

# Paris-Notre Dame Bikeway Design Update

## 1 Project introduction and Background

### 1.1 Introduction

In 2016, the City Council approved the Transportation Master Plan (TMP). The TMP proposes a comprehensive network of cycling facilities that will enable greater uptake in active modes of transportation. Also in 2016, a feasibility study was undertaken for the Paris Street / Notre Dame Avenue corridor to retrofit existing asphalt boulevards to provide a barrier curb separated cycle track for cyclists. This 9 km bikeway, recommended as a short term priority in the TMP, will form a north-south spine of the City's growing commuter cycling network once complete.

On December 4, 2017, the City of Greater Sudbury received confirmation of provincial funding in the amount of \$1,100,000 from the Ontario Municipal Commuter Cycling (OMCC) Program towards the implementation of approved, eligible cycling infrastructure projects. Under the OMCC program requirements, the City has put forth a municipal contribution of \$225,000 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 engineering design of the bikeway. The engineering design is being funded 80% from the OMCC funding and 20% from municipal contributions previously included within the 2018 Capital Budget. Previous update on this project was presented at the July 2019 Operations Committee meeting.

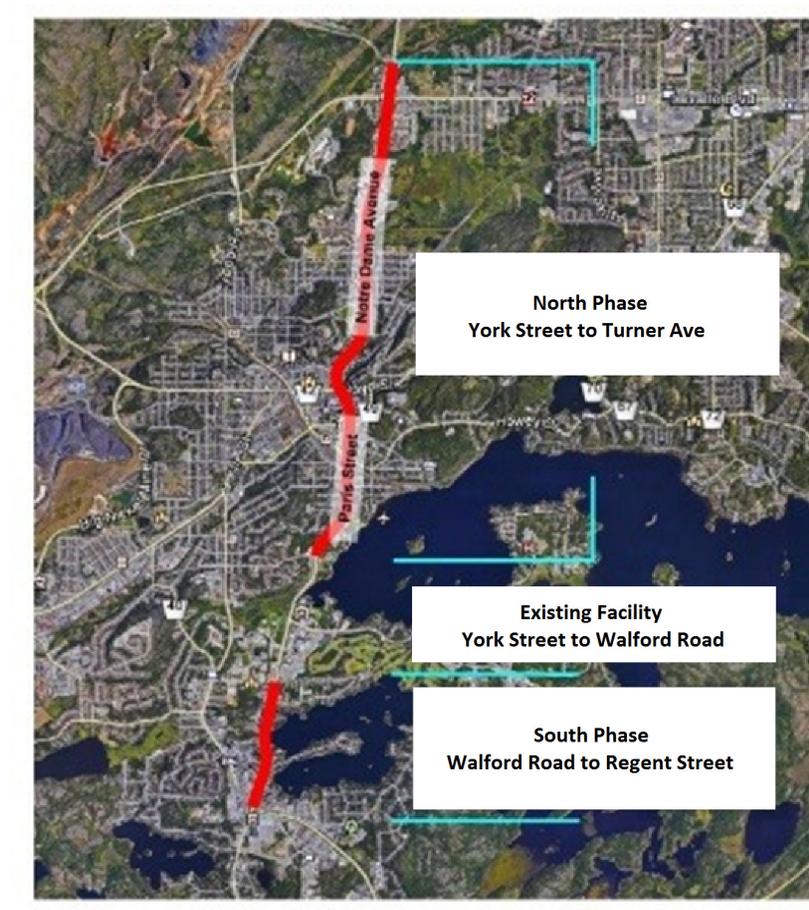
### 1.2 Description

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.

Currently, Paris Street and Notre Dame Avenue are primary arterial roads with average annual daily traffic volumes which range from 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. Cycling infrastructure is limited to the first segment of the Bikeway that was completed in 2017 between York Street and Walford Road.

The engineering design of the physically-separated cycling facility of the remainder of the 9 km project was 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). This also includes the addition of a school bus lay-by at Rumball Terrace in the South Phase and a sidewalk on the east side of Notre Dame Avenue between Louis Street and Leslie Street in the North Phase of the bikeway.



