

Presented To:	Operations Committee
Presented:	Monday, Dec 02, 2019
Report Date	Monday, Nov 18, 2019
Type:	Presentations

Request for Decision

2019 Active Transportation Annual Report

Resolution

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 “2019 Active Transportation Annual Report”, from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on December 2, 2019.

Relationship to the Strategic Plan / Health Impact Assessment

This report supports Council’s Strategic Plan in the area of Create a Healthier Community by investing in Infrastructure to Support Community Recreation with a Focus on Quality of Life. Providing quality multimodal transportation options to connect neighbourhoods and communities within Greater Sudbury will also assist in promoting a quality of life that attracts and retains youth and professionals in our community.

Report Summary

This report highlights 2019 initiatives, events 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.

Financial Implications

There are no financial implications associated with this report.

Signed By

Report Prepared By

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Recommended by the Department

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2019 Active Transportation Annual Report

Purpose:

This report updates Council on the 2019 policies, initiatives, events 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 better align with these priorities by taking 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.

In July 2018, City Council approved a Complete Streets Policy for the City of Greater Sudbury. This policy will guide current and future transportation infrastructure planning and delivery to ensure citizens of all ages and abilities, using all modes of transportation, are best accommodated during the planning, design, construction and maintenance of City infrastructure.

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 three 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 intake of the TDM Grant program in June 2019. The program reviewed nine applications of which seven were approved. Based on the approved applications, approximately \$7000 in funding was distributed to community groups to deliver TDM-related programs, initiatives and services.

Approved projects are scheduled to take place within the boundaries of the City of Greater Sudbury within the calendar year in which the application was submitted. Upon completion of the project all participants are required to submit a final report to the City so that staff are able to monitor and track progress on delivering measures outlined in the [Transportation Demand Management Plan for Greater Sudbury](#).

The Transportation Demand Management Community Grant Program introductory report, originally presented to the Operations Committee on June 3, 2019 may be read at:

<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=6&id=1342>

The Transportation Demand Management Community Grant Program – 2019 Allocations report, originally presented to the City Council on August 13, 2019 may be read at:

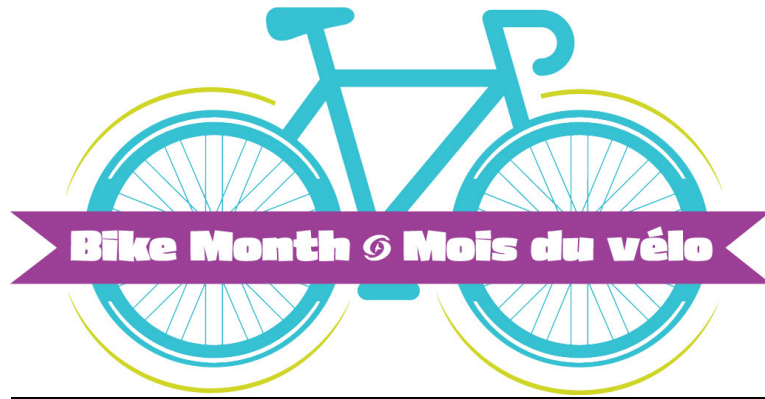
<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&attachment=27123.pdf>

Initiatives and Events:

Momentum: Moving Forward Together - Digital Newsletter

More than 550 residents receive this newsletter each quarter. Staff also use this list to share upcoming public consultation opportunities or other community events.

#CGSBikeMonth



In 2017, the Provincial Government officially [declared June as Ontario Bike Month](#). Bike Month kicked off on June 1st and continued [all month long](#) with dozens of ways to celebrate, including community rides, skills development courses and free events like the Kids Bike Exchange and Bike to Work Day. On June 12th, 2019, Mayor Bigger officially proclaimed Bike Month in Greater Sudbury in a ceremony held as part of Bike to Work Day.

Bike to Work Day

Greater Sudbury residents were invited to get on their bikes and ride to work on June 12, 2019 for the City's first annual Bike to Work Day as part of Bike Month celebrations that took place throughout the month of June.

People who bike to work that morning were invited to stop by the Commuter Café at the Tom Davies Square Courtyard, where local agencies, not-for-profit organizations and businesses were able to provide information about cycling in Greater Sudbury. Participants enjoyed a grab-and-go breakfast while Mayor Bigger was on hand with remarks.

Second Annual Mayor's Bike Ride with Bike Sudbury

The second annual Mayor's Bike Ride was held on the evening of June 6, 2019. The bike ride, which was hosted by Bike Sudbury in partnership with the City, was 12 km long and provided participants with tips on how to ride their bike safely on a variety of cycling infrastructure types, as well as how to navigate pedestrian crossovers, crosswalks, bike lights, and intersections.

Kids' Bike Exchange

The Kids Bike Exchange program, put on by Bike Sudbury in partnership with the City of Greater Sudbury, Public Health Sudbury & Districts, and Rainbow Routes Association 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 on scheduled bike exchange dates to children and youth 18 years and younger.

The Kids' Bike Exchange took place on June 15, 2019, where 86 bikes were given to the children of the community and an approximately 75 additional bikes were donated at the exchange.

Beat The Traffic – Maley Drive

On Sunday, October 20th, approximately 1,150 residents, some with their furry friends, walked, ran, cycled and rollerbladed down the nearly 3 km of freshly paved asphalt on Maley Drive. The event provided everyone an opportunity to use the new road before it was opened to vehicles and took place between the roundabout at Barry Downe Road and the Notre Dame Avenue overpass.



