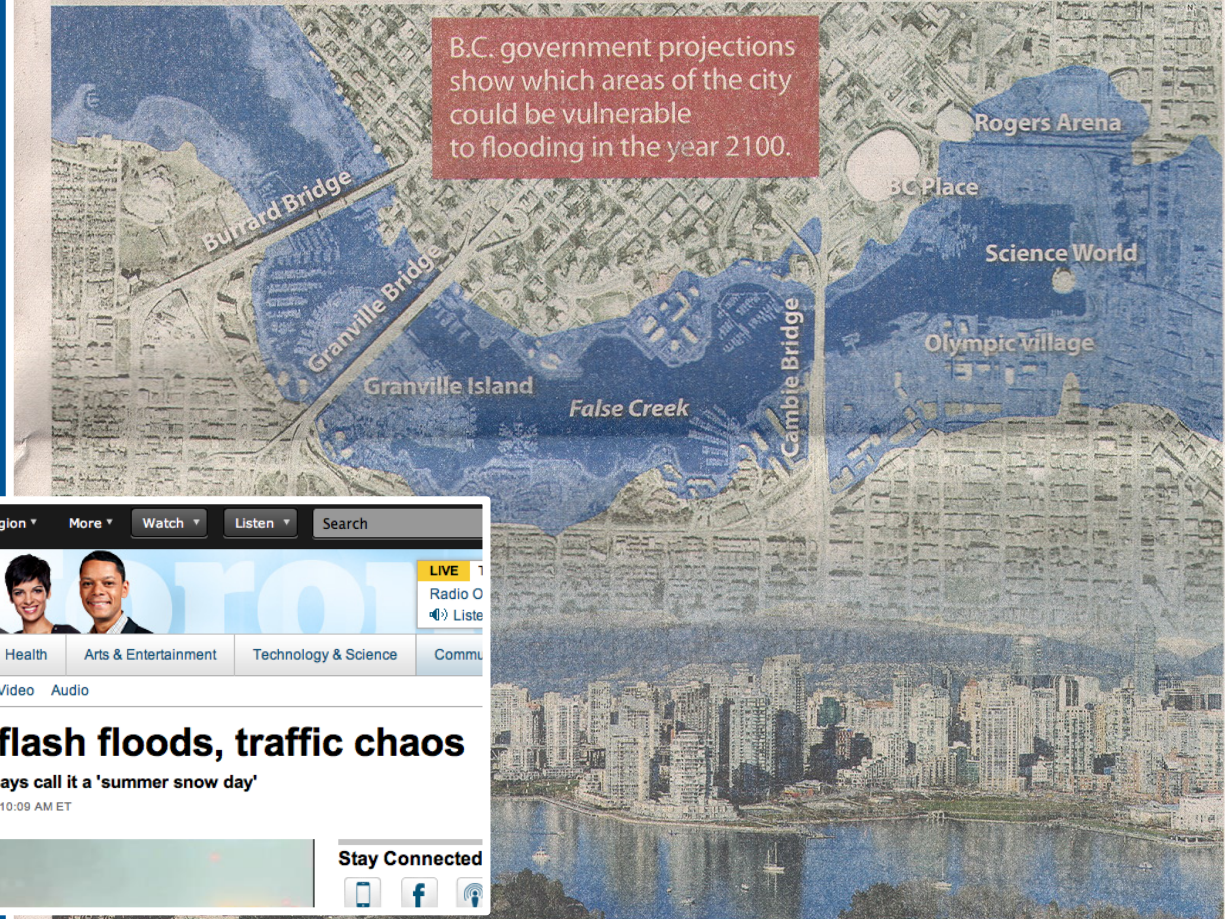


GOING BOLD in a City Growing Up! Burlington Transportation Plan (DRAFT)



WATER, WATER, EVERYWHERE



B.C. government projections show which areas of the city could be vulnerable to flooding in the year 2100.

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Toronto storm causes flash floods, traffic chaos

Thousands in west end without power, TTC chair says call it a 'summer snow day'

CBC News Posted: Jul 9, 2013 5:43 AM ET | Last Updated: Jul 9, 2013 10:09 AM ET

Stay Connected

Rising sea levels could cause floods in False Creek, Kitsilano

BY CHAD SKELTON
VANCOUVER SUN

Rising sea levels could cause flooding in Metro Van-

Most coastal communities in B.C. have bylaws that restrict construction in coastal areas prone to flooding.

Those restrictions are based on the water level at high tide

account what most experts now believe is inevitable: a rise in global sea levels of a metre or more by 2100.

"It would mean that structures that are safe now under

maps indicating which area of the province could be vulnerable to flooding in 2100.

Many of the areas highlighted on that map, such as wide swaths of Richmond and

HEALTH & WELLNESS

Life / Health & Wellness

GTA's top doctors join forces to encourage cities to plan for built-in exercise

Urban planning should encourage walking, cycling and use of public transit to battle chronic disease, public health doctors say.



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reddit this!

+ save to mystar



TORONTO STAR FILE PHOTO

A group of medical officers of health are encouraging governments to spend more money on integrated transit to get people out of their cars to save lives.



To

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HRM sprawl could cost extra \$3B for municipal services

Former city official says strain is an alarm bell

CBC News Posted: May 03, 2013 8:54 AM AT | Last Updated: May 03, 2013 11:09 AM AT

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A former finance director of the city of Halifax says a new report on urban sprawl is a wake up call as the region tries to expand services.



The report says the city could save billions if it focuses on developing urban areas. (CBC)

The study by Stantec says Halifax could save up to \$3 billion over the next 18 years the city can get a handle on sprawl.

