

Request for Decision

2018 Active Transportation Annual Report

Presented To:	Operations Committee
Presented:	Monday, Jan 21, 2019
Report Date	Thursday, Dec 27, 2018
Type:	Presentations

Resolution

Resolution #1:

THAT the City of Greater Sudbury designates the first lane from the east curb and the first lane from the west curb of Copper Street, from Kelly Lake Road to Martindale Road, as a cycling facility (Bike Lane), as outlined in the report entitled “2018 Active Transportation Annual Report” from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on January 21, 2019.

Resolution #2:

THAT the City of Greater Sudbury designates the first lane from the east curb and the first lane from the west curb of Martindale Road, from Regent Street to Ontario Street, as a cycling facility (Bike Lane), as outlined in the report entitled “2018 Active Transportation Annual Report” from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on January 21, 2019.

Resolution #3:

THAT the City of Greater Sudbury designates the first lane from the east curb and the first lane from the west curb of Kelly Lake Road, from Copper Street to Southview Drive, as a cycling facility (Bike Lane), as outlined in the report entitled “2018 Active Transportation Annual Report” from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on January 21, 2019.

Resolution #4:

THAT the City of Greater Sudbury designates the first lane from the south curb and the first lane from the north curb of Worthington Crescent, from Riverside Drive to Ramsey Road, as a cycling facility (Bike Lane), as outlined in the report entitled “2018 Active Transportation Annual Report” from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on January 21, 2019.

Resolution #5:

Signed By

Report Prepared By

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Digitally Signed Dec 27, 18

Manager Review

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Financial Implications

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Recommended by the Department

Tony Cecutti
General Manager of Growth and
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Digitally Signed Dec 29, 18

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Dec 30, 18

THAT the City of Greater Sudbury prepares a by-law to amend Traffic and Parking By-Law 2010-1 to implement the recommended changes, as outlined in the report entitled “2018 Active Transportation Annual Report”, from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on January 21, 2019.

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 highlights policies, initiatives, events and infrastructure achievements in 2018 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

Capital and infrastructure improvement projects presented in this report were completed within existing approved 2018 capital budget, which included some funds received from the Ontario Municipal Commuter Cycling Program. Recommendations of this report may be carried out within existing approved budget and staff complement.

2018 Active Transportation Annual Report

Background:

Greater Together (2015), the Corporate Strategic Plan for the City of Greater Sudbury contemplates a sustainable approach to how the City plans and delivers infrastructure that includes a variety of transportation modes. A priority of Greater Together is for the City to provide quality multimodal transportation alternatives for roads, transit, trails, paths and sidewalks that connect neighbourhoods and communities in Greater Sudbury.

The City of Greater Sudbury Official Plan (2006) envisions Greater Sudbury as a healthy community which recognizes that taking a balanced approach to development that considers the social, economic and environmental needs of the community and ultimately enhances the health and quality of life of our residents. By providing infrastructure, policies and programs that enable citizens to choose to travel by foot, bicycle or transit, the City will become a more equitable, healthy, economically competitive and environmentally sustainable community over the long term.

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 two 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:

Leading Pedestrian Interval Policy

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 success of the pilot project at reducing conflicts between turning vehicles and pedestrians, LPIs were activated at the following intersections in 2018:

- Notre Dame Avenue at King Street
- Notre Dame Avenue at Wilma Street
- Notre Dame Avenue at Ste. Anne Road/Louis Street
- Ste. Anne Road at Elgin Street
- LaSalle Boulevard at LaSalle Court Mall

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&id=1251&itemid=14364>

Complete Streets Policy

On July 10, 2018 City Council approved the Complete Streets Policy and in doing so made Greater Sudbury only the 6th municipality in Ontario to adopt such a policy. Adopting the policy ensures that the travel needs of all citizens of Greater Sudbury, regardless of chosen mode of transportation, are balanced and considered when planning capital improvements. Staff have included the Complete Streets Design Guidelines within the recommended 2019 Capital Budget for approval by Council. The development of comprehensive Guidelines and a corresponding Implementation Strategy will provide the City with a consistent and transparent approach to the design of the public right-of-way that integrates key policies, by-laws, standards and guidelines and uses the latest best practices in transportation corridor design.

The Complete Streets Policy report, originally presented to the Operations Committee on June 18, 2018 may be read at <https://agendasonline.greatersudbury.ca/?pg=agenda&action=navigator&lang=en&id=1256&itemid=14595>

Transportation Demand Management Plan

The City of Greater Sudbury Transportation Master Plan, adopted by Council in December 2016 recommended 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.

