PHASE 2:

Building the Proposals

PUBLIC CONSULTATION SUMMARY REPORT

BURNABY
TRANSPORTATION
PLAN **UPDATE**

City of
Burnaby

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 right-of-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:

WE ARE HERE

PHASE 1

Setting a Direction

VISION, THEMES AND GOALS

PHASE 2

Building the Proposals

DRAFT TARGETS, BIG MOVES, POLICIES AND NETWORKS

PHASE 3

Developing the Plan

DRAFT PLAN

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-to-date 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**

Info Sheets

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 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.

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

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

Presentation

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.

Survey

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.
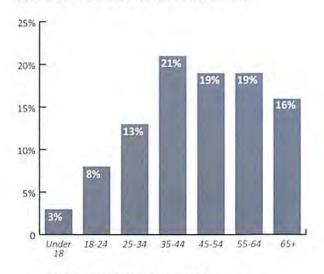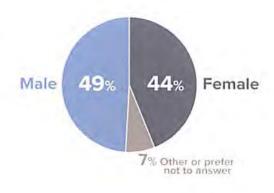
Who did we hear from?

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.

Cities (neighbouring municipalities)	City of Vancouver City of Port Moody City of Coquitlam
Agencies	TransLink Metro Vancouver
Business and Development Community	Urban Development Institute (UDI) 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.
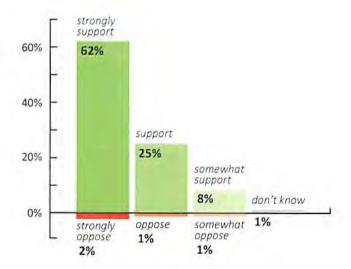

Zero Emissions **34**% Vision Zero **33**% **33**% Mode Split

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

strongly support **62%**
support **25%**
somewhat support **8%**
don't know **1%**
strongly oppose **2%**
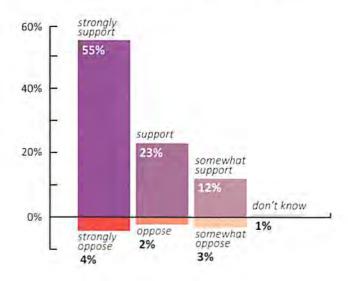oppose **1%**
somewhat oppose **1%**

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

strongly support **55%**

support **23%**

somewhat support **12%**

don't know **1%**

strongly oppose **4%**
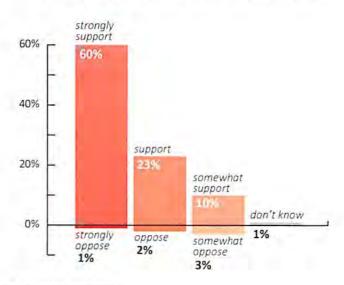
oppose **2%**

somewhat oppose **3%**

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
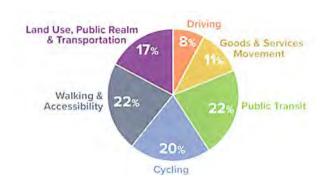
LEVEL OF SUPPORT FOR ZERO EMISSIONS

strongly support **60%**

support **23%**

somewhat support **10%**

don't know **1%**

strongly oppose **1%**

oppose **2%**

somewhat oppose **3%**

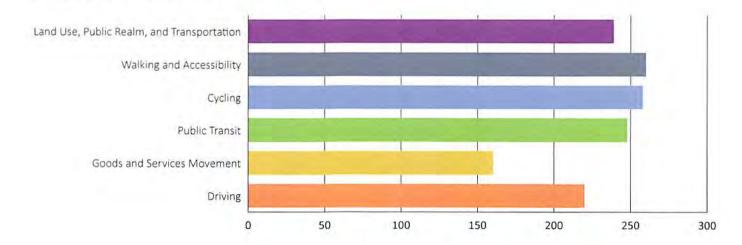# Big Moves, Policies and Networks

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.
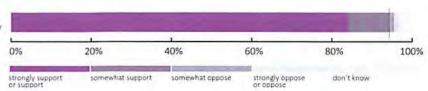
NUMBER OF COMMENTS BY TOPIC AREA
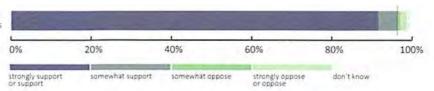
Level of Support for Big Moves

