EDMONTON’S TRANSPORTATION MASTER PLAN

IMPLEMENTATION STATUS

JUNE 2007
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1.0 INTRODUCTION

The Transportation Master Plan (TMP) 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 current TMP was adopted on April 14, 1999. It provides the essential policy basis for how transportation funding is spent, and what projects or programs the City focuses on to provide an integrated transportation system for citizens.

The Transportation Master Plan as developed 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, guided by a set of ten-year priorities outlined in the Plan.

One of the 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. This 2007 Implementation Status Report is the third of these progress reports.

Since the Transportation Master Plan was approved in 1999, Edmonton has experienced both strong economic growth and significant population growth, particularly in the suburban areas. Trends, as outlined in the recent 2005 Household Travel Survey report, also show increased travel and congestion on City streets. In view of these major changes, an update to the TMP was initiated in 2006. As directed by City Council, a review and an update of existing TMP policies is needed to ensure that continuing transportation decisions for an integrated network can be made within the context of recent development trends and growth pressures.

Building on the details outlined in the previous status reports, this 2007 Implementation Status Report describes major accomplishments in implementing the TMP since its approval. Where appropriate, the report also identifies ongoing or committed initiatives aimed at further implementing the TMP. The report focuses particularly on the Plan’s ten year priorities as listed on page 4.
### 1.1 Ten Year Priorities

The Transportation Master Plan identified a set of tentative priorities for implementation over the ensuing ten year period. The ten year priorities are presented below to provide a context for the remainder of this report.

<table>
<thead>
<tr>
<th>Type of Initiative(s)</th>
<th>Specific Ten Year Priorities</th>
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<tr>
<td>Development of a system of high standard major arterial corridors</td>
<td>• Completion of the southwest portion of Anthony Henday Drive (completed fall 2006).</td>
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<td>• Advancement towards completion of the southeast portion of the Anthony Henday Drive (by fall 2007).</td>
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<td>• Continuation of northern component of Anthony Henday Drive to connect from Highway 16 in Edmonton’s west end to Highway 16 in east end.</td>
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<td>• Provide the first stage of the Inner Ring Loop; a six-lane facility with interchanges at selected locations.</td>
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<td>• Upgrade selected Highway Connector routes, particularly Calgary Trail, Yellowhead Trail and Whitemud Drive.</td>
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<td>Arterial Roadway Network modifications and expansion</td>
<td>• Extend arterial roads to support developing areas.</td>
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<td>Implementation of Traffic Management initiatives</td>
<td>• Implement initial phases of an advanced traffic management system.</td>
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<td>Provision of High speed Transit service in several corridors</td>
<td>• Construct the South LRT extension from University Station to (former) Heritage Mall; including transit priority measures/improved bus access.</td>
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<td>• Complete concept planning studies to define proposed alignments, and approximate costs for high speed transit routes to serve the West, North and southeast sections of the City.</td>
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<td>Implementation of various Public Transportation Initiatives</td>
<td>• Extend Transit service to support developing areas.</td>
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<td>Implementation of various Accessibility Initiatives</td>
<td>• Complete the curb ramp construction program by 2008.</td>
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<td>• Complete the bus replacement program by 2008.</td>
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<td>• Develop a non-motorized facility within rail or other rights of way.</td>
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<td>Mitigation of Community Impacts</td>
<td>• Completion of the Update for the Urban Traffic Noise Policy</td>
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<td>Rehabilitation of Existing Infrastructure</td>
<td>• Aggressively rehabilitate arterial and collector roadways</td>
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<td>• Complete the Bridge Investment Strategy.</td>
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<td>• Rehabilitate Quesnell Bridge and a number of other structures.</td>
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2.0 MAJOR ROADWAY INITIATIVES

2.1 High Standard Major Arterial Corridors

The Transportation Master Plan calls for the development of a system of high standard roadway corridors to address the substantial increase in cross-town travel expected to occur in Edmonton in future. The proposed system consists of Anthony Henday Drive, an Inner Ring Loop, and Highway Connector routes.

Anthony Henday Drive is expected to play a key role in the conveyance of people and goods within and through the greater Edmonton region. Ultimately the roadway will be developed to a free-flowing standard with all intersections being grade-separated. Initial stages of the roadway will include some at-grade, signal controlled intersections.

