

Integrated Mobility Plan



Integrated Mobility Plan

FROM VISION TO FOCUS

Burlington's Plan: 2018-2022

Focus Areas:



**Economic
Prosperity**



**Integrated
Mobility**



**Resilient
Environment
& Sustainable
Infrastructure**



**Citizen
Engagement**



**Customer
Centric
Services**



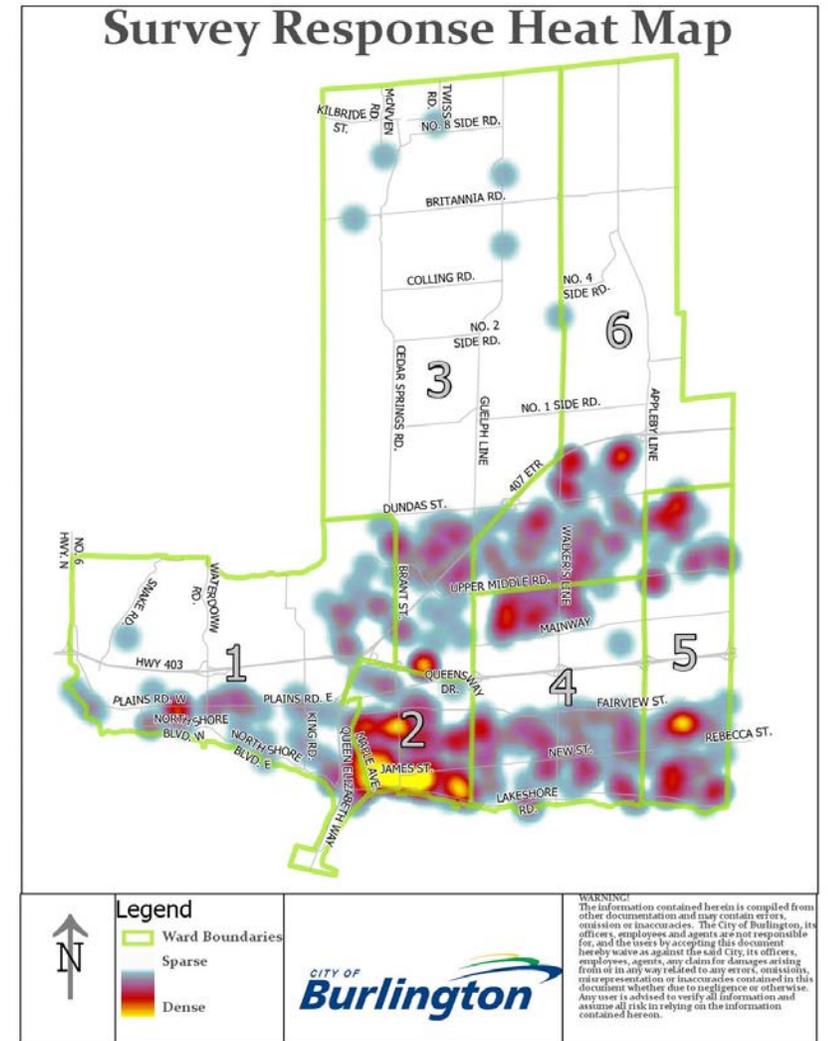
What is an IMP?



Burlington's **Integrated Mobility Plan (IMP)** is a community-driven action plan for Burlington that aligns its transportation investments over the next 30 years with its community goals.

Engagement

- A variety of tools and tactics were used:
 - Get Involved engagement platform, StoryMap, video, surveys (in multiple languages), mapping surveys, Food for Feedback, etc.
- Participation from across Burlington
 - More than 1,200 responses were collected through surveys and mapping tools



