# Meeting 2021 Feb 23



# **COMMITTEE REPORT**

TO: CHAIR AND MEMBERS

DATE:

2021 February 11

PLANNING AND DEVELOPMENT COMMITTEE

FROM:

DIRECTOR PLANNING AND BUILDING

FILE: Reference:

94000 20
Transportation Plan

Update

SUBJECT: BURNABY TRANSPORTATION PLAN -

PHASE 2 CONSULTATION SUMMARY AND PEER REVIEW

**PURPOSE:** To provide a summary of the Phase 2 Consultation discussions on the new Burnaby

Transportation Plan.

# **RECOMMENDATION:**

1. THAT the Committee recommend that Council receive this report for information.

# REPORT

# 1.0 INTRODUCTION

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

The City has now completed the Phase 2 "Building the Proposals" consultation process, as well as a peer review of the draft Targets, Big Moves, Policies and Network content for the new *Plan*. This report provides a summary of the consultation discussions and responses, as well as discusses a continuing refinement of the proposals informing Phase 2 work.

# 2.0 POLICY SECTION

The Burnaby Transportation Plan supports a number of goals and sub-goals of the Corporate Strategic Plan:

- A Safe Community
  - o Transportation safety Make City streets, pathways, trails and sidewalks safer
- A Connected Community
  - o Partnership Work collaboratively with businesses, educational institutions, associations, other communities and governments
  - o Geographic connection Ensure that people can move easily through all areas of Burnaby, using any form of transportation
- An Inclusive Community
  - Serve a diverse community Ensure City services fully meet the needs of our dynamic community

To: Planning and Development Committee
From: Director Planning and Building
Re: Burnaby Transportation Plan - Phase 2

Consultation Summary and Peer Review

o Create a sense of community – Provide opportunities that encourage and welcome all

# community members and create a sense of belonging

# • A Healthy Community

- Healthy life Encourage opportunities for healthy living and wellbeing
- o Healthy environment Enhance our environmental health, resilience and sustainability

# A Dynamic Community

- o Community development Manage change by balancing economic development with environmental protection and maintaining a sense of belonging
- o City facilities and infrastructure Build and maintain infrastructure that meets the needs of our growing community

# • A Thriving Organization

- o Communication Practice open and transparent communication among staff, Council and the community
- o Technology and innovation Support technology development and innovation to empower staff and to advance community objectives

# 3.0 BACKGROUND

The Burnaby Transportation Plan is being undertaken in three phases: "Setting a Direction" (Phase 1), "Building the Proposals" (Phase 2), and "Developing the Plan" (Phase 3). Public consultation and engagement at each phase has been identified as a critical component of the new Plan's development.

On 2020 October 05, Council received an update on preliminary discussions and responses received for Phase 2 consultation to date. Phase 2 consultation sought feedback from both the public and stakeholders (internal and external) on the proposed Targets, Big Moves, Policies and Networks for the new *Plan*. The preliminary consultation feedback on the draft proposals was generally positive. The feedback also identified emerging issues and opportunities, and outlined some key trade-offs associated with the various proposals. Phase 2 consultation is now complete; a comprehensive summary of the process and feedback received is provided in the *attached* "Phase 2 Public Consultation Summary Report".

The Department engaged Urban Systems, a Canadian-based planning consulting firm with an office in Vancouver, and extensive experience with Transportation Plans for cities throughout Canada, to conduct a peer review of Phase 2 content, as well as provide strategic advice on the structure of the new *Plan*. The peer review, as well as Phase 2 consultation feedback, will inform Phase 3 development of the new *Plan*.

# 4.0 DISCUSSION

# 4.1 Phase 2 Consultation Summary

Notwithstanding the impacts of the COVID-19 pandemic, a comprehensive public consultation and stakeholder engagement process was undertaken for Phase 2 "Building the Proposals" of the *Burnaby Transportation Plan*. This phase sought to assess the level of public support for the draft Targets, Big Moves, Policies and Network proposals and identify emerging issues and opportunities. This phase also sought to identify potential gaps and inconsistencies with the proposed content of the new *Plan*.

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Over a six month period (June – November 2020), the City informed, engaged and involved the public and stakeholders in Phase 2 "Building the Proposals" content of the new *Plan*. Public and stakeholder feedback was principally gathered and received in two ways: public survey and stakeholder meetings. The City also received emailed comments from the public. The City received 583 survey responses, as well as in-depth stakeholder input from 19 separate stakeholder groups across broad sectors: community groups, the business and development community, government agencies, institutions, neighbouring municipalities, and academia.

In summary, there is strong support for the direction of the new *Plan*. Public and stakeholders expressed excitement over the progressiveness of the Plan's targets (Vision Zero, Mode-Split, Zero Emissions); it's prioritization of sustainable transportation modes (walking, cycling and transit); and, its recognition that the quality of the networks, as part of the public realm, is an important part of people's decision-making in how they choose to move around the city (i.e. accessible, safe, comfortable, and enjoyable). As part of Phase 2 consultation, City staff also received feedback on how to continue to improve and refine the *Plan*, as well as emerging issues and opportunities that should be considered in the *Plan*.

# 4.2 Peer Review

As noted in this report, the Department engaged Urban Systems to complete a peer review of the proposed content for the new *Plan*. The scope of the peer review encompassed two main components:

- Assessment of Phase 2 content (draft Targets, Big Moves, and Policies), review of potential
  Actions for inclusion in Phase 3, provision of strategic advice, recommendations and other
  constructive feedback to help support and enhance the creation of the *Plan* document (Phase 3
  work); and,
- Specific content advice as it relates to:
  - o Three City-wide targets (Are these the right targets? Are they clear and measurable?);
  - o Big Moves (Are these the right big moves? Are they clear and actionable?);
  - o Policies (How do the policies relate to the Vision and Targets? Are there policy gaps or redundancies? Are there potential coordination and integration issues?);
  - o Networks (Network analysis for potential conflicts and gaps); and,
  - Overall *Plan* (Does each topic area's Big Move, Policies, and Network provide a holistic approach for the section and more broadly to the whole *Plan*?).

This review will inform Phase 3 "Developing the Plan".

# 4.3 Feedback on Overall Plan Components and Structure

Drawing on the feedback received from Phase 2 consultation and the peer review, the following are key areas for improving and refining the overall *Plan*:

• Plan Structure – Coordination and articulation of how the Targets, Big Moves, Policies and Networks link to the Vision, Goals and Themes, which set the overall direction of the *Plan*.

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• Transportation Hierarchy – Articulation of the transportation hierarchy to support the appropriate prioritization of modes and users, particularly vulnerable road users, when

implementing the Plan.

Monitoring, Evaluating and Reporting – Inclusion of measurable goals, targets, policies and
actions for which key performance indicators can be established. These components will enable
better Plan implementation and better ability to monitor and evaluate program/project performance
and effectiveness. Reporting is an important component to demonstrate municipal accountability,
as well as a tool to involve and empower citizens to be active participants in the Plan's
implementation.

A More Balanced Plan – Provision of an implementation framework. The Plan has a strong policy
focus, whereas a supporting implementation framework for actualizing the Big Moves, Policies
and Actions into programs and projects will strengthen the usability of the Plan.

# 4.4 Big Moves

Feedback from Phase 2 indicated that while there was public support for the draft Big Moves, there were also ways in which they could be improved. For Phase 3, the Big Moves will be reviewed and refined to ensure that they align with the Plan's three targets; have a timeframe for completion; are measurable; are supported by the *Plan's* actions; and, align with the City's other major policy documents.

# 4.5 Policies

As noted in previous reports to Council, there are 36 draft Policies under the following major topic areas:



- 1. Land Use, Public Realm, and Transportation
- 2. Walking and Accessibility
- 3. Cycling
- 4. Public Transit
- 5. Goods and Services Movement
- 6. Driving

There continues to be broad public and stakeholder support for the draft policies of the new *Plan*, particularly in the overarching prioritization of walking, cycling, and transit use over driving. Specific feedback on how the City can improve mobility across all modes, as well as potential ways citizens can be involved in the implementation of the *Plan* ("What can you do?") are summarized in the *attached* reference report. The report also highlights stakeholder feedback on how the topic areas and the policies within them can be improved and refined.

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From: Director Planning and Building

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The peer review applied a more critical lens to the proposed policies and highlighted policy gaps, redundancies/duplications, and areas where coordination and integration of policies could be a potential issue. The peer review also identified specific policies in which the City has limited influence to action and effect change, as it is outside its scope of authority.

Below is a high level summary of policy improvements and refinement that will be reflected in Phase 3 work:

- Reframing of the Land Use, Public Realm and Transportation topic area to focus policies on connecting and integrating land use and transportation more closely together. From the public and stakeholder feedback, there is a desire to form policies aimed at developing complete communities, densification and concentrating new growth around transit stations and corridors (transit-oriented development), and the ability to meet daily needs within short walking, rolling and cycling distance of from where they live. Notwithstanding the above, the quality of the public realm is an integral component of the new Plan. City staff are also exploring the incorporation of a new topic area that is focused on Streetscape Design.
- Strengthening of policies aimed at improving access to sustainable modes of transportation (i.e. distance and proximity to daily needs, connectivity between modes, financial, infrastructure design, and inclusion).
- Strengthening of policies that articulate the City's role in supporting existing and future transit service provision. While transit service is TransLink's responsibility, the City has a significant role to play in improving transit access and reliability through effective transit priority measures, including but not limited to transit prioritization in the road right-of-way (i.e. transit signal optimization, bus queue jumpers, dedicated bus lanes), transit amenities, and participation in regional connectivity initiatives.
- Reframing the Goods and Service Movement topic area by developing policies that more effectively address two key issues: how to limit the negative impacts of goods movement on the community, and how to maintain efficient, reliable mobility and access for goods movement.
- Apart from continuing refinement of the *Driving* topic area, further exploration is required around the potential impacts of policies aimed at reducing access to driving as a transportation mode (i.e. reduced parking, mobility pricing, reallocation of road capacity), particularly impacts on disproportionally impacted communities and individuals that experience increased barriers to access of other modes. The policies will also be reviewed with consideration of the *Plan's* intent to shift to more *sustainable modes of transportation*, while balancing the needs of businesses and the local economy. City staff also need to further explore the impact of policies aimed at reducing road capacity on emergency response and subsurface utilities.
- Including a new topic area and set of policies that is centered on the educating, encouraging, enabling and empowering people to choose sustainable modes of transportation. To achieve the Vision, Goals and Targets of the new *Plan*, as well as other City Climate Action Framework goals and targets, require a behavioural shift in how people think about and chose to move in and around Burnaby. This topic area would also explore enforcement related policies and measures, as well as building stronger partnerships and connections with stakeholders and community groups to support implementation of the new *Plan*.

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# 4.6 Networks

Refinement of the networks is ongoing and will be a key objective of Phase 3 work, including consideration of comments received by the public and stakeholders regarding specific routes, quality of the pedestrian and cycle networks (i.e. accessible, safe, all ages and abilities facilities), and safety-related issues with regards to the movement of hazardous goods through the city. An overlay of the various networks (walking, cycling, transit, goods movement and driving) will also be reviewed to identify potential gaps and conflicts, including a layered approach to examining the competing priorities of modes on the network, and identifying alternatives where appropriate or feasible. Implicit in this analysis work is the recognition that some key trade-offs will need to be made between competing modes over finite right-of-way space, and for which a criteria will need to be developed.

# 5.0 CONCLUSION

There continues to be broad support for the aspirations, targets, and direction of the new *Plan*. There is excitement about its progressiveness in prioritizing sustainable transportation modes (walking, cycling and transit use) and its intentional focus on the qualitative aspects of the streetscape and surrounding public realm. While development and refinement of the topic areas, policy content and technical aspects of the *Plan* will continue to be a significant component of Phase 3 work, the core concepts of access, comfort, enjoyment and safety of the transportation system for all people moving in and around Burnaby remain as central tenets of the new *Plan*.

The next steps will be to bring forward a complete draft Plan that incorporates the responses to feedback received from Phase 2, for a final round of consultation and consideration.

This report provides an update on the Phase 2 Consultation process and next steps for the new *Burnaby Transportation Plan*. It is recommended that the Committee recommend that Council receive this report for information purposes.

E.W. Kozak, Director

PLANNING AND BUILDING

ZT:sa *Attachment* 

cc: City Manager

**Director Corporate Services** 

**Director Public Safety and Community Services** 

Director Engineering

Director Parks, Recreation and Cultural Services

Director Finance

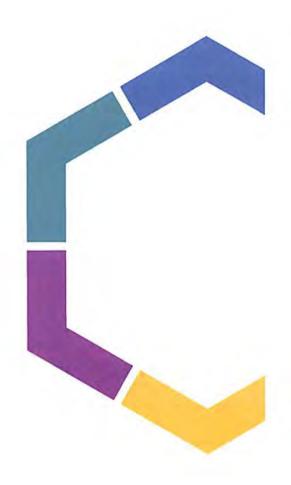
City Clerk



# PHASE 2:

# Building the Proposals

PUBLIC CONSULTATION SUMMARY REPORT







# Phase 2 Public Consultation **Program Highlights**

On 10 February 2020, Council endorsed the draft Targets, Big Moves, Policies, and Networks and authorized staff to undertake the Phase 2 Public Consultation Program. The public consultation was anticipated to begin in April of 2020, however it was deferred due to the COVID-19 Pandemic and a new two-part consultation program took place between June and November 2020. A variety of tools were used to capture input and feedback from a broad cross-section of the community. The input from the public consultation will be incorporated into a draft Plan as part of Phase 3 of the Transportation Plan update.

