

## Burlington Cycling Advisory Committee Memorandum to Council re: Burlington's Plan – From Vision To Focus

Members of Council, on behalf of the Burlington Cycling Advisory Committee, I thank you for the opportunity to provide our feedback into the new 4 year workplan aligned to our city's 25 year Strategic Plan.

On the whole, we as a committee are very supportive of the plan and would like to commend Council and Staff for developing a plan which recognizes the importance of safety and transportation choice while setting ambitious targets to transform our current mobility situation and relieve the traditionally high level of automobile dependence which imposes huge financial and environmental burdens on residents.

Our feedback relates to the Focus Area 2: Improve City Mobility.

1. We unequivocally support the concept of Vision Zero, which strives to eliminate deaths and serious injuries within our road transport system. This means that safety takes precedence over speed and convenience, and we are encouraged to see that has been reflected in the stated priorities in this focus area. Ultimately, Vision Zero recognizes the responsibility of road system design that recognizes human limitations and designs in accordance with those limitations to reduce travel speeds and manage conflicts between road users rather than solely through trying to educate users or regulate their compliance. Safety is considered a design priority over convenience. We support Council's commitment to create safe for all road users and strive to eliminate fatalities and serious injuries on our streets.
2. As a requirement to meet our responsibilities with respect to our climate emergency as well as to maintain the long-term efficiency of our transportation system, we are encouraged by the inclusion of specific and measurable targets for the modal split during the current term of council. These targets represent a significant departure from the status quo and will require substantial modifications to current planning in terms of policy and capital funding in order to be fully achievable.

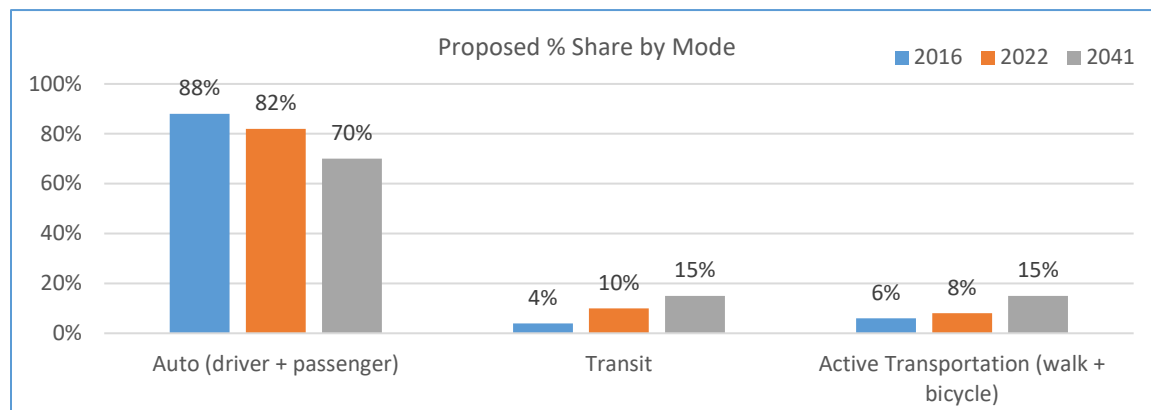


Figure 1- 2018-2022 Burlington's Plan from Vision to Focus - Modal Split

In particular, the transit share increasing from 4 to 10% will require substantial changes in the role and function of our transit system. This would require at the very least, multiple transit corridors running with high frequency (every 10-15 minutes in AM/PM peak) as well as improvements to the Lakeshore West GO service which accounts for half of our daily transit mode share and 2/3 of transit work trips in Burlington. Given that increases in walking will largely be driven by increased proximity to destinations

through changes to the built form, and significant change to built form in the city is not expected to occur in this short timeframe, we expect that near-term increase in the Active Transportation mode share will largely be driven by increases in cycling mode share. This would necessitate a more than doubling of cycling mode share in the next 4 years to approximately 3%, alongside the expansion of transit. Incenting such drastic changes in travel patterns will require bold action, both to promote active travel and to disincent automobile travel, the likes of which have been seen in very few cities in such a timeframe. Vancouver comes to mind as a city which has accomplished similar results in recent years, with cycle mode share increasing from 4% to 8% in a period of 6 years, characterized by the building of a number of AAA (All-Ages and Abilities) cycling routes including wide cycle tracks and neighbourhood greenways traversing much of the core of the city. Our objective would be for a similar rapid increase in the number of key destinations in Burlington that can be reached by residents using a AAA facility.