Establishing the Vision

Vision and Values

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

Community Values

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

Collective Goals

Goals

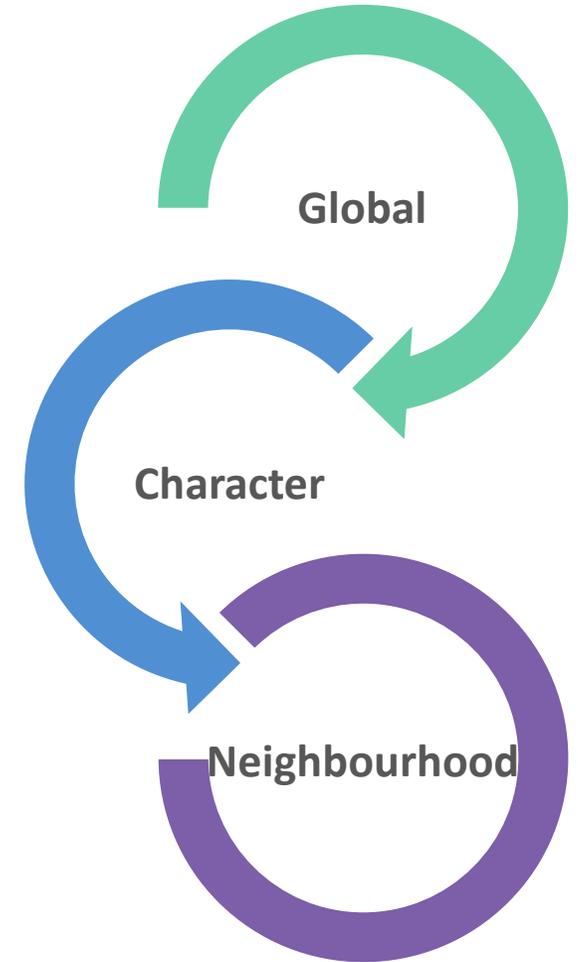
- 1. Burlington will eliminate transportation-related deaths and serious injuries.
- 2. Burlington’s transportation system will be accessible and reliable for users regardless of factors like age, ability, income, or familiarity with the city.
- 3. Burlington will provide high-quality transportation 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.

Alignment with Values



Reverse Engineering the Plan – Mode Share Drive

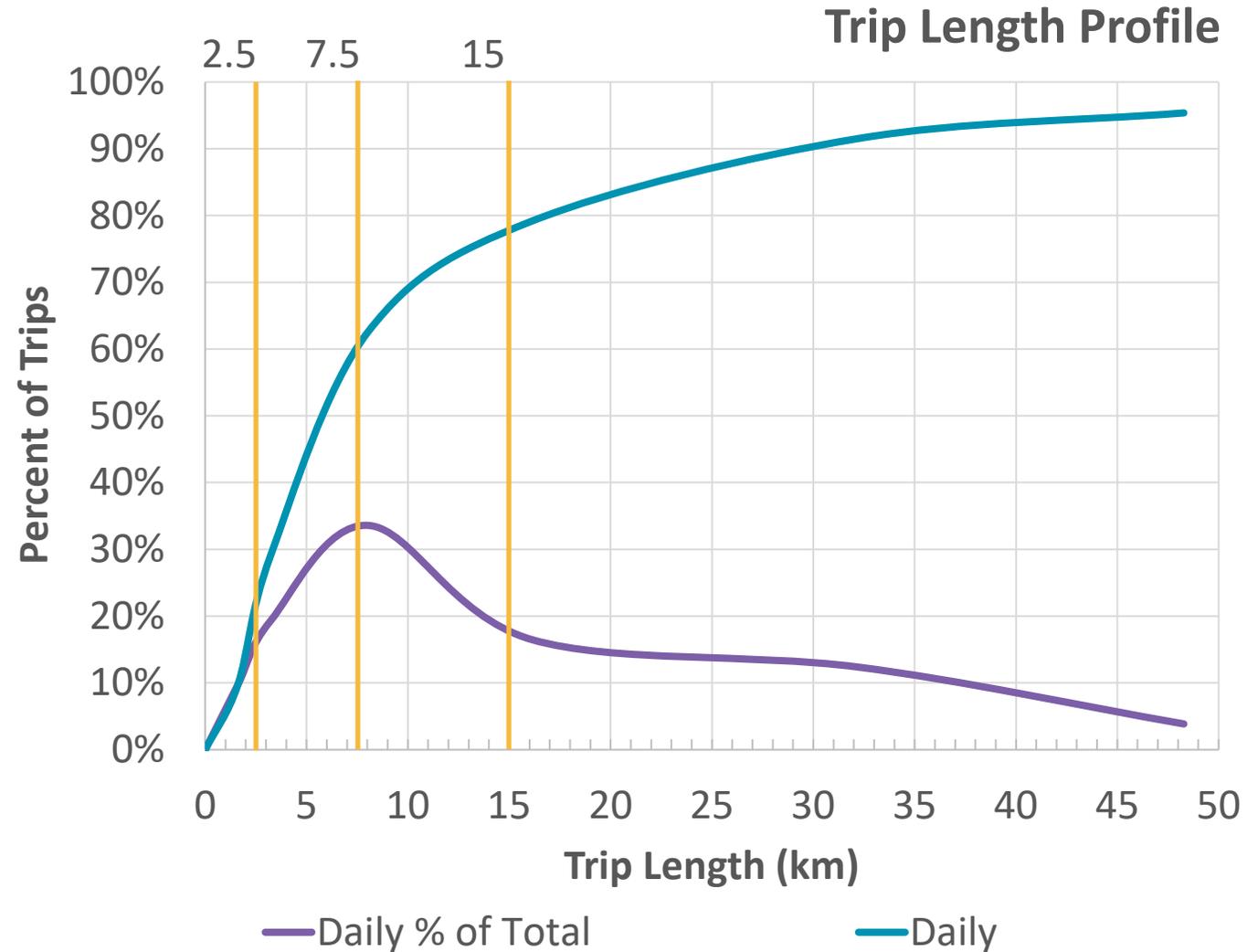
- Mode shift as at the core of the IMP philosophy
 - The sustainable approach adopted for the IMP is **mode-share** driven, rather than **corridor-capacity** driven.
- The *Mode Share Profile* sets out context-sensitive targets for different parts of the city
- It identifies mode share targets at three different layers:
 - *Global*, or city-wide targets
 - *Character*, or land use type targets
 - *Neighbourhood*, or sub-area targets