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Anthony Henday Drive

Ten Year Priority

Complete the southwest portion of Anthony Henday Drive, from Calgary Trail to Whitemud Drive.

Accomplishments

- The Province has constructed the southwest portion of Anthony Henday Drive which officially opened October 11, 2006.

- Construction on the southeast portion currently is underway and will open to traffic in the fall of 2007. This portion will connect Highway 2 to Highways 14 and 16. The southeast component is the first highway project in Alberta to be built through a public-private partnership agreement.

- The northern component of Anthony Henday Drive will connect from Highway 16 in Edmonton's west end to Highway 16 in Edmonton's east end. Alberta Infrastructure and Transportation currently is updating a planning study for the northern component. An initial stage from the Yellowhead Trail to the St. Albert West Regional Road opened in fall, 2006.
The second component of the major arterial corridor proposals is the **Inner Ring Loop**. The Inner Ring Loop consists of Yellowhead Trail, 170 Street, Whitemud Drive and 75 Street/Wayne Gretzky Drive. The Transportation Master Plan calls for the enhancement of roadways forming the Inner Ring Loop to a more free-flowing standard. The objective is to reduce the number of at-grade signal controlled intersections, to reduce direct accesses wherever practical, and to operate these facilities at a minimum posted speed of at least 70 km/hr.

### Inner Ring Loop
(Yellowhead Trail, 75 Street, Whitemud Drive, 170 Street)

**Ten Year Priority**

Provide the first stage of the Inner Ring Loop; a six-lane facility with interchanges at selected locations

**Accomplishments**

- Improvements continued to be planned along Yellowhead Trail, between 82 Street and 156 Street and as further outlined in the Yellowhead Trail Operational Review (approved by City Council in 1999). These works, which are aimed at enhancing the standard of operation, include reductions in direct access, removal of some signal controlled intersections and re-routing of certain turn movements.

- Approved locations along Yellowhead Trail for future works includes: 121 Street/ Yellowhead Trail to create a triple northbound left turn; Yellowhead Trail lane widening eastbound to four lanes between St. Albert Trail and 121 Street; and, a jug handle intersection design to help ease congestion and improve safety for eastbound left turns at 127 Street.

- The major interchange and CN grade separation/rail overpass on 156 Street and Yellowhead Trail opened to traffic in 2006.

- A preliminary design for the upgrading of Whitemud Drive from Terwillegar Drive to 149 Street including the widening of the Quesnell Bridge is under way. Construction is proposed to begin in 2009/2010 in conjunction with the rehabilitation of Quesnell Bridge. A review of the 2001 concept plan for the Whitemud / Terwillegar interchange was recently completed.

- The improvements and widening of 170 Street (Whitemud Drive to 103 Avenue) are scheduled for implementation in 2007 / 2008.
The third element of the major arterial corridor strategy is the enhancement of certain Highway Connector routes. These roadways are to be maintained or upgraded to a high operating standard. Highway Connector routes will link the Inner Ring Loop with the Outer Ring Road as well as connect these facilities to the regional, provincial and national highway system.

## Highway Connectors

### Ten Year Priority

Upgrade selected Highway Connector routes, particularly Calgary Trail, Yellowhead Trail and Whitemud Drive.

### Accomplishments

- A functional planning study is underway by the Province for Highway #2 from the south City limits to the Anthony Henday Drive. It is scheduled for completion in 2007. Funding for the 41 Avenue SW / Highway #2 interchange was recently confirmed in partnership with the federal Asia-Pacific Gateway program.

- Construction of the 23 Avenue / Gateway Boulevard interchange is scheduled for 2007/2009.

- A concept plan for the upgrading of Whitemud Drive from Anthony Henday Drive to the west city limits was completed and initial stage improvements were completed from Anthony Henday Drive to Winterburn Road.

- Also underway and scheduled for completion in 2007 is the concept planning study for the Stony Plain Road corridor from the west City limits to Anthony Henday Drive.

- In 2004, the interchange was completed and opened to traffic on Yellowhead Trail at 184 Street.

- In 2006, the twinning of Terwillegar Drive was completed from Rabbit Hill Road to Anthony Henday Drive.