Delivering the 23 recommended initiatives, policies and programs as outlined in the approved TDM Plan, will ensure that the benefits resulting from investments in improving infrastructure for residents and visitors who walk, bike and use public transit are maximized. A Business Case has been prepared for 2019 Budget deliberations requesting an annual operating budget of \$50,000 to deliver TDM programs and initiatives on an on-going basis over the long-term.

Previous reports presented to the Operations Committee on the Transportation Demand Management Plan may be read at <https://www.greatersudbury.ca/live/transportation-parking-and-roads/traffic-management-and-road-safety/transportation-demand-management/tdm-plan-report/> (May 2017) and <https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=1&id=1255> (May 2018)

Initiatives and Events:

Bronze Bicycle Friendly Community Award



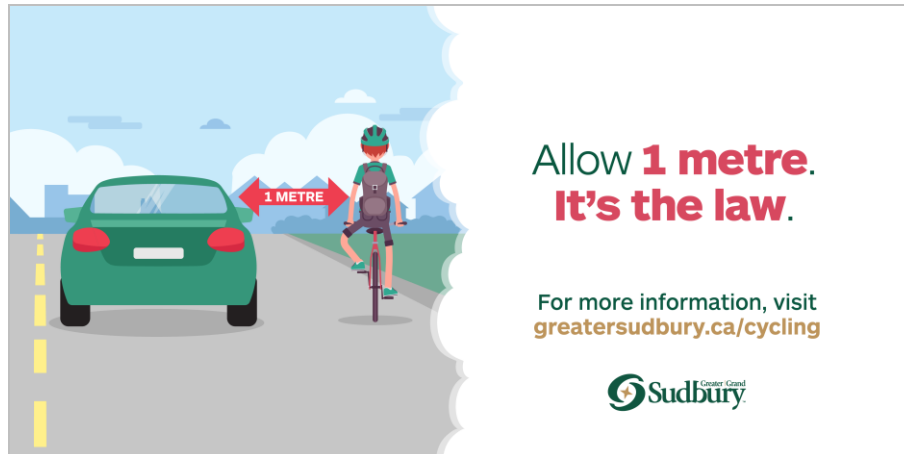
In fall 2017, City staff formed a working group with representatives from Public Health Sudbury and Districts, Rainbow Routes Association, the Sudbury Cyclists Union and the Coalition for a Liveable Sudbury to work collaboratively on an application to Share the Road Cycling Coalition to be considered for a Bicycle Friendly Community Award.

In January 2018, the City of Greater Sudbury was pleased to be awarded a Bronze Level Bicycle Friendly Community Award on its first application. Jamie Stuckless, Executive Director of Share the Road was in Greater Sudbury in June 2018 to formally present the award to City Council. The City will be required to reapply in 2021 to maintain or improve upon this designation.

Safe Cycling Education Fund – Animated Video

In March 2018, the City applied for and was successful in obtaining a \$7,500 grant from the Safe Cycling Education Fund, a program of the Government of Ontario. With the funding, staff worked with community partners and an external agency to create an animated video highlighting cycling safety skills and local by-laws. The animated video was shared on the City's social media pages

(Facebook and Twitter) and a paid promoted ad on Facebook helped the video reach over 25,000 views.



