

| Policy | | | | |
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| RECOMMENDATIONS | | BUDGET IMPLICATIONS (Approx. Costs) | TIMELINES | STATUS: May 2014 |
| Walking (1) | As part of the next Official Plan review process, give equitable consideration to the needs of pedestrians in the Transportation section of the Official Plan. This could include, among other matters, a set of indices, which would help set priorities for pedestrians and other forms of transportation improvements. | N/A | 2013 | Submitted to the Official Plan Review 2012 Transportation Study to include Pedestrian and Cycling concerns |
| Walking (2) | <p>Review existing practices to develop a Priority Index System to help set priorities for pedestrian infrastructure improvements, installations, traffic calming and maintenance. Adopt this Index System into the Official Plan through the review process (Appendix B – City of Victoria Sidewalk Priority Index).</p> <ul style="list-style-type: none"> a) Develop a Sidewalk Priority Index to identify gaps in the sidewalk and pathway networks, in order to set priorities for construction, improvements and maintenance. b) Develop a Pedestrian Crossing Priority Index to identify gaps in crosswalk infrastructure and to set priorities for installation, improvements and maintenance. c) Using the Priority Index System for pedestrians, determine where traffic calming measures are required on residential and local streets in high pedestrian traffic | Low (\$5000: In House) | Yr 1 | <p>2012 Transportation Study includes provision for a sidewalk priority index</p> <p>No provision for Crossing Priority/Pedestrian Index. SMAP has recommended a Pedestrian Priority index to include sidewalks and crossings.</p> <p>CGS Pedestrian Crossing Policy completed Feb 2012</p> |

Sustainable Mobility Plan for Greater Sudbury: June 2010 – 2014
Recommendation Status: May 2014

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| | areas | | | |
| Walking (3) | Follow the Official Plan with respect to both development and site plan requirements prior to approvals in all cases (i.e. landscaping, lighting, sidewalks, paving, public art, etc.) | N/A | Yr 1 | Ongoing advocacy through OP Difficult to measure |
| Walking (4) | As part of the Official Plan Review process, pedestrian walkways and bicycle trails between neighbourhoods and adjacent commercial, education and employment centers would be identified and secured during the development approval process. Provision for these connections shall be included in the design of the development in order to ensure connectivity for pedestrians and cyclists. | Low | 2013 | Submitted to the Official Plan Review 2012 |
| Walking (5) | At the request of the local City Councillor or Community Action Network to the Traffic Committee, conduct pedestrian traffic studies to identify where there are significant mid-block crossings are occurring. | Low | Yr 1 | |
| Walking (6) | Consult with Rainbow Routes Association where pedestrian connections are required to encourage trail linkages to new and existing developments. | N/A | Yr 1 | Ongoing |
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| Cycling (1) | As part of the next Official Plan review process, give equitable consideration to the needs of cyclists in the Transportation section of the Official Plan. This could include, among other matters, a set of indices, which would help set priorities for cyclists and other forms of transportation improvements. | N/A | 2013 | Submitted to the Official Plan Review 2012 Transportation Study includes pedestrian and cyclist concerns. |

Sustainable Mobility Plan for Greater Sudbury: June 2010 – 2014

Recommendation Status: May 2014

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| Cycling (2) | Amend the Official Plan (Transportation Schedule) to include a Bicycle Route Plan & Classification System using the draft Bicycle Route Plan and Classifications System developed through public consultation and in conjunction with the Bicycle Advisory Panel for all existing roads as a starting point (Appendices C & D). | Low | Yr 1 | Submitted to the Official Plan Review 2012 and Transportation Study process |
| Cycling (3) | <p>Create a Priority Indexing System for cycling to create a system that will set priorities set for cyclist infrastructure improvements, installations, traffic calming and maintenance. Adopt this Indexing System into the Official Plan Review (Appendix B – City of Victoria Sidewalk Priority Index).</p> <p>a) Using the Priority Indexing System develop an action plan for the implementation of the Bicycle Route network following the Official Plan amendment process. This action plan will include detailed timelines for completion, the anticipated costs and will be in consideration of planned road work.</p> <p>b) Using the Priority Index System for cycling determine where complimentary traffic calming measures are required on residential and local streets in high cyclist traffic areas.</p> | Low | Yr 1 | Submitted to the OP Review Process by SMAP |
| Cycling (4) | Incorporate into the Official Plan review appropriate cycling infrastructure on all new road development. | N/A | 2013 | Submitted to the Official Plan Review 2012 process |
| Cycling (5) | Incorporate into the Official Plan Review, the mandatory requirement for commercial, retail and institutional buildings to provide bicycle parking and storage. | N/A | 2013 | Submitted to the Official Plan Review 2012 process |
| Cycling (6) | Adopt the draft Bicycle Parking Zoning By-Law which would require a minimum number of bicycle parking spaces at retail, | N/A | 2010 | Done |

