



# Integrated Mobility Plan

Update Meeting - BFAST

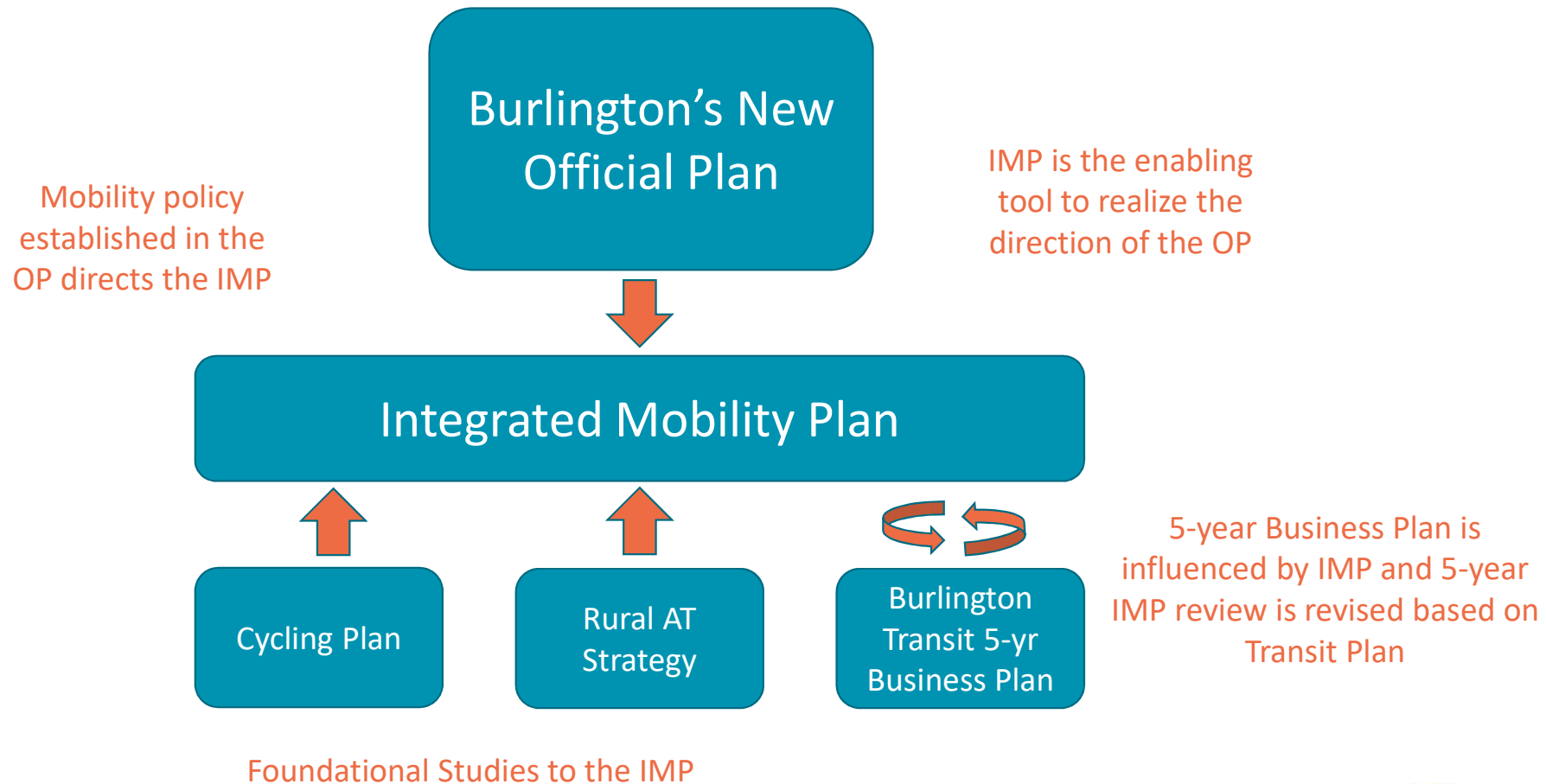
June 2, 2021





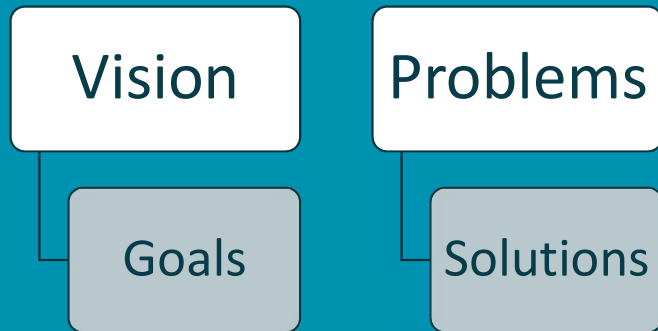
# Philosophy

# Alignment

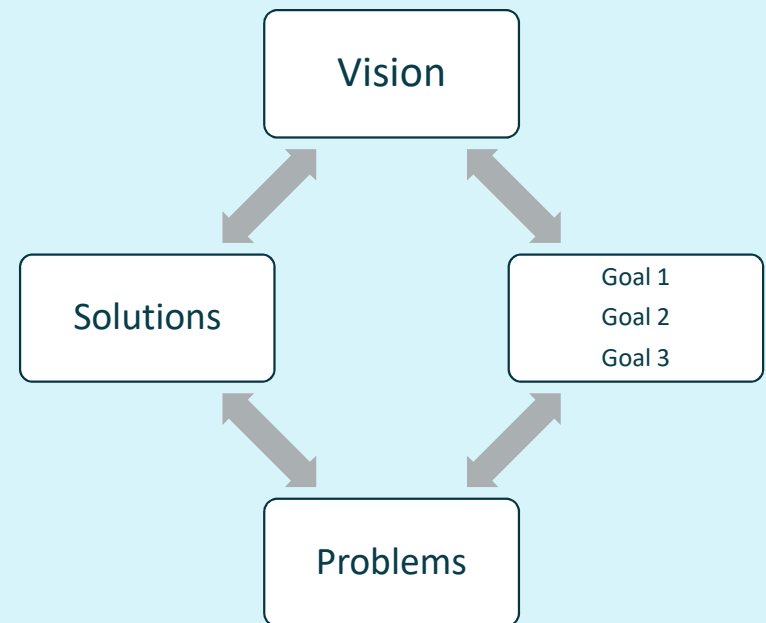


# How this plan is different

## Traditional TMP Network Based

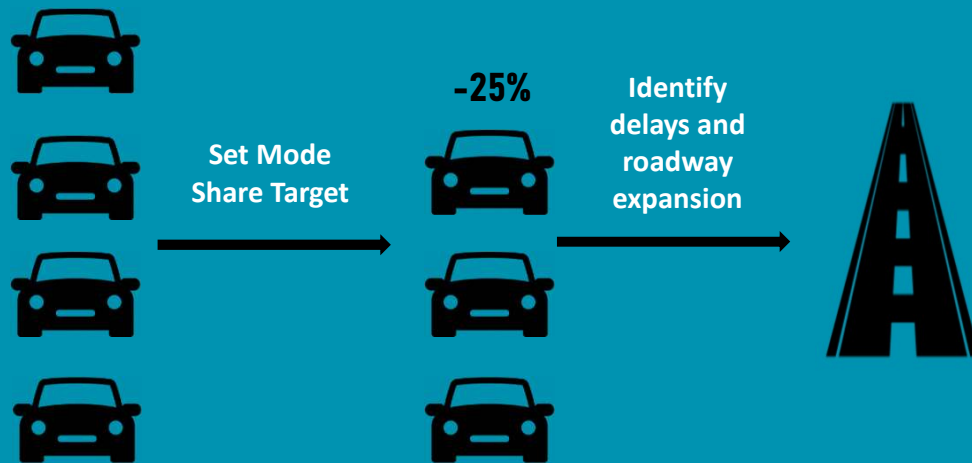


## Integrated Plan System Based

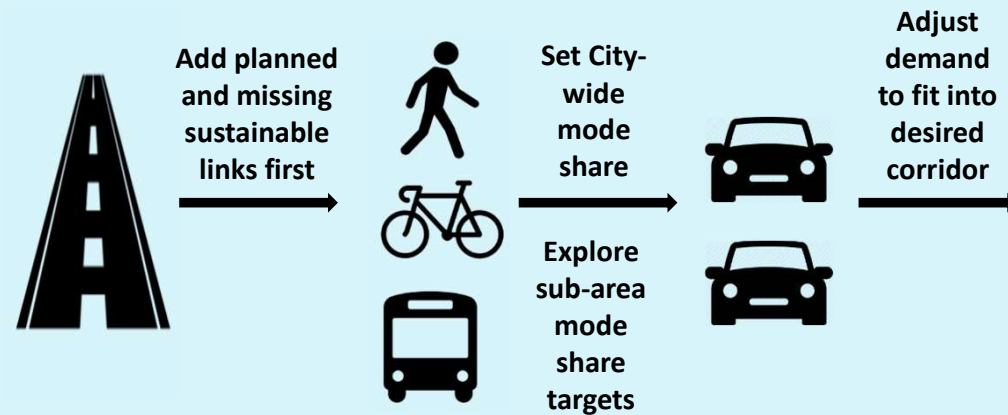


# IMP Approach – Mode Shift

## Traditional TMP

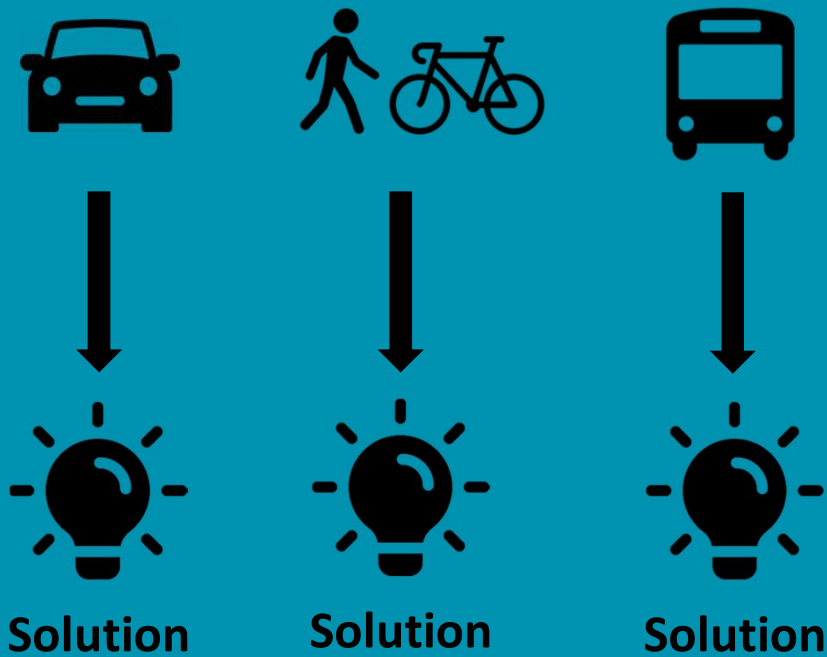


