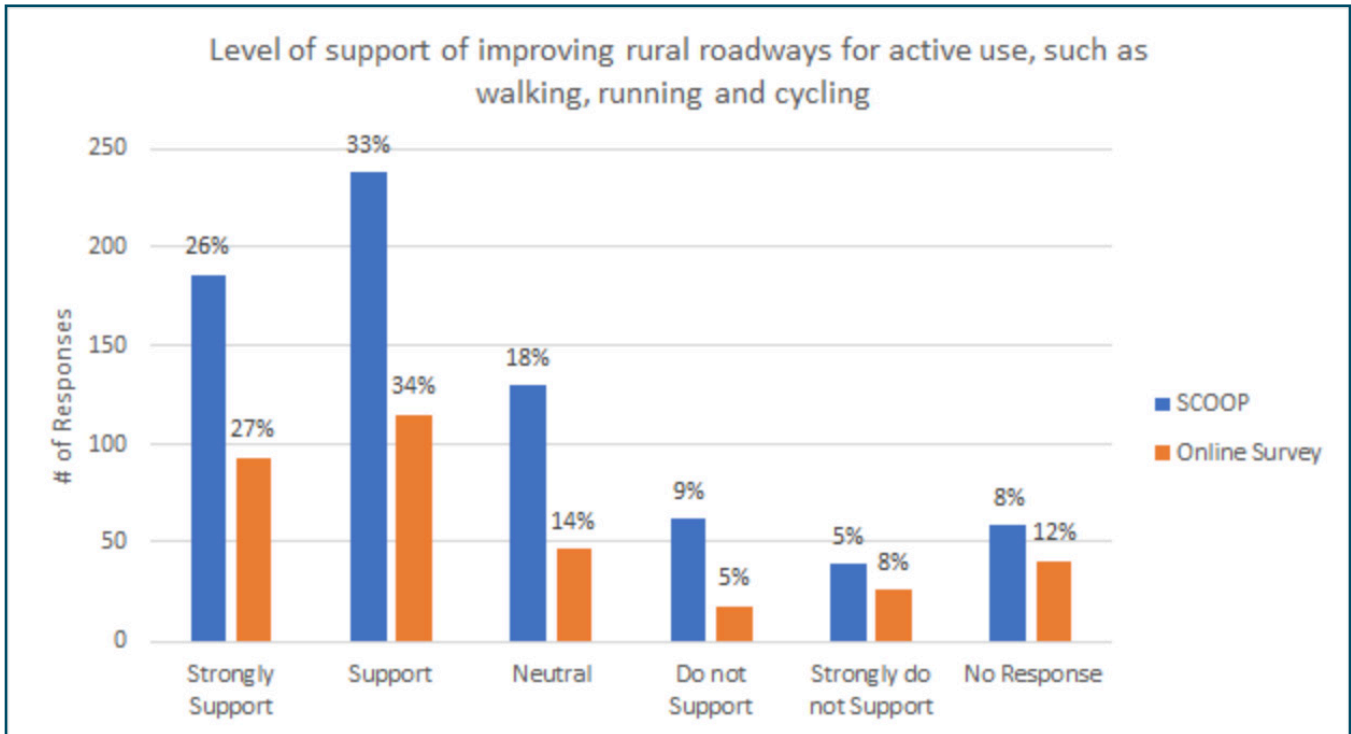














# APPENDIX B



STRATHCONA  
COUNTY

**Strathcona County ITMP Corridor Improvement Recommendations**

Corridor	Project Index	Service Area	Segment		Existing Conditions	Recommended Upgrades				Consistency with EMRB Future Plans	AT Involvement	Technical Findings/Model Results	Implementation Recommendations
			From	To		Short-Term (5-10yrs)	Medium (10-25 yrs)	Long (25-Years)	25+ Years				
Highway 16	AR-002	USA	17 Street	Sherwood Drive	6-lane freeway	6-lane	6-lane	6-lane	6+ lanes	N	Y	This segment of Highway 16 can remain as a 6-lane freeway over the next 25-years. Potential upgrades may be required beyond 25-years, but will be dependent on the level of development adjacent to the corridor.	No action required
	AR-003	USA	Sherwood Drive	Clover Bar Road	4-lane freeway	4-lane	6-lane	6-lane	8-lane	N	Y	This segment of highway will reach over-capacity conditions under the 25-year horizon as a 6-lane freeway. It will require an upgrade to an 8-lane freeway between Sherwood Drive and Highway 21 to support the full build-out of Bremner/LEA.	Initiate and complete a planning study for Highway 16 between Sherwood Drive and Clover Bar Road in the short-term (next 5 years). The study should also address the required intersection configuration and access management to support future traffic.
	AR-004	USA	Clover Bar Road	Hwy 21	4-lane freeway	4-lane	6-lane	6-lane	8-lane	N	Y	This segment of highway will reach over-capacity conditions under the 25-year horizon as a 6-lane freeway. It will require an upgrade to an 8-lane freeway between Sherwood Drive and Highway 21 to support the full build-out of Bremner/LEA.	
	AR-103	RSA	Hwy 21	RgeRd 224	4-lane	4-lane	4-lane	6-lane	6-lane	Highway	Y	This segment of Highway 16 will require upgrades from a 4-lane highway to 6-lane freeway (as per the EMRB plan) to accommodate projected long-term growth.	Initiate and complete a planning study for Highway 16 between Highway 21 and Highway 830 in the medium-term (next 10 years). The study should also assess the intersection and access management requirements to support future traffic.
	AR-104	RSA	RgeRd 224	RgeRd 222	4-lane	4-lane	4-lane	6-lane	6-lane	Y	Y	This segment of Highway 16 will require upgrades from a 4-lane highway to 6-lane freeway (as per the EMRB plan) to accommodate projected long-term growth.	
	AR-105	RSA	RgeRd 222	Hwy 830	4-lane	4-lane	4-lane	4-lane	4-lane	Y	Y	As per the EMRB plans, this segment of Highway 16 will be upgraded to a 4-lane freeway standard in the long-term. The 4-lane facility will continue to have sufficient capacity to support future (25-year) traffic volumes	No action required
	AR-106	RSA	Hwy 830	RgeRd 210	4-lane	4-lane	4-lane	4-lane	4-lane	Y	Y	As per the EMRB plans, this segment of Highway 16 will be upgraded to a 4-lane freeway standard in the long-term. The 4-lane facility will continue to have sufficient capacity to support future (25-year) traffic volumes	No action required

**Strathcona County ITMP Corridor Improvement Recommendations**

Corridor	Project Index	Service Area	Segment		Existing Conditions	Recommended Upgrades				Consistency with EMRB Future Plans	AT Involvement	Technical Findings/Model Results	Implementation Recommendations
			From	To		Short-Term (5-10yrs)	Medium (10-25 yrs)	Long (25-Years)	25+ Years				
Sherwood Park Freeway	AR-007	USA	50 Street	17 Street	4-lane freeway	4-lane	4-lane	6-lane	6-lane	Y	N	This segment of Sherwood Park Freeway will require upgrades from 4 to 6 lanes to maintain acceptable road capacity under the 25-year horizon and beyond.	Initiate and complete a planning study for Sherwood Park Freeway between 50 Street and AHD in the medium-term (next 10 years). The study should also assess the intersection and access management requirements to support future traffic.
	AR-008	USA	17 Street	Hwy 216/AHD	2/3 - EB/WB fwy	4-lane	4-lane	6-lane	6-lane	Y	N	This segment of Sherwood Park Freeway will require upgrades from 4 to 6 lanes to maintain acceptable road capacity under the 25-year horizon and beyond.	
Highway 14	AR-101	RSA	Hwy 216/AHD	Hwy 21	4-lane	4-lane	4-lane	4-lane	4-lane	Y	Y	This segment of Highway 14 have sufficient capacity as a 4-lane freeway to accommodate projected traffic over the next 25-years and beyond. Therefore, no additional improvements are expected within the next 25 years.	No action required
Highway 15	AR-102	RSA	S.Hwy 830	Hwy 45	2-lane	2-lane	2-lane	4-lane	4-lane	Y	Y	As per the EMRB plans, corridor upgrades are required in the long-term.	Corridor upgrades in the long-term and beyond
Highway 21	AR-107	RSA	TwpRd 510	Hwy 14	2-lane	2-lane	2-lane	2-lane	4-lane	Y	Y	This segment of Highway 21 have capacity as a 2-lane highway over the next 25-years. Upgrades to a 4-lane highway may be warranted beyond 25 years.	No improvements required within the next 25 years.
	AR-108	RSA	Hwy 14	Hwy 628	2-lane	2-lane	2-lane	2-lane	4-lane	Y	Y	This segment of Highway 21 have capacity as a 2-lane highway over the next 25-years. Upgrades to a 4-lane highway may be warranted beyond 25 years.	No improvements required within the next 25 years.
	AR-109	USA/RSA	Hwy 628	Hwy 16	4-lane	4-lane	4-lane	4-lane	4-lane	Y	Y	This segment of Highway 21 have capacity as a 4-lane highway to support growth over the next 25-years. The section between Lakeland Drive and Highway 16 will experience over-capacity conditions, however, the operations along this section is driven by growth in the Bremner/Lea development areas and can be addressed through the Highway 16 improvements.	Initiate and complete a planning study for Highway 21 between Highway 628 and Highway 16 in the medium-term (next 10 years). The study should also assess the intersection and access management requirements to support future traffic.



**Strathcona County ITMP Corridor Improvement Recommendations**

Corridor	Project Index	Service Area	Segment		Existing Conditions	Recommended Upgrades				Consistency with EMRB Future Plans	AT Involvement	Technical Findings/Model Results	Implementation Recommendations
			From	To		Short-Term (5-10yrs)	Medium (10-25 yrs)	Long (25-Years)	25+ Years				
	AR-110	USA/RSA	Hwy 16	Fort Sask Limits	4-lane	4-lane	4-lane	6-lane	8-lane	N	Y	This segment of Highway 21 will require corridor upgrades to support future development in the Bremner/LEA and employment growth in the north (Fort Saskatchewan). The highway will require an upgrade to a 6-lane freeway standard under the 25-year horizon and further upgrades to an 8-lane facility is required.	Initiate and complete a planning study for Highway 21 between Highway 16 and Fort Saskatchewan limits in the short-term (next 5 years). The study should also assess the intersection and access management requirements to support future traffic.
<b>Hwy 216/AHD</b>	AR-111	RSA	SW of Hwy 14	Hwy 14	4-lane freeway	4-lane	6-lane	6-lane	6-lane	Y	Y	n/a	AT project, limited Strathcona County Involvement
<b>Hwy 628</b>	AR-116	RSA	Hwy 216/AHD	RgeRd 231	2-lane	2-lane	2-lane	4-lane	4-lane	Y	Y	This segment of Highway 628 have capacity as a 2-lane highway in the short to medium-term. Upgrades to a 4-lane highway will be required under the 25-year horizon to facilitate growth.	Initiate and complete a planning study for Highway 628 between Anthony Henday Drive and Highway 21 in the medium-term (next 10 years). The study should also assess the intersection and access management requirements to support future traffic.
	AR-117	RSA	RgeRd 231	Hwy 21	2-lane	2-lane	2-lane	4-lane	4-lane	Y	Y	This segment of Highway 628 have capacity as a 2-lane highway in the short to medium-term. Upgrades to a 4-lane highway will be required under the 25-year horizon to facilitate growth.	
<b>Hwy 630</b>	AR-118	RSA	Hwy 824	Hwy 830	2-lane	2-lane	2-lane	4-lane	4-lane	Y	Y	This segment of Highway 630 have capacity as a 2-lane highway in the short to medium-term. Upgrades to a 4-lane highway will be required under the 25-year horizon to facilitate growth.	Corridor upgrades in the long-term and beyond
<b>Hwy 824</b>	AR-119	RSA	Hwy 629	Hwy 630	2-lane unimproved	2-lane	2-lane	2-lane improved	2-lane improved	Y	Y	This segment of Highway 824 have capacity as a 2-lane highway to facilitate growth over the next 25-years. Minor upgrades are required to continue providing an efficient and safe corridor.	Minor road and intersection upgrades required in the 25-year horizon to provide higher standard of roadway
	N/A	RSA	Ardrossan	Hwy 16	4-lane	4-lane	4-lane	4-lane	4-lane	Y	Y	n/a	Complete a Safety Review along with improvements to properly account for all modes of travel.
<b>Hwy 830</b>	AR-120	RSA	Hwy 630	Hwy 16	2-lane unimproved	2-lane	2-lane	2-lane	2-lane	N	Y	This segment of Highway 830 have capacity as a 2-lane highway to facilitate growth over the next 25-years.	No action required
	AR-121	RSA	Hwy 16	Hwy 15	2-lane	2-lane	2-lane	2-lane	2-lane	N	Y	This segment of Highway 830 have capacity as a 2-lane highway to facilitate growth over the next 25-years.	Interchange study at Highway 16 may be required in the long-term