Stay Safe, Stay Back Campaign

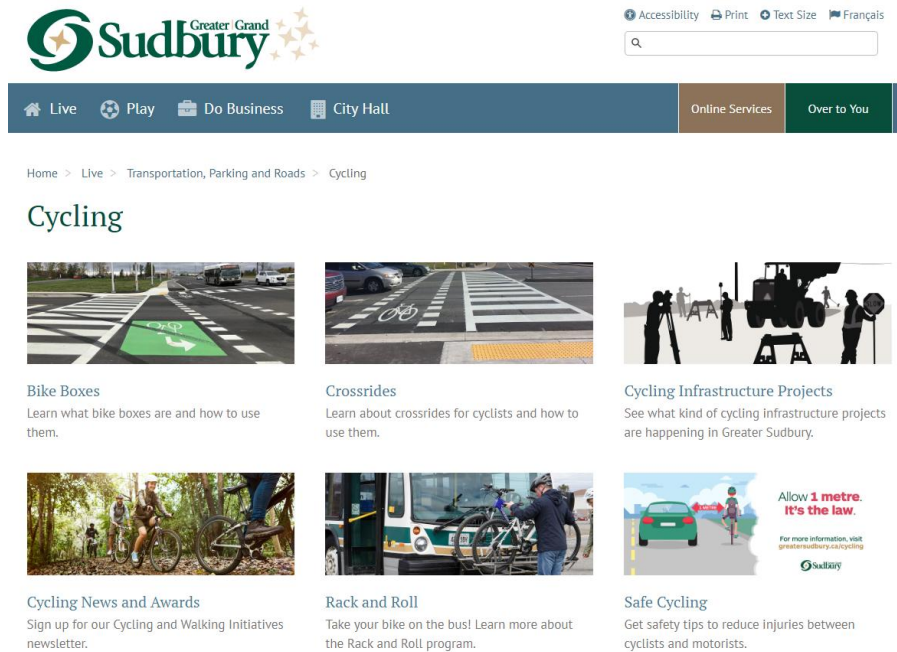


[Share the Road Cycling Coalition](#) has developed an educational campaign aimed at creating healthier, safer relationships between cyclists and truck drivers. The Stay Safe, Stay Back campaign aims to educate cyclists about the risks associated with large vehicles, and also to provide visual cues to remind cyclists to stay out of the "no-go zone", where they are invisible to drivers and vulnerable to injury due to the wide right turns made by trucks.

A number of Divisions of the City of Greater Sudbury are participating in this campaign, including Greater Sudbury Transit, Environmental Services and Linear Infrastructure Services.

New Cycling Webpage

In November 2018, the City launched a new webpage dedicated to cycling. This new page makes it easier for citizens to find the information they want with respect to riding a bicycle in Greater Sudbury. Here citizens will find links to important policies and plans, cycling safety information, as well as capital project links where cycling infrastructure is being installed. The page can be accessed at www.greatersudbury.ca/cycling



#BikeMonth Proclamation

In 2017, the Provincial Government officially [declared June as Ontario Bike Month](#). On June 5th, 2018, with local cyclists and cycling groups present, Mayor Bigger proclaimed Bike Month in Greater Sudbury in a ceremony held at Memorial Park. This was the first time Bike Month had been proclaimed in Greater Sudbury.

Inaugural Mayor's Bike Ride

To celebrate Bike Month locally, the first annual Mayor's Bike Ride was held on the evening of June 28, 2018. Approximately 40 citizens, including five members of City Council, attended the inaugural bike ride which was hosted by the Sudbury Cyclists Union in partnership with the City. The bike ride was 12 km and travelled through parts of the City's downtown and south end to highlight new infrastructure that was installed in 2017.

Infrastructure Improvements:

Ontario Municipal Commuter Cycling (OMCC) Funding Announcement

The City of Greater Sudbury received confirmation of provincial funding in the amount of \$1,122,543 from the OMCC Program towards the implementation of approved, eligible cycling infrastructure projects. Under the OMCC program

requirements, the City also put forth a municipal contribution of \$224,509, from the approved 2018 Cycling Infrastructure Capital Budget, towards the delivery of eligible projects. Eligible projects must be completed by December 31, 2020.

The OMCC Program Grant report, including the list of approved projects, originally presented to City Council on February 13, 2018 may be read at <https://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&lang=en&id=1235&itemid=14423>

Regent Street Junction Creek Waterway Park Trail Crossing

Through a partnership between Greater Sudbury Utilities, Rainbow Routes Association, Connect the Creek Partnership and the City of Greater Sudbury, a new traffic signalized crossing has been installed to make it safer for people who are walking and cycling on the Junction Creek Waterway Park to cross Regent Street. This trail crossing is also the first location in Greater Sudbury where dedicated bicycle signals are installed.

New Pedestrian Crossover Locations

In 2017, staff received 22 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 four (4) of the requested pedestrian crossovers were warranted and three of which were installed in 2018 at the following locations:

- Algonquin Road at Tuscan Trail
- Walford Road at Ramsey View Court
- York Street at Hillsdale Crescent

The final pedestrian crossover on Westmount Avenue at William Street will be installed in 2019.

The 2018 Pedestrian Crossover Program Update report, originally presented to the Operations Committee on November 6, 2017 may be read at <https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&attachment=20566.pdf>

Flexible Bollards at Pedestrian Crossovers

In 2018, Transportation and Innovation Services staff launched a pilot project to enhance the visibility of a number of the Type D or "Signs and Pavement Markings only" pedestrian crossovers across the community. At five locations, City staff installed a removable, flexible bollard in the centre of the street:



