

# TRANSPORTATION

## Aspects of Transportation Planning in the Springbank ASP

 <p>Acknowledges public concerns</p>	<p>Partnering with ATEC to develop safe &amp; efficient access to regional infrastructure</p>	<p>Develop local and regional connectivity for residents, pedestrians, motorists &amp; cyclists</p>	 <p>Development of active modes</p>	<p>New development to be supported by improved infrastructure</p>
<p>Network analysis identifies trigger points for infrastructure improvements</p>		<p>Regional Growth Plan requires protection and optimization of Hwy 1 and Stoney Trail infrastructure</p>	<p>Critical infrastructure within the local area includes RR 33, RR 31, Springbank Road and TR 250</p>	



### Key Considerations in the Plan

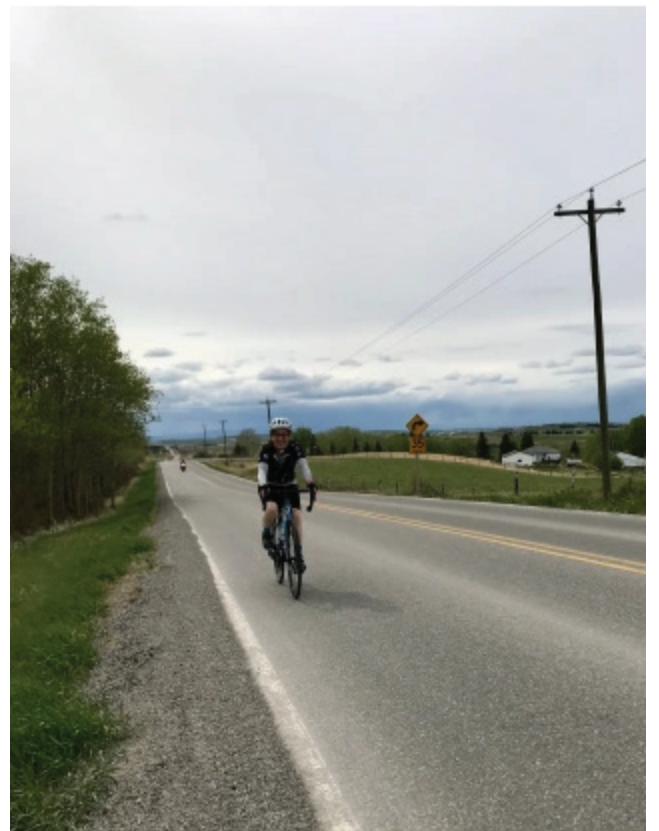
Scenic and community corridors are addressed in the Plan, they are important entrances, along major roads, entering and exiting a municipality and a community. They create a lasting first impression and an important sense of place for people either visiting or simply traveling through a community. The objectives of the Springbank ASP include consideration of rural character, views, and landscape in new development through architectural and community design guidelines, as well, ensuring that development adjacent to the Highway 1 corridor is consistent with intermunicipal and regional growth policies and plans.

Given the interconnected nature of the transportation network, the ASP has provisions to ensure that there is a continued collaboration between the County, the City of Calgary, and Alberta Transportation.



## Requirements within the ASP

- That the transportation network be developed in a manner that is safe, functional, and efficient to minimize impacts on major wetlands and natural features, integrate development within the Springbank area, and provide regional opportunities for walking, cycling, and public transportation.
- Policies in the ASP require that the Springbank transportation network be developed in accordance with the transportation network map and the Springbank Network Analysis.
- Local Plan submission will further define each road classification.
- In addition to the ASP requirements, there are also existing plans in the County such as the Parks and Open Space Master, Active Transportation Plan – South County, as well as the Recreation Master Plan that provide guidance for any future development of pathways and trails.



Well-designed and safe  
transportation network

Develops local and regional  
connectivity

For residents, motorists,  
pedestrians, and cyclists