**Strathcona County ITMP Corridor Improvement Recommendations**

Corridor	Project Index	Service Area	Segment		Existing Conditions	Recommended Upgrades				Consistency with EMRB Future Plans	AT Involvement	Technical Findings/Model Results	Implementation Recommendations
			From	To		Short-Term (5-10yrs)	Medium (10-25 yrs)	Long (25-Years)	25+ Years				
<b>34 Street</b>	SI-001	USA	ShPark Freeway	Baseline Road	2-lane arterial	2-lane	4-lane	4-lane	4-lane	Y	N	This corridor is approaching capacity today during the PM peak hour. Upgrades from a 2 to 4-lane arterial will be required in the medium-term horizon to continue providing acceptable levels of service.	Corridor upgrades in the medium-term
<b>17 Street</b>	SR-002	USA	90 Avenue	Railway Street	2-lane arterial	4-lane	4-lane	4-lane	4-lane	Y	Y	This corridor is operating near or at capacity today during the PM peak hour. Upgrades from a 2 to 4-lane arterial will be required in the short-term horizon to continue providing acceptable levels of service over the next 25 years.	Corridor upgrades in the short-term
<b>Sherwood Drive</b>	SR-003	USA	Ash Street	Village Drive	4-lane arterial	4-lane	4-lane	4-lane	4-lane	y	N	The intersection approaches along this corridor is approaching capacity in the long-term. Intersection improvements such as the addition of turns lanes may be required to provided acceptable intersection levels of service.	Minor intersection improvements to maintain acceptable levels of service at intersections in the long-term
	SR-005	USA	Hwy 16	TwpRd 534	2/4-lane arterial	2/4-lane	2/4-lane	4-lane	4-lane	Y	N	The existing lane configuration on this segment of Sherwood Drive can accommodate growth up to the medium-term. A full 4-lane upgrade will be required to facilitate future development in the industrial area north of Highway 16.	Corridor upgrades in the long-term or as development warrants
<b>Clover Bar Road</b>	SR-006	USA	Emerald Drive	Hwy 16 S.Ramp Int	4-lane arterial	4-lane	4-lane	4-lane	4-lane	Y	N	This segment of Clover Bar Road is approaching capacity in the long-term, and the traffic operations is directly tied to the operations on Highway 16.	Include this segment of Clover Bar Road as part of the Highway 16 planning study/improvements.
	SR-007	USA	Hwy 16	TwpRd 534	Class 2U	2-lane	4-lane	4-lane	4-lane	Y	N	This segment of Clover Bar Road will operate at near-capacity conditions as development occurs in Cambrian Crossing and Bremner. The corridor will require a 4-lane upgrade in the medium-term to facilitate this growth.	Corridor upgrades in the medium-term and complete prior to the upgrades on Sherwood Drive
<b>Township Road 534</b>	SR-008	USA	Sherwood Dr	Hwy 21	Class 2U	2-lane	2-lane	4-lane	4-lane	Y	N	This segment of Township Road 534 will require 4 lanes to facilitate growth in Cambrian Crossing and Bremner.	Corridor upgrades in the long-term or as development warrants

**Strathcona County ITMP Intersection Improvement Recommendations**

Project Index	Service Area	Segment		Existing Conditions	Recommended Upgrades				AT Involvement	Implementation Recommendations
		From	To		Short-Term (5-10yrs)	Medium (10-25 yrs)	Long (25-Years)	25+ Years		
AI-001	USA	Broadmoor Blvd	Hwy 16 South Ramp	Signals					Y	Intersection or interchange configuration and operations to be reviewed and confirmed with the Highway 16 planning study
AI-002	USA	Broadmoor Blvd	Hwy 16 North Ramp	Signals					Y	
AI-003	USA	Sherwood Drive	Hwy 16 South Ramp	Signals					Y	
AI-004	USA	Hwy 16	Clover Bar Road	Parclo B2					Y	
AI-006	USA	ShPark Fwy	34 Street	Diamond			X		Y	Complete inconjunction with corridor upgrades
AI-007	USA	34 Street	ShPark Fwy North Ramp	Signals			X		Y	Complete inconjunction with corridor upgrades
AI-101	RSA	Hwy 14	RgeRd 232	Stop-Control		X			Y	Complete access management review
AI-102	RSA	Hwy 14	RgeRd 231	Stop-Control		X			Y	
AI-103	USA	Hwy 15	Hwy 830	Signals			X		Y	Complete inconjunction with corridor upgrades
AI-104	RSA	Hwy 15	RgeRd 212	Stop-Control			X		Y	Complete inconjunction with corridor upgrades (AR-102)
AI-105	RSA	Hwy 15	RgeRd 211	Stop-Control			X		Y	Complete inconjunction with corridor upgrades (AR-102)
AI-106	RSA	Hwy 16	Hwy 21	Parclo AB4			X		Y	Interchange configuration and operations to be reviewed and confirmed with the Highway 16 planning study (AR-004)
AI-107	RSA	Hwy 16	RgeRd 225	Stop-Control			X		Y	Complete inconjunction with corridor upgrades (AR-103)
AI-108	USA/RSA	Hwy 16	RgeRd 224	Stop-Control			X		Y	Complete inconjunction with corridor upgrades (AR-104)
AI-109	USA/RSA	Hwy 16	RgeRd 223	n/a			X		Y	
AI-110	RSA	Hwy 16	RgeRd 221	Stop-Control			X		Y	Complete inconjunction with corridor upgrades (AR-105)
AI-111	RSA	Hwy 16	RgeRd 220	Stop-Control			X		Y	
AI-112	RSA	Hwy 16	Hwy 830	Stop-Control			X		Y	Complete inconjunction with corridor upgrades (AR-106)
AI-113	RSA	Hwy 16	RgeRd 214	Stop-Control			X		Y	
AI-114	RSA	Hwy 16	RgeRd 213	Stop-Control			X		Y	
AI-115	RSA	Hwy 16	RgeRd 212	Stop-Control			X		Y	
AI-116	RSA	Hwy 16	RgeRd 211	Stop-Control			X		Y	
AI-117	RSA	Hwy 16	RgeRd 210	Stop-Control			X		Y	
AI-118	USA	Hwy 21	TwpRd 510	Stop-Control				X	Y	Complete inconjunction with corridor upgrades (AR-107)
AI-119	USA	Hwy 21	TwpRd 512	Stop-Control				X	Y	
AI-120	USA	Hwy 21	TwpRd 514	Stop-Control				X	Y	Complete inconjunction with corridor upgrades (AR-108)
AI-121	USA	Hwy 21	TwpRd 520	Stop-Control				X	Y	
AI-122	USA	Hwy 21	TwpRd 521	Stop-Control				X	Y	
AI-123	USA	Hwy 21	Hwy 628	Signals				X	Y	
AI-124	USA	Hwy 21	Hwy 630	Signals				X	Y	Complete inconjunction with corridor upgrades (AR-108)
AI-125	USA	Hwy 21	Baseline Road	Signals				X	Y	
SI-001	USA	34 Street	92 Avenue	Stop-Control		X			N	Complete inconjunction with corridor upgrades (SR-001)
SI-002	USA	34 Street	Baseline Road	Signals		X			N	
SI-003	USA	17 Street	Railway Street	Stop-Control	X				N	Complete inconjunction with corridor upgrades (SR-002)
SI-004	USA	17 Street	TransMtn Access	Stop-Control	X				N	
SI-005	USA	Sherwood Drive	Ash Street	Stop-Control			X		N	Complete inconjunction with corridor upgrades (SR-003)
SI-006	USA	Sherwood Drive	Ordze Avenue	Signals			X		N	
SI-007	USA	Wye Road	Sherwood Drive	Signals			X		N	
SI-008	USA	Broadmoor Boulevard	Baseline Road	Signals					N	Include in the County's Intersection Improvement Program
SI-009	USA	Broadmoor Boulevard	Portage Lane	Stop-Control					N	Include in the County's Intersection Improvement Program
SI-010	USA	Broadmoor Boulevard	Pembina Road	Signals					N	Include in the County's Intersection Improvement Program
SI-011	USA	Wye Road	Brentwood Blvd	Signals					N	Include in the County's Intersection Improvement Program



**Strathcona County ITMP Intersection Improvement Recommendations**

Project Index	Service Area	Segment		Existing Conditions	Recommended Upgrades				AT Involvement	Implementation Recommendations
		From	To		Short-Term (5-10yrs)	Medium (10-25 yrs)	Long (25-Years)	25+ Years		
SI-012	USA	Sherwood Drive	Baseline Road	Signals					N	Include in the County's Intersection Improvement Program
SI-013	USA	Sherwood Drive	Lakeland Drive	Signals					N	Include in the County's Intersection Improvement Program
SI-014	USA	Sherwood Drive	Abby Road	Stop-Control					N	Include in the County's Intersection Improvement Program
SI-015	USA	Sherwood Drive	Emerald Drive	Signals					N	Include in the County's Intersection Improvement Program
SI-016	RSA	Sherwood Drive	Liberty Road	Stop-Control					N	Complete inconjunction with corridor upgrades (SR-005)
SI-017	RSA	Sherwood Drive	TwpRd 534	Stop-Control					N	Complete inconjunction with corridor upgrades (SR-008)
SI-019	RSA	Clover Bar Road	Baseline Road	Signals					N	Include in the County's Intersection Improvement Program
SI-020	RSA	Clover Bar Road	Lakeland Drive	Signals					N	Include in the County's Intersection Improvement Program
SI-022	RSA	Clover Bar Road	Cambrian Access #1	n/a					N	Complete inconjunction with corridor upgrades (SR-007)
SI-023	RSA	Clover Bar Road	Cambrian Access #2	n/a					N	
SI-024	RSA	Clover Bar Road	Cambrian Access #3	n/a					N	
SI-025	RSA	Clover Bar Road	TwpRd 534	Stop-Control					N	
SI-026	RSA	Lakeland Drive	Axbridge Gate	Stop-Control					N	Include in the County's Intersection Improvement Program
SI-027	RSA	Lakeland Drive	Summerwood Drive	Stop-Control					N	Include in the County's Intersection Improvement Program
SI-028	RSA	Lakeland Drive	Clarkedale Drive	Stop-Control					N	Include in the County's Intersection Improvement Program

**Strathcona County TMP - Rail Analysis Summary**

Date: March 31, 2022

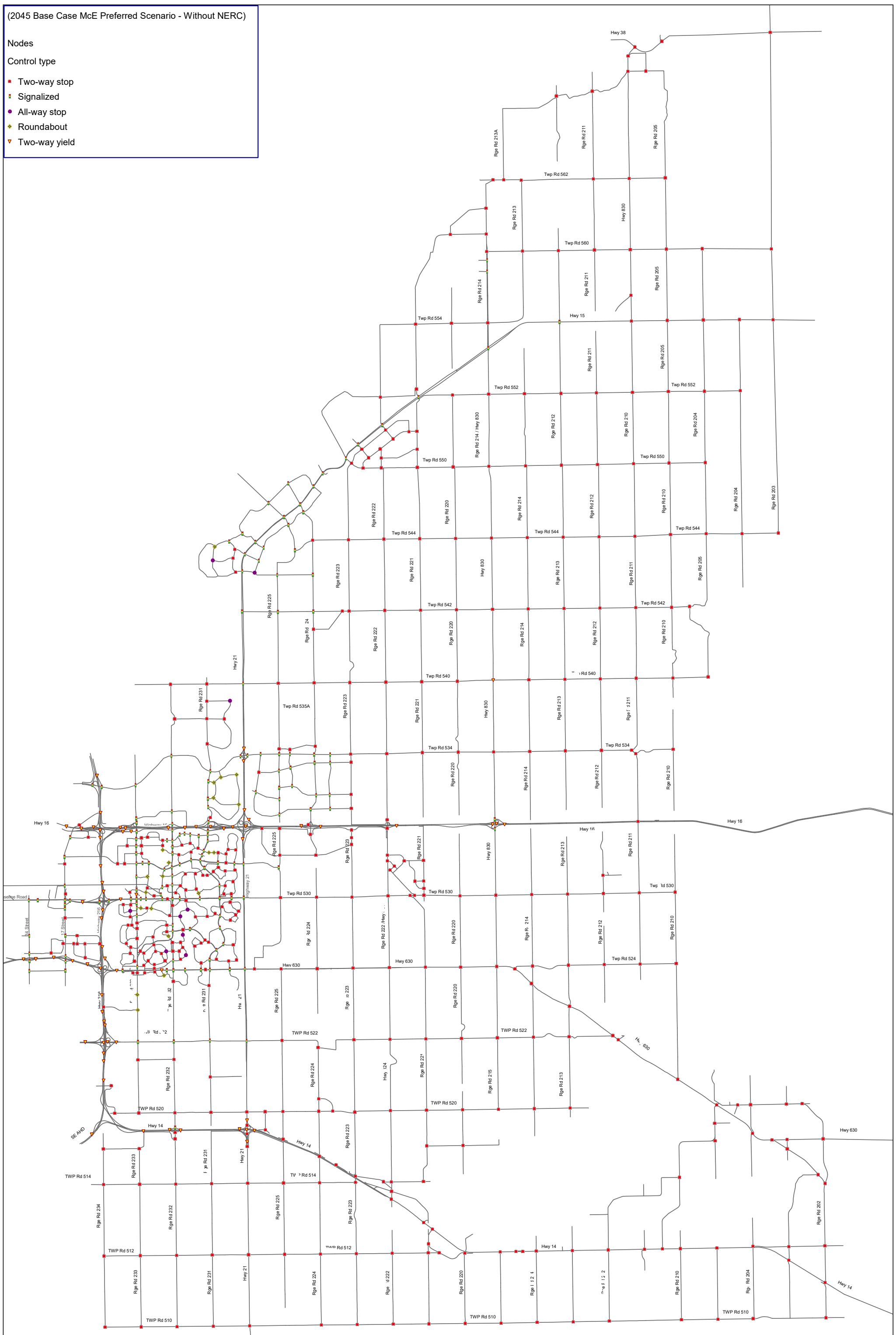
Corridor	17 St (Broadmoor Blvd)		Sherwood Dr		Clover Bar Rd (RR 231)		Hwy 830 (Josephburg)		Hwy 15 (Elk Island)	
	NB	SB	NB	SB	NB	SB	NB	SB	EB	WB
Existing (2019) Volumes	80	125	60	80	80	230	90	230	570	450
Future Base (2045) Volumes	740	1560	860	1440	1010	790	730	890	970	840
Existing Delay (Minutes)	7.2	7.2	7.2	7.2	7.2	7.4	4.5	4.5	4.6	4.6
Future Delay (Minutes)	11.5	12.2	11.4	11.9	11.5	11.4	6.7	6.7	7.1	7.0
Change in Delay (Minutes)	4.3	5.0	4.2	4.7	4.2	4.0	2.2	2.3	2.4	2.3
Existing 95% Queues (m)	19.8	29.4	14.7	17.8	18.9	62.6	13.9	31.6	104.4	2.3
Future 95% Queues (m)	379.3	927.4	415.9	783.2	477.7	380.9	166.8	224.0	312.3	245.4
Change in Queues (m)	359.6	898.1	401.2	765.5	458.9	318.4	152.9	192.4	207.9	243.1
Total Travel Time Costs (25 Year)	\$29.0M		\$25.7M		\$17.8M		\$6.3M		\$11.7M	

