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For Information Only

Paris - Notre Dame Bikeway Design Update #1

Resolution

For Information Only

Relationship to the Strategic Plan / Health Impact Assessment

Implementing recommendations of the Transportation Master Plan (TMP) by building new cycling infrastructure and developing new policies, programs and initiatives, supports the achievement of priorities under the Sustainable Infrastructure pillar of the Strategic Plan. 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 will provide the Committee with a summary of public consultation undertaken to date and outline how the comments received have shaped the design of the Paris-Notre Dame Bikeway to date. A preliminary design may also be shown to the Committee for their information.

Financial Implications

On December 4, 2017, the City of Greater Sudbury received confirmation of provincial funding in the amount of \$1,122,543 from the Ontario Municipal Commuter Cycling Program towards the implementation of approved, eligible cycling infrastructure projects. Under the OMCC program requirements, the City has put forth a municipal contribution of \$224,509, from the approved 2018 Cycling Infrastructure Capital Budget, towards the delivery of eligible projects.

In September 2018, a consultant was competitively retained to complete the design at a cost of approximately \$450,000 to be funded 80% from the OMCC funding and 20% from municipal contributions,

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previously included within the 2018 Capital Budget.

Paris-Notre Dame Bikeway Design Update

Background:

The Paris-Notre Dame Bikeway ('Bikeway') 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.

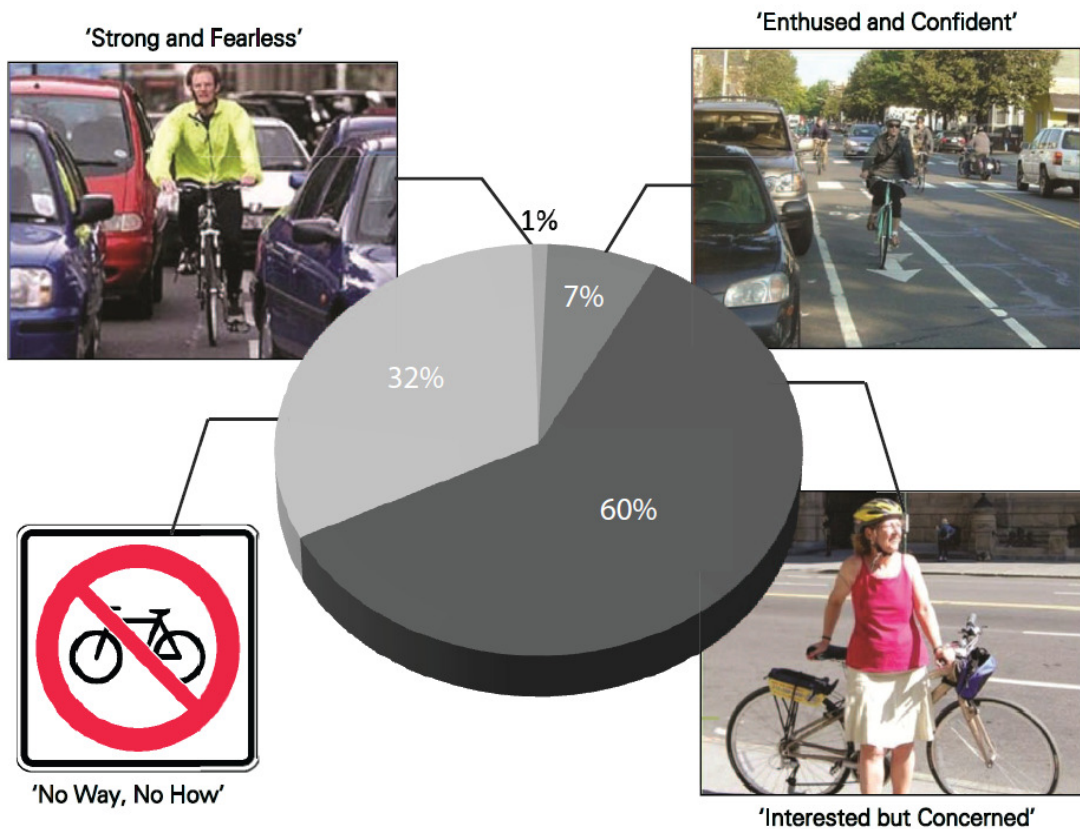
Paris Street and Notre Dame Avenue are primary arterial roads with average annual daily traffic volumes in excess of 26,000 to 32,000 vehicles. Both streets have sidewalks on both sides of the corridor, with the exception of the east side of Notre Dame Ave between Louis Street and Leslie Street, and cycling infrastructure is limited to the first segment of the Bikeway that was completed in 2017 between York Street to Walford Road.