- Construction is scheduled in 2008 for the Fort Road widening improvements from four to six lanes between 66 Street and 129 Avenue.
2.2 Arterial Roadway Network Expansion and Modification

The Transportation Master Plan recognizes the need to modify Edmonton’s arterial roadway network to serve growth, to address localized access needs and to address any safety issues that may arise. These network modifications will typically fall within the following three categories: extension of arterials, twinning or upgrading of first-stage arterials, as well as access or safety related modifications.

Arterial Roadway Network Expansion and Modification

Ten Year Priority

Extend arterial roadways to support developing areas.

Accomplishments

- Arterial Roadway Assessments (ARA) are collected as a condition of subdivision or development permit and are the mechanism by which developers share the costs of arterial roadway infrastructure that benefit large areas of the City. In March 2000, ARA was implemented requiring development to fund the first two lanes of arterial roads. On April 2006, the Council approved Arterial Roads for Development Bylaw and Policy modified this approach requiring development to fund four or five lanes; and, it also defined areas within Edmonton that will be assessed these fees and outlined how these assessments will be calculated, collected and redistributed.

- Since the start of the ARA program, a total of over 42 km of new arterial roadways, (two, four or five lanes) have been constructed by developers to support suburban residential and industrial development.

- The 2004 Council approved Northwest Transportation Study is actively underway and implementation is ongoing. The study aimed at identifying key problem areas in the arterial roadway network and the development of short and medium term solutions (up to 10 years) to improve the major roadway network for the area generally north of 118 Avenue and west of 113A Street.
2.3 Traffic Management Initiatives

A number of strategies aimed at maximizing the benefits derived from existing infrastructure are recommended in the Transportation Master Plan. A number of these strategies that use advanced traffic management techniques to manage traffic growth, congestion, and optimize the use of existing infrastructure, are already being enacted.

Traffic Management Initiatives

Ten Year Priority

Implement the initial phases of an Advanced Traffic Management System (ATMS); now known as Intelligent Transportation Systems or ITS.

Accomplishments

Intelligent Transportation Systems (ITS) utilize a number of technologies to maximize the capacity of existing infrastructure and support the Transportation Master Plan. These technologies include the replacement and retrofit of outdated traffic control systems, updating of the traffic signal re-timing and coordination program, traffic responsive signal control to reduce delays at intersections, traffic cameras for traffic flow monitoring, vehicle detection systems to improve intersection performance, traveler information systems, and transit signal priority measures for improved transit service.

The following list identifies key ITS component areas completed, under development, or to be implemented within the next two years (2007 – 2008):

- Replacement & upgrading of outdated traffic control system equipment including traffic controllers, traffic monitoring video cameras, dynamic messaging signs, and plans for a new central computer traffic signals control system.

- Traffic signal re-timing and coordination program continues on a four year cycle of review to maintain or improve traffic flow. Traffic data is collected to coordinate with the signal program.

- Traffic responsive control installed in the Northlands area, South Edmonton Common, and to be installed in the West Edmonton Mall area.

- Transit Signal Priority will be implemented along select transit routes.

- Incident Management Systems including video cameras and dynamic messaging signs continue to be deployed.

- Public access to traffic cameras made available in 2005 through Shaw Cable; and, an internet webpage will allow broader public access in 2007.

- Transportation Demand Management measures will be explored starting in 2007.
3.0 PROVIDING TRAVEL CHOICES

3.1 High Speed Transit

The Transportation Master Plan recognizes public transportation as an integral and important element of Edmonton’s transportation system. The scope and diversity of public transportation initiatives recommended in the Transportation Master Plan is consistent with the overall objective of enlarging the range of viable travel choices available to Edmontonians in the future.

**High Speed Transit**

**Ten Year Priority**

Extend South LRT from University to Heritage; including transit priority measures/improved bus access for access from West Edmonton and Millwoods/Meadows to the LRT extension.

Complete studies to define proposed technology alignments and approximate costs for high speed transit routes to serve the West, North and Southeast sectors of the City.

**Accomplishments**

- Edmonton's LRT system is expanding and the next two phases of the extension will add approximately 7.5 kilometres to the City's LRT line, taking it from the new (2006) Health Sciences Station, to South Campus (2008), and to Century Park (former Heritage Mall site) by the end of 2009.

- The South LRT extension will: make public transit more accessible; better integrate the LRT with the current transit system; and, allow additional high-speed transit development in the future.

- In April 2004, Edmonton City Council approved the concept plan for High Speed Transit. This strategic plan outlined the potential High Speed Transit alignments for the North, West and Southeast transit corridors. Planning studies for these corridors are nearing completion.

- North routes for BRT and LRT from downtown to NAIT were approved by Council in Jan 2005. Consultants are being secured to complete planning and preliminary design of LRT from downtown to NAIT.

- Southeast BRT study is underway, final corridor selection is completed and recommendations will be brought forward in 2007.

- West BRT planning from Lewis Estates to South Campus has been completed and the Lewis Estates to downtown BRT has identified a recommended route.

- Concept planning studies for LRT extensions north from Claireview, and south from Century Park have commenced in 2007.

- A Transit Signal Priority pilot project was implemented for downtown to Millgate Transit Center. A number of improvement measures for transit priority are identified in the 1 to 3 Year Transit Improvement Report (2007).
3.2 Other Public Transportation Initiatives

In addition to the provision of High Speed Transit service, a number of other initiatives are included in the Transportation Master Plan that are aimed at providing travel choices to Edmontonians.

Other Public Transportation Initiatives

Ten Year Priority

Extend transit services to support developing areas.

Complete the Bus Replacement program

Accomplishments

- In early 2007, funding was approved to complete replacement of all existing GMC buses.
- With rapid development in outlying areas of the city, new transit services implemented to various growing neighbourhoods; and transit service expanded to industrial and major commercial areas. Service frequencies on some routes have improved to meet increased ridership.
- Partnerships with private land developers have been put in place in a number of areas to fund transit service as part of initial subdivision stage.
- New regional transit service implemented under contract with Sturgeon County/CFB (Garrison), River Cree Casino and the cities of Fort Saskatchewan and Spruce Grove;
- Three year U-Pass pilot project approved by Edmonton, Strathcona County and St. Albert City Councils with the U of A and MacEwan.
- Funding secured through the Canada-Alberta Municipal Rural Infrastructure Fund (CAMRIF), for Leger, Meadows and Lewis Estates Transit Centre.
- A new DATS business model developed and implemented to better meet the mobility needs of persons with disabilities.
- Designed and constructed the Percy Wickman Garage to accommodate administrative functions and the new DATS fleet of 91 lift-equipped vehicles;
- Environmental initiatives included Diesel Particulate Filters (DPF) in 20 buses (subsidized by Alberta Environment) and Diesel Oxidation Catalyst mufflers on 21 buses as part of a federal program. These programs reduce fleet emissions and contribute to a clean air initiative;
- Initiated a hybrid bus evaluation program and acquired two of the six buses to begin assessing their effectiveness within Edmonton’s operating environment;
- Completed an LRV retrofit program to address frame corrosion issues and add braking capacity for the new Health Sciences LRT 6% tunnel grade;
- Implemented several security enhancements in LRT stations and bus transit centres including adopting digital video technology; in partnership with the federal government.
3.3 Accessibility Initiatives

In addition to the public transportation initiatives previously discussed, the Transportation Master Plan calls for a number of measures aimed at reducing barriers to travel and encouraging non-motorized travel for shorter trips.

**Accessibility Initiatives**

**Ten Year Priority**

Completion of the curb-ramp program

Development of a non-motorized facility within abandoned rail or other rights of way

**Accomplishments**

- Work continues on all LRT vehicles towards improvements for increased accessibility and safety.

- City initiatives continue to improve sidewalk and curb ramp facilities; and bus shelters and benches from non-accessible to accessible.

- In 2006, a preliminary engineering design study was prepared for a multi-use trail corridor, landscaping and streetscaping enhancements along 105 Avenue. The design promotes walkability and the use of other non-motorized modes. This project is consistent with approved City policies established for the Downtown North Edge and the citywide Multi-use Trail Corridor Network.