(2045 Base Case McE Preferred Scenario - Without NERC)

Nodes

Control type

- Two-way stop
- Signalized
- All-way stop
- ◆ Roundabout
- ▼ Two-way yield



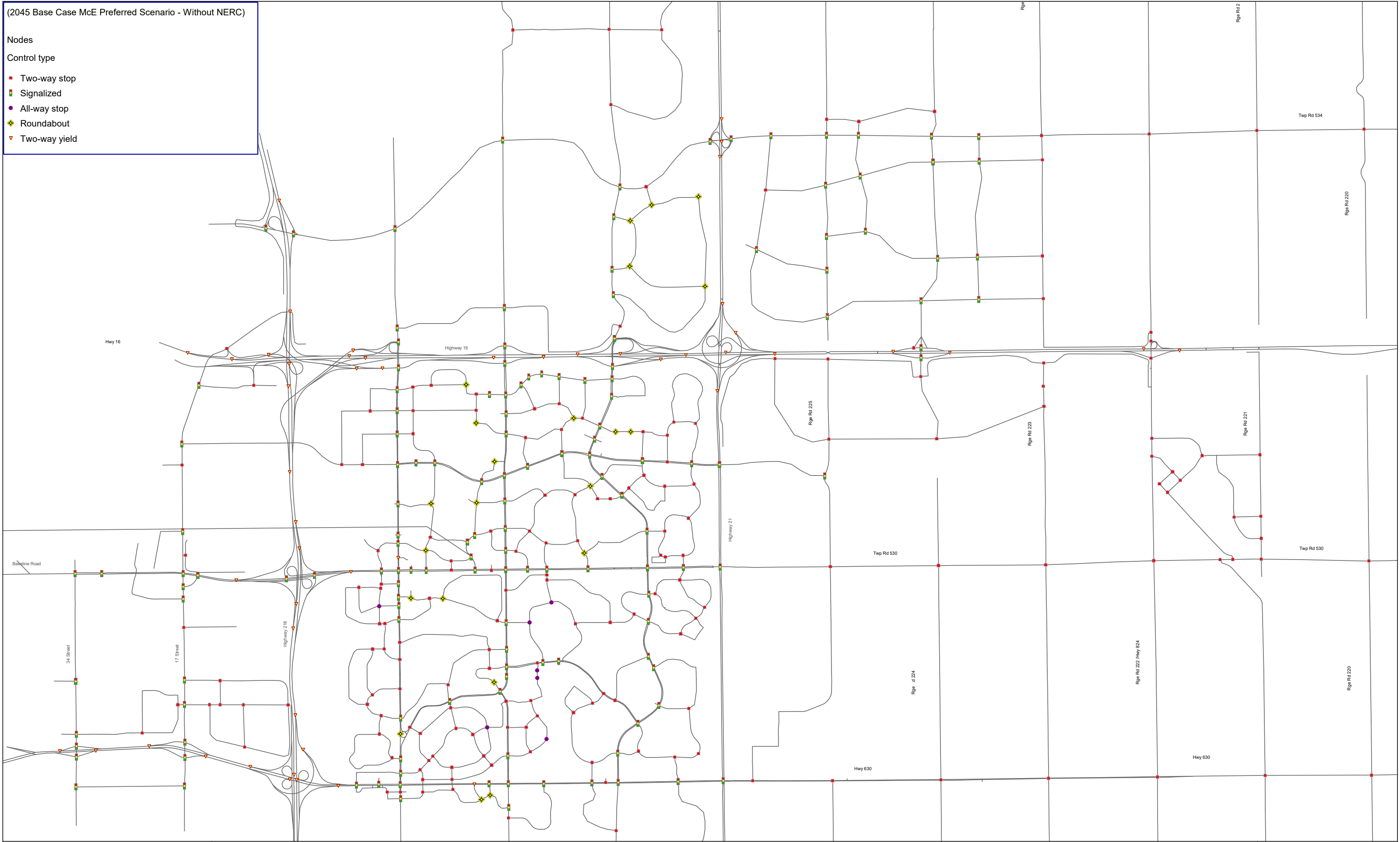


(2045 Base Case McE Preferred Scenario - Without NERC)

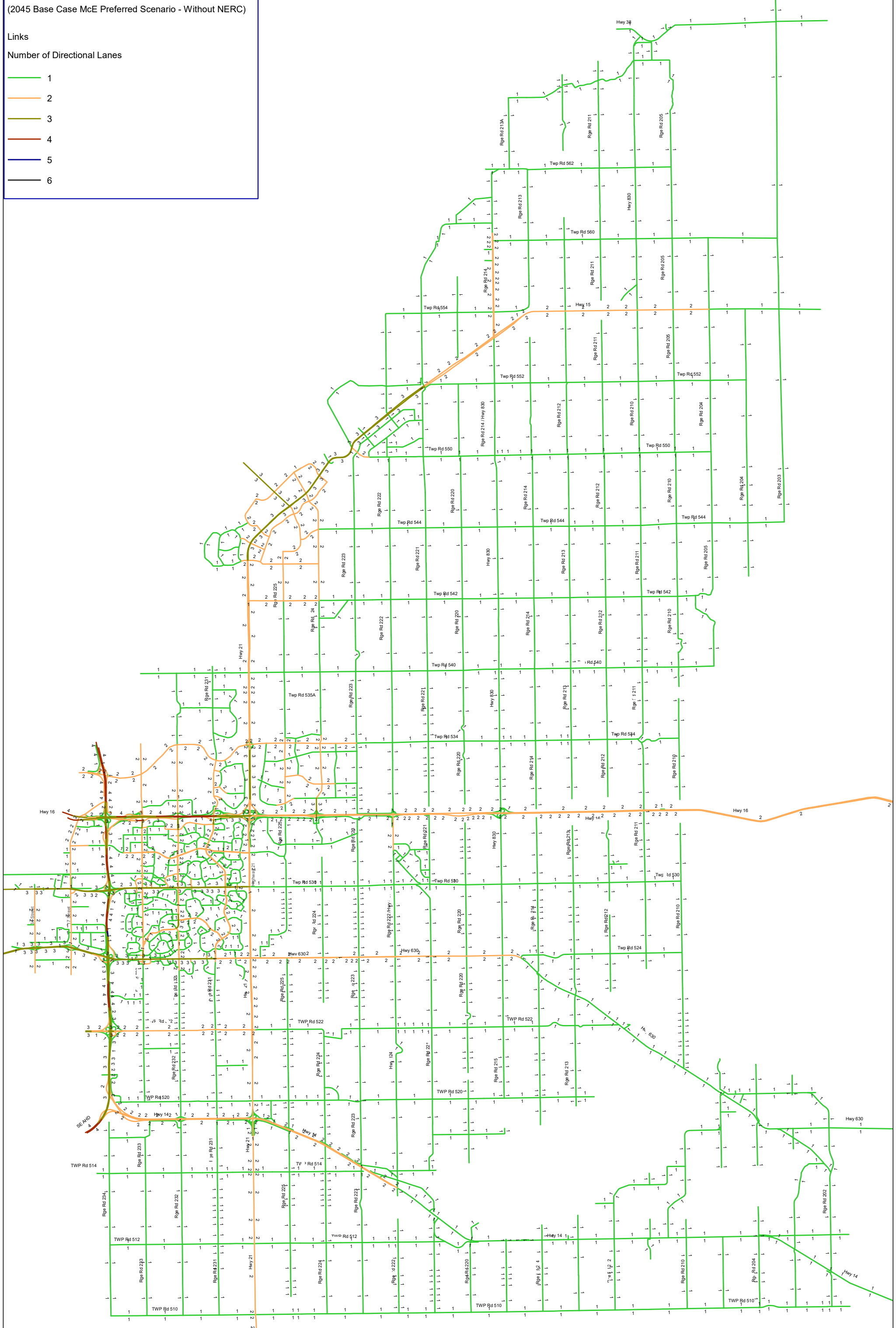
Nodes

Control type

- Two-way stop
- Signalized
- All-way stop
- ◆ Roundabout
- ▼ Two-way yield



Links  
Number of Directional Lanes

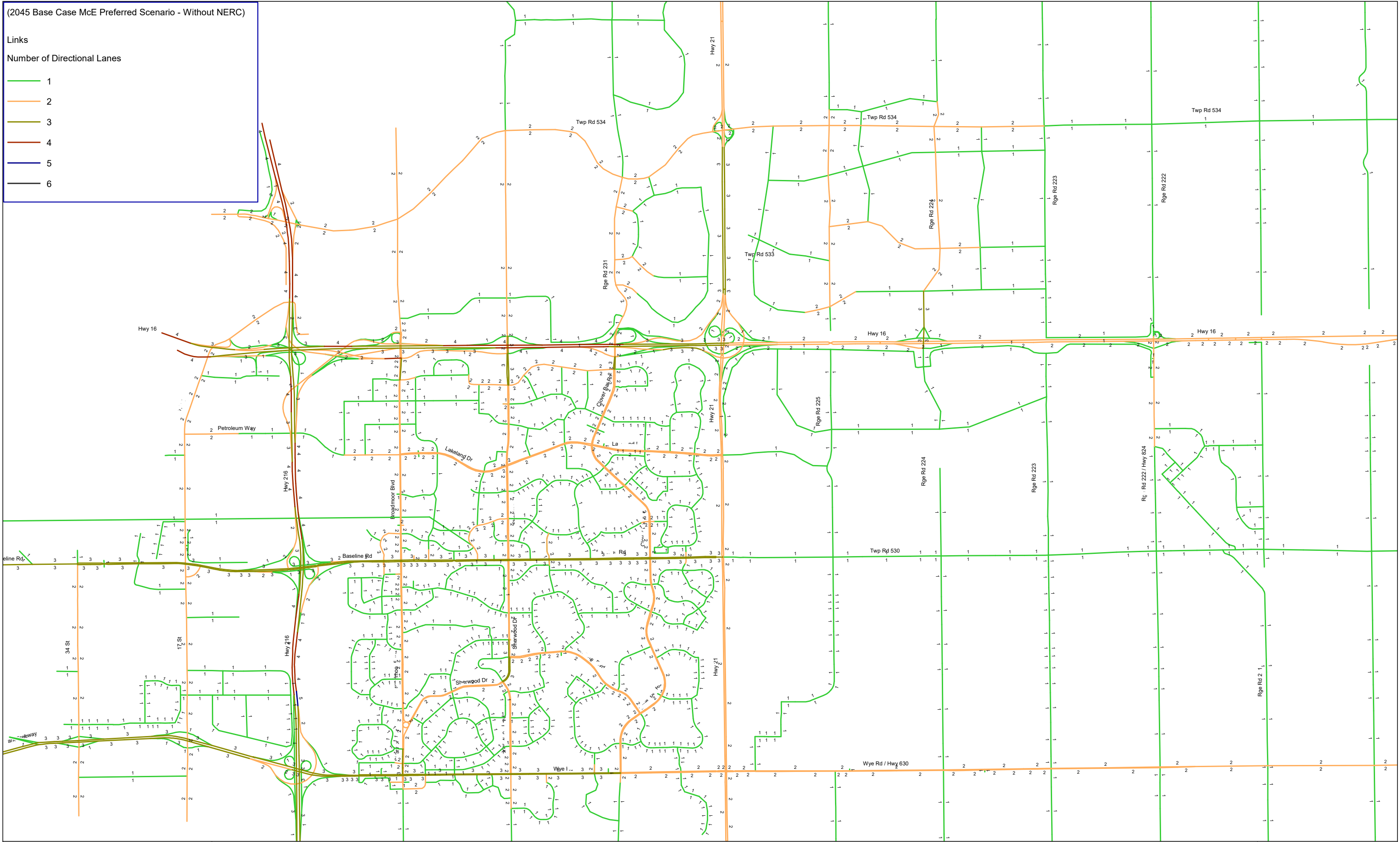


(2045 Base Case McE Preferred Scenario - Without NERC)