Sustainable Mobility Plan for Greater Sudbury: June 2010 – 2014

Recommendation Status: May 2014

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| | institutional, employment, educational and residential centers (Appendix E). | | | |
| Cycling (7) | Draft and adopt a by-law which prohibits the operation of motor vehicles within designated bicycle lanes or paths. | N/A | Yr 1 | |
| Cycling (8) | Ensure that the practice of incorporating wide, paved shoulders along major arterials connecting outlying communities is continued. These paved shoulders often provide optimal infrastructure for distance “Group A” cyclists. | N/A | Yr 1-5 | Submitted to Transportation Study process |
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| Transit (1) | As part of the next Official Plan review process, give equitable consideration to the needs of transit users in the Transportation section of the Official Plan. This could include, among other matters, a set of indices, which would help set priorities for transit users and other forms of transportation improvements. | N/A | 2013 | Submitted to the Official Plan Review 2012 process |
| Transit (2) | Adopt a new policy which would allow parents to keep children seated and secured within a stroller while riding the Transit. | N/A | Yr 1 | SMAP presented to Operations Committee: Pilot Project until October 2014 |
| Transit (3) | Ensure that at least one member of the Greater Sudbury Transit Committee be a CGS Transit user. | N/A | Yr 1 | Coalition for a Liveable Sudbury (CLS) made this recommendation to the Operations Committee Jan 2012 |
| Transit (4) | To potentially improve upon the \$500 per qualified agency municipal transit ticket policy; Sudbury Transit could make public transportation even more accessible to people living on low incomes by adopting a “Matching System” for transit ticket grants to qualified agencies as per the Victoria BC model. | N/A | Yr 1 | |

Sustainable Mobility Plan for Greater Sudbury: June 2010 – 2014

Recommendation Status: May 2014

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| | A definition of “qualified agencies” needs to be developed as well as a means to educate the public as to the availability of transit tickets from qualified agencies. | | | |
| Transit (5) | Using the Priority Index System developed in Walking and Cycling, give priority for maintenance and snow clearing of transit stops in high traffic pedestrian areas - particularly in areas where there are high densities of seniors, low income individuals, children and youth. | N/A | Yr 2-5 | Submitted to the Official Plan Review 2012 process by SMAP |
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| Built Env. (1) | Develop a City of Greater Sudbury Master Plan for Street Design to ensure the safety and security of all transportation system users. Incorporate this policy into the Official Plan Review process (Appendix I NYC Street Design Manual) a) Develop and incorporate a Complete Streets Policy into the Master Plan for Street Design | | | Submitted to the Official Plan Review 2012 process by SMAP Submitted comments to Downtown Master Plan Submitted comments for Silver Hills Development 2012 Submitted comments for Chelmsford Vytis Development 2013 Submitted comments for Second Avenue 2014 SMAP made recommendation to Community Services Committee May 2014 |
| Built Env. (2) | At the request of the local City Councillor or Community Action Network conduct Crime Prevention Through Environmental Design (CPTED) Audits in existing areas of concern, in order to ensure that the safety and security of individuals are maintained. | | | Being undertaken by Ward 12 Being undertaken as part of the Elgin Greenway Project |
| Built Env. (3) | As part of the Official Plan Review, encourage and permit the creation of mixed-use neighbourhoods and buildings (i.e., residential, commercial, institutional). | | | Submitted to the Official Plan Review 2012 process by SMAP |

Sustainable Mobility Plan for Greater Sudbury: June 2010 – 2014
Recommendation Status: May 2014

