

2022 Active Transportation Annual Report

Presented To:	Operations Committee
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Prepared by:	LyAnne Chenier Infrastructure Capital Planning
Recommended by:	General Manager of Growth and Infrastructure

Report Summary

This report and presentation provides a recommendation regarding amendments to the Traffic and Parking Bylaw 2010-1 to enable the designation of newly implemented active transportation infrastructure and highlights 2022 policies, initiatives, events and infrastructure achievements that support walking and cycling in Greater Sudbury.

Resolution

THAT the City of Greater Sudbury designates Barry Downe Road from Kingsway to Westmount Avenue, Loach's Road from Oriole Drive to Eden Point Drive, on Dell Street from Morin Avenue to Snowdon Avenue and on Hyland Drive from Regent Street to Connaught Avenue, as cycling facilities;

AND THAT the City of Greater Sudbury directs staff 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 "2022 Active Transportation Annual Report", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on March 27, 2023.

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

Implementing recommendations of the Transportation Master Plan 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 2022 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.

Background

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.

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.

Since the launch of the TDM Grant program in June 2019, the City has held three separate intakes with 14 approved applications totaling approximately \$14,000 in funding distributed to community groups to deliver TDM-related programs, initiatives and services.

COVID-19 has affected the economy in many areas, but none more profoundly than the job market. The workforce shortage problems for not-for-profit community groups have impacted their abilities to advance their goals. It is this reason as well as the restrictions put in place over the course of the Covid-19 pandemic that led to the reduced number of applications received for the 2020 and 2021 TDM Community Grant program. There were no applications submitted in 2022. 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.

Complete Streets Design Guidelines

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 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 assist with the development of 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. A comprehensive review of the entire road network was completed, and 9 draft typologies were identified. The draft typologies were presented to the operation committee in June of 2022 after which an extensive public consultation period was held throughout the summer and until September 30.

Staff are in the process of reviewing the comments received and applying them to the draft guidelines with the intention of presenting to Council in Q2 of 2023.

Initiatives and Events:

Bike Month 2022

The month of June in each year is proclaimed as Ontario Bike Month. Mayor Brian Bigger issued a proclamation declaring June 2022 Bike Month in Greater Sudbury.

Bike to School Week



Figure 1 Students from École Catholique Sainte-Marie showing their prizes

To kick off Bike Month, during the week of May 30 to June 3, students and staff from various schools were challenged to bike or scoot to school as many days as they could and add up the kilometres and see how far their school can travel in a week!

Participating schools were provided with gift packs that included bike locks, bells, lights and reflectors, to be distributed to student who took the challenge.

Three schools accepted the challenge, École Catholique Sainte-Marie, Walden Public School and École St-Augustin with over 3000 km traveled for Bike to School Week.