Links

Number of Directional Lanes

- 1
- 2
- 3
- 4
- 5
- 6



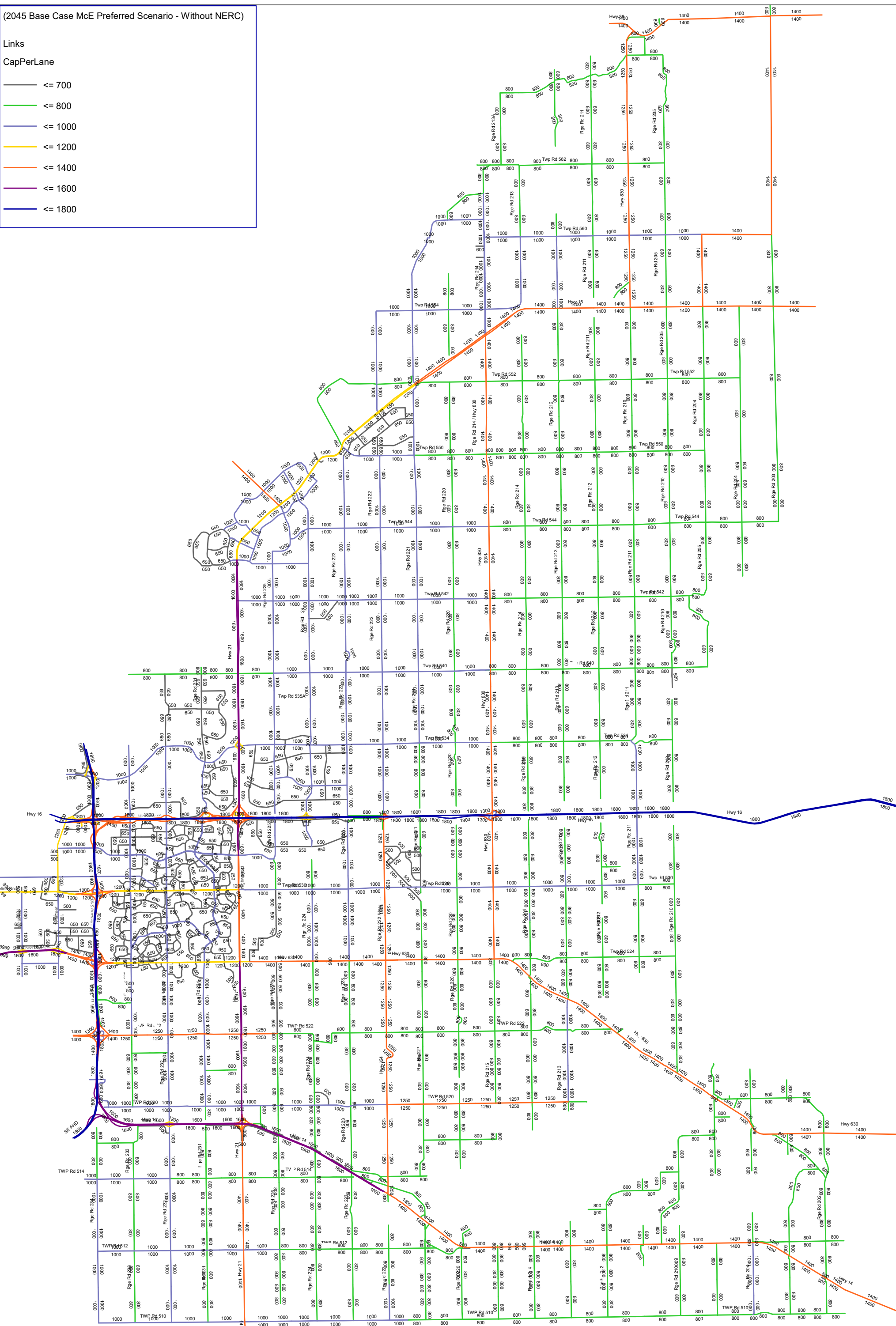


(2045 Base Case McE Preferred Scenario - Without NERC)

Links

CapPerLane

- <= 700
- <= 800
- <= 1000
- <= 1200
- <= 1400
- <= 1600
- <= 1800



(2045 Base Case McE Preferred Scenario - Without NERC)

Links

CapPerLane

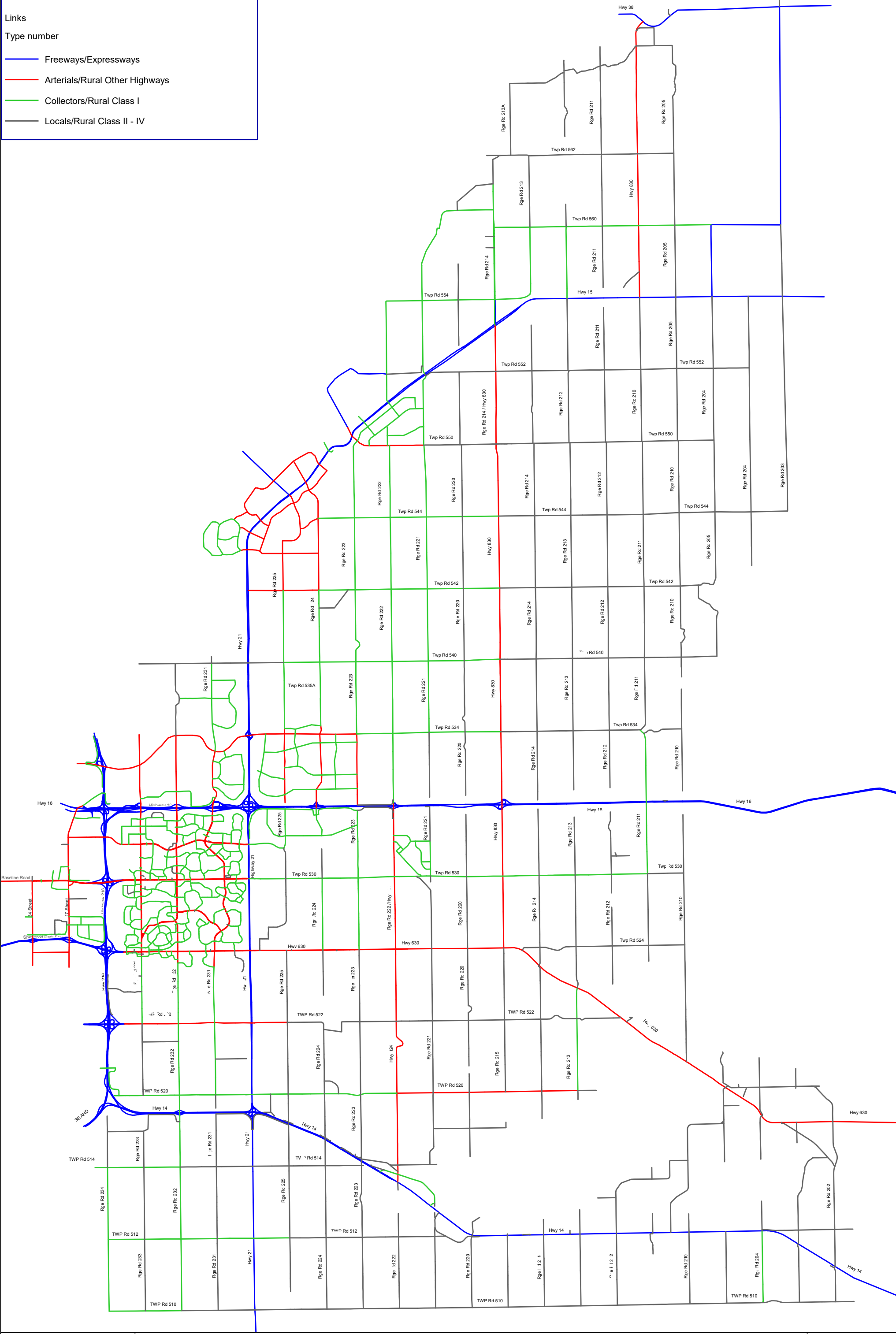
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- <= 1400
- <= 1600
- <= 1800



(2045 Base Case McE Preferred Scenario - Without NERC)

Links  
Type number

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- Arterials/Rural Other Highways
- Collectors/Rural Class I
- Locals/Rural Class II - IV

