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Presented by: Dean Schick, Manager of Transportation

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TAMRIMS#: B06

Bylaw 10/2008 Amendments - Transportation System Bylaw related to TMP
Presented by: Dean Schick, Manager of Transportation

RECOMMENDATION(S)

1. That Bylaw 23/2016, being Amendment 3 to Transportation System Bylaw 10/2008, be read a first time.
2. That Bylaw 23/2016 be read a second time.
3. That unanimous consent be given for consideration of third reading of Bylaw 23/2016.
4. That Bylaw 23/2016 be read a third and final time.

PURPOSE OF REPORT

This report brings forward required ammendments to update the Transportation System Bylaw with relevant information related to the 2015 update of the Transportation Master Plan and the Schedules within the Transportation System Bylaw to reflect completed roadway construction and development.

COUNCIL DIRECTION

On April 18, 2016 Council passed the following motions:

(C230-2016)

That the City of St. Albert Transportation Master Plan, December 2015, provided as Attachment 1 to the April 18, 2016 agenda report entitled "Transportation Master Plan", be received as information.

That Administration be authorized to utilize the City of St. Albert Transportation Master Plan, December 2015 for planning purposes.

That Administration bring forward for Council's consideration, in Q3 of 2016, amendments to Bylaw 10/2008, Transportation System Bylaw that reflect Council's approval of the City of St. Albert Transportation Master Plan, December 2015.

That Administration carry forward with the proposed vision, guiding principles and objectives of the Transportation Master Plan through the 2015 Transportation Master Plan Implementation Plan, as per Attachment 4 to the April 18, 2016 agenda report entitled "Transportation Master Plan", and create required business cases and project charters, to be incorporated into the 10 Year Capital Plan.

That Administration prepare any required amendments to Offsite Levy Bylaw 30/2013 based on the recommendations from the 2015 Transportation Master Plan for consideration by Council during the annual off-site levy review in March 2017.

On April 7, 2015 Council passed the following motion:

(C190-2015)

That the City Manager propose a Policy for the Movement of People & Goods that ensures that the City of St. Albert has efficient, safe multi-modal transportation systems that effectively balance and integrate roads with freight, transit, bicycles and pedestrians and supports a more liveable and resilient St. Albert.

BACKGROUND AND DISCUSSION

With the adoption of the updated Transportation Master Plan (TMP) in 2015, the Transportation System Bylaw, which is a document encompassing the City's existing and future arterial and collector roadway network system, needs to be updated to adjust the content from referencing the original reporting documentation created through the 2008 TMP to now reference the 2015 TMP.

The proposed amendments within the Transportation System Bylaw are related to adjusting reference of the reports from the previous 2008 TMP to the updated document of the 2015 TMP. In addition, updates to Schedule 'A' and Schedule 'B' have been made, identifying roadways that have been constructed and are now in operation or that have been identified as "future" arterial roadway segments within approved Area Structure Plans (ASPs).

The Transportation System Bylaw in its current form is provided to Council via this report as Attachment 1. To identify amendments, a redline version of the Transportation System Bylaw and the recommended changes is provided as Attachment 2 to this report. A proposed final version of the Transportation System Bylaw, acknowledging all recommended amendments is provided to Council as Attachment 3.

In its current form, the City's Transportation Master Plan (TMP) serves as a policy for the movement of goods and people, as it provides the guidance through the established vision, goals

and principles, along with strategic objectives and priorities to maintain a safe, efficient and multi-modal network. The integration of the updated TMP into the City's Transportation System Bylaw ensures the value of the guidance of the TMP and the strategies focused on:

