



Burlington Integrated Transportation Advisory Committee (ITAC)

Comments for Committee of the Whole, April 6, 2017 regarding Planning and Building Department Report PB-01-17.

The Integrated Transportation Advisory Committee (ITAC) has been asked to provide input into the city's new directions for transportation as it relates to Council's deliberations on the New Official Plan policies and objectives. Council at its meeting held October 3, 2017, approved the following:

- Receive and file transportation services department report TS-14-16 providing the transportation plan vision statement and new policy directions.

ITAC members reviewed the 8 transportation directions contained in report TS-14-16 and overall, the committee endorses the vision and directions as presented by transportation services department staff.

General comments:

- The "New Directions for Transportation" coincide and align with other city documents and guiding principles. (Strategic Plan, Official Plan, etc.)
- The Burlington's Strategic Plan 2015-2040 includes numerous references to the need and desire for transportation infrastructure to address the existing and future needs of the city. The transportation references are included in:
 - Promoting Economic Growth
 - Active transportation and public transit
 - Transportation links and options that are easy to access and contribute to a sustainable, walkable and bikeable community
 - Intensification
 - New and transforming neighbourhoods are being designed to promote easy access to amenities, services, recreation, and employment areas with more opportunities for walking and cycling and using public transit.
 - Focused population growth
 - Burlington is an inclusive and diverse City that has a growing proportion of youth, newcomers and young families
 - Seniors are supported by a strategy that promotes health, recreation, transportation and allows them to remain in their homes
 - Increased Transportation Flows and Connectivity
 - Complete Streets vision is in place through a coordinated plan, which includes on-road and off-road bike lanes, sidewalks, multi-use paths and trails and a public transit system that are all well connected throughout the City
 - Walkability and cycling has guided the development of new and transitioning neighbourhoods and the downtown so that people rely less on automobiles.

- Walkability within new and transitioning neighbourhoods and the downtown is a reality. Walkable trips are considered to be two kilometers or less. Long-term, the City is aiming for a complete street vision. This vision will be part of an integrated plan that will aim to maximize the person-carrying capability of the roadway through on and off road bike lanes, sidewalks, multi-use paths and trails and a well-connected and coordinated public transit system. Complete streets will make Burlington more walkable and bikeable, support investments in transit, foster social engagement and community pride, support the local economy and property values and improve the livability and long term sustainability of the region.
- The city is required to include Accessibility for Ontarians with Disabilities Act (AODA) compliant elements to their built environment as a key benefit to mobility.
- The promotion of Health by Design by Public Health suggests that when an opportunity to provide transportation infrastructure is available, the city should include it.
- The city, school boards and Public Health all support Active and Sustainable School Transportation (ASST) by including transportation infrastructure to facilitate an environment for children to travel safely to and from school and leisure/recreational activities.

Specific comments on the New Directions for Transportation:

ITAC supports the eight new transportation directions and vision endorsed by Burlington Council.

Direction 1 - Align Land Use & Transportation - Land-use decisions including density, mix of uses and quality of urban design contribute to a fabric that supports walking, biking and public transit. Fully integrate land-use and transportation decision-making at every level including policy-making and budgeting, to ensure that future decisions facilitate a transportation network that supports intensification.

- Of all the directions this is the most important.
- The reality is that Burlington will experience intensification with more people in a limited space. Places to live, work and play requires infrastructure options to meet the needs of the community to attract and retain and guide their travel decisions.
- The city and stakeholders need to consider both elements at the same time in order that both can be successful. Past emphasis on automobiles and roads to move cars resulted in the adjacent land uses being compromised.
- Designing and including “Complete Street” elements achieves the desired outcomes.

Direction 2 - Rethink Streets - Abandon the “old” way of thinking, replace the term “road” with “street” and recognize that streets do more than just move automobiles, they are “people-places” and have the potential to be key assets in the civic life of our city.

- Streets are land uses.
- Streetscapes and landscapes are place-making elements. Incorporating design elements into the infrastructure can result in an atmosphere that people want to be a part of.
- Residents want to travel as easily as possible, however if their journey can be safe, , convenient, connected and interesting, they may choose the new route over the high-speed, concrete and asphalt atmosphere.
- “Health-by-Design” can go a long way to improving communities and residents overall health and wellness (and often, you don’t even realize you are doing it!)