Sudbury Market

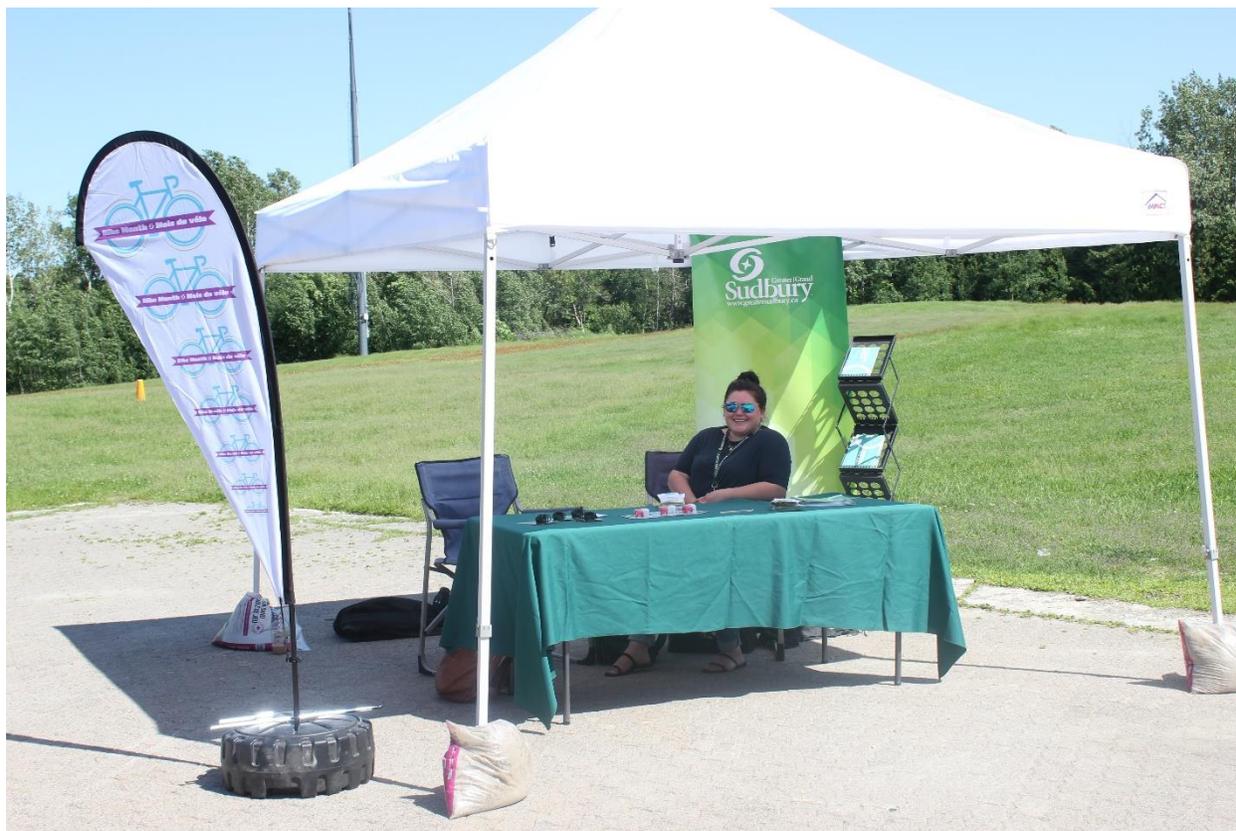


Figure 2 Information booth at The Sudbury Market

On June 16th and 18th staff were on site the Sudbury Market at both the Downtown and Science North location with an information booth on safe cycling. Staff engaged with over 200 residents and provided pamphlets that included tips on how to get your bike ready for cycling, rule of the road, and safety gear to be wore while cycling and handed out free bike lights and bike bells.

Mayor's Bike Ride

On June 23rd, residents were invited to join a community bike ride with Mayor Brian Bigger. Bike Sudbury provided a nearly 19 km guided tour that features different types of cycling infrastructure built in our community. The bike tour started at the CP/Elgin St parking lot and continued to Bell Park, and through the grounds of Laurentian University in the South End before returning to downtown Sudbury. The ride provided participants with tips on how to ride their bike safely on a variety of cycling infrastructure and highlight the navigation of pedestrian crossovers, crosswalks, intersections and more.

Bike Exchange

The Kids Bike Exchange program has been running in Greater Sudbury since 2012. Bicycles used for the exchange are donated by members of the community. Volunteers conduct a safety inspection, make minor repairs, and equip them with a new bell and reflective tape. Bikes are then distributed to children and youth 18 years and younger.

In partnership with Bike Sudbury, Public Health Sudbury and Districts, and the City of Greater Sudbury, Sessions Ride Company held a Bike Exchange on June 25th at the Tom Davis Square courtyard where nearly 100 bikes were given to the children of the community and an approximately 40 additional bikes were donated at the exchange. Coupons were provided for discounted helmets for children who needed them.

Mobility Management System

Another recommendation of the TDM plan was to implement a ride matching program. A ride matching program is a system that enables people to travel together to a common destination, increases vehicle occupancy and reduces the number of vehicles on the road. Ride matching not only matches carpool partners but also transit, walking and cycling buddies to assist those new to using these modes. To compliment this program, it was also recommended in the TDM policy to include an Emergency Ride Home program.

In December of 2022, the City of Greater Sudbury joined the Smart Commute Association (SCA). The Smart Commute Association is made up of Participating Municipalities throughout Ontario, who work directly with third party contractors known as Service Delivery Agents, such as ReThink Green, as well as municipal partners, employers, and post-secondary institutions in their respective geographic areas to improve commuting options for the public, employees or students, as well as transit users. The SCA is a joint undertaking by the Participating Municipalities to manage the demand for automobile trips within communities to alleviate the growing problems of traffic congestion, Green House Gas (GHG), and deteriorating air quality that result from increased automobile traffic.

The SCA uses an integrated mobility tool and provides a coordinated web-based application to participating municipalities for the delivery of multimodal ridesharing programs.

Once a month the SCA meets to discuss TDM strategies including various events and education campaigns. Participation in the SCA allows partnering municipalities the ability to share the workload of developing these strategies that include marketing and promotional activities such as common branding for services, program tools, and incentive programs such as Bike Month, Winter Commute Month and Smart Commute Month. Currently, the cities of Hamilton and Toronto, Halton Municipalities, Peel, Durham and York regions, and Greater Sudbury are members of the SCA.

Through a joint procurement with the Smart Commute Association, the City purchased the program license in December 2022 for the communities first ride share program.

On August 13, 2019 a motion (CC2019-255) was passed directing staff to review potential approaches to collaborating with ReThink Green, a not-for-profit agency, to address Council's desired outcomes for climate change.

Staff are working with ReThink Green to develop a proposal to administer as well as develop enhancements to the program such as assisting with employer recruitment, additional initiatives, program module development, and annual campaigns, with the intention of launching the ride share program in Q2 of 2023.

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

With the state of cycling continuing to advance, so do the markers of Bronze, Silver and Gold statuses. In early 2022 Greater Sudbury, as well as eight other communities in Ontario were excited to be renewed as a Bronze level Bicycle Friendly Community. Share the Road Cycling Coalition provided a feedback report that acknowledged Greater Sudbury's on-going progress made to make our community more bikeable and offered recommendations to advance to the next award level.

Greater Sudbury will continue work towards making advancements in the four categories; Engineering, Education, Encouragement, and Evaluation & Planning, with the hope of being awarded a Silver level designation during the next evaluation in 2025.

Funding

In March 2021, the federal government announced a National Active Transportation Strategy along with the first Active Transportation Fund. The \$400-million National Active Transportation Fund will be distributed over five years to assist municipalities with financial support for the development of active transportation systems in their community.

The funding was broken down into two different streams, one for capital projects (Contribution Program) and the other for planning projects (Grant Program to a maximum of \$50,000)

In March 2022, the City submitted applications for both a capital project, to complete a section of the Paris Notre Dame Bikeway project, and a planning project to develop the City's Wayfinding Guidelines.

In December 2022 Viviane Lapointe, Member of Parliament for Sudbury and Mayor Paul Lefebvre, announced that the City of Greater Sudbury was successful in both applications for a total of \$3.35 million, \$3.3 million for the Paris Notre Dame Bikeway Project and \$50,000 for the City's Wayfinding Guidelines.

Education Campaigns:

Safe Cycling



During the month of June, the City released a series of social media content reminding citizens about safe cycling and the responsibilities of both cyclists and motorists when sharing the road with all users.

A new education message was released every week during the month. The average views throughout the campaign were approximately 1,300 per post.

Bike Bright



On October 27 the Sudbury Road Safety Committee, a partnership of the City of Greater Sudbury, Greater Sudbury Police Services, Public Health Sudbury & Districts, Ontario Provincial Police and the Ministry of Transportation held its first annual “Bike Bright” campaign on the streets of Greater Sudbury. Teams spread out throughout Greater Sudbury to inform cyclists of important of being seen at night and handed out over 70 sets of free bicycle lights to riders who needed them.

Infrastructure Improvements

Summary of Cycling Facilities Installed in 2022

In 2022, the City of Greater Sudbury installed 1.3 lane kilometers of cycling infrastructure.

Road	From	To	Facility Type	Segment Length
Barry Downe Road	Kingsway	Westmount Avenue	Cycle Track	0.36 km
Loach’s Road	Oriole Drive	Eden Point Drive	Bike Lanes	0.40 km
Dell Street	Morin Avenue	Snowdon Avenue	Bike lanes	0.41 km
Hyland Drive	Regent Street	Connaught Avenue	Bike Lanes	0.13 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 2022

In 2022, the City of Greater Sudbury installed approximately 1.0 kilometer of new sidewalk throughout the community.

Road	From	To	Facility Type	Segment Length
Roy Avenue (east side)	Lasalle Blvd	Woodbine Avenue	Sidewalk	0.59 km
Regent Street (southwest side)	Old Burwash Road	Algonquin Road	Sidewalk	0.41 km
TOTAL:				1.0 km

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

When new cycling-only facilities 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 Barry Downe Road from Kingsway to Westmount, on Loach's Road from Oriole Drive to Eden Point Drive, on Dell Street from Morin Avenue to Snowdon Avenue and on Hyland from Regent Street to Connaught Avenue.