Appendix "A"

TRANSPORTATION
MASTER PLAN

DESIGN REGINA
SHARE YOUR THOUGHTS. SHAPE OUR CITY.

Draft

Transportation Master Plan Update
May 1, 2014

Community Planning & Development
City of Regina

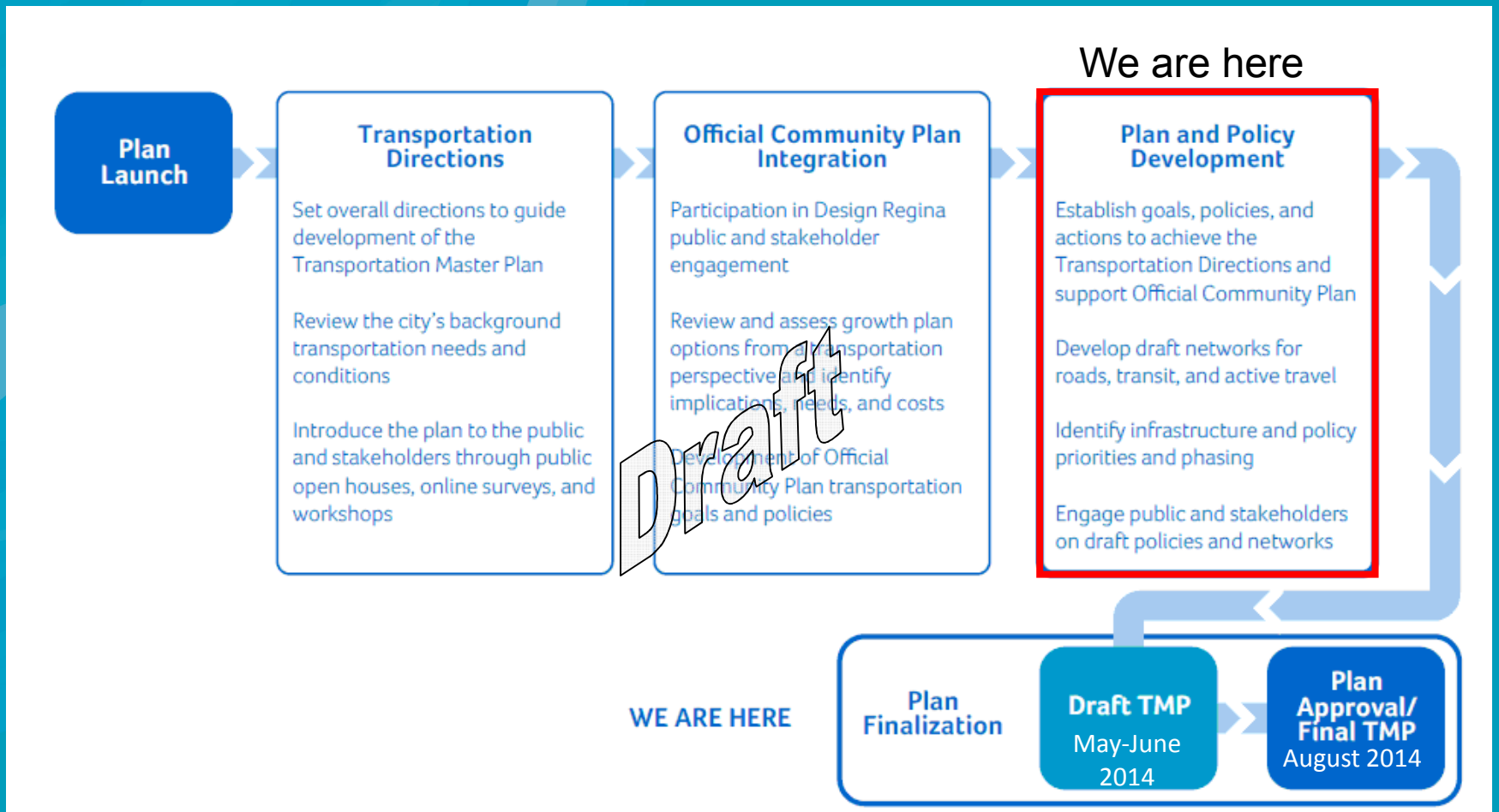
City of Regina | REGINA Infinite Horizons

What is the Transportation Master Plan (TMP)?

- The TMP will be a comprehensive, multi-modal transportation policy and planning document that will shape Regina's city-wide transportation system for the next 25 years in order to support the mobility needs of its residents, businesses, and visitors

- It will be built upon the City's Vision and Design Regina's Community Priorities and developed in close collaboration with Design Regina and related studies over the next 2 years