# What Was Heard



583

Survey responses collected



87%

Of respondents support or strongly support the Vision Zero target



78%

Of respondents support or strongly support the Mode Split target



83%

Of respondents support or strongly support the Zero **Emissions** target



2.000 +

Comments captured through the survey

# Outreach Activities



36,000+

Total reach through Social Media (14 Facebook Posts and 14 Twitter Posts)



3.100 +

Page visits to the City's dedicated web pages



67,000+

Online advertisements seen by public



44.000+

Distribution of Burnaby Now (3 Print Advertisements)



20

Stakeholder meetings hosted or attended by staff virtually

# Highlights and Key Messages

# **OVERALL**

There was interest in the Plan from a wide range of survey respondents and stakeholders. All age groups were well represented in the survey responses, and staff spoke with a variety of stakeholders, from government agencies and neighbouring cities to business community to community groups and institutions.

## **TARGETS:**

- **Excitement:** There was significant excitement about the progressive, clear, and measurable nature of the draft targets.
- Achievable: There were many comments and questions on whether the targets will be achievable.
- **Timeframes:** A key question raised was whether to include a timeframe for the Vision Zero target; the Mode Shift and Zero Emissions targets have time frames associated with them but Vision Zero does not.
- Monitoring, Evaluating and Reporting: There was a recognition of the importance of monitoring, evaluating and reporting of progress towards the reaching the measurable Goals, Targets and Policies in the Plan. Tracking key performance indicators and reporting on progress was considered essential, both to demonstrate the City's commitment to reaching the Targets, and to involve and empower citizens to be active participants in the Plan's implementation.

# **BIG MOVES:**

- Eagerness and Excitement: There was significant eagerness and excitement about enhancing the walking and cycling facilities in the City, as well as opportunities for enhanced transit and more sustainable modes of transport.
- Timeframes: There was discussion on the timeframes and expectations of the Big Moves. In particular, for the walking and cycling Big Moves, there was a desire to have these completed faster than the 2050 and 2030 timeframes indicated in the draft proposal. In addition, comments were received on the timing of the transit improvements, as none was specified in the draft proposal.
- Cost: There were a number of questions about the funding and costs associated with achieving the Big Moves.
- Lack of Clarity on Driving Big Move: The Driving Big Move generated comments because it was written as a target rather than an actionable move.

### **POLICIES:**

The following is a summary of the themes emerging from the consultation.

- Land Use, Public Realm and Transportation: The Land Use, Public Realm and Transportation policies were well received. Both survey respondents and stakeholders recognized the importance of building complete communities with a range of services so that people can access their daily needs close by. There was also strong support for improved public realm facilities and the provision of more green space and green infrastructure.
- Walking and Accessibility: The Walking and Accessibility policies were well received. Respondents and stakeholders acknowledged the need for infrastructure that is accessible for everyone and the importance of providing comfortable facilities to encourage more people to walk and roll.
- Cycling: The Cycling policies were well received. Respondents and stakeholders stressed the importance of providing cycling facilities that are designed for all ages and abilities, and recognized that building comfortable bike routes will encourage more people to cycle.
- Public Transit: The Public Transit policies were well received. Both survey respondents and stakeholders recognized the importance of providing new transit infrastructure and amenities in encouraging more people to ride transit.
- Goods and Services Movement: The Goods and Services Movement policies were well received. Respondents and stakeholders recognized the importance of goods movement and the challenges posed by increasing demand for parcel deliveries. They recognized the need to encourage smaller delivery hubs within communities and more environmentally friendly, sustainable delivery methods.
- **Driving:** The *Driving* policies were well received. Both survey respondents and stakeholders recognized the importance of providing alternatives to driving, and the need to make the best use of finite street space to accommodate everyone.

# **NETWORKS:**

The following is a summary of the themes emerging from the consultation:

- Amendments: There were a number of suggestions or comments for amendments or edits to the draft Networks.
- Clarity: There were a few requests for additional information on lane widths and the amount of required space for each mode within the rightof-way to accompany the maps, particularly for the Driving Network.
- Additions: Other levels of government and agencies have been working on their long-range plans. There are several new components to their plans that could be referenced, acknowledged, or incorporated into our Networks.

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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.

The Plan update is timely; the existing Burnaby Transportation Plan (1995 Plan) is more than 20 years old and much has changed in the City within that time frame. Challenges and changes related to growth, demographics, lifestyles, climate change, transportation and housing affordability, health, space constraints, economic development, the sharing economy, technology, policy, public expectations, limited funding resources, and others must be acknowledged and addressed.

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.

# **Process**

The Burnaby Transportation Plan update began with Council's adoption of the Burnaby Transportation Plan update report on July 10, 2017. The scope of the Plan update is to review and renew the adopted 1995 Plan. This includes the creation of a new vision, themes, goals, policies, networks, and actions to guide the City's transportation system into the future. The Plan update is being undertaken in three phases:



In Phase 1, Setting the Direction, we established aspirational Vision, Themes and Goals for the *Plan*.

We have now completed Phase 2, "Building the Proposals". This document focuses on the outcome of the public consultation program to assess support for the draft Targets, Big Moves, Policies, and Networks for the new *Plan*.

# About the Phase 2 **Public Consultation Program**

# What were we consulting on in Phase 2?

Phase 2 of the Burnaby Transportation Plan is entitled "Building the Proposals". The objective of the Phase 2 Public Consultation Program was to receive input on the proposed draft Targets, Big Moves, Policies and Networks and identify missing ideas and any changes required to the proposals.

The tools used for the Phase 2 public consultation included:

# PROCESS AWARENESS (INFORM)



We used 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:

- Burnaby Transportation Plan Update webpage;
- Print and Digital notices (newspapers and social media);
- Bus shelter advertisements.

# BROAD PUBLIC CONSULTATION (INFORM AND ENGAGE)



We used communication platforms that provide general information, as outlined above, as well as surveys:

- Discussion Guide
- Info Sheets
- Survey

- Videos
- Social Media Posts

# TARGETED ENGAGEMENT (INFORM, ENGAGE, AND INVOLVE)



We continued to use 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:

- Virtual Meetings and Workshops with internal and external stakeholders;
- Council and Committee Meetings;
- Other Materials (presentations, subscription list, videos, and other media).

# Phase 2 Public Consultation Program Outcomes

Despite not being able to connect with people in person due to the COVID-19 pandemic restrictions, the overall number of people who were engaged in the *Burnaby Transportation Plan* was encouraging.

The following section provides a summary of the outcomes from the engagement tools used for the Phase 2 Public Consultation Program:

- Council and Committees
- Webpage
- Print and Digital Notices
- Email and Phone Calls
- Stakeholder Meetings
- Survey
- Other Materials

# Council and Committees

The initial report to launch the *Burnaby Transportation Plan* update was brought to the Planning and Development Committee (PDC) on June 27, 2017. Subsequent reports on the results of Phase 1 consultation were brought to the PDC and Council in March 2018. 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.

In February 2020, Council endorsed the draft Targets, Big Moves, Policies and Networks as a basis for beginning public consultation on Phase 2. Subsequent reports in June 2020 and September 2020 outlined a change in approach for public consultation as a result of the global Covid 19 pandemic restrictions, and provided an interim report on the consultation over the summer.

All reports were also sent to the Environment Committee, Social Planning Committee, and the Traffic Safety Committee for information.

# Website

A dedicated webpage for the Burnaby Transportation Plan update was launched in August 2017 to provide the public with continued access to the most up-todate resources and information related to the Plan. The web site was updated throughout the spring and summer of 2020 to provide further resources such as Information Sheets on Phase 2, a Discussion Guide, mini-videos and a link to the survey.



3,100 +

Unique Visitors to the website



614

Visits to the draft Targets, Big Moves, Policies, and Networks info sheets



#### WEBPAGE LINK

The webpage, and all its information, can still be viewed at: burnaby.ca/transportationplan





# **Print and Digital Notices**

Print and digital notices, newsletters, and advertisements were published to inform the public of the process, direct them to where they could find more information on the *Plan* update such as the web site, Discussion Guide, Info Sheets, reports and videos, and to provide information about how they could provide feedback and input on the draft proposals.

- Print notices were published in the Burnaby Now on July 23, August 13, and August 26, 2020.
- Articles about the *Transportation Plan* update ran in the Burnaby Now on July 24, 2020, and in the August 13, 2020 edition of the City's Connect page in the Burnaby Now.

#### **BUS SHELTER ADVERTISEMENTS**



10

Bus shelters in key locations throughout the city

#### **BURNABY NOW - PRINT ADVERTISEMENTS**



44,000

Distribution of Burnaby Now (3 Print Advertisements)

#### CITY CONNECT E-NEWS NEWSLETTER



9

**Editions** 

- Bus shelter advertising in key locations throughout the city provided information and the address of the *Transportation Plan* webpage.
- Digital advertising notices were posted to the City's Facebook and Twitter accounts providing information about the *Plan* update, links to the webpage and the survey, as well as a series of mini-videos on the *Transportation Plan* topic areas.

# **SOCIAL MEDIA**



36,000+

Total reach through Social Media (14 Facebook posts and 14 Twitter posts)



14 Facebook Posts

117 Total Engagements (shares)

78 Total Clicks



14 Twitter Posts

58 Total Engagements (shares)

140 Total Clicks



24

Comments captured through social media



23,000

Views of Videos

# Emails and Phone Calls

We received 27 emails from the public to the dedicated email address transportation@burnaby.ca, and four phone calls to the dedicated Transportation Plan phone number between July and November 2020.



 $27\,$  Emails were received from the public

4 Phone calls were received from the public

# Stakeholder Meetings

Staff hosted or participated in virtual meetings with internal and external stakeholders to discuss the draft Targets, Big Moves, Policies and Networks.

Staff sent a letter inviting feedback or a meeting to 68 stakeholder groups. These groups included neighbouring municipalities, Metro Vancouver, TransLink, the Burnaby Board of Trade, Urban Development Institute, HUB Cycling, the Burnaby Access Advisory Committee, Fraser Health, Burnaby School District, and many more.



3

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



19

Stakeholder meetings held



200+

Comments or ideas captured at stakeholder meetings



# Survey

The survey was broken into five main sections:

- Draft Targets
- Draft Big Moves
- Draft Policies
- Draft Networks
- Tell us about you

Respondents could choose to complete all or a portion of the survey depending on their time and level of interest.

The questions were primarily multiple choice, designed to assess the level of support for the proposals using the scale:

- Strongly Support
- Support
- Somewhat Support
- Somewhat Oppose
- Oppose
- Strongly Oppose
- Don't Know



583 Survey responses collected



2,000+

Comments captured through the survey

At the end of each draft policy section, there was opportunity for respondents to provide additional information by answering the questions:

- How could the City of Burnaby take action to support these policies?
- How can you take action towards our transportation future?

There was also an opportunity to provide written comments on each of the networks. Both online and paper surveys were available to respondents.



# Phase 2 Public Consultation Program Results

The objective of the Phase 2 Public Consultation Program was to receive input on the draft Targets, Big Moves, Policies and Networks, and identify missing ideas and any changes required to the proposals.

The following section provides a summary of the responses received throughout the Phase 2 Public Consultation Program and highlights of the comments received.

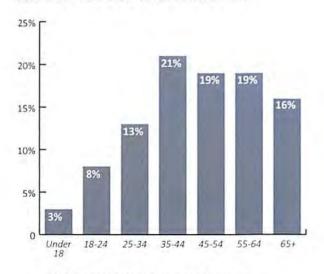


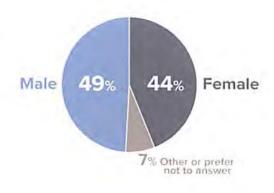
# Who did we hear from?

#### **PUBLIC**

The Phase 2 survey reached a broad segment of the population, with all age groups well represented. As would be expected, there was lower representation from people under 18 years old. All other age groups were well represented, including those aged 65 and older.

# AGE DISTRIBUTION OF RESPONDENTS





1% of respondents preferred not to answer.