Mode Share Profile

Mode Shift Potential

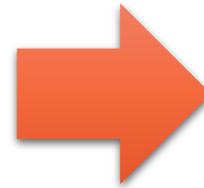
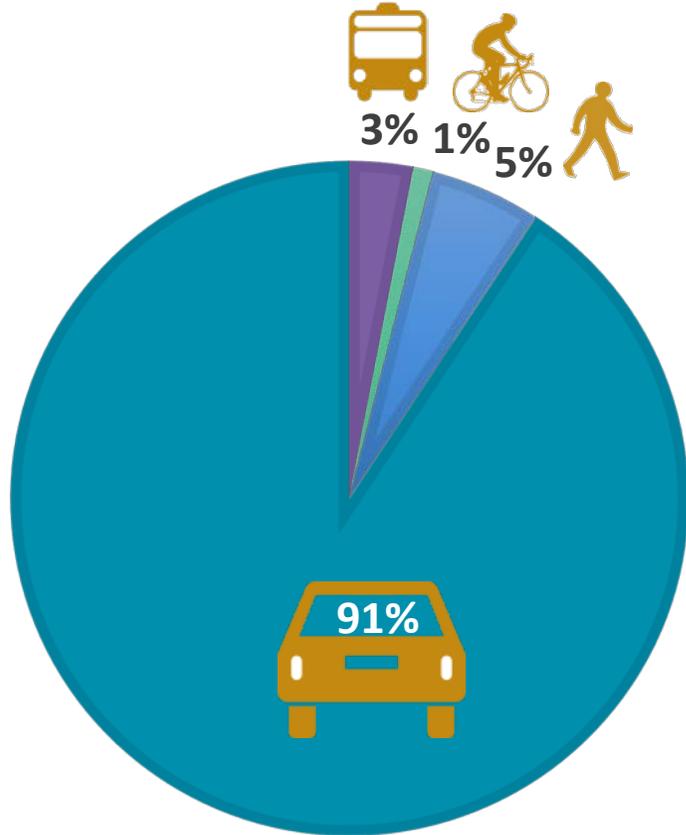
- Targets were developed by considering:
 - Existing mode shares
 - Neighbourhood characteristics
 - Existing and planned trip conditions for different modes
 - Mode Share Potential based on trip length