## What Burlington IMP will do

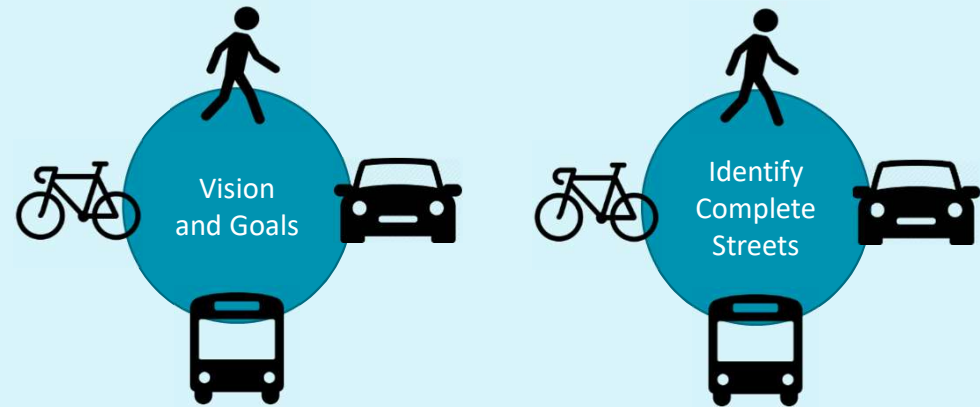


# Integration of Mode Plans

## Traditional TMP



## What Burlington IMP will do



## Work Completed to Date

- Phase 1 of the project is complete
- Currently undertaking Phase 2 activities:
  1. Development of Problem Statements
  2. Developing the *Ideal Mode Plans* for each mode
  3. Development of Alternate Solutions





## Vision, Values & Goals



## IMP Vision



Mobility in Burlington will be **safe, accessible, sustainable, balanced, and livable.**

# Value Statements

## Safe

- Movement of people + goods will be safe for all modes
- Focus on safety of vulnerable users
- Move towards eliminating transportation-related deaths and serious injuries

## Accessible

- Getting around will be accessible to *all ages and abilities*
- Eliminate infrastructure/ service gaps in multimodal networks
- Let people move when, where, and how they want

## Sustainable

- Encourage transit, cycling, walking, and other non-car modes
- Leverage electrification potential