Infrastructure Improvements:

Leading Pedestrian Interval

Pedestrian safety has been and remains a primary focus of the City's Transportation and Innovation Section. A Leading Pedestrian Interval (LPI) is a pedestrian signal timing option in which the "walk" interval starts several seconds before the adjacent traffic signal turns green for vehicular traffic. By giving pedestrians a head start, they can establish the right-of-way, which increases their visibility to motorists and ultimately

reduces potential conflicts with turning vehicles. The first LPI was activated at the intersection of Notre Dame Avenue at Kathleen Street as a pilot project in 2017. Following the success of that pilot project, a total of 8 (eight) LPIs were activated at various intersections including Paris Street at York Street and Paris Street at Centennial Drive in 2019.

The Leading Pedestrian Interval Policy report, presented to the Operations Committee on January 15, 2018 may be read at

<https://agendasonline.greatersudbury.ca/?pg=agenda&action=navigator&lang=en&iid=1251&itemid=14364>

New Pedestrian Crossover Locations

In 2018, staff received six requests for pedestrian crossovers to be installed throughout the community. Staff completed the warrant process for these requested crossings to determine whether they met the guidelines outlined in Book 15 of the Ontario Traffic Manual. Analysis concluded that one of the requested pedestrian crossovers was warranted which was installed in 2019 at Loach's Road at Windle Drive. Westmount Ave at William Street was also constructed in 2019 as it was deferred from the 2018 construction season.

Engineering Design of Paris-Notre Dame Bikeway

Work is continuing on The Paris-Notre Dame Bikeway. This 9 km cycling route, is planned to be a physically separated cycling facility on Paris Street and Notre Dame Avenue that will act as a spine to connect the City's cycling network from Regent Street in the south to Turner Avenue in the north end.

The first segment of the Bikeway between York Street to Walford Road was completed in 2017. A portion of funds obtained from the Ontario Municipal Commuter Cycling Program has been used to retain a consultant to undertake the engineering design of the physically-separated cycling facility of the remainder of the 9 km project, which will be completed in two phases. The design of the South Phase extends from Walford Road to Regent Street while the North Phase focuses on the segment from York Street to Turner Avenue (Figure 1).



Figure 1. Paris – Notre Dame Bikeway projec limits.

Design work on the Paris – Notre Dame Bikeway will incorporate the feedback received from both rounds of consultation that were held on November 20, 2018 and May 15, 2019. The design of South Phase of the project is anticipated to be completed by the end of 2019, while the design of the North Phase of the Bikeway is planned to be completed in first quarter of 2020.

A report presenting the final design of the Paris – Notre Dame Bikeway will be brought before the Operations Committee in the first quarter of 2020. Part of this forthcoming report will present options to move forward with the construction of a segment of the Bikeway using the remaining funds from the Ontario Municipal Commuter Cycling (OMCC) Fund, which is required to be completed by December 2020.

At a later date in 2020, staff will bring forward an additional report to the Operations Committee presenting an implementation and funding strategy for the Bikeway.

Bike Parking Program

To address existing community infrastructure deficiencies and increase the availability of both public and private secure bike parking in Greater Sudbury, the City requested

funds to implement a Bicycle Parking Program from the Ontario Municipal Commuter Cycling Program.

The Bike Parking Program will be delivered in two parts:

- 1) Upgrading public bike parking across the town centres and at municipally-owned facilities; and
- 2) Introducing a 'Bike Racks for Businesses' program to incentivize private sector businesses to invest in bike parking for their properties.

Staff is working with the Parking Services section to identify opportunities for increasing the supply of public bike parking in the Downtown and in other town centres throughout the community. The removal of parking meters in the Downtown core presents an opportunity to install bike racks and increase the supply of conveniently located racks in Downtown, thereby supporting the ability of residents to frequent the area without a vehicle.

The City has also launched the "Bike Racks for Businesses" program which will offer high quality and secure bike parking for businesses at a discount rate. The Bike Racks for Businesses program will have three (3) intake periods, where the City will be accepting pre-orders for bike racks. The program intake periods will be, spring 2020, summer 2020 and fall 2020. After the final intake period in fall 2020, the program will no longer be available and businesses will be required to provide bike parking at their own effort and expense.



Summary of Cycling Facilities Installed in 2019

In 2019, the City of Greater Sudbury installed 7.2 centreline kilometers of cycling infrastructure.

Road	From	To	Facility Type	Segment Length
York Street	Paris Street	Regent Street	Bike Lanes	2 km
Elm Street	Ethelbert Street	Regent Street	Bike Lanes	1 km
Auger Avenue	Falconbridge Road	LaSalle Boulevard	Edgeline	2.6 km
Dominion Drive	Municipal Road 80	Elmview Drive	Multituse Path (north Side)	1.6 km
TOTAL				7.2 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 2019

In 2019, the City of Greater Sudbury installed 1.3 kilometers of new sidewalk.

Road	From	To	Facility Type	Segment Length
York Street	Paris Street	Regent Street	Sidewalk	1 km
Regent Street	Long Lake Road	Old Burwash Road	Sidewalk	270 m
Second Avenue	Bancroft Drive	Approximately 0.5 m south	Sidewalk	0.5 km (east side only)

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

When new cycling-only facilities are installed as part of a roads 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 for use by only people on bicycles. Staff recommend that cycling facilities be designated on York

Street, from Paris Street to Regent Street, Elm Street from Ethelbert Street to Regent Street, and a multiuse Path on the North side of Dominion Drive from Municipal Road 80 (Old Highway 69) to Elmview Drive.