TMP Overview



TRANSPORTATION
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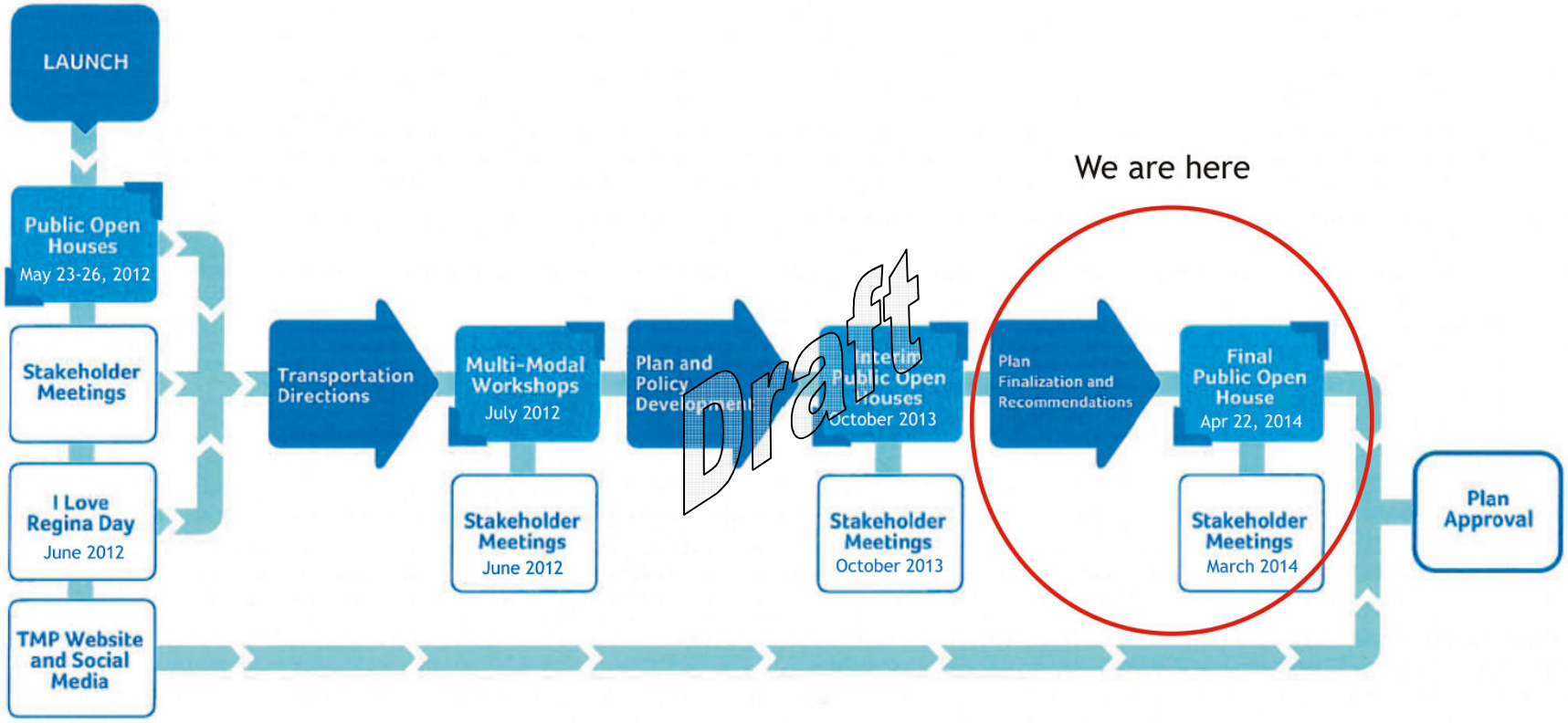
OFFICIAL COMMUNITY PLAN

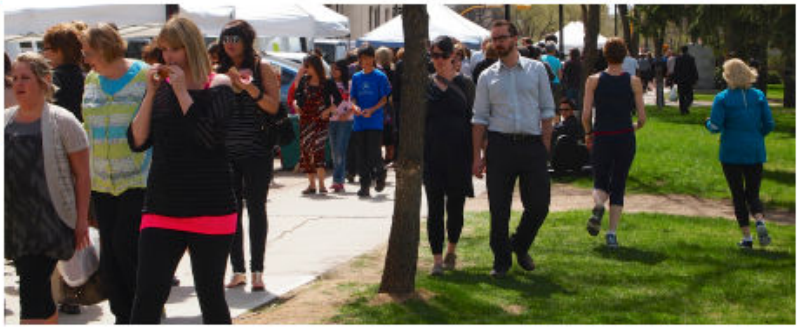
Ways to Participate



Draft Goals & Policies

TRANSPORTATION DIRECTION #1

Offer a range of transportation choices for all



GOALS AND POLICIES

MODE SHARE TARGETS WILL INFORM TRANSPORTATION PLANNING AND POLICIES.

- Identifying long-term and interim mode share targets for travel across the city and to specific destinations
- Integrating mode share targets into the planning of new neighbourhoods and development
- Conducting travel surveys on a regular basis to assess performance and adjust plans based on needs

THE TRANSPORTATION SYSTEM WILL PROVIDE A GREATER RANGE OF MULTI-MODAL TRANSPORTATION CHOICES FOR ALL SEASONS.

- Integrating multi-modal transportation into city policies, programs, operations, and standards
- Leading by example in municipal and public sector programs and practices
- Developing a Winter Travel Charter to integrates various winter-related city policies

A COMPLETE STREETS FRAMEWORK WILL BALANCE THE NEEDS OF ALL USERS.

- Adopting a framework for Complete Streets to guide the planning, design, and operations of streets for all road users
- Integrating Complete Streets concepts into design of new neighbourhoods, retrofit of existing streets, and other transportaiton projects

TRAVEL DEMAND MANAGEMENT (TDM) WILL BE A KEY COMPONENT OF SUSTAINABLE TRANSPORTATION.

- Leading by example by initiating TDM programs at the city and supporting TDM at major employers and institutions
- Educating and promoting TDM as a way to encourage changes in travel behaviour
- Establishing partnerships with community organizations and advocacy groups that support sustainable transportation modes

GUIDING PRINICIPLES

Accessibility is central to complete streets and will be a main consideration in MMLOS.

Mode share targets will support sustainable modes of travel that are better for the environment and reduces emissions

Increasing travel choices is important to promote equal access to community resources and opportunities

Technology will be used to encourage different ways of getting around, improving travel information

Policies in the TMP encourage multi-modal travel for all seasons, particularly improving pedestrian, cycling, and transit in the winter

Safety is paramount to the idea of complete streets

TRANSPORTATION DIRECTION #2

Integrate transportation and land use planning

GOALS AND POLICIES

TRANSPORTATION AND LAND USE PLANNING PROCESSES WILL BE COORDINATED.

- Improving communication, coordination, and integration within city departments in the planning, engineering, and design of land use and transportation
- Updating the zoning bylaw to support the goals and policies of the TMP and integrating transportation into planning processes and tools
- Protecting land, right-of-way, and corridors for future transportation needs

TRANSPORTATION WILL SUPPORT VIBRANT, SAFE, AND WELL-CONNECTED COMPLETE NEIGHBOURHOODS.