The study was conducted as part of a review of the municipality's

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SCIENCE | induced demand | traffic engineering | What's Up With That

What's Up With That: Building Bigger Roads Actually Makes Traffic Worse

BY ADAM MANN 06.17.14 | 6:30 AM | PERMALINK

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Stuart Dee/Getty

Building bigger roads makes traffic worse.



"Adding car lanes to deal with traffic congestion is like loosening your belt to cure obesity."

- Lewis Mumford, 1955.



6 Freeway Removals That Changed Their Cities Forever



Alissa Walker

Filed to: TRANSPORTATION

Wednesday 10:00am

332,327 🔥 40 ★



It seems counterintuitive, right? Rip out eight lanes of freeway through the middle of your metropolis and you'll be rewarded with not only less traffic, but safer, more efficient cities? But it's true, and it's happening in places all over the world.



There are Roads...



There are Streets...



And there are Stroads.



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STROADS are the worst of both worlds.



DEL PRADO BOULEVARD
Grand Opening
and
Family Fun Walk
Saturday
May 21, 2011
Grand Opening Ceremony
9:00 a.m.
Family Fun Walk
10:00 a.m. - 12 noon

Free Family Fun!
Fun Walk for all
Ages and Abilities
Walkers, Strollers,
Bicycles, Skaters and
Leashed Pets Welcome
Enjoy Sampling Specialties
from Area Restaurants
and Businesses
Festivities Take Place at
the Northwest Corner of
Del Prado Boulevard and
Diplomat Parkway
Convenient Parking
Located at the Event
For More Information
Please Contact:
Marcelle Venegas at

Balfour Beatty
Construction
Paving the Way to Paradise
City of
Cape Coral
Serving Tomorrow's Needs



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Complete Streets are about providing Realistic & Attractive Choices



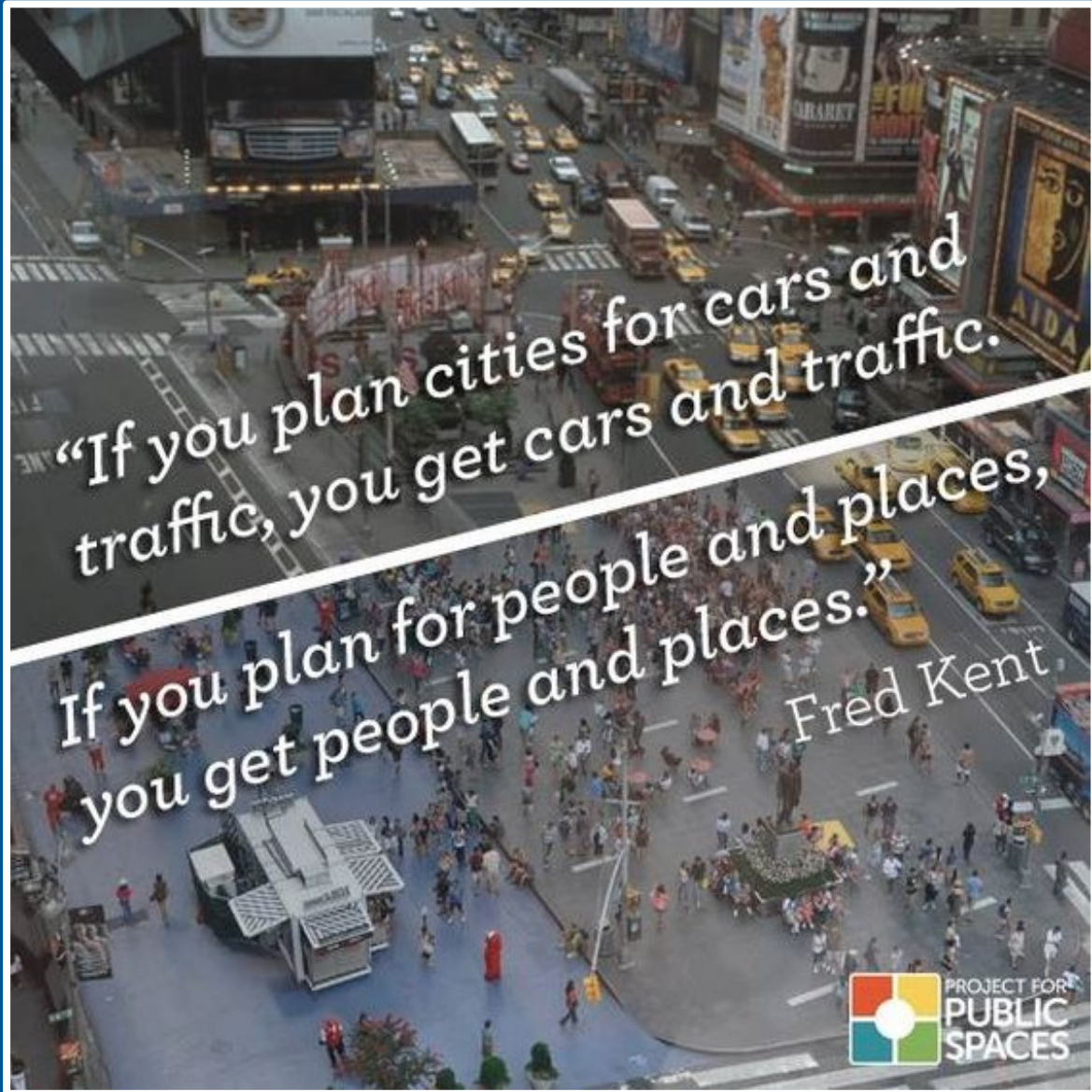
Complete Streets are Multi-Purpose, Social, Economic, and Environmental Tools



The Economics of Complete Streets

- The only street type that actually improves VMT, commute times & “congestion.”
- 1 mile biked saves society \$.42; 1 mile driven costs society \$.20.
- Retail sales can surge (up by +175% in 1 study).
- Transit, walking & biking investment creates twice as many jobs as highway spending.
- Walkability dramatically increases property value, as does transit. In one study, \$3000 per walkscore point.
- Healthcare savings, transportation costs, social benefits, environmental benefits.