LAND USE, PUBLIC REALM AND TRANSPORTATION

Create and implement public realm (streets, sidewalks, and public spaces) standards for all areas of the city
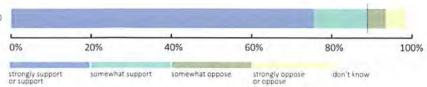
| 0% | 20% | 40% | 60% | 80% | 100% |

strongly support or support · somewhat support · somewhat oppose · strongly oppose or oppose · don't know

WALKING AND ACCESSIBILITY

Make walking and rolling the first choice for trips under 1km by building high quality pedestrian infrastructure and amenities
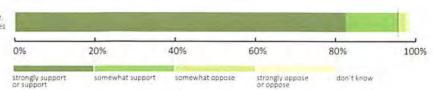
| 0% | 20% | 40% | 60% | 80% | 100% |

strongly support or support · somewhat support · somewhat oppose · strongly oppose or oppose · don't know

CYCLING

Build the core of the cycling network by 2030

| 0% | 20% | 40% | 60% | 80% | 100% |

strongly support or support · somewhat support · somewhat oppose · strongly oppose or oppose · don't know

PUBLIC TRANSIT

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

| 0% | 20% | 40% | 60% | 80% | 100% |

strongly support or support · somewhat support · somewhat oppose · strongly oppose or oppose · don't know

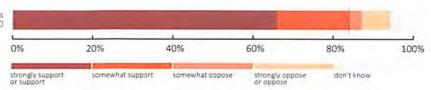## GOODS AND SERVICES MOVEMENT

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

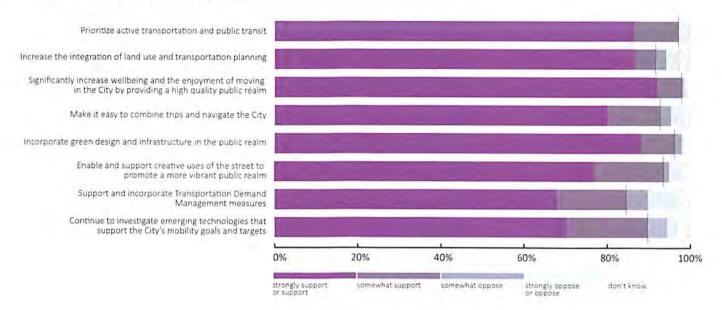| 0% | 20% | 40% | 60% | 80% | 100% |

strongly support or support · somewhat support · somewhat oppose · strongly oppose or oppose · don't know

DRIVING

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

| 0% | 20% | 40% | 60% | 80% | 100% |

strongly support or support · somewhat support · somewhat oppose · strongly oppose or oppose · don't know

Land Use, Public Realm and Transportation

LEVEL OF SUPPORT FOR EACH POLICY

Prioritize active transportation and public transit

Increase the integration of land use and transportation planning

Significantly increase wellbeing and the enjoyment of moving in the City by providing a high quality public realm

Make it easy to combine trips and navigate the City

Incorporate green design and infrastructure in the public realm

Enable and support creative uses of the street to promote a more vibrant public realm

Support and incorporate Transportation Demand Management measures

Continue to investigate emerging technologies that support the City's mobility goals and targets

0%   20%   40%   60%   80%   100%

strongly support or support | somewhat support | somewhat oppose | strongly oppose or oppose | don't know

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
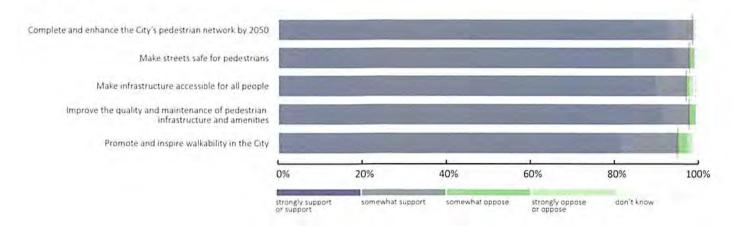
What can you do?