# **STAKEHOLDERS**

We met and received input from 19 separate stakeholder groups from neighbouring municipalities, agencies, businesses and development community, community groups, institutions and academia.

|                                 | <del></del>                          |
|---------------------------------|--------------------------------------|
| Cities (neighbouring            | City of Vancouver                    |
| municipalities)                 | City of Port Moody                   |
|                                 | City of Coquitlam                    |
| Agencies                        | TransLink                            |
|                                 | Metro Vancouver                      |
| <b>Business and Development</b> | Urban Development Institute (UDI)    |
| Community                       | Burnaby Board of Trade (BBoT)        |
|                                 | Shift Delivery                       |
|                                 | Modo                                 |
|                                 | Tourism Burnaby                      |
|                                 | Hastings Business Improvement        |
|                                 | Association                          |
| Community Group                 | Burnaby Access Advisory Committee    |
|                                 | Burnaby Youth Sustainability Network |
|                                 | HUB Cycling                          |
|                                 | Citizens for Accessible              |
|                                 | Neighbourhoods                       |
| Institutions                    | British Columbia Institute of        |
|                                 | Technology (BCIT)                    |
|                                 | School District 41                   |
| Academic                        | Kay Teschke, University of British   |
|                                 | Columbia                             |
|                                 | Clark Lim, University of British     |
|                                 | Columbia                             |

# **Targets**

# LEVEL OF IMPORTANCE AMONG TARGETS

When asked about the draft Targets, people were positive about the direction the City is setting for the future of transportation in Burnaby. When asked about the relative importance of the targets, respondents ranked all three targets closely.

The section below provides a high level summary of the feedback and level of support for each of the targets.



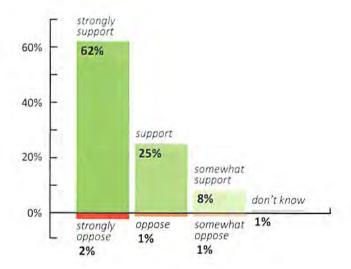
# **VISION ZERO**

Draft Target: Zero deaths and serious injuries on Burnaby's transportation network.

# SUMMARY OF FEEDBACK:

- Consider adding a time-frame for Target
- Acknowledge the role of safe speeds and safe vehicles in reaching Vision Zero
- Importance of data collection and monitoring
  - Use consistent data sources
  - Choose appropriate monitoring and reporting out periods

# LEVEL OF SUPPORT FOR VISION ZERO



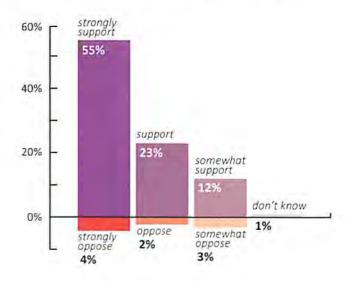
# MODE SPLIT

Draft Target: By 2030, half of all trips will be by active transportation or public transit; By 2040, 2/3 of all trips will be by active transportation or public transit; by 2050, 3/4 of all trips will be by active transportation or public transit.

#### SUMMARY OF FEEDBACK:

- Very ambitious target- may be difficult to attain
- Add reference to alignment of target with other regional studies – Metro 2050, Transport 2050
- Importance of data and monitoring
  - Report out separately on town centres and transit oriented development areas
  - Need a robust data collection plan
- Suggest including specific targets for each sustainable mode (walking, cycling and transit)

# LEVEL OF SUPPORT FOR MODE SPLIT



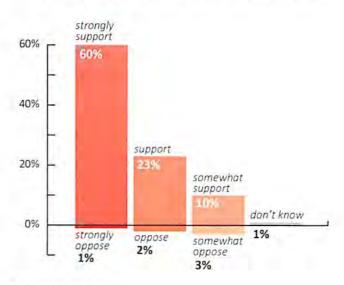
# ZERO EMISSIONS

Draft Target: 45% reduction by 2030, 75% reduction by 2040 and Zero emissions by 2050.

# SUMMARY OF FEEDBACK:

- Should be more aggressive to meet the target sooner than 2050
- Importance of promoting complete communities to reduce the need for travel
- Provide incentives for use of lower emission vehicles
- Educate and encourage people to use more sustainable modes of transportation

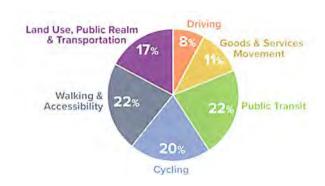
# LEVEL OF SUPPORT FOR ZERO EMISSIONS



# Big Moves, Policies and Networks

# **BIG MOVES**

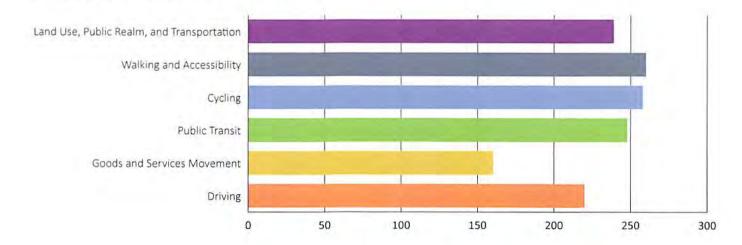
When asked to rank the relative importance of the Big Moves, the majority of respondents chose Walking and Accessibility, Cycling or Public Transit as the most important. Those were followed by Land Use, Public Realm and Transportation, and Goods and Services Movement. The Driving Big Move was considered least important.



#### POLICY TOPIC AREAS

The survey was designed to allow respondents to answer questions on as many or as few topics as they wished. The most popular topic areas were "Walking and Accessibility" and "Cycling", with "Public Transit" and "Land Use, Public Realm and Transportation" closely following. The Driving and Goods Movement policy topic areas were completed by fewer respondents.

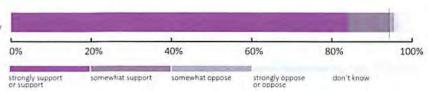
# NUMBER OF COMMENTS BY TOPIC AREA



# Level of Support for Big Moves

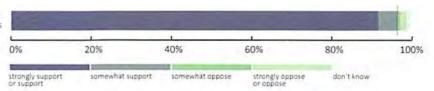
# LAND USE, PUBLIC REALM AND TRANSPORTATION

Create and implement public realm (streets, sidewalks, and public spaces) standards for all areas of the city



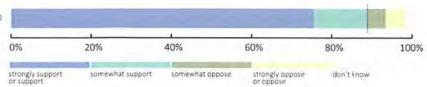
# WALKING AND ACCESSIBILITY

Make walking and rolling the first choice for trips under 1km by building high quality pecestrian infrastructure and amenities



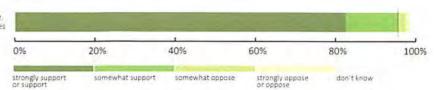
# CYCLING

Build the core of the cycling network by 2030



# **PUBLIC TRANSIT**

Increase public transit ridership by enhancing service, providing amenities and installing transit priority measures



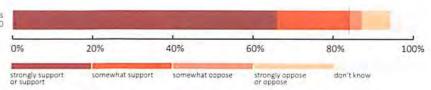
# GOODS AND SERVICES MOVEMENT

Support green movement of goods and services by encouraging the use of sustainable modes for local deliveries



# DRIVING

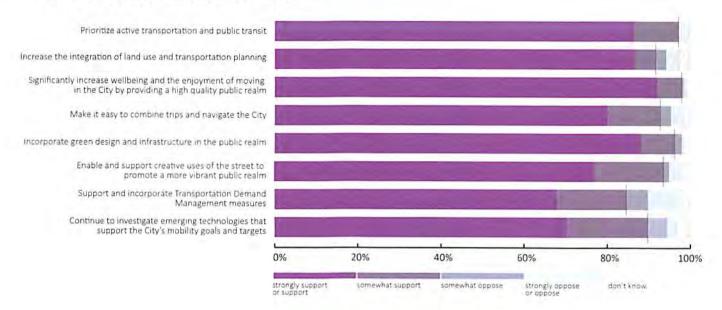
Achieve no increase in total Vehicle Kilometres Travelled (VKT) by Burnaby residents by 2050





# Land Use, Public Realm and Transportation

# LEVEL OF SUPPORT FOR EACH POLICY



#### SUMMARY OF SURVEY COMMENTS

What can the City do?

- Provide improved public realm facilities rain cover, seating, art, washrooms
- Incorporate more green space and green infrastructure into design
- Increase density more transit oriented development and complete communities
- Provide a range of land uses so that people can access their daily needs within short distance by walking, rolling, or cycling

# What can you do?

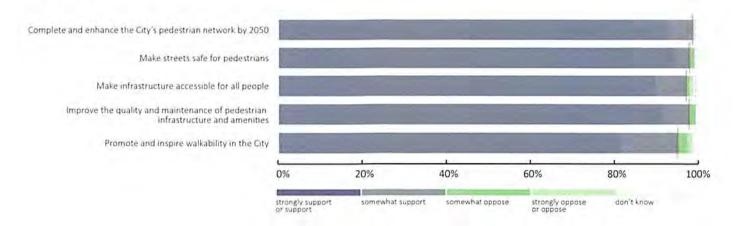
- Planning to move to or already living in a complete community - doing all I can to use sustainable modes of transportation
- Use more sustainable modes, but need the infrastructure
- Walk more, cycle more, transit more, drive less

- Build complete communities with a range of services
- Focus on transit oriented development
- Protect industrial lands
- Want to understand how we will prioritize modes
- Need a parking strategy
- Need a TDM strategy
- Stressed the importance of updating the City's Official Community Plan (OCP)
- Make sure the design of public realm is reviewed from an accessibility perspective
- Recognize importance of improved public realm standards- especially in higher density areas



# Walking and Accessibility

# LEVEL OF SUPPORT FOR EACH



# SUMMARY OF FEEDBACK

What can the City do?

- Make sidewalks more accessible for everyone

   curb cuts, widening, lighting
- Improve and maintain the overall sidewalk network
- Design more walkable neighbourhoods
- Provide more crosswalks and pedestrian signals
- Educate and engage people on the benefits of walking and rolling
- Reduce speeds and install traffic calming measures where needed
- Prioritize the safety and comfort of people walking and rolling
- Allocate funding for pedestrian improvements

# What can you do?

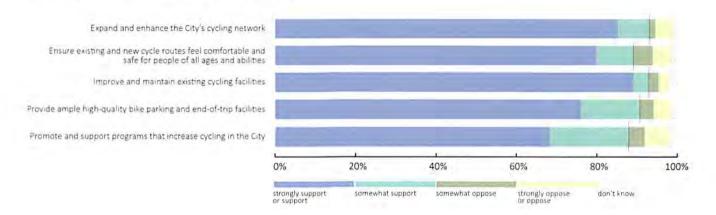
- Walk more
- Shop local
- Advocate for better pedestrian facilities and maintenance

- Stress the importance of accessibility details of design of sidewalk ramps and crosswalks – importance of designing for access over aesthetics
- Support prioritizing pedestrian infrastructure
- Consider a change to the Big Move- make it more ambitious
- Consider how to fill in gaps in the network in advance of redevelopment of adjacent properties, for example consider latecomer fees



# Cycling

#### LEVEL OF SUPPORT FOR EACH POLICY



# SUMMARY OF FEEDBACK

What can the City do?

- Build cycling facilities that are comfortable for all ages and abilites (AAA)
- Maintain cycling facilities cleaning, snow clearance, etc.
- Build more bike-friendly infrastructure signage, bike racks and lockers
- Improve outreach education and encouragement

# What can you do?

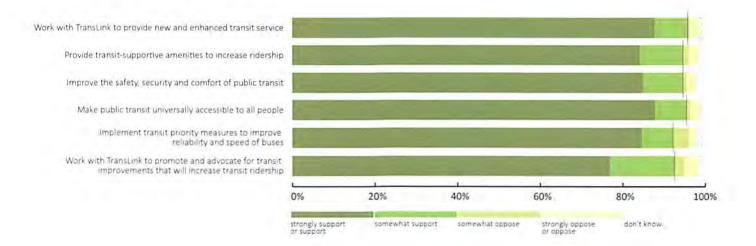
- Cycle more
- Advocate for the cycling facilities
- Encourage and empower others to cycle

- Some shared detailed information on spacing of network routes
- Stressed the importance of facilities for all ages and abilities (AAA) - need to be comfortable in order to attract riders
- Identified the need to regulate micro-mobility modes on cycling infrastructure
- Some expressed opposition to the construction of multi-use pathways (MUPs)
- Importance of data collection and monitoring use of cycling facilities
- Consider a bike share pilot program
- Provided detailed comments and advice on the design of cycling facilities
- Consider a faster time-line for construction of the core cycling network



# **Public Transit**

#### LEVEL OF SUPPORT FOR EACH POLICY



# SUMMARY OF FEEDBACK

What can the City do?

