

COMPOSITE		<b>Transportation</b> (thousands of dollars)						(Unfunded)	
PROGRAM: Roads		LEAD DEPT:							
PROJECT NAME: Active Transportation								12-66-1430	
Group-Criteria: B-145 Maintenance/Upgrade Projects		Program Mgr: Latte B.		Project Mgr:					
Goal: Shifting Edmonton's Transportation Mode (MOVE)		Outcome: Other--maintenance of current service standards							
BUDGET		Prior Years	2012	2013	2014	2015	2016	Total	
Budget as Approved		-	-	-	-	-	-	-	
Change		-	-	-	-	-	-	-	
Revised Budget		-	-	-	-	-	-	-	
PLANNED AMOUNT NOT APPROVED FOR SPENDING									
Existing Plan Expenditures		-	-	-	-	-	-	-	
Change		-	10,000	10,000	10,000	-	-	30,000	
Revised Expenditures		-	10,000	10,000	10,000	-	-	30,000	
TOTAL CAPITAL EXPENDITURE PLAN		-	10,000	10,000	10,000	-	-	30,000	
Financing		Budget Request	Prior Years	2012	2013	2014	2015	2016	Total
General Financing		-	-	10,000	10,000	10,000	-	-	30,000
Total Financing		-	-	10,000	10,000	10,000	-	-	30,000
Description									
<p>This project fulfills the direction of the City's Active Transportation Policy C544, approved by City Council on October 5, 2009:</p> <ul style="list-style-type: none"> <li>- to optimize Edmontonian's opportunities to walk, roll, and cycle, regardless of age, ability, or socio-economic status; to enhance the safety, inclusivity and diversity of our communities, and to minimize the impact of transportation activities on the Edmonton's ecosystem. More specifically, the Policy goes on to state that: "The City of Edmonton strives to be pedestrian and bicycle-friendly. The City supports all forms of Active Transportation by providing infrastructure, facilities, programs and initiatives to: enhance accessibility, safety, security, and convenience through strategic improvement, expansion, and maintenance of the infrastructure and facilities that support Active Transportation, including sidewalks, curb ramps, shared pathways, marked bicycle and shared-use lanes, and end-of-trip facilities.</li> </ul> <p>There are over 3,670 kilometres of missing sidewalk located along roadways throughout Edmonton, limiting the accessibility of the City's existing sidewalk network. Each year, missing links are identified and prioritized in accordance with the 2009 Sidewalk Strategy to complete critical pedestrian connections.</p> <p>Inaccessible bus stops are defined as lacking one or more of the following elements: a sidewalk connection, bus pad, or curb ramps. Although these accessibility needs are addressed within Edmonton's newer developments, it is the older areas where these issues are most prominent.</p> <p>As part of the City of Edmonton's Curb Ramp Program, approximately 300 curb ramps are constructed throughout the city on an annual basis. This program operates on a citizen request basis to ensure that the funds are directed in a fair and equitable manner throughout Edmonton.</p>									
Last Updated: 10-OCT-2011		Project Cost Breakdown							
				Construction	\$	25,500			
				Design		4,500			
						\$ 30,000			

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The Multi-use Trail Corridor Study provides an innovative network plan and implementation strategy for shared-use paths (multi-use trail) in the City of Edmonton, offering convenient access and linkage opportunities to all sectors of the city in a secure, economically feasible, and aesthetic manner.

The City of Edmonton's 2009 Bicycle Transportation Plan outlines a network of close to 500 kilometres of on-street and shared-use bicycle routes.

Since 2002, the City of Edmonton has provided bicycle racks on bus routes 1, 4, and 9, as well as free access for bicycles on Light Rail Transit outside of the peak hours. As recommended in the 2009 Bicycle Transportation Plan, the City is moving towards providing bicycle racks on all buses, prioritized with cross-town and express routes across the river.

In 2008, a public bicycle parking program was established, to provide bicycle parking along major commercial corridors throughout the city.

The following are tentative locations that are being evaluated based on cost, priorities and links to Neighbourhood Renewal projects.