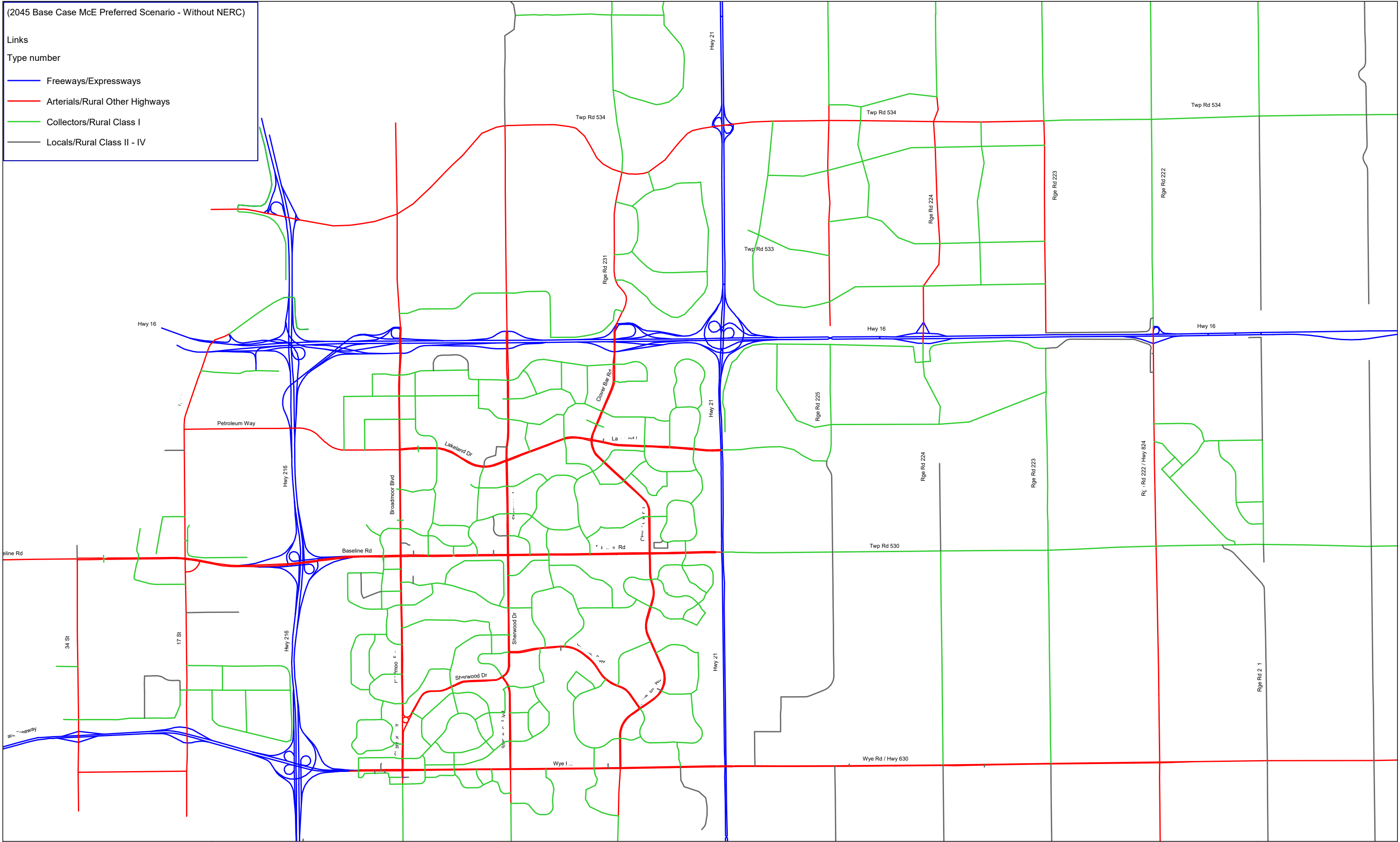




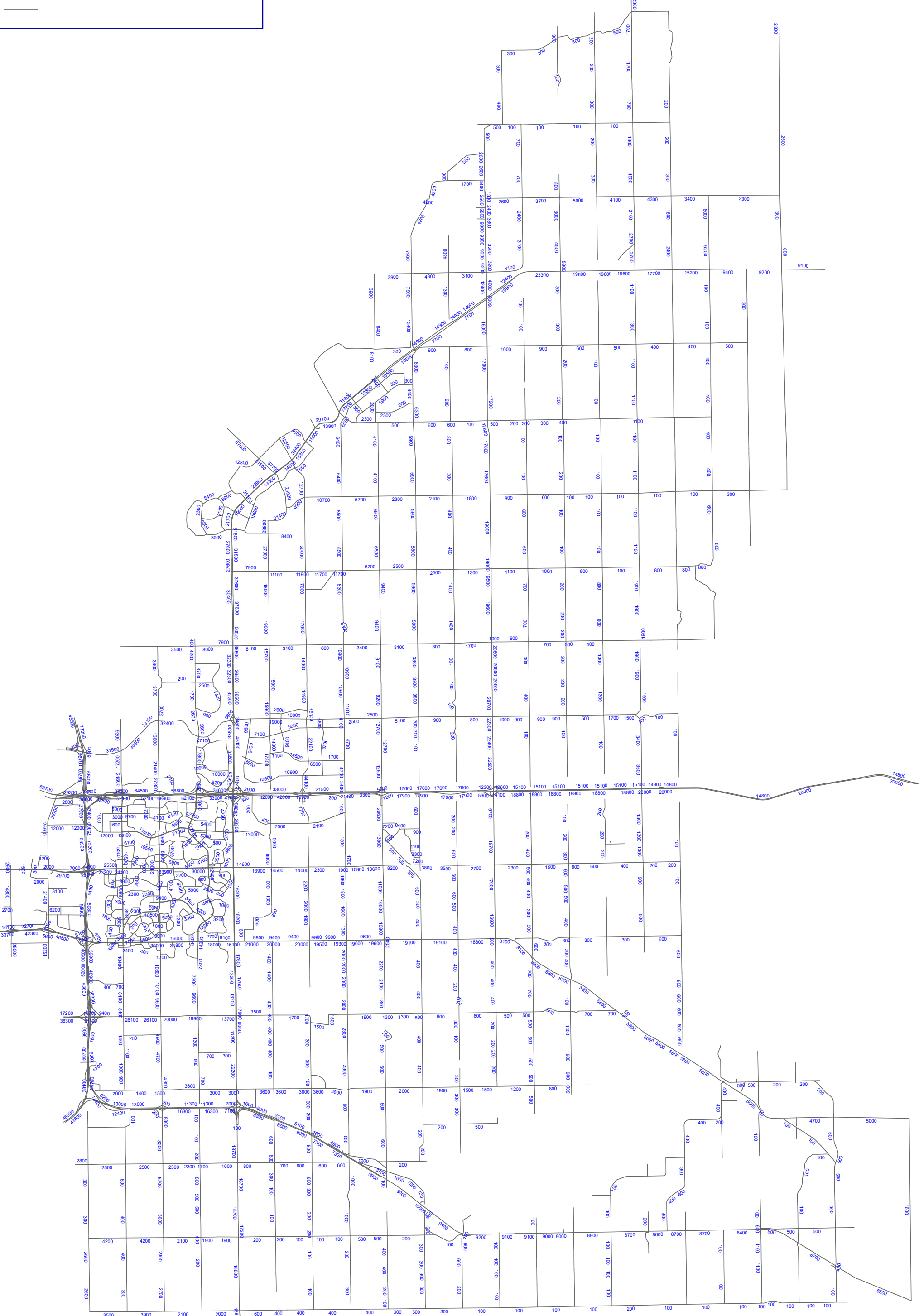
(2045 Base Case McE Preferred Scenario - Without NERC)

Links  
Type number

- Freeways/Expressways
- Arterials/Rural Other Highways
- Collectors/Rural Class I
- Locals/Rural Class II - IV

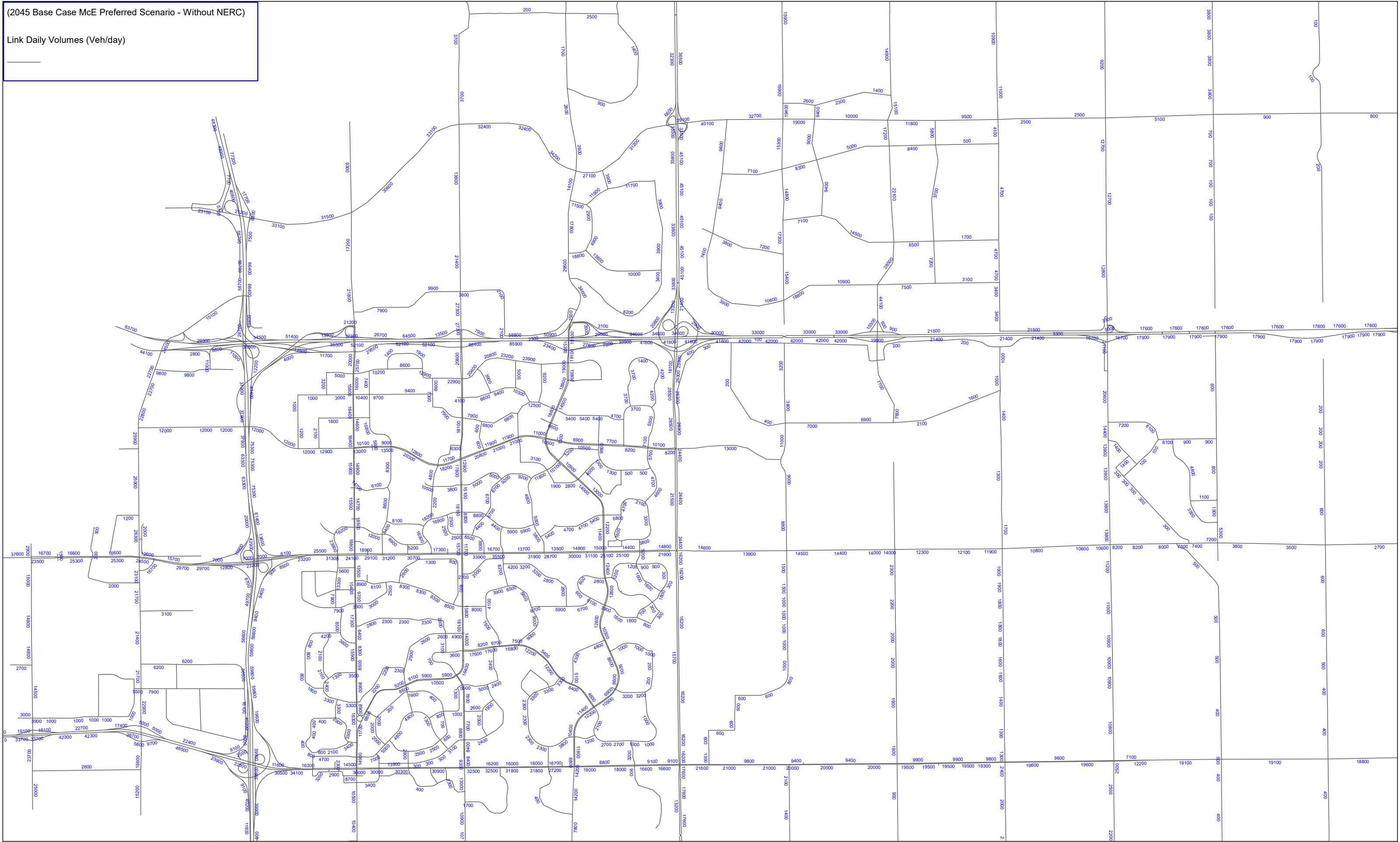


Link Daily Volumes (Veh/day)



(2045 Base Case McE Preferred Scenario - Without NERC)

Link Daily Volumes (Veh/day)

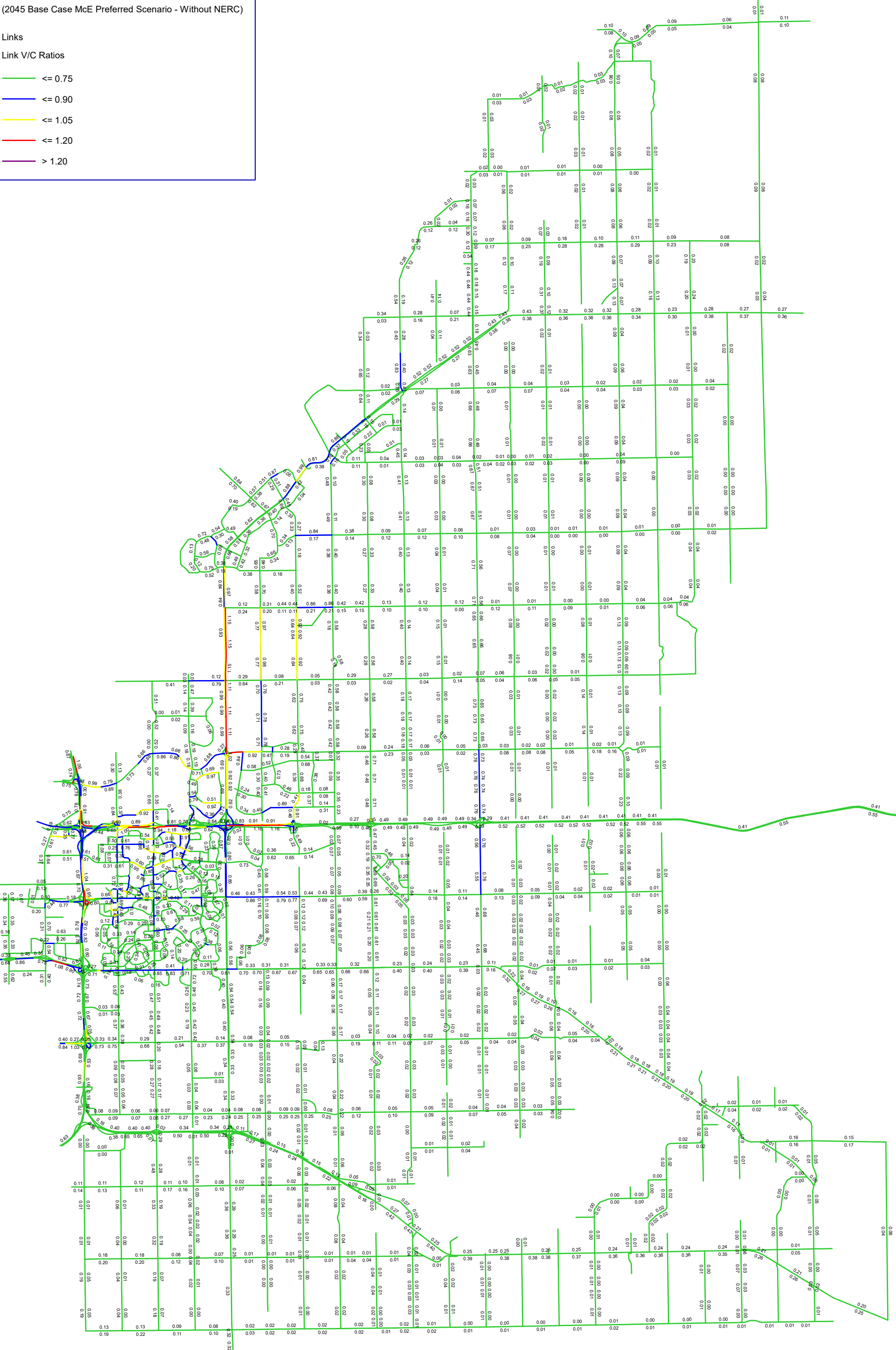




Links

Link V/C Ratios

- Green line:  $\leq 0.75$
- Blue line:  $\leq 0.90$
- Yellow line:  $\leq 1.05$
- Red line:  $\leq 1.20$
- Purple line:  $> 1.20$

