

Welcome May 11 Engagement Handout

This is our 3rd public engagement event for Beaumont's first Transportation Master Plan. We're nearing completion of the project.

We have many key policies and plans. We want to test these with you and ask you for your feedback on these key policies and plans.

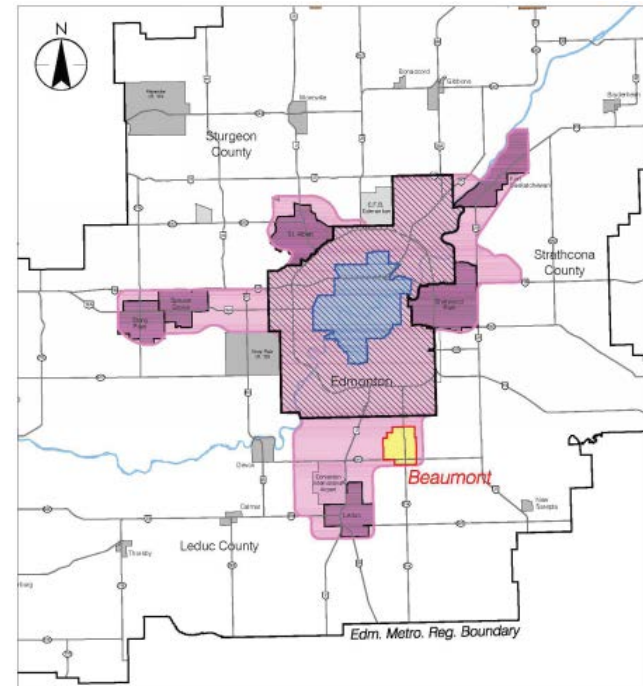
Purpose: Your feedback on proposed TMP policies and plans.

Roadmap: Display boards on:

- Vision
- 8 Transportation Policies
 - ❖ Concurrent MDP and TMP
 - ❖ Centre-ville Less-Car and Carless Lifestyle Options
 - ❖ Door to Door Service for Active Transportation
 - ❖ Local and Regional Transit Service with Park and Ride
 - ❖ Better Balance Infrastructure Investment for Competing Transport Modes
 - ❖ Improve Bicycle Parking
 - ❖ Pedestrian Priority Network
 - ❖ A Safe System Approach to Setting Speed Limits
- Speed Limits
- Intersection Upgrades
- Traffic Calming
- School Zones

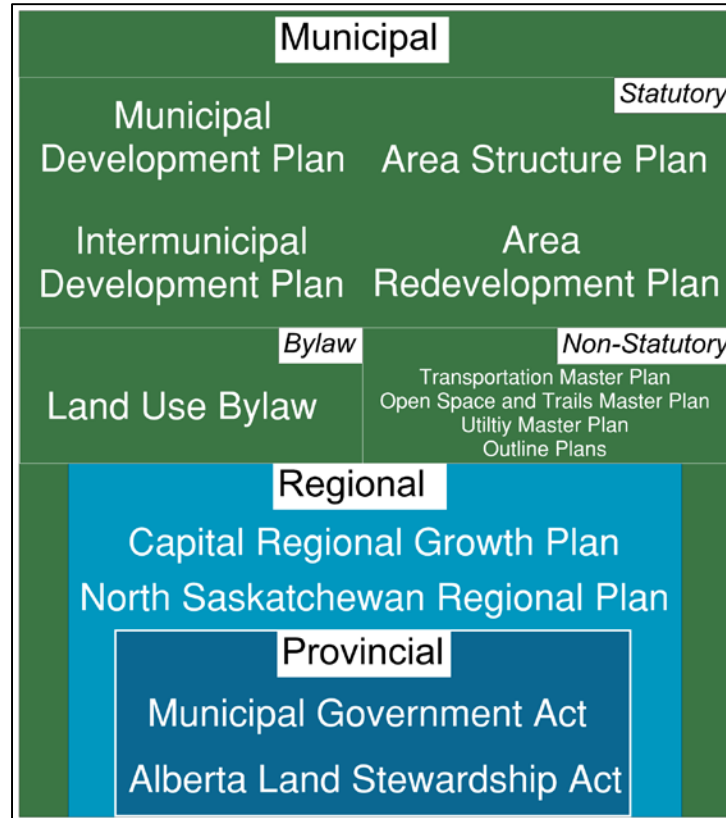
The Town of Beaumont

- Nearly 18,000 residents
- Can grow to 48,300 people by 2044 (including recently annexed areas)
- 5th Fastest growing municipality in Canada, 2016 Stats Canada
- Fastest growing municipality in the Edmonton Capital Region

