

Presented To:	Operations Committee
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Type:	Managers' Reports

## Request for Decision

### 2020 Active Transportation Annual Report

#### Resolution

THAT the City of Greater Sudbury designate the boulevard on the east and west side of Notre Dame Avenue, from Wilma Street to LaSalle Boulevard, as a cycling facility (Cycle Track);

AND THAT the City of Greater Sudbury directs staff to amend Traffic and Parking By-Law 2010-1 to implement the recommended changes, as outlined in the report entitled "2020 Active Transportation Annual Report", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on December 7, 2020.

#### 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 strategic objectives under both the Climate Change and Create a Healthier Community strategic initiatives. Items outlined within this report contribute to the goals 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".

#### Report Summary

This report highlights 2020 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

#### Signed By

##### **Report Prepared By**

Marisa Talarico  
Active Transportation Coordinator  
*Digitally Signed Nov 23, 20*

##### **Manager Review**

Joe Rocca  
Traffic and Asset Management  
Supervisor  
*Digitally Signed Nov 23, 20*

##### **Division Review**

David Shelsted  
Director of Infrastructure Capital  
Planning Services  
*Digitally Signed Nov 23, 20*

##### **Financial Implications**

Steve Facey  
Manager of Financial Planning &  
Budgeting  
*Digitally Signed Nov 23, 20*

##### **Recommended by the Department**

Tony Cecutti  
General Manager of Growth and  
Infrastructure  
*Digitally Signed Nov 23, 20*

##### **Recommended by the C.A.O.**

Ed Archer  
Chief Administrative Officer  
*Digitally Signed Nov 24, 20*

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

# 2020 Active Transportation Annual Report

## Purpose:

This report updates Council on the 2020 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 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 Transportation Demand Management (TDM) Plan to provide education and encouragement initiatives and incentive programs to complement cycling, pedestrian and transit infrastructure investments being delivered in the community. The TDM Plan for Greater Sudbury was approved by Council on June 12, 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 four 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, with seven successful applications. In 2020, the City received four applications, all of which were approved. Based on the approved applications, approximately \$4,000 in funding was distributed to community groups to deliver TDM-related programs, initiatives and services. Staff believe that

the ongoing Covid-19 pandemic may have reduced the number of applications received for the 2020 TDM Community Grant program. Intake for 2020 was held during the month of March as the effects of the pandemic were first starting to be felt throughout the country.

The Transportation Demand Management Grant Program Update report, originally presented to the Operations Committee on May 19, 2020 may be read at:

<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=11&id=1470>

### 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 will 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. Staff are 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 each quarter. 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 October 2020, with plans for the next edition to be released in January 2021.

### Bike Month 2020

Due to public health restrictions related to COVID-19, events and activities planned to celebrate Bike Month in June of 2020 were put on hold. Staff are preparing for the potential return of events and programming for Bike Month in 2021.

## **Infrastructure Improvements:**

### New Pedestrian Crossover Locations

In 2020, staff received 12 requests for pedestrian crossovers to be installed throughout the community. As all traffic studies were suspended in 2020, these requests will be reviewed in 2021, as they require the completion of pedestrian crossover warrants.

Based on previously collected data, staff completed the warrant process for two specific crossings to determine whether they met the guidelines outlined in Book 15 of the Ontario Traffic Manual. Analysis concluded that two pedestrian crossings were warranted; one on Minto Street, just south of Medina Lane and one on Hill Street at Lamothe Street in Wahnapiatae. The pedestrian crossover on Minto Street was installed as part of the 2020 rehabilitation project. The Hill Street pedestrian crossover will be installed in 2021 as part of a planned rehabilitation project.

### Design and Construction of Paris-Notre Dame Bikeway

Engineering design of the Paris-Notre Dame Bikeway was completed in 2020. 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 second segment of the Bikeway, from LaSalle Boulevard to Wilma Street, was completed in 2020 (Figure 1). In addition, a 500 m segment of northbound bikeway was started on the east side of Notre Dame Avenue, adjacent to the new sidewalk and will be completed in 2021.





