

Integrated Mobility Plan - Mode Share Profiles

As discussed, the Dillon consulting team has prepared the Mode Share Profile report. This is a technical report for internal / practitioner use, but the key findings are as follows:

- As noted in Table 5, mode share targets were developed based on Neighbourhood Character. I've spoken at length in previous meetings that our approach is both Top Down and Bottom Up when it comes to developing Mode Share Targets for this plan. Top Down is the global, City-wide target and Bottom Up is the approach that is more granular and looks at what mode share targets can be realistically achieved based on the context of the neighbourhood (built form, transit service, proximity to key destinations, strength of Active Transportation network, etc.)
- The last row "Global Target Mode Share" summarizes the overall mode share target for 2051+ and is aligned with the targets contained in strategic directions.
- Important to note that although we are citing a 2051+ horizon, this plan is closely aligned with the Transit 5-year Business Plan. The process is iterative – as investment is directed to transit, we will start to see shifts in the mode share, with more transit usage. The IMP is also on a 5-year review cycle, so there will be numerous opportunities between now and the horizon year to revisit the mode share targets, see how we are trending as a City, and adjust / recalibrate.

Table 5: Proposed Target Mode Share for Daily Trip Origins in Burlington by Neighbourhood Character

Character Type	Existing Mode Share (TTS)				Proposed Target Mode Share				Shift from Auto
	Auto	Transit	Cycle	Walk	Auto	Transit	Cycle	Walk	
Downtown	90.1%	3.5%	2.2%	4.2%	50.0%	16.0%	15.0%	19.0%	-40.1%
Residential	91.2%	2.9%	0.4%	5.4%	72.0%	15.0%	5.0%	8.0%	-19.2%
Rural / Developing	97.9%	1.7%	0.4%	0.0%	96.0%	3.0%	1.0%	0.0%	-1.9%
Older Built-Up Area	88.1%	3.3%	2.6%	6.0%	70.0%	15.0%	6.0%	9.0%	-18.1%
Business Park	90.6%	2.8%	0.9%	5.7%	75.0%	15.0%	3.0%	7.0%	-15.6%
Overall	90.8%	3.0%	1.0%	5.2%	70.0%	14.8%	5.9%	9.3%	-20.9%
Global Target Mode Share					70.0%	15.0%	6.0%	9.0%	-20.8%

- A Trip Length profile was also generated through the Mode Share work. The **existing** trip length profile tells us how many of the existing daily trips are in a within a practical range for the trip to be completed by a certain mode. For the purposes of discussing the potential for changes to mode share based on trip distance, trips can be sorted into four different distance categories that represent the practical range for commuting trips by each mode.

Table 9: Representative Travel Distances for Commuting Trips

Travel Mode	Practical Range	Description
Walking ²	0 - 2.5 km	At an average walking speed of 5km/h, 2.5km is a 30-minute walk*.
Cycling ³	2.5 – 7.5 km	At an average cycling speed of 15km/h, 7.5km is a 30-minute bike ride*.
Local Transit	7.5 – 15 km	Burlington is about 15km east-to-west and 20 km north to south (10 km in the urban area) and so this represents a reasonable maximum distance for a local transit trip.
Auto / Go Transit	15 km+	Trips of this length would require a car or connections to GO transit service.

**Walking/rolling and cycling travel speeds and distances will naturally vary by age and ability, these are typical averages.*

- Analysis of existing trip length (as summarized below in Table 10) illustrates the significant potential for increases in mode share for sustainable modes, based on trip length. The key observations are highlighted below:
 - Under ideal conditions, there is potential for the sustainable transportation mode share (sustainable = transit, cycling and walking) for trips that originate in Burlington to achieve nearly 77%. *****this is very encouraging for us as a City – there is significant room for improvement / shift to sustainable travel*****
 - Roughly three quarters of all trips are within an acceptable distance to be performed my sustainable means.
 - The greatest potential growth is for cycling, currently cycling trips make up approximately 0.8 to 1.0% of all daily trips where more than 60% of all daily trips are within a reasonable distance to be completed by active modes.
 - 25% of all trips are less than 2.5 km, providing a high potential to increase the walking mode share.

Table 10: Mode Share Potential by Distance (All trips originating in Burlington)

Travel Mode	Individual Mode				Cumulative Modes			
	Practical Range (km)	AM 6-9am	PM 3-6pm	Daily	Practical Range	AM 6-9am	PM 3-6pm	Daily
Walking	0 - 2.5 km	19.7%	23.7%	24.8%	0 - 2.5 km	19.7%	23.7%	24.8%
Cycling	2.5 – 7.5 km	32.5%	35.4%	36.2%	0 – 7.5 km	52.2%	59.1%	61.0%
Transit	7.5 – 15 km	17.0%	16.1%	15.9%	0 – 15 km	69.2%	75.2%	76.9%
Auto / Go Transit	15 km+	30.8%	24.8%	23.1%	0 - 15 km+	100.0%	100.0%	100.0%