- 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

STAKEHOLDER KEY POINTS

- 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

Complete and enhance the City's pedestrian network by 2050

Make streets safe for pedestrians

Make infrastructure accessible for all people

Improve the quality and maintenance of pedestrian infrastructure and amenities

Promote and inspire walkability in the City

0%   20%   40%   60%   80%   100%

strongly support or support | somewhat support | somewhat oppose | strongly oppose or oppose | don't know

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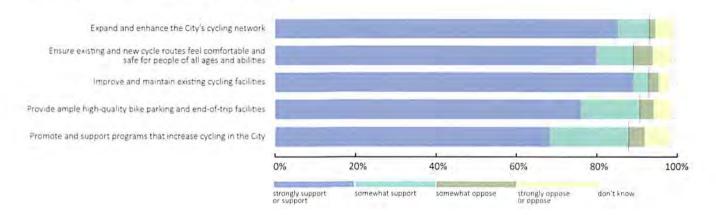
- Walk more
- Shop local
- Advocate for better pedestrian facilities and maintenance

STAKEHOLDER KEY POINTS

- 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

Policy	
Expand and enhance the City's cycling network	
Ensure existing and new cycle routes feel comfortable and safe for people of all ages and abilities	
Improve and maintain existing cycling facilities	
Provide ample high-quality bike parking and end-of-trip facilities	
Promote and support programs that increase cycling in the City	

Legend: strongly support or support | somewhat support | somewhat oppose | strongly oppose or oppose | don't know

SUMMARY OF FEEDBACK

What can the City do?

- Build cycling facilities that are comfortable for all ages and abiliites (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
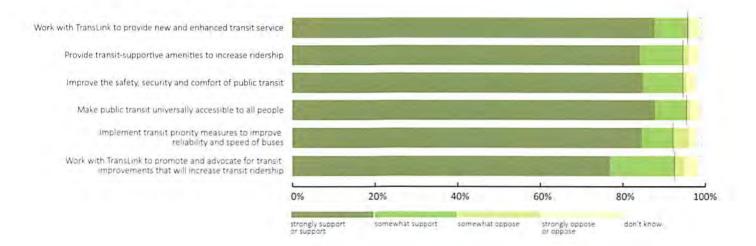
STAKEHOLDER KEY POINTS

- 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

Policy	Chart
Work with TransLink to provide new and enhanced transit service	
Provide transit-supportive amenities to increase ridership	
Improve the safety, security and comfort of public transit	
Make public transit universally accessible to all people	
Implement transit priority measures to improve reliability and speed of buses	
Work with TransLink to promote and advocate for transit improvements that will increase transit ridership	

Legend: strongly support or support | somewhat support | somewhat oppose | strongly oppose or oppose | don't know

Axis: 0% 20% 40% 60% 80% 100%

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

STAKEHOLDER KEY POINTS
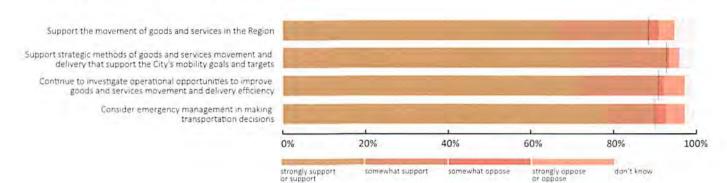
- Improve accessibility and equity for all groups – consider working with TransLink and equity-seeking and minority groups on access and wayfinding barriers
- Need further discussion about space reallocation for bus lanes and its impact on congestion
- Make transit more attractive by improving:
  - Amenities
  - 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

Support the movement of goods and services in the Region

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

Continue to investigate operational opportunities to improve goods and services movement and delivery efficiency

Consider emergency management in making transportation decisions

0% 20% 40% 60% 80% 100%

strongly support or support | somewhat support | somewhat oppose | strongly oppose or oppose | don't know

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
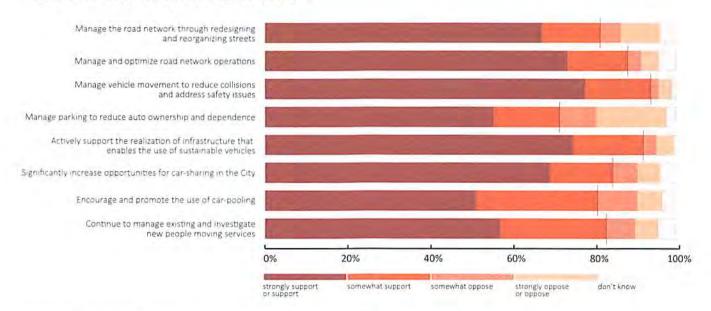
What can you do?

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

STAKEHOLDER KEY POINTS

- 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

Driving

LEVEL OF SUPPORT FOR EACH POLICY

Manage the road network through redesigning and reorganizing streets

Manage and optimize road network operations

Manage vehicle movement to reduce collisions and address safety issues

Manage parking to reduce auto ownership and dependence

Actively support the realization of infrastructure that enables the use of sustainable vehicles

Significantly increase opportunities for car-sharing in the City

Encourage and promote the use of car-pooling

Continue to manage existing and investigate new people moving services

0% 20% 40% 60% 80% 100%

strongly support or support | somewhat support | somewhat oppose | strongly oppose or oppose | don't know

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

STAKEHOLDER KEY POINTS
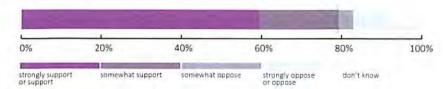
- Stressed the importance of data collection, monitoring, and reporting
- Important to consider the role of parking in managing driving; however, also need to consider the needs of business and those with accessibility challenges
- Important to be explicit about the need for road space reallocation to 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

0%   20%   40%   60%   80%   100%

strongly support or support | somewhat support | somewhat oppose | strongly oppose or oppose | don't know
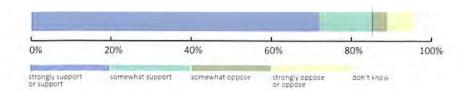
WALKING AND ACCESSIBILITY

- 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

0%   20%   40%   60%   80%   100%

strongly support or support | somewhat support | somewhat oppose | strongly oppose or oppose | don't know
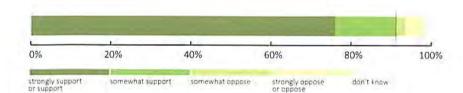
CYCLING

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

0%   20%   40%   60%   80%   100%

strongly support or support | somewhat support | somewhat oppose | strongly oppose or oppose | don't know
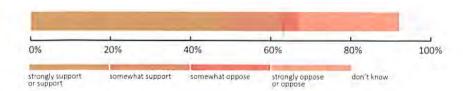
PUBLIC TRANSIT

- Route specific comments
- Gondola – support and opposition

0%   20%   40%   60%   80%   100%

strongly support or support | somewhat support | somewhat oppose | strongly oppose or oppose | don't know
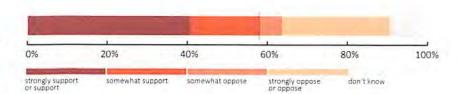
GOODS AND SERVICES MOVEMENT

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

0%   20%   40%   60%   80%   100%

strongly support or support | somewhat support | somewhat oppose | strongly oppose or oppose | don't know

DRIVING

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

0%   20%   40%   60%   80%   100%

strongly support or support | somewhat support | somewhat oppose | strongly oppose or oppose | don't know

THIS IS))
CLIMATE
ACTION

City of Burnaby

YOUR VOICE.
YOUR TRANSPORTATION.
BURNABY TRANSPORTATION PLAN | PHASE 2 | SURVEY

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 survey 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 managed in accordance with s. 26 (c) of the Freedom of Information and Protection of Privacy Act. All personal information collected through this survey will remain confidential and de-identified when shared with the public. For questions regarding the collection of Personal Information and receipt of electronic messages please contact Corporate Communications & Marketing at communications@burnaby.ca

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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 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 by mode	Page 41
Tell us about you	Information to help us track responses 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.

