



PHASE 1: Setting a Direction



BURNABY
TRANSPORTATION
PLAN **UPDATE**

PUBLIC CONSULTATION SUMMARY REPORT



Phase 1 Public Consultation Program Highlights

The Phase 1 Public Consultation Program took place over a four month period between August 2, 2017 and November 30, 2017. It was intended to raise awareness, build interest, understand the issues, and confirm the draft Vision, Themes, and Goals, thus setting a direction for an updated *Plan*.

A graduated approach and a variety of tools were used to capture input and feedback from a broad cross-section of the community.

What Was Heard



1,950 +

People engaged in conversations during the process



320

Questionnaires completed



78%

Of respondents support or strongly support the vision



93%

Of respondents support or strongly support the themes



89%

Of respondents support or strongly support the goals



1,000 +

Comments captured through events, stakeholder meetings, questionnaire, emails, phone calls, and social media

Outreach Activities



17

Public Events hosted or attended by staff



14

Stakeholder meetings hosted or attended by staff



1,400 +

Unique visitors to the City's dedicated website

(August 2, 2017 - November 30, 2017)



97,000

Household distribution for each edition of InfoBurnaby

(2 Articles)



44,000

Distribution of Burnaby Now

(2 Print Advertisements)



35,300 +

Total reach through Social Media

(9 Facebook Posts and 14 Twitter Posts)

Highlights and Key Messages

OVERALL

- Transportation was a topic of interest for the people we spoke to in Phase 1.

DRAFT VISION, THEMES, AND GOALS

- The draft Vision, Themes, and Goals are headed in the right direction and they received a high level of support. As a result, only minor edits and a few new goals are being proposed.
- Both stakeholders and the public are looking forward to seeing the draft Policies, Networks, and Actions that are to be created in Phase 2.

KEY MESSAGES

The majority of comments received highlighted interest in the following topics:

- Other, more active ways of traveling such as transit, walking, and cycling.
- Improving connections within the community, including suggestions to complete the walking, cycling, and transit networks. This included improvements to:
 - Transit Frequency and Service (quantity, quality, reliability, access)
 - Sidewalks (quantity, quality, design, access)
 - Cycling Facilities (quality, bike racks, signals, and new route opportunities)
- Improving safety for all modes throughout the city (rules, enforcement, signage, design).
- Improving automobile routes (route or location specific).
- Building new large transit infrastructure (trains, trams, trolleys, LRT, gondolas).
- Improving north-south connections within the community for all modes.
- Increasing opportunities for sharing (rental systems, car-sharing, bike-sharing, apps, parking).
- Anticipating new technology and how it may change the way people choose to travel.

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About the Burnaby Transportation Plan Update

The *Burnaby Transportation Plan* is the City's guiding policy document for transportation. It establishes the long-term vision for moving people and goods in the City, while integrating and achieving environmental, social, economic, and community development goals.

In Burnaby, transportation planning encompasses not just the process of going to a place, but the experience of how to get there. Enhancing quality of life, economic prosperity, environmental stewardship, community and place-making are core values in the provision of the transportation system.

The *Burnaby Transportation Plan* update was launched on July 10, 2017 with the approval of the Council Report outlining the process for the *Plan* update.

The *Plan* update was needed because the existing *Burnaby Transportation Plan (1995 Plan)* is more than 20 years old and much has changed in the City within that time frame. The *Plan* update is intended to address the following:

- Accommodating Growth and Lifestyle Shifts;
- Economic and Affordability Shifts;
- Planning and Policy Shifts; and,
- Technology Shifts.

The *Plan* update will better enable Burnaby to respond to these changes, plan for the challenges ahead, and coordinate investments to meet the City's strategic transportation goals. It is the opportunity to consider innovative approaches, think about the "big picture", and consider a broad range of possible solutions.

In addition, an updated *Plan* will continue to support the necessary foundational components of transportation and civic functions such as accessing property, connecting people to destinations, ensuring public safety, and providing access for public services (police, fire, ambulance, utilities, etc.).

At its core, the renewed *Plan* will provide transportation options and choices that support land use, services, and the citizens of Burnaby.

Scope

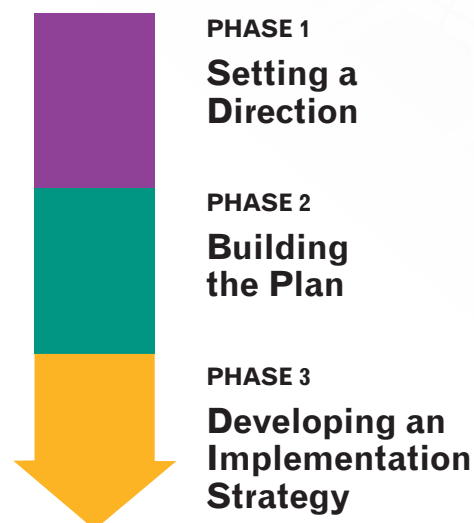
The scope of the *Burnaby Transportation Plan* update is to review and renew the adopted *1995 Plan*. This will include the creation of a new vision, themes, goals, policies, networks, and actions to guide the transportation system into the future.



Phasing

The *Burnaby Transportation Plan* update will be a multi-year process, divided in three phases:

- **Phase 1 - Setting a Direction:**
Identify transportation issues and opportunities in the City and determine the vision, themes, and goals to establish an overall direction for the renewed *Plan*.
- **Phase 2 - Building the Plan:**
Define the main body of the renewed *Plan*, including policies, networks, and actions.
- **Phase 3 - Developing an Implementation Strategy:**
Prepare an Implementation Strategy after the renewed *Burnaby Transportation Plan* is adopted.



Public Consultation Framework

The scope and significance of undertaking a renewed *Burnaby Transportation Plan* called for a consultation program that engaged a variety of stakeholders, inclusive of Burnaby residents and businesses, as well as other organizations and agencies that have an interest in Burnaby's transportation system. The public consultation was proactive in reaching out to and engaging a broad spectrum of people in an interesting and informative way.

PUBLIC CONSULTATION OBJECTIVES

The public consultation program for the *Plan* update sought to:

- reach a broad audience including residents, employees, businesses owners, service providers, and other stakeholders;
- raise awareness of existing transportation policies, programs, and regulations;
- raise awareness of the process and opportunities for input;
- outline the existing and future transportation issues and opportunities to the community;
- gain a better understanding of public opinion on key issues;
- address the needs of various stakeholders by providing a range of consultation formats;
- acknowledge and build upon existing partnerships; and,
- build support for the renewed *Burnaby Transportation Plan*.

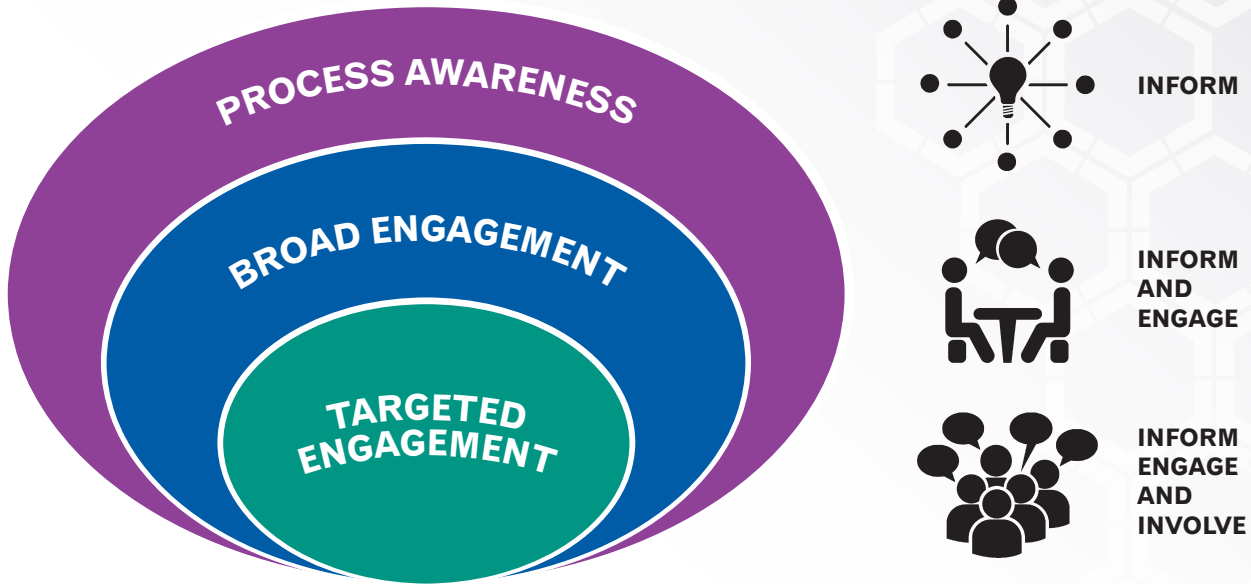
PUBLIC CONSULTATION: A GRADUATED APPROACH

In an effort to maximize the reach and scope of the public consultation, the following “graduated” approach was used. This approach employed strategies intended to inform, engage, involve, and seek input from the public and stakeholders. It was organized around three styles of communication:

- **Process Awareness (Inform)**
Focused on communicating with the broader public about the *Plan* update. The activities were designed to provide general information about the process, transportation system, and the vision for the future.
- **Broad Public Consultation (Inform and Engage)**
Focused on providing opportunities for the broader public to be engaged in the process. The activities were designed to distribute information about the *Plan* update and the transportation system, as well as to invite feedback and discussion.

- **Targeted Engagement (Inform, Engage, and Involve)**
Focused on interactions with internal and external stakeholders. The activities were designed to encourage topic-specific or mode-specific discussions, explore issues and opportunities, and garner detailed input.

THE GRADUATED APPROACH



About the Phase 1 Public Consultation Program

Phase 1 of the *Burnaby Transportation Plan* is entitled “Setting a Direction”. The objective for the Phase 1 Public Consultation Program was to confirm the draft vision, themes, and goals, thus setting the direction for an updated *Plan*.

It was focused on providing information about Burnaby’s transportation system as it exists today, receiving input on transportation issues and opportunities in the City, and raising awareness and building interest in the process.

The Phase 1 Public Consultation Program began August 2, 2017 and ran through to November 30, 2017.

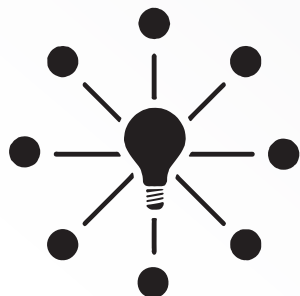
Anticipated Outcomes

The anticipated outcomes for the Phase 1 Public Consultation Program included:

- Public awareness and interest in the *Burnaby Transportation Plan* update process;
- A shared understanding of the issues and opportunities of the transportation system in Burnaby;
- Confirmation of the draft Vision, Themes, and Goals; and,
- Momentum leading into Phase 2.

Tools for Public Consultation

The following tools were used for the Phase 1 Public Consultation Program:



PROCESS AWARENESS (INFORM):

The intent was to use multiple platforms to provide information about the *Plan* update process, the transportation system, how the public can get involved, and the vision for the future. This included:

- A Burnaby Transportation Plan Update Webpage
- Print and Digital Notices (newspapers and social media)
- InfoBurnaby Articles
- Other Materials (contact cards, posters, and other media)



BROAD PUBLIC CONSULTATION (INFORM AND ENGAGE):

The intent was to continue to use communication platforms that provide general information, as outlined above, as well as host and / or attend events to provide opportunities for feedback through surveys and conversations with staff. This included:

- Public Events (civic events, pop-up displays, and public open houses)
- A Questionnaire
- Other Materials (factsheets, display boards, games, sticky note activities, and other media)



TARGETED ENGAGEMENT (INFORM. ENGAGE. AND INVOLVE):

The intent was to continue using the above communication platforms while deepening the conversations into topic-specific or mode-specific discussions that provide the opportunity to fully explore issues and opportunities, consider solutions, and garner detailed input. This included:

- Meetings / Workshops with internal and external stakeholders
- Council and Committee Meetings or Briefings
- Other Materials (presentations, subscription list, and other media)

Phase 1 Public Consultation Program Outcomes

The Phase 1 Public Consultation had very positive outcomes. The overall numbers of people who were engaged and interested in the *Burnaby Transportation Plan* update were strong. The variety of ways that people could choose to be engaged made it possible to connect with and receive input from a greater number of people.