“If you plan cities for cars and traffic, you get cars and traffic.”

If you plan for people and places, you get people and places.”

Fred Kent



BLOG POST

BRENT TODERIAN's blog

Better City-Making Means Breaking Down Silos—Here's How

Monday, August 10, 2015 - 9:00am PDT by BRENT TODERIAN

Urban Development

 Tweet 478

30

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trekandshoot / Shutterstock



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“The Years of the Warlords”



Land Use



Transportation



“The Years of the Warlords”



Land Use

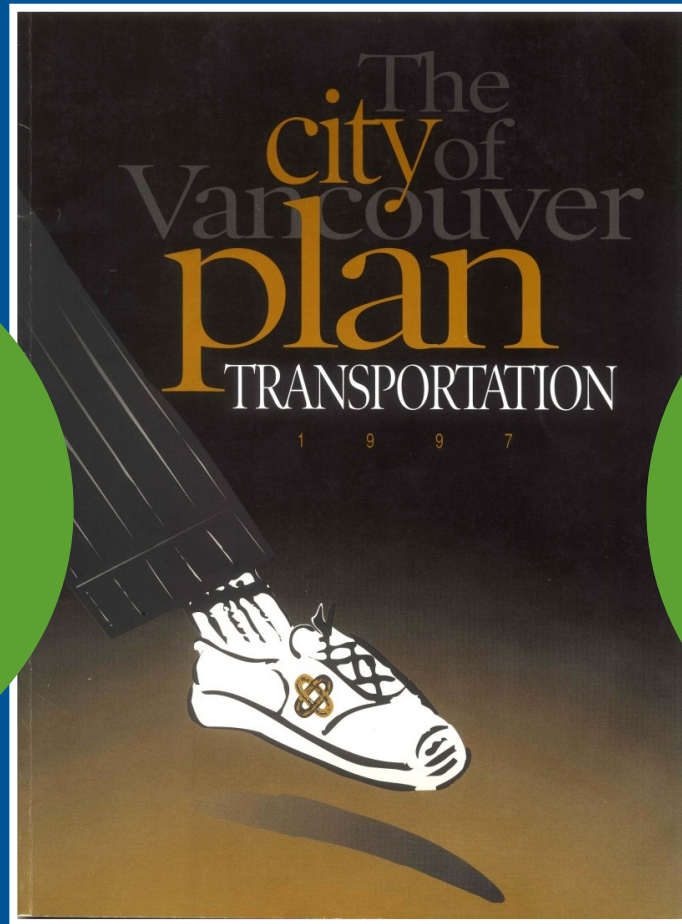


Transportation



Collaboration & Synergy (Plan-gineers!)

Land Use



Transportation



The best
transportation plan is
a great land use plan!



Vancouver's Movement Modes, Prioritized

#1



#2



#3



#4



#5



If you design a city for cars, it fails for everyone, INCLUDING drivers.

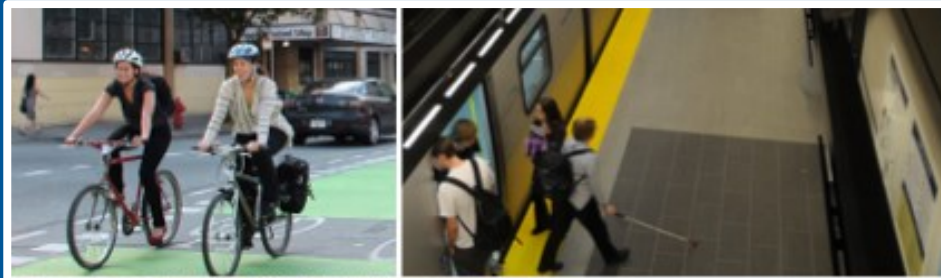
If you design a multi-modal city, it **works better** for everyone, INCLUDING drivers.



“I like cars. But I don’t want to design my life, all of our lives, around cars.

I want **choice.**”






Transportation 2040

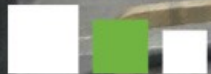
Plan as adopted by Vancouver City Council on October 31, 2012



A vibrant, pedestrian-friendly street scene in Sydney, Australia. The street is paved with grey tiles and lined with lush green trees. In the foreground, a bright green bicycle is parked on a wooden bike rack. Several people are sitting on wooden benches, engaged in conversation or looking at their phones. A man in a brown jacket and a woman in a black blazer are prominent. In the background, a large crowd of people is walking, and modern buildings with glass facades and signs like 'GAP' and 'Telep' are visible. The overall atmosphere is one of a lively, walkable urban environment.

***"Good cities know
that streets are for
people, not just cars.
Great cities know that
streets are places to
linger & live, not just
move through."***

- Brent Toderian



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Sydney, AU

@TODUrbanWORKS

Pedestrians

Public Spaces within Street Right of Way



Pedestrians

Public Spaces within Street Right of Way



Pedestrians

Public Spaces within Street Right of Way VIVA Vancouver Activations



OPINION

BRENT TODERIAN's blog

Let's Make Sticky Streets for People!