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Appendix A
Survey Questionnaire

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.

ZERO DEATHS | ZERO SERIOUS INJURIES

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

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

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

The proposed 6 Big Moves point us towards the future we want. They offer the greatest opportunities to create change and work towards achieving the aspirational Vision, Themes, Goals and Targets.

Tell us what you think of the proposed Big Moves:

Public Realm, Land Use and Transportation
Create and implement public realm (streets, sidewalks, and public spaces) standards for all areas of the city

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

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

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

Cycling
Build the core of the cycling network by 2030

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

Draft Big Moves

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

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

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

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

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

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

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?

Public Realm, Land Use and Transportation	Create and implement public realm (streets, sidewalk and public space) 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 pedestrian 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 kilometres travelled by motor vehicles (VKT) by Burnaby residents by 2050	
TOTAL (must add up to $100)		

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 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	Page 11
	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
	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
	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
	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	Page 34

Land Use, Public Realm, and Transportation

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 variety 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

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 trips 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 2?

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

Land Use, Public Realm, and Transportation

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

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, trip-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

Land Use, Public Realm, and Transportation

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 public realm

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 7?

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 arises 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

Land Use, Public Realm, and Transportation

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 travel.

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 speeds, and more.

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

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.

What do you think about Policy 3?

- Strongly Support
- Support
- Somewhat Support
- Somewhat Oppose
- 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
- Support
- Somewhat Support
- Somewhat Oppose
- Oppose
- 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?

- Strongly Support
- Support
- Somewhat Support
- Somewhat Oppose
- 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?

- Strongly Support
- Support
- Somewhat Support
- 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?

How can **you** take action towards our transportation future?

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?
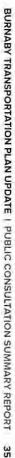
Strongly Support

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

Public Transit

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

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 6?

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?

How can **you** take action towards our transportation future?

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 livability 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 2?

Strongly Support

Support

Somewhat Support

Somewhat Oppose

Oppose

Strongly Oppose

Don't Know

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, or 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 congestion 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

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?

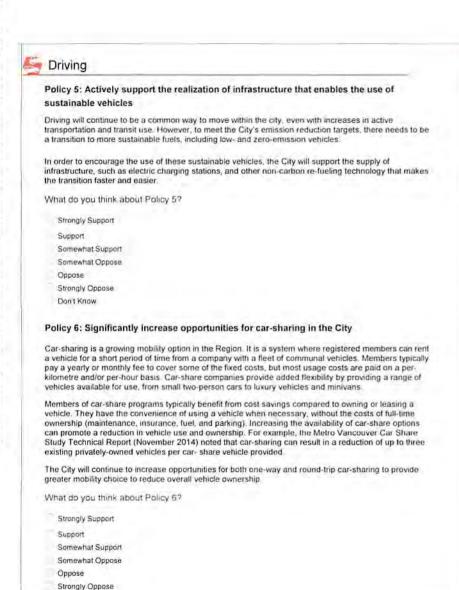Strongly Support

Support

Somewhat Support

Somewhat Oppose
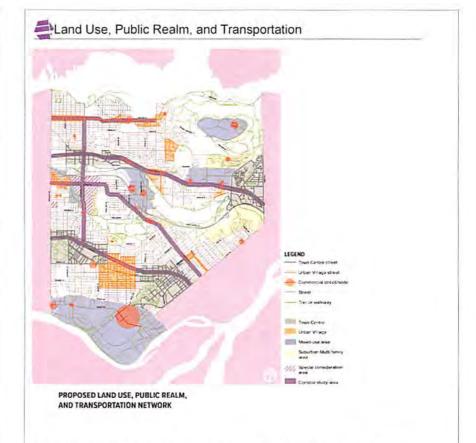
Oppose

Strongly Oppose

Don't Know

How could the City of Burnaby take action to support these goods and services movement policies?