- Efforts have commenced on the Edmonton sidewalk strategy to look at areas where sidewalks or pathways are missing or deteriorated, and develop financing strategies to upgrade these areas. Making new communities walkable will also be considered.

- In March 2007, the update commenced of the City's 1992 Bicycle Transportation Plan (BTP). The BTP is one of the guiding documents for the Transportation Department, dealing with how bicycles are integrated into Edmonton's transportation system. Route expansion, maintenance, and engineering standards will be examined, along with bike parking, connections to transit, and other supporting programs and policies.

- A number of multi-use trails have been completed within abandoned rail or other rights of way in accordance with the multiuse trail corridor study, notably the northeast multiuse trail from downtown to Rexall Place.

- The curb ramp program is proceeding in conjunction with roadway rehabilitation programs and at priority locations but will remain an ongoing program for the foreseeable future.
4.0 Impact Mitigation Initiatives

4.1 Traffic Noise Abatement

Extensive formal and informal public consultation has occurred and is occurring on an ongoing basis to address impacts of the transportation system. Traffic noise is one of the most frequently mentioned impacts of the transportation system for people living near arterial roadways.

Traffic Noise Abatement Initiatives

Ten Year Priority

Update the Urban Traffic Noise Policy

Accomplishments

Edmonton's Urban Traffic Noise Policy (C506) and associated Procedures were adopted by City Council on September 14, 2004. In accordance with the Policy, the assessment of noise impacts and the requirements for noise attenuation are included as part of the concept planning stage for all new transportation projects (arterial roads and major transit corridors) and for all new residential development proposals adjacent to arterial roads.
4.2 Environmental Impact Reduction

Reducing Environmental Impacts

The Transportation Master Plan supports initiatives which reduce or mitigate environmental impacts of transportation facilities. These include the consideration of the environment as part of the planning process, as well as the adoption of operating practices that minimize environmental impacts.

Environmental Initiatives

Accomplishments

- The City is actively participating at a technical level in Provincial and National organizations developing policy and regulations for transportation environmental issues.

- Edmonton Transit System continues to test many kinds of technology to limit environmental impacts. In 2006, ETS commenced a one year test of three kinds of Hybrid (Diesel/Electric) buses to evaluate their effectiveness and environment. ETS has ordered 200+ new Diesel ultra low sulfur (lower emissions and more efficient than earlier models) buses to replace the aging fleet of GM buses.

- The use of snow storage sites and salt management practices ensures the City is pro-actively responding to concerns regarding the impacts of salt on water quality and vegetation. Engineered sites have been developed in Belvedere and Kennedale; and, the new SE engineered site just east of 17 Street just north of the Whitemud. Plans are in the works for the SW site, which will be located on the north side of Ellerslie Road east of 156 Street.

- Requirements of the North Saskatchewan River Valley Bylaw #7188 and Federal/Municipal environmental legislation are considered in the planning and design of transportation facilities in the river valley and ravine system.

- The City of Edmonton continues to ensure transportation analytical tools are utilizing state of the art capabilities to forecast vehicle emissions and fuel consumption and the impacts of changing technology on emission levels.

- Edmonton Transit has tested a diesel particulate filter on buses as a method to reduce diesel engine particulate emissions. Initial results indicated a 65-75% reduction in particulate emissions, a 50% reduction in hydrocarbon emissions and a 70-80% reduction in carbon monoxide emissions were obtained with the filters. Buses equipped with these filters use ultra-low sulphur fuel, which will be mandatory for use with all buses in 2006.

- All traffic signals are now equipped with LED’s (light emitting diodes) resulting in significant reduction in the electrical energy needed to operate the system.
4.3 Traffic Safety

Safety

The Transportation Master Plan recognizes and affirms a strong commitment to a safe transportation system. Safety is considered in all aspects of the Transportation Department, but a number of specific initiatives to enhance safety practices have also taken place.

Safety Initiatives

Accomplishments

- The Office of Traffic Safety has been formalized to collaboratively integrate and coordinate traffic safety initiatives between City departments, the Edmonton Police Service, and external safety partnerships and stakeholders.

- The City’s Traffic Safety Strategy sets out the targets, strategies, and actions to support the reduction of traffic collisions on the roadways; with the vision to reduce traffic collisions on Edmonton roads by 30% by the year 2010.