The following section provides a summary of the outcomes from the tools used for the Phase 1 Public Consultation Program:

- Council and Committees
- Webpage
- Email, Phone Calls, and Contacts
- Print and Digital Notices
- Events
- Stakeholder Meetings
- Questionnaire
- Other Materials

Council and Committees

The initial report to launch the *Burnaby Transportation Plan* update was brought to the Planning and Development Committee on June 27, 2017. Subsequent to that, the report went to Council for adoption on July 10, 2017.

Staff also presented the draft Vision, Themes, and Goals to the Sustainable City Advisory Committee on November 1, 2017. The Committee provided input and feedback in a similar form to the stakeholder meetings.

Throughout the process, progress updates were provided to other committees of Council.

Website

A dedicated webpage for the *Burnaby Transportation Plan* update was launched on August 2, 2017 to provide the public with continued access to the most up-to-date resources and information related to the Plan, including Council reports, display boards, fact sheets, questionnaire, events, and more.



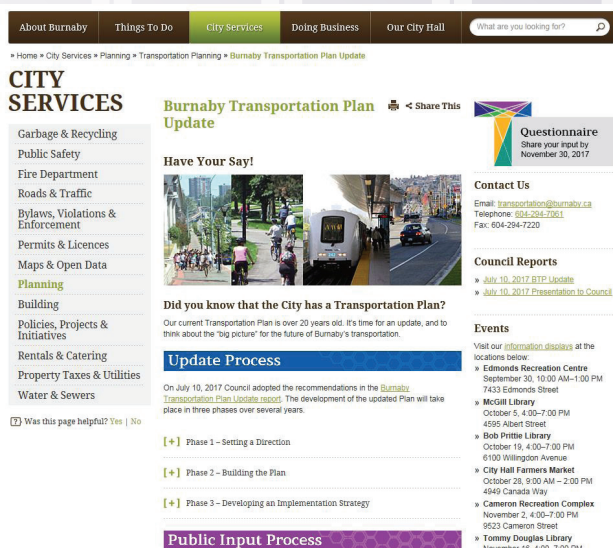
1,446

Unique Visitors to the website
(August 2, 2017 – November 30, 2017)



136

Visitors to the website came from social media



WEBPAGE LINK

The webpage, and all its information, can still be viewed at:

www.burnaby.ca/transportationplan

Emails, Phone Calls, and Contacts

A dedicated email address and telephone line were launched on August 2, 2017 for the *Burnaby Transportation Plan* update to provide the public with a way of contacting the City for information or to provide input.

Contact cards were handed out at all events and stakeholder meetings to provide information about all the different ways the public could contact the City to provide input or receive information.

In addition, the public had the option to sign-up for a subscription list to stay informed throughout the whole *Burnaby Transportation Plan* update process. An email letter will be sent on a quarterly basis providing a short update on the *Plan* and other related information.



23

Emails and telephone calls were received from the public



30

Comments captured through emails and phone calls



2,300 +

Contact cards were handed out
(800+ Postcards & 1,500+ Business Cards)



100 +

People signed up for the subscription list

Print and Digital Notices

Print and digital notices and advertisements were published to notify the public of the process and the available methods of providing input; to advise the public of the dates, locations, and times of public consultation events; and to direct the public to information sources, such as the website.

- Print notices were published in the Burnaby Now on October 4, 2017 and November 8, 2017.
- Digital advertisements were published on the Burnaby Now website for 3 weeks, starting October 16, 2017 until November 5, 2017.
- Articles about the *Burnaby Transportation Plan* update ran in both the Summer and Fall editions of InfoBurnaby.
- Bi-weekly advertisements were published in the Burnaby Inter-agency E-News email.
- Digital advertising notices were posted to the City's Facebook and Twitter accounts detailing events and providing links to the website and questionnaire.
- Digital information notices were posted to the City's Facebook and Twitter accounts to provide educational information about the draft Themes.

INFOBURNABY



97,000

Household distribution for each edition of InfoBurnaby

(2 Articles = 2 Editions)

BURNABY INTER-AGENCY E-NEWS



216

Distribution for each edition

(Posted in 6 Editions)

BURNABY NOW - PRINT ADVERTISEMENTS



44,000

Distribution of Burnaby Now

(2 Print Advertisements)

BURNABY NOW - DIGITAL ADVERTISEMENTS



38,500

Appearances on the Burnaby Now webpage

(3 Weeks of Online Advertisements)



51

Total Clicks for a click through rate of 0.13%

(Performed Higher than National Average)

SOCIAL MEDIA



35,300 +

Total reach through Social Media

(9 Facebook Posts and 14 Twitter Posts)



9 Facebook Posts

59 Total Engagements (shares)

89 Total Clicks



14 Twitter Posts

49 Total Engagements (shares)

50 Total Clicks



12

Comments captured through social media

Public Events

Staff hosted or participated in civic events, public open houses, and pop-up events at multiple locations around the City to provide information about the *Plan* update and to encourage citizens to get involved, fill out the questionnaire, visit the webpage, and share their ideas and input.

- **Civic Events (CE):**

These were larger events, such as Burnaby's 125th Birthday Celebration or World Rivers Day, which were hosted by the City or a local group. Staff set up a booth or display and other materials to provide information and discuss the *Plan* update.

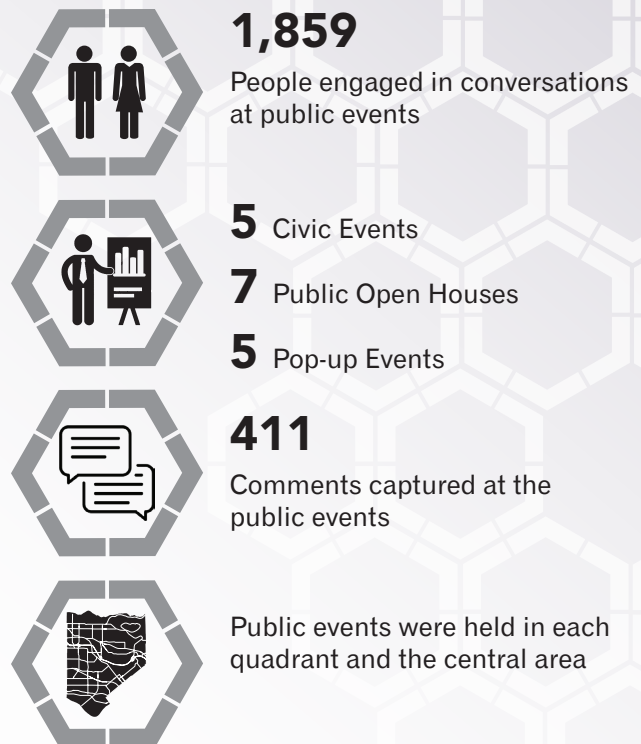
- **Public Open House (POH):**

These were dedicated events hosted by staff with a display and other materials for the purpose of providing information and discussing the *Plan* update.

- **Pop-up Event (PE):**

These were events where staff went to locations where people were using various modes of transportation to discuss the *Plan* update and provide information and links to the questionnaire and other materials.

The display boards are attached in Appendix 2.



PUBLIC EVENTS SUMMARY

DATE	EVENT	TYPE OF EVENT	NUMBER OF PEOPLE ENGAGED
19 August 2017	Farmers' Market at City Hall	CE	86
24 August 2017	Outdoor Movies at Civic Square	CE	45
22 September 2017	Burnaby 125th Birthday at Bonsor Recreation Centre	CE	40
24 September 2017	World Rivers Day at the Burnaby Village Museum	CE	425
30 September 2017	Edmonds Recreation Centre	POH	104
5 October 2017	McGill Library	POH	52
19 October 2017	Bob Prittie Library	POH	39
24 October 2017	Bike to Work Week at the CVG and Gilmore	PE	196
26 October 2017	Bike to Work Week at BCIT	PE	61
28 October 2017	Farmers' Market at City Hall	CE	96
2 November 2017	Cameron Recreation Centre	POH	40
7 November 2017	Second Street Community School	PE	120
14 November 2017	Metrotown SkyTrain Station	PE	350
16 November 2017	Tommy Douglas Library	POH	32
22 November 2017	Market Crossing	PE	104
25 November 2017	Bonsor Recreation Centre	POH	63
30 November 2017	City Hall	POH	6
TOTAL People Engaged at Civic Events			692
TOTAL People Engaged at Public Open Houses			336
TOTAL People Engaged at Pop-up Events			831
TOTAL People Engaged			1,859



Stakeholder Meetings

Staff hosted or participated in meetings and workshops with internal and external stakeholders to discuss the vision, themes, and goals, as well as issues and opportunities.

Staff sent a letter inviting feedback either through a meeting or through our questionnaire to 68 stakeholder groups. The stakeholder groups contacted included neighbouring municipalities, Metro Vancouver, TransLink, Burnaby Board of Trade, Burnaby Access Advisory Committee, Healthy Communities Partnership, Ministry of Transportation, Fraser Health, Youth Voice Committee, and many more.

Staff met with 14 of these stakeholder groups. Of the stakeholders that staff did not meet with, many either responded to the survey or asked to participate in Phase 2.



97

People engaged in direct conversations at stakeholder meetings



14

Stakeholder meetings held



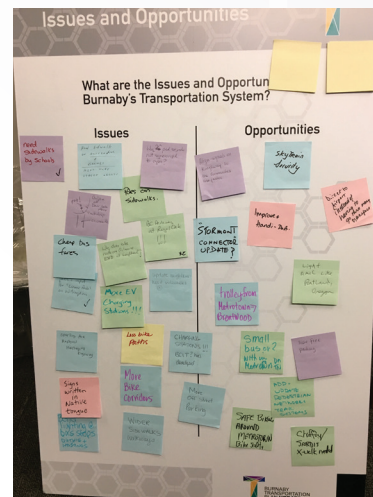
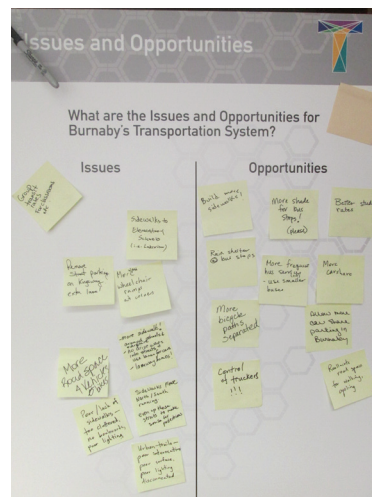
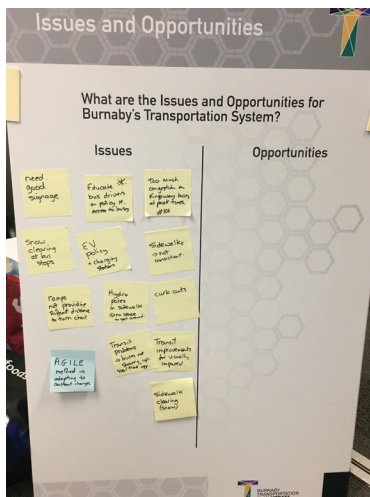
311

Comments captured at the stakeholder meetings



68

Letters sent to stakeholder groups informing them of the process and how they could participate



Sticky Note Activity



Presentation

Questionnaire

A questionnaire was created to invite citizens to provide their input on the draft vision, themes, and goals. Additional space was provided on the questionnaire for other comments as well as issues and opportunities for Burnaby's transportation system. Both hard-copy and digital versions were provided. The questionnaire is attached in Appendix 1.

The questionnaire was tailored to provide people with maximum choice for how they could participate. People could respond to:

- The draft vision (about 2 minutes);
- A few draft themes and goals (about 5 minutes); or,
- All of the draft vision, themes, and goals (about 15 minutes).

The questions were structured using a scale of:

- Strongly Support
- Support
- Neutral
- Oppose
- Strongly Oppose
- Prefer Not to Answer

In addition, there was an opportunity after each question to provide additional comments.