How can you take action towards our transportation future?

🚗 Driving

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 real 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 2?

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

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

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 periods 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 4?

Strongly Support

Support

Somewhat Support

Somewhat Oppose

Oppose

Strongly Oppose

Don't Know

Driving

Policy 5: Actively support the realization of infrastructure that enables the use of sustainable vehicles

Driving will continue to be a common way to move within the city, even with increases in active transportation and transit use. However, to meet the City's emission reduction targets, there needs to be a transition to more sustainable fuels, including low- and zero-emission vehicles.

In order to encourage the use of these sustainable vehicles, the City will support the supply of infrastructure, such as electric charging stations, and other non-carbon re-fueling technology that makes the transition faster and easier.

What do you think about Policy 5?

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

Policy 6: Significantly increase opportunities for car-sharing in the City

Car-sharing is a growing mobility option in the Region. It is a system where registered members can rent a vehicle for a short period of time from a company with a fleet of communal vehicles. Members typically pay a yearly or monthly fee to cover some of the fixed costs, but most usage costs are paid on a per-kilometre and/or per-hour basis. Car-share companies provide added flexibility by providing a range of vehicles available for use, from small two-person cars to luxury vehicles and minivans.

Members of car-share programs typically benefit from cost savings compared to owning or leasing a vehicle. They have the convenience of using a vehicle when necessary, without the costs of full-time ownership (maintenance, insurance, fuel, and parking). Increasing the availability of car-share options can promote a reduction in vehicle use and ownership. For example, the Metro Vancouver Car Share Study Technical Report (November 2014) noted that car-sharing can result in a reduction of up to three existing privately-owned vehicles per car- share vehicle provided.

The City will continue to increase opportunities for both one-way and round-trip car-sharing to provide greater mobility choice to reduce overall vehicle ownership.

What do you think about Policy 6?

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

Driving

Policy 7: Encourage and promote the use of car-pooling

Burnaby's transportation system is focused on providing alternatives to driving and making those alternatives more attractive, comfortable, and convenient. When walking, cycling, transit, or other options are not available, the City will encourage the use of car-pooling which makes better use of available space and reduces congestion, emission, noise, and crash risk by carrying more people in fewer vehicles.

What do you think about Policy 7?

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

Policy 8: Continue to manage existing and investigate new people moving services

People moving services (Passenger-Directed Vehicles (PDVs)) such as taxis, ride-hailing, and private transit vehicles provide an alternative when walking, cycling, transit, or other options are not available.

While these services can provide alternatives, it is important to recognize that they can also cause more vehicle trips and congestion, as well as loading space issues and other conflicts. Increased use of these services could result in a decline in active transportation and public transit trips, which would not support the City's mobility goals and targets.

The City will manage and review these services as they evolve with other partners, to ensure they align with the City's mobility goals and targets.

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 driving policies?

How can you take action towards our transportation future?

How important is each of the major topic areas to you: If you have $100 in travel bucks to spend, how would you allocate your money?

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	
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)	

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

Land Use, Public Realm, and Transportation

LEGEND
- Town Centre street
- Urban Village street
- Commercial street/node
- Street
- Trail or walkway
- Town Centre
- Urban Village
- Mixed-use area
- Suburban Multi-family area
- Special consideration area
- Corridor study area

PROPOSED LAND USE, PUBLIC REALM, AND TRANSPORTATION NETWORK

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.

What are we doing?
- 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?

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.

What are we doing?
- 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 Support

○ Support

○ Somewhat Support

○ Somewhat Oppose

○ Oppose

○ Strongly Oppose

○ Don't Know
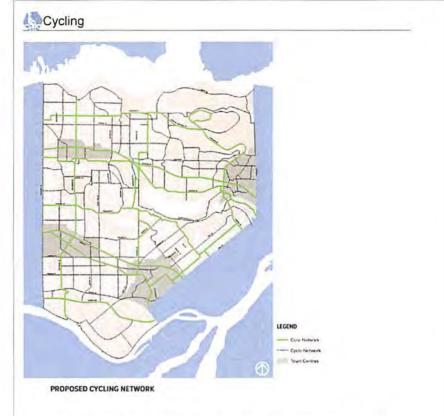
Any additional comments on the Walking and Accessibility Network?