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| Built Env. (4) | As part of the Official Plan Review, encourage mixed-use developments to form clusters in neighbourhood centres. | | | Submitted to the Official Plan Review 2012 process by SMAP SMAP recommended encouraging density at 2013 Budget presentation |
| Built Env. (5) | As part of the Official Plan Review prohibit the installation of drive-through infrastructure at new developments, when adjacent to high pedestrian traffic intersections and/or transit stops. | | | Submitted to the Official Plan Review 2012 process by SMAP |
| Built Env. (6) | Develop a Sidewalk Priority Index in order to ensure that sidewalks are installed on both sides of major arterial roads where the index deems necessary. | | | Submitted to the Official Plan Review 2012 process by SMAP |
| Built Env. (7) | As part of the Official Plan Review ensure that connections between neighbourhoods and adjacent, commercial, education and employment centres, such as pedestrian walkways and bicycle trails be identified and secured during the development approval process. Provision for these connections shall be included in the design of the development in order to ensure connectivity for pedestrians and cyclists. | | | Submitted to the Official Plan Review 2012 process by SMAP SMAP Comments to Downtown Master Plan |
| Built Env. (8) | Develop a Public Plaza program in the City of Greater Sudbury (i.e Brownfield development into parks and parkettes; Tom Davies Square into an inviting and usable public space). | | | Downtown Master Plan has identified Tom Davies Square for redesign CGS Brownfield Strategy & CIP Nov 2011 SMAP participation in the Elgin Greenway Design March 2013 |

| Infrastructure | | | | | |
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| RECOMMENDATIONS | | BUDGET IMPLICATIONS (Approx. Costs) | TIMELINES | STATUS: May 2014 | |
| Walking (7) | Using the Sidewalk Priority Index ensure that identified gaps in the sidewalk and pathway networks are constructed, improved and maintained in all seasons. | High (\$1.4 million per year for 4 years) | Yr 2-5 | | |
| Walking (8) | Using the Pedestrian Crossing Priority Index ensure that crosswalk infrastructure is installed, improved and maintained where gaps have been identified. | Medium (\$150,000 per year for 4 years) | Yr 2-5 | | |
| Walking (9) | Install pedestrian refuge islands or medians where significant mid-block crossings are identified through Pedestrian Traffic Studies. | Medium (\$50,000 per year for 4 years) | Yr 1 | Submitted to Transportation Study 2012 | |
| Walking (10) | Develop a plan for the expansion of the countdown crosswalk signals to be installed at every traffic signalized intersection in Greater Sudbury by 2015. | Medium (\$50,000 per year for 4 years) | Yr 2-5 | Submitted to Transportation Study 2012 | |
| Walking (11) | Using the Priority Indexing System ensure that traffic calming measures are implemented on residential and local streets in high pedestrian traffic areas to ensure the safety and security of | Med (\$150,000 per year for 4 years) | Yr 2-5 | Submitted to Transportation Study 2012 | |

Sustainable Mobility Plan for Greater Sudbury: June 2010 – 2014

Recommendation Status: May 2014

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| | pedestrians. | | | |
| Walking (12) | Ensure infrastructure to improve connectivity between destination points, such as footpaths, are included in new developments. | Low | Yr 1 | Submitted to Transportation Study 2012 SMAP provided input to the Silver Hills Development 2012 SMAP provided input to Chelmsford Vytis Development 2013 SMAP provided input to Second Avenue reconstruction 2014 |
| Walking (13) | Work to improve the pedestrian connections in existing neighbourhoods and between existing destination points. | Low | Yr 1 | Submitted to Transportation Study 2012 SMAP provided input to the Silver Hills Development 2012 SMAP provided input to Chelmsford Vytis Development 2013 SMAP provided input to Second Avenue reconstruction 2014 |
| Walking (14) | Continue to ensure that traffic signals provide pedestrians with sufficient time per provincial standards to cross major thoroughfares safely, particularly for pedestrians with limited mobility, including those using wheelchairs, scooters and other supportive equipment. | Low | Yr 1 | Submitted to Transportation Study 2012 |
| Walking (15) | Complete the Junction Creek Waterway Park as an Active Transportation Corridor in Greater Sudbury by 2015. | High | Yr 2-5 | 2km of JCWP constructed in 2012 by Rainbow Routes Association Submitted to the OP Review Process by SMAP |
| | | | | |
| Cycling (9) | Implement the Action Plan developed for the Bicycle Route Network following the Official Plan amendment process. | High (\$700,000 per | Yr 2-5 | SMAP recommended temporary bike lanes in 2013 Budget presentation to help with lower infrastructure costs. |

