



TRANSPORTATION
MASTER PLAN

From Uni-Mode to Multi-Mode

CITE Conference in Kelowna
June, 2016
Scott Thomas

- Background
 - Transportation Directions
 - Recommended Improvements
 - Summary & Conclusions
-
- Emphasis of this presentation will be on Bikes



- Regina's last major Transportation Master Plan (TMP) was developed in 1991
 - Focused mostly on the road network & some transit
 - Updated in 2001
- The New Transportation Master Plan provides a multi-modal plan reflecting modern transportation planning practices and a renewed vision for the City



GUIDING PRINCIPLES



Accessibility



Environmental Protection



Social Equity



Technology



Fit for Four Seasons



Safety



TRANSPORTATION DIRECTIONS

- 1 Offer a range of sustainable transportation choices for all.
- 2 Integrate transportation and land use planning.
- 3 Elevate the role of public transit.
- 4 Promote active transportation for healthier communities.
- 5 Optimize road network capacity.
- 6 Invest in an affordable and durable transportation system.
- 7 Support a prosperous Regina and region.

**Approved by Council
in September 2012**

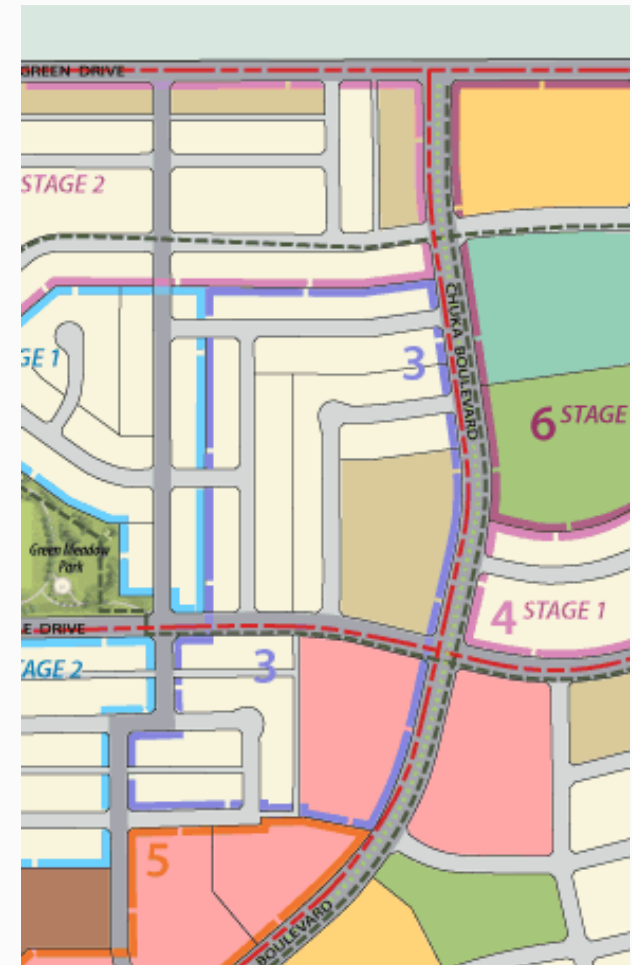
Areas of Emphasis:

- Mode share targets (from 8% to 10%)
- Multi-modal transportation choices for all seasons
- A Complete Streets Framework



Areas of Emphasis:

- Coordinate transportation and land use planning
- Vibrant, safe, and well-connected complete neighbourhoods
- Accommodation of all modes in the neighbourhood plan and concept plan stages



Areas of Emphasis:

- Promote and prioritize active modes
- Develop a comprehensive city-wide bikeway network
- Safe for pedestrians and cyclists in all four seasons



Areas of Emphasis

- Strategies to move the most people effectively, not just the most number of automobiles.
- Use a multi-modal level of service approach
- New, multi-modal x-sections

