



Burlington Integrated Transportation Advisory Committee (ITAC)

Comments for Committee of the Whole, November 27, 2017 regarding transportation services department report TS-11-17 - New Street pilot project review and resurfacing

ITAC has reviewed the staff report on the New Street pilot project prior to the report being considered by the Committee of the Whole on November 27, 2017.

ITAC is a volunteer advisory committee of Burlington 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 council to consider in their decision-making process.

Overall, ITAC supports the staff report based on the recommendation that council will include *“cycle tracks on New Street between Guelph Line and Burloak Drive for consideration in the 2019 to 2028 capital budget and forecast and pursue senior level government funding for the implementation costs”*.

However, ITAC would also like to bring the following points to council's attention while they consider this item:

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 and the downtown so that people rely less on automobiles.
- 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.
- Streets and transportation are land uses.

Specific Comments:

- Residents want to travel as easily as possible, but if the journey can be safe, enjoyable, convenient, connected and interesting they will choose the new route over the high-speed, concrete and asphalt atmosphere.
- “Health-by-Design” can go a long way to improving a communities and their residents overall health and wellness (and often, you don’t even realize you are doing it!)
- 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.
- Alternative transportation modes permit users have choices to suit their needs in order to make travel decisions.
- Often an automobile is absolutely necessary – but decisions should not be at the expense of other road users. The city is adopting a “Complete Street” philosophy in their design guidelines which provides equitable use of the road for all users.
- Walking, cycling or the use of transit is always considered safe, accessible, convenient and provides seamless connections in the travel decision.
- When users have options, they take the one that meets their need the greatest.
- The argument that “cyclists have a facility over there” (meaning the Centennial Bike Path) is not a relevant position. If the cyclist chooses to use an alternative route they can do so, as can a motorist choose other routes to meet their travel needs. But to tell a road user they have to use another route for their convenience is not an equitable use of the city infrastructure.

- All municipalities are re-thinking their road infrastructure plans based on future needs and the desire of existing and future residences wanting more opportunities to have active transportation alternatives and that Burlington offers these choices to continue to make Burlington a desirable place to live over the priority given to the automobile.
- The New Street cycling pilot project experienced extreme challenges due to unforeseen circumstances, i.e. the Region's watermain upgrade project, which didn't offer the pilot project a reasonable trial period in order to measure its true impact. The staff report does provide for performance measures that were collected and indicated that the highest "average vehicle travel time impact" was 1 minute and 33 seconds, in no way concludes that the cycling facility had a detrimental impact to other road users.
- Through a Transportation Plan, public engagement survey in 2017, residents were asked to watch the Go Bold video and answer ten questions about the future of transportation in Burlington. The main themes included: Redesigning streets as people places, and transforming the way we get around. The responses indicated:

Safety: Separated Bike Lanes 32%

- bike lanes separated by a physical barrier from traffic (cycle track)
- beyond painted lines on the road

Safety: Bike Paths/Trails 21%

- more trails and multi-use paths throughout the city to make cycling safer

Reduce Interaction with Car Traffic 21%

- fear of safety from aggressive drivers on the road
- dedicated intersection crossings and limited car turning through bike lanes

Therefore, ITAC would also suggest that council consider retaining the on-road New Street cycling facility from Guelph Line to Walkers Line permanently and enhance the cycling facilities from Walkers Line to Burloak Drive with cycle tracks between 2019 to 2028.