



Transportation Master Plan - Implementation Status

The Transportation Master Plan, approved by City Council in 1999, establishes the framework for how the City of Edmonton will address current and future transportation needs. The Plan sets out policies, strategies and priorities to guide transportation related decisions and actions on behalf of Edmontonians.

The Transportation Master Plan reflects a balanced and multi-faceted approach to addressing Edmonton's transportation needs. In keeping with this approach, the Plan is being implemented along a number of different fronts, in conformance with a set of ten-year priorities as listed below.

- ⇒ Provision of the first stage of the Inner Ring Loop; a six-lane facility with interchanges at selected intersections
- ⇒ Completion of the southwest portion of the Outer Ring Road, from Calgary Trail to Whitemud Drive
- ⇒ Upgrading of selected Highway Connector routes, particularly Calgary Trail, Yellowhead Trail and Whitemud Drive
- ⇒ Construct South LRT extension from University to Heritage, including transit priority measures/improved bus access for access from West Edmonton and Millwoods/Meadows to the LRT extension
- ⇒ Completion of the Bus Replacement program
- ⇒ Completion of the para-ramp program
- ⇒ Extension of arterial roadways and transit services to support developing areas
- ⇒ Aggressive rehabilitation of arterial and collector roadways
- ⇒ Completion of the Bridge Investment Strategy
- ⇒ Rehabilitation of Quesnell Bridge and a number of other structures
- ⇒ Updating of the Urban Traffic Noise Policy



Four Pillars of Urban Sustainability

Urban Form

- ⇒ Implementation of initial phases of an advanced traffic management system
- ⇒ Develop a non-motorized facility within abandoned rail or other rights of way
- ⇒ Completion of necessary studies to define proposed technology, alignments, approximate costs and required right of way for high speed transit routes to serve the West, North and Southeast sections of the City.

One of the key recommendations of the Transportation Master Plan was that a progress report be generated every three years to outline the status of proposals adopted for implementation. The 2004 Implementation Status Report, currently being finalized is the second of these progress reports.

The Transportation Master Plan responds to Edmonton's future transportation challenges with an approach that strives to:

- ⇒ Manage, rather than eliminate traffic congestion
- ⇒ Provide a wider range of travel options
- ⇒ Mitigate community impacts of the transportation system
- ⇒ Keep the transportation system in good repair
- ⇒ Support efforts and behaviours which limit environmental degradation
- ⇒ Monitor and adapt to changing conditions

Attached graphics outline key measures implemented between 1999 and 2003, measures proposed for implementation between 2004 and 2009, and remaining items either identified in the 2005 to 2014 Long Range Financial Plan, or items required for implementing the 10-year priorities.

The Transportation Master Plan identified required funding over the next 20 years for both operating and capital needs. This required funding is divided almost evenly between that required for roadways and that required for public transit. The 2004 budget closely matches this even allocation between roads and transit. The plan also identified a significant increase in the share of funding



allocated to growth projects. This share has been increasing since 1999, but addressing funding needs for growth projects will be an ongoing challenge.

Funding of large scale projects such as the South LRT continue to be a challenge, and will require the exploration of innovative financing, such as public-private partnerships or other means to leverage funding from other orders of government.

In 2004, the City of Edmonton is updating land use forecasts, which indicate that growth is expected to occur more rapidly than earlier forecasts. In order to monitor both the impacts of growth and changes in travel behaviour, an updated Household Travel Survey is proposed for 2005. A major commodity flow survey was completed in 2003 to allow a better understanding of goods movement, and travel forecasting tools are being updated to incorporate goods movement activity.

Further information and reading:

Transportation Master Plan (this is a large file and may take some time to open)

http://www.gov.edmonton.ab.ca/portal/server.pt/gateway/PTARGS_0_2_288_222_0_43/http://CMSServer/NR/rdonlyres/66A76AD6-E351-481C-9822-A7AB982704A4/0/TMPMarch1999HRES.pdf