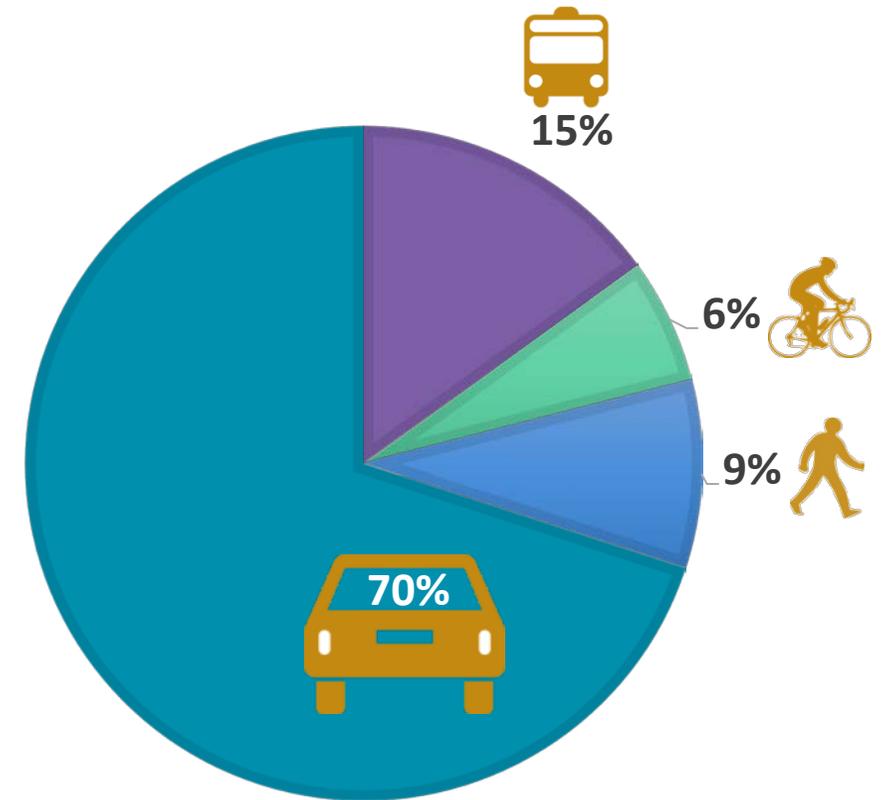
Mode Share Targets

Global Mode Shares

Existing Global Mode Shares (2016 TTS)



2051 Global Mode Share Targets



Network Planning

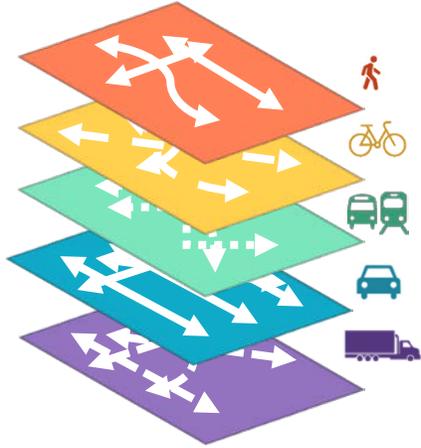
Individual Mode Plans

- Strategic reviews of mode plans were completed for each mode (Transit, Cycling, Pedestrian, and Trucks)
- The strategic reviews incorporated the applicable IMP Goals
- The strategic reviews considered each mode in isolation



