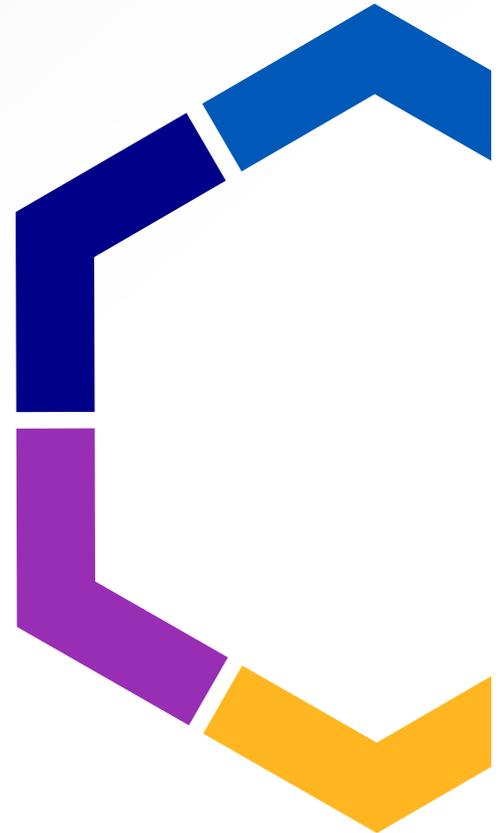




**PHASE 2:**

# Building the Proposals



BURNABY  
TRANSPORTATION  
PLAN **UPDATE**

**PUBLIC CONSULTATION SUMMARY REPORT**

# Phase 2 Public Consultation Program Highlights

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

## What Was Heard



**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  
(July 1, 2020- December 1, 2020)



**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 stakeholder groups and Burnaby residents. 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 is significant excitement being expressed over the progressive, clear, and measurable nature of the draft Targets.
- **Achievable:** There have been many comments and questions on whether the targets are achievable.
- **Timeframes:** A key question being raised is 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.
- **Measuring and Monitoring:** There is a desire for public reporting on measuring progress towards the targets over the long term. The suggestion is that this would further encourage everyone to do their part to achieve the targets.

## BIG MOVES:

- **Eagerness and Excitement:** There is significant eagerness and excitement being expressed on enhancing the walking and cycling facilities in the City, as well as opportunities for enhanced transit and more sustainable modes of transport.
- **Timeframes:** There has been discussion on the timeframes and expectations of the Big Moves. In particular, for the walking and cycling Big Moves, there is a desire to have these completed faster than the 2050 and 2030 timeframes indicated in the draft proposal. In addition, comments have been received on the timing of the transit improvements, since this has not been specified in the draft.
- **Cost:** There have been a number of questions as to the funding and costs associated with achieving the Big Moves.
- **Lack of Clarity on Driving Big Move:** The Driving Big Move is generating comments because it is written as a target rather than an actionable move.

## POLICIES:

- **Land Use, Public Realm, and Transportation:** Overall, the *Land Use, Public Realm, and Transportation* policies received a high level of support. The trade-offs and emerging issues and opportunities in this section are largely focused on implementation options for how we achieve a high quality public realm.
- **Walking and Accessibility:** Overall, the *Walking and Accessibility* policies were well received. There is a heavy focus on putting pedestrians first and ensuring comfortable and safe access within neighbourhoods.
- **Cycling:** Overall, the *Cycling* policies were well received. An overarching theme in the comments and discussions is the space requirements for the cycling network, and the competition for space within the road right-of-way with other modes.
- **Public Transit:** Overall, the *Public Transit* policies received positive feedback. A key conversation has been on achieving the funding necessary to implement the new or enhanced transit services and achieving the space required to operate an efficient transit system, especially as funding is largely provided by TransLink, the Province and the Federal Government.
- **Goods and Services Movement:** Overall, the *Goods and Services Movement* policies received limited feedback. The policies are centred on the idea that goods and services movement is part of a healthy economy and necessary for daily life, therefore access to City streets and businesses is needed. Businesses are interested in efficiency and access, while the public is concerned with impacts to neighbourhoods.
- **Driving:** Overall, the *Driving* policies received generally positive feedback. A key conversation has been about the space needs of each mode and how to create mode shift to make it better for everyone.

## NETWORKS:

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

- **Amendments:** There have been a number of suggestions or comments for amendments or edits to the draft Networks.
- **Clarity:** There have been 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 these plans that could be referenced, acknowledged, or incorporated into the 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.

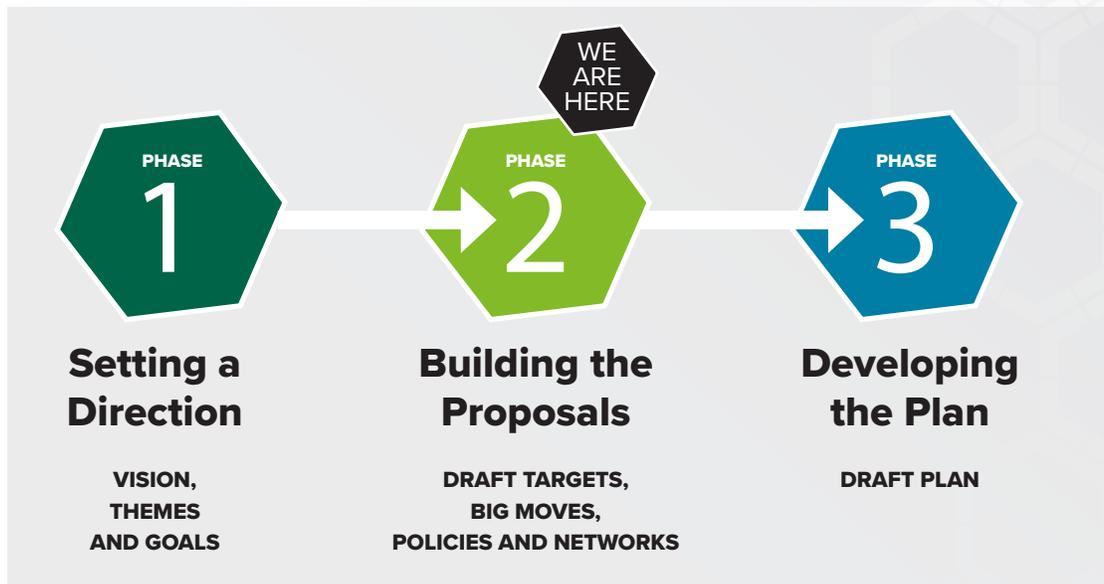
The *Plan* update is needed because the existing *Burnaby Transportation Plan (1995 Plan)* is more than 20 years old and much has changed in the City within that time frame. Challenges and changes related to growth, demographics, lifestyles, climate change, transportation and housing affordability, health, space constraints, economic development, the sharing economy, technology, policy, public expectations, and limited funding resources 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 the adoption of the Burnaby Transportation Plan update report on 2017 July 10. The scope of the Plan update is to review and renew the adopted 1995 Plan. This includes the creation of a new vision, themes, goals, policies, networks, and actions to guide the City's transportation system into the future. The Plan update is being undertaken in three phases:



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

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

# About the Phase 2 Public Consultation Program

## What were we consulting on in Phase 2?

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

The tools used for the Phase 2 public consultation included:



### **PROCESS AWARENESS (INFORM)**

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

- Burnaby Transportation Plan Update Webpage
- Print and Digital Notices (newspapers and social media)
- Bus shelter advertisements



### **BROAD PUBLIC CONSULTATION (INFORM AND ENGAGE)**

The intent was to continue to use communication platforms that provide general information, as outlined above, as well as surveys:

- Discussion Guide
- Info Sheets
- Survey
- Videos
- Social Media Posts



### **TARGETED ENGAGEMENT (INFORM. ENGAGE. AND INVOLVE)**

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

- 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 and interested in the Burnaby Transportation Plan was encouraging. The variety of ways people could choose to be engaged made it possible to connect with and receive input from a large number of people.

The following section provides a summary of the outcomes from the 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 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 Network proposals 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 sent to both 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  
(July 16, 2020 – December 1, 2020)



**614**  
Visits to the draft targets, big moves, policies, and networks info sheets

## CITY SERVICES

- Garbage & Recycling
- Public Safety
- Fire Department
- Roads & Traffic
- Bylaws, Violations & Enforcement
- Permits & Licences
- Maps & Open Data
- Planning
- Building
- Policies, Projects & Initiatives
- Rentals & Catering
- Property Taxes & Utilities
- Water & Sewers

Was this page helpful? Yes | No

## Burnaby Transportation Plan Update



Our city's Transportation Plan is 25 years old! So much has changed since 1995! We are working with the community to build a new plan that responds to how we live today and how we want to live in the future as the city grows.