**Figure 1. Paris – Notre Dame Bikeway project limits.**

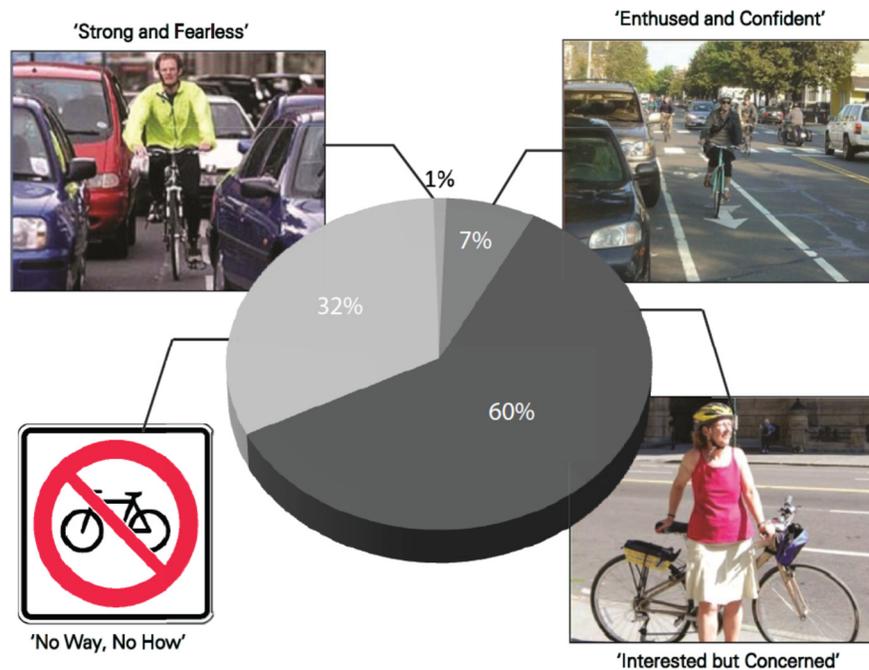
## **2 Project Benefits**

### **2.1 Environmental Benefits**

Climate change is one of the most important environmental issues of our time. Climate change is caused by the increase in concentrations of greenhouse gases (GHG) in the atmosphere. As a result of the UN Intergovernmental Panel on Climate Change 'Global Warming of 1.5 °C' report, Council carried a motion (Resolution CC2019-151) on May 28, 2019 declaring a climate emergency.

At the November 2019 City Council meeting, staff presented the draft Community Energy and Emissions Plan (CEEP). The CEEP identified that transportation is responsible for 43% of GHG emissions in Greater Sudbury and identified initiatives intended to meet the target of net-zero (GHG) emissions by 2050. One of the ways Greater Sudbury will reduce GHG emissions from transportation is by encouraging people to get out of their cars and onto bikes and transit for their daily commute and other frequent trips.

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 as 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 but concerned” (Figure 2). The “interested but concerned” group describes people who are interested in cycling but have significant concerns that limit their desire to commitment to cycling such as avoiding areas with high speed and high volumes of motor vehicle traffic and inconsistent bicycle facilities. They may be attracted to cycling by the implementation of separated bicycle facilities which provide more space between cyclists and motorists.



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

**Figure 2. The four different types of cyclists.**

## 2.2 Health Benefits

Regular physical activity can help protect people from serious diseases such as obesity, heart disease, cancer, mental illness, diabetes and arthritis. Physical inactivity is now the

fourth leading cause of death (Kohl, 2012). In 2013/14, 31% of people ages 12 and older living in the Sudbury and Districts were moderately active and 43% were inactive (Statistics Canada). Riding a bicycle regularly is one of the best ways to reduce the risk of health problems associated with a sedentary lifestyle.

Cycling is a healthy, low-impact exercise that can be enjoyed by people of all ages, from young children to older adults.

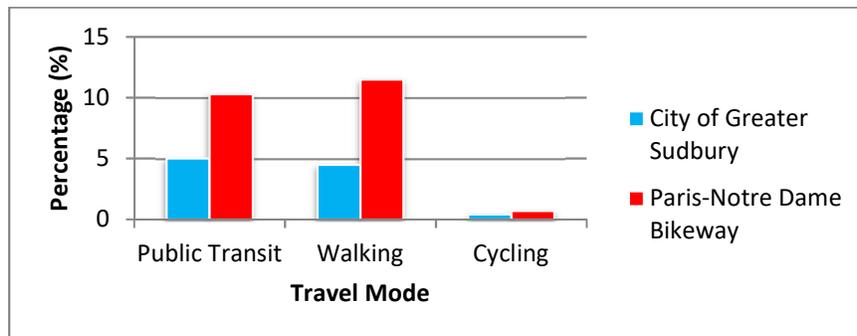
### 2.3 Social Benefits

Cycling provides affordable and independent travel for those who might otherwise have restricted travel options. It offers increased mobility to many groups of the population with low rates of car ownership, such as low income earners, unemployed people, seniors and those under 18 years of age. More people riding and walking provides additional opportunity for social interaction on the streets which can greatly enhance a sense of community and connection, improving mental wellbeing.

