



To: David Shelsted, Director of Roads

Cc: MMM Group

Tony Cecutti, GM Infrastructure Services

CGS Mayor & Council

From: The Sustainable Mobility Advisory Panel for Greater Sudbury

Date: September 6, 2013

Re: Comments on the Transportation Study for the City of Greater Sudbury

The Sustainable Mobility Advisory Panel is mandated to assist staff and Council in implementing a vision for a holistic approach to a multi-model transportation system where citizens can walk, cycle and/or use public transit efficiently and safely to get to their destinations. We are comprised of three expert panel members and 11 citizen members who use a form of sustainable mobility (cycling, walking, transit riding, etc.) on a regular basis.

“A healthy and prosperous future depends on Greater Sudbury being a sustainable community. Becoming a sustainable community involves adopting a long-term view in assessing options and making choices.”

Official Plan 2008

Thank you for the opportunity to comment on the Transportation Study for the City of Greater Sudbury. The stated purpose of the Transportation Study is to: “Produce a Transportation Plan that defines a comprehensive, **fully integrated** and **sustainable** transportation network that accommodates projected transportation demands to the **year 2031** for the City of Greater Sudbury”.

Below:


- SMAP comments on the Draft Active Transportation Plan and Recommended 2031 Transportation Network where it affects sustainable mobility.
- Comments on the terms of references from the RFP.
- A Review of how we define our City’s current and changing issues.

Comments: Draft Active Transportation Plan and Recommended 2031 Transportation Network

Item	Comment	Suggestion/Innovation
Budget Limitations for Cycling Infrastructure	We recognize that “cycle tracks” may be a long time in coming, due to age of roadway and financial resources, yet these major connectors are imperative to improving cycling in Sudbury. As noted in the	<ol style="list-style-type: none"> 1. Draft and Implement a bylaw that will permit cycling on the boulevard between the traveled roadway and the sidewalk (snow storage area). We see this is as an interim solution. 2. Move signs that are currently placed in these boulevards



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	<p>“Ontario Traffic Manual Book 18: Bicycle Facilities”, cycle tracks are typically implemented on high volume arterial or collector roadways and are designed for both experienced and casual cyclists for utilitarian purposes.</p>	<p>3. Ensure there are curb cuts in appropriate places to keep cyclists off the sidewalks.</p>
Complete Street Policy	<p>This is proposed yet not reflected in new road construction or any other part of the Transportation Study</p>	<p>Develop, adopt and implement a Complete Street Policy for Greater Sudbury. We would like this to become a priority for the City and see the policy enacted with new road infrastructure or improvements.</p>
Community Safety Zones	<p>For example, Westmount has two elementary schools yet has no planned cycling infrastructure.</p>	<p>Suggest Community Safety zones be implemented in a 1km radius of ALL elementary schools. Many schools already have a 40Km/hr. speed limit (http://agendasonline.greatersudbury.ca/?pg=agenda&action=navigator&lang=en&id=405&itemid=4576)</p>
Edgelines	<p>Edgelines are too narrow to accommodate a range of bicycles (i.e. cyclists pulling children, groceries etc. in chariots). They are not a recommended “facility type” in Book 18, They also do not allow for Ontario's MTO cycling guideline that cyclists should ride one metre from a curb. (http://www.mto.gov.on.ca/english/pubs/cycling-guide/section3.0.shtml)</p> <p>There is no mention of “edgelines” in the recently released “OTM Book 18: Bicycle Facilities” under 2.3 Types of Bicycle Facilities.</p>	<p>1. Provide a picture of what is considered an “edgeline”.</p> <p>2. If it is what we think it is (see picture below), remove this suggestion as viable cyclist or pedestrian infrastructure.</p> <p>3. Provide proper cycling and pedestrian infrastructure on Kelly Lake Road to connect the Junction Creek Waterway Park and the Copper Cliff Trail.</p> 
Implementation Plan	<p>The Transportation Study does not include an implementation plan for the cycling routes and pedestrian network as required by the RFP.</p>	<p>1. We expect the implementation plan is still forth coming.</p> <p>2. We would like to see an implementation plan for both cycling and pedestrian networks.</p>