- Providing guidance in planning new neighbourhoods to better support multi-modal transportation and connectivity to surrounding neighbourhoods
- Using transportation infrastructure to foster a sense of place, character, and identity in new neighbourhoods

EXISTING NEIGHBOURHOODS AND EMPLOYMENT AREAS WILL HAVE ENHANCED TRANSPORTATION OPTIONS.

- Encouraging and leveraging infill and redevelopment to address needs and gaps
- Improving transportation infrastructure within existing neighbourhoods to support multi-modal travel

NEW NEIGHBOURHOODS AND EMPLOYMENT AREAS WILL INCORPORATE MULTI-MODAL TRANSPORTATION OPTIONS.

- Ensuring connections to existing neighbourhoods and services
- Exploring opportunities to apply servicing fees to needs of other modes of transportation

PARKING POLICY WILL BE A TOOL TO ENCOURAGE MULTI-MODAL TRANSPORTATION OPTIONS AND ACHIEVE LAND USE OBJECTIVES.

- Adjusting parking requirements and standards
- Encouraging different approaches to meeting parking needs

GUIDING PRINICIPLES

Creating more accessible neighbourhoods will require better transportation planning and design

Coordinating transportation and land use can help encourage infill, reduce sprawl, and promote better parking design

Planning transportation and land use concurrently will ensure that people are well connected to services, jobs, and housing

Integrating modelling for transportation and land use will help yield better decisions and planning.

Updates to planning tools to integrate transportation needs will take into account all-season travel needs

New and retrofit transportation infrastructure will be planned in coordination with land uses to create safer linkages within and between neighbourhoods

TRANSPORTATION DIRECTION #3

Elevate the role of public transit

GOALS AND POLICIES

TRANSIT WILL BE A RELIABLE AND CONVENIENT TRAVEL CHOICE THROUGHOUT REGINA.

- Ensuring the availability of transit service to most homes and workplaces in the city
- Operating transit service that is direct and time-competitive, supported by transit priority measures
- Increasing investment in transit to increase hours and frequency of service

THE TRANSIT NETWORK WILL BE EASY-TO-UNDERSTAND AND STRUCTURED AROUND EXPRESS TRANSIT.

- Adopting a hierarchy of services based around express, primary, and neighbourhood routes focused on transit nodes

TRANSIT WILL BE ALIGNED WITH DESTINATIONS, LAND USES, AND GROWTH.

- Aligning land uses and densities to transit service provided
- Protecting for future higher-order transit

TRANSIT WILL BE UNIVERSALLY ACCESSIBLE AND COMPLEMENTED BY PARATRANSIT.

- Integrating accessibility into all aspects of transit infrastructure, planning, and operations
- Completing a paratransit service plan to identify future needs and required actions

TRANSIT WILL HAVE A STRONG AND POSITIVE IDENTITY REFLECTED BY A HIGH-QUALITY CUSTOMER EXPERIENCE.

- Developing and adopting unique branding and identity for Regina Transit, supported by educational and marketing campaigns to promote the use of transit
- Exploring and implementing innovative approaches to customer information and service

GUIDING PRINICIPLES

Accessibility will be integrated in all aspects of transit, including completing a review of paratransit and providing accessible conventional services and amenities

Transit is an environmentally sustainable mode of transportation, reducing auto use and encouraging compact land uses

Ensuring transit remains affordable while providing attractive service for all Regina residents is a priority in the TMP

Integrating technology into how transit operates and how transit customers use the system

Making transit a more comfortable experience in cold or inclement weather with improved amenities, shorter waits

Travelling on transit will continue be a safe experience

TRANSPORTATION DIRECTION #4

Promote active transportation for healthier communities

GOALS AND POLICIES

ACTIVE MODES OF TRANSPORTATION WILL BE PRIORITIZED IN CITY POLICIES AND PROCESSES.

- Updating city policies and manuals to increase consideration for walking and cycling, including bike parking and amenities
- Amending the city's Traffic Bylaw to support active modes

ACTIVE MODES WILL BE PROMOTED AS AN INTEGRAL PART OF HOW REGINANS REGINA RESIDENTS GET TO WORK AND SCHOOL.

- Encouraging walking and cycling through awareness programs, trip planning resources, and expanded information
- Building partnerships with employers, businesses, institutions, and advocacy groups to promote walking and cycling

A COMPREHENSIVE CITY-WIDE BIKEWAY NETWORK WILL CONNECT PEOPLE TO DESTINATIONS AND ACTIVITIES.

- Adopting a short-term and long-term cycling network to provide more routes to bike across the city
- Creating a consistency in placement, design, and wayfinding within the cycling network

STREETS THROUGHOUT THE CITY WILL BE ACCESSIBLE AND WALKABLE.

- Improving pedestrian environments, connections, and comfort throughout city
- Updating warrants, guidelines, and standards for sidewalks, crosswalks, accessible signals, and other pedestrian infrastructure to improve mobility, safety, and accessibility

THE CITY WILL BE SAFE FOR PEDESTRIANS AND CYCLISTS IN ALL FOUR SEASONS.

- Addressing winter walking and cycling challenges, including snow clearing
- Increasing education and awareness between all road users to increase cycling and pedestrian safety

GUIDING PRINICIPLES

- *Improving pedestrian environment and infrastructure to promote universal accessibility on sidewalks and at intersections*
- *Encouraging walking and cycling as the most environmentally sustainable means of transportation*
- *Promoting walking and cycling as a socially equitable means of transportation and to build active and vibrant neighbourhoods*
- *Adopting tools and technology to improve pedestrian and cycling environments, such as accessible pedestrian signals, countdown timers, and LED lighting*
- *Providing policy and strategies to address winter-time walking and cycling*
- *Integrating active transportation safety considerations into all aspects of transportation planning, design, and operations*

TRANSPORTATION DIRECTION #5

Optimize road network capacity

GOALS AND POLICIES

A HIERARCHY OF ROADWAY CLASSES WILL PROVIDE CITY-WIDE CONNECTIVITY WHILE MINIMIZING NEIGHBOURHOOD IMPACTS.