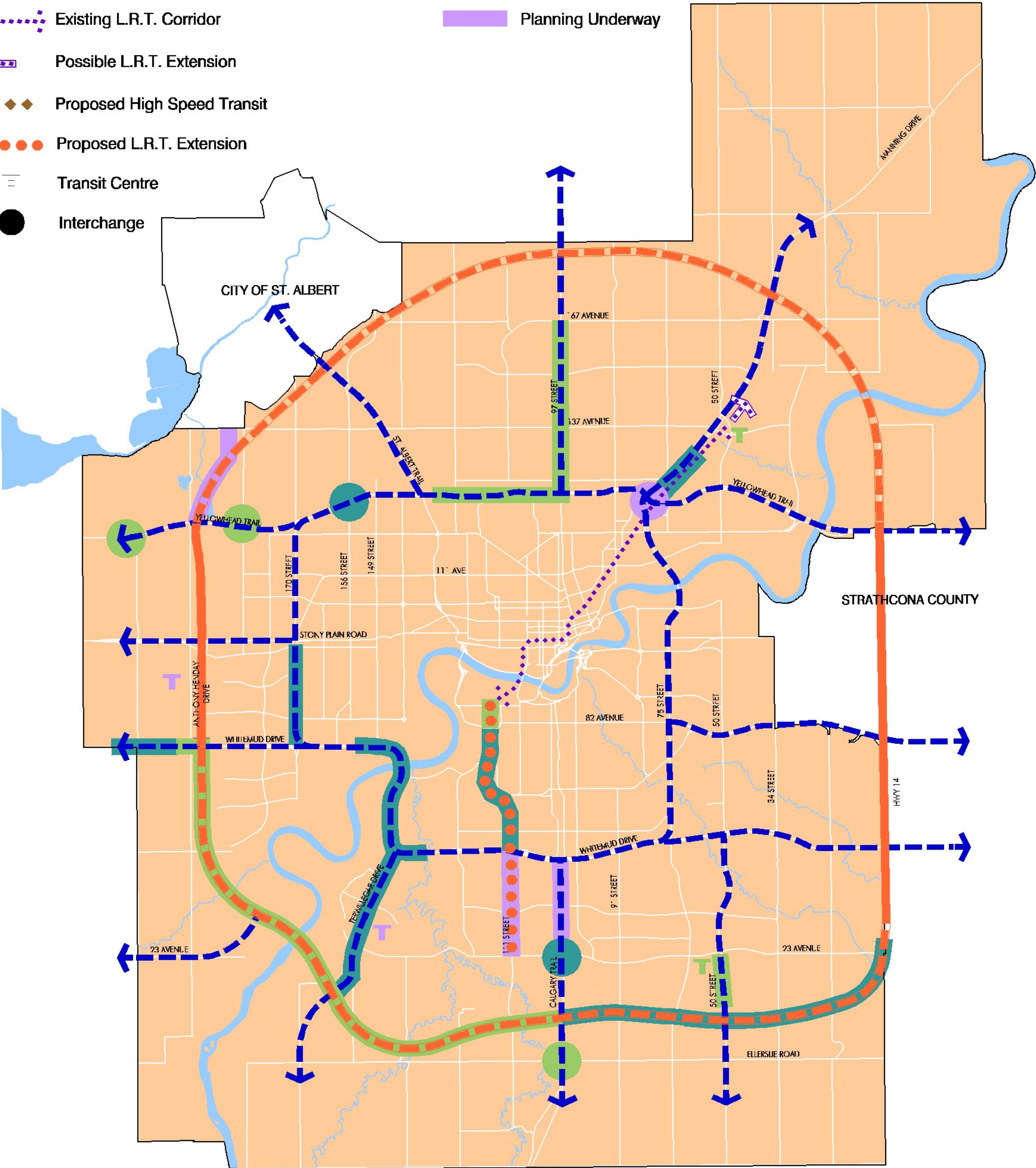
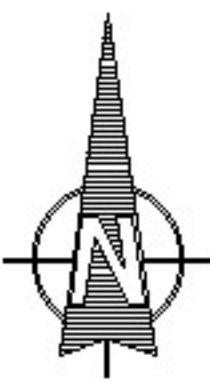
THE TRANSPORTATION MASTER PLAN CONCEPT

LEGEND:

- Proposed Anthony Henday Drive (by Alberta Transportation)
- Proposed Inner Ring Loop and Connectors
- Existing L.R.T. Corridor
- Possible L.R.T. Extension
- Proposed High Speed Transit
- Proposed L.R.T. Extension
- Transit Centre
- Interchange

