

# TRANSPORTATION STUDY REPORT

June 24, 2015 Public Information Centre

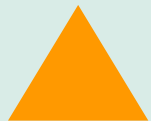
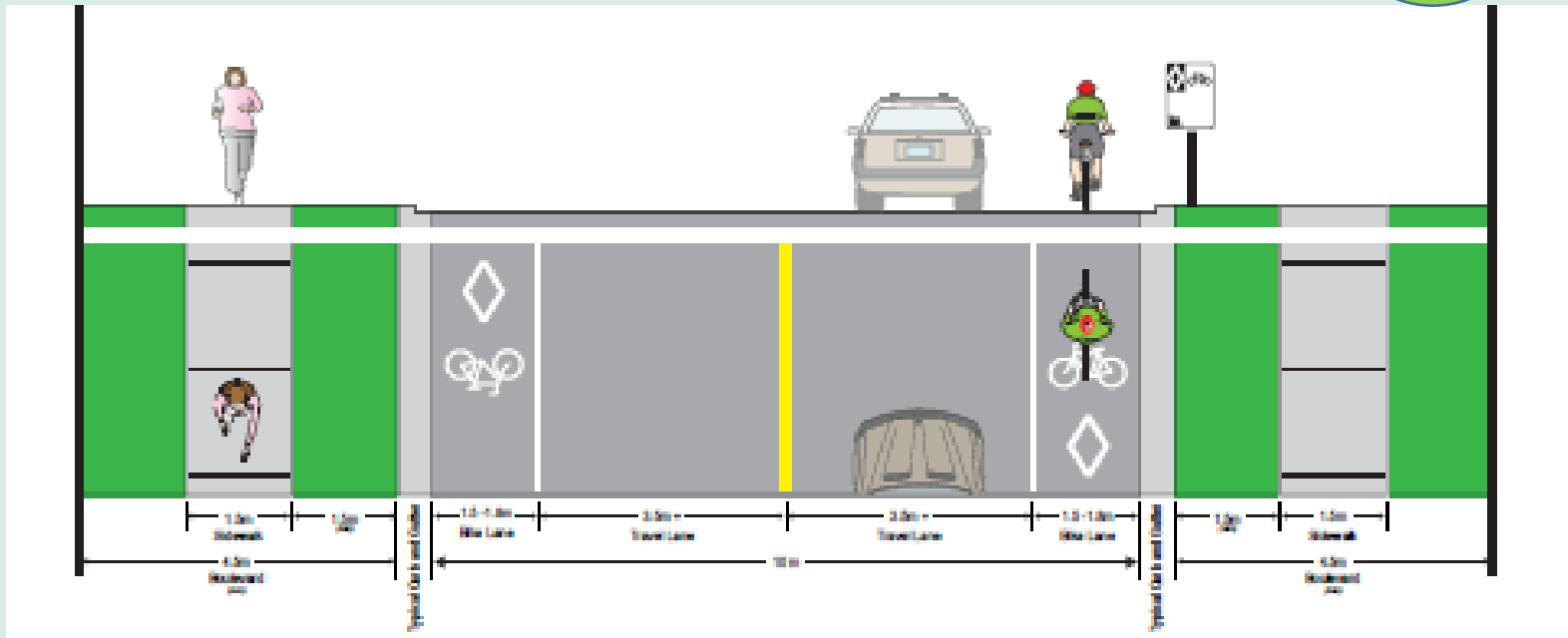


Coalition for a  
**Liveable**  
Sudbury

A transportation network where we can all get around safely and conveniently, whatever our age, ability, means, or mode of travel.



# COMPLETE STREETS & DESIGN STANDARDS



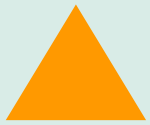
A full Complete Streets Policy is needed to make this vision a reality.



It must be very clear that any 'alternate routes' must meet the transportation needs of cyclists. Safe cycling infrastructure should be decided not only by traffic volume, but also other factors such as truck traffic and topography.

This takes care of new roads & road upgrades –  
connections on existing streets needed

# WHAT'S MISSING?

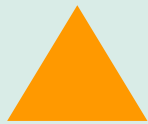


## TRANSPORTATION DEMAND MANAGEMENT

Gets more people walking, biking and taking the bus using a range of strategies that make those choices easier. Get the most out of our transportation network.



## LEVELS OF SERVICE FOR ALL MODES



## SAFE STREETS - Streets designed for safety



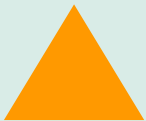
## GREEN STREETS

Reduce the impact of run-off on our lakes and waterways, and reduce the risk of flooding



# A MORE WALKABLE CITY?

- A complete streets framework, including sidewalks and other pedestrian infrastructure, is used.
- A sidewalk policy is recommended
- A Sidewalk Priority Index is needed. This will identify missing sidewalks and gaps in sidewalks and where we most need to invest in sidewalks so we can walk safely.