Direction 3 - Reprioritize Mobility Choices - Reprioritize decision-making in order to support intensification and allow active & sustainable mobility choices to “catch-up” to the auto and reach an ambitious level of attractiveness in order to realize a true multi-modal city.

- Consider an alternative description for this direction that doesn’t use the word “priority”. Emphasize that users have choices to suit their needs in order to make travel decisions.
- Sometimes an automobile is absolutely necessary – and that mode choice can be used.
- Hopefully at other times, walking, cycling or transit are safe, accessible, and convenient options that provide seamless connections in the travel decision.
- When users are presented with these feasible options, they take the one that best meets their needs.

Direction 4 - No New Car Capacity - Intensification with further car-oriented design will only result in continued auto-dependency, expensive infrastructure and an overall failure. Confirm that through the intensification strategy, mobility will be facilitated not through increased auto capacity, but by allocating existing space and budget for walking, biking and public transit. Strategic reallocation of existing car capacity for active and sustainable mobility choices.

- The previous suburban emphasis of providing more automobile travel lanes to reduce congestions will not work. Proven over-and-over that a municipality cannot “build itself out of congestion.”
- The new direction is to make use of a limited right-of-way to its highest and best use through sustainable design solutions.
- The provision of “Complete Streets” provides this opportunity to allow for multiple users to travel without emphasizing one user over another.
- Not every street will be a “Complete Street”, but every street will include elements, where feasible, for safety, accessibility, convenience and connection.

Direction 5 - Make Walking Enjoyable - Change the culture, decision-making, policy and budget to make the city rapidly more walkable – achieve the strategic goal of becoming a leader in walkability.

Direction 6 - Make Biking Enjoyable - Move in a timely way to create a minimum network of safe, connected bike infrastructure with continued network expansion over time. Emphasis on initiatives to build an urban biking culture and achieve the “Gold Standard” for cycling. Change the culture, decision-making, policy and budget to make the city more enjoyable for cycling.

Direction 7 - Make Transit Enjoyable - Support significant and strategic improvement of transit coverage, service and experience in order improve the branding of public transit as an attractive mobility option. Develop policy to support levels of density that will translate to increased ridership. Change the culture, decision-making, policy and budget to make transit a significant transportation option.

- Directions 5, 6 and 7 have been combined and considered as being the key active transportation related Directions for the city to follow. All three are important on their own, but have similarities that fit together nicely.
- Past dependency and dedication on the automobile will not be successful for the city or be sustainable for any modern municipality.

- These three directions contribute heavily to “place-making” as they provide mobility options to not only get to a wide variety of destinations and purposes, but also make the trip a “journey.”
- Transit is not only important within the community, but connections to inter-regional transportation are vital so that residents can easily travel outside the community when necessary, but supports other travel to the City.
- Connected walking and cycling facilities are essential on their own but also contribute to the important “beginning-and end-of-trip needs” because without them, the automobile is the only viable choice.

Direction 8 - “Walk the Talk” - Dedicate energy and attention to ensuring that the plan is followed-through. Strategically position the city for successful implementation of the Plan and align budget allocations to the new mode hierarchy.

- “Action-oriented”, most visible direction but can be hardest to achieve.
- Creating policies, creating strategies and work plans, making it part of everyone’s “Routine Accommodation”, providing the funding to implement, monitoring the results and adjusting as required. Nothing stays the same year-after-year.
- Having a Communications Plan so the community and stakeholders know what’s going on, what it will look like, why it is happening, when it will happen and what’s benefit.

In summary, ITAC endorses and supports the city’s new transportation vision and directions.

ITAC is comprised of 12 citizen members representing ward, gender, and age diversity and the views of all transportation modes (pedestrians, cyclists, safety advocates, goods movement, drivers, passengers, public transit) Representatives from the Burlington Cycling Committee, Burlington Seniors’ Advisory Committee, Burlington Accessibility Advisory Committee and Burlington Sustainable Development Committee are also represented on the committee.

ITAC continues to be engaged with transportation service staff, and has met with the communications team to provide input into the community engagement plan. ITAC members will continue to support staff by participating and being involved in community engagement and by providing council with input and advice.

Submitted on behalf of the Burlington Integrated Transportation Advisory Committee by:

Rob Proctor, Chair and Al Kirkpatrick, Vice Chair

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