320

Questionnaires completed

(August 2, 2017 – November 30, 2017)



78%

Of respondents support or strongly support the vision



93%

Of respondents support or strongly support the themes



89%

Of respondents support or strongly support the goals



252

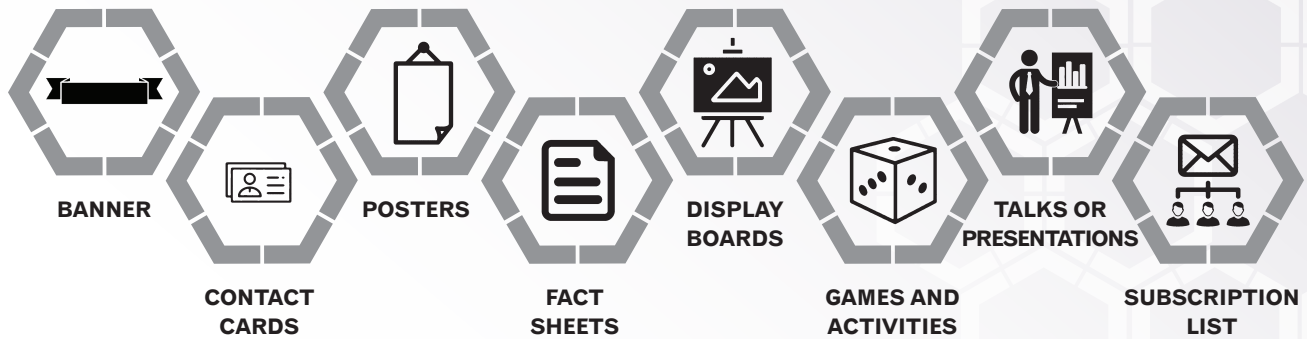
Comments captured through the questionnaire

(August 2, 2017 – November 30, 2017)

Questionnaire

Materials

During the Phase 1 Public Consultation Program, a variety of materials were used to further facilitate the communication of information and to garner feedback. These materials included:



Display Boards



Scrawl Wall



Trivia Game



Display



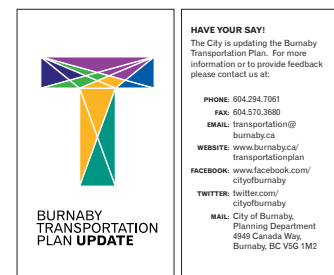
Poster



Display Set-up including Banner, Fact Sheets, Contact Cards, Game, Questionnaire, Bike Map, and Prizes



Contact Card (Postcard Size)



Contact Card (Business Card Size)

Phase 1 Public Consultation Program Results

The objective for the Phase 1 Public Consultation Program was to confirm the draft Vision, Themes, and Goals, thus setting the direction for an updated *Burnaby Transportation Plan*. In addition, the public was asked to provide input on the issues and opportunities facing the Burnaby transportation system.

The following section provides a summary of the responses received throughout the Phase 1 Public Consultation Program and highlights the results of the feedback.

Vision

LEVEL OF SUPPORT

When asked about the draft Vision, people were positive about the direction the City is setting for the future of transportation in the Burnaby. Through the questionnaire, 78% of respondents supported or strongly supported the draft Vision.



78%
Of respondents support or strongly support the Vision

SUMMARY OF COMMENTS RECEIVED

The comments received on the draft Vision were mostly positive. A small number of comments requested changes and were focused on a few key words, or said that the vision was either too long or not detailed enough.

SUMMARY OF PROPOSED CHANGES

After a review of all the comments, most of the comments are encompassed within the intent of the draft Vision. Two minor text edits are proposed.

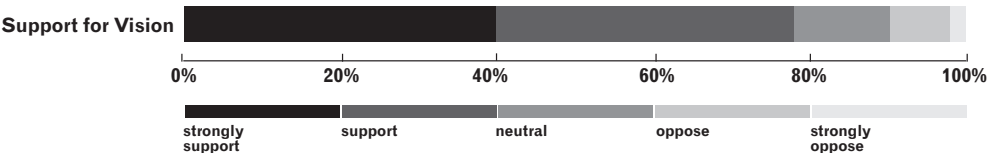
PROPOSED CHANGES TO THE VISION

In Burnaby, all travel choices are enjoyable and the transportation system is the foundation of our thriving public spaces and our quality of life.

The transportation system not only moves people and goods between destinations but provides places for people to meet, **linger**, and participate in city life.

It is a balanced and **comprehensive inclusive** system that offers accessible and safe mobility in support of a healthy, green, prosperous, and connected community.

LEVEL OF SUPPORT FOR THE VISION



Themes and Goals

LEVEL OF SUPPORT

Overall, the public consultation indicated that people agreed with the draft Themes and Goals. Through the questionnaire, 93% of respondents supported or strongly supported the draft Themes and 89% of respondents supported or strongly supported the draft Goals.



93%

Of respondents support or strongly support the Themes



89%

Of respondents support or strongly support the Goals

SUMMARY OF COMMENTS RECEIVED

The draft Themes and Goals were generally seen as covering all the main topics, opportunities, or concerns, and offered a strong framework on which to build the *Plan*.

Comments about the draft Themes and Goals were provided, but the suggestions for change were not numerous.

SUMMARY OF PROPOSED CHANGES TO THE THEMES

After a review of all the comments, one minor text edit is proposed for the Connected Community Theme. It was felt that it should match the other Themes by being only one word.

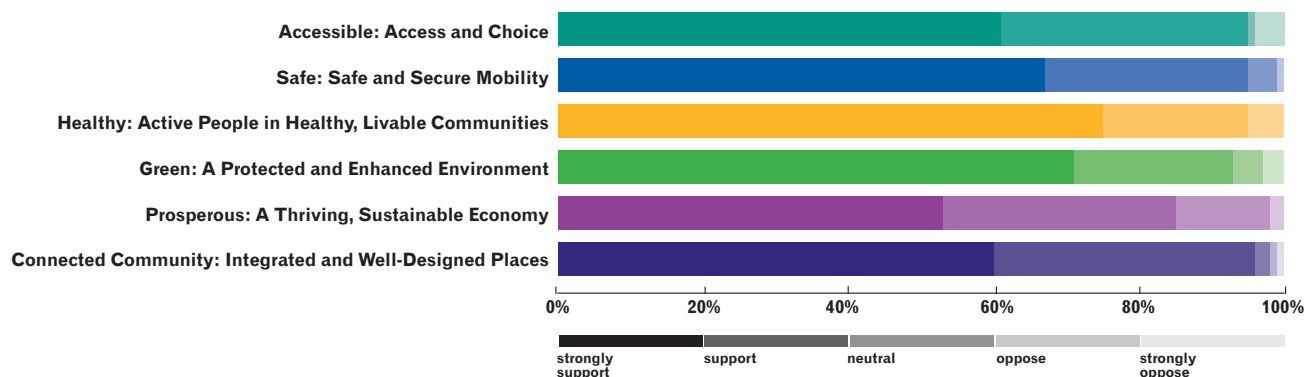
PROPOSED CHANGES TO THE THEMES

Themes:

- Accessible: access and choice
- Safe: safe and secure mobility
- Healthy: active people in healthy, livable communities
- Green: a protected and enhanced environment
- Prosperous: a thriving, sustainable economy
- Connected **Community**: integrated and well-designed places

The following pages highlight the outcomes for each draft Theme and its Goals.

LEVEL OF SUPPORT FOR EACH THEME





Accessible: Access and Choice

LEVEL OF SUPPORT

- 95% of respondents support or strongly support this draft Theme.
- Over 93% of respondents support or strongly support each of the three draft Goals.

SUMMARY OF COMMENTS RECEIVED

- The comments received about this draft Theme and its Goals emphasized inclusiveness of the system, accessible design, greater social equity, and improved financial equity.

SUMMARY OF PROPOSED CHANGES

- Upon reviewing all of the comments, one minor text edit is proposed.

PROPOSED CHANGES TO THE THEME AND GOALS

Accessible: access and choice

The “accessible” theme is about providing access and choice to users of Burnaby’s transportation system.

The goals for an accessible transportation system are to:

- provide people with multi-modal access to their homes, jobs, shops and businesses, educational opportunities, extracurricular activities, and other destinations;
- provide travel options that are easy, reliable, and flexible; and,
- provide **inclusive** access and choice for people of all ages, abilities, socio-economic levels, and backgrounds.

LEVEL OF SUPPORT FOR EACH GOAL

Provide people with multi-modal access to their homes, jobs, shops and businesses, educational opportunities, extracurricular activities, and other destinations

Provide travel options that are easy, reliable, and flexible

Provide access and choice for people of all ages, abilities, socio-economic levels, and backgrounds





Safe: Safe and Secure Mobility

LEVEL OF SUPPORT

- 95% of respondents support or strongly support this draft Theme.
- Over 92% of respondents support or strongly support each of the five draft Goals.

SUMMARY OF COMMENTS RECEIVED

- The comments received about this draft Theme and its Goals included the need for more specific commentary focusing on education for all modes, provisions for emergency access, safe design practices (CPTED), and monitoring streets for safety concerns.

SUMMARY OF PROPOSED CHANGES

- Upon reviewing all of the comments, one additional goal relating to emergency access is proposed along with one minor text edit.

PROPOSED CHANGES TO THE THEME AND GOALS

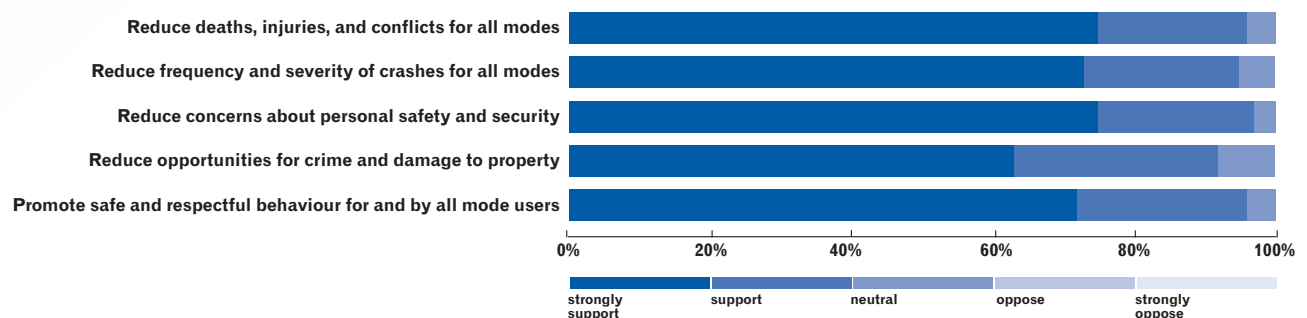
Safe: safe and secure mobility

The theme of “safe” mobility is about reducing the risk of harm for users of Burnaby’s transportation system.

The goals for a safe transportation system are to:

- reduce deaths, injuries, and conflicts for all modes;
- reduce frequency and severity of crashes for all modes;
- reduce concerns about personal safety and security;
- reduce opportunities for crime and damage to property;
- **provide for emergency access and response;** and,
- promote safe and respectful behaviour **for-** ~~and~~ by all mode users.

LEVEL OF SUPPORT FOR EACH GOAL





Healthy: Active People in Healthy, Livable Communities

LEVEL OF SUPPORT

- 95% of respondents support or strongly support this draft Theme.
- Over 82% of respondents support or strongly support each of the three draft Goals.

SUMMARY OF COMMENTS RECEIVED

- The comments received about this draft Theme and its Goals included an emphasis on increasing access to schools, facilities, amenities, businesses, and healthy food sources. The comments also noted that this Theme is not just about physical health, but also emotional and mental health.

SUMMARY OF PROPOSED CHANGES

- Upon reviewing all of the comments, two minor text edits are proposed.