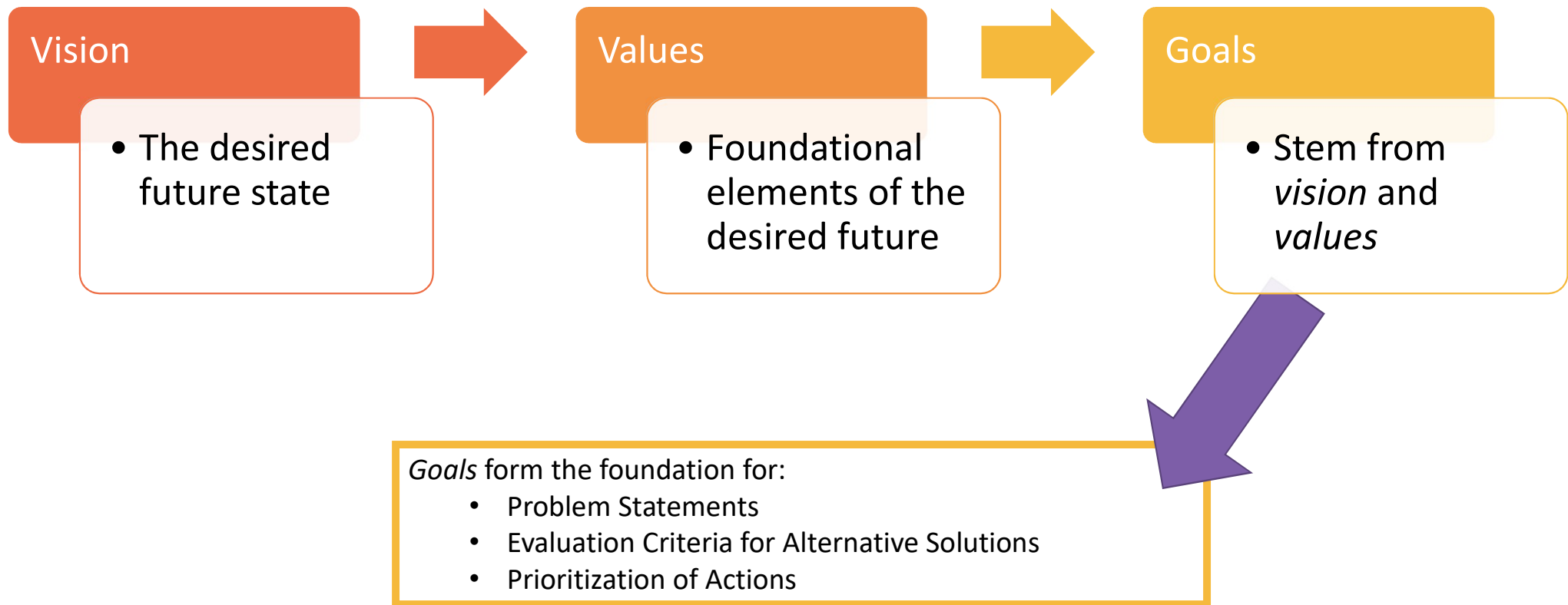
## Balanced

- Prioritize travel by non-car modes
- Allow comfortable travel for all modes

## Liveable

- Design streets to fit within their surroundings
- Use streets to support the environment and character in surrounding neighbourhoods

## Roles of the *Vision*, *Values*, and *Goals*



## IMP Goals

## Alignment with Values

Safe

Accessible

Balanced

Accessible

Balanced

Sustainable

Balanced

Liveable

Sustainable

Balanced

Accessible

CITY OF  
**Burlington**

DILLON  
CONSULTING

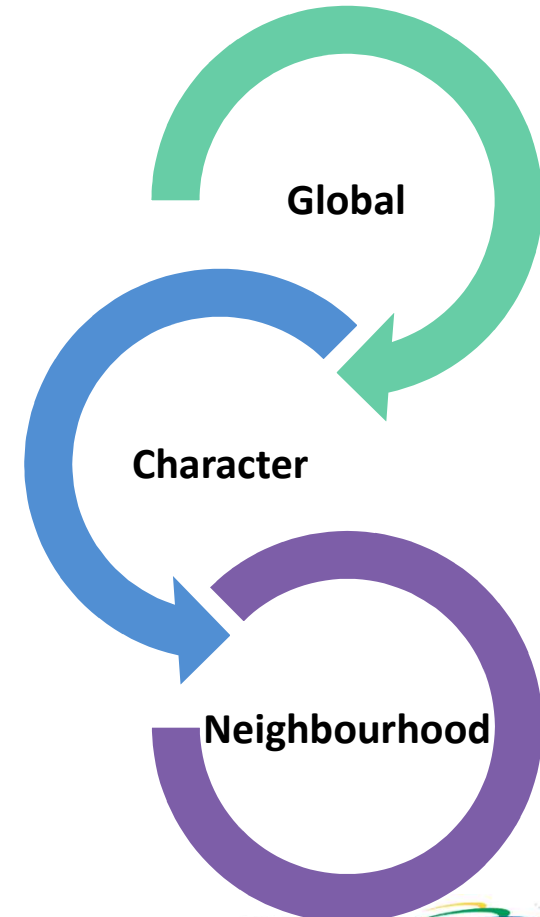
75  
YEARS

1. Burlington will eliminate transportation-related deaths and serious injuries.
2. Burlington's transportation system will be accessible and reliable for users regardless of factors like age, ability, income, or familiarity with the city.
3. Burlington will provide high-quality transportation options to move people and goods wherever and whenever, while maintaining a high quality of life for residents.
4. Burlington will eliminate transportation-related carbon emissions.
5. Burlington's streets will support the intended roles of the communities they run through and help these communities be vibrant and prosperous.
6. Burlington will actively plan for the transportation changes of tomorrow while continuing to deliver great service today.