1999 to 2003 Implementation

- Construction Completed/Underway
- Planning Completed
- Planning Underway



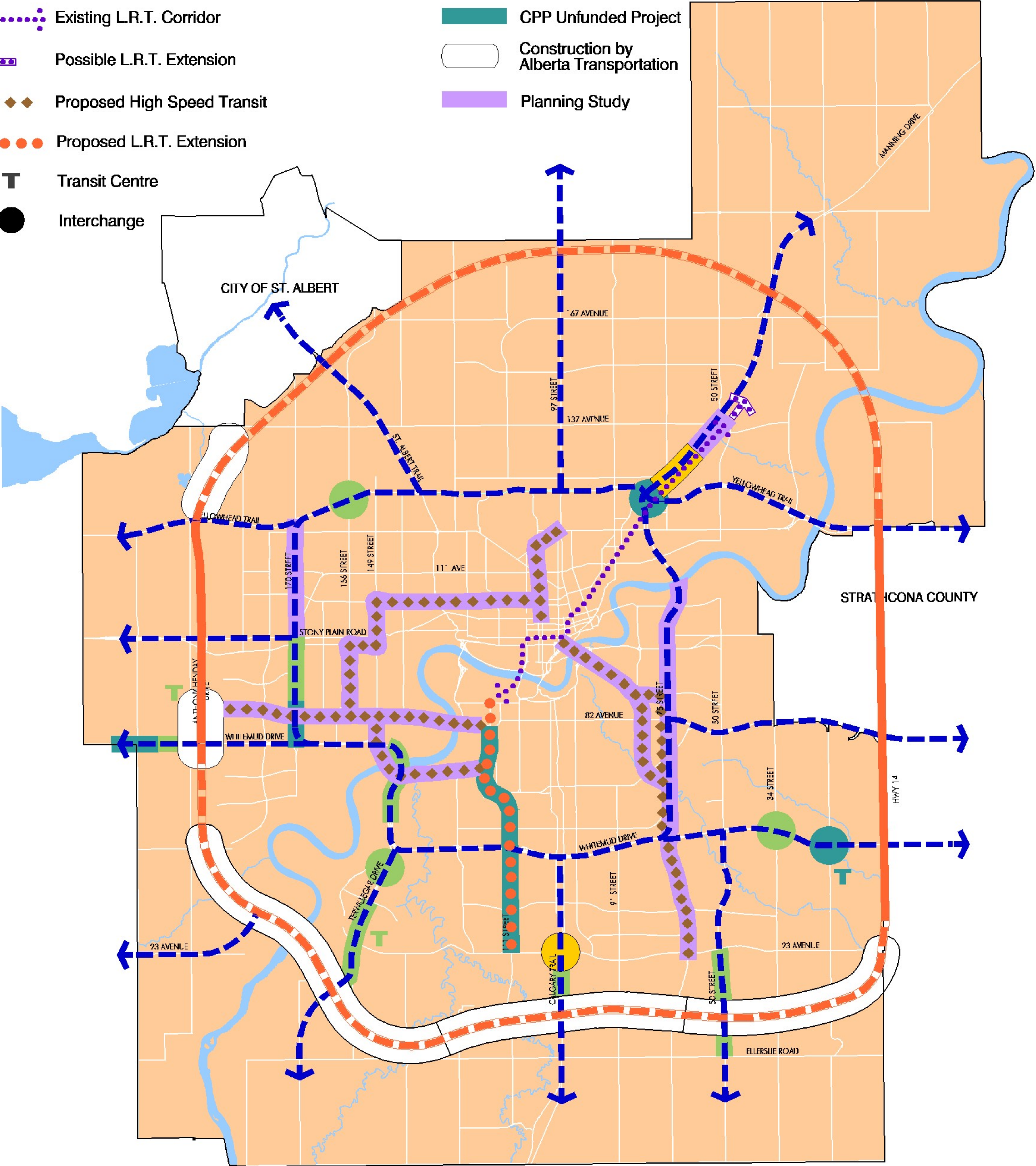
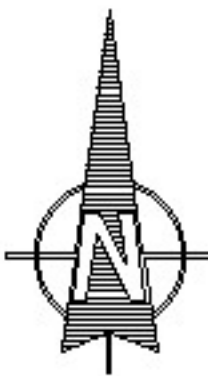
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Proposed Implementation
2004 to 2009









- CPP Funded Construction
- Proposed Debt Funded
- CPP Unfunded Project
- Construction by Alberta Transportation
- Planning Study



THE TRANSPORTATION MASTER PLAN CONCEPT

Proposed Implementation 2010 to 2014

LEGEND:

-  Proposed Anthony Henday Drive
(by Alberta Transportation)
-  Proposed Inner Ring Loop and Connectors
-  Existing L.R.T. Corridor
-  Possible L.R.T. Extension
-  Proposed High Speed Transit
-  Proposed L.R.T. Extension
-  Transit Centre
-  Interchange

Proposed Implementation