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		3. The Sustainable Mobility Advisory Panel would be willing to provide input on priority areas for the implementation plan.
Junction Creek Waterway Park and other Active Transportation Routes	The Study has designated bike routes that parallel existing active transportation/off road routes that could serve cyclists and pedestrians.	<ol style="list-style-type: none"> 1. Explore paving existing off road paths that meet the needs of non-motorized commuters. 2. Explore lighting off road paths for safety and security.
Provincial Policy Statement on Land Use Planning (PPS)	The PPS is the document in Ontario that governs all land use planning. All municipal Official Plans must be in conformity with this document.	Please consider 1.6.5.4 of the PPS in the Transportation Study, which states: A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes, including commuter rail and bus.
Maley Drive	There are housing developments that are only accessible off Maley Drive, yet there is no provision for cyclists or pedestrians.	Adopt the Complete Street Policy suggested by MMM Group.
Maps	<p>As signage is expensive, the City needs to improve their Active Transportation website and information. The current active transportation information is disjointed on the City's website and difficult to find. Pedestrian information can be found under "Traffic and Transportation": http://www.greatersudbury.ca/living/roads/traffic-and-transportation/pedestrian-signals/</p> <p>We were unable to find information on cycling and/or bike lanes on the updated CGS website.</p>	<ol style="list-style-type: none"> 1. We would like to see maps of cycling routes – both on paper and online. 2. We would like to see an Active Transportation website as recommended by the Sustainable Mobility Plan (2010). Thunder Bay is one of our Northern Cities with an Active Transportation page: http://www.thunderbay.ca/Living/Getting_Around/Active_Transportation.htm
New Roads & Sustainability.	Implement Road Diets and measures that would reduce traffic rather than build new	<ol style="list-style-type: none"> 1. Implement Road Diets, a method most cities are using: http://docs.trb.org/prp/13-1321.pdf



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	roads. It would take 80 years to get our existing road network up to date, why are we planning new roadways when we cannot afford to take care of the ones we have?	<ol style="list-style-type: none"> Invest in transit as in 2007 alone, investments in urban transit saved Canadians \$115 million in related respiratory health costs, \$2.5 billion in traffic collision costs, and \$5 billion in household vehicle operating costs. It also creates jobs: http://www.canadianlabour.ca/sites/default/files/pdfs/researchpaper-en.pdf Cycling and Pedestrian infrastructure has shown to create more jobs than road only infrastructure: http://www.peri.umass.edu/fileadmin/pdf/published_study/PERI_ABikes_June2011.pdf Investing in pedestrian, cycling and transit infrastructure would save money as road maintenance would be less expensive and would make some road expansion redundant.
Public Input	Over 500 City of Greater Sudbury residents commented on the Transportation Study, most asking for more cycling and pedestrian infrastructure in our City.	Reflect the residents desire in the draft Active Transportation maps, the Recommended 2031 Transportation Routes and the rest of the study.
Ramsey Lake Road	If Ramsey Lake Road becomes four lanes what will happen to the existing off road shared path?	Implement a Complete Street Policy.
Sidewalks	There is the Sidewalk Priority Index recommended by the SMP and again by MMM Group. There are NO provisions for new sidewalks. RFP calls for developing BOTH a Bicycling and Pedestrian Network Plan. It appears that the Study has concentrated on a cycling network plan but not a pedestrian network plan. Access to bus stops without consideration of pedestrian infrastructure is also an issue.	<ol style="list-style-type: none"> Sidewalk Priority: North side of Kingsway (2nd Ave to Silver Hills), safe routes to schools, and safe routes to transit stops. Pedestrian implementation plan as outlined in the RFP.



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Signed Routes	We do not see the net benefit of signing routes that are obvious transportation corridors. We do not think in the long term that it will provide an educational opportunity for either drivers or cyclists because in a short time frame people will stop seeing the signs.	<ol style="list-style-type: none"> 1. Suggest that these routes instead have their speed limits reduced to 40kph as has been done in North Bay and Montreal. This is recommended in the Ontario Coroner’s Report on Pedestrian Deaths (http://www.mcscs.jus.gov.on.ca/stellent/groups/public/@mcscs/@www/@com/documents/webasset/ec161058.pdf) 2. Continue to sign routes that are poorly defined transportation corridors or are short cuts that many may not be able to identify.
Transit	It is disappointing that transit was not included in this study. We cannot have a Study that is “fully integrated and sustainable”, the stated purpose of the study, without the incorporation of an improved transit system.	The Transportation Study should provide a “road map” to solve our transit issues.
The Four Corners Bypass: Four-laning Ramsey Lake Rd and building the South Bay Extension	Should we be looking to increase automobile capacity when we cannot maintain the road network we now have?	<ol style="list-style-type: none"> 1. Improve Transit Service not just to Laurentian University (LU) but also in the entire City to deem the 4 laning unnecessary (LU staff & students live in all parts of the City). 2. Look at time of use and shift the traffic to other time slots. For example, work with Laurentian University to stagger their class start times. 3. Investigate opening the Loach’s Road Extension to transit use as well as emergency vehicle use. 4. Work with LU and Health Sciences North to find solutions to congestion and parking. Cost and Savings could be shared. 5. Aging Demographics: will decrease congestion at peak travel hours.
Traffic Counts	The draft transportation study appears to define our problems and thus our solutions around traffic counts and perceived traffic congestion issues.	<p>The SMAP defines our community’s issues/problems from an economic, health and environmental point of view.</p> <ol style="list-style-type: none"> 1. High Obesity/Inactivity Rates 2. Aging Population 3. Twenty-five percent of Greenhouse gases generated by motorized traffic.