PROPOSED CHANGES TO THE THEME AND GOALS

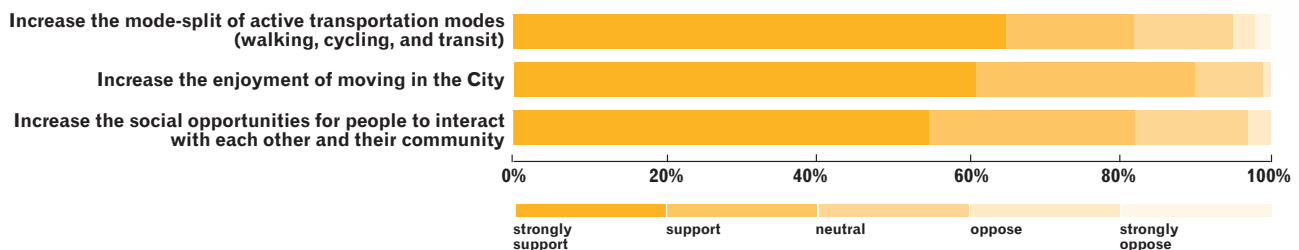
Healthy: active people in healthy, livable communities

The “healthy” theme is about supporting mobility choices that improve personal and community **physical, emotional, and mental** health and well-being.

The goals for a healthy transportation system are to:

- increase the **mode-split of proportion of trips by** active transportation modes (walking, cycling, and transit);
- increase the enjoyment of moving **around** in the City; and,
- increase the social opportunities for people to interact with each other and their community.

LEVEL OF SUPPORT FOR EACH GOAL





Green: A Protected and Enhanced Environment

LEVEL OF SUPPORT

- 93% of respondents support or strongly support this draft Theme.
- Over 83% of respondents support or strongly support each of the four draft Goals.

SUMMARY OF COMMENTS RECEIVED

- The comments received about this draft Theme and its Goals raised the topics of resiliency, adaptability, climate change, landscaping, and green infrastructure.

SUMMARY OF PROPOSED CHANGES

- Upon reviewing all of the comments, one additional goal relating to resiliency and adaptability is proposed along with three minor text edits.

PROPOSED CHANGES TO THE THEME AND GOALS

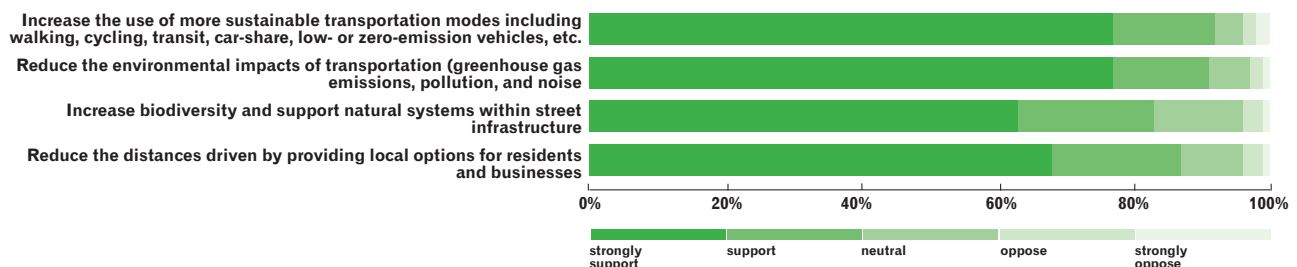
Green: a protected and enhanced environment

The “green” theme is about enhancing the environment and reducing or eliminating negative impacts from the transportation system, such as greenhouse gas emissions, air pollution, noise, water quality impacts, and habitat degradation or destruction.

The goals for a green transportation system are to:

- increase the use of more sustainable transportation modes including walking, cycling, transit, car-share, low- or zero-emission vehicles, etc.;
- increase **and support landscaping**, biodiversity, and **support** natural systems within street infrastructure;
- **increase the resiliency and adaptability of the transportation system;**
- reduce the environmental impacts of transportation (greenhouse gas emissions, pollution, and noise); and,
- reduce the distances driven overall **by providing local options for residents and businesses.**

LEVEL OF SUPPORT FOR EACH GOAL





Prosperous: A Thriving, Sustainable Economy

LEVEL OF SUPPORT

- 85% of respondents support or strongly support this draft Theme.
- Over 75% of respondents support or strongly support each of the five draft Goals.

SUMMARY OF COMMENTS RECEIVED

- The comments received about this draft Theme and its Goals included the need for more specific commentary focusing on sharing resources, space, and infrastructure across all modes, equity where everyone pays their fair share for what they use, improved maintenance and efficiency, fostering growth of local businesses, and how to incorporate new technology.

SUMMARY OF PROPOSED CHANGES

- Upon reviewing all of the comments, two additional goals relating to sharing and new technologies are proposed along with four minor text edits.

PROPOSED CHANGES TO THE THEME AND GOALS

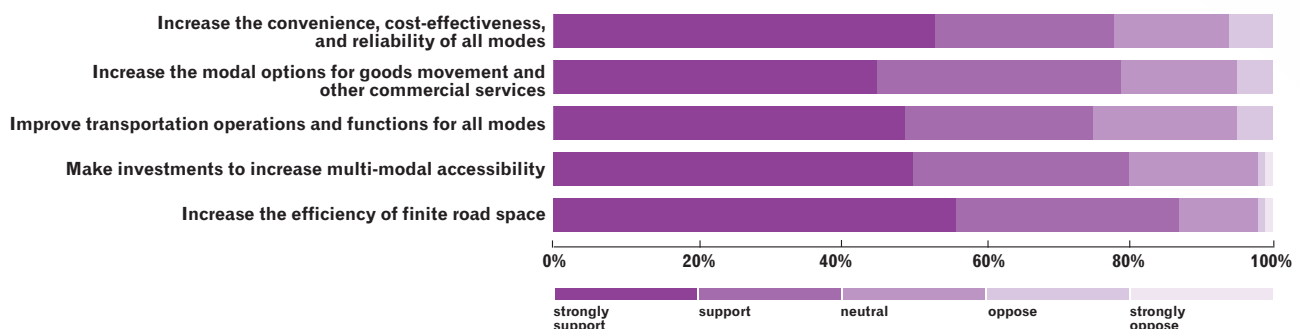
Prosperous: a thriving, sustainable economy

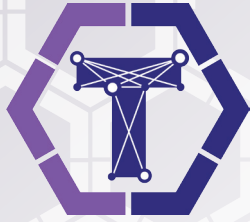
The “prosperous” theme is about providing for the convenient, efficient, cost-effective, and reliable movement of people, services, and goods for customers, employees, and businesses.

The goals for a prosperous transportation system are to:

- increase the convenience, cost-effectiveness, and reliability of all modes;
- increase the modal options for goods movement and other commercial services;
- **increase opportunities for sharing (modes, resources, space, and infrastructure);**
- **consider opportunities for new technology and ways of traveling;**
- improve **City** operations **and maintenance and functions** for all modes;
- make investments to increase multi-modal accessibility **and choice**; and,
- increase the efficiency of finite road space.

LEVEL OF SUPPORT FOR EACH GOAL





Connected Community: Integrated and Well-designed Places

LEVEL OF SUPPORT

- 96% of respondents support or strongly support this draft Theme.
- Over 79% of respondents support or strongly support each of the six draft Goals.

SUMMARY OF COMMENTS RECEIVED

- The comments received about this draft Theme and its Goals included that this Theme be represented by one word to be consistent with the other Themes, and that the goals needed more emphasis on information and wayfinding, the prioritization of modes, quality of the public realm, working with other agencies, governments, and stakeholders, and greater social and economic connectivity.

SUMMARY OF PROPOSED CHANGES

- Upon reviewing all of the comments, one text edit to the Theme is proposed along with one additional goal relating to wayfinding is proposed.

PROPOSED CHANGES TO THE THEME AND GOALS

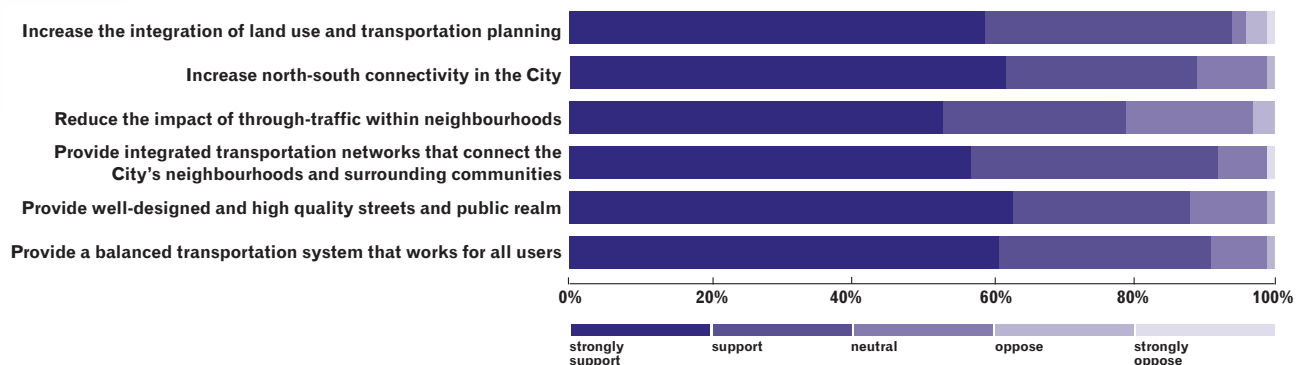
Connected **Community**: integrated and well-designed places

The “connected” theme is about integrating transportation with land use to create well-designed places and complete communities.

The goals for a connected transportation system are to:

- increase the integration of land use and transportation planning;
- increase north-south connectivity in the City;
- reduce the impacts of through-traffic within neighbourhoods;
- provide integrated transportation networks that connect the City’s neighbourhoods and surrounding communities;
- provide well-designed and high quality streets and public realm;
- **provide better information to help people use the transportation system;** and,
- provide a balanced transportation system that works for all users.

LEVEL OF SUPPORT FOR EACH GOAL

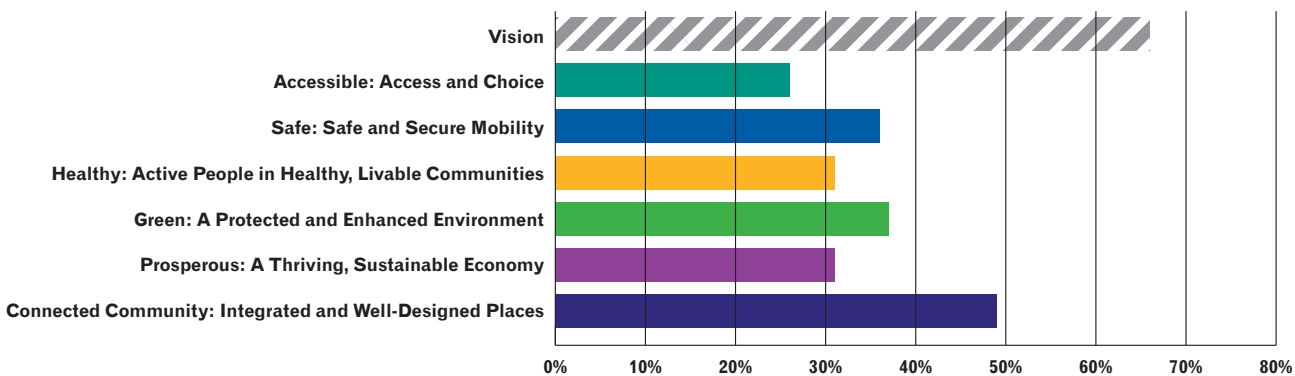


Level of Interest

The questionnaire was tailored to enable the public maximum choice in how they responded to the questions. They could respond to all the questions or just the questions relating to the topics that were of most interest to them. The following chart provides the breakdown of how many people responded to the different sections of the questionnaire.

The chart highlights that the Vision, along with the Connected, Safe, and Green Themes received the most interest from respondents.

PERCENTAGE OF RESPONDENTS ANSWERING EACH SECTION OF THE QUESTIONNAIRE



Summary of Comments Received

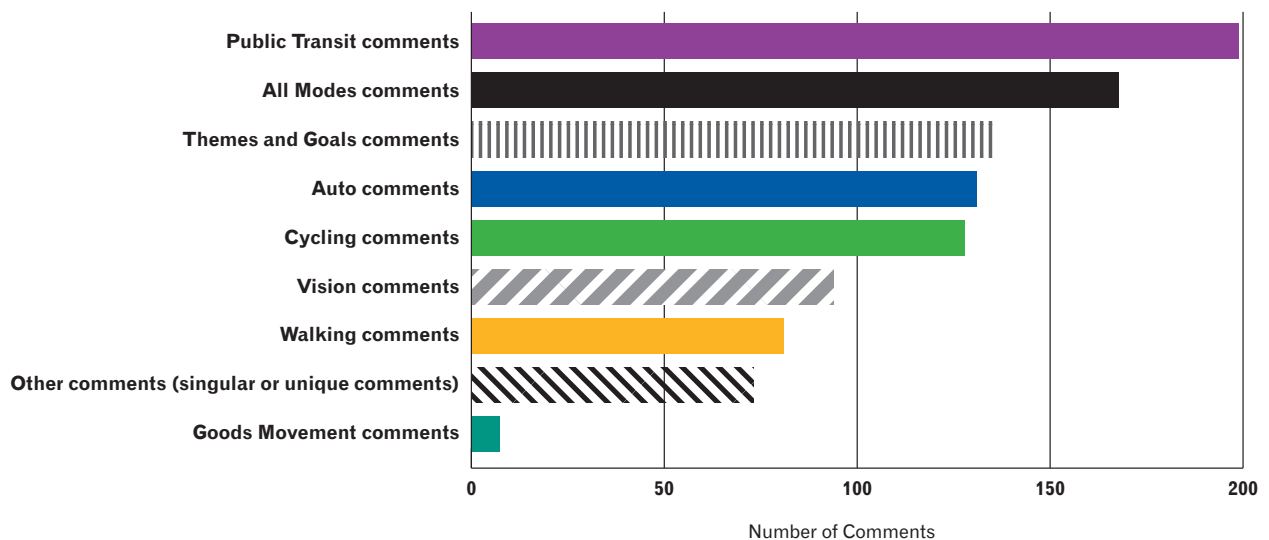
Throughout the Phase 1 Public Consultation Program over 1000 comments were received. The comments were captured via the questionnaire, sticky note activities from public events, notes from the stakeholder meetings, emails, phone calls, and social media.

The following chart categorizes the total 1,016 comments received into broad comment categories to show more generally the highest level of interest in the responses.

As shown in the chart, the top five general categories that received the highest number of comments were as follows:

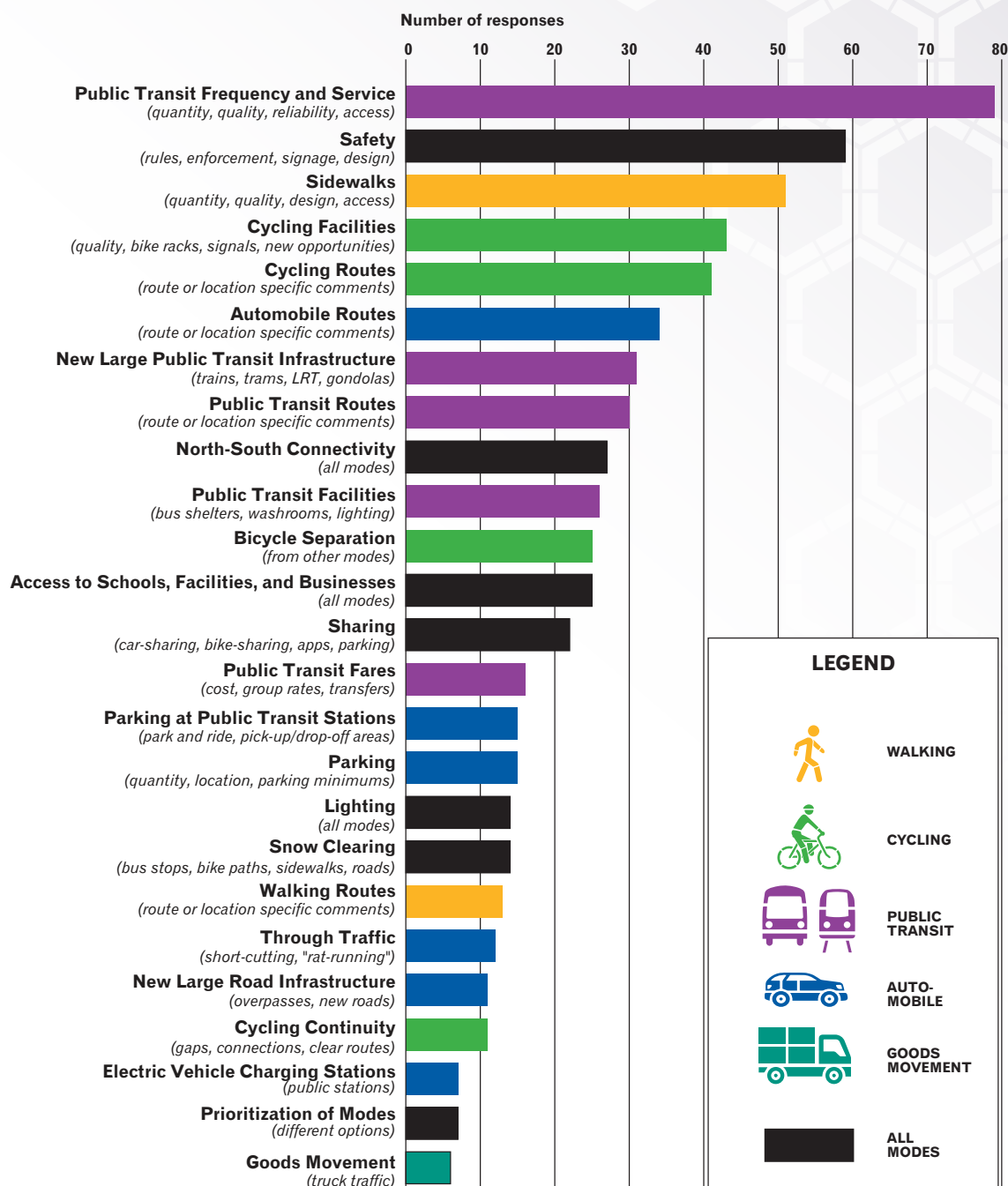
1. Public Transit Comments
2. All Modes Comments
(Eg. Safety, North-South Connectivity, Sharing, Snow Clearing, Lighting, etc.)
3. Themes and Goals Comments
4. Automobile Comments
5. Cycling Comments

SUMMARY OF COMMENTS BY GENERAL CATEGORY



The following chart provides a more detailed summary list of the comments received. The comments were grouped into common categories to show which topics, issues, and opportunities were discussed most often.

SUMMARY OF COMMENTS RECEIVED



NOTE: This chart does not include:

- the Vision, Themes and Goals comments (230), as they were represented under the Vision, Themes, and Goals results previously outlined; and,
- the General/Other comments (152) that either could not be categorized because they were insufficient in frequency or they were non-transportation related.

As highlighted in the Summary of Comments Received chart, the top five topics, issues, and opportunities are outlined as follows:

1. Transit Frequency and Service

(Quantity, Quality, Reliability, Access)

Over 75 comments were made regarding the desire for public transit to be more frequent and reliable, have better and more accessible stop locations, and have improved routing throughout the City.



TRANSIT

Over 75 comments were made regarding public transit

2. Safety

(All Modes, Rules, Enforcement, Signage, Design)

Over 55 comments were made regarding the desire to enhance safety for all modes throughout the City. This included commentary on education, enforcements, signage, design, and other safety related concerns or suggestions.



SAFETY

Over 55 comments were made regarding safety

3. Sidewalks

(Quantity, Quality, Design, Access)

Over 50 comments were made regarding the desire for more and better quality sidewalks throughout the City. This included sidewalk design and accessibility as key concerns.



SIDEWALKS

Over 50 comments were made regarding sidewalks

4. Cycling Facilities

(Quality, Bike Parking, Signals, New Opportunities)

Over 40 comments were made offering suggestions on how cycling facilities could be improved. This included commentary on the quality of cycle tracks and bikeways, family friendly design, signals and other bike specific facilities, end of trip facilities, new route opportunities, etc.



CYCLING

Over 40 comments were made regarding cycling

5. Cycling Routes

(Route or Location Specific Comments)

Over 40 comments were made offering suggestions on specific locations or routes that could be improved. This included commentary on design, network gap locations, safety concerns, etc.



CYCLING

Over 40 comments were made regarding cycling routes or locations

Sampling of Comments Received During the Phase 1 Public Consultation

(AUGUST 2, 2017 - NOVEMBER 30, 2017)

Burnaby must make it a priority to remove impediments from sidewalks - such as telephone poles! Their presence indicates a disrespect for pedestrians.

Lane markings are not visible when it rains - not enough reflective markings.

Need high-quality transit (comfortable, convenient, adequate capacity) to attract people out of their cars.

Transportation system in Burnaby is very good. I do not think we should create new road or bridges. We need to invest to repair the existing roads to support the system.

Need more public EV charging stations

SkyTrain stations need kiss-and-ride spaces. An able-bodied person can hop out quickly at the curb (i.e., blocking traffic for a moment) but someone with a wheelchair needs more time.

For seniors, a barrier to mobility is also a barrier to health (remaining active).

Rapid transit north-south connecting Metrotown and Brentwood Town Centres.

I don't think it's realistic to ever achieve an enjoyable driving experience in Burnaby. There are safety improvements to be made and minor improvements possible in traffic flow, but realistically, the way to improve driving experience is to get more people out of their cars so the roads are less congested for the remaining drivers. However, less congested roads will bring people back into their cars so at best it's a zero sum game. More focus on transit and cycling. Less street parking would increase road space for all users. Increased car share services would reduce demand for street parking.

Bike network - not family friendly - need "all ages and abilities" bike routes.

All of us are responsible for making this vision become reality - to be a community we must have buy-in and universal access to this system.

I can't think of anything you missed. It all seems quite utopian. More of a dream than a plan. If this is the direction that will inform future decision making, then hooray. There is a lot of work to do.

Many of these goals can be met by installing sidewalks which encourages people to walk instead of drive. If residents have safe, walkable areas, they will walk to do errands, pick up groceries, and simply walk around their neighbourhoods which increases safety, security and "connected communities", which happens organically when neighbours know each other.

Buses and SkyTrains are standing room only at all times of the day and night. More buses and trains are needed.

Spending too much on roads and not enough of sidewalks etc.

Difficult to get around by car - too many cars on the road.

Better north-south connectivity - and wayfinding to make it clear how you can go north-south.

We must try to give people alternatives to using their cars. With climate change, continuing heavy vehicle use is not an option. Not only should provide incentives for people to drive smaller cars, but we must also encourage cycling and walking and transit options.

What is the transportation impact of online shopping (more deliveries)?

Build more sidewalks (complete the walking network) near schools

Need a ramp off Highway 1 onto North Road.

We need to flip the pyramid – Prioritize walking, cycling, transit, goods, and then the car.

I would like to suggest for the notion of "sharing" to be included and clearly mentioned. The public space is shared by people, the transportation infrastructure is shared by people, the transportation solutions are shared by people. Without individuals and organizations able and willing to respectfully share with others, there is no path to a prosperous community (and a good multi-modal transportation system).

I would like explicit acknowledgment of Kingsway as Burnaby's most important street. Kingsway, as it is now, is a terrible environment. There needs to be a balance on that road so that it supports street life as well as various transportation modes, not just the car.

Conclusion

The input received throughout the Phase 1 Public Consultation Program has set the direction for the new *Plan* and provided information on the issues and opportunities that will feed into or form parts of the work during Phase 2 of the *Burnaby Transportation Plan* update process.



Next Steps

Phase 1 of the *Burnaby Transportation Plan* update was set up to identify transportation issues and opportunities in the City and determine the Vision, Themes, and Goals to establish an overall direction for the renewed *Plan*.

Phase 1: Setting a Direction of the *Burnaby Transportation Plan* update is complete. The Phase 2: Building the Plan work is about to begin.

Phase 2 will focus on building the Policies, Networks, and Actions for the main body of the renewed *Plan*. The findings from Phase 1 will be incorporated into the work of Phase 2. The activities to be undertaken in Phase 2 will include:

- Research and Analysis
- Policy and Plan Development
- Public Consultation
- Reporting

Please stay tuned for further opportunities to provide input, review materials, and be involved in the future of Burnaby's transportation system.