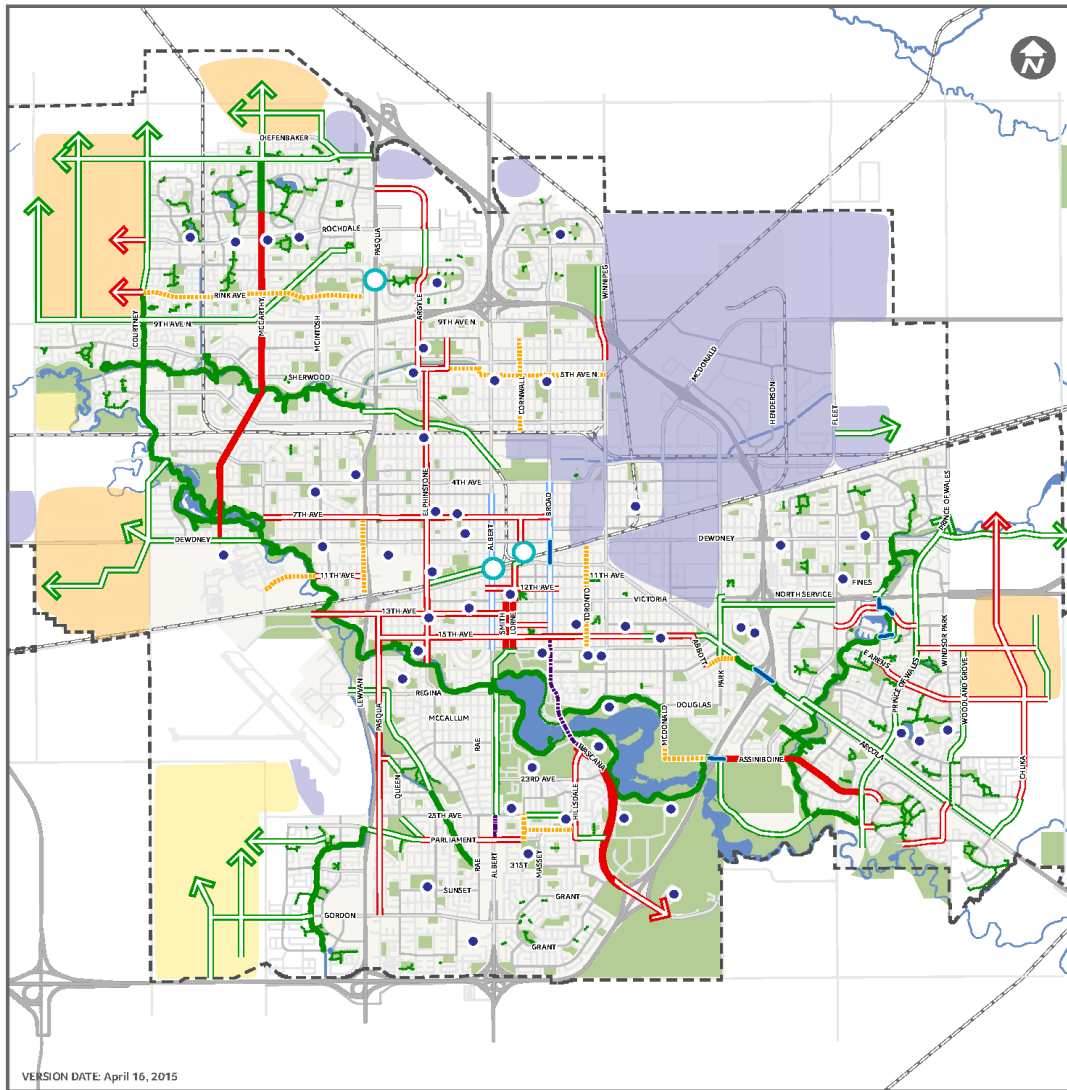


- **Short Term cycling network:**
 - ~31km additional on-street facilities
 - ~3km additional off-street facilities
 - built over 5 years
- **Medium Term cycling network:**
 - ~66km additional on-street facilities
 - ~26km additional off-street facilities
 - built over 10 years
- **Long Term cycling network:**
 - ~74km additional on-street
 - ~26km additional off-street facilities