It is our hope that this vision will be reflected in an ambitious and well-costed Cycling Master Plan to be approved by Council in 2019. While the Cycling Master Plan was not highlighted in the 4-year workplan, we are excited about its completion in 2019 and look forward to working with Council to facilitate its completion and adoption as a major component of the Integrated Mobility Plan.

3. The 2022 target for a 20% reduction in the number of automobile trips is exactly on target to enable the reduction of carbon emissions from transportation by 50% in the next 10 years. This 50% reduction in GHG emissions, as outlined by the IPCC, is the level that is necessary to have a reasonable possibility of limiting global warming to 1.5°C. It is important to note that as per the 2016 Transportation Tomorrow Survey, the average number of trips per day per household in the City of Burlington is 5.6, which includes automobile trips as well as non-car modes. Therefore we would reflect this as a reduction from 5.6 to 4.5 trips/household/day rather than a reduction from 10 to 8.

Once again, we laud Council for a bold vision with respect to the magnitude of the reduction in car trips and are supportive of comprehensive policies that would be designed to achieve this objective. Such policies would also be a radical departure from the status quo, and would require the reduction or elimination of many layers of implicit and explicit subsidies of motor vehicle use which underpin the auto-dependent nature of travel within the city of Burlington today.

## CITY OF BURLINGTON

| HOUSEHOLD CHARACTERISTICS |               |           |           |                |     |     |     |    |                              |     |     |     |    |                    |         |         |          |           |
|---------------------------|---------------|-----------|-----------|----------------|-----|-----|-----|----|------------------------------|-----|-----|-----|----|--------------------|---------|---------|----------|-----------|
| Households                | Dwelling Type |           |           | Household Size |     |     |     |    | Number of Available Vehicles |     |     |     |    | Household Averages |         |         |          |           |
|                           | House         | Townhouse | Apartment | 1              | 2   | 3   | 4   | 5+ | 0                            | 1   | 2   | 3   | 4+ | Persons            | Workers | Drivers | Vehicles | Trips/Day |
| 71,500                    | 56%           | 19%       | 25%       | 25%            | 34% | 16% | 17% | 8% | 4%                           | 37% | 46% | 10% | 4% | 2.5                | 1.5     | 1.9     | 1.7      | 5.6       |

| POPULATION CHARACTERISTICS |      |       |       |       |       |     |        |                                  |                             |            |                 |           |         |         |          |              |
|----------------------------|------|-------|-------|-------|-------|-----|--------|----------------------------------|-----------------------------|------------|-----------------|-----------|---------|---------|----------|--------------|
| Population                 | Age  |       |       |       |       |     |        | Daily Trips per Person (age 11+) | Daily Work Trips per Worker | Population | Employment Type |           |         | Student | Licensed | Transit Pass |
|                            | 0-10 | 11-15 | 16-25 | 26-45 | 46-64 | 65+ | Median |                                  |                             |            | Full Time       | Part Time | At Home |         |          |              |
|                            |      |       |       |       |       |     |        |                                  |                             |            |                 |           |         |         |          |              |
|                            | Male |       |       |       |       |     |        |                                  |                             |            |                 |           |         |         |          |              |
|                            |      |       |       |       |       |     |        |                                  |                             |            |                 |           | 86,600  | 45%     | 7%       | 5%           |
|                            |      |       |       |       |       |     |        |                                  |                             | Female     |                 |           |         |         |          |              |
| 180,000                    | 12%  | 6%    | 11%   | 25%   | 27%   | 18% | 42.5   | 2.5                              | 0.74                        | 93,400     | 33%             | 12%       | 4%      | 20%     | 74%      | 13%          |

