

Burlington's Cycling Plan



Chris Ariens, Ward 5



Recommendation: Support and Endorse the Cycling Master Plan

- Wide community consultation conducted over 3+ years
- Recognizes & expands on AAA (all ages and abilities) infrastructure
- Priority for “spine” network enabling community connections
- Supports Council’s strategic targets through Vision 2 Focus

Update to city’s cycling plan is necessary and broadly supported by residents.

Benefits of Investment in Safer Cycling

Financial

- Average cost of car > \$10k annually
- Less wear and tear on public roadways
- Cost of accidents, enforcement

Environmental

- Reduce CO2 emissions & particulates
- Less noise pollution, congestion
- Reduced need for paved surface area

Social

- Increased safety for all road users
- More “eyes on the street”
- More connection to neighbours and community

Health

- Reduction in auto accidents and deaths
- Increased physical activity
- Reduced stress levels

A transportation system that is totally dependent on private automobiles costs orders of magnitude more than one that facilitates walking, cycling and transit over the long term.

Cycling's Role in an Integrated Mobility Strategy

- Short trips < 5 km make up over 50% of total trips in Halton Region
- Connections to transit (first/last km)
- Enabler for density
- Differentiator for residents and employers

Viewing cycling as solely a recreational activity reduces our potential to build an efficient transportation network.

Cycling types



Willing to ride on high volume roads and requires little or no protection from cars & trucks

May ride on higher volume roads in designated bicycle lanes in ideal conditions

Requires routes that provide protection from faster and larger vehicles

The development of trails are typically the responsibility of the Parks and Open Space, Capital Works department. The Cycling Plan identified these corridors as beneficial for connectivity and improved mobility for people cycling in Burlington. The feasibility

Moving Beyond the 1%



**Cycling makes up only 1.0%
of daily trips that start in Burlington.**

burlington.ca/mobilityplan



This plan is for the majority of Burlington residents. Not just the few who are currently comfortable using sub-standard cycling infrastructure like the above.

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Short-Term Network and Funding

Cycling Plan:

Short-Term Network Recommendations (2021-2026)

Spine Network: 66km
Connector Routes: 18.5km
Total Projects: 52

Estimated Cost: \$27.5 million
\$4.6 million / year*

*Includes planning for grade-separated connection Truman to Hydro Corridor and highway interchange crossing Walkers Line.

Capital Budget:

Estimated Provisions for Cycling / AT Infrastructure

2021: \$1.8 million 2022: \$2.7 million
2023: \$860,000 2024: \$1.4 million
2025: \$1.3 million 2026: \$3.6 million

Avg. allocation: **\$1.9 million / year***

Avg. Roads budget: \$31.9MM / year

Beyond 2026: \$22.2 million*

*Includes amounts expected to be funded by other levels of gov't.

Plan implementation will require funding and re-prioritization of projects in the city's 10 year Capital Budget forecast, and will need to actively seek additional support from Provincial/Federal levels.

Other Necessary Considerations

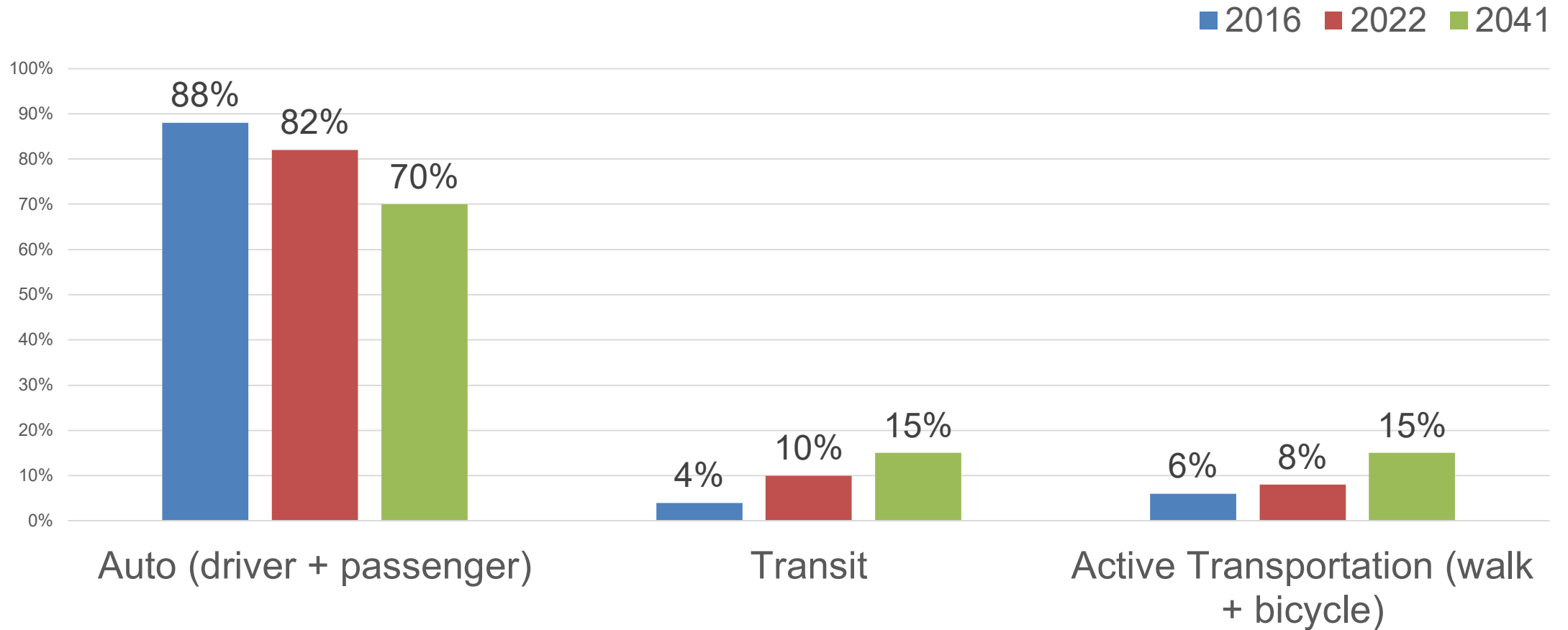
- Multimodality
- e-Bikes / Cargo Bikes
- Maintenance and winter control
- Regional AT Plan



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Council's Mode Split Targets

Proposed % Share by Mode



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RECOMMENDATIONS

When?	What?
Now	Approve the plan
Summer/Fall 2021	Budget Discussions: Ensure implementation of the plan is funded as proposed
Ongoing	Promote and champion the plan as a competitive advantage for the City of Burlington
Annually / End of Term	Revisit the plan and measure progress

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