Transportation is an essential part of everyday life. Decisions we make about transportation affect how we build our city, and how it works over the long term. We can build the city in a way that meets our goals in a variety of areas, including social connection, safety and environmental sustainability.

The Burnaby Transportation Plan is a quick start action identified in Burnaby's Climate Action Framework which moves us closer to achieving [Big Move 3 Accelerated Mode Shift](#) and [Big Move 5 Zero Emission Vehicles](#). Transitioning to carbon neutrality by 2050 will require action across all sectors in Burnaby – learn more about our plan to deliver on our climate commitment by visiting [burnaby.ca/climateaction](#).

### Stay Connected!

Stay in touch with us to find out more information and get involved by signing up for our [Transportation Plan Update eNews](#). If you have questions or comments, please contact us at [transportation@burnaby.ca](mailto:transportation@burnaby.ca) or call 604-294-7288.

### Transportation Plan Process



### Stay Connected

Join our mailing list to receive updates on the Transportation Plan.

### Contact Us

Email: [transportation@burnaby.ca](mailto:transportation@burnaby.ca)  
Telephone: 604-294-7288

### Council Reports

- February 10, 2020
- March 12, 2018
- July 10, 2017
- July 19, 2017

### Previous Plans

- 1995 Burnaby Transportation Plan
- 1979 Burnaby Transportation Plan

## WEBPAGE LINK

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

[www.burnaby.ca/transportationplan](http://www.burnaby.ca/transportationplan)

**LAND USE, PUBLIC REALM AND TRANSPORTATION**

The way we get around in the City and Region is closely linked to land use plans and the quality of our streets and public realm. Many transportation challenges can be addressed through good land use planning. Much of Burnaby's land use structure, for example, has been focused on building complete communities where people can access their daily needs locally. The public realm refers to all publicly accessible space such as streets, bike networks and sidewalks. The aim is to make these places pleasant and functional to support civic life. Burnaby has placed greater emphasis on creating a high quality public realm, one that creates an enjoyable, safe, and convenient environment for walking, cycling and transit.

**Draft Big Move:**  
Create and implement public realm and street standards for all areas of the City.

**Draft Policies**  
Policies focus on achieving the Vision, Themes, Goals, Targets and Big Moves for the Plan.

- 1 Prioritize active transportation and public transit
- 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
- 3 Significantly increase walking and the enjoyment of moving in the City by providing high-quality public realm (streets, sidewalks, and public places)
- 4 Make it easy to combine trips and navigate the City
- 5 Incorporate green design and infrastructure in the public realm
- 6 Enable and support creative uses of the street to promote a more vibrant public realm
- 7 Support and incorporate Transportation Demand Management measures
- 8 Continue to investigate emerging technologies that support the City's mobility goals and targets

**Public Art**  
"RainCatcher" at Edmonds Community Centre  
RainCatcher is both beautiful and functional. Metal ridge collects and funnels rain to water the native plants at the base of the sculpture.

**Walking and Cycling Maps**  
The City publishes Walking and Cycling maps.

Info Sheets

**DRIVING**

Driving, whether by car, motorcycle, truck, or other motorized vehicle, is how the majority of people move in the City and across the Region. However, it is also the most expensive and least space-efficient way of getting is a fundamental space challenge. In order to improve safety and increase efficiency of the driving network, we need to increase the percentage of trips by walking, cycling and transit. By providing safe, accessible, enjoyable and more space-efficient alternatives to driving, the streets will be better for everyone, including drivers.

**Draft Big Move:**  
Achieve the decrease in total Vehicle Kilometres Travelled (VKT) by Burnaby residents by 2050.

**Draft Policies**  
Policies focus on achieving the Vision, Themes, Goals, Targets and Big Moves for the Plan.

- 1 Manage the road network through redefining and reorganizing streets
- 2 Manage and optimize road network operations
- 3 Manage vehicle placement to reduce congestion and enhance safety assets
- 4 Manage parking to support active community and accessibility
- 5 Actively support the realization of infrastructure that enables the use of sustainable vehicles
- 6 Significantly increase opportunities for car sharing in Burnaby
- 7 Encourage and promote the use of car-pooling
- 8 Continue to manage existing and investigate new shared driving services

**Vehicle Ownership**  
The rate of vehicle ownership per capita in Burnaby.

Year	Rate
2016	0.87
2018	0.80
2020	0.62
2050	0.59

**Cars as a mode choice**  
The share of vehicle ownership per capita in Burnaby.

Year	Share
2016	74%
2018	71%

**How far do we get it?**  
On average, Burnaby residents drive 18.4km each day. That's the third lowest in the region.

## Print and Digital Notices

Print and digital notices 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 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 Connect Burnaby.

- Bus shelter advertising in key locations throughout the city providing 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



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](mailto:transportation@burnaby.ca), and 4 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, UDI, HUB, 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



20 Stakeholder meetings held



200+ Main comments 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.

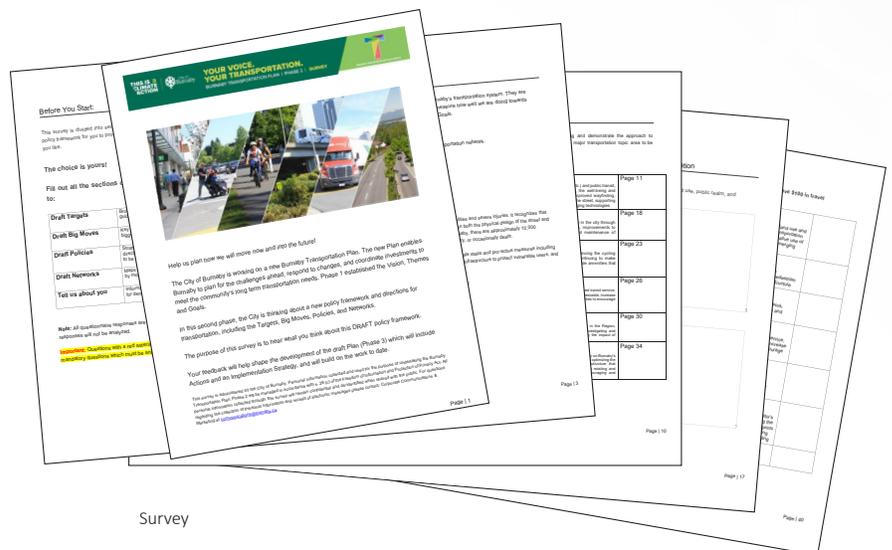
The questions were primarily multiple choice, designed to assess the level of support for the proposals:

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

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 land use, public realm, and transportation 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



583

Survey responses received

(July 2020 – November, 2020)



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



2000+

Comments captured through the survey

# Phase 2 Public Consultation Program Results

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

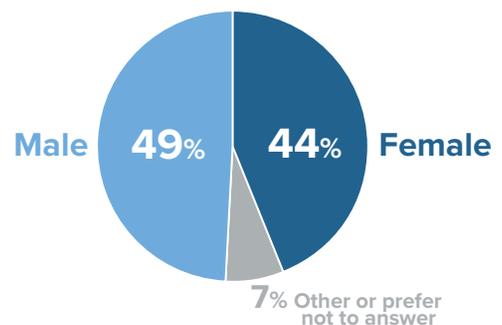
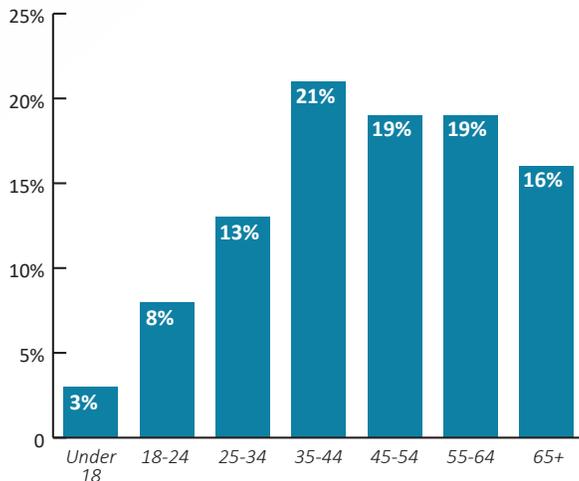
## Who did we hear from?