- Safety for all road users through recognized goals, and the implementation of 5 “E”s of roadway safety - Engineering, Education, Enforcement, Evaluation, and Encouragement.
- Utilization of innovation in technology to enhance network operations (related to both safety and efficiency), information sharing and evaluation methods of the road network system.
- Alignment of transportation network planning with land use and development.
- Addressing network capacity and capability to perform the movement of goods.
- Address the accessibility, availability, and applicable affordability of alternative forms of transportation, both active and transit related.
- Inform and educate the public on road user safety, and engineer the road system with a safe system design mentality to eliminate severe incident occurrences.
- Align with capital region collaboration efforts and network connectivity
- Establish a sustainable transportation network that will ensure environmental and community stewardship

Upon approval of the Transportation System Bylaw, the TMP becomes by Bylaw the Council approved guiding document and overarching strategic plan / policy that will address the movement of people & goods and will ensure that the City of St. Albert has efficient, safe multi-modal transportation systems that effectively balance and integrate roads with freight, transit, bicycles and pedestrians and supports a more liveable and resilient St. Albert. It is Administration's recommendation, as outlined in the Administrative Backgrounder, that the intent of Council Motion C190-2015 is fulfilled in the approval of the Transportation System Bylaw.

STAKEHOLDER COMMUNICATIONS OR ENGAGEMENT

The completion of the update to the Transportation Master Plan integrated multiple forums and opportunities of engagement with residents and stakeholders inclusive of:

- A Steering Committee was created, inclusive of members of the TMP consulting team and a cross section of City of St. Albert Administration including representation from transportation, engineering, planning, transit, environment and sustainability.
 - Communication with the Steering Committee occurred via direct meetings and emails for information sharing and input into the development of material for the TMP.
- Public consultation activities for the TMP were inclusive of strategies to engage the public using face to face, print, electronic and web-based tools.
 - Highway 2 (St. Albert Trail) Intercept Survey:
 - Occurred in September, 2014.
 - Goal was to obtain peak hour travel information on trip origins, destinations and routes of drivers entering / exiting St. Albert Trail at the north end of the city, including non-residents who travel to, from or through St. Albert from external areas.
 - Approximately 520 surveys were completed.
 - Household Travel Survey:
 - Completed in October, 2014.

- Goal was to obtain residential travel information related to typical trip origins, trip destinations, routes and modes of travel.
 - Total of 856 survey response were completed.
 - Online Public Consultation Survey
 - Performed from October, 2014 to end of January, 2015.
 - Goal was to obtain residential feedback on current transportation system operations or conditions and gather input related to priority levels to focus policies, planning and future transportation framework.
 - Total of 463 responses to the survey were completed.
 - 2 Public Open Houses were held in relation to the overall TMP:
 - Open House #1
 - Held on June 16, 2015
 - This was a joint Open House that provided information to the public on the TMP, LRT Study and Employment Lands
 - Information was shared on the received public feedback from the previous engagement surveys; and the TMP vision, goals and principles were shared for feedback.
 - Open House #2
 - Held on September 24, 2015
 - This was a single information Open House for the general TMP only.
 - Information was shared with regards to the traffic model, active transportation plan, a refined TMP vision, goals and objectives and a proposed action plan with request for public feedback.
- The Villeneuve Road Study was performed with its own specific public engagement and consultation plan, beyond the general TMP:
 - Stakeholder Meeting: Involved key stakeholders in the review of various scenarios and results of the study and integrate input into final recommendations. Stakeholders were inclusive of representation from City of St. Albert, Sturgeon County, Alberta Transportation, Villeneuve Airport and Sturgeon Community Hospital.
 - Public Open Houses: There were 2 completed public open houses related to the Villeneuve Road Study. In addition, all information provided and requested comment forms for each open house were shared online through the City website for a time period of one week prior to the open house and a minimum of one week following the open house, to allow residents who could not attend an opportunity to view information and provide comments.
 - Open House #1:
 - Held on February 26, 2015
 - There were 4 options for the alignment of Villeneuve Road, with background information and “pros / cons” identified. Feedback was requested regarding public opinion on each option and preferences.
 - 235 people attended this open house.
 - 176 comment forms were received from this open house.
 - Open House #2:

- Following the completion of the first open house, review of comments and the completion of traffic modeling evaluation for the various proposals - a new “hybrid” version was created that accounted for received public input and addressed concerns identified from the model. This new option was presented to the public at this open house.
 - Held on May 26, 2015
 - 123 people attended the open house
 - 79 comment forms were received.
- Stakeholder Engagement: The identified stakeholders within the 2015 TMP were involved in three individual workshops associated with the project:
 - Workshop #1: Visioning
 - Held on February 24, 2015
 - Focus around the creation of a vision, priorities and objectives of the TMP.
 - Workshop #2: Integrated Land Use and Transportation
 - Held on May 28, 2015
 - Focus on the integration of transportation planning with land use.
 - Workshop #3: Refinement and selection of TMP elements and recommendations
 - Held on August 18, 2015
 - Focus on presenting received public input, traffic model evaluations, and resulting recommended road networks, action plans and details of the TMP.

With regards to the roadway network (existing and proposed); consultation with external stakeholders was completed through the Area Structure Plan (ASP) and Capital Construction Projects processes; however as per the Transportation Act, a public hearing must be held for the amendments to the existing Transportation System Bylaw.

Advertising of the public hearing was completed for two consecutive weeks prior to the October 3, 2016 hearing (on September 17 and September 24).

IMPLICATIONS OF RECOMMENDATION(S)

a) Financial:

For the noted recommendations to amend the Bylaw there are no financial impacts. As the TMP itself is a policy document, it is also aligned with an Implementation Plan and as such has a separate Project Charter associated with completion of tentative actions which will be reviewed as part of the annual budget process, beginning during the 2017 budget.

b) Legal / Risk:

The *City Transportation Act* ch.14 RSA 2000 states as follows:

4(1) *The city council shall by bylaw establish a transportation system in accordance with the transportation study report and the bylaw shall designate the transportation system.*

(2) *The bylaw shall include a map showing the approximate location of the transportation facilities and any other items required by the regulations.*

(3) *The council shall hold a public hearing on every proposed bylaw that establishes a transportation system or amends an existing transportation system bylaw.*

The Act also indicates that a transportation system bylaw or amendment thereto must be approved Lieutenant Governor in Council prior to taking effect. Should Council approve the proposed amendment, Administration will forward the bylaw to the Ministry for approval.

c) Program or Service:
None at this time.

d) Organizational:
None at this time.

ALTERNATIVES AND IMPLICATIONS CONSIDERED

If Council does not wish to support the recommendation, the following alternatives could be considered:

- Leave the Transportation System Bylaw as it currently exists. This is not recommended, as to do so would result in reference to non-updated documentation for the transportation network guiding vision, principles and strategies and would also create inconsistencies between the Transportation Systems Bylaw and current transportation system operations and mapping.

STRATEGIC CONNECTIONS

a) City of St. Albert Strategic Plan (Policy C-CG-02)

Pillars of Sustainability

BUILT ENVIRONMENT - We build our community towards the future to sustain balanced development, with a reverent eye to the past, honouring our unique settlement history and distinct identity.

Governance Strategy

Council is committed to ensuring that the City of St. Albert is a responsive, accountable government that delivers value to the community.

Service Delivery Strategy

Council is committed to ensuring that the City of St. Albert is engaging residents to identify opportunities to improve delivery of services to the community.

b) Long Term Plans (e.g. MDP, Social Master Plan, Cultural Master Plan, etc.)

- Transportation Master Plan
- MDP

c) Corporate Objectives (See Corporate Business Plan)

- Deliver programs and services that meet or exceed our standards
- Exercise strong fiscal management
- Ensure our customers are very satisfied

d) Council Policies, Bylaws or Federal/Provincial statutes

- C463-2014 Asset Management

e) Other Plans or Initiatives (Business Plans, Implementation Strategies, etc.)
N/A

Report Date: September 26, 2016
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