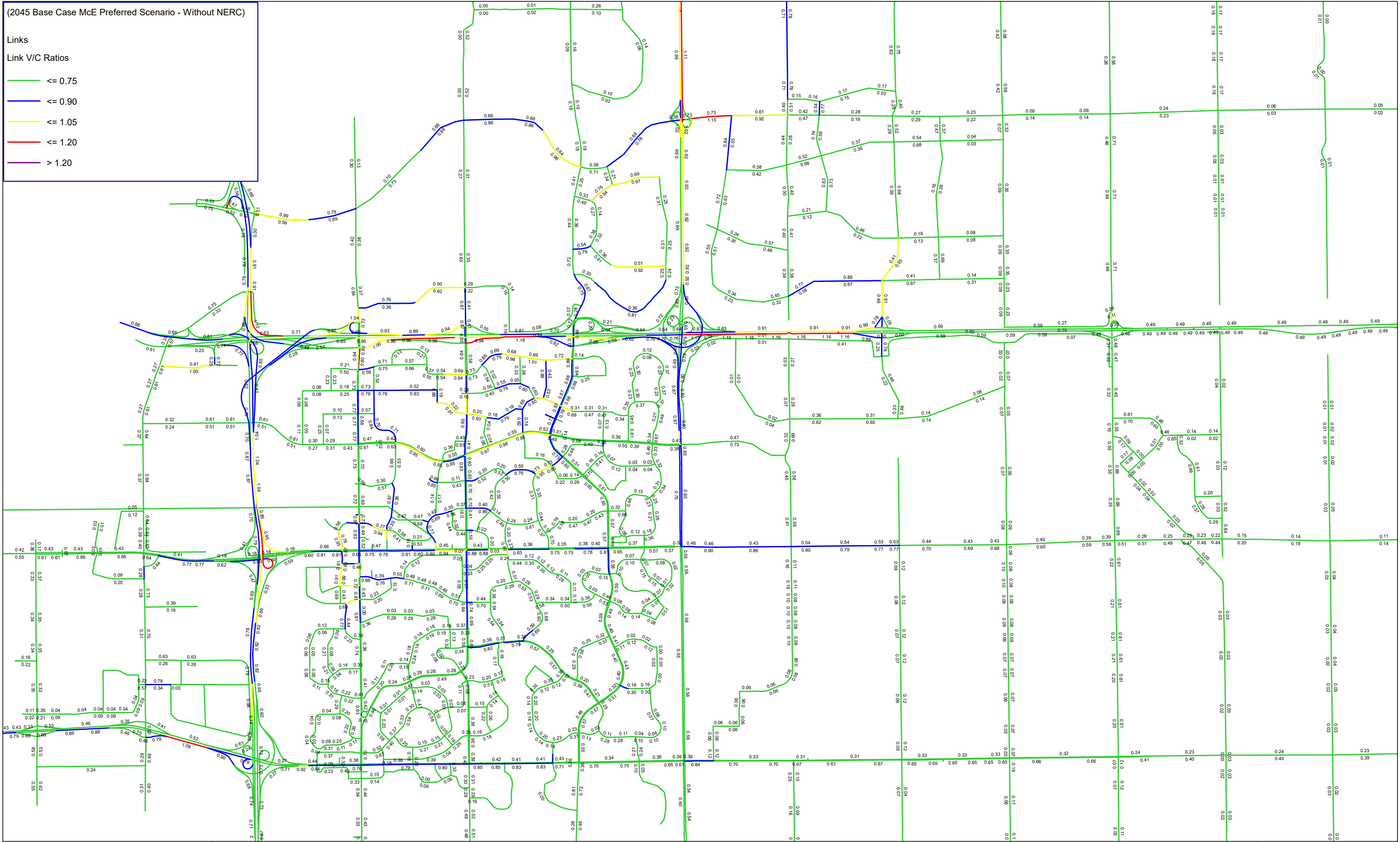


(2045 Base Case McE Preferred Scenario - Without NERC)

Links

Link V/C Ratios

- Green line:  $\leq 0.75$
- Blue line:  $\leq 0.90$
- Yellow line:  $\leq 1.05$
- Red line:  $\leq 1.20$
- Purple line:  $> 1.20$



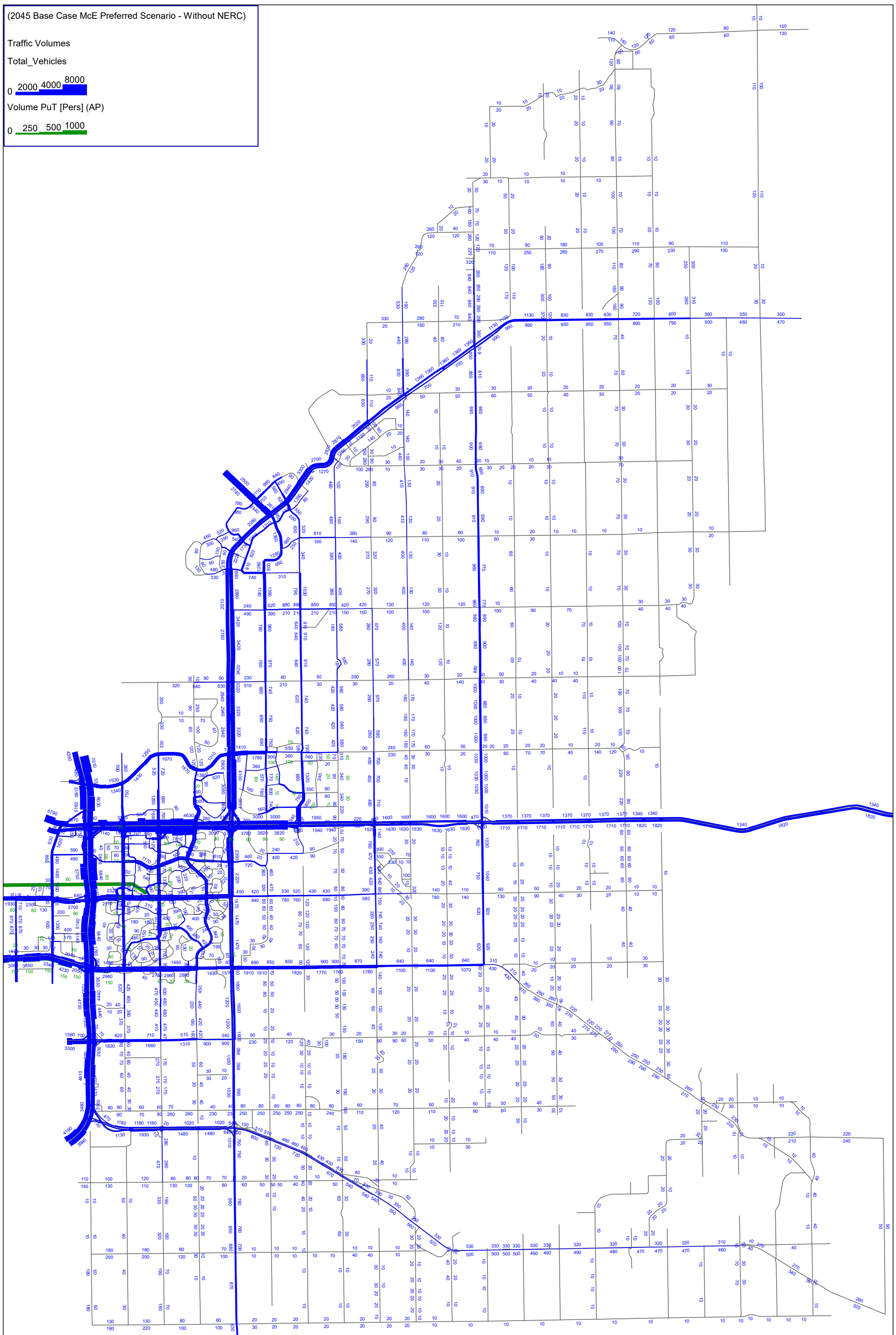
(2045 Base Case McE Preferred Scenario - Without NERC)

Traffic Volumes

Total\_Vehicles

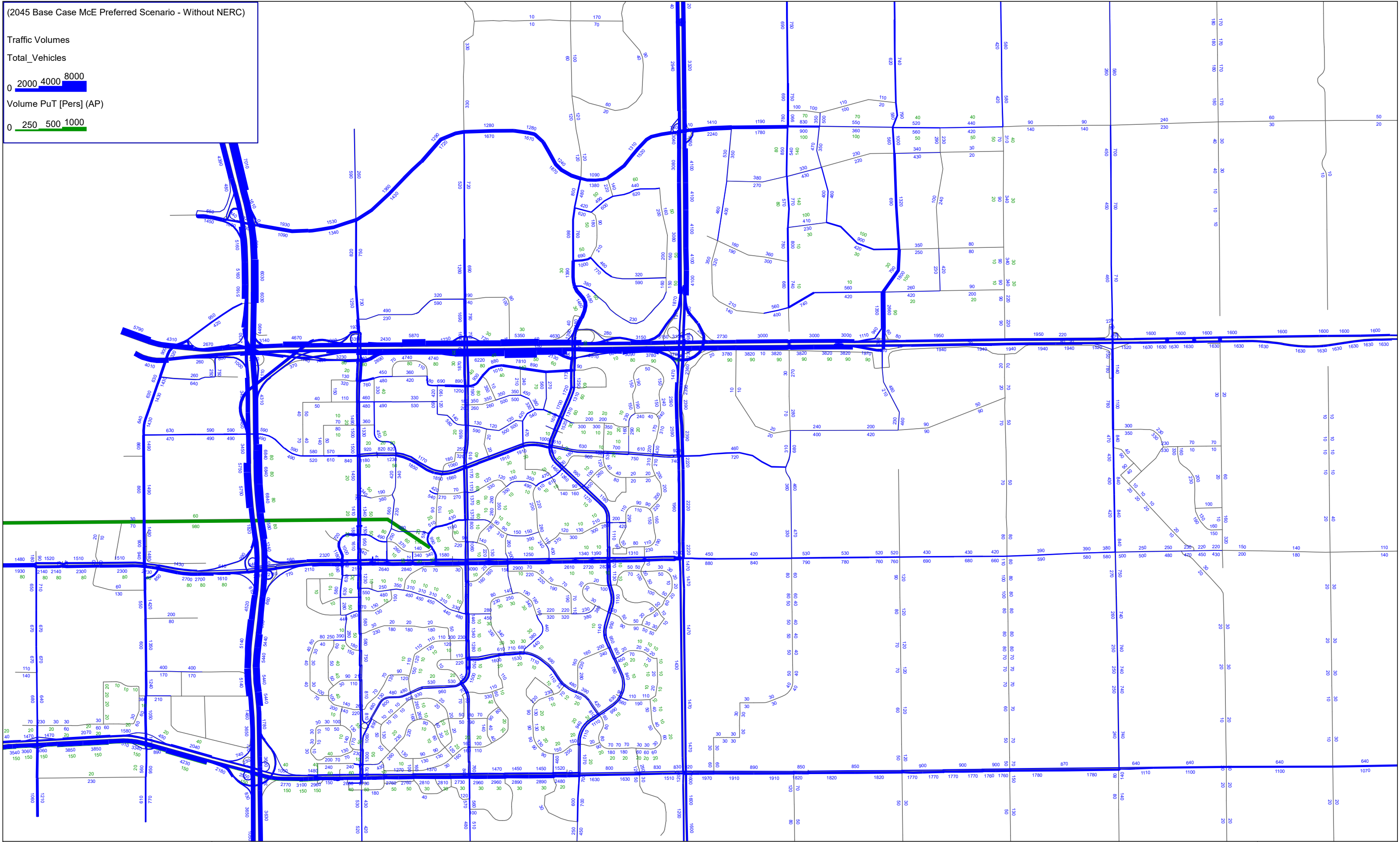
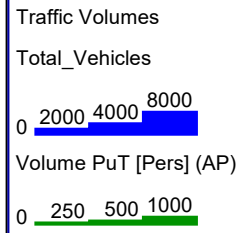


Volume PuT [Pers] (AP)



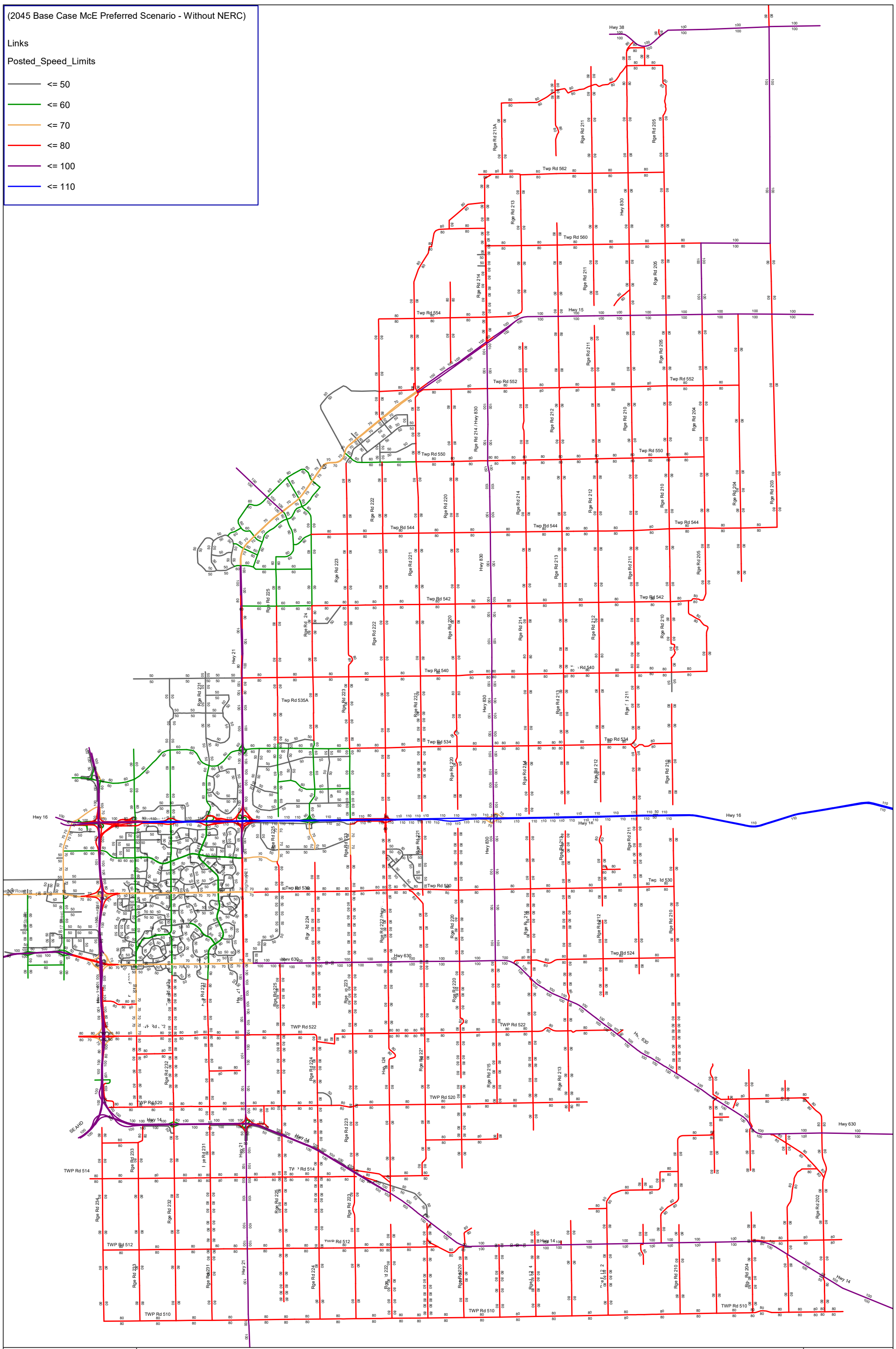


(2045 Base Case McE Preferred Scenario - Without NERC)