### 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





## STAKEHOLDERS

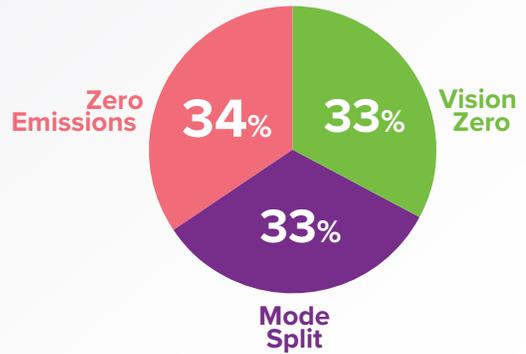
We met and received input from 20 separate stakeholder groups from neighbouring municipalities, agencies, businesses and development community, community groups, institutions and academia.

<b>Cities (neighbouring municipalities)</b>	City of Vancouver City of Port Moody City of Coquitlam
<b>Agencies</b>	Translink Metro Vancouver
<b>Business and Development Community</b>	UDI BBoT Hastings BIA Shift Delivery Modo
<b>Community Group</b>	CAN Access Advisory Committee Burnaby Youth Sustainability Network HUB
<b>Institutions</b>	BCIT SD41
<b>Peer/academic</b>	Kay Teschke, UBC Clark Lim, UBC

# 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.

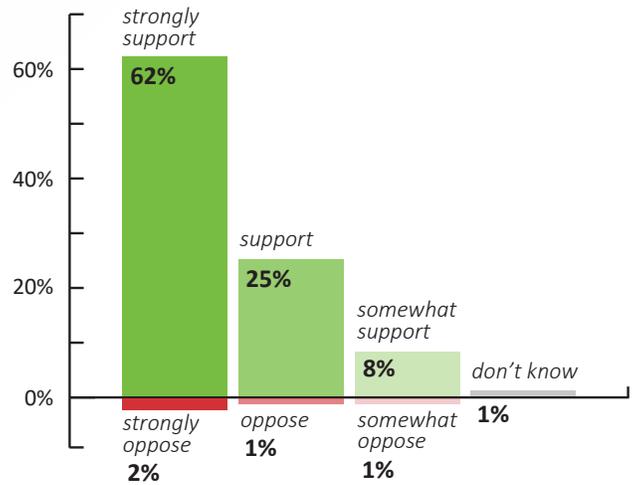


## VISION ZERO

### SUMMARY OF FEEDBACK:

- Consider adding a target timeframe
- Importance of safe speeds and safe vehicles
- Importance of data:
  - Consistent sources
  - Appropriate monitoring and reporting out periods

### LEVEL OF SUPPORT FOR VISION ZERO

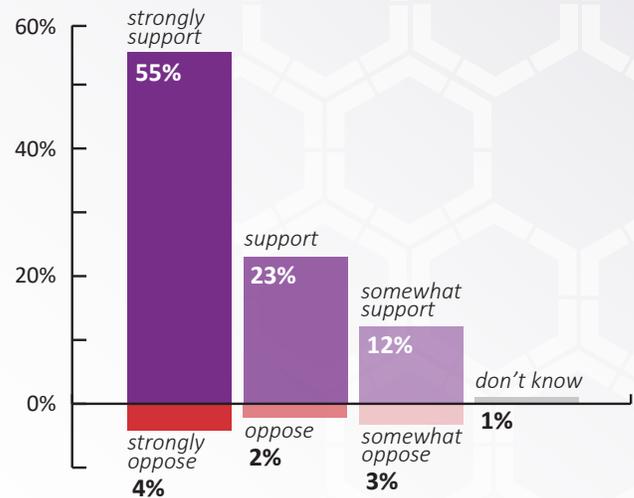


## MODE SPLIT

### SUMMARY OF FEEDBACK:

- Very ambitious target
- Add reference to 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 specifying specific targets for each sustainable mode (walking, cycling and transit)

### LEVEL OF SUPPORT FOR MODE SPLIT

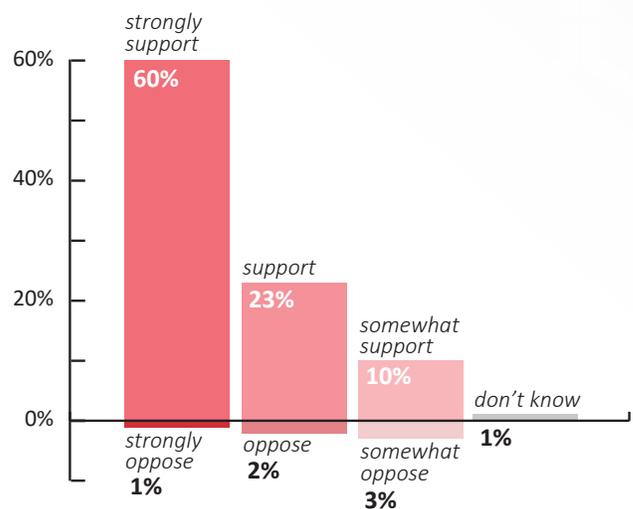


## ZERO EMISSIONS

### 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

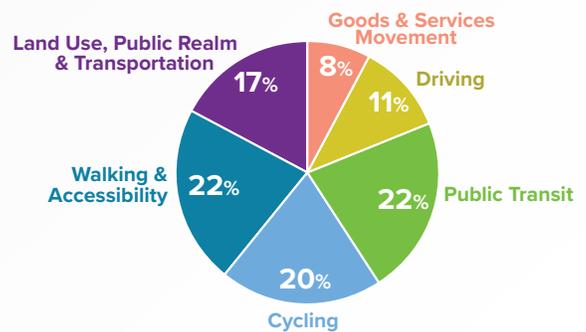
### LEVEL OF SUPPORT FOR ZERO EMISSIONS



# Big Moves, Policies and Networks

## BIG MOVES

When asked to rank the relative importance of the Big Moves, the majority of respondents chose Walking and Accessibility, Cycling, 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.

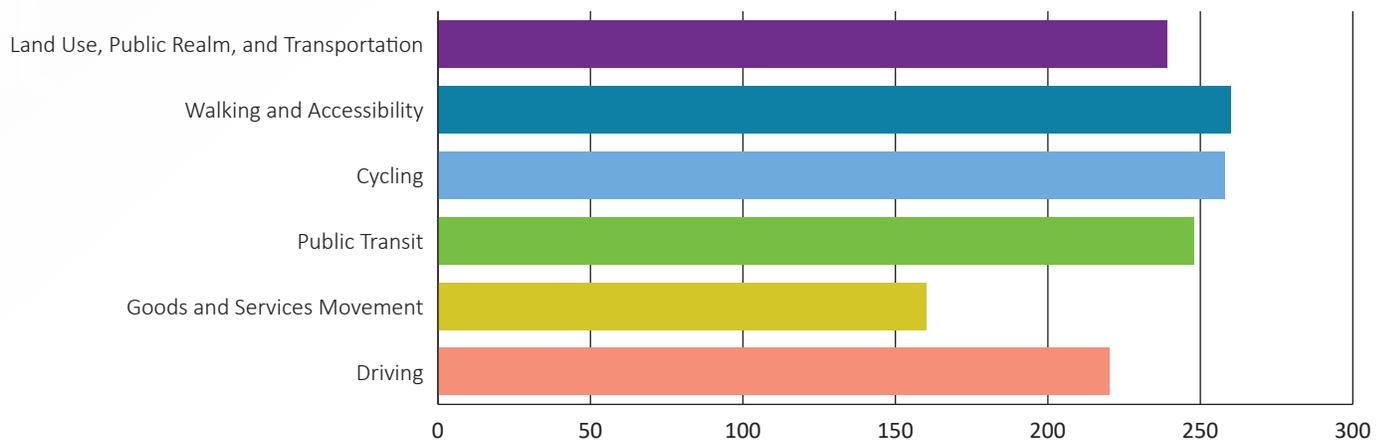


## POLICY TOPIC AREAS

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.

Survey respondents commented most frequently on the Walking and Accessibility, Cycling, Public Transit and Land Use, Public Realm and Transportation topic areas. The Goods and Services Movement policies generated the fewest comments.