Tuesday, June 17, 2014 - 12:00pm PDT by BRENT TODERIAN
Transportation

[Tweet](#) 1567 [Share](#) 28 [Email](#) 23 [Like](#) 207



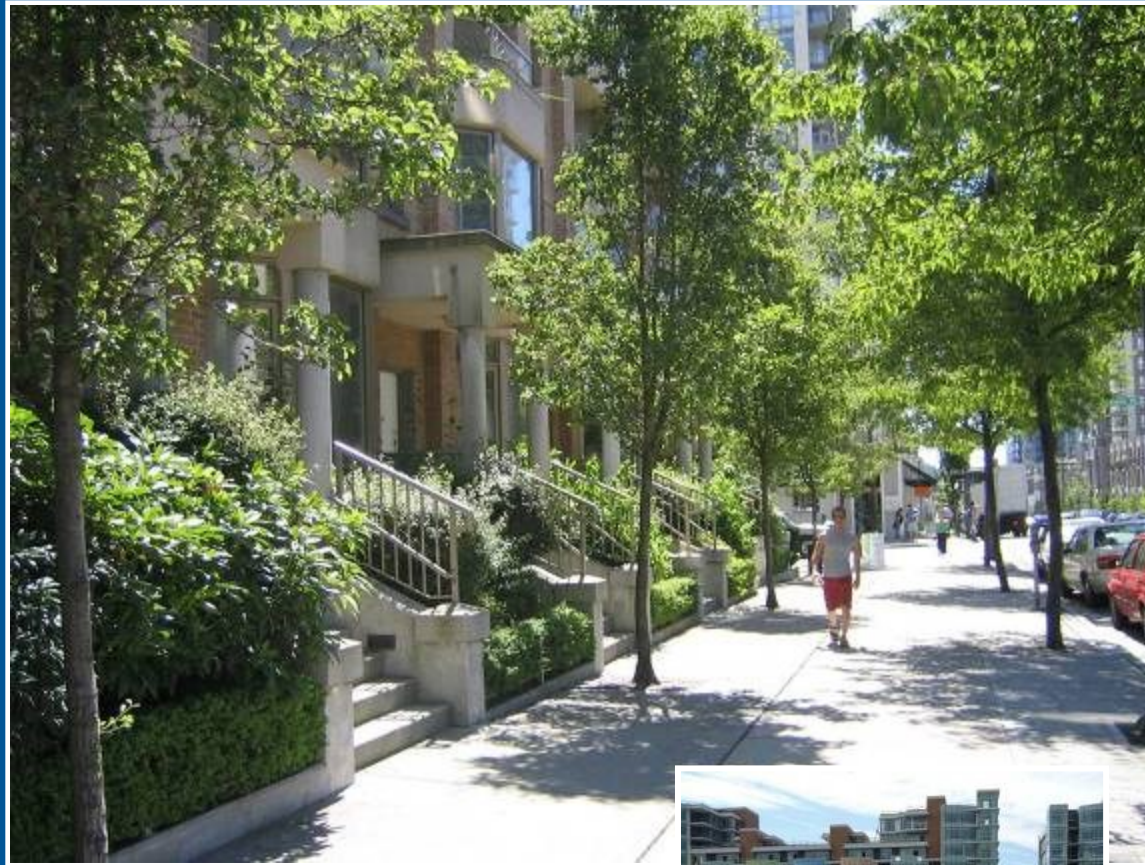
Brent Toderian / Planetizen

Sticky Streets For People!

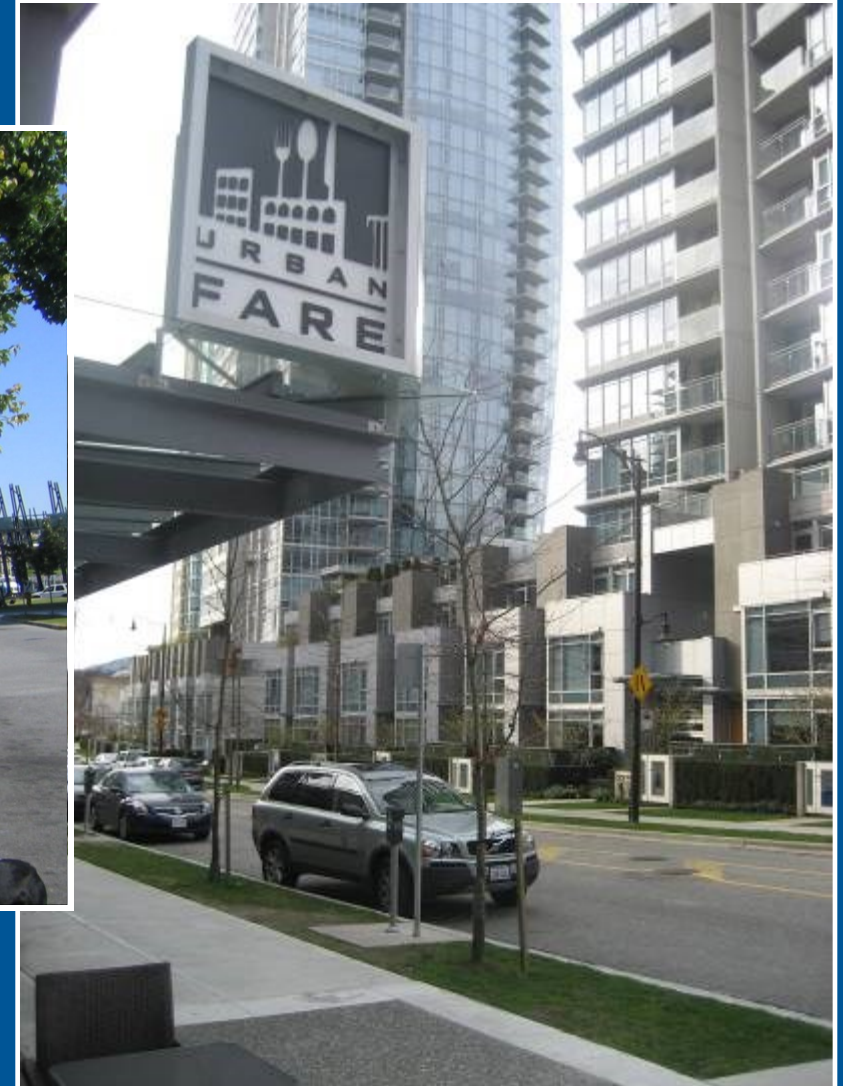
Done well, Density uses “the power of nearness”