- Advocate for more frequent transit
- Improve transit hubs (washrooms, security, amenities)
- Install bus only lanes or queue jumper lanes to improve reliability and speed of buses
- Improve bus shelters, bus stops, lighting, and benches
- Work closely with TransLink and the Province on a number of transit issues - new bus and rapid transit services, and electric buses
- Investigate funding/pricing to make transit more attractive
- Advocate for more frequent, less crowded transit service

# What can you do?

- Use transit more
- Advocate and educate others about the benefits of taking transit

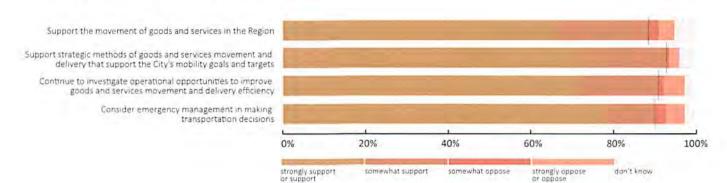
- Improve accessibility and equity for all groups

   consider working with TransLink and equity-seeking and minority groups on access and wayfinding barriers
- Need further discussion about space reallocation for bus lanes and its impact on congestion
- Make transit more attractive by improving:
  - Amenities
  - Reliability
  - Cost
  - Perception of safety
  - Provided detailed comments about wording of the policies
  - Requested more detailed information about potential new transit infrastructure



# Goods and Services Movement

# LEVEL OF SUPPORT FOR EACH POLICY



# SUMMARY OF FEEDBACK

What can the City do?

- Centralized pick up/drop off areas for parcels
- Encourage more environmentally friendly modes and fuel types for goods movement
- Encourage off-peak deliveries/good movement
- Develop a curbside management plan

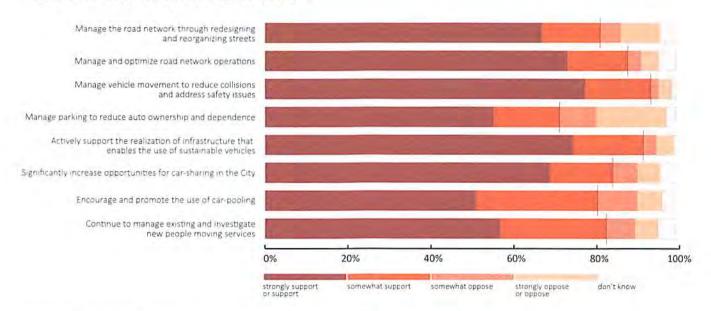
# What can you do?

- Advocate for, educate and learn about new services
- Shop locally

- Importance of location of regional and local distribution hubs
- Importance of last mile delivery:
  - Local delivery hubs and lockers
  - Sustainable vehicles design for bicycle deliveries
  - Investigate new delivery technologies
- Consider impact of deliveries on air quality and noise from deliveries
- Suggested time of day restrictions to reduce both congestion caused by deliveries and traffic congestion impacting goods movement.
- Need to develop a curbside management strategy



# LEVEL OF SUPPORT FOR EACH POLICY



#### SUMMARY OF FEEDBACK

What can the City do?

- Regulate on street and off street parking
- Encourage more car-sharing
- Provide better EV charging infrastructure
- Investigate speed limit reductions and increase enforcement
- Ride hailing investigate and either promote or discourage (differing views expressed)
- Provide more traffic calming
- Support road pricing
- Support repurposing general purpose traffic lanes for sustainable modes

# What can you do?

- Drive less/combine trips/car-pool/use a car share vehicle
- Advocate for change in behaviour/education about the importance of sustainable transportation
- Walk, cycle, or take transit more often
- Use an electric vehicle

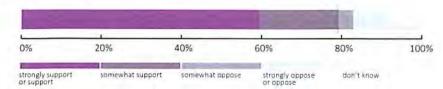
- Stressed the importance of data collection, monitoring, and reporting
- Important to consider the role of parking in managing driving; however, also need to consider the needs of business and those with accessibility challenges
- Important to be explicit about the need for road space reallocation to accommodate sustainable modes
- Important to develop a curbside management strategy
- Consider reducing speed limits where appropriate
- Need clearer definition of road classifications and consideration of TransLink's Major Road Network
- Consider a more appropriate Big Move
- Recognized the importance of car sharing as an alternative to vehicle ownership

# Level of Support for each Network

Survey respondents were asked to indicate their level of support for each of the maps/networks. There was also an opportunity to provide comments on each map/network. The comments listed below are a summary of the feedback.

# LAND USE, PUBLIC REALM AND TRANSPORTATION

- Comments that map was hard to read or understand
- Allow more development density around the transit network



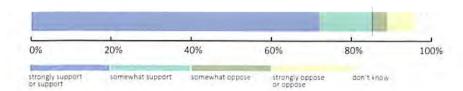
# WALKING AND ACCESSIBILITY

- Need to make changes faster
- Make sure all facilities are accessible wide, curb cuts
- Should have sidewalks on at least one side of all streets



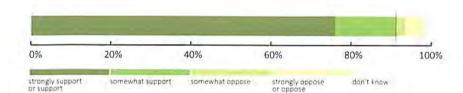
#### CYCLING

- Route specific comments
- Stress the need for all ages and abilities facilities
- Need good maintenance and lighting for safety



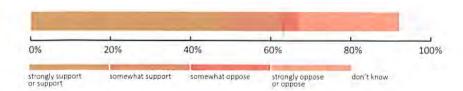
## PUBLIC TRANSIT

- Route specific comments
- Gondola support and opposition



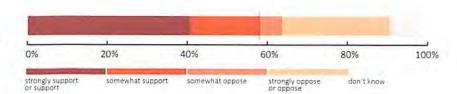
#### GOODS AND SERVICES MOVEMENT

- Route specific comments
- Need more enforcement of truck route regulations
- Concerns about hazardous goods
- Concerns about truck noise



# DRIVING

- Route specific comments
- General comments about the importance of maintenance, integration with neighbouring cities, promotion of alternatives to driving









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

The City of Burnaby is working on a new Burnaby Transportation Plan. The new Plan enables Burnaby to plan for the challenges ahead, respond to changes, and coordinate investments to meet the community's long term transportation needs. Phase 1 established the Vision. Themes and Goals.

In this second phase, the City is thinking about a new policy framework and directions for transportation, including the Targets, Big Moves, Policies, and Networks.

The purpose of this survey is to hear what you think about this DRAFT policy framework.

Your feedback will help shape the development of the draft Plan (Phase 3) which will include Actions and an Implementation Strategy, and will build on the work to date.

This surery is administered by the City of Burnaby Personal information collected and used for the purpose of undertaking the Burnaby Transportation Plan. Phase 2 will be immarged in accordance with a 25 kg of the French

Page | 1

#### Before You Start:

This survey is divided into sections. Each section represents DRAFT aspects of the policy framework for you to provide feedback. You can respond to as many sections as you like

#### The choice is yours!

Fill out all the sections or only those you would like to respond to:

| Draft Targets     | Broad city-wide measurable targets that guide the plan                                    | Page 3  |
|-------------------|---|---------|
| Draft Big Moves   | Key projects or actions that offer the<br>biggest opportunities to create change          | Page 7  |
| Draft Policies    | Strategic statements that provide direction and demonstrate the approach to be undertaken | Page 10 |
| Draft Networks    | Maps illustrating the proposed networks<br>by mode  | Page 41 |
| Tell us about you | Information to help us track responses<br>for demographic purposes only                   | Page 54 |

Note: All questionnaire responses are confidential and will be analyzed together; individual responses will not be analyzed.

Important: Questions with a red asterisk (\*) in "Tell us about you" section (page 54 and 55) are mandatory questions which must be answered for your survey submission to be counted

Page | 2



# **Draft Targets**

There are three proposed city-wide targets for Burnaby's transportation system. They are broad, apply to all areas of the city, and helps us measure how well we are doing towards achieving our Transportation Vision, Themes and Goals

# Target 1: Vision Zero Target

Zero deaths and serious injuries on Burnaby's transportation network.



The Vision Zero Target is aimed at eliminating all traffic fatalities and severe injuries, it recognizes that achieving safety in the transportation system is dependent on both the physical design of the street and on the way people behave on and around the street. In Burnaby, there are approximately 10,000 crashes per year, of which approximately 4,000 result in injury, or occasionally death.

To achieve Vision Zero, the City will work to identify appropriate steps and pro-active measures including prioritization of safety for vulnerable users, transformation of infrastructure to protect vulnerable users, and reducing speeds.

Tell us what you think of the proposed Vision Zero Target:

- Strongly Support
- Support
- Somewhat Support
- Somewhat Oppose
- Oppose
- Strongly Oppose
- Don't Know

# **Draft Targets**

# Target 2: Mode Split Target

By 2030, 1/2 of all trips originating in the city will be by transit or active transportation (walking, cycling, etc.) By 2040, 2/3 of all trips originating in the city will be by transit or active transportation (walking, cycling, etc.) By 2050, 3/4 of all trips originating in the city will be by transit or active transportation (walking, cycling, etc.)



Mode Split or mode share is defined as the proportion or percentage of travelers using a particular type or mode of transportation such as walking, cycling, using transit or driving.

The City has a fundamental space challenge – as the population and employment increase, the number of trips also increases. In order to move people in a sustainable manner, the share of trips on public transit, cycling, and walking needs to increase and vehicle use needs to decrease. In Burnaby, the mode split in 2017 was approximately 30% by transit or active transportation (walking, cycling, etc.) and 70% by vehicle.

The Mode Split Target represents the desire to have people shift towards more sustainable ways to travel.

To achieve the Mode Split Target, the City will work to identify appropriate steps or pro-active measures including prioritization of modes, integrating land use and transportation, building infrastructure that supports sustainable transportation modes (walking, cycling, and transit), and managing parking to support the shift toward less automobile use.

Tell us what you think of the proposed Mode Split Target:

Strongly Support

Support

Somewhat Support

Somewhat Oppose

Oppose

Strongly Oppose

Don't Know

Page | 3

# **Draft Targets**

# Target 3: Zero Emissions Target

- By 2030, reduce emissions from transportation by 45%.
- . By 2040, reduce emissions from transportation by 75%.
- . By 2050, zero emissions from transportation.



The Zero Emissions Target aligns with global targets (Intergovernmental Panel on Climate Change (IPCC)) as well as the City's current work on the Climate Emergency Declaration. In Burnaby, almost 50% of our Greenhouse Gas (GHG) emissions in the city come from transportation activities.

To achieve the Zero Emissions Target, the City will work to identify appropriate steps and pro-active measures to address issues including building complete communities to reduce distances travelled and enable the use of more sustainable modes (walking, cycling, and transit), switch to low- and zero emission vehicles, and incorporate green design and infrastructure in the public realm.

#### Tell us what you think of the proposed Zero Emissions Target:

- Strongly Support
- Support
- Somewhat Support
- Somewhat Oppose
- Oppose
- Strongly Oppose
- Don't Know

|       | -       |
|-------|---------|
| Draft | Targets |
| Dian  | largets |

How important is each of the proposed Targets to you?

If you had \$100 to spend on achieving these targets, how would you spend your money?

Vision Zero

Mode Split

Zero Emissions

| Draft Big Moves  | Draf       |
|--|------------|
| The proposed 6 Big Moves point us towards the future we want. They offer the greatest opportunities to | Publi      |
| create change and work towards achieving the aspirational Vision, Themes, Goals and Targets.           | Incre      |
| Tell us what you think of the proposed Big Moves:  |            |
| Public Realm, Land Use and Transportation  | Si<br>○ Si |
| Create and implement public realm (stroots, sidowalks, and public spaces) standards for all areas      | 1 1 5      |
| of the city  | ∫ S        |
|  | ⊖ s        |
| C Strongly Support   | ୁଦ         |
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| Walking and Accessibility  | ့ sւ       |
| Make walking and rolling the first choice for trips under 1km by building high quality pedestrian      | ်          |
| infrastructure and amenities   | s          |
|  | o          |
| Strongly Support   | O Si       |
| Support  | 1 1        |
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| Cycling  | ା ା ୍ର se  |
| Build the core of the cycling network by 2030  | ⊕ So       |
|  | Co         |
| Strongly Support   | St         |
| Support  | i o        |
| Somewhat Support   |            |
| Somewhat Oppose  |            |
| Oppose   |            |
| Strongly Oppose  |            |
| Don't Know   |            |

Page | 7

| Public Transit<br>Increase public transit ridership by enhancing service, providing amenities and installing transit<br>priority measures |
|---|
| Strongly Support  |
| ○ Support   |
| Somewhat Support  |
| Somewhal Oppose   |
| Oppose  |
| Strongly Oppose   |
| Oon't Know  |
| Goods and Services Movement   |
| Support green movement of goods and services by encouraging the use of sustainable modes for local<br>deliveries                          |
| Strongly Support  |
| ○ Support   |
| Somewhat Support  |
| Somewhat Oppose   |
| <b>Орроse</b>   |
| Strongly Oppose   |
| Con't Know  |
| Driving   |
| Achieve no increase in total Vehicle Kilometres Travelled (VKT) by Burnaby residents by 2050  |
| Strongly Support  |
| Support Support   |
| Somewhat Support  |
| Somewhat Oppose   |
| Oppose  |
| Strongly Oppose   |
| Don't Know  |

Page | 8

# Draft Big Moves

How important is each of the proposed Big Moves to you?