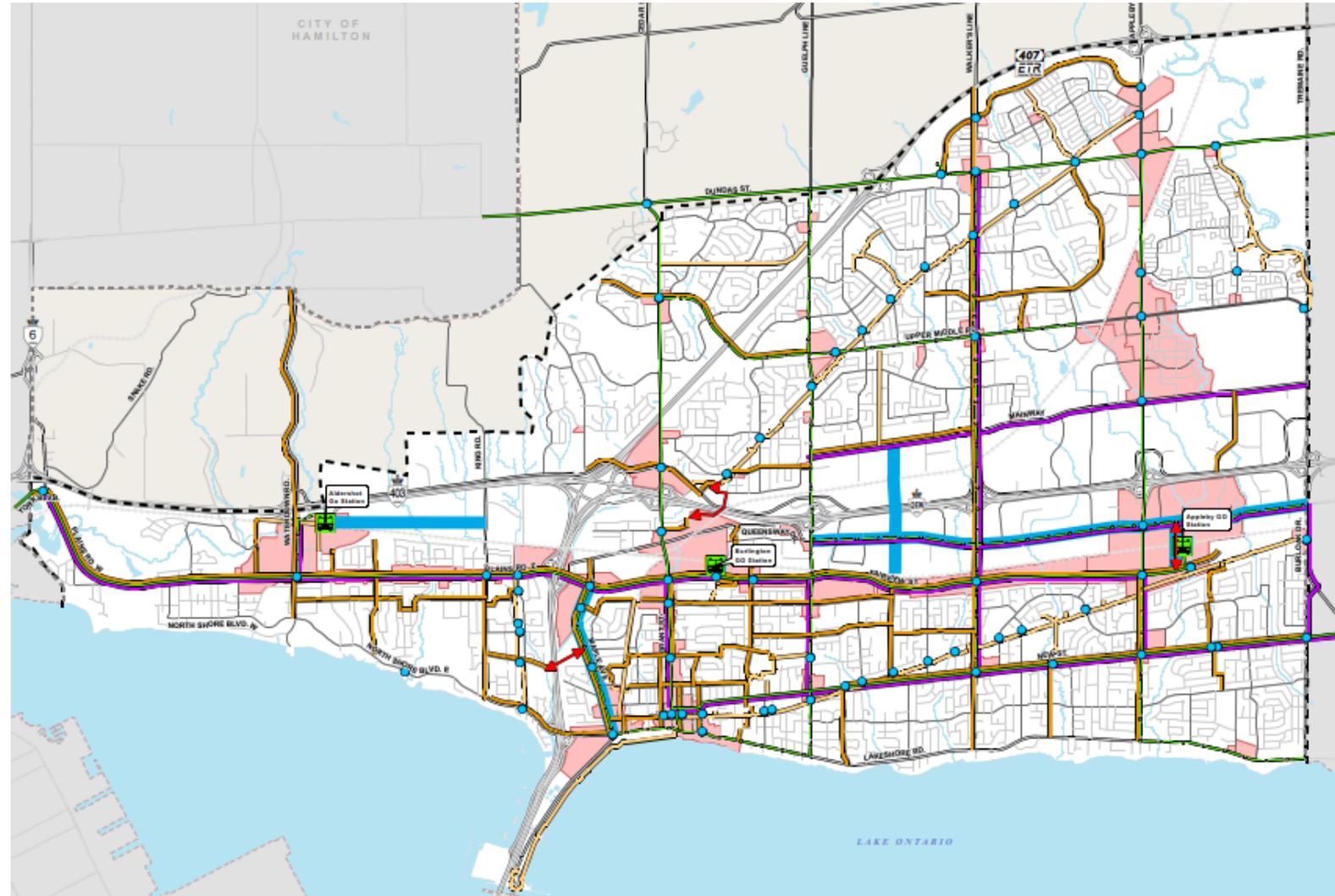
Network Planning

Integrated Network



PREFERRED INTEGRATED NETWORK

- Major Transit Station
- Intersection Improvements
- Barrier Crossings
- Enhanced Pedestrian Realm
- Bus Rapid Transit
- Transit Priority Corridor
- On-Road Spine Network
- Off-Road Spine Network
- Truck Network
- Multi-Modal Corridor Studies



Network Planning to Capital Projects

- An IMP Project List was compiled based on Preferred Integrated Network
 - The Project List identifies the individual IMP capital projects by mode
 - Roads / corridors were broken down into multiple projects to align with changing conditions and/or to manage project size
 - Example - Walkers Line: Highway 407 to Lakeshore Road

ID #	Name	From	To	length (m)	OP Designation	Project Description
33	Walkers Line	Hwy 407	Dundas Street	1050	Urban Avenue	Protected bikes, Pedestrian Realm
34	Walkers Line	Dundas Street	Upper Middle Road	2025	Urban Avenue	Protected bikes, Pedestrian Realm, Transit priority corridor
35	Walkers Line	Upper Middle Road	Mainway	1175	Urban Avenue	Protected bikes, Pedestrian Realm, Transit priority corridor
36	Walkers Line	Mainway	Harvester Road	1425	Urban Avenue / Multi Purpose Arterial	Protected bikes, Transit priority corridor
37	Walkers Line	Harvester Road	Fairview Street	450	Multi Purpose Arterial	Protected bikes, Pedestrian Realm, Transit priority corridor
38	Walkers Line	Fairview Street	New Street	1125	Urban Avenue	Protected bikes, Pedestrian Realm, Transit priority corridor
39	Walkers Line	New Street	Lakeshore Road	950	Urban Avenue	Protected bikes