# A STEP FORWARD FOR CYCLING ROUTES

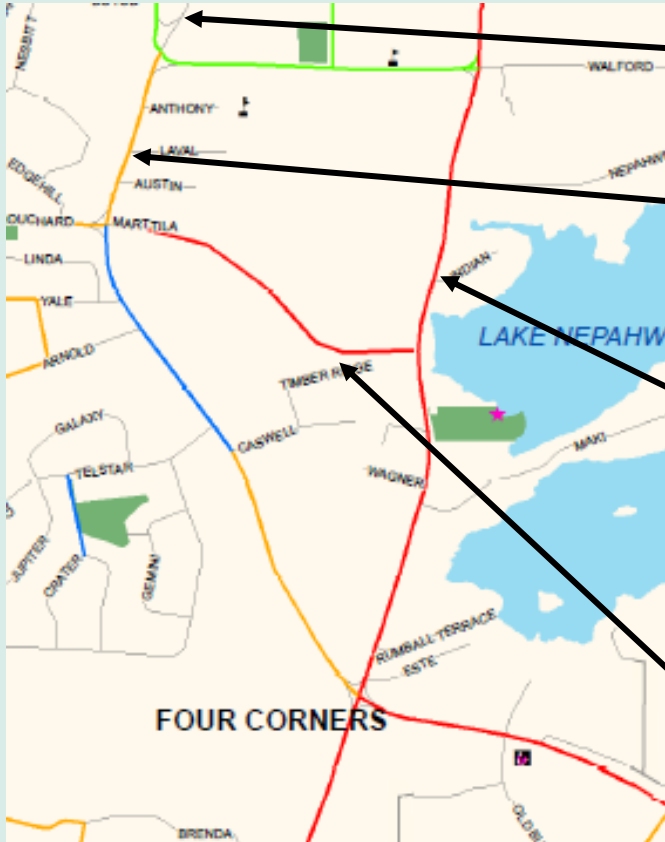


- Recognized as important.
- Complete streets.
- Cycling routes are mapped out, with a rough implementation schedule.



 BUT IMPORTANT IMPROVEMENTS ARE NEEDED  
IF WE WANT CYCLING TO BE SAFE AND  
CONVENIENT IN THIS GENERATION

# AN EXAMPLE OF PROPOSED CYCLING ROUTES FROM THE SOUTH END



Gaps in routes



Routes that do not meet recommended design standards and do not provide a safe cycling routes.



Key routes and connectors not recommended for completion for 11 – 15+ years.



No details on feasibility or cost.



It is recommended that cycling routes on existing roads be added only as other planned road work is done



The implementation schedule for cycling routes should complete a minimum grid of safe cycling routes in a timely manner.




## ACTIVE TRANSPORTATION MASTER PLAN


# WHAT ABOUT TRANSIT?

- Transit is not included in this transportation study in any meaningful way.
- There are no set targets for getting more people on the bus or to improve bus service.
- It is recognized that improving transit is an important way to reduce traffic and congestion. A Transit Master Plan is recommended.
- A timely deadline must be set to complete this Transit Master Plan. A Transportation Plan cannot be complete without transit!



# OVERESTIMATING THE NEED FOR NEW ROADS OR ROAD ENHANCEMENTS

- Times are changing – more people are taking transit and active transportation.
- Modelling traffic as if there will be no increase in people taking the bus, biking and walking overestimates congestion. 
- This results in overestimating the number of new roads and road projects that will be needed. 
- **This is not financially sustainable.** Building and maintaining roads is very expensive and is already the biggest user of our tax dollars. 



**Re-do traffic modelling incorporating realistic goals to increase the number of people using sustainable mobility** before investing in costly new roads and road ‘enhancements.’ In evaluating the results of the traffic modelling, we need to use metrics that measure how well our roads work for **all** modes.



# KEEP IN MIND

- Approving the plan means approving moving forward on the listed road projects
- “For the purposes of the Environmental Assessment process, this Transportation Study Report fulfils the requirements of a Transportation Master Plan (TMP). It covers Phases 1 and 2 of the Municipal Class EA process, which are:
  - Phase 1 – Identify the problem (deficiency) or opportunity; and
  - Phase 2 – Identify alternative solutions to address the problem or opportunity by considering the existing environment and establishing the preferred solution.”


This means that any road projects included in this plan will not have to repeat these steps of an Environmental Assessment later, before being built.

- The Transportation Plan will inform the Official Plan, which guides how our City can change and grow.

# THE LAURENTIAN UNIVERSITY TRAILS

- The recommended 'Sustainability Focused' approach does not include the proposed road through the Laurentian trails
- However, it is included on the map of road projects, with a recommendation for an Environmental Assessment to determine whether it is needed, and if so, to decide the preferred routing.



 Take the proposed road through the Laurentian trails off the Transportation Schedule mapping, and off the list of options to be further reviewed.

LET'S WORK COLLABORATIVELY TO  
GET THIS RIGHT

Sustainable Mobility Advisory Panel

Community

# SUMMARY OF CHANGES

## RECOMMENDED BY COALITION FOR A LIVEABLE SUDBURY

- ▲ A full Complete Streets Policy and a Sidewalk Priority Index should be included in the Transportation Study.
- ▲ Recommended road design standards for cycling infrastructure should include factors like truck traffic and steepness, and ensure any alternate routes meet cyclists' transportation needs (as in Ontario's Book 18).
- ▲ The mapping and implementation schedule for cycling routes should be reviewed so that a minimum grid of safe cycling routes is completed in a timely manner.
- ▲ There should be Levels of Service for all modes so we can measure how well our roads are working for pedestrians, cyclists, and transit users, as well as for drivers.
- ▲ The study should include Safe Street design guidelines to reduce traffic injuries and fatalities by designing streets for safety.
- ▲ Since traffic modelling did not include more people taking the bus or using active transportation, 'recommended' road projects will include roads we don't really need. We should re-do traffic modelling incorporating realistic goals to increase the number of people using sustainable mobility before investing in costly new roads and road 'enhancements.' In evaluating the results of the traffic modelling, we need to use metrics that measure how well our roads work for **all** modes.
- ▲ We need to set firm deadlines to complete important missing pieces in the Transportation Study, and to bring them into the document: a full Active Transportation Master Plan, a Transit Master Plan, a Transportation Demand Management Strategy, Complete Streets Guidelines, and Green Street Guidelines
- ▲ The Transportation Study should be reviewed and improved by working collaboratively with the Sustainable Mobility Advisory Panel, relevant community organizations, and the public.

**Add what is needed to get more people walking, cycling and on the bus.**