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		<ol style="list-style-type: none"> Economic Benefits gained from fewer single use vehicles on the road, fewer people with health issues due to weight and inactivity. See below for more “Current and Changing Issues”
“Year 2031”	<p>“From today until 2031, 10,000 baby boomers will turn 65 <i>each</i> day, at which time as many as one in five people in America will be older than 65”. With this in mind, it is not important, but <i>critical</i> to make infrastructural changes to meet this large portion of our population.</p> <p>The Ontario Ministry of Finance states the number of seniors aged 65 and over is projected to more than double from about 2.0 million, or 14.6 % of population, in 2012 to almost 4.2 million, or 24.0 % by 2036. The growth in the share and number of seniors will accelerate over the 2012–2031 period as baby boomers turn age 65. After 2031, the growth in the number of seniors will slow significantly.</p> <p>http://www.fin.gov.on.ca/en/economy/demographics/projections/</p>	<ol style="list-style-type: none"> There will be fewer people driving, and fewer people driving during peak commuting hours – this needs to be reflected in the study. Consider the specific needs of an aging population as they move around our City. This may include: Gradual increase in crossing times at Crosswalks for older people who have a slower walking time, Provide medians at wider streets, increased winter sidewalk maintenance, lighting, etc. Consult with the Seniors Advisory Panel and the Accessibility Advisory Panel.

Terms of Reference from Request for Proposal		
Terms of Reference from RFP	Item	Response
3.14	Project team attend each meeting of SMAP	Only attended two SMAP meetings and did not request our input on transportation issues beyond comments on the draft Active Transportation maps
3.15	Recommend a Pedestrian Network	Is this yet to come? And will we have the opportunity to comment on it?

3.15.1.8	ID how the plan will be administered	Is this yet to come? And will we have the opportunity to comment on it?
3.15.1.13	Prepare an implementation Plan	Is this yet to come? And will we have the opportunity to comment on it?

Current and Changing Issues

The Sustainable Mobility Advisory Panel defines our community’s problems differently and would like to see solutions to these problems greater reflected in the Transportation Study. We see our community’s problems, as they relate to sustainable mobility as:

- Sixty-three percent of Greater Sudbury’s population is overweight or obese (1/3 of our children are overweight or obese) -- we need to improve and encourage active transportation.
- Twenty-five percent of all green house gases are generated by motor vehicles: improved transit service is key to reducing the large number of single occupant vehicles using our roadways
- Sixteen percent of Greater Sudbury’s 2011 population is 65 years of age or older. This is higher than the national average of 14.8% (Statistics Canada)
- By 2036, the share of the population 65 years and older in the Northeast is predicted to be 30.5%, which is higher than the predicted provincial average of 24% (Ontario Ministry of Finance, Spring 2013, Ontario Populations Projections Update: 2012 – 2036 Ontario and its 49 Census Divisions). We need to plan for an older population.
- The City of Greater Sudbury’s population in only expected to grow by 10 500 people by 2036 (May 2013, City of Greater Sudbury, Growth Outlook to 2036). The Ontario Ministry of Finance predicts a more modest growth of 9 200 people in the same period. The Transportation Study contains plans for a lot of new roads for small population growth and taxpayer potential. This growth outlook will be approximately the population high of Greater Sudbury in the 1970s, when we had fewer roads.
- Twenty-eight percent of Greater Sudbury’s 2011 population 65 years or older lives alone (Federation of Canada Municipalities, 2013, Canada’s Aging Population: The Municipal Role in Canada’s Demographic Shift). This will have ramifications on how our senior population travels around the city as our non-driving seniors may not have access to an able bodied partner who can drive.
- It is estimated that between 24 000 and 26 000 Greater Sudburians are disabled. The largest age group of disabled people in Greater Sudbury is seniors. It is expected that the number of disabled people in Greater Sudbury will increase as our populations ages (2011 – 2012 City of Greater Sudbury Accessibility Plan, http://www.greatersudbury.ca/content/div_councilagendas/documents/2011-2012%20CGS%20Accessiblility%20Plan.pdf)

Thank you for the opportunity to comment. We look forward to continuing to work with Council, City Staff, MMM Group, and the community to improve sustainable mobility in our City.

Sincerely,

Sustainable Mobility Advisory Panel