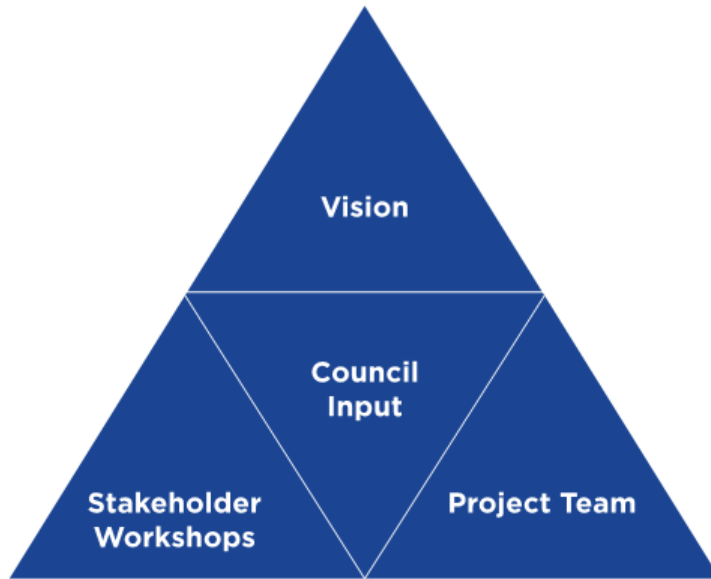


What is a Transportation Master Plan?

- A Transportation Master Plan (TMP) is a non-statutory and non-binding document which is used by Council and administration to inform decisions for prioritizing future transportation infrastructure improvements.
- The TMP provides direction for all modes of transportation, including:
 - ❖ Active Transportation
 - Cycling and walking
 - ❖ Transit
 - ❖ Vehicles
 - ❖ Goods Movements
- This is Beaumont's first TMP.



Vision Development



We involved stakeholders, Council, and the project team to develop the following vision:

“Our Community is supported by a resilient transportation system that provides safe and inclusive options for active-living, while effectively connecting residents, goods, and services locally and to the region.”

Policy #1 - Background

Concurrent Municipal Development Plan and Transportation Master Plan

Introduction

- This is Beaumont's first Transportation Master Plan (TMP). It is being developed concurrently with an Municipal Development Plan (MDP) update. This responded to the interdependent relationship between land use and transportation, allowing both plans to inform each other and to provide a unified approach to both land use and transportation.

Policy #1 - Background

Concurrent Municipal Development Plan and Transportation Master Plan

Goals:

- Recognize the strong interdependent relation between land use and transportation.

Action:

- Beaumont will conduct future updates to the MDP and TMP concurrently

Policy #2 - Background

Centre-ville Less-Car and Car-free Lifestyle Options

Introduction

- Centre-ville already has several elements that will encourage less-car or car-free lifestyles.
- We need to grow Centre-ville by encouraging active transportation and implementing regional transit connections while recognizing that autos will remain a dominant means of transportation.
- Centre-ville shall have alternative transportation options and land use mixtures allowing people to live with either less cars or car-less, whether by choice or by circumstance.
- Centre-ville rates as “Somewhat walkable” by Walk Score and with transit service on the horizon, some residents can leverage this to be less car dependant.

Policy #2 - Background

Centre-ville Less-Car and Car-free Lifestyle Options

Goals:

- Consider allowing reduced parking minimums for new Centre-ville developments.
- Provide regional transit connecting to a major transit hub in Edmonton.
- Allow mixed use development and small public grid pattern of pedestrian connections.
- Centre-ville will have separated cycling paths along 50 Avenue and 50 Street.

Actions:

- Beaumont will review it's LUB and further explore reduce parking requirements for Centre-ville.
- Beaumont will begin peak hour transit route connecting Centre-ville to a major transit hub in Edmonton.
- Centre-ville's grid for pedestrians will space nodes no further than 120 m apart.
- Beaumont will explore the addition of bicycle facilities along 50 Street and 50 Avenue, including allowing "slow cycling" on sidewalks in the absence of a better option.

