



Burlington Integrated Transportation Advisory Committee (ITAC)

Comments for Committee of the Whole-Budget, December 1, 2017 regarding proposed sidewalks on Adams Street, Cherryhill Crescent and Meadowhill Road

ITAC has reviewed materials provided by the city's transportation services staff regarding the proposed reconstruction of Cherryhill Crescent for watermain installation/repairs and the discussion involving the opportunity to include sidewalks on Cherryhill Crescent and adjacent streets, in conjunction with these reconstruction plans. ITAC is pleased to provide the following comments.

ITAC is a volunteer advisory committee to Burlington city council with a mandate to review transportation related items council is considering. ITAC brings together members of other city advisory committees and members of the general public to provide a variety of perspectives for City Council to consider in their decision-making process.

ITAC would like to offer its support for the inclusion of sidewalks on the above-mentioned streets to reflect the policy of Complete Streets and to reinforce the policies and directions of the Corporate Strategic Plan, Official Plan and the general direction most municipalities are including to create complete communities. The following summarizes ITAC's comments.

General comments:

- The City's Corporate 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 so that people rely less on automobiles.
 - Walkability within new and transitioning neighbourhoods 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 “AODA compliant” elements to their built environment as a key benefit to mobility.
- The promotion of “Health by Design” from the Board of Health suggests that when an opportunity to provide transportation infrastructure is available, the City should include it.
- The City, School Boards and the Board of Health all support “Active and Safe Routes to School” by including transportation infrastructure to facilitate a safe environment for children to travel to and from school and leisure/recreational activities safely.

Specific comments:

- ITAC has reviewed the plans for the reconstruction of Cherryhill Crescent and adjacent streets in Ward 5 and believe that sidewalks should be included as part of this capital works project. ITAC understands that there is some resistance from residents to include sidewalks on all streets. This does not conform to the principles of including Complete Streets elements when possible. At a minimum, sidewalks should be included, while cycling facilities are not required and there will not be any public transit services on these streets.
- ITAC understands that many residents have concerns for parking and property value changes as a result of sidewalks being included. ITAC is not aware of research or studies to reflect this position and do not agree with these concerns and believe that the community would be better served with sidewalk facilities as reflected in the corporate policies noted above.
- Based on historical data, these local streets will not be revisited for infrastructure improvements for many years, i.e. 15-20 years for potential resurfacing and 40+ years for reconstruction. It makes financial sense to include sidewalks at this time when the road is under construction and not return in the future. This would also provide the least disruption to the residents.
- The majority of streets in the area, north of New Street, include sidewalks on both sides, providing safe travel opportunities to a wide variety of destinations. There are a wide variety

of commercial activities in the area and sidewalks encourage safe travel opportunities rather than the need to take a car.

- There are several schools, public and catholic, elementary and high school, in the area, whereby students should be provided with a safe travel opportunity rather than the need to be driven to/from school.
- There is a community pool on New Street, whereby the public should be provided with a safe travel opportunity rather than the need to take a car.
- Burlington Transit provides public transit along New Street. In order to continue to encourage ridership, the public should be provided with a safe travel opportunity to walk to/from the service.
- There is a public park adjacent to Cherryhill Crescent, whereby the public should be provided with a safe travel opportunity to walk to the park.
- The provision of sidewalks is infrastructure that can be utilized immediately and be used by children, students, seniors, adults, strollers, wheelchairs/walkers and promotes active transportation and improving public health. The facility supports existing resident and future residences.
- We understand that there is a local improvements by-law and local improvement charges would be involved with the addition of proposed sidewalks. However, this is the current reality of providing improving infrastructure for the overall community benefits.

Submitted on behalf of the Integrated Transportation Advisory Committee (ITAC)

Rob Proctor, Chair

Al Kirkpatrick, Vice-Chair