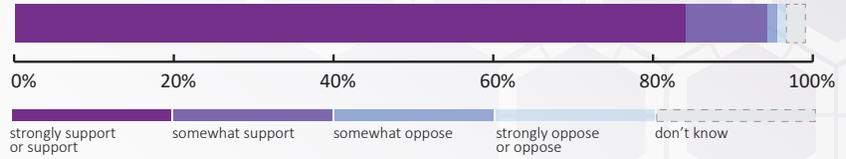
## NUMBER OF COMMENTS BY TOPIC AREA



# Level of Support for Big Moves

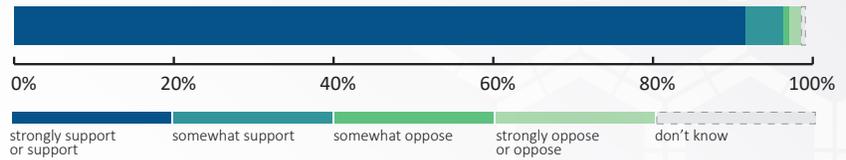
## PUBLIC REALM, LAND USE AND TRANSPORTATION

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



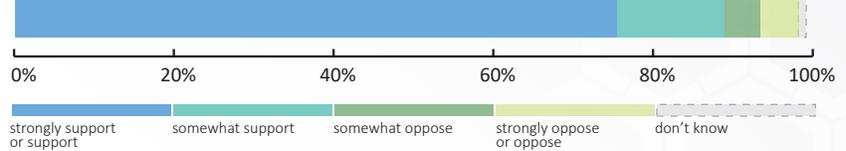
## WALKING AND ACCESSIBILITY

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



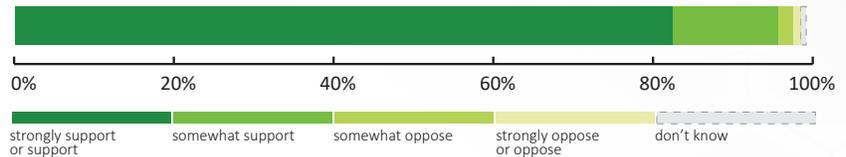
## CYCLING

Build the core of the cycling network by 2030



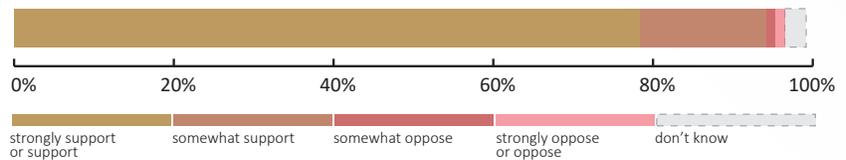
## PUBLIC TRANSIT

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



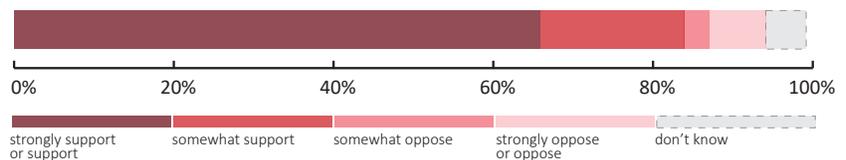
## GOODS AND SERVICES MOVEMENT

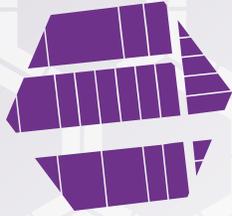
Support green movement of goods and services by encouraging the use of sustainable modes for local deliveries



## DRIVING

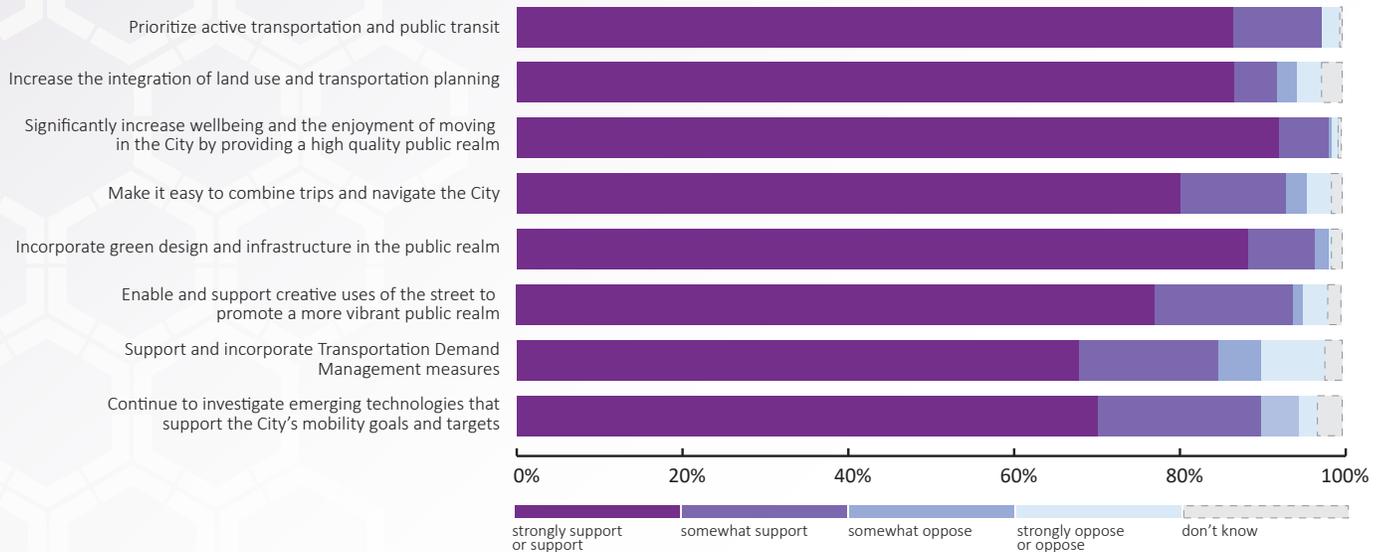
Achieve no increase in total Vehicle Kilometres Travelled (VKT) by Burnaby residents by 2050





# Land Use, Public Realm and Transportation

## LEVEL OF SUPPORT FOR EACH POLICY



## SUMMARY OF SURVEY COMMENTS

### What can the City do?

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

### What can you do?

- Use more sustainable modes, but need the infrastructure
- Walk more, cycle more, transit more, drive less

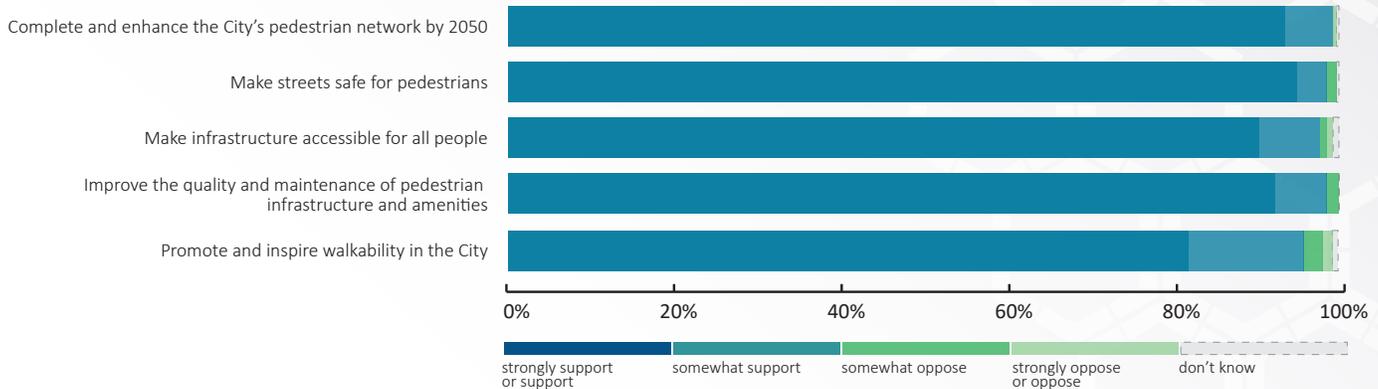
## STAKEHOLDER KEY POINTS

- Build complete communities with a range of services
- Focus on Transit-Oriented Development
- Protect industrial lands
- Question how we will prioritize modes
- Need a parking/TDM strategy



## Walking and Accessibility

### LEVEL OF SUPPORT FOR EACH



### SUMMARY OF FEEDBACK

#### What can the City do?

- Make sidewalks more accessible for everyone – curb cuts, widening, lighting
- Improve and maintain the overall sidewalk network
- Design more walkable neighbourhoods
- Provide more crossing opportunities
- Educate and engage people on the benefits of walking and rolling
- Use reduce speeds and install traffic calming measures where needed