Sustainable Mobility Plan for Greater Sudbury: June 2010 – 2014
Recommendation Status: May 2014

| | | year for 4 years) | | Part of Transportation Master Plan? |
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| Cycling (10) | Pave shoulders along major arterial roads connecting outlying communities to the urban core to provide a safe area for Class A cyclists to commute. | Medium-High (\$100,000 per year for 4 years: Estimated cost of \$30,000 per linear meter) | Yr 2-5 | Work being done on this via Road's Budgeting Process and the Transportation Study. |
| Cycling (11) | Using the Priority Index System for cycling, install complimentary traffic calming measures on residential and local roads to create the safe conditions necessary to encourage individuals to choose cycling. | Medium (See Walking #7) | Yr 2-5 | OP Review Suggestion |
| Cycling (12) | Expand and promote the City of Greater Sudbury Transit "Rack and Roll" program to all transit busses by 2015. | Medium \$35,000 (\$7000 per year for 4 years Potential Private/Public partnership) | Yr 1-5 | Submitted to the OP Review Process by SMAP |
| Cycling (13) | Ensure that adequate, accessible and secure bicycle parking facilities are available at all major employment, retail and educational centers, in addition to all city-owned facilities and buildings through the enforcement of the new Bicycle Parking By-Law. | Low (Potential Private/Public partnership) | Yr 1-5 | Downtown Village Development Corporation working on this effort Sudbury Cyclists Union working on this effort Submitted to the OP Review Process by SMAP Made suggestion to Leisure Services in 2013 for a Bike Rack inventory at Municipal Buildings to be done prior to new bike parking purchases. Budget \$10,000 |

Sustainable Mobility Plan for Greater Sudbury: June 2010 – 2014
Recommendation Status: May 2014

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| | | | | SMAP presented recommendations on Bike Facility Parking (VelopA Tulip) to Leisure Services Department 2013. Waiting for purchase & installation. |
| Cycling (14) | Complete the Junction Creek Waterway Park as an Active Transportation Corridor in Greater Sudbury by 2015. | High | Yr 2-5 | Connect the Creek Partnership & Rainbow Routes Assn working on this effort 2km completed in 2012 by Rainbow Routes Association |
| | | | | |
| Transit (6) | Expand and promote the City of Greater Sudbury Transit “Rack and Roll” program to all transit busses by 2015. | Medium \$35,000 (\$7000 per year for 4 years Potential Private/Public partnership) | Yr 1 -5 | Submitted to the OP Review Process by SMAP |
| Transit (7) | Develop and install a detailed wayfinding scheme for the transit system including mounted schedules and displays at major destinations, hubs and stops. | Medium (Potential Private/Public partnership) | Yr 1 -3 | Submitted to the OP Review Process by SMAP Recommended to Operations Committee by CLS Jan 2012 Submitted by SMAP as part of Budget presentation 2013 Friends of Sudbury Transit have created more user friendly Transit maps on their website 2014 |
| Transit (8) | Ensure that there is adequate and secure bicycle parking or storage at the transit terminal and other key destinations and stops in order to facilitate the combination of active transportation methods with transit. | Medium (Potential Private/Public partnership) | Yr 1 -5 | Submitted to the OP Review Process by SMAP |
| Transit (9) | Ensure that maintenance and snow clearing of transit stops is a priority for high traffic pedestrian areas where high densities of | Low | Yr 2-5 | Submitted by SMAP as part of Budget presentation 2014 |

Sustainable Mobility Plan for Greater Sudbury: June 2010 – 2014

Recommendation Status: May 2014

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| | seniors, low income individuals, children and youth reside. | | | |
| Transit (10) | Improve access to transit stops through the construction of sidewalks/pathways and pedestrian crossings in areas which have few or no controlled pedestrian crossing signals (i.e. Municipal Road 80). | High | Yr 2 -5 | |
| Transit (11) | Develop a plan to expand the existing system of bus shelters using GIS priority mapping data to identify larger populations of low income individuals, seniors, children and youth. | Medium (Potential Private/Public partnership) | Yr 1 -3 | Submitted by SMAP as part of Budget presentation 2014 |
| Transit (12) | Install an Interac direct payment machine at the Transit Centre Kiosk in the Downtown Terminal. | Low | Yr 1 | Done |
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| Built Env. (9) | Where pedestrian and cycling infrastructure is present, appropriate complimentary traffic calming measures should be implemented. | Medium (See Walking #7) | Yr 2 -5 | Speed limit reduction presented by SMAP at 2013 Budget Based on SMAP recommendation: City to install 40 km speed limits on local and collector roads adjacent to elementary schools by end of 2014 |
| Built Env. (10) | Implement section of the Downtown Sudbury Streetscape Project Phase II to upgrade the connection between Bell Park and the Downtown core via Elgin Street to improve access between Downtown core and Bell Park. | Medium (\$200,000) | Yr 1 -2 | Downtown Master Plan expecting approved in Spring 2012 Elgin Greenway design underway Submitted to the OP Review Process by SMAP |
| Built Env. (11) | Ensure that all new developments are connected to existing developments and destinations for easy, efficient access for | Low | Yr 1 | SMAP provided input to the Silver Hills Development 2012 |

