

## 4.4.2 BREMNER TRANSPORTATION

This section comprises transportation policies that apply specifically to the Urban Service Area-Bremner. Section 3.4 General Transportation also provides a broad transportation goal, objectives and policies for the entire County. Bremner's transportation network will be an inter-connected, multi-modal system that serves people driving, riding bikes, walking, and taking transit as well as goods movement in a safe and convenient manner across the plan area and into the region.

Walking is the foundation of a successful transportation network that supports complete communities. Streets should be designed so that people walking, parking, shopping, cycling, working, and driving can cross paths safely. Whether for daily commutes, or other everyday trips for people of all ages, incomes and abilities, urban residents will choose the transportation mode that is reliable, convenient, and comfortable.

Promoting public transportation is integral to policies that seek to improve pedestrian, bicyclist, and vehicle occupant safety. Streets designed for transit allow growth in development and population density without growth in traffic congestion by serving more people in less space. Streets designed for transit provide a more reliable and financially sustainable public transportation system which in turn creates a cycle of more riders, more service, and more street space for people. Public transportation that serves all ages, incomes and abilities is fundamentally more equitable than one based primarily on private vehicles. Streets make up the majority of all public space in urban areas, and well-designed streets generate higher revenues for businesses and higher values for homeowners. A design approach that is sensitive to the land use context can ensure streets are a safe and convenient place for people to get around, whether on foot, bicycle, car, or transit.

### ▶ Objectives

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Strathcona County's objectives are to **ensure** that Bremner's Transportation:

1. *Provides access, connectivity, and mobility by all modes of transportation;*
2. *Is designed to contribute to the safety of all users and promote healthy lifestyles;*
3. *Provides customer-focused, accessible and affordable public transportation; and*
4. *Is viable in the long term.*



## ► Policies Strathcona County Will



### Public Transportation

**Ensure** customer-focused, accessible and affordable public transportation by **requiring**:

1. the Urban Service Area-Bremner to maintain a public transportation system which includes transit service.
2. that development is phased in a logical order that facilitates transit's ability to begin transit service as soon as residences are occupied.
3. that the design of complete communities and complete neighbourhoods support a cost effective public transportation system, including transit.
4. transit terminals within Centres and the Business Park.

**Promote** customer-focused, accessible and affordable public transportation by **encouraging**:

5. priority transit corridors and higher order transit service in the long term.
6. express transit service between the north side and south side of Highway 16, within the Urban Service Area, when population and development north of Highway 16 warrants the demand.

**Support** customer-focused, accessible and affordable public transportation by **considering**:

7. transit priority corridors on long, direct routes when a large number of people want to travel along one street, such as those connecting the Village Centres and the Town Centre, to increase transit reliability and efficiency.

8. local transit service that:

- a. serves areas with a high demand for short trips; and
- b. provides extra capacity where dense residential areas are close to major employment or education.



### Rail

**Ensure** viability in the long term by **requiring**:

9. adherence to rail line development guidelines or a risk assessment for development adjacent to rail lines.



### Transportation Network and Systems

**Ensure** access, connectivity, and mobility by all modes of transportation by **requiring**:

10. an inter-connected multi-modal transportation system.
11. an inter-connected active transportation infrastructure network throughout Bremner.
12. the connection of active transportation infrastructure between residential and services, as well as the Town Centre and Village Centres.
13. pedestrian infrastructure along active transportation infrastructure and at transit-controlled locations.
14. services to be accessible by active transportation and public transportation at multiple location points.

15. streets be designed as complete streets within a land use context approach.
16. that transportation impact assessments incorporate the following:
  - a. transportation demand management;
  - b. grid or modified grid pattern of streets for high level connectivity;
  - c. complete streets and context approach to roadway design;
  - d. target speed approach;
  - e. active transportation, multi-modal networks and modal split;
  - f. detailed multi-modal networks and modal split analysis for Village Centres and the Town Centre; and
  - g. analysis for main street areas.
17. multi-modal connections from Bremner to Sherwood Park, Ardrossan, Edmonton and Fort Saskatchewan.
18. vehicular levels of service guidelines which base level of service on the transportation goals of the policy area.
19. the utilization of the Bremner Design and Construction Standards and Bremner Transportation Plan for Bremner Sub-Area Structure Plans, Land Use Bylaw amendments, or subdivision within the boundary of the Urban Service Area Bremner.

**Ensure** transportation is designed to contribute to the safety of all users by **requiring**:

20. safe, efficient, unobstructed and accessible active transportation infrastructure connections:
  - a. across streets to provide active transportation access to services;
  - b. between residential and services;
  - c. on both sides of the street; and
  - d. to transit-controlled locations.
21. that the design and location of crosswalks prioritize the safety and comfort of pedestrians by applying factors such as land use, pedestrian demand, vehicular speed, street width and crash history.
22. pedestrian safety measures, such as lower vehicular speed, pedestrian islands, raised intersections, curb-extensions, overhead signage, trees, landscaping and stop line setbacks.

**Promote** transportation designed to contribute to the safety of all users by **encouraging**:

23. midblock crosswalks in combination with pedestrian safety measures.