#### What can you do?

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

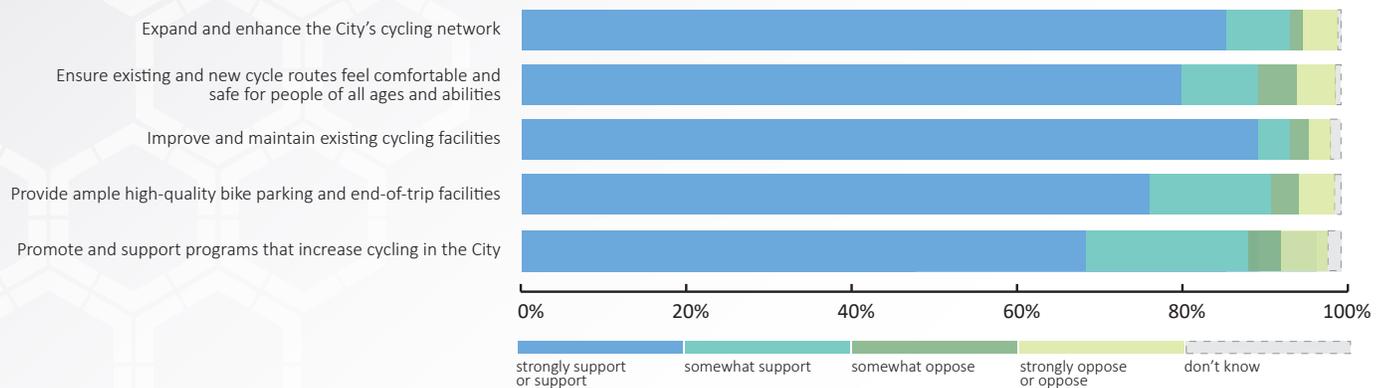
### STAKEHOLDER KEY POINTS

- Stress the importance of accessibility – details of design of sidewalk ramps and crosswalks – importance of designing for access over esthetics
- Support prioritizing installation, but could be more wide-reaching



## Cycling

### LEVEL OF SUPPORT FOR EACH POLICY



### SUMMARY OF FEEDBACK

#### What can the City do?

- Cycle facilities need to be separated from traffic
- Cycle facilities need to be well maintained
- Need to have more bike-friendly infrastructure, signage, bike racks and lockers
- Improve outreach – education

#### What can you do?

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

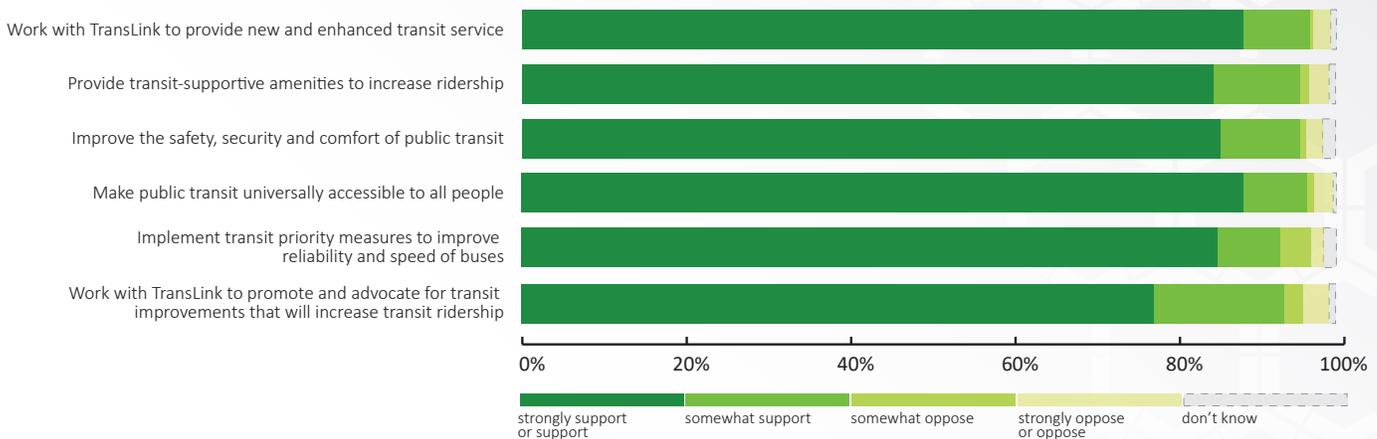
### STAKEHOLDER KEY POINTS

- Some shared detailed information on spacing considerations
- Importance of AAA – it needs to be comfortable in order to attract riders
- Questions about how to regulate micro-mobility modes on cycling infrastructure
- Some opposition to MUPs
- Importance of data collection and monitoring use of cycling facilities



## Public Transit

### LEVEL OF SUPPORT FOR EACH POLICY



### SUMMARY OF FEEDBACK

#### What can the City do?

- Advocate for more frequent transit
- Improve transit hubs (washrooms, security, amenities)
- Install bus only lanes or queue jumper lanes to improve reliability
- 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

#### What can you do?

- Advocate and educate other
- Use transit more

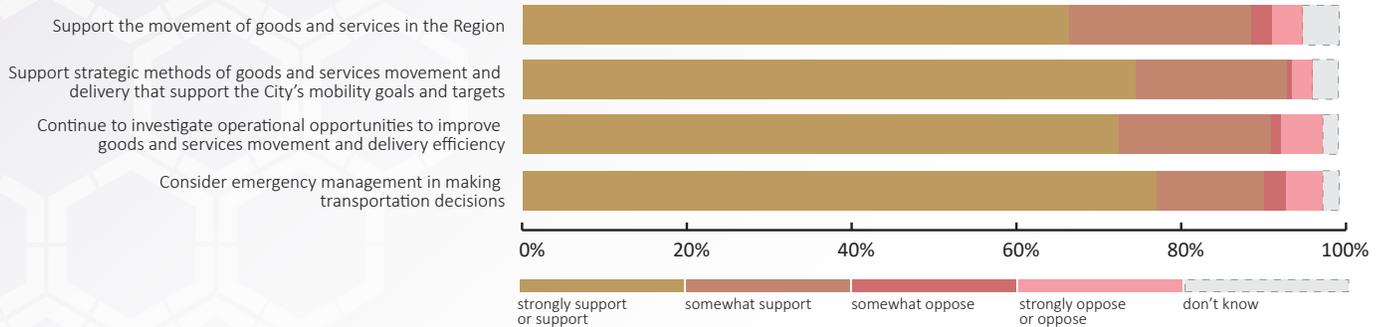
### STAKEHOLDER KEY POINTS

- Improve accessibility and equity for all groups – consider working with equity-seeking and minority groups on access and wayfinding barriers
- Need further discussion about space reallocation – impact on congestion
- Make transit more attractive by improving:
  - Amenities
  - Reliability
  - Cost
  - Perception of safety



## Goods and Services Movement

### LEVEL OF SUPPORT FOR EACH POLICY



### SUMMARY OF FEEDBACK

#### What can the City do?

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

#### What can you do?

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

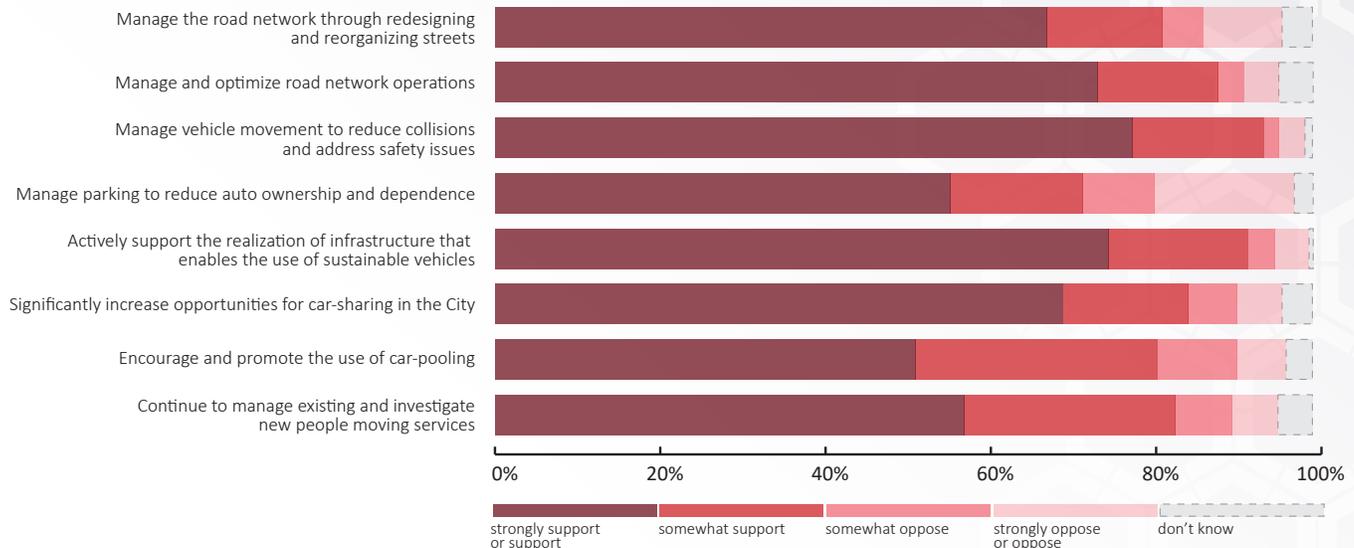
### STAKEHOLDER KEY POINTS

- 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
  - New delivery technologies
- Consideration of air quality and noise from deliveries
- Time of day restrictions to reduce congestion