The design of the remainder of the 9 km project is currently being completed in two phases. 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 project limits.

A key opportunity and measure of success for this project will be its ability to transition residents from travelling in single occupant vehicles to choosing to cycle for transportation. To successfully achieve this mode shift, the Bikeway project is being designed to appeal to the significant proportion (60%) of the population that is “interested by concerned” (Figure 2). This group of individuals is generally not comfortable riding in mixed traffic or on roads that do not have physically-separated cycling infrastructure due to perceived risks to personal safety.



Source: ALTA Planning & Design, 2010 - Based on information from the City of Portland, Oregon, 2010

Figure 2. The four different types of cyclists.

Strategic Significance of the Paris-Notre Dame Bikeway:

The Bikeway has the potential to support and encourage the transformation of the Paris Street and Notre Dame Avenue corridors into more vibrant, connected and equitable streets that improve quality of life for all Greater Sudbury residents. Due to its central location, running directly through the core of the city centre, and connecting some of the largest employers, post-secondary institutions and dense residential areas in Greater Sudbury, the communities situated along the Bikeway are

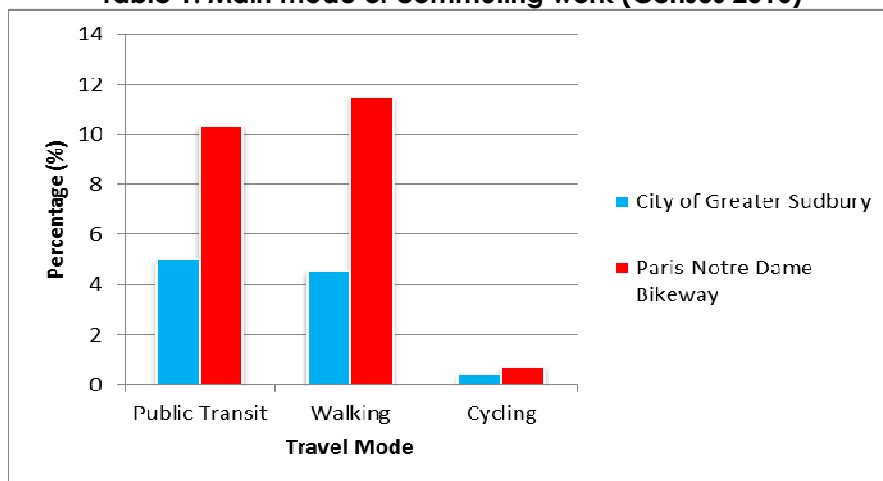
diverse. The following presents a demographic profile of the Paris Street and Notre Dame Avenue corridors.

Nearly 13% of the City's population, or 21,000 people, live either directly on or adjacent to the Bikeway (Census 2016). In addition, a higher proportion of these individuals are between 20 and 29 years of age when compared to the rest of the City of Greater Sudbury, indicating that many of the City's young adult population are choosing to locate on the corridor. According to recent research, this population is also more likely than previous generations to not have a driver's license or access to a private vehicle and is generally more interested in pursuing sustainable travel modes such as walking, cycling and using public transit.