- Collision data continues to be collected and analyzed including for the identification and prioritization of high collision locations in the City.

- The Office of Traffic Safety initiated the Integrated Corridor Safety Program that includes engineering and enforcement initiatives combined with communications and public awareness programs for purposes of collision reduction and prevention. This co-ordinated approach contains eighteen strategies and support actions and includes ongoing evaluations to ensure that targets are being met.
5.0 INFRASTRUCTURE REHABILITATION AND MAINTENANCE

5.1 Pavement Investment Strategy

The Transportation Master Plan commits the City to give a high priority to the preservation, maintenance and repair of existing transportation facilities in order to avoid or defer the need for costly infrastructure replacement.

Pavement Investment Strategy

Ten Year Priority

No explicit initiatives were identified; however the Transportation Master Plan commits the City to an ongoing aggressive rehabilitation program to improve the condition of arterial roads and to reduce the backlog of rehabilitation needs.

Accomplishments

- The City has pursued the rehabilitation of roadway base, curbs, gutters, medians, sidewalks and other roadway elements throughout the City.

- The City’s annual transportation capital budget now allocates in the order of 30% of funds to the rehabilitation of existing infrastructure; this revised amount reflecting increased growth impacts.

- Renewal of arterial and collector roads: - A total of 163 kms representing 6% of inventory, have been renewed from 2004 to 2006.

- With continuation of the current fiscal commitment to the arterial/primary highway system, the Pavement Quality Index is expected to drop to 5.2 (fair) by 2011, compared with a rating of 5.4 (fair) in 1995. Over the next five years, only 30% of the arterial/primary highway renewal needs are being addressed with current funding levels.

- With continuation of the current fiscal commitment to the collector system, the Pavement Quality Index is expected to drop to 4.4 (poor) by 2011, compared with a rating of 5.2 (fair) in 1995. Over the next five years, only 30% of the collector renewal needs are being addressed with current funding levels.
5.2 Bridge Investment Strategy

The City's commitment to infrastructure rehabilitation and maintenance extends to over 170 structures and includes bridges, grade separations, rail grade separations, pedestrian overpasses, tunnels and large diameter culverts. The Bridge Investment Strategy is aimed at maximizing life of structures in Edmonton through rigorous inspections, evaluation and timely repair and/or rehabilitation as required.

Bridge Investment Strategy

Ten Year Priority

Completion of the Bridge Investment Strategy.
Major rehabilitation or re-decking of City bridges and structures including Quesnel Bridge, Fox Drive Overpass and a number of other structures.

Accomplishments

- Major rehabilitation of the Capilano Bridge, the Walterdale Bridge and the Low Level Bridge has been completed.
- The James MacDonald Bridge, 98 Avenue Westbound and 98 Avenue Eastbound structures are presently undergoing a major rehabilitation (2007).
- Over the next 5 years, several bridges will require rehabilitation including 82 Avenue over Mill Creek (2008); Campbell Bridge (2008); Quesnel Bridge (2009); Dawson Bridge (2009); Fox Drive Overpass (2009); and, Groat Bridge (2012).
6.0 IMPLEMENTING THE PLAN

At the time of Transportation Master Plan approval, there was considerable uncertainty regarding the ability of the City to implement the plan given the financial framework that existed at that time. Since 1999, a number of significant changes in financing sources have occurred which have assisted in advancing the implementation of the plan. Notable initiatives include:

- Increased provincial funding based on fuel tax that has expanded the eligibility of provincial funding to a broader range of capital projects related to the arterial network.

- In 2005, the federal government implemented the “New Deal For Canada’s Communities” funding in that budget; resulting in a transfer of five cents per litre of gas tax revenues for construction of transit improvements. This funding source provided required funding for the construction of the South LRT from Health Sciences to Century Park. Additional federal/provincial funding for transit security and transit centres is provided with the CAMRIF initiative (2006).

- Provincial funding announcements for the one time Alberta Municipal Infrastructure Partnership (AMIP) in 2005, and the ongoing Municipal Sustainability Initiative (MSI) Program in 2007 have also provided significant infrastructure funding that has been identified for a number of transportation growth and rehabilitation projects (23 Avenue – Gateway Interchange, neighbourhood rehabilitation, growth arterial roads, high speed transit, and bus replacement).

- Most recently the Federal Asia Pacific Gateway Initiative announced $75 million for funding the 41 Avenue – Queen Elizabeth II Interchange and CP Intermodal yard access, in partnership with the Province and the City.

Although capital funding levels are not fully adequate to accommodate all requirements, the funding levels have allowed progress to be made on a wide range of initiatives as outlined in the ten year implementation strategies. Unfortunately, some of the gains in funding sources have been offset by rapid inflation in construction prices meaning that the City is challenged to keep pace with infrastructure needs. Since 2001, rapid growth has challenged the City’s ability to provide both services in the operating budget (transit service needs and road inventory growth), as well as required capital infrastructure investments to accommodate growth. This has also led to a shift in funding priorities towards growth projects, and when inflation is considered, less rehabilitation work can be accomplished. In 2006, a review of 2007-2011 transportation priorities outlined that expected ten year growth would now be achieved in five years. In 2005, a major household travel survey was undertaken, which confirmed changes in travel patterns since the last survey in 1994. This work, in combination with the commodity flow survey and more rapid growth confirmed a need to update the City’s Transportation Master Plan and ten year priorities.
7.0 TRANSPORTATION MASTER PLAN UPDATE

Since the Transportation Master Plan was approved by City Council on April 14, 1999, Edmonton has experienced both strong economic growth and significant population growth, particularly in the suburban areas. Trends, as outlined in the recent 2005 Household Travel Survey report, also shows increased travel and congestion on City streets. Construction costs have dramatically increased, significantly affecting the road work and transportation system rehabilitation undertaken.

The responsibility of the Transportation Department is to develop and implement plans and programs to manage existing and future transportation infrastructure and public transit services that are safe, efficient, and effective. City and regional growth, combined with changing population demographics and distribution, is resulting in more traffic on our streets, more ridership on public transportation, and increased walking and cycling activities. As congestion increases, expansion and improvements are needed to maintain an efficient, safe roadway network and transit system for the effective movement of goods and people. Surrounding communities are implementing transit services into Edmonton which has implications for coordination and planning as daily activity expands beyond the immediate community.

Environmental issues continue to increase in importance as the City works to respond to initiatives associated with the Kyoto Accord and in dealing with overall climate change and air quality. Noise policies that do not allow nighttime clearing of snow and ice, and new federal and provincial rules regarding airborne particulate levels (e.g. street sweeping) and the use of snow clearing materials (e.g. salt usage), affect work procedures. Aging infrastructure has been an issue for several years, extending service life beyond original expectations. Roads, sidewalks, bridges, streetlights, and traffic control systems need to be rehabilitated and/or replaced.

Financial constraints are felt as we face pressure to maintain the quality and availability of current and new services, where money used to finance growth is at the expense of rehabilitating aging infrastructure and neighborhoods. Despite new funding, there are inflationary pressures caused by labour and materials shortage, and funding for capital expenditures can lack provision for attendant operating costs.

In light of the many changes occurring in Edmonton, the City initiated a TMP update process in 2006 to address emergent issues. The update includes a review of the current plan and development of an updated plan through a series of planning studies and technical studies, with the input of stakeholders and public at appropriate stages. The TMP update process will be coordinated with the update of the Municipal Development Plan with the intention that the new Land Use Plan and Transportation Master Plan for Edmonton will be integrated and complementary.

The initial stage of public involvement is completed. This stage aimed at identifying Edmontonians’ values regarding our transportation system, and identifying the important areas of focus for update of the TMP to respond to issues like mobility, growth, competitive advantage, and sustainability. Technical studies will be ongoing throughout 2007 and into 2008 as the City looks to a 35-year time horizon to determine requirements for our future transportation system.

The updated TMP will be an overarching policy document for the long-term: a guide to set strategic direction and create the framework for transportation decisions. It is not an operational plan nor will it set transportation project priorities. Accompanying the policy document will be an implementation plan which will identify 10-year priorities for the transportation system. Implementation of the 10-year priorities will be consistent with the policies developed for the TMP, but will be flexible to take advantage of funding opportunities that may arise.