If you have \$100 in travel bucks to spend, how would you allocate your money?

| Create and implement public realm (streets, sidewalk and public space) standards for all areas of the city                     |  |
|--|--|
| Make walking and rolling the first choice for trips under 1km by building high quality pedestrian infrastructure and amenities |  |
| Build the core of the cycling network by 2030  |  |
| Increase public transit ridership<br>by enhancing service, providing<br>amenities and installing transit<br>priority measures  |  |
| Support green movement of goods and services by encouraging the use of sustainable modes for local deliveries                  |  |
| Achieve no increase in total<br>kilometres travelled by motor<br>vehicles (VKT) by Burnaby<br>residents by 2050                |  |
|  | realm (streets, sidewalk and public space) standards for all areas of the city  Make walking and rolling the first choice for trips under 1km by building high quality pedestrian infrastructure and amenities  Build the core of the cycling network by 2030  Increase public transit ridership by enhancing service, providing amenities and installing transit priority measures  Support green movement of goods and services by encouraging the use of sustainable modes for local deliveries  Achieve no increase in total kilometres travelled by motor vehicles (VKT) by Burnaby |

## **Draft Policies**

The proposed Policies set clear direction for decision making and demonstrate the approach to transportation planning in the city. There are Policies for each major transportation topic area to be included in the new Plan, for a total of 36 Policies:

Which major topic areas you would like to respond to:

|   | Land Use, Public Realm, and Transportation  | Page 11 |
|---|---|---------|
|   | Policies prioritize active transportation (walking, cycling, etc.) and public transit, the integration of land use and transportation planning, the well-being and enjoyment of all users of the transportation system, improved wayfinding, green design and infrastructure, enabling creative use of the street, supporting transportation demand measures, and investigating emerging technologies.  |         |
|   | Walking and Accessibility  Policies prioritize and promote walkability and accessibility in the city through enhancements to pedestrian infrastructure and amenities, improvements to pedestrian safety and accessibility, and the quality and maintenance of pedestrian infrastructure   | Page 18 |
|   | Cycling  Policies prioritize and promote cycling in the city by enhancing the cycling network, improving the comfort and safety of cyclists, continuing to make improvements and maintain the cycling network, and provide amenities that support cycling   | Page 23 |
| A | Public Transit  Policies focus on working with TransLink to provide new and enhanced transit service, support transit priority measures to make transit more attractive and desirable, increase safety, security and accessibility for transit users, and improve amenities to encourage more people to use transit   | Page 26 |
| 3 | Goods and Services Movement  Policies focus on supporting the movement of goods and services in the Region, encouraging strategic methods of movement and delivery, and investigating and improving goods movement and delivery efficiency, and considering the impact of transportation on emergency services management.  | Page 30 |
| 6 | Policies focus on reducing the total number of kilometres driven each day on Burnaby's streets, through redesigning and reorganizing road space, managing and optimizing the road network, improving safety, managing parking, providing infrastructure that supports sustainable vehicles, providing car-share options, managing existing and investigating new people moving services as they arise, and encouraging and promoting car-pooling. | Page 34 |





### Policy 1: Prioritize active transportation (walking, cycling, etc.) and public transit

People are more likely to use active transportation (walking and cycling) and transit if their routes are pleasant. and convenient. Designing public spaces, streets, and trails that improve neighbourhood connectivity, and that also feel safe and interesting, will encourage people to walk, bike, and take transit more regularly

These active modes cost less from both a personal and a community perspective as they require less infrastructure, resources, and space than private vehicles while accommodating more people. Overall, prioritizing active transportation and transit results in a better city for everyone. When more individuals walk, cycle, and take transit, the transportation system better services everyone, including drivers.

Prioritizing active transportation and transit will require the provision of facilities and amenities that improve the walking, cycling, and transit experience. The City will use the Prioritization Pyramid as a guide for decision making as it relates to transportation design, infrastructure, budgets, and more.

- a) Walking and Rolling
- b) Cycling and other Micro Mobility
- c) Public Transit
- d) Goods and Services Movement
- e) Private Vehicles

Note. This approach does not mean that users at the top of the pyramid will always receive top priority on every street given the vanety of constraints that can occur in urban environments. It does however require that the conditions be assessed in a manner that protects vulnerable users, and addresses the needs of each mode either on a specific street or on parallel streets.

What do you think about Policy 1?

Strongly Support

Support

Somewhat Support

Somewhat Oppose

Oppose

Strongly Oppose

Don't Know

Page | 11



# Land Use, Public Realm, and Transportation

## Policy 2: Increase the integration of land use and transportation planning, recognizing that land use is critically important to the City's mobility goals and targets

Integrating land use and transportation planning leads to better transportation options and choice for more people. Having a diversity of land uses, densities, and destinations in close proximity makes it easier to walk and cycle because the tops are shorter.

Higher-density areas with a mix of housing and job types support and justify rapid transit options for longer-distance trips. Conversely, areas within easy access of good transit are well suited to higher density mixed-use development.

The integration of the City's land use plans and transportation system has a significant influence on travel behaviour. The City will improve the integration of land use and transportation planning to enhance the overall livability of the city

What do you think about Policy 27

Strongly Support

Support

Somewhat Support

Somewhat Oppose

Oppose

Strongly Oppose

Don't Know



Policy 3: Significantly increase wellbeing and the enjoyment of moving in the city by providing a high quality public realm (streets, sidewalks, and public spaces)

When a public space is enjoyable or contributes to a person's well-being, that person is more likely to continue to use the space and participate in public life. Creating high quality, well designed spaces will encourage more people to not only use and participate in the public realm, but also contribute to greater enjoyment of the city and healthy lifestyles.

High quality public spaces can reflect and enrich neighbourhood character and help create a sense of place as well as contribute to the variety and vibrancy of the urban fabric. When designing public realm, the City will base it upon universal design principles to consider the needs of all who will use it.

What do you think about Policy 3?

- Strongly Support
- Support
- Somewhat Support
- Somewhat Oppose
- Strongly Oppose
- Don't Know



# Land Use, Public Realm, and Transportation

#### Policy 4: Make it easy to combine trips and navigate the City

Wayfinding refers to the systems that provide information and guide people through their environments. The ability to navigate the city easily enables a better understanding and experience of public space. The provision of easy-to-understand wayfinding materials (maps, signage, trp-planning tools, etc.), including routing and other information is key to helping people understand and move through the city.

In addition to wayfinding, it is important to be able to combine trips and modes to extend the distances that people can travel. For example, cycling is often combined with other modes of transportation, particularly for longer distances, where there are gaps in the cycling network, or where topography is challenging. Opportunities such as being able to bring a bike on transit or a car-share vehicle, and access safe and secure bicycle parking, greatly assist in the ability to combine trips.

Providing clear and consistent wayfinding information will also help those using multiple modes navigate the different networks in the most efficient and effective manner. The City will continue to improve and support opportunities for improved navigation and wayfinding as well as make it easy to combine trips to provide the greatest level of choice and accessibility within the city.

What do you think about Policy 4?

- Strongly Support
- Support
- Somewhat Support
- Somewhat Oppose
- Oppose
- Strongly Oppose
- Don't Know



### Policy 5 Incorporate green design and infrastructure in the public realm

Green design and infrastructure focuses on environmentally-friendly and sustainable approaches to improve the public realm (streets, sidewalks, and public spaces) and streetscape with an emphasis on enhancing ecosystems

Providing rain and storm water management, more permeable surfaces, increased street-tree and overall tree canopy, more landscaping, and other low-impact public realm features contributes to a healthier environment, reduces flooding, and beautifies the city and results in a more enjoyable, comfortable, and sustainable community.

What do you think about Policy 5?

- Strongly Support
- Support
- Somewhat Support
- Somewhat Oppose
- Oppose
- Strongly Oppose
- Don't Know

# Policy 6 Enable and support creative uses of the street to promote a more vibrant

Within Burnaby, there are a variety of activities, festivals, parades, block parties, and other types of events that occur on streets. These activities range in scale from large city-wide events such as Hats-Off Day to small markets. and other even smaller social activities like block parties

Burnaby's streets offer an opportunity to use space differently, in appropriate locations, for other activities in addition to serving transportation needs. Traditionally, streets have been social space - a gathering place to meet neighbours, for kids to play street sports and other games, and a place to build community. Therefore, this policy aims to enable and support these creative and community building uses to enrich livability in the city.

What do you think about Policy 6?

- Strongly Support
- Support
- Somewhat Support
- Somewhat Oppose
- Oppose
- Strongly Oppose
- Don't Know



# Land Use, Public Realm, and Transportation

### Policy 7 Support and incorporate Transportation Demand Management measures

Transportation Demand Management (TDM) is the use of policies, programs, services and products to influence whether, why, when, where, and how people travel. These can motivate people towards more sustainable travel. choices by shifting modes, destinations, times, and frequencies

Supporting and incorporating TDM measures will effectively manage driving demand by making the alternatives to driving more appealing and providing incentives, disincentives, education, promotion, and encouragement.

Examples of TDM measures include providing transit passes, car-share vehicles and parking, bicycle parking, mobility pricing, parking charges, reduced parking provision, and more. The aim is to reduce unnecessary vehicle trips, and the congestion they cause, while also improving transit, goods and services delivery, and active transportation options.

What do you think about Policy 77

- Strongly Support
- Support
- Somewhat Support
- Somewhat Oppose
- Oppose
- Strongly Oppose
- Don't Know

### Policy 8: Continue to investigate emerging technologies that support the City's mobility goals and targets

New technology is developing and changing rapidly. It is difficult to predict what new technologies may emerge, and the impacts that they may have on the public realm and travel patterns. In many cases the technologies are still evolving, or are too new to have all the answers

It will be imperative for the City to investigate emerging technologies as they arise, in order to determine which ones will support and help to achieve the City's mobility goals and targets. The City will weigh the pros and cons of each technology as it anses in order to determine the best way forward

What do you think about Policy 8?

- Strongly Support
- Support
- Somewhat Support
- Somewhat Oppose
- Oppose
- Strongly Oppose
- Don't Know



How could the City of Burnaby take action to support these land use, public realm, and transportation policies?

How can you take action towards our transportation future?



# Walking and Accessibility

### Policy 1: Complete and enhance the City's pedestrian network by 2050

The Burnaby pedestrian network is highly variable. There are areas where sidewalks and pedestrian infrastructure are high quality and connect to destinations, and there are areas where the sidewalks and footpaths are incomplete, do not exist, or are of poor quality.

This presents an opportunity to fill in the gaps, remove barriers, and improve connectivity for pedestrians by completing and enhancing a high quality network.

What do you think about Policy 1?

Strongly Support

Support

Somewhat Support

Somewhat Oppose

Oppose

Strongly Oppose

Don't Know

### Policy 2: Make streets safe for pedestrians

Pedestrians are the most vulnerable users of the street and have much higher risk of injury or death if involved in a crash. Providing safe facilities is a key component of enabling and encouraging pedestrian

Both real and perceived safety concerns can be addressed through pedestrian oriented design. This includes providing lighting, clear and direct routes, separation from vehicles and cyclists, safe crossings, reducing

As sidewalks, multi-use paths, and other linkages are built or enhanced throughout the city, pedestrian safety will continue to be a top priority.

What do you think about Policy 2?

Strongly Support

Support

Somewhat Support

Somewhat Oppose

Oppose

Strongly Oppose

Don't Know

Page | 17



# Walking and Accessibility

### Policy 3: Make infrastructure accessible for all people explanation

Accessibility in this context means that all people have physical and locational access to destinations. To use the example of walking; paths or sidewalks are a short distance from home or work, with curb cuts, benches and good lighting.

The application of universal design guidelines will ensure that accessibility is achieved for all people. This means providing infrastructure that enables and encourages everyone, regardless of physical or cognitive ability, age, or background, to use the pedestrian network to participate in their daily activities.

It also requires that alternative, accessible pedestrian facilities are provided when regular routes are blocked during construction.

| Mhat | do voi | think | about | <b>Policy</b> | 32 |
|------|--------|-------|-------|---------------|----|
|      |        |       |       |               |    |

Strongly Support

Support

Somewhat Support

Somewhat Oppose

Strongly Oppose

Don't Know

Walking and Accessibility Policy 4: Improve the quality and maintenance of pedestrian infrastructure and amenities Walking has a number of benefits that are further enhanced by the quality of the space, including health and happiness, environmental benefits, social engagement and inclusion, safety and security, and economic vitality. By making walking enjoyable, the benefits multiply and so do the number of pedestrians. Walking is enjoyable when it's easy, flexible, safe, comfortable, includes universal design, and there are interesting surroundings. This requires both the provision of high quality infrastructure and amenities as well as prioritizing the maintenance of these facilities. What do you think about Policy 4? Strongly Support Somewhat Support Somewhat Oppose **Оррозе** Strongly Oppose Don't Know Policy 5: Promote and inspire walkability in the City Influencing behavior and changing the way people move around the city requires the right infrastructure to be in place. It also requires other measures and programs aimed to educate people about the benefits of walking and rolling, encourage more people to try walking and rolling, and enforce safe and respectful behaviour by all street users. What do you think about Policy 5? Strongly Support Support Somewhat Support Somewhat Oppose Oppose Strongly Oppose Don't Know



# Walking and Accessibility

How could the City of Burnaby take action to support these walking and accessibility policies?