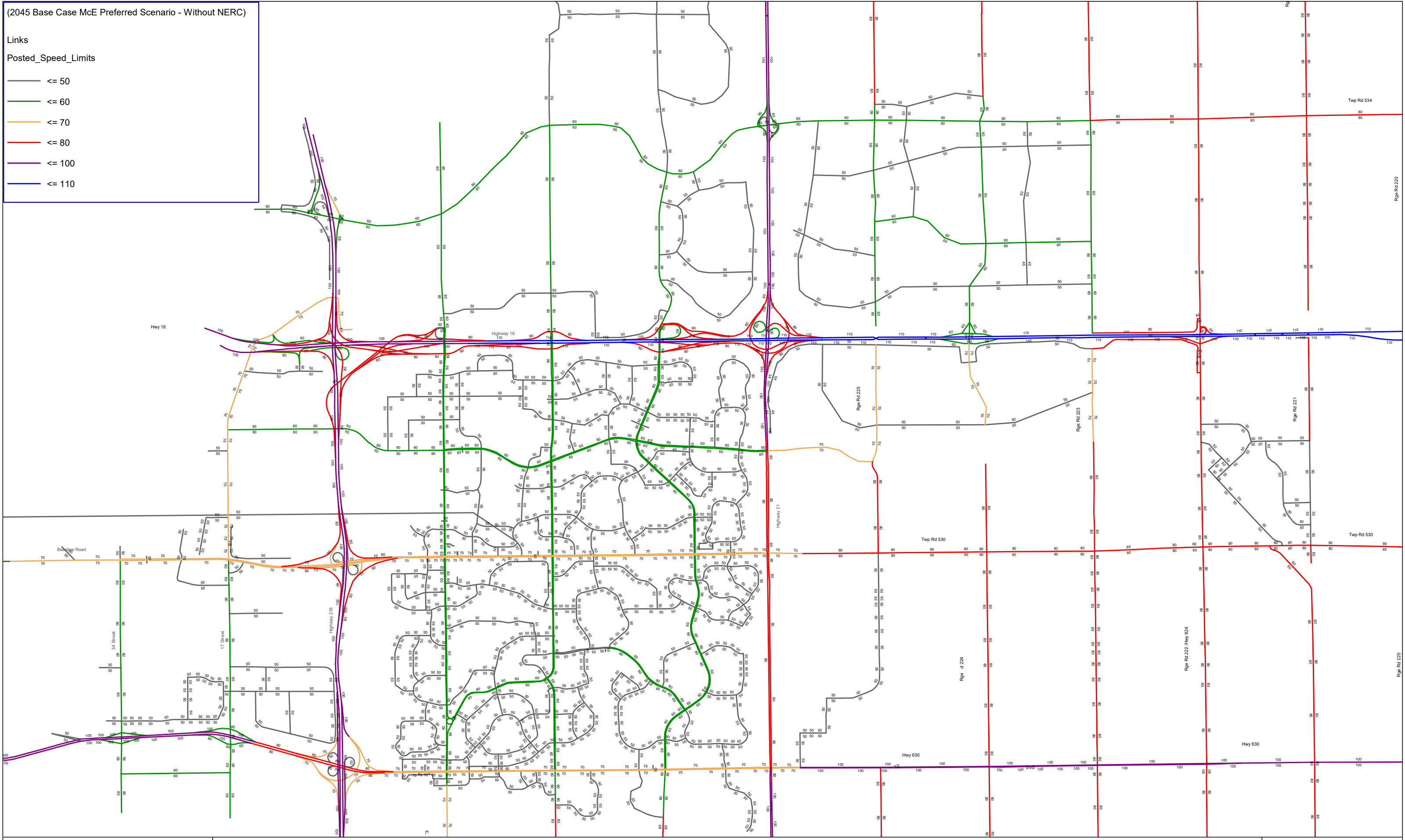
Links  
Posted\_Speed\_Limits

- <= 50
- <= 60
- <= 70
- <= 80
- <= 100
- <= 110



(2045 Base Case McE Preferred Scenario - Without NERC)

- Links
- Posted\_Speed\_Limits
- <= 50
  - <= 60
  - <= 70
  - <= 80
  - <= 100
  - <= 110





Traffic Volumes  
 Volume PrT [veh] (AP)  
 0 1000 2000 4000

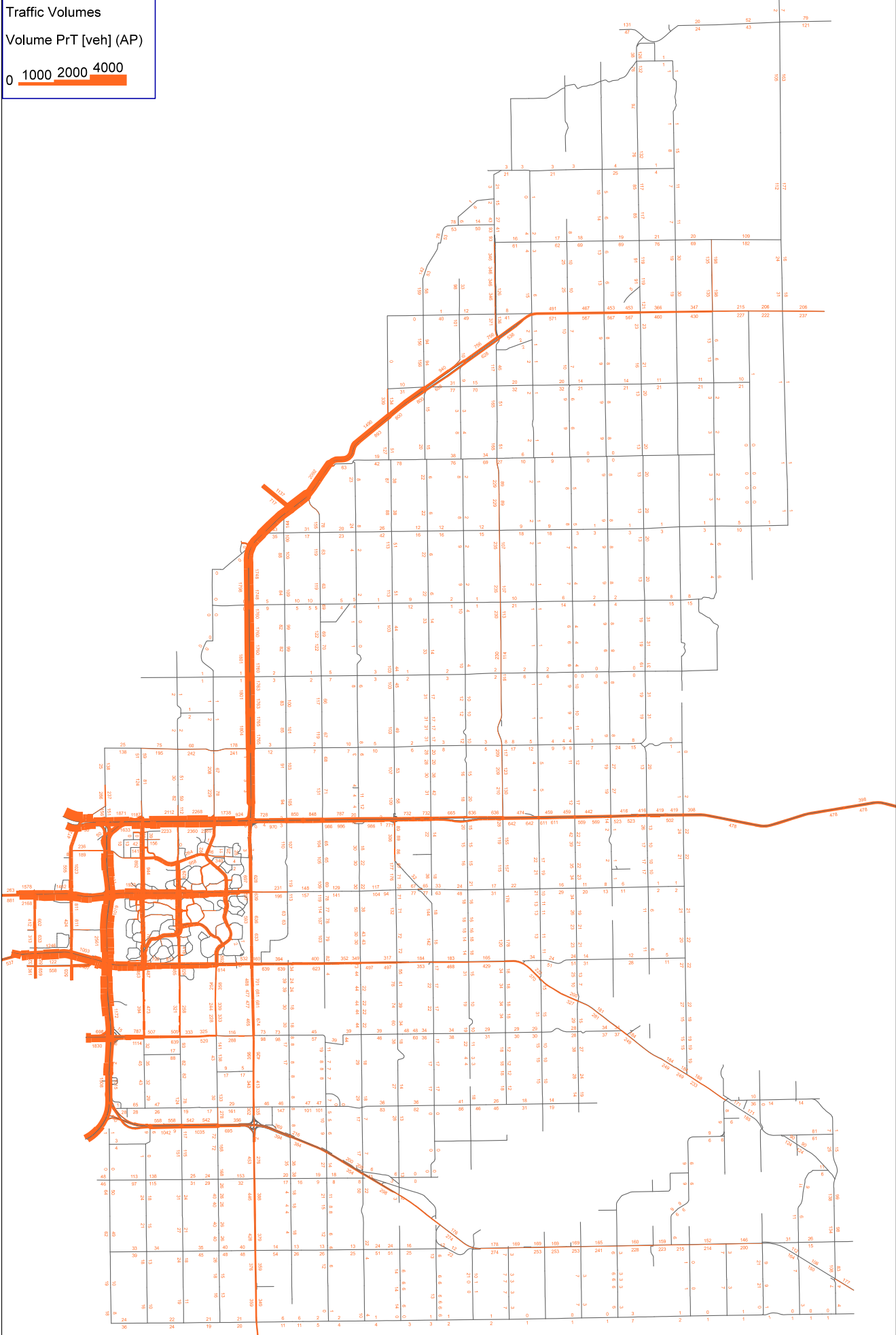


Figure 5.10b

Strathcona County 2044 Horizon Transportation Model  
 Base Year Model Assignment (PM Peak Hour) (Rural Service Area)

