

*Integrated Transportation Advisory Committee's Response to the Integrated Mobility Plan Final Report
(TS-07-23)*

Dated: Oct. 31, 2023

The Integrated Transportation Advisory Committee (ITAC) congratulates Kaylan Edgcumbe and the Transportation staff on the thorough and thoughtful *Integrated Mobility Plan* (Sept. 2023). This Plan goes a long way towards developing a Council-approved Transportation Master Plan, which is currently lacking for Burlington. ITAC appreciates all the research, consultations, analysis, and effort that has gone into creating a future plan for transportation, especially in reference to mode-sharing. Furthermore, we welcome the opportunity as an Advisory Committee to reflect on what has been accomplished so far.

In that regard, we want to continue supporting the previous work done on creating the Vision, Values, and Goals categories which were approved by Council (with public support) in Dec. 2020. The five areas in the Vision Statement (Safe, Accessible, Sustainable, Balanced, and Liveable) are well incorporated into the six Goals (Council approved in 2021) and remain as valid today as they did a few years ago. We strongly endorse the core of the IMP's philosophy of a sustainable approach, in particular a mode-share driven model rather than corridor-capacity driven. The research to examine the different parts of the city (Global, Character, and Neighbourhood) was detailed and well done.

ITAC was also pleased to see the objective methodology used in prioritizing the IMP capital projects from within the Preferred Integrated Network for Burlington, especially regarding depoliticization and not basing priorities on cost (i.e., no budget is included). The six evaluation factors directly connect to the Values of the IMP.

Concerning the three current programs to be enhanced and the three new programs, ITAC strongly recommends that funds from the Operating Budget be directed towards these six programs. We support additional staff resources, as well as any other type of needed resource so that these programs can fulfill their mandates.

ITAC realizes that the 2051 targets for the Global Mode Share (70% car, 15% transit, and 15% active transportation) are based on the Council-approved Strategic Plan. We encourage Council to not

only approve the IMP and create a future funding model, but with the help of all the city's transportation-related departments, challenge the current 2051 Global Mode Share targets. ITAC thinks these targets are not aggressive enough given the population growth projections in the Strategic Plan. In addition, we also wanted to emphasize that if Goal #4, "Burlington will eliminate transportation-related carbon emissions" is to be achieved then it will be essential to show how EV architecture factors into the Strategic Parking Management program. Creating and scaling EV pilot programs, and expanding EV charging infrastructure should be given high priority.

The Transportation Dept. thoroughly described the necessary Key Performance Indicators (KPI's) that should be adopted to validate the IMP. An immediate recommendation from ITAC is that these KPI's be adopted and that targets for each be quantified. We can appreciate the challenges in doing so in these early stages. For example, we hope that there is a KPI about transportation-related carbon emissions that can be differentiated by mode type, although we realize that this issue also falls under the City's Climate Action Plan so may be redundant here. Benchmarking other cities' KPI's will help Burlington set initial KPI's that will provide milestones to gauge progress, but more importantly, the insights will help the city make future results-based decisions.

Overall, ITAC applauds how the available data was used and the highlighting of all the interdependencies, and how coordinated integration will result in a successful outcome. While not stated specifically in the IMP, but stated explicitly in the final report, partial approval of the plan or piecemeal implementation of the identified projects will not benefit from the available synergies.

In conclusion, ITAC strongly supports and endorses the IMP, especially in reference to the Preferred Integrated Network, the Policy Framework, and the Program Framework. Furthermore, ITAC encourages funding be available from the capital and operating budgets since this will set the pace for the implementation of the plan. We also hope that applications for provincial and federal grants will be successful so that we will not only meet the agreed goals but exceed them.