How can you take action towards our transportation future?



# Cycling

### Policy 1: Expand and enhance the City's cycling network

While the Burnaby cycling network has grown, many people are choosing not to ride because the routes are not direct, complete, or lack comfort and safety. To encourage more people to cycle, a cohesive and legible network includes routes that are direct, low stress, and comfortable for everyone

The network should provide convenient access to important destinations like schools, community centres, libraries, transit stations, employment areas, and shopping areas:

The cycling network will include:

- · A core network of approximately 10 routes that provide clear, consistent, and continuous connections between the town centres, major destinations, and to neighbouring municipalities. This core network is to be fully constructed by 2030.
- · A series of well-spaced routes throughout the city which provide an appropriate density of routes in addition to the core network will be added over time.

The City will expand and enhance the cycling network to increase cycling.

What do you think about Policy 1?

Strongly Support

Support

Somewhat Support

Somewhat Oppose

Oppose

Strongly Oppose

Don't Know



## Cycling

# Policy 2: Ensure existing and new cycle routes feel comfortable and safe for people of all ages and abilities

Safety and comfort are the primary concerns for cyclists in the city. Both real and perceived safety and comfort issues must be addressed in order to grow cycling as a practical, enjoyable, healthy, green, and affordable way to travel.

Building cycling infrastructure that is separated and feels comfortable and safe for people of All Ages and Abilities (AAA) will increase the appeal of cycling to a wider mix of people and relieve concerns about safety and comfort.

In addition, introducing speed limits and other measures to limit conflicts between cyclists and pedestrians on shared facilities will increase safety and comfort for everyone.

What do you think about Policy 2?

| autorigity autoport |
|---------------------|
| Support             |
| Somewhat Suppor     |
| Somewhat Oppos      |
| Oppose              |

Strongly Oppose

Don't Know

. . . . . . . . . . . .

### Policy 3: Improve and maintain existing cycling facilities

Improving and maintaining existing cycling facilities is important for safety as well as for increasing the confidence of cyclists. Over time, existing cycling infrastructure will need to be improved as best practices for the design and regulation of cycling facilities evolve.

It is important to properly maintain cycling infrastructure, and to provide suitable alternatives when cycling routes are blocked due to nearby construction. Cycling is more likely to be an everyday option if the facilities are kept in a good state of repair. Cyclists are particularly vulnerable to hazards such as uneven paving, potholes, pooling water, broken glass, snow, ice, and other debris that can be found on cycle facilities and streets. Regular maintenance helps keep the routes free of hazards, which improves comfort, safety, and the user experience.

What do you think about Policy 3?

| Ġ | Strongly Support |
|---|------------------|
|   | Support          |
|   | Somewhat Suppor  |
|   | Somewhat Oppose  |
|   | Oppose           |
|   | Strongly Oppose  |
|   | Don't Know       |

Cycling

### Policy 4: Provide ample high-quality bike parking and end-of-trip facilities

Bike parking is necessary when cyclists reach their destination. It should be convenient, safe, and secure no matter the length of stay.

There are a variety of different types of bike parking. Well-designed bike storage, parking areas, or sidewalk racks provide a basic level of security, and are typically used for shorter stops. Bike rooms, cages, lockers, or automated storage systems typically provide a higher level of bicycle protection while being more suited to longer term parking such as at school, home or work.

End-of-trip facilities, such as change rooms and showers, are necessary amenities to encourage cycling.

What do you think about Policy 4?

Strongly Support Support Somewhat Support Somewhat Oppose Oppose Strongly Oppose Don't Know

#### Policy 5: Promote and support programs that increase cycling in the City

Influencing behavior and changing patterns requires more than just providing the right infrastructure and amenities. Cycling needs to be promoted and encouraged through education programs which empower people of all ages to feel comfortable riding bicycles.

Programs such as bike-share provide convenient access to bicycles without the need for ownership, storage or maintenance. Together with providing infrastructure and amenities, these programs support and encourage increased cycling in the city.

What do you think about Policy 5?

Strongly Support Support Somewhat Support Somewhat Oppose Oppose Strongly Oppose

Don't Know

| How could the City of Burnaby take action to support these cycling policies | 7         |
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| How can you take action towards our transportation future?                  |           |
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## Public Transit

#### Policy 1: Work with TransLink to provide new and enhanced transit service

A good transit system needs to provide fast, frequent and reliable service, while being comfortable, safe, and accessible for all users. It also needs to be a complete network, enabling people to move easily from where they are to where they need or want to go, as quickly and reliably as possible.

Providing new transit infrastructure, such as new rapid bus or other new services that are separated from congestion caused by general traffic, would result in faster, more reliable service, and attract more riders. In order to provide greater mobility freedom and increase ridership, the City will continue to work with TransLink to provide new and enhanced infrastructure and services.

What do you think about Policy 1?

Strongly Support

Support

Somewhat Support

Somewhat Oppose

Oppose

Strongly Oppose

Don't Know

### Policy 2: Provide transit-supportive amenities to increase ridership

The provision of supportive amenities makes it more comfortable for more people to take transit. By providing transit stop amenities such as shelters, benches, lighting, and waste and recycling receptacles, waiting for the bus becomes more comfortable and inviting.

Other amenities such as public Wi-Fi access, enhanced wayfinding maps, and real-time transit information (eg. signs displaying the actual arrival time of the next bus), enhance the user experience and make taking transit more predictable and enjoyable.

Transit use can also be encouraged by providing a more walkable environment, which includes building sidewalks that are well-designed, spacious, safe, accessible, and provide direct access to transit stops and stations.

What do you think about Policy 2?

Strongly Support

Support

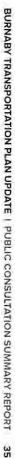
Somewhat Support

Somewhat Oppose

Oppose

Strongly Oppose

Don't Know





## **Public Transit**

#### Policy 3: Improve the safety, security and comfort of public transit

The decision to use the public transportation system is influenced by perceived and actual safety and security concerns, as well as the user's overall comfort. Measures such as better lighting and security at transit stops can improve perceptions and reality of safety and comfort.

If a person feels comfortable waiting at a bus stop or making their way through a SkyTrain station at any time of the day or night, then they are more likely to use transit. When locating and designing transit stops, the provision of amenities or commercial uses which make the location more vibrant, will contribute to increased safety, security, and comfort.

What do you think about Policy 3?

- Strongly Support
- Support
- Somewhat Support
- Somewhat Oppose
- Oppose
- Strongly Oppose
- Don't Know

### Policy 4: Make public transit universally accessible to all people

An effective and equitable transit system provides universal access for everyone. Transit access can be considered in three ways:

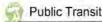
- Locational Access: refers to whether a person can get to their destination using the transportation system.
- Physical Access: refers to the concept that everyone, regardless of age or physical ability, has the
  mobility they need for their daily activities.
- Financial Access: refers to the notion that the transportation system is affordable for the majority
  of people, and that economic means is not a barrier to mobility.

The City will work with TransLink and other partners to continue to improve the accessibility of the transit system

What do you think about Policy 4?

- Strongly Support
- Support
- Somewhat Support
- Somewhat Oppose
- Oppose
- Strongly Oppose
- Don't Know

Page | 27



# Policy 5: Implement transit priority measures to improve reliability and speed of

Congestion has a significant impact on the reliability and travel time for buses. Giving priority to buses through physical and operational measures can reduce delay and increase reliability. The significant time savings and increased reliability realized by bus priority measures can help attract and maintain transit users.

Bus priority measures include dedicated bus lanes, transit priority signals, bus queue jumper lanes, transit-only links, and other technologies and infrastructure. The City will work with TransLink and other partners to implement these measures to decrease the length of time buses spend in congestion and make bus travel more efficient.

What do you think about Policy 5?

- Strongly Support
- Support
- Somewhat Support
- Somewhat Oppose
- Oppose
- Strongly Oppose
- Don't Know

# Policy 6: Work with TransLink to promote and advocate for transit improvements that will increase transit ridership

A high quality public transit system is achieved through partnerships. The City will work with TransLink to promote the use of transit in the city to increase ridership. This includes encouragement, education, enforcement, and promotional activities that motivate people to use transit more.

The City will also work with TransLink to advocate for safe, reliable, frequent, and comfortable transit, as well as improved services, amenities, facilities, and more consistent funding sources to achieve the City's mobility goals and targets.

What do you think about Policy 67

- Strongly Support
- Support
- Somewhat Support
- Somewhat Oppose
- Oppose
- Strongly Oppose
- Don't Know

| How could the City of Burnaby take action to support these public transit policies? |           |
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| How can you take action towards our transportation future?                          |           |
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## Goods and Services Movement

### Policy 1: Support the movement of goods and services in the Region

Metro Vancouver is the third largest metropolitan area in Canada. It is home to a population of around 2.5 million (2016), and is expected to grow by one million over the next 30 years. Metro Vancouver also has the largest port in Canada's Asia-Pacific Gateway for goods movement to and from the west coast of Canada.

Many of these regional and international movements of goods pass through Burnaby, whether it is via roads, rail, or water, Because of this, the city will continue to be an important link within the region and will need to continue to participate in the regional goods and services network.

What do you think about Policy 1?

Strongly Support

Support

Somewhat Support

Somewhat Oppose

Oppose

Strongly Oppose

Don't Know

# Policy 2: Support strategic methods of goods and services movement and delivery that support the City's mobility goals and targets

It is critical to both the region and the city that the needs of goods and services movement and of the community are balanced for the benefit of all. For example, heavy trucks are essential for moving goods, but they can negatively impact the fivability of the communities they pass through by contributing to noise, vibration, emissions, and concerns about safety.

Solutions to these issues include innovative measures that reduce the carbon footprint of delivery vehicles, such as the right-sizing of vehicles, the use of alternative fuel sources, low or zero emission vehicles, bike couriers, and more. The City needs to be flexible and resilient to meet the changing patterns of goods and services delivery.

What do you think about Policy 27

Strongly Support

Support

Somewhat Support:

Somewhat Oppose

Oppose

Strongly Oppose

Don't Know





### Goods and Services Movement

# Policy 3: Continue to investigate operational opportunities to improve goods and services movement and delivery efficiency

Major employment centres, industrial sites, construction projects, and other commercial businesses, as well as residents, depend on the city's transportation system for the delivery of goods and services.

The movement of goods and services takes place in various forms ranging from the shipment of construction materials to a construction site, to the delivery of vegetables to a grocery store, to the delivery of a courier package to a residence, of a contractor attending a site.

Each type of delivery serves a need and is important. The city has a designated Truck Route Network that ensures roadway design accommodates the operational needs of larger vehicles. The increased demand for delivery of individual goods and services to individual addresses or buildings has the potential to increase concestion on the city's streets.

In order to address the impacts on congestion, the City will need to continue to find operational opportunities that improve the use of space and enhance efficiency of goods and services movement

What do you think about Policy 3?

Strongly Support

Support

Somewhat Support

Somewhat Oppose

Oppose

Strongly Oppose

Don't Know

Page | 31



### Goods and Services Movement

#### Policy 4: Consider emergency management in making transportation decisions

Emergency management has four phases or components which include mitigation, preparedness, response, and recovery. Each component must be considered when making transportation choices.

Mitigation refers to proactive steps that are taken to prevent a hazardous event from happening or reducing the severity and impacts of such an event before it occurs. For example, appropriate neighbourhood and street design, including sidewalks and traffic calming measures, can reduce the number and severity of crashes that would require emergency response.

Preparedness includes those actions taken to ensure readiness to undertake emergency response and recovery.

Response refers to the actions taken to address an imminent or occurring emergency in order to prevent, limit, and manage the impacts. For the transportation system, this means that emergency services, such as fire, ambulance, police, or other emergency service providers, are able to reach their destinations in a timely and efficient manner. There needs to be a careful balance between neighbourhood design, the 'right-sizing' of emergency vehicles, and response plans for the provision of emergency services.

Lastly, the recovery component includes actions taken to re-establish social, cultural, physical, economic, personal, and community well-being through inclusive measures that reduce vulnerability to emergencies, while enhancing sustainability and resilience

The scope of these actions varies relative to the type and size of incident or situation that occurs.

What do you think about Policy 4?

Strongly Support

Support

Somewhat Support

Somewhat Oppose

Oppose

Strongly Oppose

Don't Know

| How could the City of Burnat<br>movement policies? | by take action to | support these goo | ds and services |         |
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| How can you take action tow                        | vards our transpo | ortation future?  |                 |         |
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|  |                   |                   |                 |         |



# Policy 1: Manage the road network through redesigning and reorganizing streets

The city's streets are classified on the basis of their intended function. Typically, 'arterial' streets are for longer trips and cover longer distances across the city. 'Collector' streets provide access between and within neighbourhoods and serve as a connection between arterial streets and local streets. 'Local' streets provide local connectivity and access to properties. 'Laneways' only provide access to properties.