Questions on Work Completed?

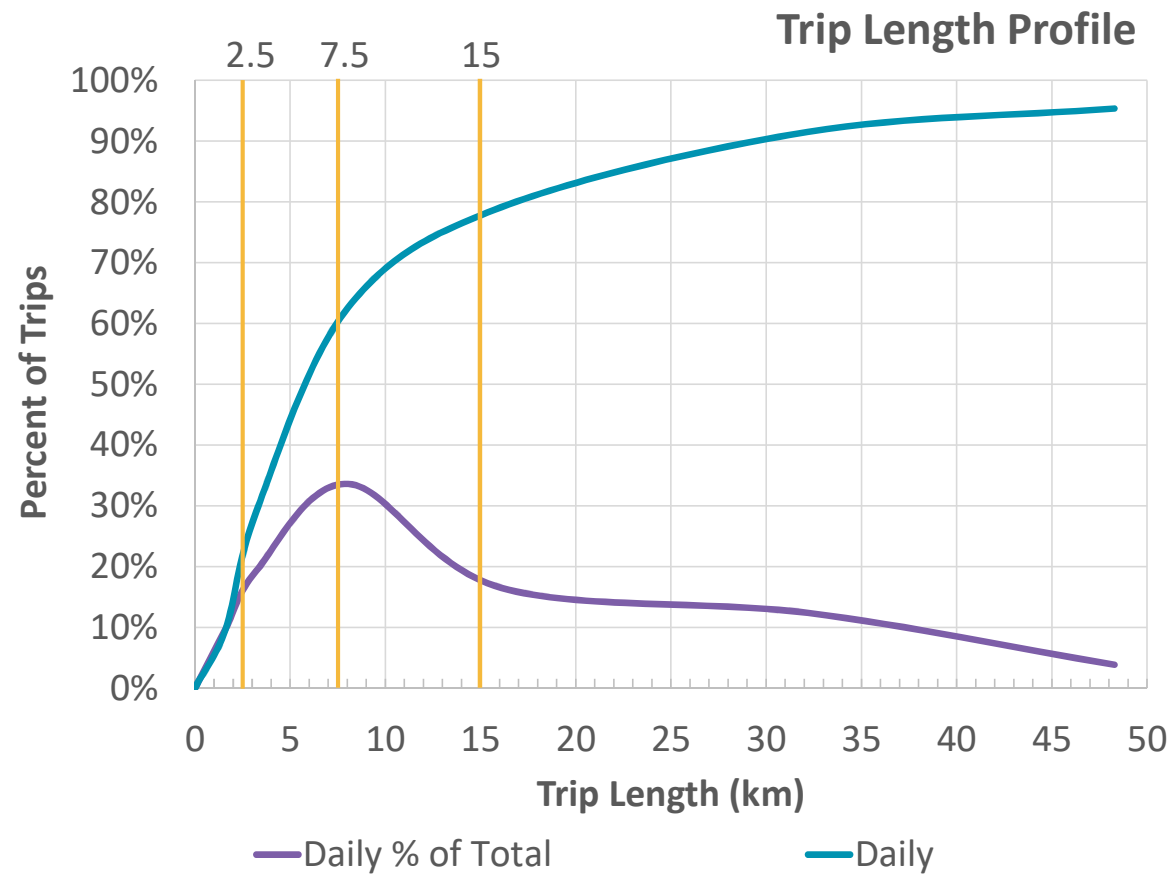
# Mode Share Profile

- Most shift as at the core of the IMP philosophy
- The *Mode Share Profile* sets out context-sensitive targets for different parts of the city
- It identifies mode share targets at three different layers:
  - *Global*, or city-wide targets
  - *Character*, or land use type targets
  - *Neighbourhood*, or sub-area targets