Walking infrastructure: horizontal AND vertical



Designing an artful mix at “eye-level”



SIDEWALK ROOM// BUILDING WALL PLANE

Fire escapes and balconies*

Building height and setback*

Lighting

Shading devices*

Signage*

Canopies/awnings*

Entrances*

Security gates*

Transparency*

Architectural articulation*

Outdoor uses*

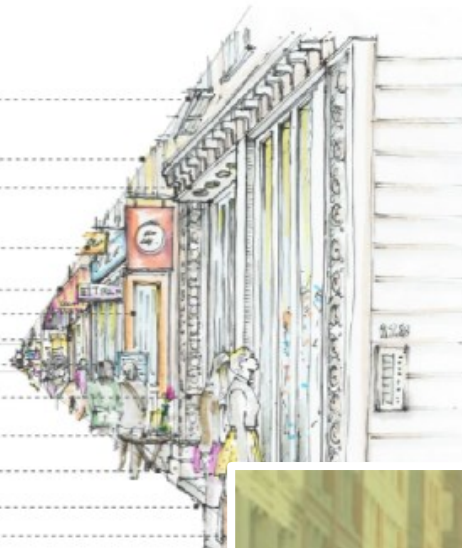
Land use*

Length of lots/frontages*

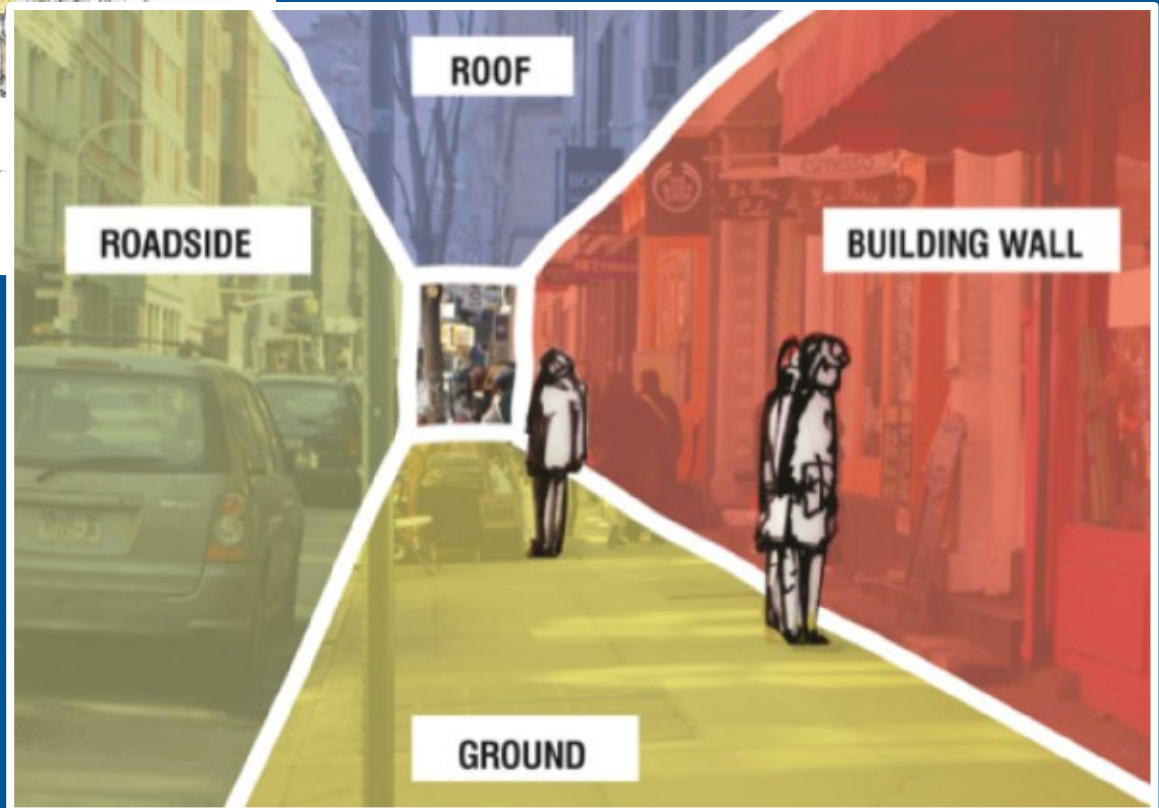
Front yard planting*

Off-street parking*

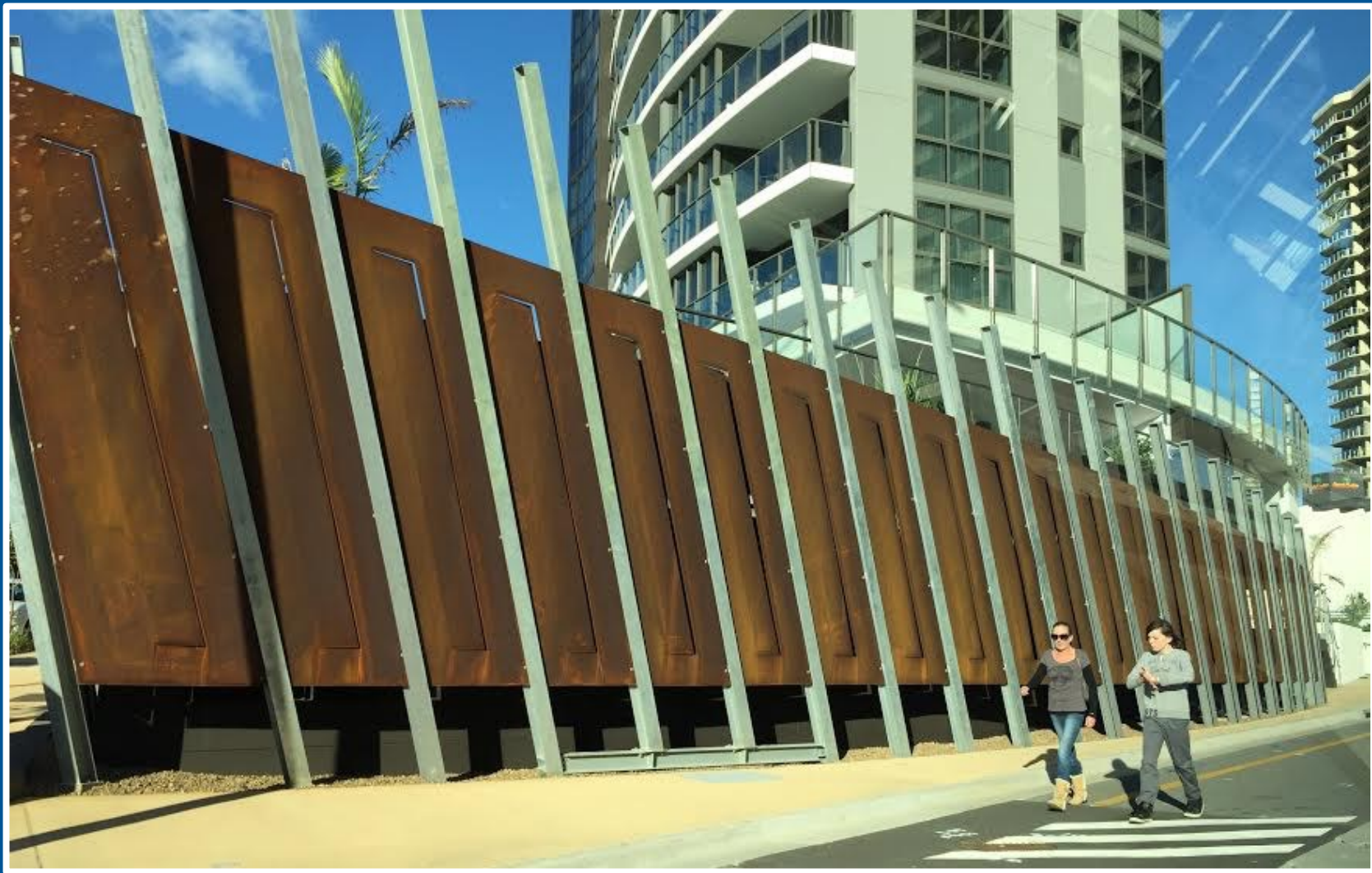
Ground floor setback*



* These elements are affected by zoning regulations







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Cities fit for cycling

THE TIMES | Cities fit for cycling homepage | Join The Times campaign

Welcome to the age of the bike: cyclists 'must be first' as car use passes its peak

Article

Graphic: wheels of change



Philip Pank Transport Correspondent

Last updated at 12:01AM, November 6 2012

Years of falling traffic volumes suggest that car use has passed its peak and may have entered a long era of decline, a growing body of officials from the Department for Transport and London's City Hall believe.

In Central London, traffic fell by 19 per cent between 2000 and 2009

Peter Macdiarmid/Getty

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One Way Around the Traffic Muddle in Brooklyn: Riding a Bicycle



Benjamin Norman for The New York Times

Many frequent bike commuters said that, with sparse traffic in downtown Manhattan, conditions for biking were

By KATE TAYLOR

Published: November 1, 2012

In post-storm New York, the bike is having a moment of sorts.

FACEBOOK

TWITTER



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New separated bike lanes are key to higher bike mode share