RECOMMENDED IMPROVEMENTS

Active Modes



VERSION DATE: April 16, 2015

TRANSPORTATION MASTER PLAN

Cycling PRIORITY NETWORK

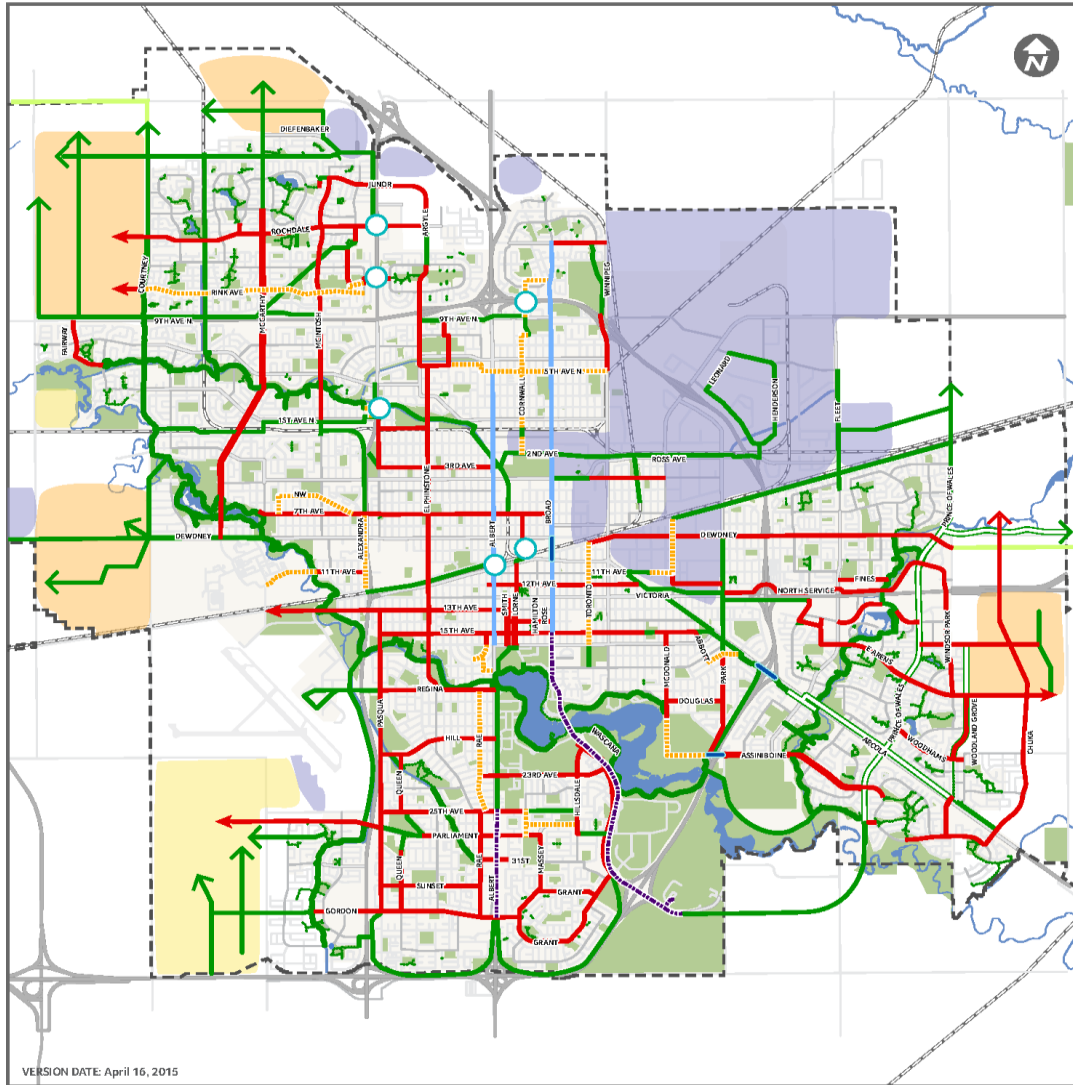
- | Existing | Proposed | |
|--|----------|--|
| ON-STREET CYCLING INFRASTRUCTURE | | |
| | | Bike lane |
| | | Segregated bike lane |
| | | Bike boulevard |
| | | Shared bike/bus lane |
| | | Cyclists allowed on sidewalks |
| | | Intersection improvement |
| OFF-STREET CYCLING INFRASTRUCTURE | | |
| | | Multi-use pathway/Boulevard trail |
| | | Neighbourhood pathway |
| | | Destinations: (Major Recreation Facilities, Community Centres, Libraries, Hospitals, High Schools, Cultural Centres,) |
| | | Existing and New Employment Areas (OCP) |
| | | New Neighbourhoods (OCP) |
| | | Special Study Areas (OCP) |

