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Sustainable Mobility Advisory Panel  
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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.

### **Downtown Master Plan**

Dear Jason Ferrigan:

SMAP is encouraged to see that the Downtown Master Plan includes many provisions for cyclists, pedestrians and transit users. There is recognition in the plan that the downtown is difficult to access by foot or bike, and the plan has many remedies to correct these issues.

Given that 90,000 people live within 10 km of Downtown Sudbury, providing safe cycling, pedestrian and transit infrastructure to and through Downtown is key to encouraging individuals to frequently choose sustainable mobility as their transportation mode to their destinations.

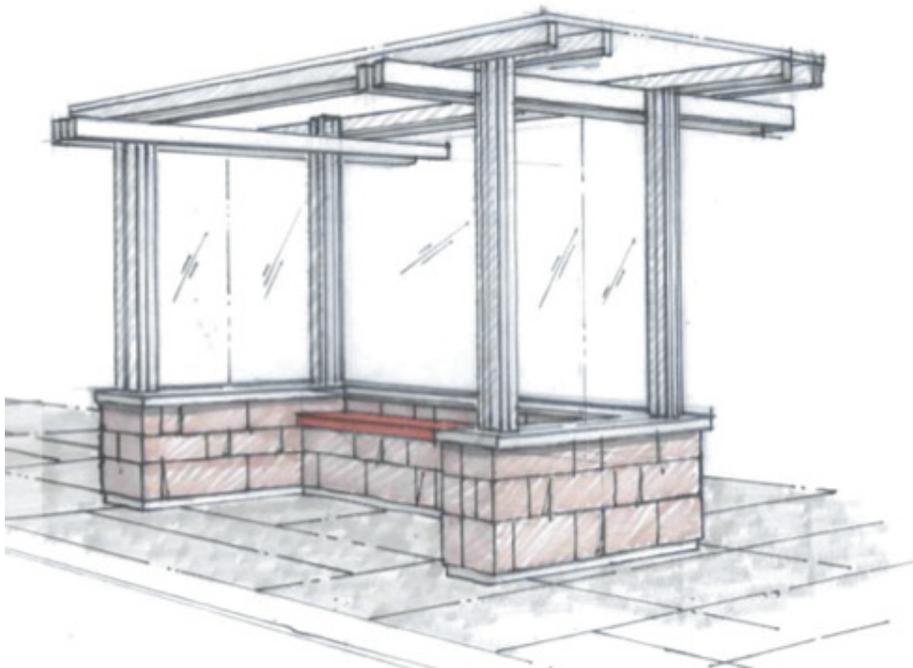
SMAP would like to take the opportunity to comment on specific areas of the plan that relate to sustainable mobility.

**07. Art Gallery/08. City of Sudbury Visitor Centre/09. Farmers' Market/10. Laurentian School of Architecture/11. Expansion of College Presence/12. A Contemporary Public Library/37. Tom Davies Square Upgrade**

For these above projects, SMAP recommends adequate parking for cyclists. Special consideration should be given to the **Art Gallery, Farmers' Market** and the **Library** for bike parking. These are destinations often visited by families, many of who will be using bike trailers and/or ride-along-bikes for their children (bike trailers are also often used to transport goods). These bicycle add-ons create a longer bike and thus plans need to be made to accommodate parking for these longer bikes and the ability for visitors to move around the parked bikes.

As the above will be popular destinations for visitors and residents alike, SMAP recommends that transit stops be considered for all of them. Where possible, covered transit stops, like the ones suggested in the *Downtown Sudbury Streetscape Project. Phase II: Site Amenity Design Specifications and Costing, July 2008* should be installed (see Figure 1)

**Figure 1: Proposed Bus Stop in the *Downtown Sudbury Streetscape Project. Phase II: Site Amenity Design Specifications and Costing, July 2008***



