

1. What is your Panel's name?
Mayor and Council's Roundtable Advisory Panel on Children and Youth
3. In what ways, if any, does your advisory panel promote and or advocate for walking, cycling or public transit use within your mandated activities?
Children and youth being able to walk, bike and use public transit safely has been one of our core issues because of its role in promoting inclusion of children and youth and access to community services, and the health benefits of active travel for children and youth.
4. In what ways do you think the City of Greater Sudbury could be made more pedestrian friendly to the needs of your panel? i.e. sidewalks, maintenance, snow plowing, crossings etc.
Ensure that community safety zones are applied consistently at all schools (lower speed limits around schools). Consider extra low speed limits during before and after school hours in these zones. Prioritize sidewalk clearing in higher pedestrian areas. Help for schools to map and provide signage for the safest walk to school routes where there are concentrations of children. Organize walking safety training for children in school. Education for parents about the importance and relative safety of active travel for children.
5. In what ways do you think the City of Greater Sudbury could be made more bicycle friendly to the needs of your panel? i.e. routes, maps, culture, bike storage etc.
More off road bike routes to get to the places that children and youth need to get to. Formalize the rules about small bikes on the sidewalks (can they be on there?) Organize more bike safety training sessions for school children. Continue with the bike exchange and free helmet program. Consider offering "learn to bike" programs for older children/youth/adults who are new to cycling. Education for parents about the importance and relative safety of active travel for children.
6. In what ways do you think the City of Greater Sudbury could be made more public transit friendly to the needs of your panel? i.e. routes, frequency, shelters, policies etc.
Fix and reduce rates for children and youth. Currently a five year old child pays the same as a 55 year old adult, and a student over 5 feet tall pays way more. Children riding with a paying adults should pay much reduced rates, or be free. Elementary or high school students travelling on their own should have a special price. Price definitely should not be based on height. We would like to see a special summer transit pass for youth as in other communities. High school students should use Public Transit for school transportation- not school busses.
7. Thinking about the needs of your advisory panel, please identify specific areas/places within the City of Greater Sudbury where walking, cycling and transit riding safety can be improved (i.e. specific crosswalks where the allotted crossing time is not long enough for your panel group).
No specific places were identified by the group.
8. Please provide any other comments that your panel has related to sustainable mobility
We will be looking at piloting an "Active and Safe Routes to School" project at Lansdowne Public this spring using the resources from Green Communities Canada. We would welcome any participation from the SMAP.

1. What is your Panel's name?
Rock of Fame Advisory Panel

3. In what ways, if any, does your advisory panel promote and or advocate for walking, cycling or public transit use within your mandated activities?
Panel was tasked with developing a Rock of Fame for Sudbury. The Panel recommended that this be located in downtown Sudbury along Elgin Street. This new public space would be well served by active transportation. walking for personal interest
4. In what ways do you think the City of Greater Sudbury could be made more pedestrian friendly to the needs of your panel? i.e. sidewalks, maintenance, snow plowing, crossings etc.
Most panel members worked downtown and walked to meetings so general improvements in these areas would always be welcomed. sidewalks, greenery
5. In what ways do you think the City of Greater Sudbury could be made more bicycle friendly to the needs of your panel? i.e. routes, maps, culture, bike storage etc.
I am not aware of any members who cycled to meetings, but general improvements in these areas would always be welcomed. bike lanes, better road conditions
6. In what ways do you think the City of Greater Sudbury could be made more public transit friendly to the needs of your panel? i.e. routes, frequency, shelters, policies etc.
I am not aware of any members who used public transit to attend meetings but given the Panel's mandate, transit improvements in the downtown core would be welcomed. more frequent, more routes
7. Thinking about the needs of your advisory panel, please identify specific areas/places within the City of Greater Sudbury where walking, cycling and transit riding safety can be improved (i.e. specific crosswalks where the allotted crossing time is not long enough for your panel group).
Given the preferred location of the Rock of Fame along Elgin Street, pedestrian improvements in this area would be beneficial. Also the pedestrian crossing from Shaunessey across Brady needs to be improved for people who access TDS from the south.
8. Please provide any other comments that your panel has related to sustainable mobility.
No Response

1. What is your Panel's name?
Municipal Heritage Advisory Panel
3. In what ways, if any, does your advisory panel promote and or advocate for walking, cycling or public transit use within your mandated activities?
This does not fall within the Panel's mandate
4. In what ways do you think the City of Greater Sudbury could be made more pedestrian friendly to the needs of your panel? i.e. sidewalks, maintenance, snow plowing, crossings etc.
Most panel members either drive or walk to meetings currently. I am not aware of any concerns in this regard.
5. In what ways do you think the City of Greater Sudbury could be made more bicycle friendly to the needs of your panel? i.e. routes, maps, culture, bike storage etc.

I am not aware of any Panel members who use cycling to attend meetings.
6. In what ways do you think the City of Greater Sudbury could be made more public transit friendly to the needs of your panel? i.e. routes, frequency, shelters, policies etc.
I am not aware of any members who use public transit to attend meetings.
7. Thinking about the needs of your advisory panel, please identify specific areas/places within the City of Greater Sudbury where walking, cycling and transit riding safety can be improved (i.e. specific crosswalks where the allotted crossing time is not long enough for your panel group).
The pedestrian crossing at Brady from Shaunessey needs to be improved.
8. Please provide any other comments that your panel has related to sustainable mobility.
No Response

1. What is your Panel's name?
Diversity Advisory Panel
3. In what ways, if any, does your advisory panel promote and or advocate for walking, cycling or public transit use within your mandated activities?
We do not do this at all.
4. In what ways do you think the City of Greater Sudbury could be made more pedestrian friendly to the needs of your panel? i.e. sidewalks, maintenance, snow plowing, crossings etc.
better bike paths and sidewalks for the city and all people especially the immigrants, new comers and students. Paris/Notre Dame, the Kingsway, Regent and all major routes ETC need to be considered. Currently out of 10 I would give our city a 3 in comparison to major cities in Europe.
5. In what ways do you think the City of Greater Sudbury could be made more bicycle friendly to the needs of your panel? i.e. routes, maps, culture, bike storage etc.
All of the above. I LOVE the "bicycle" stands that have been installed. Really adds to the welcome feeling and look of a friendly city.
6. In what ways do you think the City of Greater Sudbury could be made more public transit friendly to the needs of your panel? i.e. routes, frequency, shelters, policies etc.
Yes all of the above need to be improved. Many diverse cultures complain as well as long time residents of the terrible bus frequency that is currently in place. Better shelters would help. The one off Barrydown is really a nice looking one. Right across from the red Cortina building. I think that street is Hawthorne? That's a really nice shelter and adds to the look of friendliness of the city. I just noticed it the other day while waiting at that light!
7. Thinking about the needs of your advisory panel, please identify specific areas/places within the City of Greater Sudbury where walking, cycling and transit riding safety can be improved (i.e. specific crosswalks where the allotted crossing time is not long enough for your panel group).
As noted above, all the major streets and more need to be improved in this area. Minnow Lake is starting and has some but then they stop and are broken up. I almost got into an accident with my son on our bikes years ago at the Bellvue/Bancroft intersection. I know they are looking at getting a round about there but something needs to be done. Assuming this is being considered with the new construction. I'm sure you're also viewing how they put these systems into place in Europe. Hoping we are able to

make all our streets more bicycle and sidewalk friendly.
Please provide any other comments that your panel has related to sustainable mobility.
No Response

1. What is your Panel's name?
Accessibility Advisory Panel
3. In what ways, if any, does your advisory panel promote and or advocate for walking, cycling or public transit use within your mandated activities?
The mandate of the AAP is to provide advice on matters related to the accessibility of municipal services, municipal programs and municipal facilities as required under the Ontarians with Disabilities Act, 2001 and the Accessibility for Ontarians with Disabilities Act, 2005. Some of the panel's primary activities are to assist in the development of the CGS Accessibility Municipal Accessibility Plan and the CGS Transit Accessibility Plan as well as to assist with the development of plans to ensure that CGS is in compliance with the Accessibility Standards under the AODA, 2005. Legislation requires that an accessible transit system is available for citizens with accessibility issues and a Transit Accessibility Plan is developed yearly. To date, all CGS conventional transit buses are now fully accessible, and a public education campaign is now underway to promote the use of the conventional transit system by all citizens. Currently there is a heavy burden on the demand for accessible transit and in an attempt to alleviate some of that ridership pressure the panel is looking at ways to encourage the promotion of the shift of riders from Handi-Transit to conventional transit whenever possible.
4. In what ways do you think the City of Greater Sudbury could be made more pedestrian friendly to the needs of your panel? i.e. sidewalks, maintenance, snow plowing, crossings etc.
At our annual public meetings a lot of the major concerns expressed dealt with the condition of sidewalks and curb cuts in the city. For persons with all types of disabilities, sidewalks that are relatively flat and have good curb cuts that are aligned to an intersection are important to mobility and access. This is particularly true for persons who use a mobility aid such as a walker, wheelchair, cane or crutches and for persons with a visual disability who need to be able to move seamlessly from one street to another and to cross safely at all intersections. Sidewalks that are slanted or canted towards the street or towards a yard make it difficult to balance if walking, with an aid, having vertigo or any balance disability. Sidewalks need to be well maintained as crumbling or missing pieces of sidewalks can create tripping hazards and made it difficult to maneuver with an assistive device. Aligning sidewalk curb cuts with the curb cuts on medians makes it easier to cross busy intersections as do Audible Pedestrian Signals at strategic intersections and clear structural and visual markings of medians. Winter maintenance is critical to persons with disabilities who encourage clearing of medians of snow and avoiding having snow poled around those poles where walk light activation signals are mounted. Snow removal on sidewalks is also extremely important much the same as sidewalk maintenance itself – it is difficult as it is for many individuals with accessibility issues to navigate the sidewalks, when snow and ice are added to the equation the difficulties are compounded and it is important that the city make the winter maintenance of sidewalks a priority, as well as the clearing of snow at bus stops and shelters to ensure that citizens with accessibility issues are able to board the buses as easily as possible and do not have to worry about navigating over a snow bank to get on the bus.

5. In what ways do you think the City of Greater Sudbury could be made more bicycle friendly to the needs of your panel? i.e. routes, maps, culture, bike storage etc.

Ensuring that routes are accessible to those with modified bicycles to accommodate accessibility or mobility issues. Information with respect to routes and maps is provided in an accessible format (large print, contrasting colours) Have a public awareness / education campaign to make able bodied riders aware that there may be citizens utilizing the routes and paths who have a disability (seen or unseen; hearing, visual, modified equipment) and to be courteous of other riders around them. Ensure that it is possible to store a modified bike; the storage is an accessible area and there is clear and prominent signage is displayed adhering to accessibility standards. Any information with respect to routes and maps must also be displayed or provided in an accessible format and it would be beneficial to always consider the needs of the accessibility community when planning new routes and information campaigns. Undertaking that allows all citizens equal opportunity to enjoy this activity.

6. In what ways do you think the City of Greater Sudbury could be made more public transit friendly to the needs of your panel? i.e. routes, frequency, shelters, policies etc.

Ensuring that the bus shelters are fully accessible and are large enough to accommodate mobility devices, and that they are maintained regularly and free of snow in the winter time. It would also be beneficial to have route schedules displayed inside the shelters as well as at the bus stops with route information displayed in accessible formats (large print, contrasting colours) and ensure that this information is also available online and in hard copies and provided in accessible format when asked for. Many issues with respect to accessibility and making the buses more rider friendly for our panel are required under legislation and have been undertaken or are in the process of being addressed. Ensuring that transit staff and drivers are aware of accessibility requirements not only with respect to the buses and equipment themselves but also with customer service standards is very important. Public awareness and education with respect to the needs and limitations of riders with accessibility issues is also extremely important (courtesy seating etc)

7. Thinking about the needs of your advisory panel, please identify specific areas/places within the City of Greater Sudbury where walking, cycling and transit riding safety can be improved (i.e. specific crosswalks where the allotted crossing time is not long enough for your panel group).

In holding the annual public consultation meeting the participants did note that there were some areas in the city that did pose some concern to them. A common theme was found to be the condition of the sidewalks in certain areas of the city, panel members and citizens indicated that the sidewalks were in disrepair and making it difficult for citizens with mobility issues to navigate at the Lorne Street crossing near Weston's Bakery, Paris and Regent at the 4 Corners, Long Lake near the Legion and the new Wal-Mart, Second Avenue, Notre Dame at LaSalle near the Cooperative Funeral Home, the intersection at Godfrey and Cliff and in the area of the new box stores. An attendant at the meeting also suggested that the next place for an Audible Pedestrian Signal should be Walford Road at Regent. The members of the panel and public also indicated that it is very important to ensure that cross walks are marked and painted although they did not specify any specific areas – just crosswalks in general as it is sometimes difficult for an individual with a visual impairment to move across the street.

8. Please provide any other comments that your panel has related to sustainable mobility.

For most members of the panel the ability to move about the city independently and freely as a citizen without a mobility or accessibility issue is paramount. Ensuring any future mobility planning takes into consideration the needs of our citizens who have an accessibility issue will key to this panel. Meeting with the panel and conversing with them to understand what is important to them and where their difficulties and limitations lie is an excellent way to move forward and ensure that the needs of all citizens are met

1. What is your Panel's name?
Solid Waste Advisory Panel
3. In what ways, if any, does your advisory panel promote and or advocate for walking, cycling or public transit use within your mandated activities?
not related
4. In what ways do you think the City of Greater Sudbury could be made more pedestrian friendly to the needs of your panel? i.e. sidewalks, maintenance, snow plowing, crossings etc.
XX's opinion....I find that we're already pedestrian friendly.
5. In what ways do you think the City of Greater Sudbury could be made more bicycle friendly to the needs of your panel? i.e. routes, maps, culture, bike storage etc.
XX's opinion....connect routes throughout Greater Sudbury. Keep on-line maps up to date.
6. In what ways do you think the City of Greater Sudbury could be made more public transit friendly to the needs of your panel? i.e. routes, frequency, shelters, policies etc.
not related
7. Thinking about the needs of your advisory panel, please identify specific areas/places within the City of Greater Sudbury where walking, cycling and transit riding safety can be improved (i.e. specific crosswalks where the allotted crossing time is not long enough for your panel group).
not related
8. Please provide any other comments that your panel has related to sustainable mobility.
No Response