With nearly 13% of the City's population, or 21,000 people, living either directly on or adjacent to the Bikeway (Census 2016) and 30% of all businesses in the City situated on or accessed by this corridor (2018 Statistics Canada, Canadian Business Counts), 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.

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)**



### **3 Public 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. Two rounds of public engagement and stakeholder meetings for the project were planned and carried out. An online survey and interactive map were made available for a period of three weeks, during each round of consultation, on the City's Over to You platform as an additional method to provide comments.

The first round of consultation focused primarily on receiving feedback on the design objectives for the project and more specifically on the South Phase, from Walford Road to Regent Street, and gathering residents' input on what type of cycling facility they wanted to see in the corridor. The second round presented the proposed design of the South Phase, and gathered residents' input on what type of cycling facility they wanted to see in the North Phase, York Street to Turner Avenue, of the corridor.

Feedback included that the Bikeway be:

- Separated from vehicle traffic
- Continuous on both sides of the street
- Well-designed at intersections
- Comfortable and safe to use; and
- Connected to other existing cycling infrastructure and the existing trail network

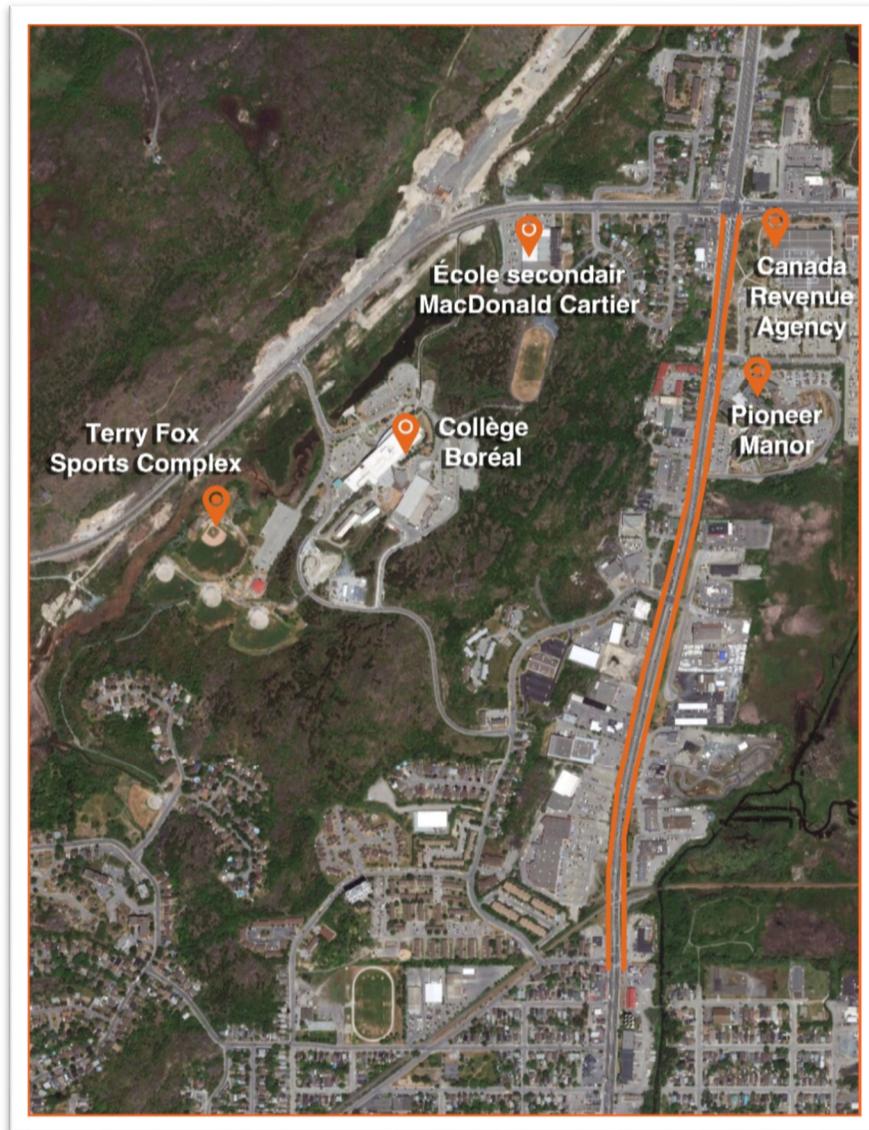
### **4 Phase 1 Recommended for Construction**