#### Sidewalks:

- 28 Avenue (Parsons Road to 91 Street) (Partnership with Developer)
- 36A Avenue (30 Street to 31A Street) (Walkway Connection)
- 51 Avenue (87 Street to 99 Street)
- 98 Avenue Service Road at 62 Street
- 112 Avenue (131 Street to Groat Road)
- 118 Avenue (142 Street to 151 Street) (Land Purchase in 2011)
- 99 Street (51 Avenue to 63 Avenue)
- 156 Street (111 Avenue to 118 Avenue)
- 170 Street (90 Avenue to 95 Avenue)
- Allard Way (51 Avenue to 54 Avenue)
- Calgary Trail (31 Avenue to 48 Avenue)
- Ellerslie Road (109 Street to 110 Street)
- Kingsway / Airport Road (Partnership with Kingsway BRZ)
- Parsons Road (25 Avenue to 34 Avenue)
- Terrace Road & 98 Avenue (Capilano Skate Park Connection)

#### Curb Ramps:

- Approximately 100 per year to fulfill requests
- Approximately 250 per year to address missing ramps in potential overlay neighbourhoods (Balwin, Beacon Heights, Bergman, Daly Grove, Goldbar, Lymburn, Patricia Heights, Quesnell Heights, Riverdale, Stone Industrial, Summerlea, Tipaskan, Westridge)

Bus Stop Accessibility: Bus pads, sidewalks, and curb ramps; assume retrofit of 50 bus stops per year targeting locations that will enable DATS patrons to access regular transit)

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<p>Shared-Use Paths:</p> <ul style="list-style-type: none"> <li>- 28 Avenue (50 Street to 91 Street)</li> <li>- 34 Avenue (91 Street to 99 Street)</li> <li>- 151 Avenue (121 Street to 127 Street) (Partnership with Developer)</li> <li>- 50 Street (90 Avenue to 92 Avenue)</li> <li>- NE LRT Corridor (117 Avenue / 78 Street to 129 Avenue / 66 Street) (Land Purchase in 2011)</li> <li>- Argyll Park (Top of Bank)</li> </ul> <p>On-Street Bike Routes:</p> <ul style="list-style-type: none"> <li>- 83 Avenue (97 Street to 112 Street)</li> <li>- 95 Avenue (142 Street to 189 Street)</li> <li>- 100 Avenue (102 Street to 121 Street)</li> <li>- 101 Avenue (50 Street to 84 Street)</li> <li>- 102 Avenue (111 Street to 121 Street)</li> <li>- 121 Avenue (Victoria Trail to 77 Street)</li> <li>- 127 Avenue (72 Street to 127 Street)</li> <li>- 50 Street (98 Avenue to 109A Avenue)</li> <li>- 79 Street (76 Avenue to 106 Avenue)</li> <li>- 106 Street (34 Avenue to 51 Avenue)</li> <li>- 189 Street (87 Avenue to 95 Avenue)</li> <li>- Saddleback Road (completion of loop)</li> </ul> <p>Bike Racks: Approximately 200 per year for installation on key corridors and in conjunction with streetscaping (e.g. Downtown, BRZs, and Revitalization Areas)</p> <p>Bike Racks on Buses: Approximately 100 year to retrofit existing fleet</p> <p>Wooden Stairways: Ongoing maintenance program</p> <p>Timelines: Components are typically completed over a two year period. Yr 1: concept and design, Yr 2 construct.</p> <p>Dependencies:</p> <ul style="list-style-type: none"> <li>- Strategic Support: The Transportation Master Plan (The Way We Move) support Active Transportation</li> <li>- Community Support</li> <li>- Behaviour Change</li> </ul> <p>Justification</p> <p>Fulfills the direction of the City's Active Transportation Policy C544, approved by City Council on October 5, 2009</p> <p>Funding this composite allows the City to meet the 10 year targets set for the following Corporate Performance Measures: Proportion of Missing Links of Sidewalks and Shared Use Path Constructed in Existing Areas of the City and</p>		
Last Updated:	10-OCT-2011	

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Proportion of Total Planned kms of on-street Cycling Facilities implemented. In addition, the funding will increase Edmontonians opportunity to engage in active transportation modes for travel.

Components of the Project include:

The City of Edmonton's Curb Ramp Program

The implementation strategy for shared-use paths (multi-use trail) in the City of Edmonton

The City of Edmonton's 2009 Bicycle Transportation Plan - including bike racks and LRT racks

Alignment: - The Way We Move: Shifting Edmonton's Transportation Modes.

Impact on Operating:

Operating Impacts are determined by Inventory Growth of Roads addressed in Operating Service Packages.

Last Updated: 10-OCT-2011