

July 7, 2015.

To: Vito Tolone, Acting Director of Transportation Services  
Kaylan Edgcombe, Transportation Planning Technologist

## **Comments on the June 18 Transportation Master Plan Council Workshop**

On June 18<sup>th</sup>, BurlingtonGreen Advocacy Team Members attended the workshop outlining the preliminary report on the city's Transportation Master Plan (TMP). As an organization, we are pleased to hear a number of positive developments in the TMP's overall direction. As we have discussed before, BurlingtonGreen's Greenprint for the Future advocacy program calls for the City to integrate effective, sustainable transportation opportunities into all key planning policies to create a healthier environment and better quality of life for the citizens of Burlington. Building on those positive steps and our previous discussions, we would like to take this opportunity to share the following preliminary input and recommendations for your consideration as you proceed with the TMP planning process.

1. BurlingtonGreen is pleased to see the workshop report conclude that the current approach to transportation planning in Burlington is not sustainable and that we cannot "build our way out of congestion".

In the June 18<sup>th</sup> presentation, a stated goal was to: "Develop actions and policies that will guide day-to-day transportation programs." BurlingtonGreen feels that this statement lacks the critical emphasis that *all* development planning policies and procedures must be integrated with, and be guided by, transportation planning. The goal must be to 'develop City actions and policies that are fully integrated with and driven by transportation planning'.

2. The goal of doubling the number of commutes (from 6% to 12% of trips) by public transit by 2031 is very ambitious. This would require a compound growth rate of 4.43% every year, and in turn this will require a major change in Burlington's planning and infrastructure investment. Moreover, from 2020 on, growth will be required at even higher rates. Achieving regional and City Official Plan goals of 12% by 2031 will require significant planning measures and significant investment in transit, which currently is among the lowest per capita in the GTHA. Given this, the final plan will need to be specific in how Burlington can achieve these goals. And consider that the importance of job creation within Burlington and the key role of transit in attracting new jobs and young workers will also require the integration of economic development with transit planning.
3. BurlingtonGreen urges the TMP to address shifting work commute patterns and ensure that the TMP includes a sustainable transportation strategy for travel among Halton communities and not just across the GTHA. Commutes to Oakville and Milton will likely increase, requiring new levels of cooperation/integration with Oakville and Milton Transit. Currently, about 16% of Burlington

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commutes to Oakville and Milton<sup>1</sup>. Since the majority of Halton's employment growth is will occur in those two communities, commuting to them will increase and greater integration or amalgamation with Oakville/Milton Transit should be considered to provide greater efficiencies.

4. Providing the examples of Complete Street Transformation in the presentation/report (Brant St. south of Ghent, Guelph Line north of new Street, Appleby Line at Heron Way, and Waterdown north of Plains Road) clearly show citizens how complete streets function and will benefit the community. Similar development visuals showing examples for the important Plains Road/Fairview corridor would also be extremely beneficial in helping people understand what future changes will look like.
5. Despite the importance of the Mobility Hubs to Burlington's development and intensification, they received no mention in the workshop presentation. The Mobility Hubs will be a key strategy for achieving intensification and should be a priority for development and transit integration.
6. The conclusion that a policy shift to "move beyond encouraging TDM (Travel Demand Management) to requiring a commitment from the developer to incorporate a TDM program as part of the site plan approval" is necessary for effective intensification, but in our view not sufficient. Clear development plans must be in place. Experience in other communities has shown that transit development is vital for getting developer "buy-in" to structured intensification. For example, in Waterloo/Kitchener/Cambridge once the municipality committed to LRT transit development with permanent infrastructure – based on "rails, not rubber" – developers responded. We believe Burlington needs the same long-term commitment along the Plains Road and Fairview Street corridor.
7. The mention of a possible Fairview/Harvester connector road through Sherwood Forest Park is concerning. If adequate transit along the Fairview/Plains Road corridor is developed along with good north/south links, there is no need for the elimination of green space to accommodate a new connector road.

To create a healthier environment and provide a better quality of life for the citizens of Burlington, BurlingtonGreen believes that effective, sustainable transportation planning must be integrated into all key planning policies. Thus far, a number of positive developments in the Transportation Management Plan have been made, and with continued inclusion of integrative transportation planning driving all development planning policies and procedures within Burlington (as outlined above), we believe our City will continue to move in the right direction.

Respectfully,

BurlingtonGreen Environmental Association

c.c. Members of Burlington City Council  
City Manager, James Ridge  
General Manager, Scott Stewart

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<sup>1</sup> Chart "Where our Residents Work"