**BEST USE OF TAXPAYERS' MONEY/WORST USE OF
TAXPAYERS' MONEY: BIKE LANES**



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...ve 'em or hate 'em, we just can't seem to get away from the great bike-lane debate. The more than \$4 million in municipal funding that went into completing separate dedicated bike lanes on Broadway and 11th Street... for Best



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OPINION

BRENT TODERIAN's blog

Enough with Bikes vs Cars – It's about Better Cities!

Monday, October 22, 2012 - 3:20pm PDT by BRENT TODERIAN



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905



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A few weeks back, I watched with concern Toronto having a rhetoric-heavy debate about removing the relatively new bike-lane on Jarvis Street. Last minute efforts to save the bike-lane **were ultimately unsuccessful**, although as small consolation, Council chose not to use bike-lane infrastructure funds to remove it – a previous intention that had been seen as adding budgeting insult to active mobility injury.



Blogger





Collingwood Village



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Retrofitting aging malls for T.O.D









Brent Toderian, director of planning for the City of Vancouver, prepares to drive a car-share vehicle. Car sharing programs can help local homeowners live a greener, more affordable lifestyle.

Go green: give up a car

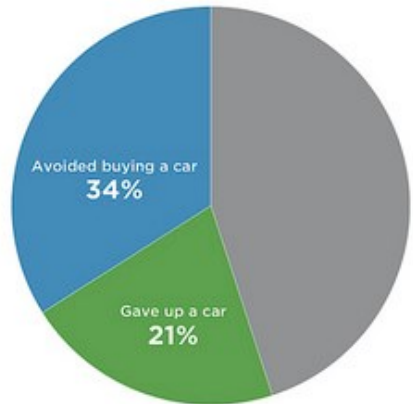
Metro Vancouver builders help provide a **sustainable** lifestyle
TRICIA LESLIE

Local builders are actively participating in helping homeowners reduce their carbon footprint, as building new homes and communities with green, sustainable practices is now fairly commonplace in the region.
Several new-home projects in Metro Vancouver

At ParkLane Homes' 'The Block' in Vancouver, homebuyers were offered a free Zipcar membership – and access to two nearby Zipcar vehicles – when they purchased a home there.
A Vancouver bylaw, updated in 2009, helps promote this process by allowing developers

Benefits of Car Sharing

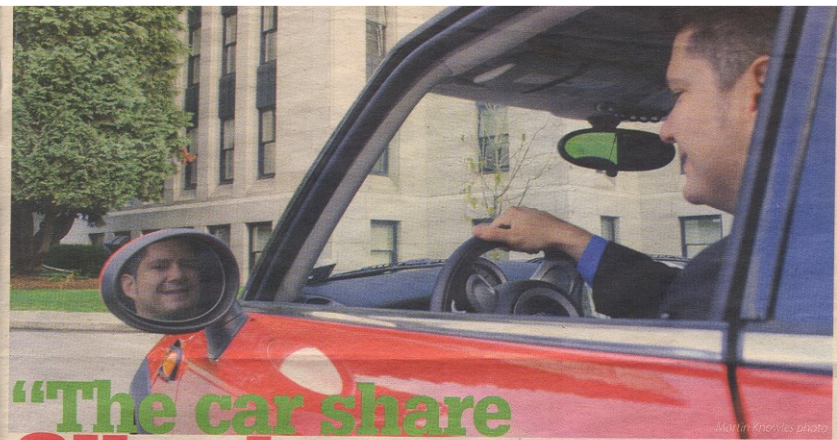
Car sharing makes it easier to go car light or car-free, since members still have access to a car when they really need one.



More than **1 in 5** people who join carshare give up a car, and more than **3 in 10** avoid buying a car altogether.

One shared vehicle replaces up to **20** personally owned vehicles

“A car that’s parked but not used still adds to our carbon footprint.”



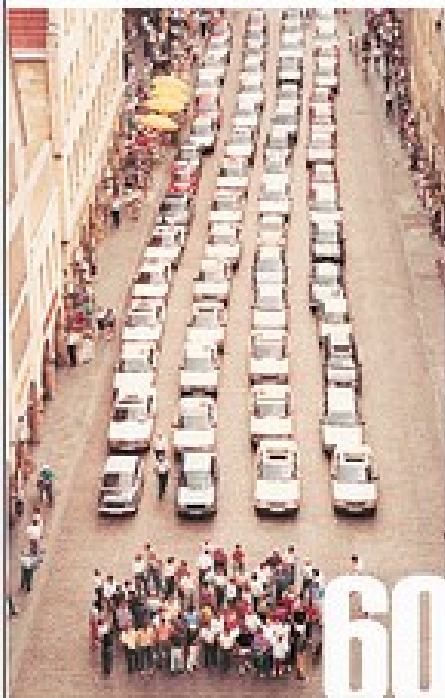
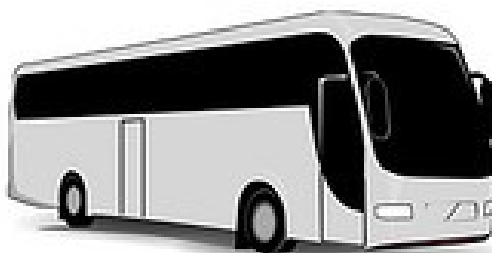
“The car share fills that gap”

Off the front: “A car that is parked but not used still adds to the carbon footprint.” – Brent Toderian



“I’m able to do a lot of my day-to-day errands by walking or by bicycle,” Knowles says, estimating he uses TCC about once a week or less. “The co-op is an ideal solution. When I do need a vehicle, I just look up the ones that are available nearby. I think it’s an awesome way to go.”
At Adera’s Green – a Burnaby townhome community that has won several awards for its

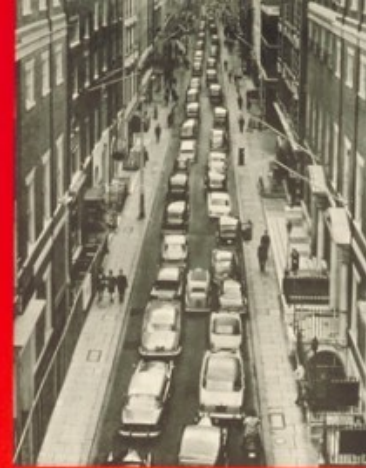
STREET SPACE FOR 60 PEOPLE



Press office: City of Münster, Germany



These vehicles
are carrying...



69 people
who could all...



be on this
one bus ➡



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At some point though this process, most of your citizens will be thinking the 8 most unhelpful words in the english language...

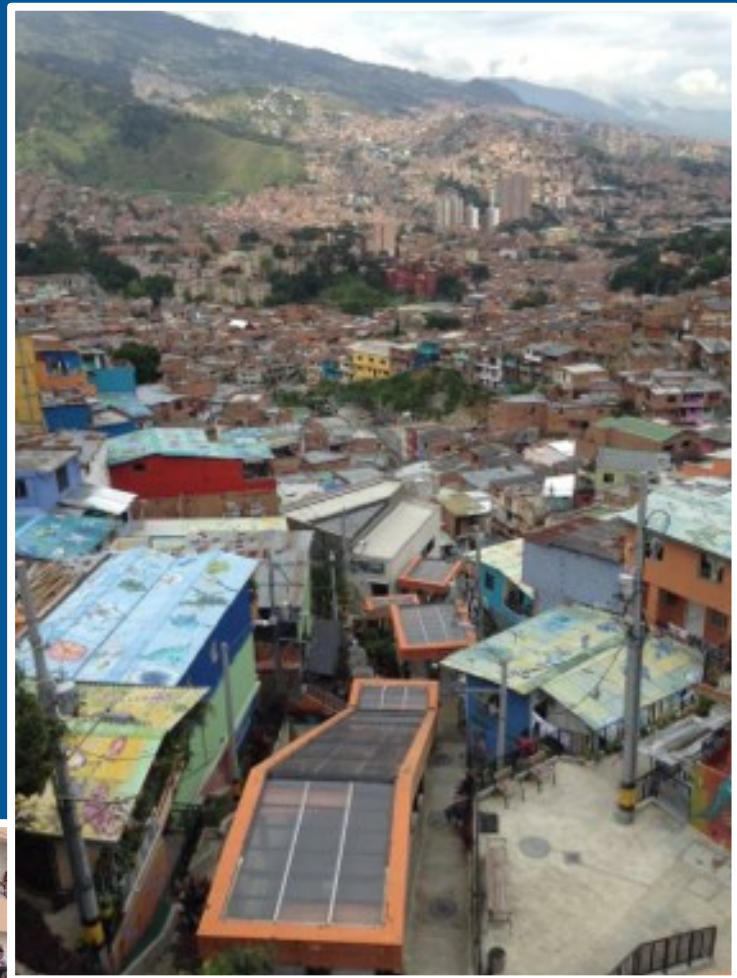


“We could never do **that**
in our city!”



Vision, will and skill.







“The pedestrian is the centre of the city.”



Para Brent Toderian, Medellín debe escuchar más las voces ciudadanas en su plan vial. FOTO ROBINSON SÁENZ

Compartir 165 Twitter 57 +1 2 Share 18 A+ A- Print Email

Los peatones son el centro de la ciudad

El privilegio del desarrollo urbano está en su propuesta peatonal y de uso de la bicicleta, no en los vehículos.

Por JUAN FELIPE SIERRA SUÁREZ | Publicado el 6 de octubre de 2013

Una de las personas con mayor prestigio internacional en el tema de desarrollo urbano en el mundo es *Brent Toderian*, exdirector de Planeación de Vancouver (Canadá) y actual consultor internacional, quien visitó la capital antioqueña atraído por su nuevo sello de innovadora internacional.

Toderian es un apasionado y defensor de lo creativo, vibra con la construcción de ciudades, es el presidente fundador del Consejo Canadiense de Urbanismo (Canu), columnista habitual de radio en la emisora CBC de Vancouver, miembro de varios consejos directivos de instituciones relacionadas con ciudades. y un habitual columnista del diario *Huffington Post*. Es un codiciado





"Mobility is about equity, and there's nothing more equitable than a walkable city. Smart, successful cities make walking irresistible!"

- Brent Toderian



TODERIAN UrbanWORKS

Medellín, CO

@TODUrbanWORKS



**A DEVELOPED COUNTRY
IS NOT A PLACE
WHERE THE POOR
HAVE CARS,
IT'S WHERE THE RICH RIDE
PUBLIC TRANSPORTATION.**

MAYOR OF BOGOTA

The **truth** about a city's aspirations isn't found in its **vision**.

It's found in its **budget**.



DRAFT VISION:

A city that is growing up rather than out has a different kind of transportation - a different kind of mobility and accessibility. Trying to build a city upward and inward, supporting new population and employment density and more walkable, vibrant communities, with the same transportation assumptions and solutions that we used while growing outward, is a sure recipe for failure. That's because as you grow up as a city, if everyone still continues to rely on their automobiles to drive everywhere, it will become harder and harder for anyone to move.

A city growing up is an engaged city, a city where people frequently choose to walk, cycle and ride public transit. People only make these healthier, more sustainable & more cost-effective choices when they are delightful; and they can only be delightful when they are prioritized.

Prioritizing means that tough choices have to be made and followed through upon. These tough choices will pertain to every building block of better mobility; from how our land-uses are planned, to how our streets and networks are designed, and how our budgets are spent.

These tough choices have already started, and as they continue, they will be built on the recognition that although improved connectivity between people and places will support a better Burlington, the deeper successes will come only with fewer cars, shorter trips, less parking, and more healthy, sustainable and delightful alternatives for everyone.



A Burlington that's growing up successfully is a walking city. It's a bike-friendly city. It's a city designed and built around public transit. It's a city with increasingly more and better choices than the car for real people & families. It recognizes that although not every household will want to, be able to, or need to give up their car, the best thing for everyone, including our many residents who will continue to drive, is that many of their neighbours will be able to and want to make different choices. When that happens, the city will move better for everyone.

This new Transportation Plan isn't a "gearshift," nor is it a "pressing or releasing of our foot on the gas" while going fundamentally in the same direction. Such metaphors don't accurately reflect the choice we are making. This Plan represents a fundamental change that will lead us in a new direction - a necessary and better direction for a city growing up successfully.

Creating this Plan will have been the easy part. The harder part will be making the Plan real, and following through when more of those tough choices arrive. Thus this Plan will address both vision AND follow-through, both content AND culture. Only by doing so will this Plan be the game-changer Burlington needs it to be.



*Direction 1 -
Fully Align Land-Use
and Transportation.*



Direction 2 - Rethinking Streets.



*Direction 3 -
Reprioritize Mobility
Choices.*



*Direction 4 -
No New Street
Capacity for Cars.*



*Direction 5 -
Make Walking Delightful.*



*Direction 6 -
Make Biking Delightful.*



*Direction 7 -
Make Public Transit
Delightful.*



*Direction 8 -
"Walk the Talk" with
the Follow-Through.*



The evolution toward **smart** mobility:

- 1) doing the wrong thing.
- 2) doing the wrong thing "better."
- 3) trying to have your cake & eat it too.
- 4) doing the **right** thing.

Where is **your city** today?



The future is full of **big, bold ideas** - each with their own tough choices & gut-check moments.



Making it **GO**
BOLD real will
take **Vision**,
Will, Skill &
Follow-Thru!



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Twitter: @BrentToderian



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