As part of the project requirements outlined in the Ontario Municipal Commuter Cycling program, all projects that use OMCC funds must be completed by December 30, 2020. Staff is recommending a 1.6 km segment between Wilma Street and Lasalle Boulevard be constructed this year (see Figure 3 below) for the following reasons:

- Constructing the section of the Bikeway will provide connections to existing cycling infrastructure and trails therefore providing links to the downtown from locations such as College Boreal, Terry Fox Sports Complex, Canadian Revenue Agency and Pioneer Manor to name a few.
- With the new GOVA routes, the Bikeway is located on Route #1 Mainline which offers 15 to 30 minute service intervals and links to six key destinations –New Sudbury Centre, Kingsway Shopping area, Downtown Transit Terminal, Health Sciences North, Four Corners and Walmart in the South End. The proposed cycling infrastructure will allow GOVA users who bring their bicycle on the bus to more

easily access destinations between stops as well as those further away from the route.

- This section requires one property acquisition and there are minimal utilities relocations.
- This section will tie into the cycling infrastructure proposed as part of the Lasalle Corridor study.
- Staff believe it is reasonable for this amount of construction work to be completed in one construction season in order to meet the requirements of the OMCC program.



**Figure 3. Recommended Segment to be constructed in 2020**

It is important to note that the reconstruction of the Notre Dame Avenue at Lasalle Boulevard intersection in 2014 included the construction of a 1.5 metre wide asphalt boulevard from the traffic signals at the CRA entrance to Lasalle Boulevard. While the ideal design would widen the asphalt boulevard to 2.1 metres, this 300 metre segment of asphalt boulevard could also be converted to a cycling facility with some minor modifications (addition of curb depressions, modifications to catch basins, etc) which do not require the relatively new sidewalk to be moved. Staff is recommending these minor modifications be included in Phase 1 of the construction of the bikeway. In the future should the sidewalk need to be replaced, it would be moved to the ideal location as identified in the Bikeway design.

## **5 Financial Requirements**

Based on the latest detailed design for the bikeway, it is estimated that the project cost to complete construction of the remainder of the 9 kms Bikeway will cost \$20 million. This estimated cost includes; design, contract administration, inspection, construction (curb, sidewalk, bike lanes, road restoration), utility relocation, modifications to traffic signals, pavement markings, street lighting enhancements, landscaping enhancements and property acquisition.

The recommended first phase of the project will cost an estimated \$3.5 million and will be funded using the 2017, 2018, 2019 and 2020 Cycling Infrastructure accounts. The total of these accounts plus the OMCC funds is \$3.9 million. The remainder of the funds will be used for the remaining phases of the Bikeway and other future cycling infrastructure projects.

Staff will bring forward another report in the second quarter of 2020 with the recommended phasing for the remainder of the project and the cost estimate for each of these phases.

### **Conclusion / Next Steps**

It is recommended that Phase 1, as identified in the report, be tendered and awarded in the spring in order for construction to be completed in 2020 and that staff bring back a report to this committee in Q2 with the recommended phasing for the remainder of the project.

### **Resources Cited**

City of Greater Sudbury, Transportation Master Plan 2016, Accessed online:  
<https://www.greatersudbury.ca/live/transportation-parking-and-roads/roads/drafttransportation-master-plan1/>

City Council Meeting, November 12, 2019, Greater Sudbury Community Energy and Emissions Plan (CEEP), Accessed online:

<https://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&id=1332&itemid=17723&lang=en>

Operations Committee Meeting, July 8, 2019, Paris - Notre Dame Bikeway Design Update #1, Accessed online:

<https://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&id=1343&itemid=16315&lang=en>

Ontario Municipal Commuter Cycling Program Accessed online:

<http://www.grants.gov.on.ca/GrantsPortal/en/OntarioGrants/GrantOpportunities/PRDR017150>

The pandemic of physical inactivity: global action for public health. Kohl, July 2012.  
Accessed online:

Statistics Canada, 2017 Tracking physical activity levels of Canadians, 2016 and 2017.  
Accessed online:

Statistics Canada, 2016 Census of Population, 2016 Accessed online:

2018 Statistics Canada, Canadian Business Counts, 2018 Accessed online: