

2021 Active Transportation Annual Report

Presented To:	Operations Committee
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Recommended by:	General Manager of Growth and Infrastructure

Report Summary

This report and presentation provides information regarding the 2021 initiatives, events, education campaigns and infrastructure achievements that support walking and cycling in Greater Sudbury and outlines recommended amendments to the Traffic and Parking Bylaw 2010-1 to enable the designation of newly implemented cycling infrastructure.

Resolutions

Resolution 1:

THAT the City of Greater Sudbury designates Kelly Lake Road from the Junction Creek bridge to Copper Street (Bike Lane) and Ramsey Lake Road from Paris Street to the Science North Entrance (Multiuse Path), as cycling facilities as outlined in the report entitled “2021 Active Transportation Annual Report”, from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on December 6, 2021.

Resolution 2:

THAT the City of Greater Sudbury designates Ramsey Lake Road and the private entrance located 300 meters East of Paris Street as a traffic control signal system as outlined in the report entitled “2021 Active Transportation Annual Report”, from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on December 6, 2021.

Resolution 3:

THAT the City of Greater Sudbury prohibits parking and stopping within 30 metres of the pedestrian crossover to be installed on Hill Street at Lamothe Street;

AND THAT staff be directed to prepare a by-law to amend Traffic and Parking By-Law 2010-1 to implement the recommended changes, as outlined in the report entitled “2021 Active Transportation Annual Report”, from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on December 6, 2021.

Relationship to the Strategic Plan, Health Impact Assessment and Community Energy & Emissions Plan (CEEP)

Implementing recommendations of the Transportation Master Plan (TMP) by building new cycling infrastructure and developing new policies, programs and initiatives, supports the achievement of strategic objectives under both the Climate Change and Create a Healthier Community strategic initiatives. Items outlined within this report contribute to the goals 7: Enhance transit service to increase transit mode share to 25% by 2050 and 8: Achieve 35% active mobility transportation mode share by 2050 to "Complete and implement Community Energy and Emissions Plan that will provide guidance to reduce greenhouse gas emissions"; "Deliver City-led goals from Population Health Call to Action 2018-2028" (Healthy Streets); and "...attain 'Silver Bicycle Friend Community' status from Share the Road Cycling Coalition".

Financial Implications

Activities described in this report have been carried out within approved budgets.

Purpose:

This report updates Council on the 2021 policies, initiatives, events, education campaigns and infrastructure achievements that support walking and cycling in Greater Sudbury and outlines recommended amendments to the Traffic and Parking Bylaw 2010-1 to enable the designation of newly implemented cycling infrastructure.

Backgrounds

In 2016, the Transportation Master Plan (TMP) was updated to take a sustainability-focused approach to optimizing and enhancing the transportation network. The 2016 TMP outlines a cycling facility network and recommends a suite of policy options to support the delivery of pedestrian and cycling infrastructure in Greater Sudbury.

One of the recommendations of the TMP was the development of a Complete Streets Policy that would provide a sustainable approach on how the City plans and delivers infrastructure that includes a variety of transportation modes. A complete street is designed to consider the needs of all users, such as people who walk, bicycle, take transit or drive, and people of varying ages and abilities. The Complete Streets Policy for Greater Sudbury was approved by Council on July 10, 2018.

The Infrastructure Capital Planning division is responsible for the implementation of the Transportation Master Plan, associated policies and programs to support active transportation. Over the last five years, significant strides have been made to deliver on the recommendations of the Transportation Master Plan and staff are continuing to develop new policies and programs to serve the needs of Greater Sudbury citizens who walk or bike as transportation.

Policies and Plans:

Transportation Demand Management Plan Community Grant Program

In May 2018, the final Transportation Demand Management (TDM) Plan for Greater Sudbury was presented to the Operations Committee and was approved by Council in June 2018.

The success of the TDM Plan relies on actively engaging with community partners to participate in or take the lead on delivering TDM programs, initiatives and events. In 2019, the City launched the [Transportation](#)

[Demand Management Community Grant Program](#), which supports Council's commitment to deliver programs and initiatives to make the highest and best use of transportation infrastructure investments. The goal of the TDM Community Grant Program is to support a robust, non-profit sector program that is designed to provide eligible organizations with funding assistance for community-based activities that will have a positive city-wide impact and support implementation of the TDM Plan for Greater Sudbury.

The City launched the first and second intake of the TDM Grant program in June 2019 and March 2020, with seven and four successful applications respectively. In 2021, the City's TDM Grant Program received four applications from community groups, three of which were successful. Based on the approved applications since the launch in 2019, approximately \$14,000 in funding was distributed to community groups to deliver TDM-related programs, initiatives and services with \$3,000 distributed in 2021. Staff believe that the ongoing Covid-19 pandemic may have reduced the number of applications received for the 2020 and 2021 TDM Community Grant program.

As the duration of the pandemic and information on how physical distancing restrictions may be eased is unavailable at this time, staff will continue to work closely with the community groups to provide as much flexibility as possible to help each group successfully implement their project. This may include extending the deadline to utilize the provided funds into 2022.

The Transportation Demand Management Grant Program Update report, originally presented to the Operations Committee on May 17, 2021 may be read at: [Operations Committee Meeting - May 17, 2021 \(escribemeetings.com\)](#)

Complete Streets Design Guidelines

The Complete Streets Design Guidelines will serve as a transformative tool for the community as it will inform the design of multi-modal streets that are places that also encourage more walking, cycling and transit. The guidelines will be used to inform the design of new streets and would be used to retrofit streets that are undergoing a complete reconstruction, in line with the City's Complete Streets Policy. Minor rehabilitation projects, repaving or regular operations and maintenance will not typically be subject to the guidelines, but could inform improvements.

A consultant has been retained to develop the Complete Streets Design Guidelines and work is currently underway. The first round of internal stakeholder engagement took place during the summer of 2021 to gather preliminary input on the development of the Complete Streets Design Guidelines including but not limited to the vision, goals, opportunities, challenges and current conditions and considerations. Staff are also in the process of reviewing proposals for how best to carry out public consultation in an effective manner which actively engages residents while adhering to public health guidance related to Covid-19. It is anticipated that the guidelines will be completed in 2022.

Initiatives and Events:

Momentum: Moving Forward Together - Digital Newsletter

More than 600 residents receive this newsletter. Staff also use this list to share upcoming public consultation opportunities or other related community events. One edition of the newsletter was shared with residents in January 2021, with plans for the next edition to be released in January 2022.

Bike Month 2021

Due to public health restrictions related to COVID-19, events and activities planned to celebrate Bike Month in June of 2021 were put on hold. Staff are preparing for the potential return of events and programming for Bike Month in 2022.

Bike Racks for Businesses Program

To address existing community infrastructure deficiencies and increase the availability of private secure bike parking in Greater Sudbury, the City developed the Bike Racks for Businesses program. The program was designed to help take the guesswork out of providing high-quality bike parking for employees, customers or clients of businesses operating within Greater Sudbury. Through this limited time program, businesses were able to purchase bike racks at up to 60% off the retail price.



The program had two intakes with the first in October 2020 and the second in April of 2021. With more than two dozen local businesses participating, the program resulted in a total savings of \$7,000 to these local business owners while increasing the inventory of secure bicycle parking spots throughout the community for residents who cycle by 140.

Bicycle Friendly Community Award



In fall 2017, City staff formed a working group with representatives from Public Health Sudbury and Districts, Rainbow Routes Association, the Sudbury Cyclists Union and the Coalition for a Liveable Sudbury to work collaboratively on an application to Share the Road Cycling Coalition to be considered for a Bicycle Friendly Community Award. Jamie Stuckless, Executive Director of Share the Road was in Greater Sudbury in June 2018 to formally present the award to City Council. In January 2018, the City of Greater Sudbury was pleased to be awarded a Bronze Level Bicycle Friendly Community Award on its first application.

As part of maintaining that award, municipalities are required to re-submit an application every four (4) years to maintain or improve their award standing. The working group from 2017 came together again and reapplied in fall of 2021. The City will be advised of the results of the application in early 2022.

Education Campaigns:

Safe Cycling

In June 2021, the City, in partnership with Greater Sudbury Police, released a series of social media content reminding citizens about safe cycling and the responsibilities of both cyclists and motorists when sharing the road. These education messages were viewed by over 100 people on social media platforms.

Pedestrian Crossover Education Campaign



As part of the City's ongoing work to make the community more pedestrian-friendly, safety reviews of Pedestrian Crossovers (PXO) are completed on a regular basis. Based on findings from these reviews, it was determined there is a continuing need to educate the public on the proper and safe use of pedestrian crossovers throughout the community.

A PXO campaign was launched in October of 2021 to coincide with days becoming shorter and visibility of pedestrians potentially becoming more challenging. As part of the campaign, the City released a number of social

media graphics and animated videos, bus back ads, digital billboards and a radio ad which highlighted tips on how to safely approach and travel through pedestrian crossovers. These education messages were viewed by over 55,000 people on social media platforms. [Click here to learn more about additional initiatives to improve safety for people who walk in Greater Sudbury.](#)

Infrastructure Improvements:

New Pedestrian and Cycling Signals on Ramsey Lake Road

A new pedestrian and cycling traffic signal was installed at the driveway entrances to Health Sciences North and Science North on Ramsey Lake Road as part of the 2021 capital works program.

The cycling facility on Paris Street was separated from the Ramsey Lake Road Path by a 400 m gap on Ramsey Lake Road between the Paris Street intersection and the start of the path to the east of the Health Sciences North/Science North driveways. This route is one of the most heavily used cycling and walking routes in the City for both commuting and recreational or tourism purposes. Providing the signalized crossing for people who walk and bike this route will make it easier and safer to navigate for people using all modes of transportation in this area.

New Pedestrian Crossover Locations

In 2020 and 2021 staff received approximately 25 requests for pedestrian crossovers to be installed throughout the community. As all traffic studies were suspended in 2020, it led to in a large back log of City programs and initiatives that require traffic studies. These requests, as well as other City programs and initiatives that require traffic studies, will be reviewed in 2022.

Based on previously collected data, staff completed the warrant process for Hill Street at Lamothe Street to determine whether it met the guidelines outlined in Book 15 of the Ontario Traffic Manual and analysis concluded a crossovers is warranted. The Hill Street pedestrian crossover was installed in 2021 as part of the rehabilitation project.

Downtown Bicycle Parking Corrals

The City of Greater Sudbury and Downtown Sudbury Business Improvement Area worked together to identify ways to increase the supply of public bike parking in the Downtown core. Through collaboration, three locations were chosen for seasonal on-street bicycle parking. In the spring of 2021, the bicycle parking corrals (Figure 1) were installed at the following locations:

- Durham Street, west side, south of Cedar Street
- Elgin Street, north side, west of Grey Street
- Larch Street, north side, east of Lisgar Street



Figure 1 Bicycle Parking Corral Larch Street location

A total of 42 secure bicycle parking spaces were created with the installation of the bicycle corrals. The bicycle corrals will be installed each spring and will be removed for the winter months to allow for efficient winter maintenance and snow removal in the downtown core.

Municipal Road 35 (MR 35) Widening Project

MR 35 is an arterial road that connects the communities of Azilda, Chelmsford, Dowling, Levack, and Onaping to the downtown. The widening of MR 35 to install additional driving lanes was recommended in the Sudbury Regional Transportation Study (March 1992), reaffirmed in the 2005 Transportation Master Plan Study and the 2015 Transportation Master Plan Study for the City of Greater Sudbury. The 2015 Transportation Master Plan also identified the need for a signed bicycle route with paved shoulders on MR 35.

The first section of the MR 35 Widening and Infrastructure improvement project from Notre Dame Street East to Notre Dame Street West (Azilda), was completed 2020 (Figure 2). This new section of roadway includes fully paved 2 metres shoulders with edge line and rumble strip for cycling.



Figure 2 MR 35 between Notre Dame East and Notre Dame West

The remainder of the project from Notre Dame Street West to Highway 144 (Chelmsford) will also include fully paved shoulders with edge line and rumble strips for cycling as well as traffic signal upgrades that include pedestrian crosswalks and other features that comply with accessibility requirements of the Accessibility for Ontarians with Disabilities Act. This work will be completed in 2022.

Summary of Cycling Facilities Installed in 2021

In 2021, the City of Greater Sudbury installed 1.3 lane kilometers of cycling infrastructure.

Road	From	To	Facility Type	Segment Length
Ramsey Lake Road	Paris Street	Science North Entrance	Multiuse Path	0.4 km
Kelly Lake Road	Junction Creek bridge	Copper Street	Bike Lanes	0.9 km
TOTAL:				1.3 km

A description of the different types of cycling facilities that are used in Greater Sudbury can be found at www.greatersudbury.ca/cycling.

Summary of New Sidewalk Installed in 2021

In 2021, the City of Greater Sudbury installed approximately 0.55 kilometers of new sidewalk throughout the community.

Road	From	To	Facility Type	Segment Length
Stephen Street	Robinson Drive	Southview Drive	Sidewalk	0.1 km
Kelly Lake Road	Junction Creek Bridge	Copper Street	Sidewalk	0.45 km
TOTAL:				0.55 km

Amendments to Traffic and Parking By-law 2010-1:

When new cycling-only facilities, the new traffic control system and the new PXO are installed as part of a road's capital projects or as part of operational improvements, an amending by-law to the Traffic and Parking By-law 2010-1 must be passed to appropriately designate facilities and devices. Staff recommend that cycling facilities be designated on Ramsey Lake Road from Paris Street to Science North Entrance and on Kelly Lake Road from the Junction Creek bridge to Copper Street, that traffic control system be designated for Ramsey Lake Road and the private entrance located 300 meters East of Paris Street, and updates to prohibit parking and stopping within 30 metres of the pedestrian crossover to be installed on Hill Street at Lamothe Street.