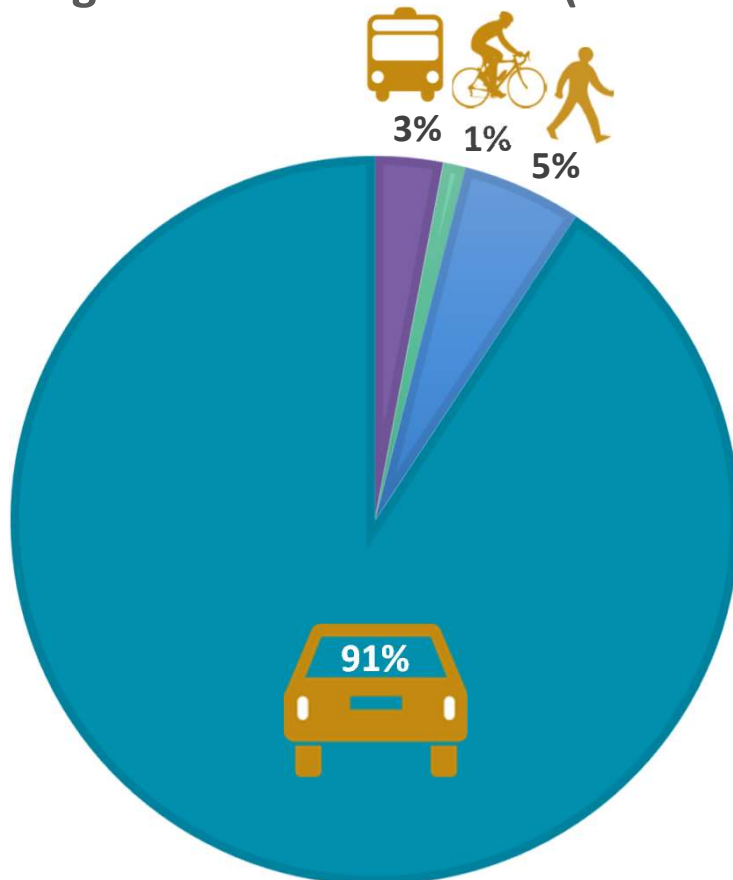
# Mode Shift Potential

- Targets were developed by considering:
  - Existing mode shares
  - Neighbourhood characteristics
  - Existing and planned trip conditions for different modes
  - Mode Share Potential based on trip length