## Driving

### LEVEL OF SUPPORT FOR EACH POLICY



### SUMMARY OF FEEDBACK

#### What can the City do?

- Regulate parking to reduce driving – on and off street
- Encourage more car-sharing
- Provide better EV charging infrastructure
- Speed limits – reductions and enforcement
- Ride hailing – investigate/some thought promote/others thought discourage
- Provide more traffic calming
- Support road pricing
- Support repurposing GP traffic lanes for sustainable modes

#### What can you do?

- Drive less/combine trips/car-pool
- Ride share and car share
- Advocate for change in behaviour/educate
- Walk, cycle, or take transit more often
- Use an electric vehicle

### STAKEHOLDER KEY POINTS

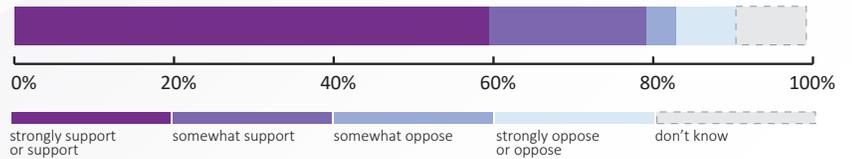
- Importance of data collection, monitoring, and reporting
- Importance of the role of parking in managing driving; however, also need to consider the needs of business and those with accessibility challenges
- Important to be explicit about the need for road space reallocation to accommodate sustainable modes
- Importance of curbside management
- Consider safe speeds
- Clearer definition of road classifications and consideration of TransLink's Major Road Network

# Level of Support for each Network

## PUBLIC REALM, LAND USE AND TRANSPORTATION

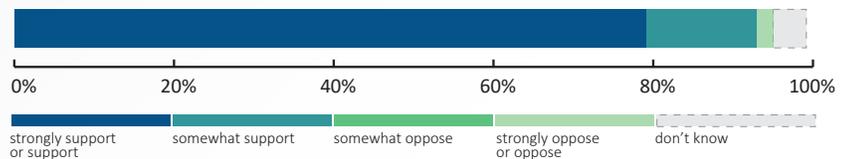
### Comments

- Comments that network map was hard to read or understand
- Need more north-south corridors
- Allow more density around the transit network
- Route specific comments



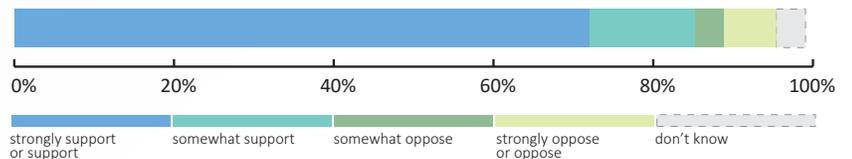
## WALKING AND ACCESSIBILITY

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



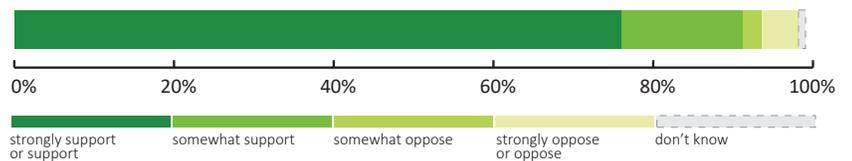
## CYCLING

- Route specific and detailed comments
- Stress the need for AAA facilities
- Need good maintenance and lighting for safety



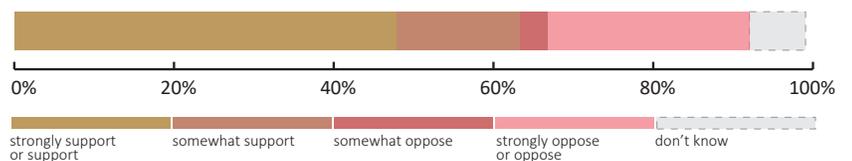
## PUBLIC TRANSIT

- Gondola – support and opposition
- Route specific comments



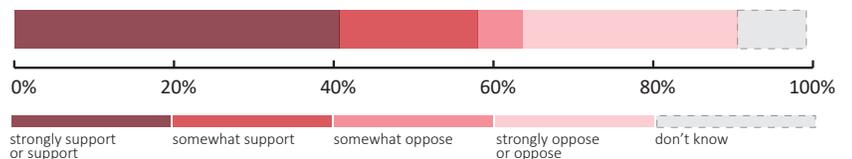
## GOODS AND SERVICES MOVEMENT

- Route specific comments on the network map
- Concerns about needing more enforcement
- Concern regarding hazardous goods
- Concern about truck noise



## DRIVING

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





# CYCLING

BURNABY TRANSPORTATION PLAN UPDATE

Cycling is a great transportation option which is an environmentally friendly, cost effective way to travel. It contributes to both physical health and mental well-being. Cycling encourages the use of community destinations and local amenities, while increasing the feeling of safety through natural surveillance ("eyes on the street") and community interaction. Developing a cycling network that offers a safer and more enjoyable way of getting around for a broader range of people is an important part of growing cycle ridership and providing greater mobility choice.

## Draft Big Move:

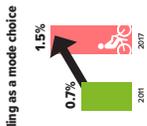
Build the core of the cycling network by 2030.

### Draft Policies

Policies focus on achieving the Vision, Themes, Goals, Targets and Big Moves for the Plan.

<b>1</b>	<p><b>Expand and enhance the City's cycling network</b></p> 	
<b>2</b>	<p><b>Ensure existing and new cycling routes feel comfortable and safe for people of all ages and abilities</b></p> 	
<b>3</b>	<p><b>Improve and maintain existing cycling facilities</b></p> 	
<b>4</b>	<p><b>Provide ample high-quality bike parking and on-trip facilities</b></p> 	
<b>5</b>	<p><b>Promote and support programs that increase cycling in the City</b></p> 	

**Cycling as a mode choice**



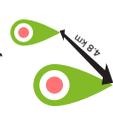
More Burnaby residents are choosing to cycle.