**Figure 1. Photos of in-progress and completed work on Notre Dame Avenue in summer 2020**

### Pilot Project – Right-turn Channel Crossing Treatment

As part of the improvements completed for the Paris-Notre Dame Bikeway in 2020, a new pedestrian and cyclist crossing treatment is being piloted in the right-turn channel at the intersection of Notre Dame Avenue with LaSalle Boulevard. This treatment, which includes a raised crossing, green pavement markings and associated signage is proposed in the forthcoming update to Ontario Traffic Manual Book 18 – Cycling Facilities and was recommended by the project design consultants (Figure 2 and 3). Staff will study the effectiveness of the crossing in 2021 and report back to the Operations Committee with findings and recommendations for its use throughout the remainder of the corridor.



Ra-2 (OTM) 75 cm 45 cm	 Yield Sign	<ul style="list-style-type: none"><li>• Used to indicate that all approaching vehicles must yield to crossing traffic</li><li>• For in-boulevard cycling facilities a reduced size may be permitted</li><li>• Sample applications: where a channelized right-turn lane merges into perpendicular lanes of traffic</li></ul>
Custom Code	 Yield to Pedestrians and Cyclists Tab	<ul style="list-style-type: none"><li>• Placed at a crossing within a channelized right-turn lane to instruct motorists to yield to crossing pedestrians and cyclists</li><li>• Accompanies a yield sign (Ra-2)</li></ul>

**Figure 2. New signage proposed in OTM Book 18 update, used to alert motorists to pedestrian and cyclist crossing in right-turn channel**



**Figure 3. New raised pedestrian and cyclists crossing and pavement markings in the right-turn channel from Notre Dame Avenue to LaSalle Boulevard**



#### 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 is 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 program, businesses are able to purchase bike racks at up to 60% off the retail price.

The first pre-order period took place in October 2020, with more than a dozen local businesses participating in the program. A final pre-order period will take place in spring 2021, after which time, the program will no longer be available and businesses will be required to provide bike parking at their own effort and expense.

### Downtown Bicycle Parking Corrals

Staff worked with the Parking Services section and the Downtown Sudbury Business Improvement Area to identify opportunities for increasing the supply of public bike parking in the Downtown core. Through collaboration, staff have identified three locations where seasonal on-street bicycle parking will be provided beginning in spring 2021, including:

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

Staff will continue to work with the Parking Services section to determine if there are locations within other town centres throughout the community that would benefit from seasonal, on-street bike parking.

### Summary of Cycling Facilities Installed in 2020

In 2020, the City of Greater Sudbury installed 3.2 lane kilometers of cycling infrastructure.

Road	From	To	Facility Type	Segment Length
Notre Dame Avenue	Wilma Street	LaSalle Boulevard	Cycle Track	3.2 km
<b>TOTAL:</b>				<b>3.2 km</b>

A description of the different types of cycling facilities that are used in Greater Sudbury can be found at [www.greatersudbury.ca/cycling](http://www.greatersudbury.ca/cycling).

### Summary of New Sidewalk Installed in 2020

In 2020, the City of Greater Sudbury installed approximately 2.6 kilometers of new sidewalk throughout the community.

Road	From	To	Facility Type	Segment Length
Auger Avenue	Hawthorne Drive	Falconbridge Road	Sidewalk	0.7 km
Beatty Street	Granite Street	Poplar Street	Sidewalk	0.4 km
Dean Avenue	Landsend Street	Lorne Street	Sidewalk	0.7 km
Notre Dame Avenue	Leslie Street	Louis Street	Sidewalk	0.5 km
Municipal Road 80	Glenn Street	Notre Dame Avenue	Sidewalk	0.3 km

<b>TOTAL:</b>	<b>2.6 km</b>
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### **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 Notre Dame Avenue, from Wilma Street to LaSalle Boulevard and on Dominion Drive from Municipal Road 80 to Elmview Drive.