

Park and Ride Strategy

Key Considerations

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The Park and Ride Strategy project completed a review of City of Edmonton Park and Ride Policy C554A, land use policies and plans, long term transportation plans and current provision and utilization of park and ride. The project team also reviewed recent development patterns, anticipated 2047 population and employment patterns from the Regional Travel Model and the impact of new mobility on the demand for park and ride.

Based on this review, several considerations were identified for the strategy:

- Neighbourhoods outside of Anthony Henday Drive have experienced a large and rapid amount of growth in recent years. This is a trend that is likely to continue in the future. Demand for park and ride and level of transit use depends on land use policies and parking availability within Central Business District.
- The long term LRT Plan includes permanent park and ride locations at the final end of line stations and within the Transportation Utility Corridor, these include:
 - Lewis Farms
 - Heritage Valley (127 Street and Ellerslie Road)
 - Ellerslie Road and 50 Street
 - Ramparts (Campbell Road)
 - Edmonton International Airport
- The phasing of future LRT Lines will create intermediate end of line stations where temporary park and ride may be contemplated, these include:
 - Century Park
 - Mill Woods Town Centre
 - Castledowns
 - Gorman
 - Alberta Hospital

Clear direction is required to determine where temporary park and ride should be pursued and how to transition to Transit Oriented Development (TOD) in the future.

- The size and locations for future park and ride needs to consider the impacts of new mobility choices affecting traditional travel patterns.
- The bus network redesign that is proposed by the Transit Strategy will impact the demand for park and ride.
- Currently there is little direction regarding site design for park and ride that considers the land use context or impact to other modes of access to LRT stations or transit centres.