In Greater Sudbury, the median household income is approximately \$71,000, whereas along the Bikeway, the median household income is 36% less at approximately \$46,000 (Census 2016). Understanding that income is often considered to be a barrier to accessing a vehicle or public transit for some individuals and families, this may indicate that a higher proportion of residents situated along the corridor may choose to cycle or walk as their primary modes of transportation.

According to Census 2016 data, residents who live on or adjacent to Paris Street and Notre Dame Avenue are already more than twice as likely to use public transit, cycling or walking as their main mode of commuting to employment compared to the general Greater Sudbury population (Census 2016, Table 1). Providing safe, equitable space for all residents in Greater Sudbury, regardless of chosen travel mode will contribute positively to creating a healthier community.

Table 1: Main mode of commuting work (Census 2016)



When examining employment data for the corridor, two distinct trends emerge. There is a slightly higher percentage of the population who works in the retail, accommodation and food services sectors than throughout the rest of the City. Also, there are a higher proportion of individuals who work in professional, scientific and technical services, in addition to health care and social service professions (Census 2016).

When completed, the Bikeway will likely play a significant role in increasing the modal split for people who bike in Greater Sudbury and may also contribute to improving the attractiveness of the community as a place to invest, visit as a tourist or to relocate. In addition, having available walking, cycling and public transit infrastructure is becoming a growing factor in being able to attract and retain a diverse, talented and skilled workforce.

In addition, it is well understood that passenger transportation-related emissions account for the most significant proportion of greenhouse gas emissions in Ontario (<https://www.ontario.ca/page/ontarios-climate-change-update-2014#section-4>). In line with recent Council direction for the Draft 2019-2027 Strategic Plan, the implementation of the Paris – Notre Dame Bikeway will contribute to the achievement of the strategic objective of ‘Climate Change’. The Bikeway will provide a viable alternative for residents to choose to cycle for transportation, which may lead to increased mitigation of the impacts of climate change locally.

Summary of Project Consultation Efforts:

Internal Consultation

The project team overseeing the day-to-day progress of the Bikeway includes a team of engineers and designers from the project consultant, as well as a project manager from Engineering Services and subject matter experts from Infrastructure Capital Planning Services.

To ensure alignment with other strategically important projects across the organization, a collaborative staff Working Group has also been assembled and has been meeting at regular intervals. This Working Group includes City staff from Leisure Services, Transit, Housing Services, Engineering Services, Linear Infrastructure Services and Infrastructure Capital Planning Services. This team has been meeting at critical times in the project to ensure all City-related interests in the corridor are represented and considered as the project design progresses.

External Consultation

As this project will significantly affect the public realm on the Paris-Notre Dame corridor, receiving ideas and feedback from the public has been an important component of guiding and informing the preferred engineering design of this cycling facility. To help achieve diverse and meaningful engagement, two rounds of public engagement for the project were planned and carried out.

Round 1 Public Consultation – November 2018

The first round of public consultation for the Paris-Notre Dame Bikeway project took place in fall 2018 with a stakeholder meeting, drop-in public consultation session and opportunity to provide input online using the Over to You online engagement platform. This round of consultation focused primarily on the South Phase of the project and gathering residents' input on what type of cycling facility they wanted to see in the corridor.

Stakeholder Meeting

The first community stakeholder session took place on November 20, 2018 where representatives from the project team presented the overall study process, opportunities and constraints, design objectives and examples of potential design alternatives. Participants were further provided with a virtual tour of the corridor and given the opportunity to offer input into the design of the facility. Approximately 15 stakeholders, including representatives from various advocacy groups, local businesses, not-for-profit organizations and service agencies, significant employers and members of Council, participated in the meeting.

Public Consultation Session

The Public Consultation Session, held on November 20, 2018 at Science North, was attended by more than 50 residents and interested members of the public. Similar information to the Stakeholder Meeting was presented and residents were provided an opportunity to help shape the design of the cycling facility in the South Phase of the corridor.

