

# THE WAY WE MOVE

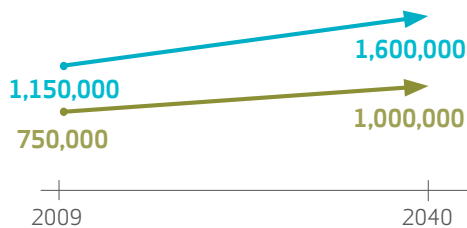
## TRANSPORTATION MASTER PLAN

Guided by the City Vision, *The Way We Move* establishes how the City of Edmonton will address its future transportation needs. Transportation is more than moving people, goods and services. It is essential infrastructure that shapes our city, impacts our sustainability and influences our economic well being.

### POPULATION GROWTH

Edmonton is the fifth largest Canadian municipality and is expected to grow significantly over the next 30 years. This growth will bring about enormous levels of change and challenge as the City delivers services to many new people, businesses and industries.

- CAPITAL REGION
- CITY OF EDMONTON



### GOALS

- ➔ Transportation and Land Use Integration
- ➔ Access and Mobility
- ➔ Transportation Mode Shift
- ➔ Sustainability
- ➔ Health and Safety
- ➔ Well-Maintained Infrastructure
- ➔ Economic Vitality



## WHY CHANGE?

- ➔ Edmontonians are driving longer distances and dealing with increasingly congested streets, impeding the efficient movement of people, goods and emergency response services.
- ➔ The consistent reliance on automobiles, combined with suburban expansion of the city, increases road congestion and creates the perceived need to build more roadways, leading to a fiscally and environmentally unsustainable cycle.
- ➔ Long trip distances and automobile dependence have major health risks such as physical inactivity, air pollution, motor vehicle collisions and mental health effects.
- ➔ As Edmontonians continue to rely on automobiles for their commute and drive longer distances, Edmonton's economic vitality may be affected by volatile fuel prices.
- ➔ Climate change is one of the most pressing matters in the world today. In 2007, the transportation sector accounted for 30% of Edmonton's greenhouse gas emissions.
- ➔ The quality of ambient air depends on the rate of pollutants emitted into the atmosphere and on the ability of the atmosphere to disperse them.
- ➔ As seniors make up an increasing proportion of the population, the transportation system will need to respond to their changing needs.

## TRANSPORTATION AND LAND USE INTEGRATION

As demonstrated in many cities around the world, modern light rail can help to shape cities, communities and neighbourhoods.

Transit oriented developments create attractive, livable, compact neighbourhoods with housing, jobs, shopping, community services and recreational opportunities within convenient walking distance of a LRT stop.

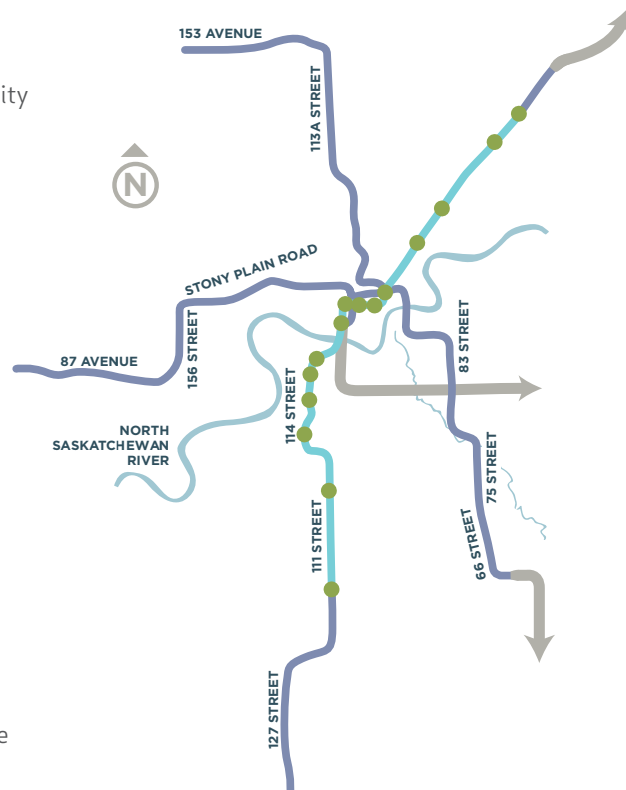
Because land use and transportation are closely linked, The Way We Move was developed together with The Way We Grow, the Municipal Development Plan. The integration of these two plans will help to create neighbourhoods that are well integrated with transit.

## LRT NETWORK PLAN

In June 2009, City Council adopted a long-term LRT Network Plan that defines the future size, scale, and operation of the regional LRT system. Eventually, the LRT network will have six lines extending to the Northwest, Northeast, East, Southeast, South, and West.

The LRT Network Plan will deliver a high quality, fully accessible, safe and sustainable LRT network.

- CURRENTLY IN OPERATION
- ROUTE APPROVED BY CITY COUNCIL
- ➔ CORRIDOR FOR FUTURE STUDY





## URBAN LRT

While the current LRT system can best be described as a “suburban” system, the LRT Network Plan calls for a change to adopt an “urban” style. LRT will continue to operate on dedicated right-of-way, it will not mix with traffic, and LRT will have priority at intersections. LRT stops will be spaced closer together, and great attention will be given to aesthetics for the LRT to integrate within its urban environment. Better links will be provided to a greater number of destinations, as well as more direct transit, pedestrian and cyclist connections.

## INTRODUCING LOW-FLOOR LRT

As the Downtown Connector, West, Southeast and East LRT lines develop, new low-floor LRT technology will be used. Passengers will be able to connect to the existing high-floor LRT system.

A great advantage of a low-floor LRT system is that the stops can be smaller and require less infrastructure. Since ramps and steps are not needed, low-floor LRT stops also provide better pedestrian connections and fewer barriers to people with mobility difficulties.

## REGIONAL CONNECTIONS

LRT is a vital part of an overarching Regional Transit Plan. A full build-out scenario of LRT to the entire region was reviewed, but found a region-wide LRT network is not practical because there are limits to the length of the LRT routes when considering vehicle speed, distance and infrastructure costs. Urban centres within the region that are a significant distance from Edmonton would be better served by other transit solutions such as bus rapid transit and intermunicipal transit with interchange/transfer points to the LRT system.





## VISION OF A FUTURE CITY

**There is no one definition of what a sustainable transportation system would be, nor is there a set timeframe in which it could be achieved. The following scenario is one glimpse into a potential sustainable future.**

There are still cars. In fact, automobiles are uniquely useful tools for many types of trips. They are a good means of long-distance travel. They are convenient for carrying goods, both privately and commercially. They are often the most effective way of making complex, multi-destination trips.

While neighbourhood streets provide access for automobiles, they are designed to encourage the use of active modes such as walking and cycling.

Transit knits neighbourhoods together, allowing for quick and convenient travel throughout the city. Through a combination of urban-style LRT, with stops at every neighbourhood centre along its route, and high quality bus service, transit service is easy and intuitive wherever you are. Alternatively, cycling facilities make medium-range trips convenient if you want to experience the joy of physical activity.

Goods and services are still the essential components of commerce, and they move efficiently through the city by rail and by road. Improvements in teleworking mean that some jobs require very little travel or commuting at all.

Of course, even this vision of a sustainable transportation system still requires infrastructure to be built and products to be manufactured. Manufacturing and construction processes have been redesigned to avoid pollution and their products are designed for easy disassembly, reuse, and recycling.

Finally, the energy supplied to create and operate a sustainable transportation system comes from sustainable sources. This likely involves a number of different means of generating electricity; however it does not depend on expending non-renewable resources such as hydrocarbons.



**For more information:**

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