- Adopting a roadway classification system to better define the function, design, and operations of the road network

STRATEGIES TO MOVE THE MOST PEOPLE EFFECTIVELY WILL INFLUENCE ROADWAY AND NETWORK PLANNING, DESIGN, AND OPERATIONS.

- Exploring the potential of a network of high-occupancy vehicle (HOV) and bus lanes
- Planning roadway infrastructure based on average peak period volumes and utilizing a multi-modal level of service approach

USE OF EXISTING ROAD NETWORK CAPACITY WILL BE MAXIMIZED BEFORE EXPANSION.

- Continuing to improve traffic management systems and data collection processes
- Implementing localized improvements to address bottlenecks and intersection operations

ROAD SAFETY FOR ALL USERS AND FOR ALL SEASONS WILL BE PARAMOUNT.

- Adopting "4E" approach to road safety
- Identifying and implementing priority improvements to address road safety

NEW AND EXISTING ROADS WILL REFLECT MODERN DESIGN STANDARDS.

- Developing standard cross-sections for different road classes to guide the design of new and retrofitted streets
- Encouraging and providing guidance for high-quality design of roadways and networks

THE ROAD NETWORK WILL SERVE NEW AND EXPANDED NEIGHBOURHOODS.

- Adopting the future roadway network to guide extension of infrastructure to growth areas
- Protecting and acquiring lands required for future roadways and other transportation needs

GUIDING PRINICIPLES

Accessibility needs will be integrated into multi-modal level of service analysis and into standard cross-sections

TDM strategies will encourage sustainable travel that reduces environmental impacts

Retrofitting existing streets provide more equitable access to mobility by accommodating added modes of travel

Using new technologies to better manage traffic and collect data

Roadway cross-sections will integrate winter transportation needs, such as ensuring proper space for snow storage on streets

Adopting comprehensive approaches to road safety - the 4E approach of engineering, enforcement, education, and emergency response

TRANSPORTATION DIRECTION #6

Invest in an affordable and durable system

GOALS AND POLICIES

A LIFE-CYCLE COSTING APPROACH, INTEGRATED WITH SOCIAL AND ENVIRONMENTAL COMPONENTS, WILL BE USED TO GUIDE TRANSPORTATION INVESTMENTS.

- Adopting a life-cycle costing strategy for all transportation infrastructure
- Developing cost-benefit criteria and analysis process

IMPROVED ASSET MANAGEMENT THROUGH REGULAR MONITORING, INSPECTIONS, AND TIMELY MAINTENANCE WILL MAXIMIZE THE LIFESPAN OF EXISTING INFRASTRUCTURE.

- Developing an asset and fleet management strategy that prioritizes state-of-good repair, provides clearer standards for level of service, and improves monitoring and coordination
- Developing a program for neighbourhood renewal, including improved reporting mechanisms for deficiencies and maintenance

TRANSPORTATION INFRASTRUCTURE WILL BE DEVELOPED IN AN ORDERLY AND EFFICIENT MANNER.

- Phasing the build-out in transportation infrastructure in coordination with growth and development
- Aligning and coordinating maintenance and upgrades of all infrastructure within transportation rights-of-way

SYSTEM AND INFRASTRUCTURE DESIGN, CONSTRUCTION, AND OPERATION WILL REFLECT BEST PRACTICES AND STANDARDS FOR SUSTAINABLE TRANSPORTATION.

- Utilizing best practices for environmental sustainability and protection

INVESTMENT IN TRANSPORTATION INFRASTRUCTURE WILL MAKE USE OF DIVERSE FUNDING SOURCES AND DELIVERY APPROACHES.

- Advocating for sustained and predictable investment by higher levels of government
- Exploring alternative approaches to financing and operating transportation infrastructure

GUIDING PRINICIPLES

Ensuring investments in transportation infrastructure improve accessibility when opportunities are available

Encouraging environmentally sustainable practices in design and construction of the transportation system

Ensuring that investments are affordable and effective to protect public interests

Using technology to improve asset and fleet management as well as interactions with citizens

Integrating needs, challenges, and opportunities of all-season transportation as part of project analysis and life-cycle costing

Ensuring infrastructure is well maintained to maximize safety

TRANSPORTATION DIRECTION #7

Support a prosperous Regina and region

GOALS AND POLICIES

GOODS MOVEMENT WILL BE SAFE AND EFFICIENT.

- Developing a regional truck route network in collaboration with regional partners, including access to local and regional intermodal facilities
- Evaluating safety improvements to goods movement routes, including railways, and discouraging truck infiltration

TRANSPORTATION SERVICES AND INFRASTRUCTURE WILL SUPPORT KEY EMPLOYMENT AREAS IN THE CITY AND REGION.

- Providing increased multi-modal transportation options to key employment areas
- Implementing the recommendations of the Downtown Transportation Study and conducting similar studies in other key employment areas

COORDINATION OF REGIONAL TRANSPORTATION PLANNING AND SERVICE DELIVERY WILL CONTINUE TO BE DONE IN PARTNERSHIP WITH THE PROVINCE, SURROUNDING MUNICIPALITIES, AND OTHER REGIONAL STAKEHOLDERS.