Appendix 1

Questionnaire

For the Phase 1 Public Consultation Program of the *Burnaby Transportation Plan* update, the following Questionnaire was used to gather input on the draft Vision, Themes, and Goals, as well as any additional comments.

My Transportation Vision Questionnaire



Phase 1: Setting a Direction for Burnaby's Transportation Future

Help us plan how we will move now and into the future!

The City of Burnaby is excited to be launching an update of the Burnaby Transportation Plan. Much has changed in our community since the adoption of the previous 1995 Plan. A renewed Plan will enable Burnaby to respond to these changes, plan for the challenges ahead, and coordinate investments to meet the community's long term transportation needs. In this first phase of the Plan update we have the opportunity to think about the "big picture" for transportation, including the Vision, Themes, and Goals.

Future phases will include "Building the Plan" which will include defining the policies, networks, and actions as well as "Developing an Implementation Strategy" to advance the renewed Plan.

Before You Start:

The questionnaire has 3 sections:

1. Tell us if the draft vision for the future sets the right direction
2. Tell us if the draft six (6) themes and their accompanying goals set the right direction
3. Tell us about you

The questionnaire is tailored to provide you with maximum choice. You can respond to:

- The draft vision (about 2 minutes);
- A few draft themes and goals (about 5 minutes); or,
- All of the draft themes and goals (about 15 minutes).

The choice is yours!

Note: All questionnaire responses will be confidential. Responses will not be identified by individual, but will be compiled together and analyzed as a group.

You can submit your questionnaire and comments in-person, by mail, fax, email, or online:

 **City of Burnaby**
PLANNING AND BUILDING DEPARTMENT
Planning Department
3rd Floor, Burnaby City Hall
4949 Canada Way
Burnaby, BC V5G 1M2
Phone: 604-294-7061
Fax: 604-570-3680
Email: transportation@burnaby.ca
Online: www.burnaby.ca/transportationplan

The Draft Vision

The primary objective of Phase 1 is to set the direction for the renewed Plan beginning with a vision. So what is a vision? It is an aspirational description of what the community would like to achieve and is intended to serve as a clear guide for choosing current and future courses of action.

The draft vision for the renewed Burnaby Transportation Plan considers the question:

What if Burnaby's streets were not just corridors for movement, but public space to be enjoyed by all?

Draft Vision:

In Burnaby, all travel choices are enjoyable and the transportation system is the foundation of our thriving public spaces and our quality of life. The transportation system not only moves people and goods between destinations but provides places for people to meet, linger, and participate in city life. It is a balanced and comprehensive system that offers accessible and safe mobility in support of a healthy, green, prosperous, and connected community.

1. Tell us what you think of the Draft Vision:

	STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	PREFER NOT TO ANSWER
General Direction	☐	☐	☐	☐	☐	☐

2. Is there anything you would like to change or add?

The Draft Themes and Goals

The draft themes present the major topics to be covered in the Updated Plan while the draft goals are short statements under each theme that describe what the City would aim to achieve for the benefit of the community through the Updated Plan. The draft themes and draft goals demonstrate how the draft vision will be achieved.



Accessible: Access and Choice

This draft theme is about providing access and choice to users of Burnaby's transportation system.

3. Tell us what you think of this Draft Theme:

	STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	PREFER NOT TO ANSWER
Accessible: Access and Choice	☐	☐	☐	☐	☐	☐

4. Tell us what you think of the Draft Goals for this Theme:

	STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	PREFER NOT TO ANSWER
Provide people with multi-modal access to their homes, jobs, shops and businesses, educational opportunities, extracurricular activities, and other destinations.	☐	☐	☐	☐	☐	☐
Provide travel options that are easy, reliable, and flexible.	☐	☐	☐	☐	☐	☐
Provide access and choice for people of all ages, abilities, socio-economic levels, and backgrounds.	☐	☐	☐	☐	☐	☐



Safe: Safe and Secure Mobility

This theme is about reducing the risk of harm for users of Burnaby's transportation system.

5. Tell us what you think of this Draft Theme:

	STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	PREFER NOT TO ANSWER
Safe: Safe and Secure Mobility	☐	☐	☐	☐	☐	☐

2

3

6. Tell us what you think of the Draft Goals for this Theme:

	STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	PREFER NOT TO ANSWER
Reduce deaths, injuries, and conflicts for all modes.	☐	☐	☐	☐	☐	☐
Reduce frequency and severity of crashes for all modes.	☐	☐	☐	☐	☐	☐
Reduce concerns about personal safety and security.	☐	☐	☐	☐	☐	☐
Reduce opportunities for crime and damage to property.	☐	☐	☐	☐	☐	☐
Promote safe and respectful behaviour for and by all mode users.	☐	☐	☐	☐	☐	☐



Healthy: Active People in Healthy Livable Communities

This theme is about supporting mobility choices that improve personal and community health and well-being.

7. Tell us what you think of this Draft Theme:

	STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	PREFER NOT TO ANSWER
Healthy: Active People in Healthy, Livable Communities	☐	☐	☐	☐	☐	☐

8. Tell us what you think of the Draft Goals for this Theme:

	STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	PREFER NOT TO ANSWER
Increase the mode-split of active transportation modes (walking, cycling and transit).	☐	☐	☐	☐	☐	☐
Increase the enjoyment of moving in the City.	☐	☐	☐	☐	☐	☐

4

Increase the social opportunities for people to interact with each other and their community.



Green: A Protected and Enhanced Environment

This theme is about a protected and enhanced environment where the negative impacts from the transportation system are reduced or eliminated.

9. Tell us what you think of this Draft Theme:

	STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	PREFER NOT TO ANSWER
Green: A Protected and Enhanced Environment	☐	☐	☐	☐	☐	☐

10. Tell us what you think of the Draft Goals for this Theme:

	STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	PREFER NOT TO ANSWER
Increase the use of more sustainable transportation modes including walking, cycling, transit, car-share, low- or zero-emission vehicles, etc.	☐	☐	☐	☐	☐	☐
Reduce the environmental impacts of transportation (greenhouse gas emissions, pollution, and noise).	☐	☐	☐	☐	☐	☐
Increase biodiversity and support natural systems within street infrastructure.	☐	☐	☐	☐	☐	☐
Reduce the distances driven by providing local options for residents and businesses.	☐	☐	☐	☐	☐	☐

5



Prosperous: A Thriving, Sustainable Economy

This theme is about providing for the convenient, efficient, cost-effective, and reliable movement of people, services, and goods for customers, employees, and businesses

11. Tell us what you think of this Draft Theme:

	STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	PREFER NOT TO ANSWER
Prosperous: A Thriving, Sustainable Economy	☐	☐	☐	☐	☐	☐

12. Tell us what you think of the Draft Goals for this Theme:

	STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	PREFER NOT TO ANSWER
Increase the convenience, cost-effectiveness, and reliability of all modes.	☐	☐	☐	☐	☐	☐
Increase the modal options for goods movement and other commercial services.	☐	☐	☐	☐	☐	☐
Improve transportation operations and functions for all modes.	☐	☐	☐	☐	☐	☐
Make investments to increase multi-modal accessibility.	☐	☐	☐	☐	☐	☐
Increase the efficiency of finite road space.	☐	☐	☐	☐	☐	☐



Connected Community: Integrated and Well-Designed Places

This theme is about integrating transportation with land use to create well-designed places and complete communities.

13. Tell us what you think of this Draft Theme:

	STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	PREFER NOT TO ANSWER
Connected Community: Integrated and Well- Designed Places	☐	☐	☐	☐	☐	☐

14. Tell us what you think of the Draft Goals for this Theme:

	STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	PREFER NOT TO ANSWER
Increase the integration of land use and transportation planning.	☐	☐	☐	☐	☐	☐
Increase north-south connectivity in the City.	☐	☐	☐	☐	☐	☐
Reduce the impact of through-traffic within neighbourhoods.	☐	☐	☐	☐	☐	☐
Provide integrated transportation networks that connect the City's neighbourhoods and surrounding communities.	☐	☐	☐	☐	☐	☐
Provide well-designed and high quality streets and public realm.	☐	☐	☐	☐	☐	☐
Provide a balanced transportation system that works for all users.	☐	☐	☐	☐	☐	☐

Additional Comments:

15. Did we miss an issue, theme, or goal?



16. Any other comments?

Tell Us About You

(Your responses to these questions will be kept confidential.)

Please estimate the number of times you used each of the following modes in the last seven days?

Walking

Cycling

Transit

Car Driver

Car Passenger

Other

(one trip = one time)

Do you ... (Select all that apply)

POSTAL CODE, STREET ADDRESS OR NEAREST INTERSECTION

Live in Burnaby

Work in Burnaby

Goto School in Burnaby

Shop, Recreate, or Other in Burnaby

Please indicate your age group:

Under 18 years

18 - 24 years

25 - 34 years

35 - 44 years

45 - 54 years

55 - 64 years

65 years and older

Prefer not to answer

Are you:

Female

Male

Another Gender Identity

Prefer Not to Answer

Contact Information:

Name:

Email:

Would you like to be added to our Transportation Plan subscriber list to get updates on the process?

Yes

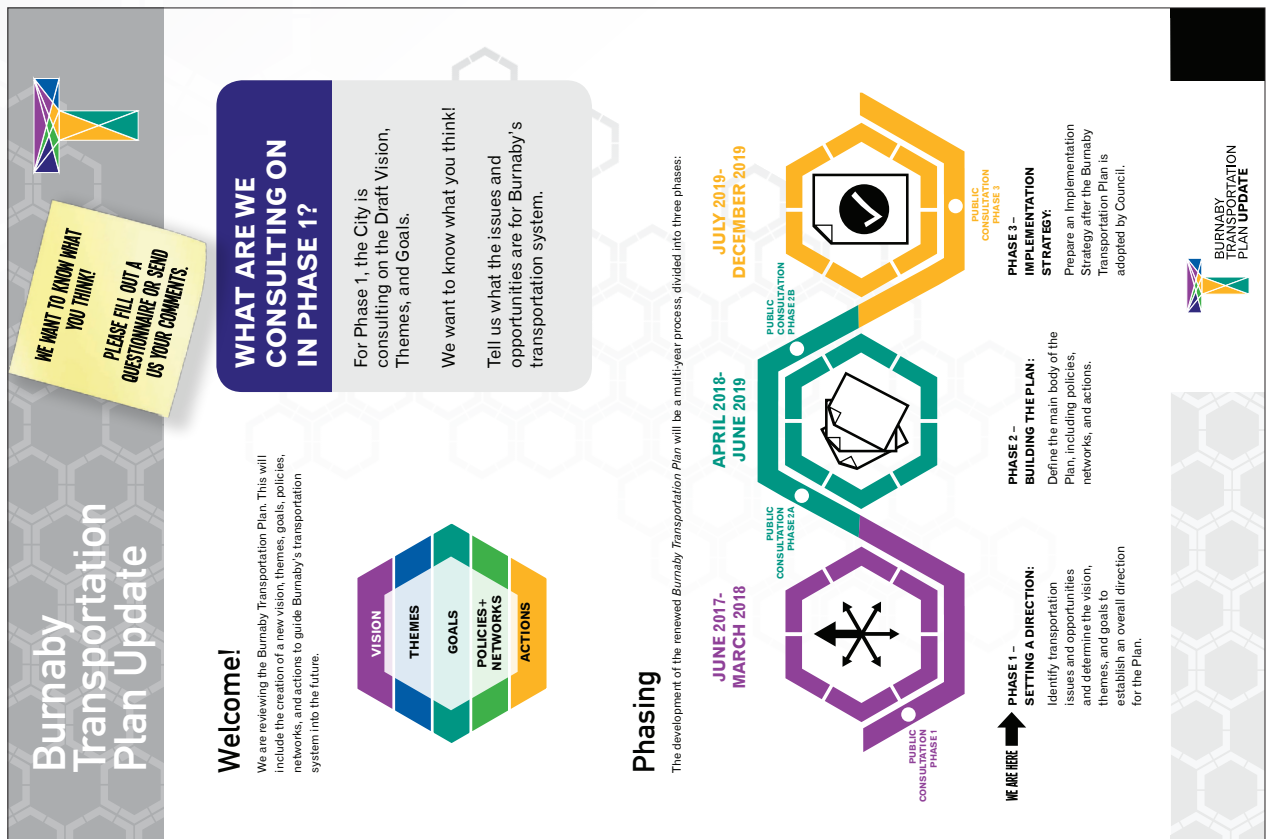
No

Watch for future phases of the Burnaby Transportation Plan update to include "Building the Plan" (define the policies, networks, and actions) and "Developing an Implementation Strategy" to advance the renewed Plan.