Sustainable Mobility Plan for Greater Sudbury: June 2010 – 2014

Recommendation Status: May 2014

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| | cyclists and pedestrians. | | | SMAP provided input to Chelmsford Vytis Development 2013 |
| Built Env. (12) | Implement the Crime Prevention Through Environmental Design (CPTED) lens as a planning tool as part of the planning approval process for such things as, but not limited to, site plans, subdivisions and re-zoning applications to ensure that the safety and security of individuals are considered. | N/A | Yr 1 | OP Review addition |

Education

| RECOMMENDATIONS | | BUDGET IMPLICATIONS (Approx. Costs) | TIMELINES | STATUS: May 2014 |
|------------------------|---|--|------------------|---|
| Walking (16) | Develop and promote education and awareness programs for both pedestrians and motorists. | Low (Potential Partnership with SDHU) | Yr 1 | April 2013 – May 2014: SMAP Installation of posters in buses, Grace Hartman Sign & Community Service screens at various locations throughout Greater Sudbury promoting safe walking and cycling May 2013: SDHU launched promotional marketing to encourage walking and cycling |
| Walking (17) | Develop a user-friendly “Transportation” page on the City of Greater Sudbury website to include links to all forms of transportation information. | Low | Yr 1 | SMAP Education Committee presented to R. Gauthier of Sudbury Transit 2013: CGS has a new website with improved access to info. More work to be done here. |
| Walking (18) | Conduct educational blitzes at high-profile intersections in the City | Low | Yr 1 | |

Sustainable Mobility Plan for Greater Sudbury: June 2010 – 2014

Recommendation Status: May 2014

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| | of Greater Sudbury. | (Potential Partnership with SDHU & Police Services) | | |
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| Cycling (15) | Develop a "Cycling in Greater Sudbury" wayfinding map outlining designated routes and information. | \$10,000 (Potential Private/Public partnership) | Yr 1 | Submitted to the OP Review Process by SMAP |
| Cycling (16) | Develop and promote educational programs for both cyclists and motorists. | Low | Yr 1 | Rainbow Routes, Sudbury Cycles Program 2011-2013. CAN Bike Instructors trained & delivered cycling education to children & adults 2014: Program continuing with Sudbury Cycles. |
| Cycling (17) | Develop a user-friendly "Transportation" page on the city website to include links to all forms of transportation information. | Low | Yr 1 | 2013: CGS has a new website with improved access to info. More work to be done here |
| Cycling (18) | Conduct educational blitzes at high-profile intersections in the City of Greater Sudbury. | Low | Yr 1 | |
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| Transit (13) | Promote transit as a healthier transportation choice both for individual and environmental health. | Low | | June 2013: Partnership developed (EarthCare, Rainbow Routes, SMAP, SDHU) to promote Commuter Challenge Week June 2 to 8. June 2014: Partnership to be developed to promote Commuter Challenge Week June 1 to 7. |
| Transit (14) | Promote transit as a convenient and affordable transportation choice. | Low | | SMAP recommended Secondary School Students use public transit as way to get to school at 2013 Budget presentation |

Sustainable Mobility Plan for Greater Sudbury: June 2010 – 2014

Recommendation Status: May 2014

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| Transit (15) | Develop a user-friendly “Transportation” page on the city website to include links to all forms of transportation information. | Low | | Submitted to the OP Review Process SMAP Education Committee presented to R. Gauthier of Sudbury Transit More work to be done here |
| Transit (16) | Ensure that all policies related to combining active transportation with public transit are laid out in the Greater Sudbury Rider Guide and Transit website so that the public is aware of these policies. | N/A | | The Sudbury Coalition for a Liveable Sudbury has created a “Friends of Sudbury Transit” group to discuss transit issues. They presented to the Operations Committee in the Fall of 2011 |
| Transit (17) | All Greater Sudbury Transit Employees should be required to undergo sensitivity training to encourage ridership and ensure that using Transit is a pleasant experience for all socio-economic & age groups. | Low (Potential Partnership with Social Planning Council) | | |
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| Built Env. (13) | Educate the public as to how the “Built Environment” and where they choose to live affects their travel choices, physical health and lifestyle. | Low (Potential Partnership with the New School of Architecture) | Yr 1-5 | Submitted to the OP Review Process SMAP recommended encouraging density at 2013 Budget presentation |