Over to You

As part of the consultation efforts for the Paris-Notre Dame Bikeway, an online survey and interactive map were made available for a period of

three weeks on the City's Over to You platform. More than 20 additional residents provided input on the design of the South Phase of the project.

What we heard during Phase 1:

Overall, the project team received more than 170 comments from all sources, the trends of which are summarized here (Figure 2):

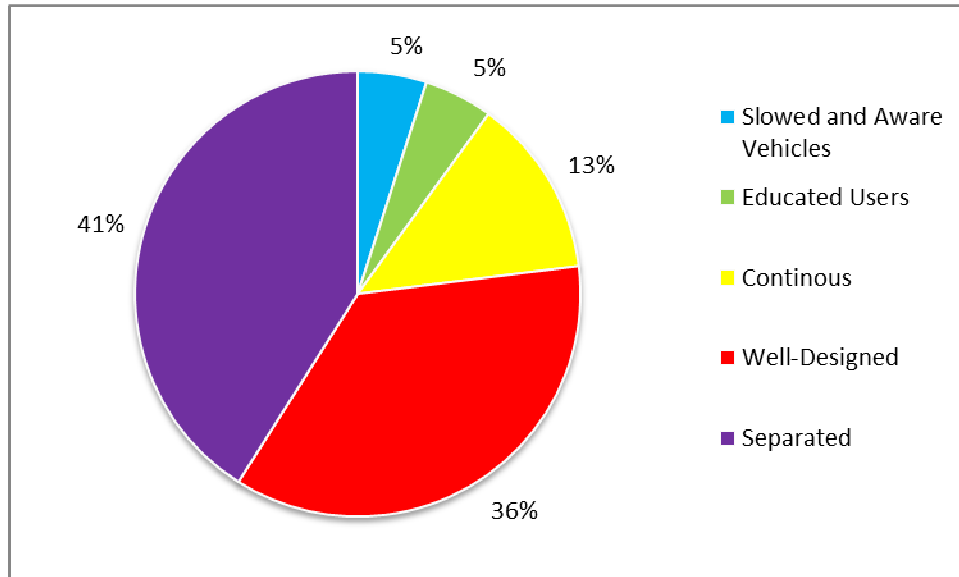


Figure 2. Public feedback on Design Objectives from Round 1 Public Consultation

1. **Separated (41%):** Feedback in this category relates to the grade or other physical separation of the bikeway. The most frequent comment received from residents was for the bikeway to be separated from other traffic modes.
2. **Well-designed (36%):** Comments included in this category relate to the pavement condition, signage, intersection treatment or landscaping along the route
3. **Continuous (13%):** Residents expressed that the bikeway should be connected to other cycling infrastructure throughout the City
4. **Comfortable to Use:**
 - a. **Slowed and Aware Vehicles (5%):** Changing vehicle behaviour through infrastructure interventions (such as traffic calming)

b. **Educated Users (5%):** Changing driver or cyclist behaviour through education and programming

For the full Round One Consultation Summary, visit:

<https://www.greatersudbury.ca/live/transportation-parking-and-roads/cycling/cycling-infrastructure-projects/>

Round 2 Public Consultation – May 2019

The second round of public consultation for the Paris-Notre Dame Bikeway project took place in spring 2019 with an additional stakeholder meeting, drop-in public consultation session and opportunity to provide input online using the Over to You online engagement platform. The latest round of consultation presented a summary of what was heard during the previous round of consultation, presented conceptual renderings of the South Phase of the project and gathered input on design priorities for the North Phase of the Paris-Notre Dame Bikeway.

Stakeholder Meeting

The second community stakeholder session took place on May 15, 2019 at Tom Davies Square, where representatives from the project team presented the updated study process and schedule, opportunities and constraints, and proposed designs of both the North and South Phases. Participants were further provided with roll plans of the corridor and given the opportunity to offer input into the design of the facility using sticky notes. Approximately 10 stakeholders, including representatives from various advocacy groups, not-for-profit organizations and service agencies, significant employers, post-secondary institutions and members of Council, participated in the meeting.