Appendix 2 Display Boards

For the Phase 1 Public Consultation Program of the *Burnaby Transportation Plan* update, the following Display Boards were used to provide information and gather input on the draft Vision, Themes, and Goals, as well as any additional comments, issues, and opportunities.



Why Do We Need A New Plan?

The City needs a renewed Transportation Plan to address the following key shifts:

1. ACCOMMODATING GROWTH AND LIFESTYLE SHIFTS

- 125,000 more people and 60,000 more jobs by 2040
- People's lives are busier and today's lifestyles mean more daily trips

2. ECONOMIC AND AFFORDABILITY SHIFTS

- Housing and transportation are more expensive
- Travel costs impact where people live and how they travel
- The "sharing economy" (car or bike share) is growing
- The movement of people, goods, and services influences Burnaby's economy

3. PLANNING AND POLICY SHIFTS

- Burnaby's policy framework has expanded to include sustainability: *Economic Development Strategy*, *Social Sustainability Strategy*, and *Environmental Sustainability Strategy*
- Burnaby is more urban, and development is focused in Town Centres and Urban Villages
- Community Plans continue to be renewed to enhance the City's livability

4. TECHNOLOGY SHIFTS

- Access to information has changed travel patterns
- Technology is changing available travel options
- New technologies mean more collection and monitoring of transportation data, allowing for better information and services for citizens

The Space Challenge

The City and its transportation system face a fundamental space challenge. Land and streets are finite City resources that require careful management. Approximately 20% of the City's land area is dedicated rights-of-way for the transportation system. Given the growing population and its increasing demand for transportation services, as well as the limited land and street supply, the City needs to strategically plan for how to move people and goods efficiently into the future. The ability to expand or add streets will be limited. However, existing streets can be reorganized or redesigned to accommodate different modes and volumes of movement, improved to make the public realm more enjoyable, and enhanced to advance the quality of life within Burnaby.

A balanced multi-modal system provides people with more choices to get around. If more people walk, cycle and take transit, it will free up road space and the transportation system will work better for everyone, including drivers.

60 PEOPLE ON A BUS

60 PEOPLE ON BIKES

60 PEOPLE DRIVING CARS

Draft Vision and Themes

Draft Vision:

In Burnaby, all travel choices are enjoyable and the transportation system is the foundation of our thriving public spaces and our quality of life. The transportation system not only moves people and goods between destinations but provides places for people to meet, linger, and participate in city life. It is a balanced and comprehensive system that offers accessible and safe mobility in support of a healthy, prosperous, green, and connected community.

What could Burnaby's Transportation System Look Like in the Future?

DRAFT VISION NARRATIVE

The following narrative is an expansion of the vision to imagine what the City's transportation system could look like in the future:

In Burnaby, the transportation system is an important part of the public realm. The streets not only move people between daily activities but provide places for people to meet, linger, and participate in all that the City has to offer. Burnaby provides:

- a walking environment that makes it easy and delightful to get from place to place;
- a cycling environment that is comfortable and well-connected throughout the City;
- a transit environment that is efficient and pleasant;
- a driving environment that is predictable and reliable, and a safe environment for all users.

Burnaby's streets form an important gathering space within neighbourhoods and communities. A place where people greet their neighbours, enjoy shopping and dining, and are entertained and active. The system shapes where people live, work, play, learn, and socialize, making it possible for citizens to carry out their daily activities locally.

The transportation system moves people and services efficiently and mindfully throughout the City. It includes the integrated use of multiple modes (walking, cycling, transit, cars, trucks, trains, and ships) to connect consumers with products and services. It supports the full range of goods movement from local delivery to importing and exporting. It provides a safe and efficient means of moving people and goods and is part of building complete communities.

Burnaby's balanced and comprehensive transportation system is one that makes citizens' lives easier, safer, and more enjoyable. It is a combination thereof to reach their destinations. It makes it possible to transport goods and services within local communities. It is a multi-modal system that provides access and choice, offers safe and secure mobility, encourages healthy and active communities, protects the environment, and builds vibrant, connected communities.

In Burnaby, moving in the City is not just an action, but an experience.

Draft Themes:

Accessible: ACCESS AND CHOICE

Safe: SAFE AND SECURE MOBILITY

Healthy: ACTIVE PEOPLE IN HEALTHY, LIVABLE COMMUNITIES

Green: A PROTECTED AND ENHANCED ENVIRONMENT

Prosperous: A THRIVING, SUSTAINABLE ECONOMY

Connected Community: INTEGRATED AND WELL-DESIGNED PLACES

Theme #1 – Accessible

ACCESS AND CHOICE



What is this Theme About?

This theme is about providing access and choice to users of Burnaby's transportation system.

What is Accessible Transportation?

There are three ways to consider access:

LOCATIONAL ACCESS

refers to whether a person can get to their destination using the transportation system.

PHYSICAL ACCESS

refers to the concept that everyone, regardless of their physical ability, has the mobility they need for their daily activities.

FINANCIAL ACCESS

refers to the notion that the transportation system is affordable for the majority of people, and that economic means is not a barrier to mobility.



How do People Move Around in Burnaby?



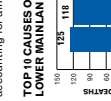
THEY WALK:

50% of the streets in Burnaby have sidewalks on both sides of the street



THEY CYCLE:

OVER 170KM of bike routes in Burnaby



THEY TAKE TRANSIT:

2 + 34 There are 2 SkyTrain Lines and 34 Bus Routes



THEY WALK:

570,000 trips are made by Burnaby residents. That's over two trips per person.



THEY WALK:

OVER 950KM of roadway in the City, including lanes.

GOALS

The draft goals for an accessible transportation system are to:

1. Provide people with multi-modal access to their homes, jobs, shops and businesses, educational opportunities, extracurricular activities, and other destinations.
2. Provide travel options that are easy, reliable, and flexible.
3. Provide access and choice for people of all ages, abilities, socio-economic levels, and backgrounds.

Theme #2 – Safe

SAFE AND SECURE MOBILITY



What is this Theme About?

This theme is about reducing the risk of harm for users of Burnaby's transportation system.

What is Safe Transportation?

Safe Transportation means different things for different people:



SAFETY FOR PEDESTRIANS AND CYCLISTS
means a transportation system that provides wide sidewalks and cycle paths, with separation from cars and other vehicles. It also includes well-lit, clear, and direct routes.



SAFETY FOR TRANSIT USERS
means a transportation system that addresses personal safety and security concerns. This includes considering safety when designing transit stations, bus stops, routes and schedules.



SAFETY FOR DRIVERS
means a transportation system that manages space and time to mitigate conflict with other vehicles and other modes of travel.

GOALS

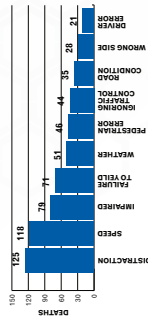
The draft goals for a safe transportation system are to:

1. Reduce deaths, injuries, and conflicts for all modes.
2. Reduce frequency and severity of crashes for all modes.
3. Reduce concerns about personal safety and security.
4. Reduce opportunities for crime and damage to property.
5. Promote safe and respectful behavior for and by all mode users.

What are the Main Causes of Crashes?

Driver Distraction, such as talking on a cell phone, is now the most common cause of accidents in the Lower Mainland, accounting for almost one third of all fatal crashes.

TOP 10 CAUSES OF FATAL CRASHES IN THE LOWER MAINLAND 2011-2016



CRASHES IN BURNABY (AVERAGE PER YEAR)

8,000 crashes per year
4,300 crashes result in injuries or rarely death.
30 crashes involve cyclists.



HIT-AND-RUN
34,000 hit-and-run per year causing 1,000 injuries and 5 fatalities.



VEHICLES STOLEN OR BROKEN INTO
5,500 vehicles stolen and 10,000 vehicles broken into.



BICYCLE THEFT
17% of cyclists in Burnaby had a bike stolen within a 5 year period.



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Theme #3 – Healthy

ACTIVE PEOPLE IN HEALTHY, LIVABLE COMMUNITIES



What is this Theme About?

This theme is about supporting active transportation (walking, cycling, and transit use) to improve personal and community health and well-being.

What is a Healthy Transportation System?

A healthy transportation system makes it enjoyable, comfortable and easier to choose active modes and supports any way of getting around that involves physical activity. Today, more sedentary lifestyles are making it harder to meet the recommended levels of daily physical activity. To this end, using active transportation modes is like taking preventative medicine.

GOALS

The draft goals for a healthy transportation system are to:

1. Increase the mode-split of active transportation modes (walking, cycling, and transit).
2. Increase the enjoyment of moving in the City.
3. Increase the social opportunities for people to interact with each other and their community.

Active Transportation in Burnaby

More people are switching to active transportation modes for their daily trips.



ONLY 15% of Canadian adults are achieving the recommended 150 minutes of moderate to vigorous physical activity per week.



Transportation and Enjoyment

People are more likely to use active transportation if their routes are pleasant and convenient. The design of public spaces, streets and trails that feel safe and interesting improves neighbourhood walkability and encourages people to walk, bike or take transit.

WALK SCORE OF 64

Burnaby has a Walk Score of 64/100, placing 71st of 69 cities in BC ranked according to their walkability.

Walk Score measures the walkability of an address by analyzing walking routes to nearby amenities and evaluating points, direction and distance, frequency and type.



TRANSIT SCORE OF 64

Burnaby has a Transit Score of 64/100, placing 3rd of 69 cities in BC ranked according to their access to transit.

Transit Score measures the accessibility of transit services by analyzing the relative "walkability" of nearby routes, distance, frequency and type.



WALKING AND CYCLING

People who bike and walk are more likely to enjoy their trip than those who drive.

DRIVING

People who bike and walk are more likely to enjoy their trip than those who drive.

WALKING AND CYCLING

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WALKING AND CYCLING

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Theme #4 – Green

A PROTECTED AND ENHANCED ENVIRONMENT



What is this Theme About?

This theme is about enhancing the environment and reducing or eliminating negative impacts from the transportation system such as greenhouse gas emissions, air pollution, noise, water quality impacts, and habitat degradation or destruction.

What is a Green Transportation System?

A Green Transportation system is one which supports the shift to more sustainable transportation options such as active transportation modes, car-share programs, and more energy efficient vehicles. It provides environmental benefits such as enhancing biodiversity (street trees and other landscaping) and supporting natural systems (rain gardens).

GOALS

The draft goals for a green transportation system are to:

1. Increase the use of more sustainable transportation modes including walking, cycling, transit, car-share, low- or zero-emission vehicles, etc.
2. Increase biodiversity and support for natural systems within street infrastructure.
3. Reduce the environmental impacts of transportation (greenhouse gas emissions, pollution, and noise).
4. Reduce the distances driven by providing local options for residents and businesses.

Greenhouse Gas Emissions

35% of Burnaby's greenhouse gas emissions were from on-road transportation in 2010.

GHG EMISSIONS: CARBON DIOXIDE EQUIVALENT TONNES IN 2010



Sustainable Transportation Options

Sustainable transportation options improve our health, improve air quality and help to reduce carbon emissions.



CAR-SHARE
13% of adults in Metro Vancouver used car-sharing as a way to get around in 2010.

ELECTRIC VEHICLES
There are now over 1,000 electric vehicle charging stations in BC.

CYCLING
Less than 1% of daily trips made in Burnaby are on a bike.

TRANSIT
1 in 5 of daily trips in Burnaby are made on transit.

WALKING
In Metro Vancouver, the average person walks about 1.1 km per trip.

TRANSIT
1 in 5 of daily trips in Burnaby are made on transit.

