

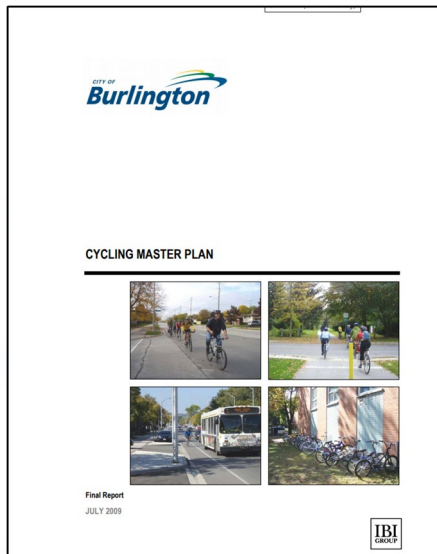


**City of Burlington Cycling Plan  
Community Planning, Regulation and Mobility Committee Meeting  
March 9, 2021**



# Introduction

The City has undertaken a long overdue update to the Cycling Master Plan from 2009. The new plan is rooted in significant developments that have occurred in cycling facility planning and design in Canada. The updated plan focuses on how we can get more people to consider cycling for everyday trips, which is achievable by building proper cycling facilities where people live, work and play.



# Cycling Plan - Top 10 Themes for Action

1. Minimum Grid
2. Transit Connectivity
3. Spine Network



# Cycling Plan - Top 10 Themes for Action

4. Connector Routes

5. Highway Crossings

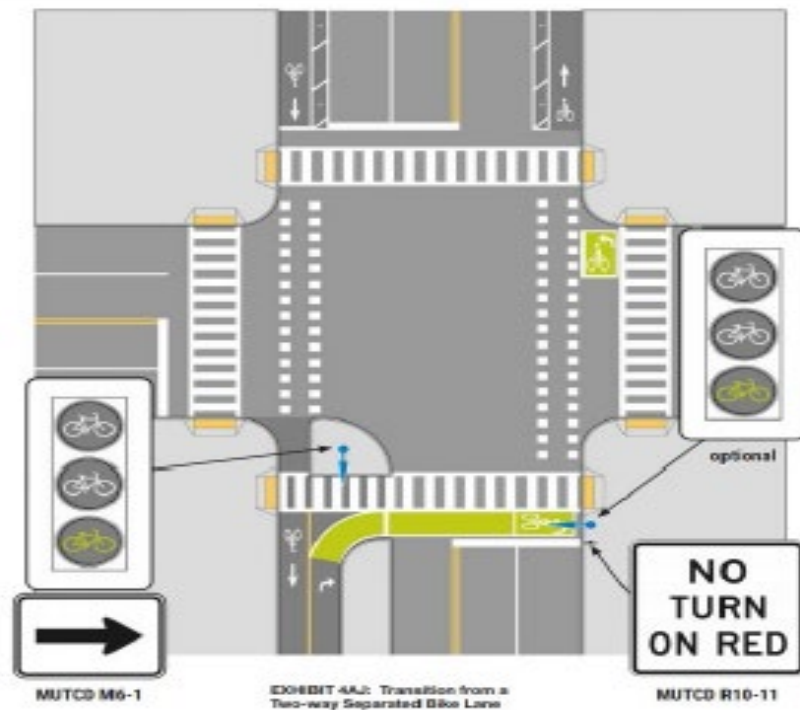
6. Local Street Bikeways

7. Upgrade existing facilities (multi-use paths next to the road)



# Cycling Plan - Top 10 Themes for Action

8. Decision-making criteria based on where people live/work/play
9. Prioritize funding - focus on unlock cycling potential
10. Implement an intersection improvement program



# Proposed Cycling Facilities



# Community Engagement

Community engagement was an integral component in shaping the future of cycling in the City of Burlington and the feedback received helped staff and the consultant team develop and refine the recommended cycling network.



# Motivating Factors

Residents expressed the following:

- Love of cycling as a method of getting around the city.
- Commuting purposes such as getting to work, to school, or to the GO station
- Cycling around Burlington to complete errands and to get to different activities
- Cycling is their primary mode of transportation
- Save money on vehicle costs by only having one family vehicle and cycling whenever possible.

**Do you cycle around Burlington?**  
*Tell us why or why not...*

<p>What motivates you to cycle?</p>	<p>What prevents you from cycling?</p>
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# Preventing Factors

Residents expressed the following:

- Lack of connectivity is a significant deterrent to cycling in the city.
- network is disjointed and indicated that the lack of consistent lanes leaves them feeling stranded or unsafe in certain areas of the city, particularly at major intersections.
- The QEW is the largest infrastructure barrier preventing more people from cycling.

**What is your cycling comfort level?**

Trail or cycle track separated from traffic	On road buffered bikeway or protected bikeway	Narrow bike lane or shoulder on a busy street	Higher speed roadway with sharrows or no cycling facilities
			
Your Comfort Level ☹️ 😞 😐 😊 😄	☹️ 😞 😐 😊 😄	☹️ 😞 😐 😊 😄	☹️ 😞 😐 😊 😄
What do you like? What could be better?			

# Cycling Plan and Integrated Mobility Plan

The findings and recommendations of the Cycling Plan are considered foundational to the Integrated Mobility Plan (IMP) and will be incorporated, along with a prioritization and implementation plan, as part of the overall planning direction and multi-modal recommendations of the IMP.



**Thank you**  
**Questions/Comments**