Cycling

LEGEND
- Core Network
- Cyclo Network
- Town Centres

PROPOSED CYCLING 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.

What are we doing?

- 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
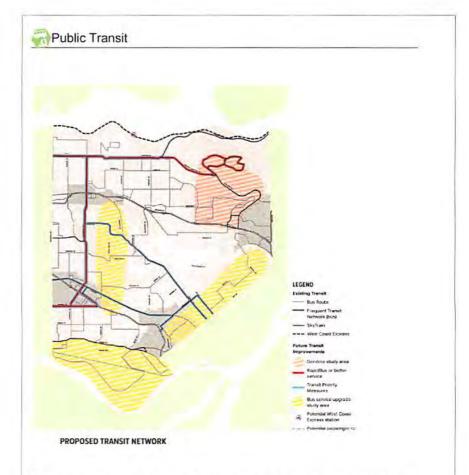
Any additional comments on the Cycling Network?

Public Transit

PROPOSED TRANSIT 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.

What are we doing?
- 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

LEGEND

Truck Route

Hazardous Goods Truck Route

Railway

Railway tunnel

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.

What are we doing?
- 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
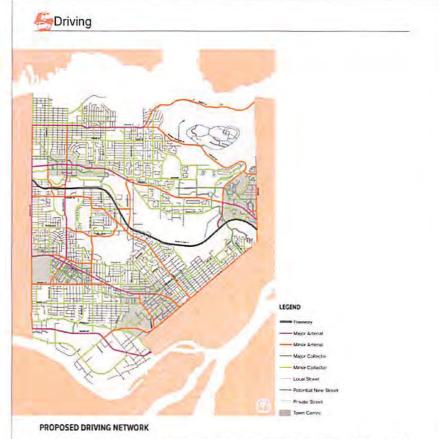
Any additional comments on the Goods and Services Movement Network?

Driving

LEGEND
- Freeway
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Street
- Potential New Street
- Private Street
- Town Centre

PROPOSED DRIVING 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.

What are we doing?
- 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

*Do you identify as:

- Male
- Female
- Another gender identity
- Prefer not to answer

*What type of housing structure do you live in?

- Single Family/Two Family house
- Townhouse/Row house
- Apartment/Condo (less than 5 storeys)
- Apartment/Condo (5 or more storeys)
- Suite in a single family or two family house
- Other (please specify)

*Do you own or rent your home?

- Own
- Rent
- Other

*What is your total household income before-tax?

- 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 vehicle for personal use?

- Yes
- No

Please select the fuel type for each vehicle you have access to (circle all).

Vehicle 1	Vehicle 2	Vehicle 3
Gas / Diesel	Gas / Diesel	Gas / Diesel
Electric	Electric	Electric
Hybrid	Hybrid	Hybrid
Other	Other	Other

*Do you have a valid driver's license?

- Yes
- No

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.

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 Please specify:	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 Please specify:	Number of trips (in a week):	

Will you change the way you travel in FUTURE?

Imagine that ALL of the proposed transportation changes you have learned about are in place, how likely is it that you will change your FUTURE travel patterns in a post-pandemic scenario? Even if you have only read about some of the changes that's OK – your answer should be based on the ones you looked at.

- Very Likely
- Likely
- Neutral
- Very Unlikely
- Unlikely
- Don't Know

How will your FUTURE travel change?

Again, thinking about the FUTURE, in a post-pandemic scenario, ALL of the proposed transportation changes, and your NEW TRAVEL HABITS please estimate the number of trips you would take using each of the following different ways in an average week (seven days)? 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.

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 Please specify:	Number of trips (in a week):	

Is there anything else you would like to add or that you think we have missed?

Please place your completed survey in a sealed envelope marked:

Confidential – Transportation Plan Survey Questionnaire

and return it to the following address:

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