Policy #3 - Background

Door to Door Service for Active Transportation

Introduction

- Beaumont will ensure appropriate pedestrian connections are planned from the public sidewalks to building doors, and require separated cycling facilities along busy roads.
- Plan for sidewalk connections from the public street to business doors.
- Cyclist are willing to share the road when traffic volumes are low and speeds are slow. However, separated facilities are needed on busier streets that do not follow the “Slow and Low” rule:
 - ❖ Slow means speeds no more than 30 km/h.
 - ❖ Low means traffic volumes less than 1000 vehicles per day, or about one car every 30 seconds in rush hour (this is a typical maximum volume for a local residential road).

Policy #3 - Background

Door to Door Service for Active Transportation

Goals:

- Plan Beaumont's pedestrian system as if everyone must push a stroller.
 - ❖ Provide pedestrian connections from the public street to every business door for customers, without any steps and with minimal grades. Multiple connections will be necessary to eliminate backtracking
- Provide cycling facilities to the "Slow and Low" rule:
 - ❖ Slow traffic speeds, low traffic volumes, cyclists share the road
 - ❖ If higher traffic speeds or higher traffic volumes, cyclists need separated cycling facilities

Actions:

- Review and update the LUB to add provisions for direct pedestrian connections from sidewalks to all building doors used by customers.
 - ❖ Require these connections on new development permits as well as major building renovations (extensive interior renovations or modified building footprint)
- Identify missing trail and sidewalk links for a door to door system, complete construction of these links as part of an approved capital plan.
- Start with a minimum grid of bicycle facilities (minimum of two east/west and two north/south routes, connected to each other). Complete a town-wide grid as growth and development occurs.
- Review door to door connectivity at all schools and add provisions for direct connections from neighbourhoods to all schools.

Policy #4 - Background

Local and Regional Transit Service with Park and Ride

Introduction

- Beaumont's size is now large enough to support a commuter bus service.
- Regional transit experience shows that the best ridership is found with bus services oriented to the downtown and U of A.
- Successful regional transit services use park and ride to enhance ridership.
- As regional transit develops, Beaumont can focus on developing local ridership focused on providing good service on specific routes that connect key destinations

Policy #4 - Background

Local and Regional Transit Service with Park and Ride

Goals:

- Consider a park and ride lot, linking to Edmonton's downtown and the U of A either directly or via an LRT station connection.
- Provide a park and ride that shares parking with adjacent land use (such as a church or recreation centre).
- Provide a park and ride on the north side of Beaumont and along the regional transit route.
- Provide a frequent local transit service focus on specific destinations, accepting that some users will have longer walks.

Actions:

- Begin planning for a park and ride lot that is in line with transit priorities and route development.
- Ensure transit park and ride is well connected to active transportation links, including bike routes, trails and sidewalks.
- Begin planning for local transit service connections to key destinations, including the regional connector
 - ❖ Explore subsidize fares to persons on need, who qualify based on a means test.

Policy #5 - Background

Better Balance Infrastructure Investment for Competing Transport Modes

Introduction

- Provide balanced investment by reducing car-oriented infrastructure where other options are available.
- Many towns and cities trap themselves by designing their major roads to “eliminate” congestion. Doing so results in increasing car-centric design at the expense of other modes of transportation.
- Beaumont's TMP vision requires an inclusive approach. Currently (in some cases) transportation infrastructure is heavily car-centric.
- Where alternative transportation needs strengthening and there is limited space, it is logical to better balance infrastructure by reducing car oriented infrastructure (such as downtown streetscaping).

Policy #5 - Background

Better Balance Infrastructure Investment for Competing Transport Modes

Goals:

- Reduce typical parking requirements for developments in walkable areas and within proximity to transit.
- Accept more roadway congestion in walkable areas.
- Explore traffic management techniques to manage congestion instead of road widening beyond four lanes (two lanes per direction)

Actions:

- Review the LUB parking requirements and implement updates within one year
- LOS >E, use traffic management techniques such as providing better transit, better walkability, better cycling facilities, using other traffic routes, allowing traffic peak hour spreading.
- For planning studies, allow reduced trips generated based on assumptions for growing transit service, providing better walking and cycling facilities, especially in Centerville.
- Limit major road widths to four through lanes (two in each direction).