Catalyst Projects:

Road Name	From	To	Project Type	EA Required	Prioritization (Score/Rank)
South Service Road Extension	Waterdown Road	King Road	New Road, Protected Bikes, Sidewalks / Pedestrian Realm, Transit / Transit priority corridor	Schedule C	7.8 / 46
Cumberland Ave Extension	Mainway	Fairview Street	New Road, Painted bikes, Sidewalks, Transit	Schedule C	5.0 / 79*
New Collector Road (east of Brant Street)	Fairview Street	Plains Road	New Road, Painted bikes, Sidewalks, Transit	Schedule C	8.0 / 44*
New Collector Road (east of Appleby Line)	Fairview Street	Harvester Road	New Road, Painted bikes, Sidewalks, Transit	Schedule C	7.0 / 53*
AT overpass/ underpass of QEW (@ Maple Park)	Greenwood Drive	Maple Avenue	New AT overpass/ underpass, Multi-Use Path	Schedule C	6.0 / 69*
AT overpass/ underpass of QEW/ 403 (east of Brant Street)	Truman Street	Industrial Street	New AT overpass/ underpass, Multi-Use Path, Pedestrian Realm	Schedule C	6.0 / 69*
AT overpass/ underpass of QEW/ 403 (east of Appleby Line)	Century Drive	Sutton Drive	New AT overpass/ underpass, Multi-Use Path, Pedestrian Realm	Schedule C	7.8 / 46

Prioritization Framework

- All IMP capital projects were ranked/ prioritized
- The prioritization methodology:
 - Relies on the IMP Values and Goals to define the criteria and subsequent scoring method;
 - Is an objective evaluation method that quantitatively evaluates each IMP Project; and
 - Removes all bias (mode, political, etc.).

Prioritization Framework

There are 6 criteria:

- 1) Project extends, or fills a gap in, an existing network [cycling/ transit/ pedestrian]
 - IMP Value = Accessible
- 2) Project improves sustainable transportation options [cycling/ transit/ pedestrian] on a link whose 2031 V/C > 1.2
 - IMP Value = Balanced

Prioritization Framework

- 3) Project provides infrastructure [cycling/ transit/ pedestrian] in a “Neighbourhood” where a **significant** increase in sustainable mode share is targeted
 - IMP Value = Sustainable
- 4) Project provides connections [within 1 km] to an intensification area [Primary, Secondary and Employment] / MTSA area
 - IMP Value = Liveable

Prioritization Framework

- 5) Project improves safety at locations [Intersection / Midblock] where the Potential for Safety Improvements (PSI) are the highest
 - IMP Value = Safe
- 6) Project can be implemented within Deemed Width without impacting existing auto capacity or requiring the purchase of land
 - Ease of Implementation

Policies & Programs... its more than just Infrastructure

Policies

- Enables the mobility policies of the Official Plan
- IMP policies will direct future planning and decision making to guide Burlington to 2051

Programs

- New and enhanced programs needed to achieve the vision and goals of the IMP
- Impact current service delivery – in many cases expands the work we do
- Program Charters summarize future programs and identify future resource requirements in order to sustain the plan

IMP Programs

The IMP recommends development and implementation of 6 programs:

- Strategic Transportation Planning - Enhanced
- Transportation Demand Management (TDM) - **NEW**
- Strategic Parking Management - **NEW**
- Active Transportation (AT) - Enhanced
- Transportation System Management (TSM) - Enhanced
- Vision Zero – **NEW**

Conclusion

- Innovative approach
- Responds to future travel demands associated with intensification
- Growth-oriented goals
- Rebalances the existing transportation network
- Sustainable = providing more travel options
- The IMP provides the city with a strategy for transforming mobility to 2051 and beyond