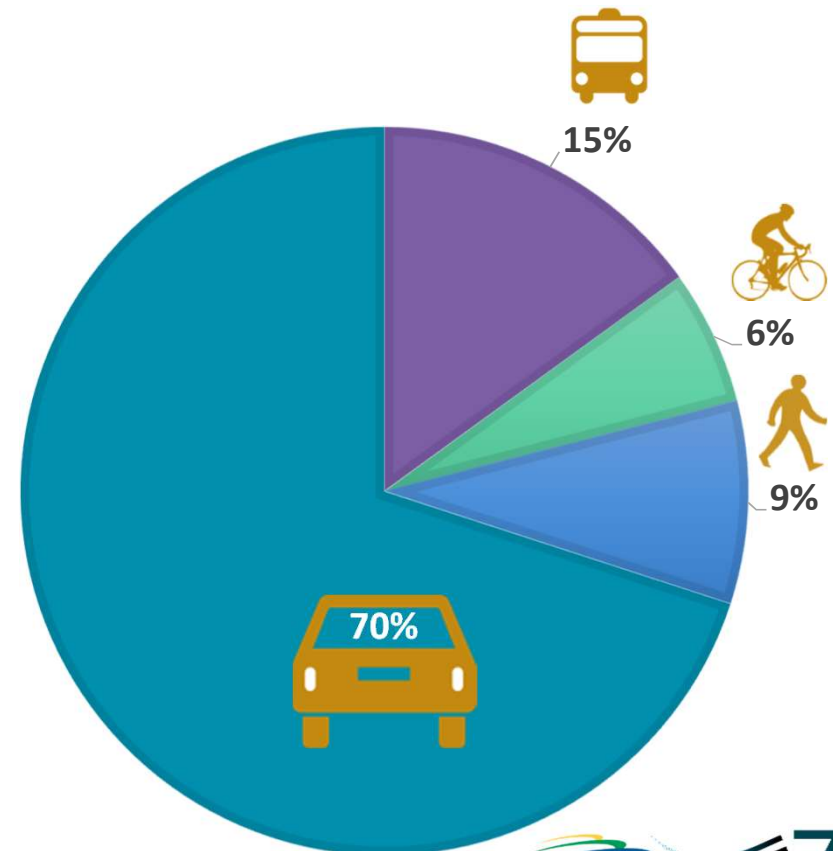


# Global Mode Shares

Existing Global Mode Shares (2016 TTS)

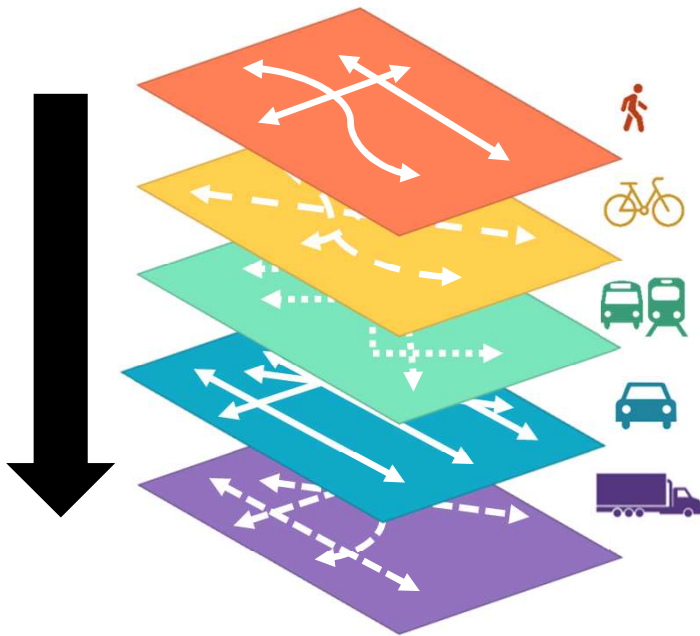


2051 Global Mode Share Targets





## Upcoming Deliverable - Ideal Mode Plans



- Dillon is developing the draft *Ideal Mode Plans* for walking, cycling, transit, truck, and cars
- Each Mode Plan shows the desired + unconstrained long-term network for that mode, in isolation of other modes
- Mode Plans will be overlaid on top of each other, identifying areas of necessary trade-offs
- Different combinations of the different Mode Plan elements will lead to Alternative Solutions

## Network Planning Parameters (aka Guidelines)

- *Network Planning Guidelines* are the fundamental parameters of network design for each *Ideal Mode Plan*
- Each of the proposed Guidelines connect directly to the IMP Goals



# Transit Network Planning Guidelines

Relationship to IMP Goals	Performance Objective	Network Planning Guidelines
<b>Goal 3</b> <b>Goal 4</b>	Transit service attracts car trips	Transit service in urban areas is competitive with car travel
<b>Goal 4</b>	Transit network minimizes bus delays	Transit network permits/accommodates priority measures (like dedicated lanes, queue jump lanes, transit signal priority, etc.) in high activity corridors and/or in corridors where transit is the preferred first commuter option

## Next Steps



### Enabling Strategy

1. Develop remaining four Lived Experience Papers
2. Publish Existing Conditions and Strategic Directions StoryMap in June 2021 for public engagement

### Network Strategy

1. Finalize the network planning parameters
2. Submit draft Ideal Mode Plans for each mode for technical review
3. Develop Alternative Solutions and Evaluation Criteria
4. Engage with public on Problem Statements, Alternative Solutions, and Evaluation Criteria in July 2021