| TRIPS MADE BY RESIDENTS OF CITY OF BURLINGTON |         |        |              |      |      |      |                |       |         |          |              |       |                         |       |         |          |
|---|---------|--------|--------------|------|------|------|----------------|-------|---------|----------|--------------|-------|-------------------------|-------|---------|----------|
| Time Period                                   | Trips   | % 24hr | Trip Purpose |      |      |      | Mode of Travel |       |         |          |              |       | Median Trip Length (km) |       |         |          |
|   |         |        | HB-W         | HB-S | HB-D | N-HB | Driver         | Pass. | Transit | GO Train | Walk & Cycle | Other | Driver                  | Pass. | Transit | GO Train |
| 6-9 AM  | 89,300  | 22.3%  | 51%          | 18%  | 22%  | 8%   | 72%            | 10%   | 2%      | 4%       | 8%           | 5%    | 8.3                     | 2.8   | 6.9     | 46.1     |
| 24 Hrs  | 400,700 |        | 31%          | 9%   | 44%  | 16%  | 75%            | 13%   | 2%      | 2%       | 6%           | 3%    | 5.4                     | 3.8   | 4.9     | 45.8     |

| TRIPS MADE TO CITY OF BURLINGTON BY RESIDENTS OF THE TTS AREA |         |         |              |        |      |       |                |       |         |          |              |       |                         |       |         |          |
|---|---------|---------|--------------|--------|------|-------|----------------|-------|---------|----------|--------------|-------|-------------------------|-------|---------|----------|
| Time Period   | Trips   | % 24 hr | Trip Purpose |        |      |       | Mode of Travel |       |         |          |              |       | Median Trip Length (km) |       |         |          |
|   |         |         | Work         | School | Home | Other | Driver         | Pass. | Transit | GO Train | Walk & Cycle | Other | Driver                  | Pass. | Transit | GO Train |
| 6-9 AM  | 84,300  | 20.7%   | 57%          | 17%    | 6%   | 20%   | 74%            | 10%   | 2%      | 0%       | 9%           | 4%    | 8.0                     | 2.8   | 7.8     | 23.5     |
| 24 Hrs  | 406,100 |         | 20%          | 4%     | 41%  | 34%   | 75%            | 13%   | 2%      | 1%       | 6%           | 2%    | 5.5                     | 4.1   | 6.2     | 45.2     |

Figure 2- Excerpt from Transportation Tomorrow Survey for City of Burlington

- On the subject of measurements, the Transportation Tomorrow Survey, prepared in conjunction with the University of Toronto, is considered one of the most comprehensive surveys of residents' travel choices in the Greater Toronto / Hamilton area. This survey data is published every 5 years. The next available measurement will be for the year 2021. Note that multi-modal trips, for example driving to a GO station and then taking the GO train, are counted as a GO Transit trip for the purpose of the survey. Therefore some worthwhile measures, i.e. improving walking or cycling to GO transit stations, may not necessarily be reflected in the TTS outcomes. We would recommend these first mile/last mile solutions because of the benefits they provide and caution against focusing solely on the TTS metric to measure the success of active transportation initiatives. Clearly more robust and more frequent data collection, particularly for multi-modal trips, would be an asset to the City in measuring our progress on these key challenges.
- The Cycling Advisory Committee also welcomes the assessment of feasibility of adding a bikeshare program to Burlington in advance of the 2020 budget. We hope that a solution can be found to provide this transformational option which Burlington residents will benefit from and which has shown in other cities to be a catalyst for continued change in travel choices.

Sincerely,

**Chris Ariens****Burlington Cycling Advisory Committee**