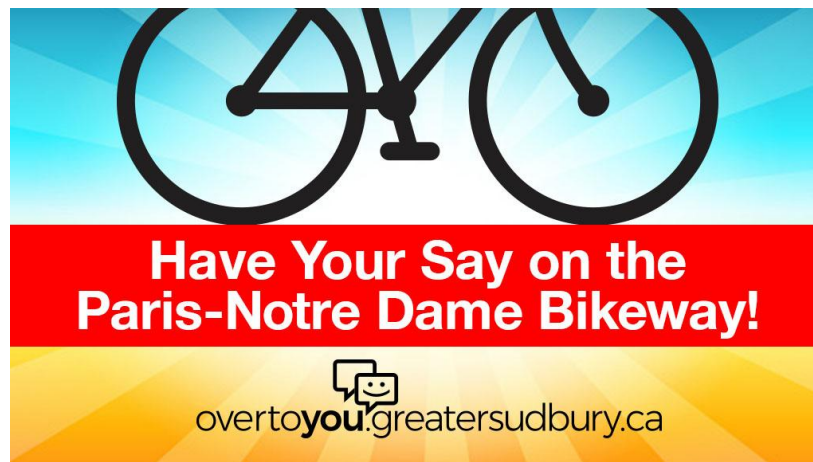
- Elgin Street at Nelson Street
- Elgin Street at Shaughnessy Street
- Bond Street at Murray Street
- Madison Avenue at Sagebrush Place
- Algonquin Road at Tuscany Trail

Other communities who've implemented the flexible bollards at pedestrian crossovers have realized an average reduction in traffic speeds of about 5 km/h (City of London, City of Ottawa, City of Kingston). Staff will be collecting data on the effectiveness of the bollards in spring 2019 and will report back to the Operations Committee.

Engineering Design of Paris-Notre Dame Bikeway

The Paris-Notre Dame Bikeway is a project that was first recommended in the Transportation Master Plan, adopted by Council in 2016. This 8 km cycling route, along Paris Street and Notre Dame Avenue from Regent Street in the south to LaSalle Boulevard in the north will form the spine of the City's growing cycling network. When complete, Paris Street and Notre Dame Avenue will be in line with the City's Council-approved complete streets policy, providing safe and comfortable operating space for all users of the road, including people who walk, bike, take transit or drive.

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 on the Paris-Notre Dame Corridor. Design work for Phase 1 of the project, focusing on Paris Street from Walford Road to Regent Street began in September 2018, with the first round of stakeholder and public consultation being completed in November 2018. Phase 2 of the project will focus on design of the remainder of the corridor from York Street to LaSalle Boulevard with a second round of stakeholder and public consultation planned for early 2019.



Two-Stage Left Turn Queue Box ('Bike Box')

The City's first 'bike box' was installed at the intersection of Second Avenue and Scarlett Road in September 2018. Since cyclists are expected to stay within a separated cycling facility on the approach to an intersection, cyclists intending to make a left turn need to complete this movement in two stages. The two-stage left turn queue box is a designated area within the signalized intersection, which is aligned with the cross street. Cyclists waiting in the left turn queue box are situated in front of the stop bar of the cross street to improve safety and visibility. The bike box at Scarlett Road is also marked by green surface treatment to further enhance the visibility of cyclists. A short video on how to use a bike box can be viewed at <https://www.greatersudbury.ca/live/transportation-parking-and-roads/cycling/bike-boxes/>.

Summary of Cycling Facilities Installed in 2018

In 2018, the City of Greater Sudbury installed approximately 16.4 centreline kilometers of cycling infrastructure.

Road	From	To	Facility Type	Segment Length
Copper St	Kelly Lake Rd	Martindale Rd	Bike Lane	1400 m
Martindale Rd	Regent St	Ontario St	Bike Lane	1800 m
Kelly Lake Rd	Copper St	Southview Dr	Bike Lane	500 m
Worthington Cres	Riverside Dr	Ramsey Rd	Bike Lane	530 m
Algonquin Rd	MacIsaac Dr	Herold Dr	Edgelines	2700 m
Cambrian Heights Dr	Notre Dame Ave	Morin Ave	Edgelines	1090 m
Charlotte St	McLeod St	Martindale Rd	Edgelines	660 m
Countryside Dr	Rockwood Dr	Long Lake Rd	Edgelines	1130 m
Hawthorne Dr	Beatrice Cres	St. Charles College	Edgelines	2100 m

McLeod St	Regent St	Ontario St	Edgelines	500 m
Ontario St	Martindale Rd	Regent St	Edgelines	920 m
Riverside Dr	Cross St	Worthington Cres	Edgelines	920 m
Roy Ave	LaSalle Blvd	Woodbine Ave	Edgelines	520 m
Westmount Ave	Barry Downe Rd	Hawthorne Dr	Edgelines	1280 m
Woodbine Ave	Beaumont Ave	Barry Downe Rd	Edgelines	390 m
TOTAL				16.4 km

A description of the different types of cycling facilities that are used in Greater Sudbury can be found at www.greatersudbury.ca/cycling.

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 Copper Street, from Kelly Lake Road to Martindale Road, Martindale Road from Regent Street to Ontario Street, Kelly Lake Road, from Copper Street to Southview Drive, and on Worthington Crescent from Riverside Drive to Ramsey Road.