- Developing a regional transportation plan with surrounding municipalities and the province, including common development standards, design guidelines, and regional TDM initiatives
- Encouraging the timely completion of the Regina bypass by the Province
- Initiating a railway study
- Identifying and planning for regional active pathway linkages and long-term regional transit connections

GUIDING PRINICIPLES

Considering standardization of accessible transportation needs across the region

Encouraging more sustainable transportation choices for regional travel and to key employment destinations

Improving access to jobs by providing more ways to get to and from key employment areas and regional destinations

Integrating with a regional transportation modelling program and exploring opportunities to use technology to coordinate and plan regional travel

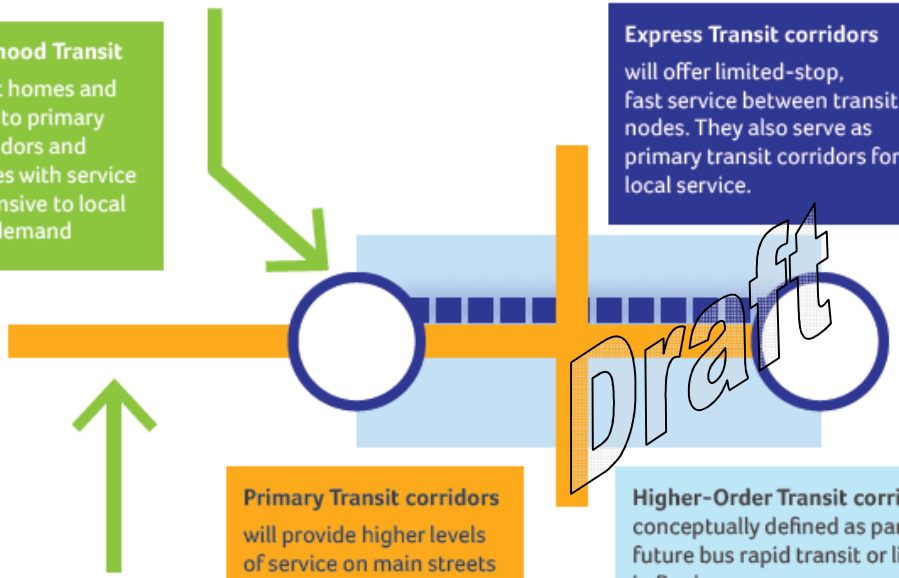
Making active modes and sustainable travel more attractive in all seasons.

Ensuring safer goods movement and discouraging infiltration; integrating safety measures near railways and goods movement routes

Draft Networks

Transit Network

THE TMP WILL ESTABLISH A CLEAR HIERARCHY TO THE TRANSIT SYSTEM TO HELP GUIDE SERVICE PLANNING AND INTEGRATION WITH LAND USE AND GROWTH.



Neighbourhood Transit
will connect homes and workplaces to primary transit corridors and transit nodes with service more responsive to local needs and demand

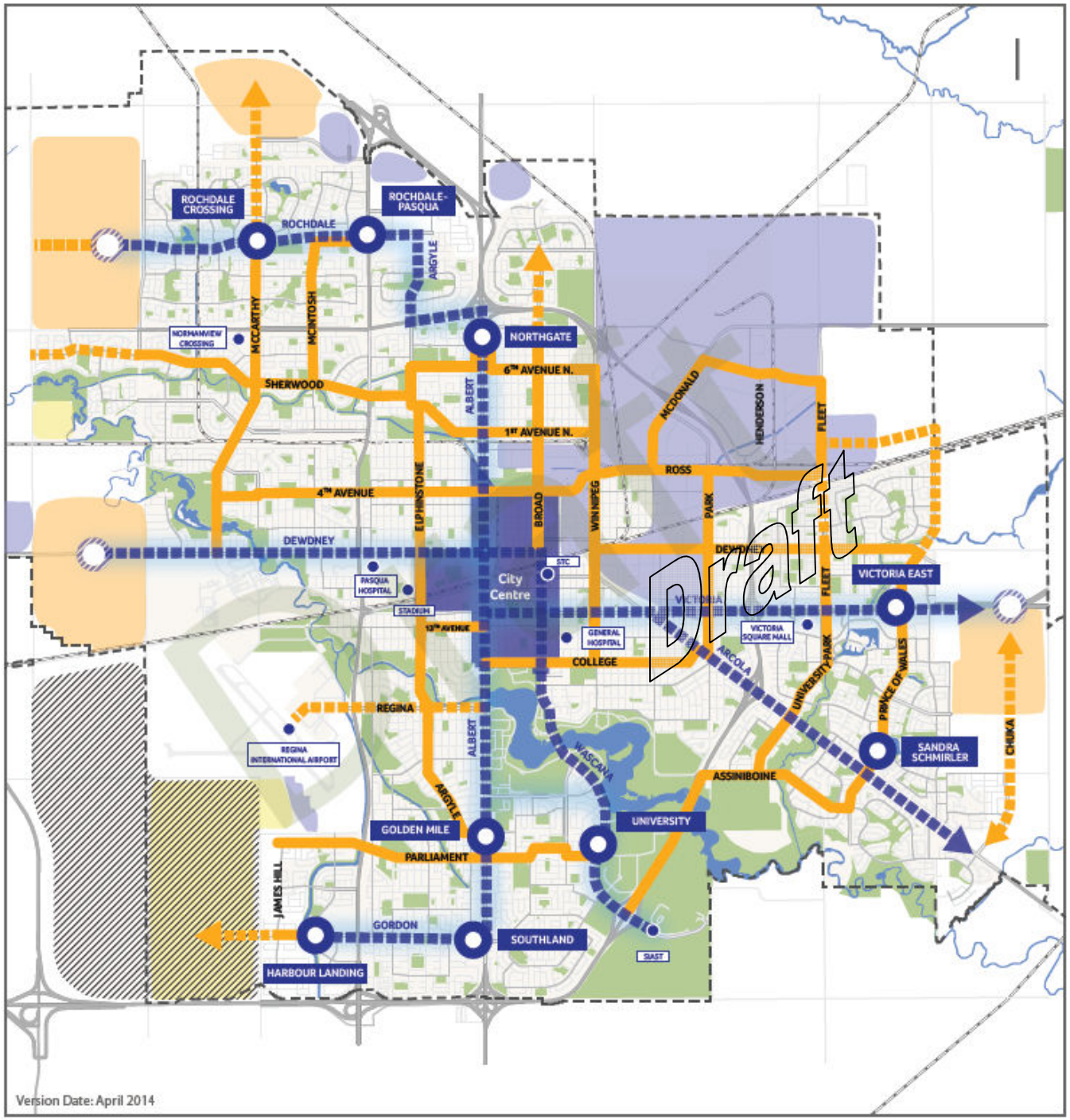
Express Transit corridors
will offer limited-stop, fast service between transit nodes. They also serve as primary transit corridors for local service.