Public Consultation Session

The second Public Consultation Session, held on May 15, 2019 at St. Mary's Catholic Ukrainian Church on Notre Dame Avenue, was attended by over 30 interested members of the public. Similar information to the Stakeholder Meeting earlier in the day was presented and residents were provided an opportunity to review the proposed design of the cycling facility in the South Phase of the corridor and to provide input on the design of the North Phase.

Over to You

To provide an additional opportunity for residents to provide input outside of the Public Consultation Session, an online survey and interactive map were again made available for a period of one month on City's Over to You platform.

What we heard during Phase 2:

Generally, the project team received fewer comments from all sources during this phase of public consultation, the trends of which are summarized here (Figure 3):

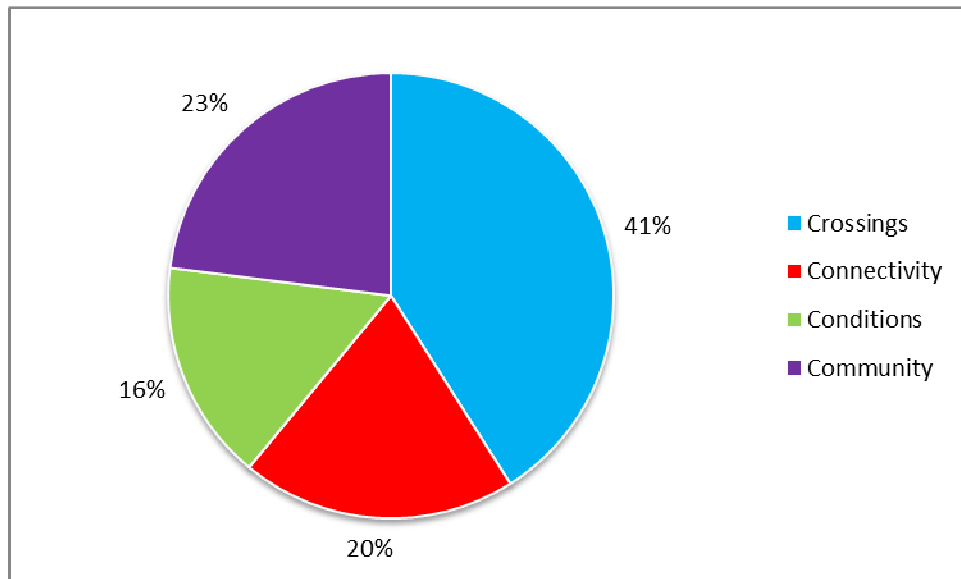


Figure 3. Public feedback by category from Round 2 Public Consultation

1. **Crossings (41%):** Comments included in this category focused on safety and/or comfort of cyclists at intersections and midblock crossings, including the need for more crossings throughout the corridor
2. **Community (23%):** Any comments related to the surrounding land uses, streetscaping, traffic calming, or road-user education were grouped into this category
3. **Connectivity (20%):** Comments regarded connectivity of the bikeway to surrounding features, including to the growing cycling and trail networks, transit service and surrounding community amenities and destinations

4. **Conditions (16%):** Feedback received in this category including comments related to poor existing conditions along the bikeway, and the lack of right-of-way to accommodate a comfortable cycling facility

For the full Round Two Consultation Summary, visit:

<https://www.greatersudbury.ca/live/transportation-parking-and-roads/cycling/cycling-infrastructure-projects/>

Current Status and Next Steps:

Design work on the Paris – Notre Dame Bikeway continues to progress, incorporating the feedback received from both rounds of consultation. The design of South Phase of the project is anticipated to be completed in Fall 2019, while the design of the North Phase of the Bikeway is planned to be completed by the end of 2019.

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.