**Where do we cycle?**

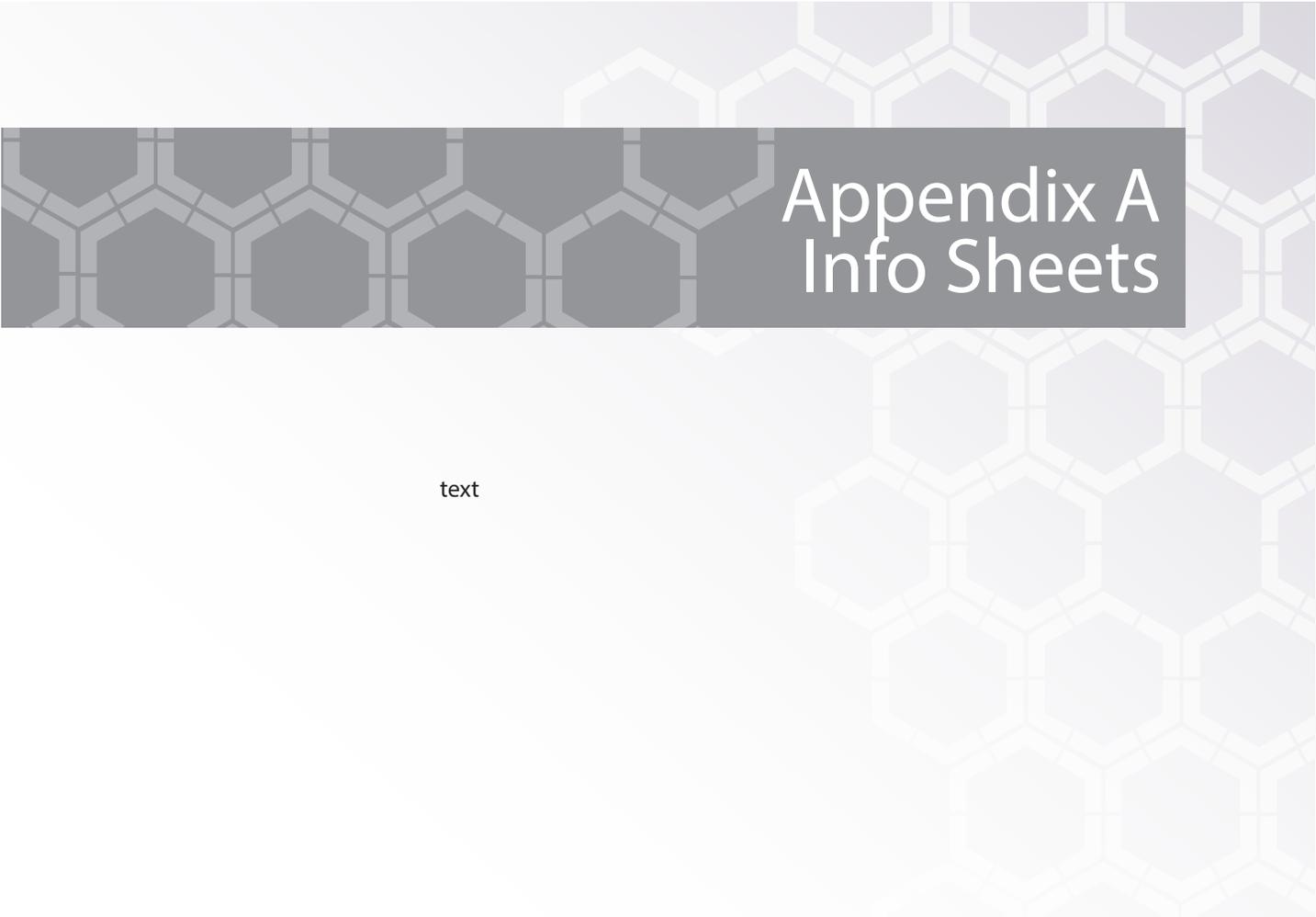


More than half of those cycling trips are commuters – people going to work, university or school.

**How far do we cycle?**



The average cycling trip length is 4.8 km in Burnaby.



# Appendix A Info Sheets

text

# DRIVING



BURNABY TRANSPORTATION PLAN UPDATE

Driving, whether by car, motorcycle, truck, or other motorized vehicle, is how the majority of people move in the City and across the Region. However, it is also the most expensive and least space-efficient way of getting around. The street network is largely built out and cannot accommodate more trips by private vehicle – there is a fundamental space challenge. In order to improve safety and increase efficiency of the driving network, we need to increase the percentage of trips by walking, cycling and transit. By providing safe, accessible, enjoyable and more space-efficient alternatives to driving, the streets will be better for everyone, including drivers.

## Draft Big Move:

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

### Draft Policies

Policies focus on achieving the Vision, Themes, Goals, Targets and Big Moves for the Plan.

- 1** Manage the road network through redesigning and reorganizing streets
- 2** Manage and optimise road network operations
- 3** Manage vehicle movement to reduce collisions and address safety issues
- 4** Manage parking to reduce auto ownership and dependence
- 5** Actively support the realization of infrastructure that enables the use of sustainable vehicles
- 6** Significantly increase opportunities for car-sharing in Burnaby
- 7** Encourage and promote the use of car-pooling
- 8** Continue to manage existing and investigate new people moving services



BURNABY TRANSPORTATION PLAN

# CYCLING



BURNABY TRANSPORTATION PLAN UPDATE

## Draft Network

### What are we doing?

- building a clear, consistent core network by 2030 and completing a comprehensive cycling network across the City by 2050.

### How will we do it?

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

### What result 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 both north-south and east-west links through the City which align with cycling facilities in neighbouring municipalities.



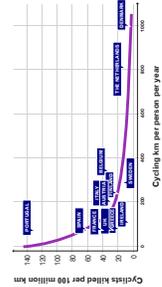
### LEGEND

- Core Network
- Cycle Network
- Town Centres

## Did you know?

### How Safe is Cycling?

Research indicates that as more people cycle it becomes safer for everyone. Countries where cycling is more common report lower numbers of cyclist fatalities.



**1.5%** of daily trips in Burnaby are cycling trips



**17%** of Burnaby cyclists have had their bike stolen within a 5-year period.



# PUBLIC TRANSIT

The best public transit is frequent, reliable, fast, accessible, safe, comfortable, and takes people where they need and want to go. Transit is the primary alternative to vehicular travel for longer distance trips. It is the most space-efficient, environmentally friendly, and affordable way to move large numbers of people. It supports walking and cycling by extending the distances that a person can travel as well as complements driving by reducing congestion.

## Draft Big Move:

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

### Draft Policies

Policies focus on achieving the Vision, Themes, Goals, Targets and Big Moves for the Plan.

- 1** Work with TransLink to provide new and enhanced transit service
- 2** Provide translink supportive amenities to increase ridership
- 3** Improve the safety, security and comfort of public transit
- 4** Make public transit more accessible to all people
- 5** Implement transit priority measures to improve reliability and speed of buses
- 6** Work with TransLink to promote and advocate for transit improvements for transit improvements to increase transit ridership



BURNABY TRANSPORTATION PLAN UPDATE



# PUBLIC TRANSIT

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# DRIVING

## Draft Network

### What are we doing?

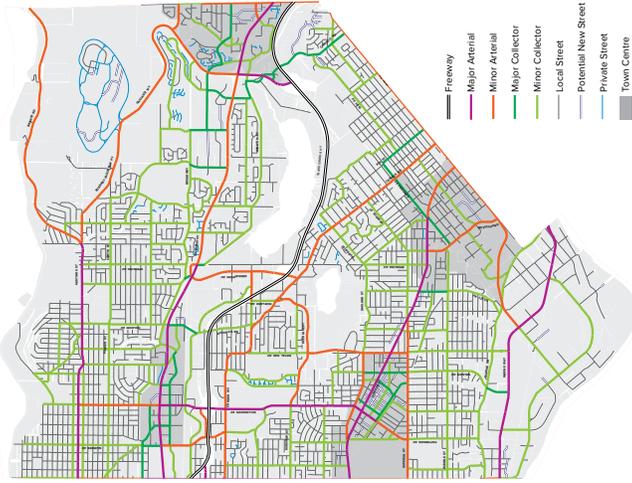
- Making our street network more efficient for everyone
- Managing and optimising our driving network

### How will we do it?

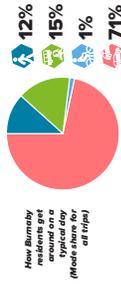
- Redesigning and reorganizing street space
- Adjusting our street classifications
- Providing safe, accessible and enjoyable alternatives to encourage less driving

### What result do we expect?

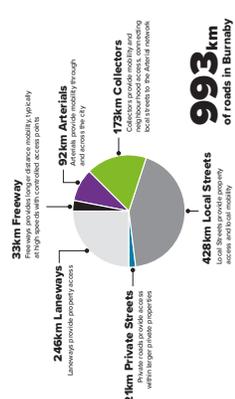
- Reduction in the vehicle-kilometres travelled per person
- More choices for people to move around the city.
- Improved safety for everyone using our streets



## Did you know?



How Burnaby residents get to work:  
12% by car  
15% by public transit  
1% by bicycle  
71% by walking or cycling



33km Freeway

246km Laneways

92km Arterials

17km Collectors

2km Private Streets

428km Local Streets

993km of roads in Burnaby



# GOODS AND SERVICES MOVEMENT



BURNABY TRANSPORTATION PLAN UPDATE

The movement of goods and commercial services is essential and has a significant impact on Burnaby's economy. As consumers, the movement of goods is important as a means of delivering food, clothing, furniture and making thousands of other products readily available. Workers are employed in the design, production, sale, and delivery of these goods and services. As the City continues to grow, it will be important to maintain the efficient movement of people, goods, and services, whether it's for local business and residents or on route to global destinations.