Transit nodes will be located throughout the city at major destinations and neighbourhood centres to anchor the transit network. Seamless transfers, supportive land uses, and multi-modal access will characterize these nodes.

Primary Transit corridors
will provide higher levels of service on main streets throughout the city and connect destinations and transit nodes

Higher-Order Transit corridors are being conceptually defined as part of the TMP for future bus rapid transit or light rail transit in Regina.
While implementation is beyond the timeframe of this plan, protecting and planning land use and transit services in these corridors is important.

Land use density targets, service levels, customer amenities, and coverage and service standards are all being explored as part of the development of the network hierarchy



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TRANSPORTATION MASTER PLAN

Transit

- Express Transit Corridor
- Primary Transit Corridor
- Potential Primary Transit Corridor
- Potential Higher-Order Transit Corridor
- Transit Node
- Potential Transit Node
- Other Major Transit Destinations
- Existing and New Employment Areas (OCP)
- New Neighbourhoods (OCP)
- Special Study Areas (OCP)
- Transportation Study Area (roadway and transit connections to be determined)

NOTE: Transit Corridors and Transit Nodes in New Neighbourhoods will be determined through the Concept Plan process.

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Bikeway Types

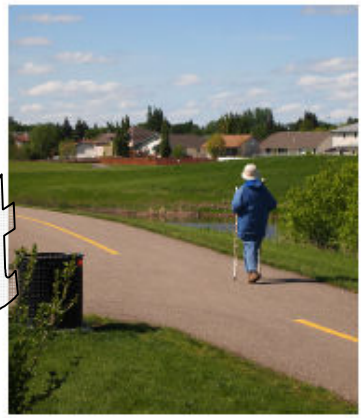
The proposed cycling network identifies various types of on-street and off-street bikeway facilities and are illustrated below. Detailed study and engagement with local residents and businesses will be conducted as part of the implementation of the cycling network.

Segregated Bike Lane

Also known as cycle tracks, segregated bike lanes are on-street bikeways physically separated from other vehicles by a curb, barrier, or raised from general traffic lanes. These are most suitable on busy streets with fast moving traffic.

Bike Lane

Bike lanes are the most common type of on-street bikeway, where a separate painted lane is dedicated for cycling. Painted buffers are used in some contexts where greater separation from other traffic is desirable.



Multi-Use Pathway/ Boulevard Trail

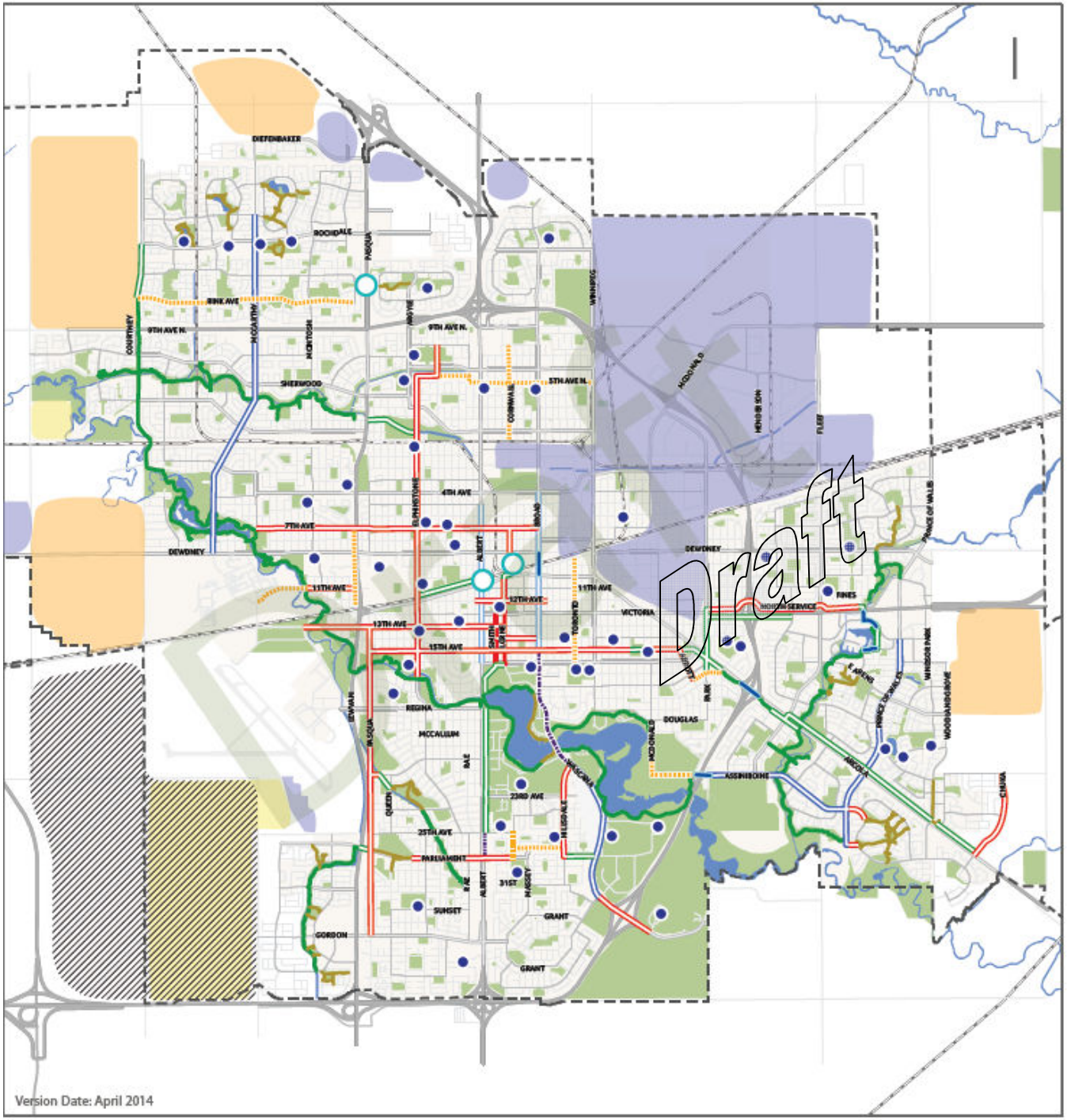
Multi-use pathways are off-street facilities for active modes and are found predominantly within parks, open space, and natural corridors.

Boulevard trails are multi-use pathways that are located parallel to roadways.

Bike Boulevard

Bike boulevards are low-volume, low-speed streets that provide features that prioritize cycling by making it safer and more attractive. An example pictured is a median that discourages cut-through vehicular traffic, but allows cyclists to proceed through.

Bike boulevards are identified on streets that provide connectivity or already have a higher volume of cycle use.



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TRANSPORTATION MASTER PLAN

Cycling

EXISTING and SHORT-TERM NETWORK

Existing	Proposed	
		Bike lane
		Multi-use pathway/Boulevard trail
		Neighbourhood pathway
		Cyclists allowed on sidewalks
		Segregated bike lane
		Bike boulevard
		Shared bike/bus lane
		Upgrade existing facility
		Intersection improvement

Destinations: (Major Recreation Facilities, Community Centres, Libraries, Hospitals, High Schools)

Existing and New Employment Areas (OCP)

New Neighbourhoods (OCP)

Special Study Areas (OCP)

Transportation Study Area

NOTE: Routes shown are conceptual. During detailed design some routes may need to be altered or moved to adjacent roads.

NOTE: Cycling routes in New Neighbourhoods will be determined through the Concept Plan process.

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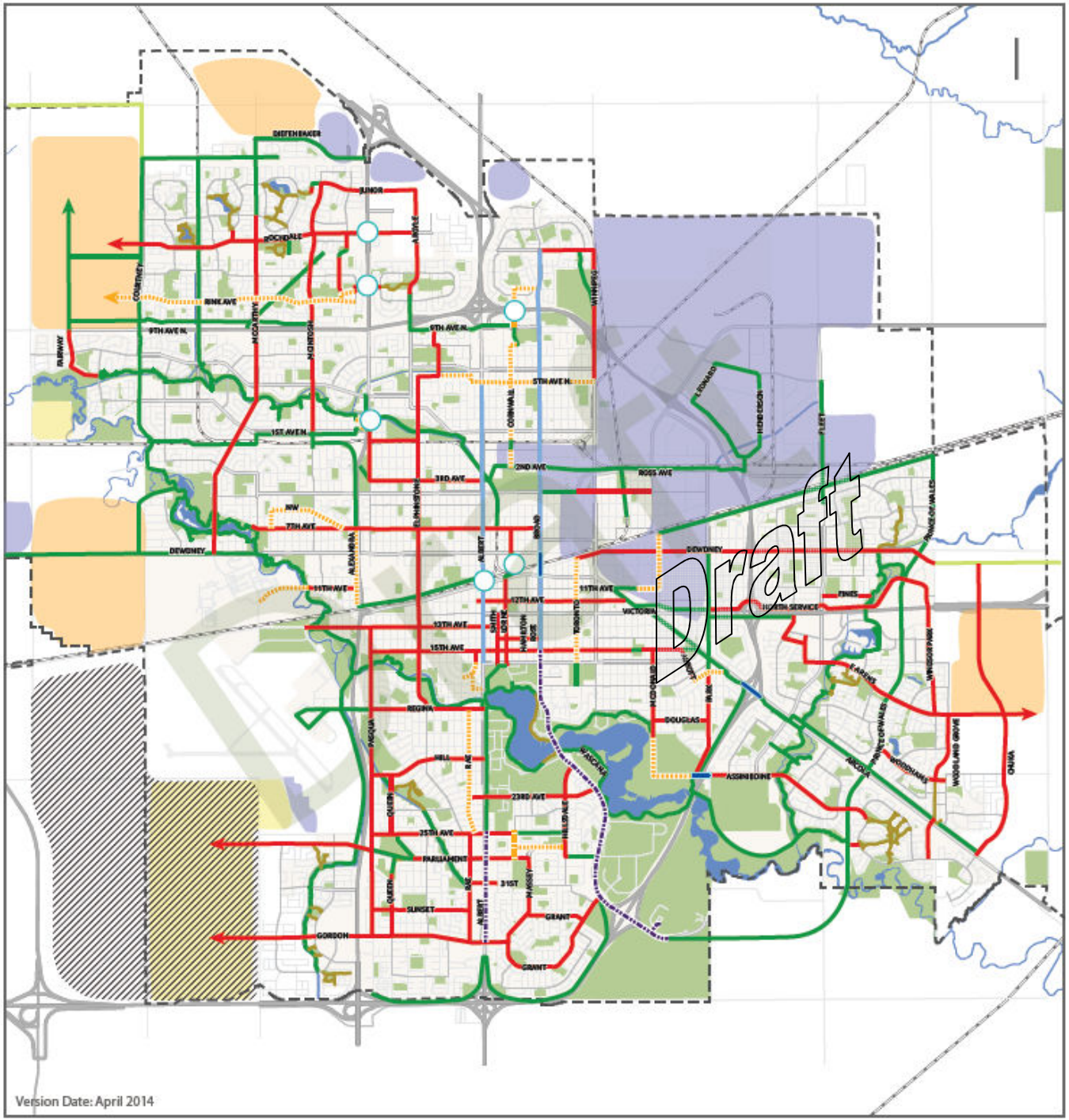

TRANSPORTATION
MASTER PLAN

Cycling
LONG TERM NETWORK

- Segregated bike lane
- Bike lane
- Bike boulevard
- Multi-use pathway/Boulevard trail
- Neighbourhood pathway
- Shared bike/bus lane
- Cyclists allowed on sidewalks
- Intersection improvement
- Trans Canada Trail connection
- Existing and New Employment Areas (OCP)
- New Neighbourhoods (OCP)
- Special Study Areas (OCP)
- Transportation Study Area

NOTE: Routes shown are conceptual. During detailed design some routes may need to be altered or moved to adjacent roads.