2017-10-10  
 1:150000

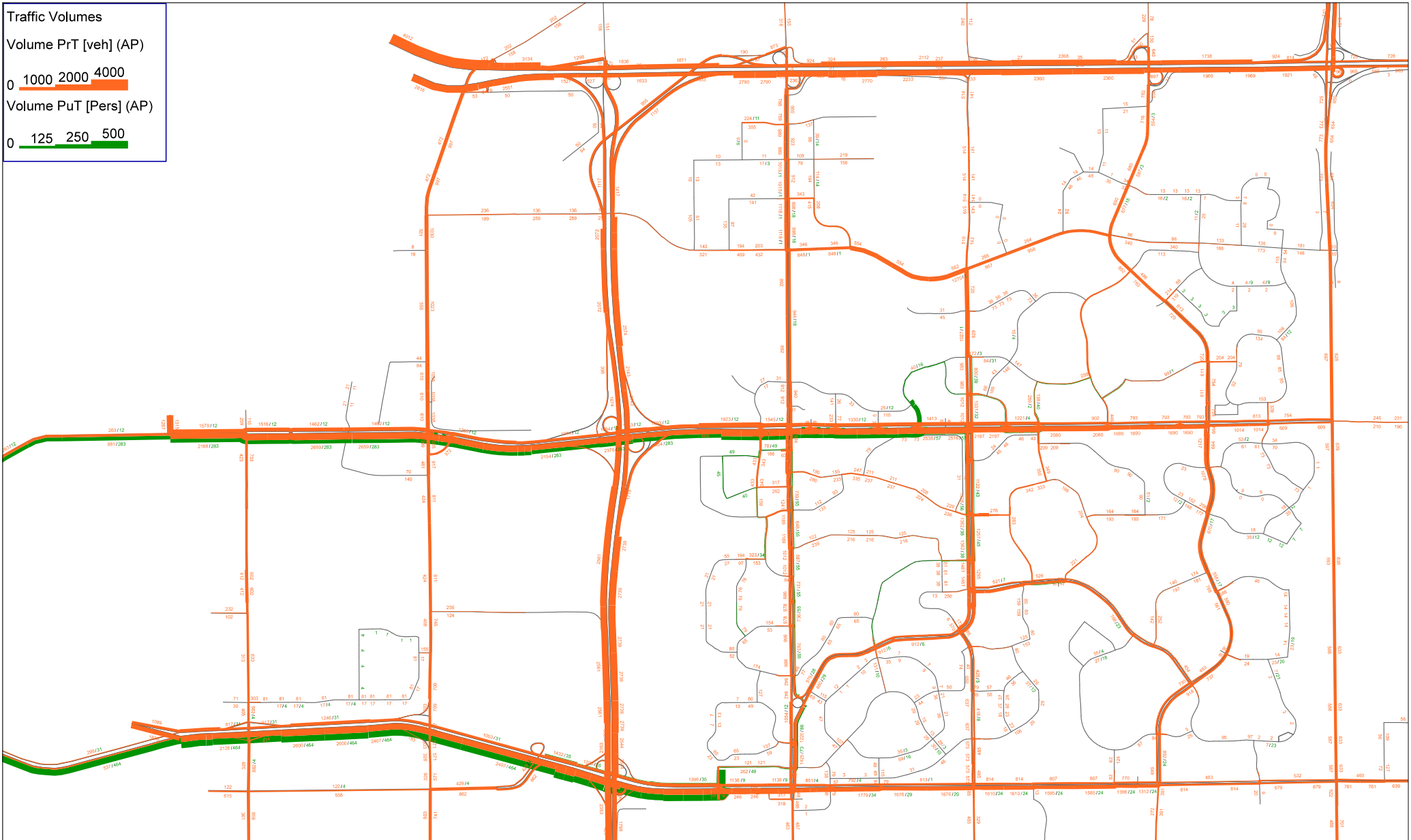
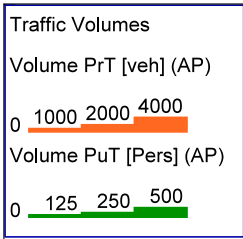
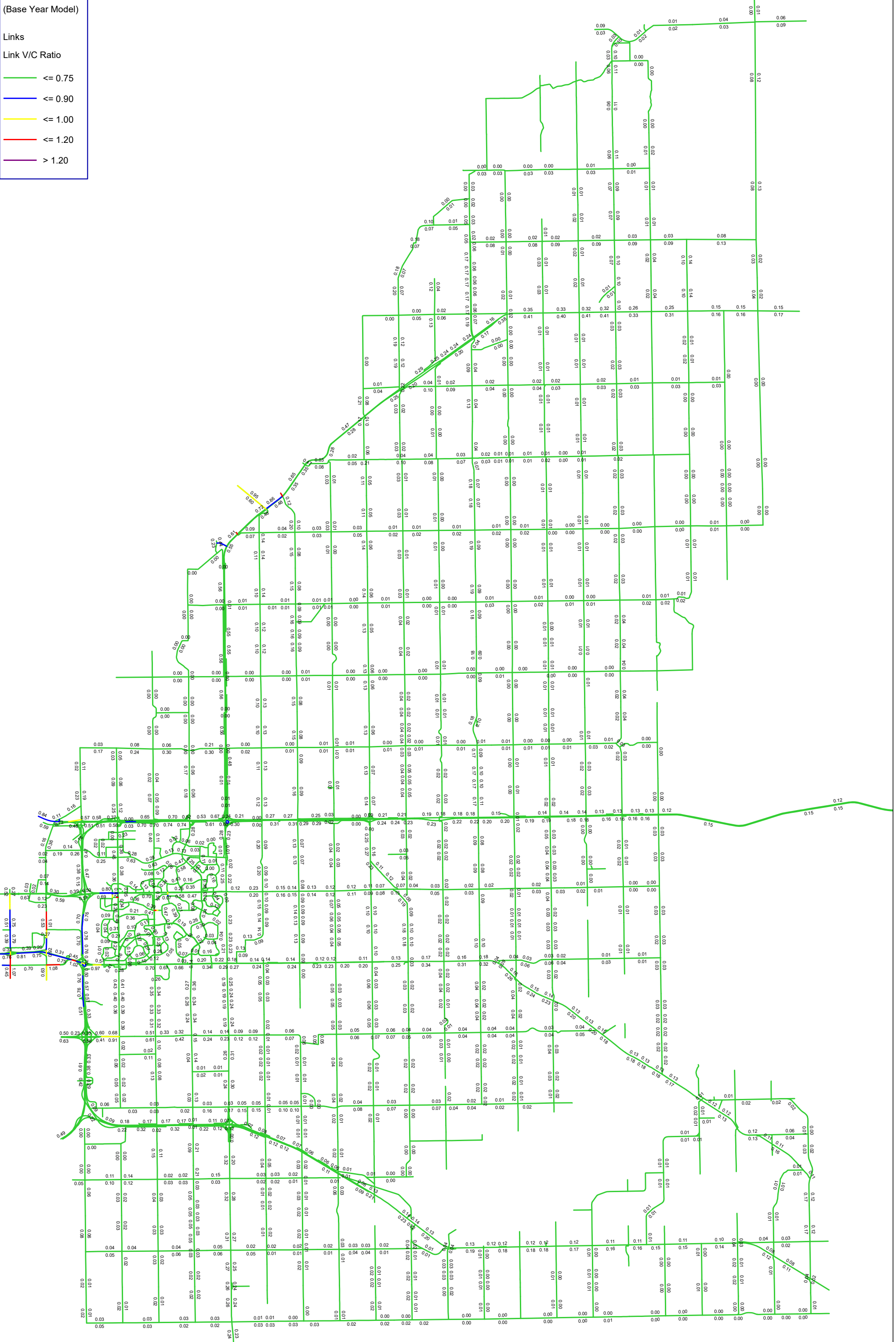
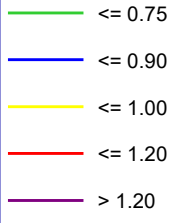


Figure 5.10a

(Base Year Model)

Links

Link V/C Ratio



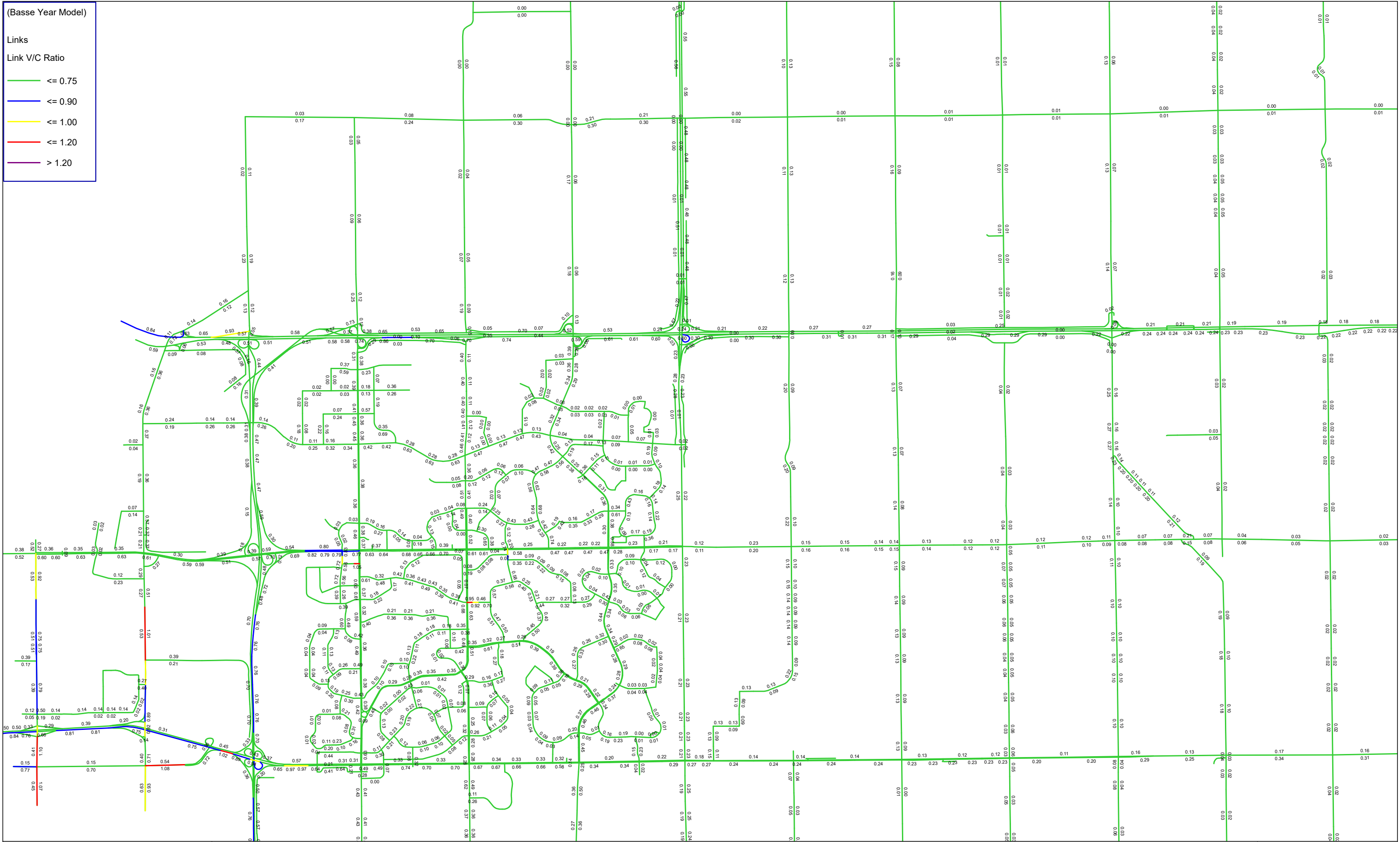


(Base Year Model)

Links

Link V/C Ratio

- Green line:  $\leq 0.75$
- Blue line:  $\leq 0.90$
- Yellow line:  $\leq 1.00$
- Red line:  $\leq 1.20$
- Purple line:  $> 1.20$



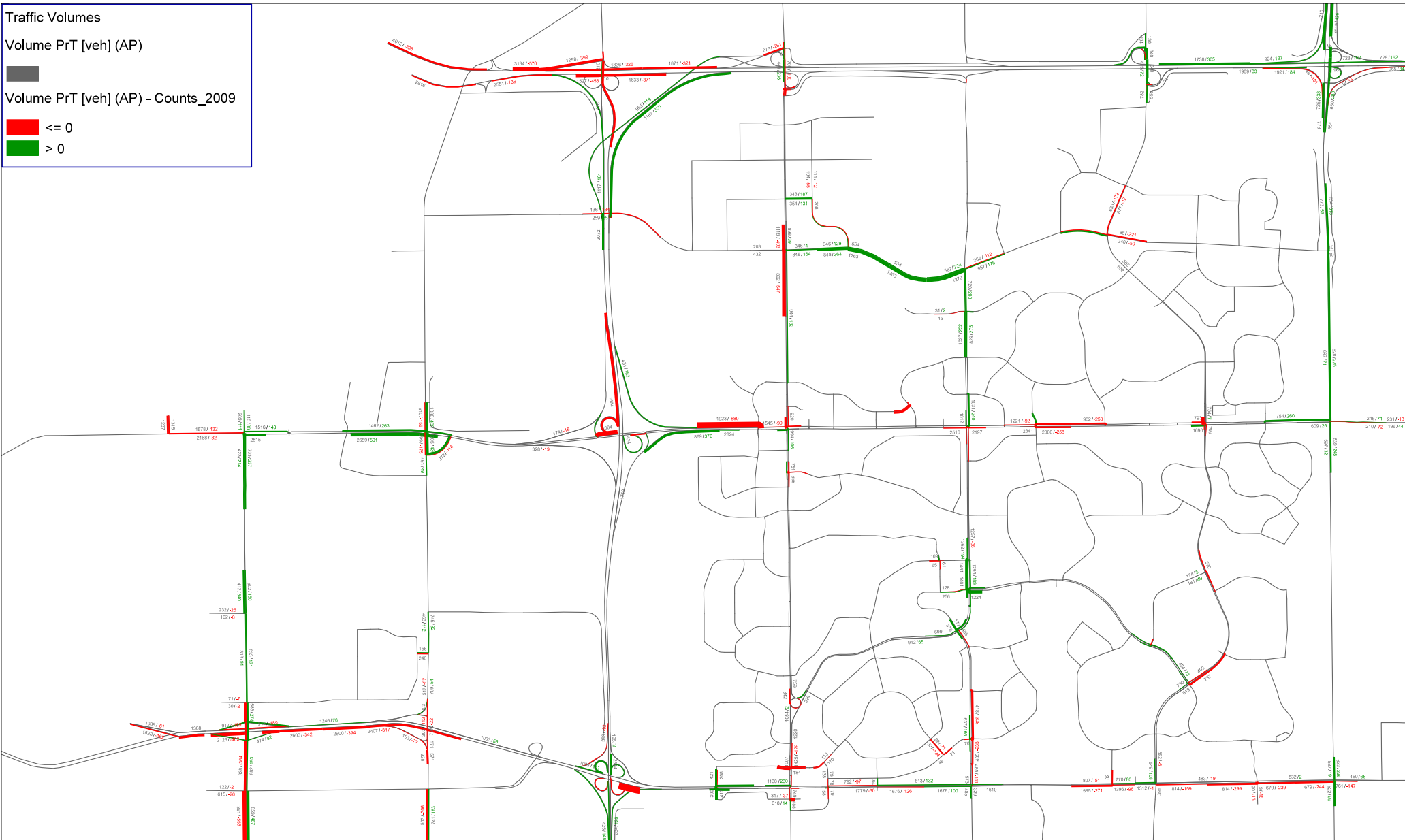
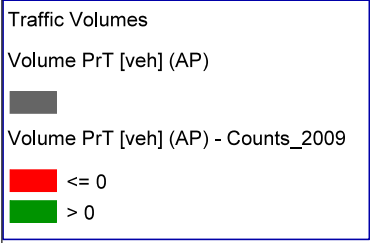


Figure 5.11

Strathcona County 2044 Horizon Transportation Model  
 Base Year Model Auto Volumes Comparison (PM Peak Hour) (Urban Service Area)

2017-10-10  
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STRATHCONA  
COUNTY