## Draft Big Move:

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

### Draft Policies

Policies focus on achieving the Vision, Themes, Goals, Targets and Big Moves for the Plan.

- 1** Support the movement of goods and services in the Region
- 2** Support strategic methods of goods and services movement and delivery that support the City's mobility goals and targets
- 3** Continue to investigate operational opportunities to improve goods and services movement and delivery efficiency
- 4** Consider emergency preparedness in making transportation decisions



### Rail Movement



**40 - 50**  
per day

Burnaby sees an average of 40-50 freight trains per day.

### On-line shopping and delivery



**80%**

In 2018, more than 80% of Canadians shopped on-line. Almost 38% of those shoppers complained that delivery was slower than expected.

### Emergency stations



There are 7 fire stations and 2 ambulance stations in Burnaby.

# PUBLIC TRANSIT



BURNABY TRANSPORTATION PLAN UPDATE

## Draft Network

### What are we doing?

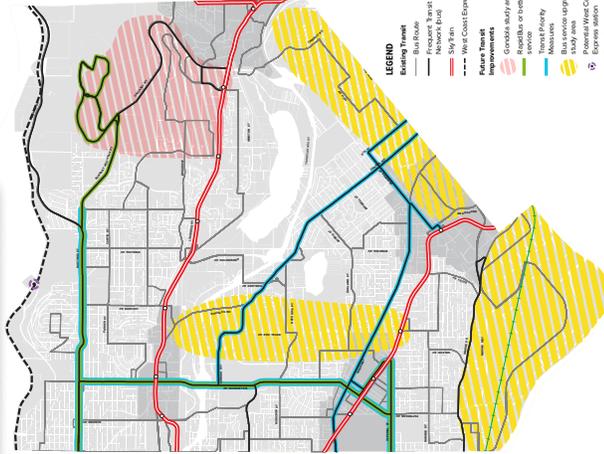
- working with TransLink to improve service
- making improvements to enhance efficiency and comfort (amenities) of transit

### How will we do it?

- Partnering with TransLink to make improvements such as:
  - studying potential for a gondola service to Simon Fraser University and UvicCity
  - "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 under served 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 result do we expect?

- better transit service



## Did you know?



**95%** of Burnaby residents live within 400m of a bus stop or Skytrain station.



**15.1%** of daily trips in Burnaby are transit trips



There are **11** Skytrain stations and **658** bus stops in Burnaby



BURNABY TRANSPORTATION PLAN



BURNABY TRANSPORTATION PLAN

# GOODS AND SERVICES MOVEMENT



BURNABY TRANSPORTATION PLAN UPDATE

## Draft Network

### What are we doing?

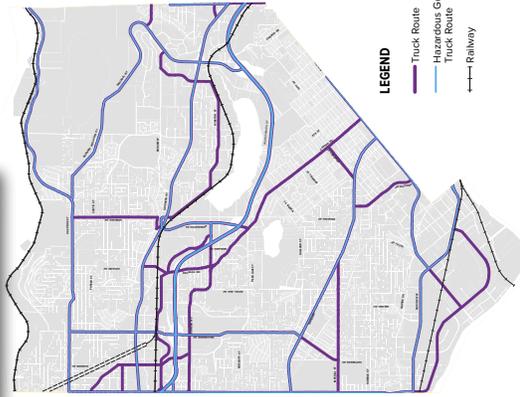
- continuing to define the primary truck and hazardous goods routes through the City,
- supporting the safe movement of goods on railways,
- encouraging greener delivery of goods and services.

### 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,
- encouraging the use of more sustainable modes for goods and services movement.

### What will result?

- reliable routes for goods movement in the City



### LEGEND

- Truck Route
- Hazardous Goods Truck Route
- Railway

## Did you know?

### Truck Movement

Up to 10% of traffic on the City's designated Truck Routes is heavy trucks. A Truck Route designation carry approximately 3% truck traffic.



Approximately 30 truck trips per day are required to restock each supermarket with groceries and other products.



Approximately 25 truck trips per day are needed to deliver construction materials and haul waste from each high rise construction site.



### Rail Movement

There are four rail lines that cross the City running east-west and primarily carry freight to or from port facilities (approx. 20km).



40-50 PER DAY



Burnaby sees an average of 40-50 trains per day.

Railway service lines in Burnaby:

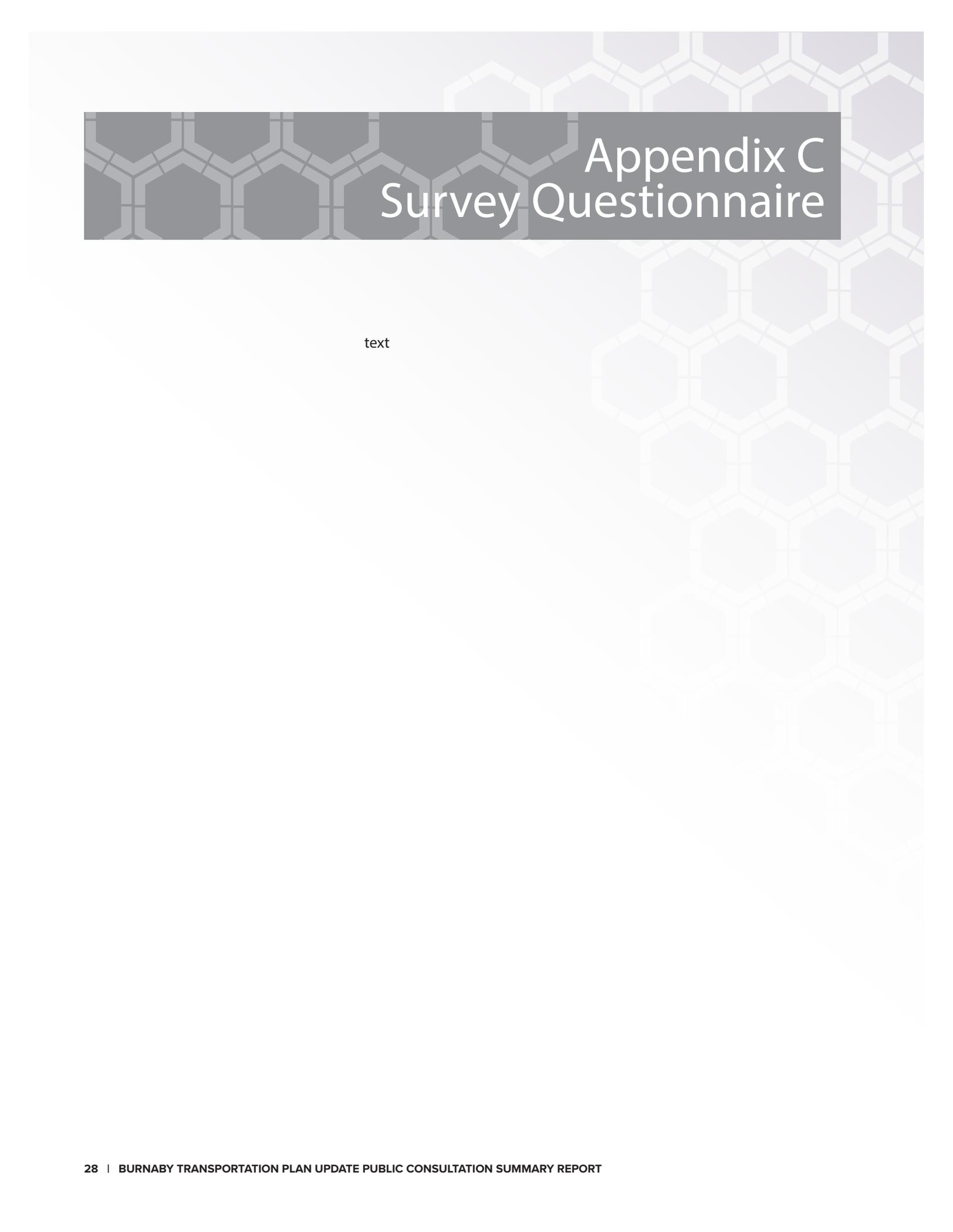
- Canadian National Railway (CN Rail)
- Canadian Pacific Railway (CP Rail)
- Burlington Northern Santa Fe Railway (BNSF)
- Southern Railway of BC (SR)



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# Appendix B Discussion Guide

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# Appendix C Survey Questionnaire

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