NOTE: Cycling routes in New Neighbourhoods will be determined through the Concept Plan process.

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Next Steps

April 2 - Accessibility Advisory Committee meeting final consultation

May 6 - End of online public survey (www.designregina.ca) on draft policies and networks

May – July – Plan finalization

August – Final TMP to Executive Committee and City Council for approval

TRANSPORTATION
MASTER PLAN

DESIGN REGINA
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OFFICIAL COMMUNITY PLAN

Thank You

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Extra Slides

Transportation Directions

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.

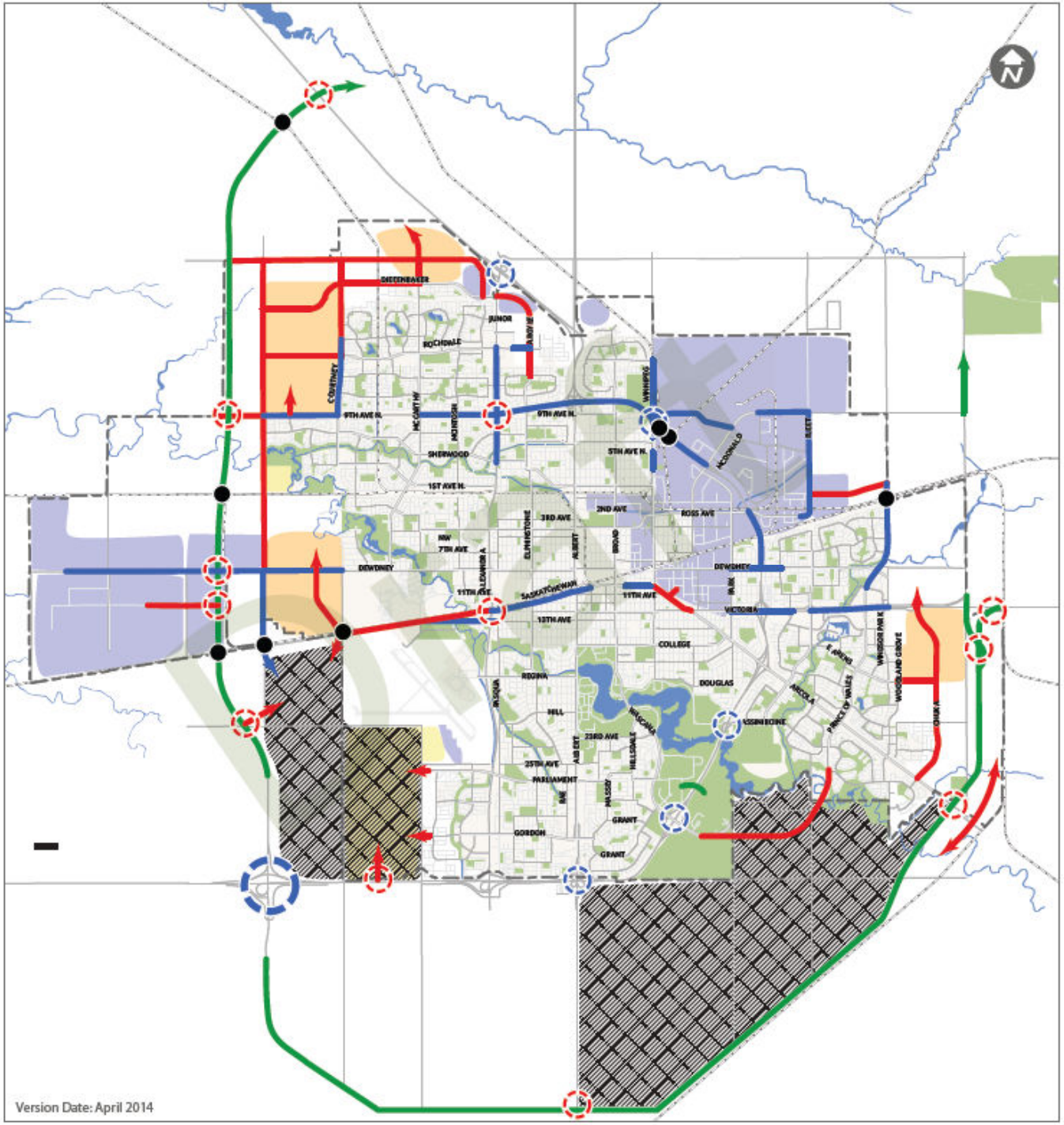
DRAFT PLAN AND POLICIES

Transportation Directions

Two Components:

1. **Guiding Principles** represent the broad objectives that should be a consideration throughout the Transportation Master Plan and for transportation planning and operations in general.

2. The **Transportation Directions** set out the objectives of the Transportation Master Plan and will guide the development of strategies and policies



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.

Version Date: April 2014

Why are we making one?

- Current plan is outdated and Regina is facing new growth and changing demographics
  - Regina's last major Transportation Plan was in 1991, updated in 2001
- The previous Transportation Plan focused primarily on the road network and a bit of transit
  - This plan will be multi-modal and will reflect modern transportation planning best-practices
- Developed concurrently with Design Regina, the new Official Community Plan (approved Dec. 2013)