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TRANSIT
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A THRIVING, SUSTAINABLE ECONOMY



This theme is about providing for the convenient, efficient, cost-effective, and reliable movement of people, services, and goods for customers, employees, and businesses.

A prosperous transportation system is managed in a manner that makes efficient use of existing infrastructure, minimizes life-cycle costs, and prioritizes future investments to be cost effective and maximize benefits.

Transportation is expensive. One way of measuring costs is to look at how much it costs the City each year to operate, maintain, refurbish, and improve the transportation system.

- **\$10 MILLION** per year on operation and maintenance.
- **\$34 MILLION** per year on refurbishments and improvements.

The transportation system supports Burnaby businesses and employees by ensuring:

- A network for trucks and rail for businesses to both deliver and receive goods.
- Driving, transit, cycling, and pedestrian networks that enable people to get to work and customers to get to businesses.
- Parking and loading to support businesses.

Studies on the cost of congestion in Metro Vancouver estimate that it costs the region between **\$500 MILLION** and **\$1.2 BILLION** per year. However, it is not something that we can build our way out of. The "Theory of Induced Demand" states that when you increase the supply of something (like roads) it makes people want that item (like driving) even more, resulting in the roads continuing to fill up with more cars. This means that to make the transportation system work for everyone, including drivers, we need a balanced system that provides choices for how people move in the City.

The draft goals for a prosperous transportation system are to:

1. Increase the convenience, cost-effectiveness, and reliability of all modes.
2. Increase the modal options for goods movement and other commercial services.
3. Improve transportation operations and functions for all modes.
4. Make investments to increase multi-modal accessibility.
5. Increase the efficiency of finite road space.

New infrastructure is expensive and land is finite, so it makes sense to use our existing infrastructure as efficiently as possible. This can be done by allocating road space based on people-carrying capacity.



INTEGRATED AND WELL-DESIGNED PLACES



This theme is about integrating transportation with land use to create well-designed places and complete communities.

A Connected Community is one that is compact and brings people closer to their destinations (live, work, play, learn and shop locally). It is strengthened by an attractive public realm with well-designed buildings, wide sidewalks, and welcoming plazas, creating places where people gather and connect with their neighbours.



Integrated land use and transportation planning can lead to better transport options

Integrated land use and transportation planning can lead to better transport options

By directing new growth to designated Town Centres and Urban Villages, Burnaby is building well-designed, high quality urban neighbourhoods where people can easily walk to their destinations, as well as building a critical mass which supports higher levels of transit use and more efficient transportation networks.

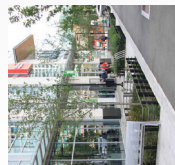
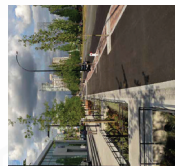


33%

51%
of daily trips
start or end in
Burnaby / New
Westminster.

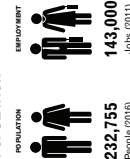
51%
of daily trips
start or end in
Burnaby / New
Westminster.

Burnaby's new *Public Realm Design Standards for Town Centre Streets* include wider, accessible sidewalks, separated cycle lanes, rain gardens and double rows of street trees, which contribute to a higher quality public realm. Examples can be seen in the City's four Town Centres.

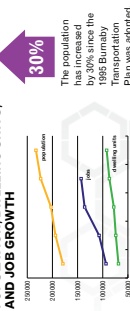


About Transportation in Burnaby

POPULATION



POPULATION, DWELLING UNITS, AND JOB GROWTH

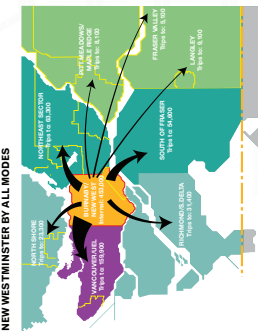


DAILY TRIPS

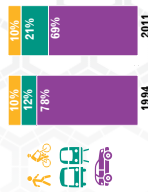
People make about 6.7 million trips in the region every day. Of these, about 1.4 million (21%) are made at least partly within Burnaby.



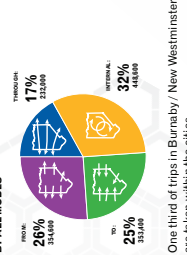
DAILY TRIPS FROM BURNABY / NEW WESTMINSTER BY ALL MODES



BURNABY / NEW WESTMINSTER ALL DAY TRAVEL MODE FOR ALL TYPES OF TRIPS



DAILY TRIPS IN BURNABY / NEW WESTMINSTER BY ALL MODES

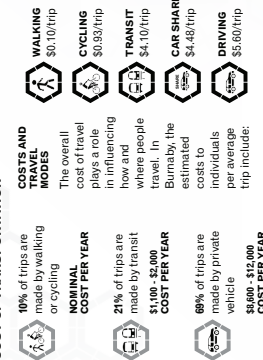


One third of trips in Burnaby / New Westminster are taken within the cities.

WHO IS USING WHICH MODE?



COST OF TRANSPORTATION



About Transportation in Burnaby

ACCESSIBLE

HOW ACCESSIBLE IS OUR NETWORK?

15% of people in BC have a physical disability that makes it harder to get around.

85% of bus stops in Burnaby are accessible and 35% have benches for resting.

97% of signalized pedestrian crossings in Burnaby have audible equipment and 100% have countdown timers.

49% of street corners in Burnaby have pedestrian ramps.

HOW MUCH DOES IT COST TO GET AROUND?

Transportation is the 2nd highest cost for most households, after housing. Burnaby / New Westminster households spend an average of \$11,000 / year on transportation.

SAFE

CRASHES IN BURNABY: (AVERAGE PER YEAR)

8,800 crashes per year. 3,350 crashes result in injuries or property damage.

33 crashes involve cyclists. The above noted crashes result in an average of 6 deaths per year and 9 injuries per day.

CRIME AND PROPERTY DAMAGE IN THE LOWER MAINLAND

34,000 hit-and-runs per year causing 1,600 injuries and 5 fatalities.

5,900 vehicles stolen and 10,000 vehicle break and enters.

17% of cyclists in Burnaby had a bike stolen within a 5 year period.

HEALTHY

HOW MANY PEOPLE USE ACTIVE TRANSPORTATION?

More people are switching to active transportation for their daily trips.

31% of trips in Burnaby / New Westminster were made using active transportation modes in 2011, compared to 22% in 1994.

WALKING AND CYCLING MAKES US HAPPY!

People who bike and walk are more likely to enjoy their trip than those who drive.



PROSPEROUS

HOW DOES TRANSPORTATION SUPPORT BURNABY'S ECONOMY?

In the same way that the City ensures there is a land supply available for Burnaby businesses, it also maintains and manages the transportation system so that people, services, and goods can move efficiently. The system supports Burnaby's economy by ensuring:

- A network for trucks and rail for Burnaby businesses to both deliver and receive goods and services.
- Power, water, and gas, and pedestrian networks that enable people to get to work and customers to get to businesses.
- Parking and loading to support businesses.

34% of Burnaby residents take transit, cycle, or walk to work.

The Rapid Transit Office Index shows that demand for office space near rapid transit stations is higher than locations away from transit stations.

CONNECTED

LAND USE AND TRANSPORTATION

Integrated land use and transportation planning can lead to better transport options. By directing new growth to designated town centres and urban villages, Burnaby is building well-designed, high quality areas for walking or cycling to their destinations, as well as building a critical mass which supports higher levels of transit service and more efficient transportation networks.

13% of Burnaby's land area is within the town centres.

33%+ of the City's population and jobs are located within the town centres.

Town Centres are ideal for walking, cycling, and transit because of the proximity of daily destinations.



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Issues and Opportunities



What are the Issues and Opportunities for Burnaby's Transportation System?

Issues

Opportunities



Thank you



Thank You for Attending Our Event!

PLEASE VISIT US AT

WWW.BURNABYCA/TRANSPORTATIONPLAN

For the most up-to-date information and resources on the Plan update and to obtain further information on the public consultation process.



HAVE YOUR SAY

You can submit your comments, questions, and ideas as a part of the Phase 1 Public Consultation Process before **NOVEMBER 30, 2017**. Please fill out the questionnaire or provide a written submission:

MAIL: Planning Department
3rd Floor, Burnaby City Hall
4949 Canada Way
Burnaby, BC V5G 1M2

PHONE: 604-294-7061

FAX: 604-570-3680

EMAIL: transportation@burnaby.ca

ONLINE: www.burnaby.ca/transportationplan

FACEBOOK: www.facebook.com/cityofburnaby

TWITTER: @cityofburnaby

You can also join our subscriber list and we will send occasional updates as the process proceeds.

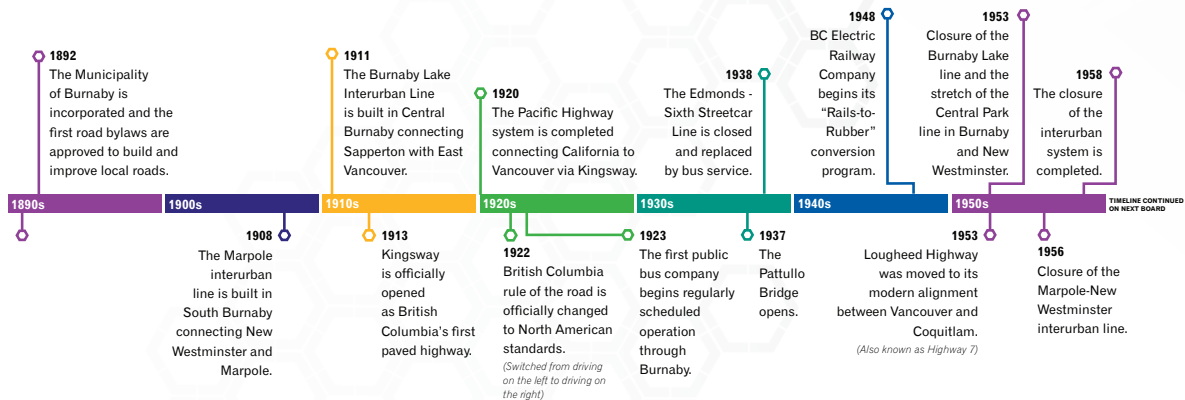
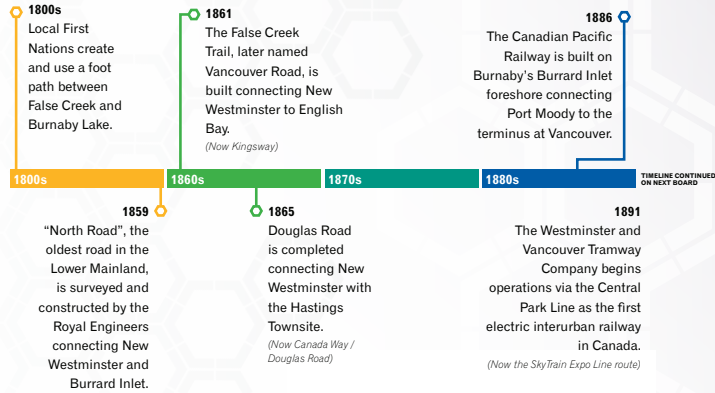


Burnaby's Transportation Timeline



Burnaby's Transportation History

Burnaby's transportation system has helped to shape and define the City as seen today. The oldest streets, such as Kingsway, North Road, Marine Drive, and Douglas Road, began as footpaths linking key destinations. Early tramlines along the Kingsway Ridge and in the Central Valley connected the City to Vancouver and New Westminster. The completion of major public transportation infrastructure projects such as the Expo Line, Millennium Line, and the Evergreen Extension has enabled the City to continue to focus growth in the Town Centres and Urban Villages. Major streets and highways, such as Willingdon Avenue, Hastings Street, Lougheed Highway, and the Trans-Canada Highway, have provided connections across the City. Multi-use pathways and trails, such as the BC Parkway and the Central Valley Greenway, have linked neighbourhoods within the City, as well as neighbouring municipalities, for pedestrians and cyclists. The City has grown up around these multi-modal networks, setting the stage for how to build, organize, access, enjoy, and use the City.



BURNABY'S TRANSPORTATION TIMELINE CONTINUED ON NEXT PAGE...



