

Presented To:	Operations Committee
Presented:	Monday, Feb 06, 2017
Report Date	Monday, Jan 16, 2017
Type:	Presentations

Request for Decision

Proposed Amendments to Traffic and Parking By-Law 2010-1 - Cycling Facilities

Resolution

THAT the City of Greater Sudbury designate the boulevard on the east side of Paris Street from Ramsey Lake Road to 200 metres south of York Street as a cycling facility;

AND THAT the City of Greater Sudbury designate the boulevard on the south side of MacIsaac Drive from 240 metres east of Long Lake Road to Algonquin Road as a cycling facility;

AND THAT a by-law be prepared to amend Traffic and Parking By-Law 2010-1 in the City of Greater Sudbury to implement the recommended changes in accordance with the report from the General Manager of Growth and Infrastructure dated January 10, 2017.

Background

In September 2016, Council endorsed the use of designated and appropriately retrofitted boulevards as a cost-effective means to provide physically separated cycling infrastructure for residents. Staff were also directed to expedite the ongoing review of the Traffic and Parking By-law 2010-1 ('By-law') and provide recommendations on how to modify the By-law to allow for the use of appropriately retrofitted boulevards as cycling facilities, as identified in the Transportation Master Plan (TMP).

The TMP recommends the City of Greater Sudbury modify current by-laws to continue to restrict cycling on sidewalks for adults and to allow cycling on paved portions of boulevards, where it is safe to do so for specific routes. This report provides the framework for how staff propose to update the By-law to legalize the use of existing in-boulevard cycling facilities and enable future opportunities to implement in-boulevard cycling facilities.

In-boulevard Cycling Facilities

A 'boulevard' is generally defined as the area between the curb and the sidewalk or the right-of-way limit, which may include any or all of the following elements; paved or grassed areas intended for seasonal snow storage, trees or other plantings, street furniture including waste receptacles, utility poles, signage, and/or illumination standards. While boulevards play an important role in the operation and maintenance of the

Signed By

Report Prepared By

Marisa Talarico
Active Transportation Coordinator
Digitally Signed Jan 16, 17

Division Review

David Shelsted
Director of Roads & Transportation
Digitally Signed Jan 16, 17

Recommended by the Department

Tony Cecutti
General Manager of Growth and Infrastructure
Digitally Signed Jan 19, 17

Recommended by the C.A.O.

Ed Archer
Chief Administrative Officer
Digitally Signed Jan 20, 17

City's road network for snow storage during the winter months, the opportunity to allow cyclists to use certain designated boulevards during the summer months is being explored, particularly where recommended by the TMP.

For use as a cycling facility, an existing boulevard must have sufficient width and would ideally be retrofitted by adding appropriate paint markings, removing obstacles such as signs and ensuring curbs are designed and integrated at intersections to provide for safer cyclist movements. A retrofitted boulevard may also be referred to as a "raised cycle track", which is formally defined as a cycling facility adjacent to, but vertically separated from motor vehicle travel lanes to the level of the sidewalk or an intermediate level between that and the roadway (OTM Book 18). Raised cycle tracks are typically implemented adjacent to roadways with higher motor vehicle speeds and volumes along key cycling corridors to provide a physically-separated alternative for cyclists to riding in mixed traffic. The City currently has two such facilities; on Paris Street from Ramsey Lake Road to south of York Street (Exhibit 'A') and on a section of MacIsaac Drive between Long Lake Road and Algonquin Road (Exhibit 'B').

It is important to recognize that not all existing boulevards are or will be considered for use as raised cycle tracks, but only those that have been appropriately designated and retrofitted. The City's two existing raised cycle tracks are currently illegal under the Traffic and Parking By-law 2010-1. In response to Council direction, staff are proposing an approach to update the By-law to legalize existing cycle tracks and enable future opportunities to deliver similar infrastructure to support active transportation. Where a long term (11+ years) solution has been recommended in the TMP, retrofits to a boulevard may be completed only as an interim solution, while a permanent solution is planned.

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

The Traffic and Parking By-law 2010-1 regulates traffic and parking within the City of Greater Sudbury and is updated from time to time to remain current with legislative requirements and changes as well as industry and municipal best practices.

Roads and Transportation staff are working in partnership with Legislative Services to prepare an update to the Traffic and Parking By-law 2010-1 to legalize existing in-boulevard cycling facilities and enable future opportunities to implement this type of infrastructure to promote active transportation in the City.

Updates to the By-law will include:

PART I: DEFINITIONS

- Addition of new and updated definitions for various terms including, but not limited to, "Bicycle Lane", "Boulevard", "Cycle Track", "Footpath", "Highway", "Pedestrian" and "Shoulder"

PART IV: OPERATION OF VEHICLES

- Revised Section 29 "Bicycle Lanes" to be more inclusive and comprehensive; including new provisions for regulating all forms of recommended cycling infrastructure in the TMP, in line with provincial guidelines and best practices

SCHEDULE T: DESIGNATED BICYCLE LANES

- Revised title of Schedule from "Designated Bicycle Lanes" to "Designated Cycling Facilities"; and
- Complete update of Schedule T to provide a comprehensive list of all designated cycling facilities in the City of Greater Sudbury, not just those defined as "Bicycle Lanes"

Summary and Next Steps

Proposed amendments to the Traffic and Parking By-law 2010-1 outlined in this report will provide the legal

framework for staff to regulate the use of existing raised cycle tracks and begin planning to appropriately retrofit boulevards on some roads, as part of the 5-year Roads Capital Program and in line with recommendations of the Council approved TMP. This report seeks Council approval to designate existing in-boulevard cycling facilities on Paris Street and MacIsaac Drive as raised cycle tracks, once appropriate enabling amendments to the By-law are completed. Opportunities to implement additional boulevard retrofits will be completed as required and as funds become available.

Staff will work with Communications and Community Engagement to inform residents when the new by-law is enacted and when new infrastructure is planned and/or delivered.

Financial Implications

Recommendations of this report may be carried out within existing approved budget and staff complement.

EXHIBIT A

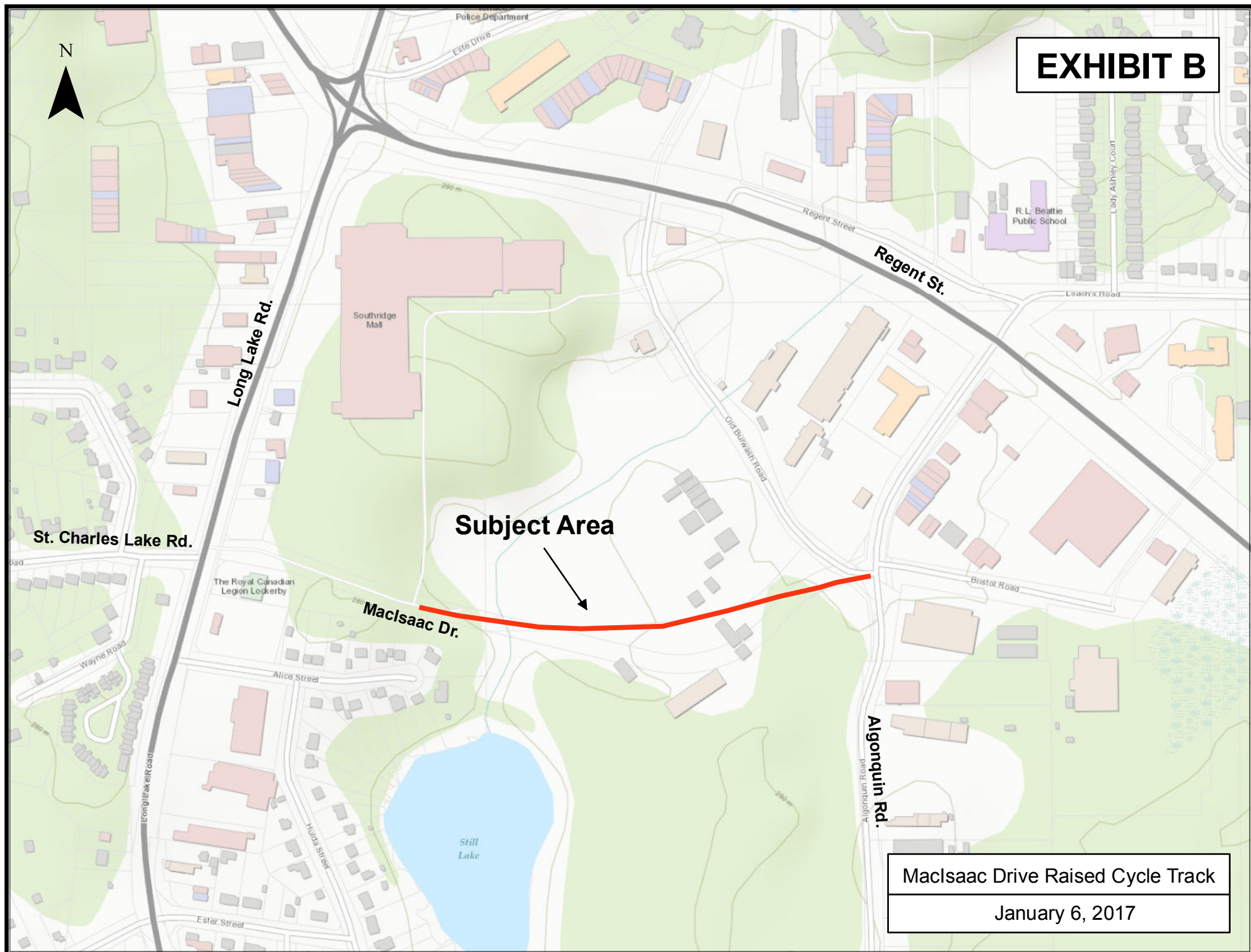


Subject Area

Paris Street Raised Cycle Track

January 6, 2017

EXHIBIT B



MacIsaac Drive Raised Cycle Track

January 6, 2017