- NOTES:**
- Routes shown are conceptual. During detailed design some routes may need to be altered or moved to adjacent roads.
 - Some routes on the Full Network may become priority routes if opportunities arise during construction.
 - Existing routes will be reviewed and improved as part of regular processes.
 - Cycling routes in New Neighbourhoods will be determined through the Concept Plan process.



RECOMMENDED IMPROVEMENTS

Active Modes



TRANSPORTATION MASTER PLAN

Cycling FULL NETWORK

- ON-STREET CYCLING INFRASTRUCTURE**
- Bike lane
 - - - - Segregated bike lane
 - - - - Bike boulevard
 - Shared bike/bus lane
 - Cyclists allowed on sidewalks
 - Intersection improvement
- OFF-STREET CYCLING INFRASTRUCTURE**
- Multi-use pathway/Boulevard trail
 - - - - Neighbourhood pathway
 - Trans Canada Trail connection
- Other Land Use Designations:**
- Existing and New Employment Areas (OCP)
 - New Neighbourhoods (OCP)
 - Special Study Areas (OCP)

NOTES:

- Routes shown are conceptual. During detailed design some routes may need to be altered or moved to adjacent roads.
- Cycling routes in New Neighbourhoods will be determined through the Concept Plan process.



- Costs:
 - Bikeways = \$500K – 1M per year
 - Transportation = \$ 20 - 30M per year
 - Other (water) = \$ 75+M one time cost
- The one time cost for water must be implemented at the beginning of the growth horizon. When it is implemented **the City will exceed its debt limit, and other projects must be put on hold for 5-10 years.**

In new neighborhoods:

- TMP design guidelines are being implemented in our new neighbourhoods so that they are built right the first time and we do not have to retrofit in the future

In existing neighborhoods:

- The TMP provides direction in upgrading existing neighborhoods. Even though we currently do not have the money to fully implement bikeways we are doing the following:
 - *Adjusting lane lines and curbs so that bikeways can be implemented in the future with minimal costs.*
 - *We are hiring staff to help prioritize improvements.*
 - *Active bike community lobbies City Council.*

- The pace might be slower than originally desired but we are making headway.
- **The TMP is helping us to go from Uni-Mode to Multi-mode!**

Thank You!

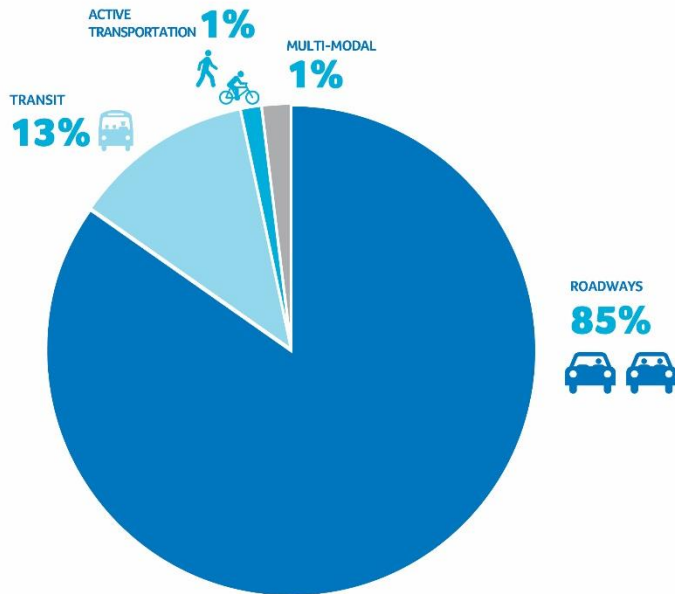
Questions?

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- Extra Slides

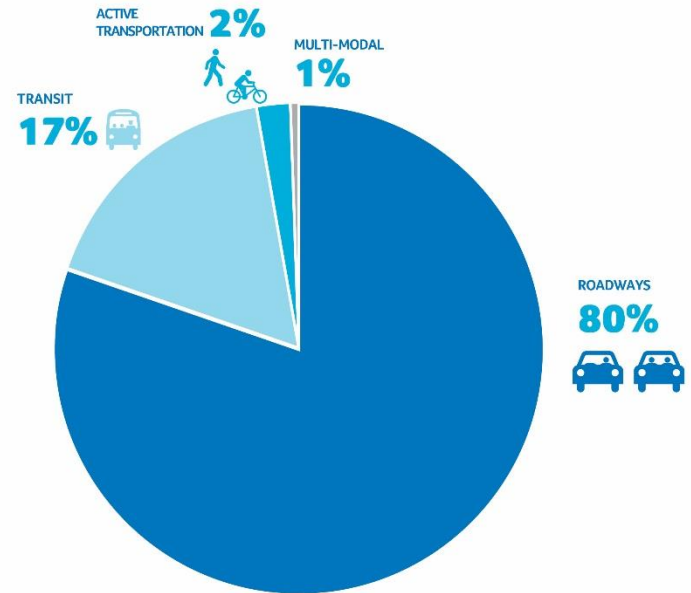
HOW WE INVEST

CAPITAL BUDGET INVESTMENTS (2009-2014)

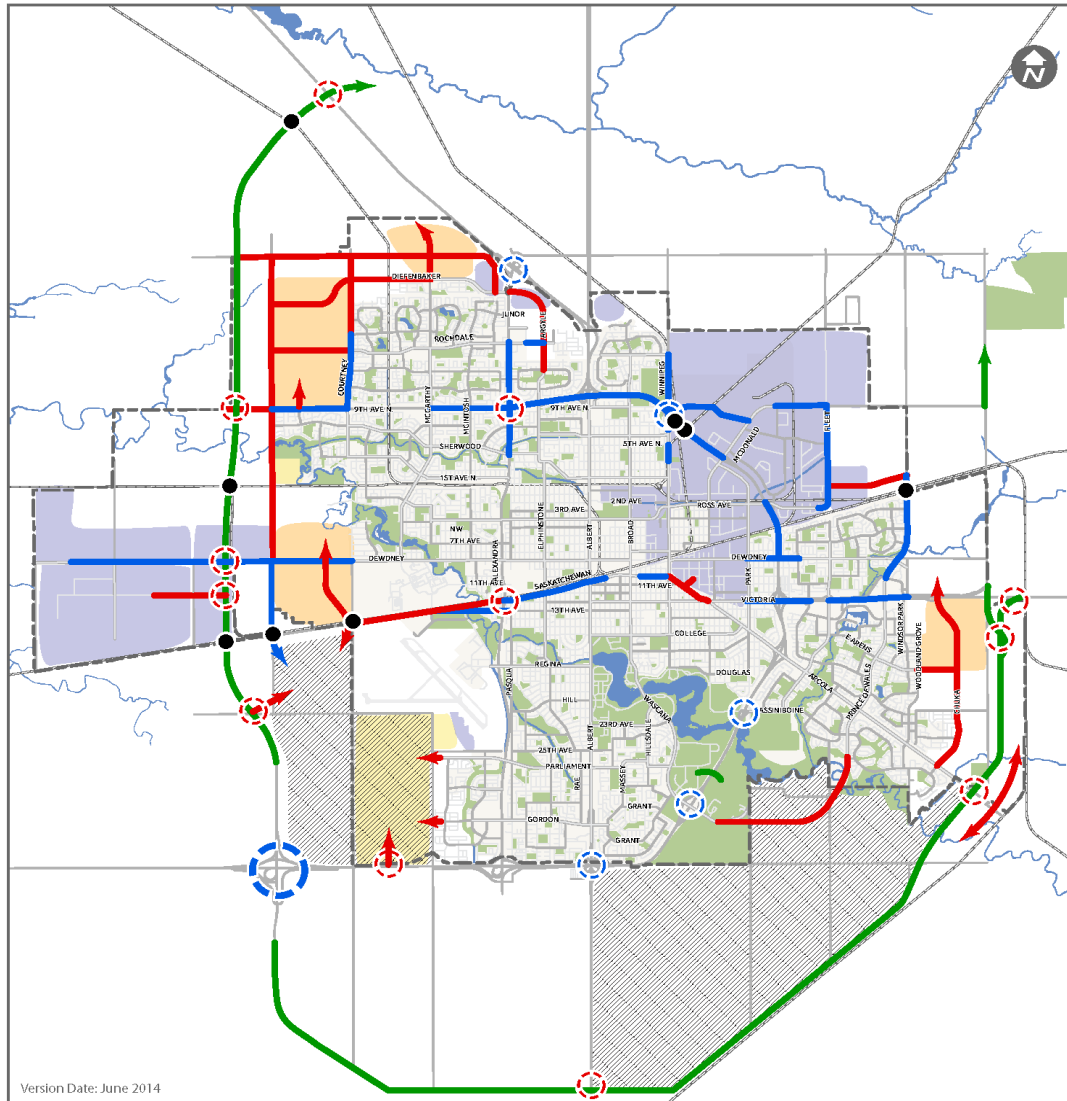


HOW WE WILL INVEST

CAPITAL BUDGET INVESTMENTS (TMP)



RECOMMENDED IMPROVEMENTS Road Network



Version Date: June 2014

TRANSPORTATION MASTER PLAN **Roadways**

- Roadway Improvement
- New Roadways
- Roadway Improvement by others
- Existing Roadways
- Railway
- Potential Railway Grade Separation
- Potential Roadway Interchange
- Interchange Improvement
- Existing and New Employment Areas (OCP)
- New Neighbourhoods (OCP)
- Special Study Areas (OCP)
- Joint Transportation Study Area
(roadway connections to be determined)
- Current City Boundary

NOTE: Alignment of new roadways in New Neighbourhoods will be determined through the Concept Plan process.



ENGAGEMENT With the Public

- **Phase 1 – TMP Launch (2011)**
 - Three Public Open Houses & online survey
 - Stakeholder Meetings
 - Multi-modal Group
 - Community Working Group
 - Developers & Homebuilders Group
 - Regional Group
- **Phase 2 – Multi-Modal Workshops**
 - Active Transportation
 - Roadways
 - Transit
- **Phase 3 – Draft Goals & Networks**
 - Two Public Open Houses
- **Phase 4 – Draft Plan**
 - Final Public Open House & Stakeholder Sessions



- Per capita spending on transportation is at lower end compared to peer cities

City	Population	Roadways Capital (\$/capita)	Transit (Municipal Operating Contribution, \$/capita)	Active Transportation Capital (\$/capita)
Regina	210,556	\$174	\$63	\$3
Saskatoon	246,300	\$190	\$85	\$3
London	369,940	\$190	\$57	\$4
Winnipeg	675,100	\$180	\$62	\$4
Halifax	372,679	\$140	\$141	\$7
Edmonton	835,000	\$305	\$167	\$8
Average		\$197	\$96	\$5