The city and its transportation system face a fundamental space challenge. Land and streets are finite resources that require careful management. The ability to expand or add streets is limited. However, existing streets can be reorganized or redesigned to accommodate different modes and numbers of people. They can be enhanced to make the public realm more enjoyable, safe, and accessible

In some places, there are missing links that may need to be completed or reconnected based on the merits of improving local access and connectivity. The City will focus on improving the existing network to increase the people-moving capacity of Burnaby's streets.

What do you think about Policy 1?

Strongly Support

Support

Somewhat Support

Somewhat Oppose

Oppose

Strongly Oppose

Don't Know

#### Policy 2: Manage and optimize road network operations

The City's responsibility for the network includes constructing and maintaining streets, as well as managing the movement of traffic on city streets. In addition to physical improvements, the City will manage infrastructure through measures that address capacity and safety issues at intersections in root time, optimize traffic signal timings and minimize construction and incident disruptions to better manage traffic flow and efficiencies.

By managing road network operations using modern technology and tools, the City will improve the way the street system functions, help reduce congestion, and facilitate the movement of people, goods, and services.

What do you think about Policy 27

Strongly Support

Support

Somewhat Support

Somewhat Oppose

Oppose

Strongly Oppose

Dan't Know





## Driving

#### Policy 3: Manage vehicle movement to reduce collisions and address safety issues

The City's "Vision Zero" approach to transportation safety is focused on reducing transportation related fatalities and serious injuries while increasing accessible, safe, healthy, green, prosperous, and connected mobility for all. It includes a two-point proactive and systematic approach:

Safe Streets – refers to the designing, building, maintaining, and operating of safe streets. Safe
Users – refers to limiting or preventing unsafe or risk-taking behaviours such as speeding, failing
to yield at intersections, distracted or impaired driving, and other behaviours through enforcement,
education, and engagement.

This approach recognizes that to achieve safety as an outcome, it is dependent on both the physical design of the street and on the way people behave on and around the street. The City will work with partners to prioritize the safety of vulnerable street users and identify appropriate steps or pro-active measures to address issues.

What do you think about Policy 3?

Strongly Support

Support

Somewhat Support

Somewhat Oppose

Oppose

Strongly Oppose

Don't Know

Page | 35



#### Policy 4: Manage parking to reduce auto ownership and dependence

Parking is typically grouped into two categories:

- On-street parking: Parking that is located on public streets within the road right-of-way. It is
  typically used for shorter periods of time and has more restrictions (hours of use and cost) as it is
  often in high demand. It is regulated through the Burnaby Street and Traffic Bylaw.
- Off-street parking: Parking that is located anywhere but on the street, such as parking lots, parkades, garages, or driveways. It is typically used for longer penods of time, and is usually privately owned. It is regulated through the Burnaby Zoning Bylaw.

The location, availability, and cost of parking can have a significant effect on the quality of the public realm, housing costs, transportation costs, viability of businesses, and travel behavior.

In order to mitigate negative effects, parking supply and usage need to be carefully managed using Transportation Demand Management (TDM), appropriate design, enforcement, and other regulatory and policy measures.

The City will provide the right balance of well-planned, designed, and appropriately priced parking supply to reduce auto ownership and dependence, while supporting the needs of people and businesses, and minimizing impacts to local neighbourhoods.

What do you think about Policy 47

Strongly Support

Support

Somewhat Support

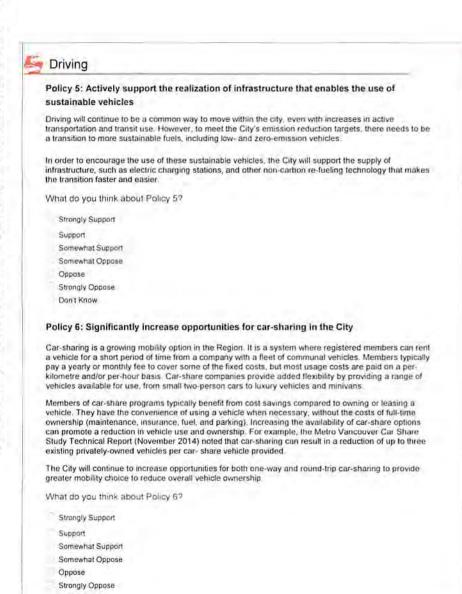
Somewhat Oppose

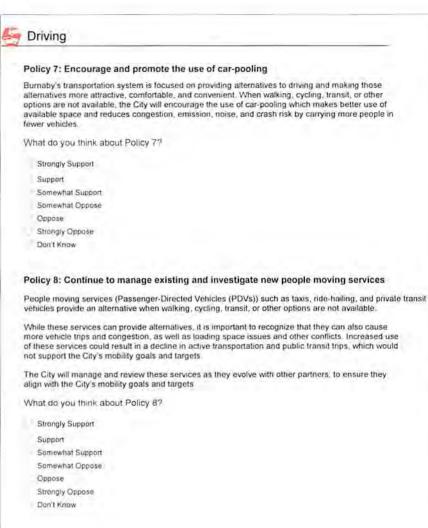
Oppose

Strongly Oppose

Don't Know

Don't Know





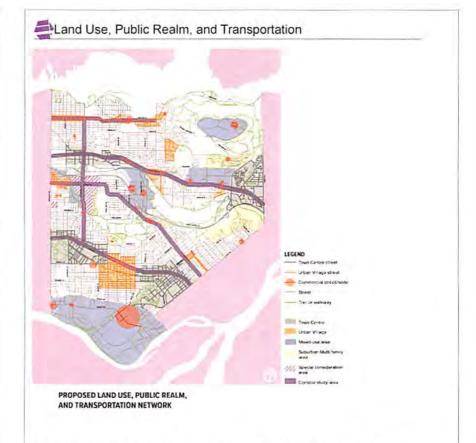
| How could the City of Burnaby take action to support these driving policies? |           | How important is each of the major topic areas to you: If you have \$100 in tra bucks to spend, how would you allocate your money?   | vel       |
|--|-----------|--|-----------|
|  |           | Public Realm, Land Use and Transportation  |           |
|  | :         | Policies prioritize active transportation and public transit, the integration of land use and transportation planning, the well-being and enjoyment of all users of the transportation system, improved wayfinding, green design and infrastructure, enabling creative use of the street, supporting transportation demand measures, and investigating emerging technologies   |           |
|  |           | Walking and Accessibility  |           |
|  |           | Policies prioritize and promote walkability and accessibility in the city through enhancements to pedestrian infrastructure and amenities, improvements to pedestrian safety and accessibility, and the quality and maintenance of pedestrian infrastructure   |           |
|  | :         | Cycling  |           |
|  |           | Policies prioritize and promote cycling in the city by enhancing the cycling network, improving the comfort and safety of cyclists, continuing to make improvements and maintain the cycling network, and provide amenities that support cycling   |           |
| How can you take action towards our transportation future?                   |           | Public Transit   |           |
|  |           | Policies focus on working with TransLink to provide new and enhanced transit service, support transit priority measures to make transit more attractive and desirable, increase safety, security and accessibility for transit users, and improve amenities to encourage more people to use transit  |           |
|  |           | Goods and Services Movement  |           |
|  |           | Policies focus on supporting the movement of goods and services in the region, encouraging strategic methods of movement and delivery, and investigating and improving goods movement and delivery efficiency, and considering the impact of transportation on emergency services management   |           |
|  |           | Driving  |           |
|  |           | Policies focus on reducing the total number of kilometres driven each day on Burnaby's streets, through redesigning and reorganizing road space, managing and optimizing the road network, improving safety, managing parking, providing infrastructure that supports sustainable vehicles, providing car-share options, managing existing and investigating new people moving services as they arise, and encouraging and promoting car-pooling |           |
|  |           | TOTAL (must add up to \$100)   |           |
|  |           |  |           |
|  | Page   39 |  | Page   40 |

## **Draft Networks**

The proposed network maps illustrate the future state of the transportation system in Burnaby for each major transportation topic area.

Which network(s) you would like to comment on:

| Land Use, Public Realm, and Transportation Network | Page 42 |
|--|---------|
| Walking and Accessibility Network                  | Page 44 |
| Cycling Network                                    | Page 46 |
| Public Transit Network                             | Page 48 |
| Goods and Services Movement Network                | Page 50 |
| Driving Network                                    | Page 52 |



The map identifies areas where we are proposing to build a higher standard of public realm. These are places where we expect more pedestrians and cyclists. The proposed new standards will incorporate Universal Design and All Ages and Abilities design, ensuring that they are accessible and enjoyed by everyone. The new standards will affirm the Vision that all areas of the city deserve to be pleasant, enjoyable, and functional places to travel and enjoy public life.

The five corridor study areas identified on the map are existing or future key transit corridors which warrant a higher standard of public realm to integrate the pedestrian, cycling, and transit networks. Further study of these corridors will be part of the upcoming Official Community Plan update.

. We are creating a strategy for improving the public realm in key areas of the city.

### How will we do it?

. We will develop new standards for high quality public realm throughout the city.

#### What results do we expect?

- There will be places that offer more space and amenities making them more enjoyable and easier to use.
- . More people will be encouraged to use active transportation and transit.
- The integration of land use and transportation, together with high-quality public realm, will
  contribute to a balance transportation system that is accessible, safe, healthy, green,
  prosperous, and connected transportation system.

Tell us what you think about the proposed Land Use, Public Realm, and Transportation Network Map:

Strongly Support

Support

Somewhat Support

Somewhat Oppose

Oppose

Strongly Oppose

Don't Know

Any additional comments on the Land Use, Public Realm, and Transportation Network?

Page | 43

# Walking and Accessibility



The map illustrates the walking and accessibility network in the city. Streets where there are currently no sidewalks are shown in red, those with sidewalks on one side of the street are identified in yellow, and streets with sidewalks on both sides are shown in green. The intent is to build and complete sidewalks on all streets by 2050.

The map also highlights some of the priority areas for sidewalk construction. These include sidewalks within 250m of schools, civic facilities, and transit facilities, where there is typically a higher demand for pedestrian access, as well as a higher percentage of vulnerable users such as seniors and children.

. We are building and completing sidewalks on all streets by 2050.

### How will we do it?

 We will prioritize building and completing sidewalks where there is a higher demand (eg. within 250 metres of schools, civic facilities, and transit facilities).

### What results do we expect?

- . It will be easier to choose walking and rolling for shorter trips.
- · Walking and rolling will be safe for everyone, especially children and seniors.
- · Pedestrian facilities will be accessible and comfortable for everyone.

Tell us what you think about the proposed Walking and Accessibility Network Map:

| Strongly | Sunnar |
|----------|--------|
|          |        |

Support

Somewhat Support

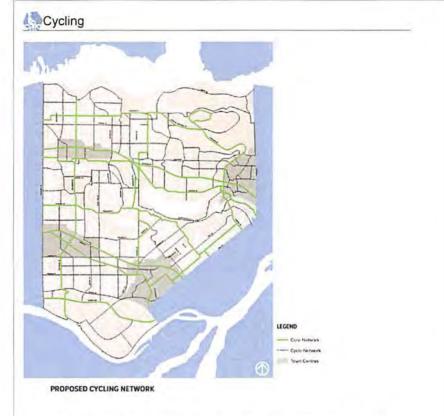
Somewhat Oppose

Oppose

Strongly Oppose

Don't Know

Any additional comments on the Walking and Accessibility Network?



This map illustrates the city's cycling network. The core network (shown in green) provides key north-south and east-west links and connections between the Town Centres, and connects with cycling routes in neighbouring municipalities. Construction of new cycling facilities will take place using a focused approach, beginning with completion of a core network. The remaining routes will be added over time, resulting in a comprehensive cycling grid throughout the city.

 We are building a clear, consistent core network by 2030, and completing a comprehensive cycling network across the city by 2050.

#### How will we do it?

- . By dedicating and making a substantial investment in resources to build the core network.
- . By completing the remainder of the network over time.

#### What results do we expect?

- A high quality, complete, consistent, and clear cycling network that is comfortable for people of all ages and abilities.
- Key cycling connections between the Town Centres, as well as north-south and east-west links through the City which align with cycling facilities in neighbouring municipalities.

Tell us what you think about the proposed Cycling Network Map.

Strongly Support

Support

Somewhat Support

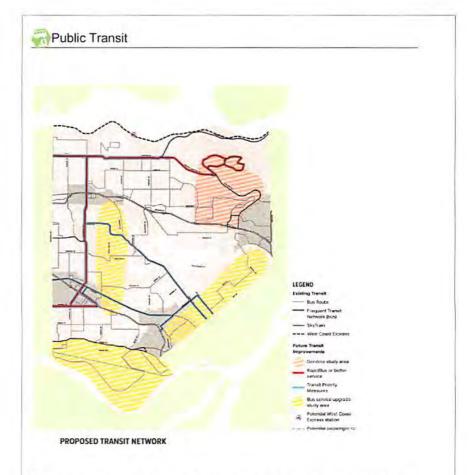
Somewhat Oppose

Oppose

Strongly Oppose

Don't Know

Any additional comments on the Cycling Network?



