From Uni-Mode to Multi-Mode

CITE Conference in Kelowna
June, 2016
Scott Thomas
Presentation Overview

• Background
• Transportation Directions
• Recommended Improvements
• Summary & Conclusions

• Emphasis of this presentation will be on Bikes
Background
Purpose and Scope of the TMP

• 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
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.

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
TRANSPORTATION DIRECTION #4
Promote Active Transportation for Healthier Communities

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
RECOMMENDED IMPROVEMENTS
Active Modes

• **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

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RECOMMENDED IMPROVEMENTS
Active Modes

CITY OF REGINA

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Budgetary Impacts

• 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.
Conclusion

• 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?

Contact: Scott Thomas
sthomas@regina.ca
(306) 777-7567
• Extra Slides
BUDGET
Investment Priorities

HOW WE INVEST
CAPITAL BUDGET INVESTMENTS (2009-2014)

TRANSIT 13%
ACTIVE TRANSPORTATION 1%
MULTI-MODAL 1%
ROADWAYS 85%

HOW WE WILL INVEST
CAPITAL BUDGET INVESTMENTS (TMP)

TRANSIT 17%
ACTIVE TRANSPORTATION 2%
MULTI-MODAL 1%
ROADWAYS 80%
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
### Regina in Context

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

<table>
<thead>
<tr>
<th>City</th>
<th>Population</th>
<th>Roadways Capital ($/capita)</th>
<th>Transit (Municipal Operating Contribution, $/capita)</th>
<th>Active Transportation Capital ($/capita)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regina</td>
<td>210,556</td>
<td>$174</td>
<td>$63</td>
<td>$3</td>
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<tr>
<td>Saskatoon</td>
<td>246,300</td>
<td>$190</td>
<td>$85</td>
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<td>London</td>
<td>369,940</td>
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<td>$140</td>
<td>$141</td>
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<tr>
<td>Edmonton</td>
<td>835,000</td>
<td>$305</td>
<td>$167</td>
<td>$8</td>
</tr>
<tr>
<td><strong>Average</strong></td>
<td><strong>240,940</strong></td>
<td><strong>$197</strong></td>
<td><strong>$96</strong></td>
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