Policy #6 - Background

Improve Bicycle Parking

Introduction

- Consider providing Bicycle Parking for all non-residential land uses and all multi-family sites with more than four units.

Policy #6 - Background

Improve Bicycle Parking

Goal:

- Beaumont's future Land Use Bylaw update will include bike parking requirements, including the number, size, spacing, and location of stalls, as well as a definition of the acceptable rack types.

Actions:

- Update Beaumont's Land Use Bylaw within one year to accommodate bike parking.
- Implement bicycle parking.

Policy #7 - Background

Pedestrian Prioritized Network

Introduction

- Pedestrians are the most vulnerable transport mode.
- Ensure a pedestrian prioritized approach by creating a well connected grid of trails, sidewalks and high quality roadway crossings.

Policy #7 - Background

Pedestrian Prioritized Network

Goals:

- Increase existing connectivity where there are logical opportunities, based on shortest paths.
- For future opportunities, major road pedestrian crossings should be spaced about 200 m, no more than 400 m.

Actions:

- Consider installing pedestrian crossings across busy roads where there are well-connected trails on both sides.
- Require new Area Structure Plans (ASP's) and major updates to ASP's to show major road pedestrian crossings with reasonable spacing.
- Allow tighter spacing between intersections on arterial roads to decrease travel distances for pedestrians.
- Create high quality "Pedestrian Prioritized" crossing opportunities that include:
 - ❖ Superior illumination
 - ❖ Speed controls such as raised crosswalks, speed humps, or speed tables to reduce vehicle speeds at the crossing point

Policy #8 - Background

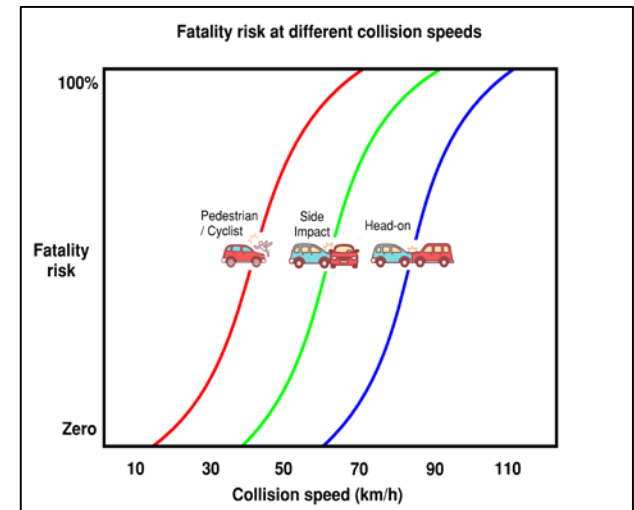
A Safe System Approach to Setting Speed Limits

Introduction

- The Safe System provides a framework to manage collision outcomes. This approach aims for a more forgiving system that accounts for human error and vulnerability.

Principles

- People make mistakes
- People are vulnerable
- We need to share the responsibility
- We need to strengthen all parts of the system



Policy #8 - Background

A Safe System Approach to Setting Speed Limits

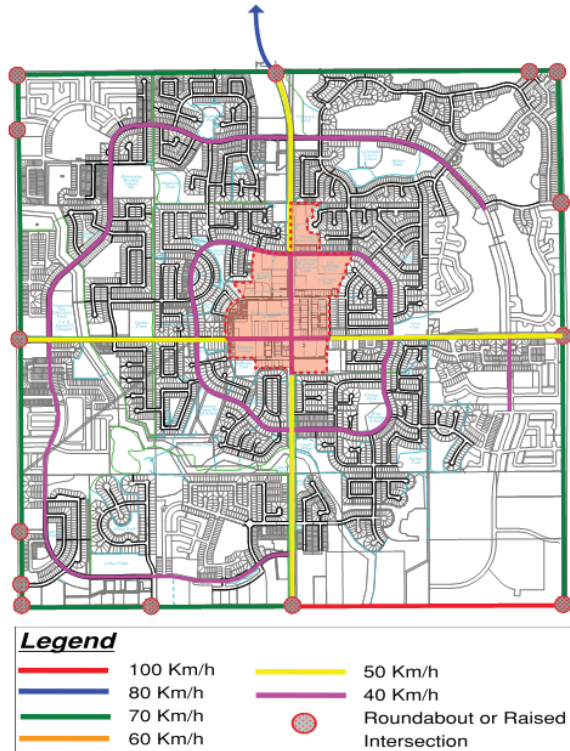
Goals:

- Set context sensitive speed limits for the roadways, with considerations given to the adjacent land uses and the sense of exposure to vulnerable road users.
 - ❖ Set appropriate speeds at conflict points to minimize fatality risk.

Actions:

- At intersections with posted speeds above 50 km/h, consider a roundabout, a raised intersection, or similar device such that vehicle speeds are no more than 50 km/h at the conflict point.
- At crosswalks and trail crossings consider a raised crosswalk, a speed table, a speed hump, or similar traffic calming device such that vehicle speeds are no more than 40 km/h at the conflict point.
- Lobby the province to create a default urban speed limit of 40 km/h.
- In residential areas, use a target speed of no more than 40 km/h.

Speed Limits - Background



In our speed limit review we used two separate tools to review speed limits:

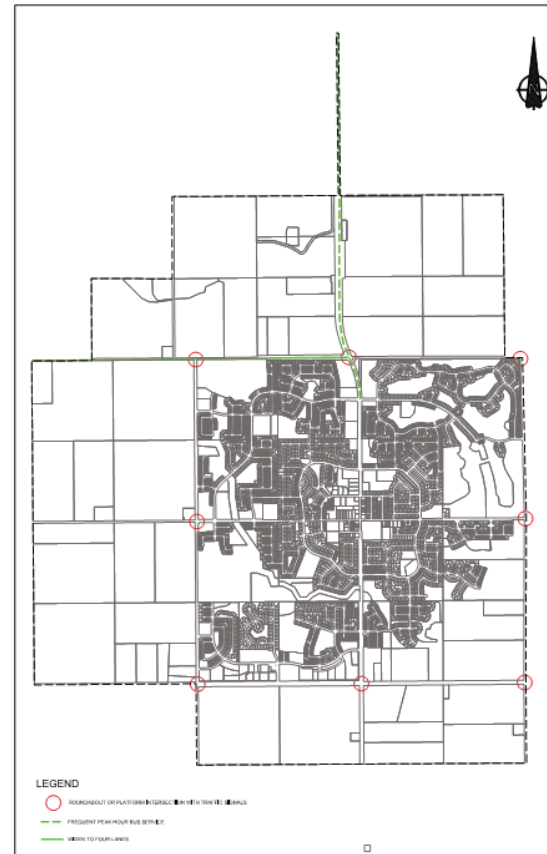
- Safe System
- The Transportation Association of Canada developed the “Canadian Guidelines for Establishing Posted Speed Limits”

For most roads we concluded that the existing posted speed limits are appropriate. The diagram to the left shows recommended speed limits (changes include Range Roads 241 & 243, Township Road 510, as well as 50 Avenue & 50 Street in the Downtown)

Intersection Upgrades

Under existing traffic conditions all Beaumont intersections meet or exceed minimum performance criteria and there is no immediate need for upgrades.

If Beaumont's very strong growth continues the Town will require the road upgrades noted on the diagram to the right. In addition, as annexed areas develop the existing rural roads will need upgrading



Traffic Calming



Based on best practices and on a review of Beaumont’s existing traffic calming policy:

“Traffic Calming” is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non-motorized street users (Transportation Association of Canada [TAC]).

- There is opportunity to improve quality of life by creating residential roads designed for lower speeds:
 - ❖ In new developing areas, use updated standards.
 - ❖ In existing areas, follow the Town’s existing traffic calming policy.

School Zones

Based on a review of three school sites in Beaumont:

- Provide direct, door to door connectivity from schools to neighbourhood homes.
- Provide high quality pedestrian crossings near schools on roads that do not meet the slow and low criteria:
 - ❖ Slow Criteria - speeds over 30 km/h
 - ❖ Traffic volumes over 1000 vehicles per day