The map illustrates the public transit network in Burnaby, including the current bus routes, the Frequent Transit Network, the two SkyTrain lines and the West Coast Express commuter train, which are not expected to see significant changes in the future. The map also shows the location of potential enhancements to the transit network ranging from a gondola to SFU, to "RapidBus or better" service on major corridors, bus lanes or queue jumper lanes on key corridors, to bus upgrade areas where improved service is needed.

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- · Working with TransLink to improve service.
- · Making improvements to enhance efficiency (bus-only lanes) and comfort (amenities) of transit.

#### How will we do it?

By partnering with TransLink to make improvements such as:

- Studying potential for a gondola service to Simon Fraser University and UniverCity. "RapidBus or better" service along several major corridors.
- Transit priority measures such as bus lanes, queue-jumper lanes, and other measures on key streets.
- · Upgrades to bus service in key areas.
- Consideration of a potential new West Coast Express commuter rail station and potential future passenger rail on existing railway through the Big Bend.

#### What results do we expect?

· Better transit service for everyone!

Tell us what you think about the proposed Public Transit Network Map.

Strongly Support

Support

Somewhat Support

Somewhat Oppose

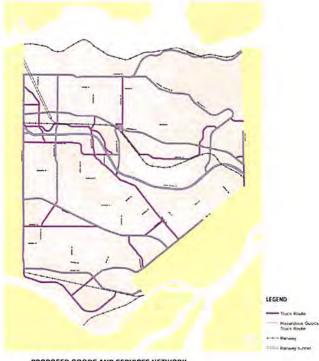
Oppose

Strongly Oppose

Don't Know

Any additional comments on the Public Transit Network?

## Goods and Services Movement



PROPOSED GOODS AND SERVICES NETWORK

The map illustrates the location of truck routes, hazardous goods routes, and the railway lines used for goods movement within and through the city. Truck routes are typically major streets and highways designated to accommodate larger trucks. The hazardous goods network consists of streets designated to accommodate the small percentage of trucks carrying hazardous goods. Trucks are permitted to use other streets in the city in order to access businesses or work sites, but must travel there via the shortest possible route to and from the closest designated truck route.

- . Continuing to define the primary truck and hazardous goods routes through the city.
- · Supporting the safe movement of goods on railways.
- . Encouraging greener delivery of goods and services.

#### How will we do it?

- . Trucks will continue to be permitted on designated routes, typically on major streets and highways.
- Trucks will also continue to be permitted to use other city streets to access businesses or work sites
- . We will encourage the use of more sustainable modes for goods and services movement.

#### What results do we expect?

· Reliable routes for goods movement in the city.

Tell us what you think about the proposed Goods and Services Movement Network Map

Strongly Support

Support

Somewhat Support

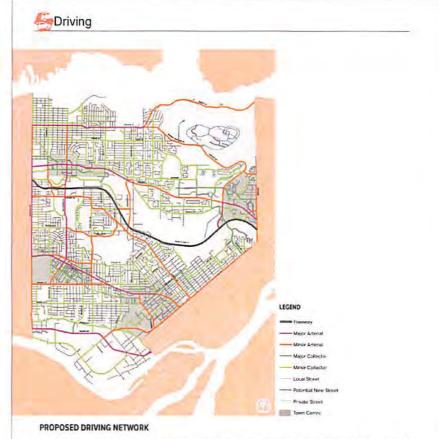
Somewhat Oppose

Oppose

Strongly Oppose

Don't Know

Any additional comments on the Goods and Services Movement Network?



The driving network map shows the classification of our streets according to their design and the type of traffic they are carrying. For instance, "Freeways" carry mostly traffic flowing though the city, whereas "Collector" roads carry mostly traffic internal to Burnaby.

As indicated earlier, we have a fundamental space challenge on our roads – as the city grows, we need to move more people in the same amount of space. To meet that challenge, we need to rethink how we use our streets. We need to increase their people-moving capacity without increasing their size. We can do this by providing more space for active transportation and transit to provide those currently driving an attractive alternative. Reducing the number of cars on our streets helps everyone.

- . Making our street network more efficient for everyone
- . Managing and optimizing our driving network.

### How will we do it?

- . By redesigning and reorganizing our street space
- · By adjusting our street classifications
- . By providing safe, accessible and enjoyable alternatives, to encourage less driving

#### What results do we expect?

- · Reduction in vehicle-kilometres travelled per person
- . More choices for people to move around the city
- · Improved safety for everyone using our streets

Tell us what you think about the proposed Driving Network Map

- Strongly Support
- Support
- Somewhat Support
- Somewhat Oppose
- Oppose
- Strongly Oppose
- Don't Know

Any additional comments on the Driving Network?

### Tell Us About You

The responses provided here are confidential. Responses will not be identified by individual, but will be compiled together and analyzed as a group.

Important: Questions with a red asterisk (\*) are mandatory questions which must be answered for your survey submission to be counted.

\*What is your primary mode of travel today?

Walk

Cycle

Transit

Passenger

Driver

Other (please specify)

\*Do you (select all that apply)

- Live in Burnaby
- Work in Burnaby
- Attend school in Burnaby

Access shopping, recreation, or other activity in Burnaby

Work for the City of Burnaby

Other (please specify)

None of the above

\*What are the first 3 digits of your postal code?

\* Please indicate your age group:

Under 18 years

18 to 24 years

25 to 34 years

35 to 44 years

45 to 54 years

55 to 64 years

65 and older

Prefer not to answer

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| Do you identify on:  |   |                        |  |
|--|---|------------------------|--|
| *Do you identify as:   | Female  |                        | How  |
|  |   |                        | in norm  |
| Another gender identity  | Prefer not to answer  |                        | followin   |
|  |   |                        | anothe   |
| What type of housing stru  | clure do you live in?   |                        | second   |
| Single Family/Two Family   | house   |                        | Walk   |
| Townhouse/Row house  |   |                        | Cycle  |
| Apartment/Condo (less tha  | nn 5 storeys)   |                        | Publi  |
| Apartment/Condo (5 or mo   | ore storeys)  |                        | Car S  |
| Suite in a single family or t  | wo family house   |                        | Drive  |
| Other (please specify)   |   |                        | Pass   |
| Do you own or rent your h  |   |                        | 1 1  |
| Do you our or rein your i  | iome?   |                        | Taxi   |
| Own C R  |   |                        |  |
|  |   |                        | Othe   |
| C Own  | lent Other  |                        |  |
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| Own R What is your total househ Under \$25,000 \$25,000 to \$49,999 \$50,000 to \$74,999 \$75,000 to \$99,999 \$100,000 to \$149,000 \$150,000 or over Prefer not to answer  *Do you have access to a veloce.  | tent Other  old income before-tax?  hide for personal use?  | circle all).           | How of During follows  Walk Cycle Publi                        |
| Own R What is your total househ Under \$25,000 \$25,000 to \$49,999 \$50,000 to \$74,999 \$75,000 to \$99,999 \$100,000 to \$149,000 \$150,000 or over Prefer not to answer  Do you have access to a vel Yes Please select the fuel type for                           | tent Other  Old income before-tax?  hide for personal use?  No  or each vehicle you have access to (                          |                        | How of During follows  Walk Cycle Publi Car S  Drive Pass      |
| Own R What is your total househ Under \$25,000 \$25,000 to \$49,999 \$50,000 to \$74,999 \$75,000 to \$99,999 \$100,000 to \$149,000 \$150,000 or over Prefer not to answer  Do you have access to a vel Yes  Please select the fuel type for                          | tent Other  old income before-tax?  hide for personal use?  No  or each vehicle you have access to (                          | Vehicle 3              | How of During follows:  Walk Cycle Publicar S Drive Pass Taxi/ |
| Own R What is your total househ Under \$25,000 \$25,000 to \$49,999 \$50,000 to \$74,999 \$75,000 to \$99,999 \$100,000 to \$149,000 \$150,000 or over Prefer not to answer *Do you have access to a very ves  Please select the fuel type for Vehicle 1  Gas / Dieset | tent Other  Old income before-tax?  hide for personal use?  No  or each vehicle you have access to (  Vehicle 2  Gas / Diesel | Vehicle 3 Gas / Diesel | How of During follows  Walk Cycle Publi Car S  Drive Pass      |

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## How do you usually travel?

In normal (non-pandemic) times how many trips do you typically take in a week using each of the following different modes of transportation? A trip is any travel that starts in one place and ends in another like travelling from home to work, school, or shopping. The return trip should be counted as a second trip

| Number of trips (in a week): |  |
|------------------------------|--|
| Number of trips (in a week): |  |
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| Number of trips (in a week): |  |
| Number of trips (in a week): |  |
|                              | Number of trips (in a week):  Number of trips (in a week): |

## How do you travel during these (pandemic) times?

During the pandemic, how many trips did you take in the last week (seven days) using each of the following?

| Walk                                  | Number of trips (in a week): |  |
|---------------------------------------|------------------------------|--|
| Cycle                                 | Number of trips (in a week): |  |
| Public Transit                        | Number of trips (in a week): |  |
| Car Share/Car Co-Op (eg. Evo or Modo) | Number of trips (in a week): |  |
| Drive a private vehicle               | Number of trips (in a week): |  |
| Passenger in a private vehicle        | Number of trips (in a week): |  |
| Taxi/Ride Hail (ex. Uber)             | Number of trips (in a week): |  |
| Other<br>Please specify:              | Number of trips (in a week): |  |
|                                       |                              |  |

| fill you change the way you travel in FU   | ITURE?   |                 | Is there anything else you would like to add or that you think we have   |
|--|--|-----------------|--|
| nagine that ALL of the proposed transportation<br>(ely is it that you will change your FUTURE tra<br>ave only read about some of the changes that<br>oked at.                              | ivel patterns in a post-pandemic scenari   | io? Even if you | missed?  |
| Very Likely  |  |                 |  |
| Likely   |  |                 |  |
| Neutral  |  |                 |  |
| Very Unlikely  |  |                 |  |
| Untikely   |  |                 |  |
| Don't Know   |  |                 |  |
| ow will your FUTURE travel change?   |  |                 |  |
| nanges, and your NEW TRAVEL HABITS plea<br>ach of the following different ways in an averag  | ge week (seven days)? A trip is any trav   |                 |  |
| nould be counted as a second trip.   | m home to work, school, or shopping. T   | he return trip  |  |
| ne place and ends in another like travelling from hould be counted as a second trip.  Walk  Cycle  | Number of trips (in a week):  Number of trips (in a week):   | he return trip  |  |
| walk  Cycle  | Number of trips (in a week):  Number of trips (in a week):   | he return trip  |  |
| nould be counted as a second trip.  Walk  Cycle  Public Transit  | Number of trips (in a week):  Number of trips (in a week):  Number of trips (in a week):   | he return trip  |  |
| Walk  Cycle  Public Transit  Car Share/Car Co-Op (eg. Evo or Modo)   | Number of trips (in a week):   | he return trip  |  |
| Malk  Cycle  Public Transit  Car Share/Car Co-Op (eg. Evo or Modo)  Drive a private vehicle  | Number of trips (in a week):   | he return trip  |  |
| Walk  Cycle  Public Transit  Car Share/Car Co-Op (eg. Evo or Modo)   | Number of trips (in a week):   | he return trip  | Please place your completed survey in a sealed envelope marked:  |
| walk Cycle Public Transit Car Share/Car Co-Op (eg. Evo or Modo) Drive a private vehicle Passenger in a private vehicle   | Number of trips (in a week):   | he return trip  | Please place your completed survey in a sealed envelope marked:  Confidential – Transportation Plan Survey Questionnaire   |
| walk Cycle Public Transit Car Share/Car Co-Op (eg. Evo or Modo) Drive a private vehicle Passenger in a private vehicle Taxl/Ride Hail (ex. Uber)   | Number of trips (in a week):  Number of trips (in a week): | he return trip  |  |
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| rould be counted as a second trip.  Walk  Cycle  Public Transit  Car Share/Car Co-Op (eg. Evo or Modo)  Drive a private vehicle  Passenger in a private vehicle  Taxl/Ride Hail (ex. Uber) | Number of trips (in a week):  Number of trips (in a week): | he return trip  | Confidential – Transportation Plan Survey Questionnaire and return it to the following address:  City of Burnaby Planning Department 3rd Floor City Hall                 |
| ould be counted as a second trip.  Walk  Cycle  Public Transit  Car Share/Car Co-Op (eg. Evo or Modo)  Drive a private vehicle  Passenger in a private vehicle  Taxl/Ride Hail (ex. Uber)  | Number of trips (in a week):  Number of trips (in a week): | he return trip  | Confidential – Transportation Plan Survey Questionnaire  and return it to the following address:  City of Burnaby Planning Department                                    |
| walk Cycle Public Transit Car Share/Car Co-Op (eg. Evo or Modo) Drive a private vehicle Passenger in a private vehicle Taxl/Ride Hail (ex. Uber)   | Number of trips (in a week):  Number of trips (in a week): | he return trip  | Confidential – Transportation Plan Survey Questionnaire and return it to the following address:  City of Burnaby Planning Department 3rd Floor City Hall 4949 Canada Way |