## 10. Laurentian School Of Architecture

SMAP believes special pedestrian consideration should be given to the new school of Architecture. There have been recent cases where pedestrian concerns were not part of the building design process, created a poorly utilized building. A good example is the CBC Ottawa Building that was built as a showcase building between Queen Street and Sparks Street in Ottawa. Sparks Street is a pedestrian-only mall and experiences a great deal of walking traffic during the work-week. Queen Street is a drearier street that houses mostly bland government buildings, eliciting little incentive to stroll. Unfortunately, the decision-makers and designers failed to consider the needs of pedestrians and the building was built with no public entrances on Spark Street. Instead, pedestrians must enter through Queen Street, which is a long and not very inspiring walk. CBC employees do not have easy access to the many restaurants on Spark Street, which angered the employees and the many small business owners on Spark Street. Mostly importantly, the new CBC building lost the all-important interaction with the people.

**Figure 2: CBC Building On Sparks Street**



Photo taken by Steve Brandon. Note: the door visible is guarded by security and the public cannot enter through this door.

**Figure 3: CBC Ottawa main entrance on Queen Street**



A long row of government buildings

To prevent a similar experience happening to the new Laurentian School of Architecture, SMAP strongly urges that pedestrians be considered in the design process. Some suggestions include:

- Adjust the existing structure to street level. This would make the building more accessible and inviting.
- Create a pedestrian bridge and incorporate it into the structure of the new school. This would encourage pedestrians to pass through on a regular basis to access Downtown, the West End of the City (with the only nearby full size grocery store) and the proposed parking structure and Inno-Tech Park.
- Cover this walkway to provide for a more pleasurable experience, especially in poor weather.

### **16. Larch Street Extension**

SMAP is concerned that the Larch Street Extension will cut the downtown in half by making Larch Street a throughway/short-cut for speeding traffic. Currently, Larch St is a calmed street and pedestrian friendly; how will this extended street safely accommodate cyclists, pedestrians and transit users? Will Larch Street be made a two-way street?

SMAP recognizes that the extension will provide the new downtown residents with access to a full sized grocery store on Lorne Street, but we emphasize that equitable consideration be given to pedestrians, cyclists and transit users if and when this extension takes place.

## 17. Expansion of Cycle Network

**Worthington Crescent:** SMAP supports a bike route on Worthington Crescent. Both the *Bicycle Advisory Technical Plan, March 2011* (BAP) and the *Sustainable Mobility Plan, June 2010* (SMP) recommend a bike path on Worthington Crescent. BAP recommends a local bicycling corridor and SMP recommends a Class II routes (see figure 4 for further explanation).

**Paris Street:** The Downtown Master Plan needs to recognize that many cyclists will take the more direct route via Paris St. into the downtown (or, alternatively, travel Paris Street until John Street and then into downtown via the Nelson Street Bridge). BAP and SMP both suggest bike paths on Paris Street (see figure 2 for further explanation). If there is no feasible room to accommodate a bike path on Paris Street, then the city needs to implement an education campaign on the responsibilities and the rules for cyclists and drivers.

**Elm Street:** The Downtown Master Plan does not mention a dedicated bike lane on Elm Street, such as one proposed by the SMP (see figure 2 for further explanation). However, the Master Plan does state that the “Elm Street Corridor will be calmed, greened and rebuilt as a more balanced street able to accommodate a mix of pedestrians, cyclists, cars, trucks and buses” (page 88). SMAP also understands that there is a proposal for on street parking for cars. As many cyclists will continue to use the more direct route on Elm Street, we suggest a method New York City uses that incorporates both on street parking for cars and a safe bike route (see figure 5). This will meet the Master Plan’s target of calming the Elm Street Corridor.

**Figure 4: BAP and SMP Bicycle Routes for the Downtown**

Street	BAP	SMP
<b>Worthington Crescent</b>	<b>Local Bicycling Corridor:</b> Installation of bicycle sharrows, Share the Road signage and Bicycle Route Markers	<b>Class 2 Bike Route:</b> Dedicated on road lane
<b>Paris Street</b>	<b>Arterial Bicycling Corridor:</b> Dedicated bicycle lanes be installed on urban roadways	<b>Class 1 Bike Route:</b> Physically separated path
<b>Elm Street</b>	N/A	<b>Class 1 Bike Route:</b> Physically separated path

**Figure 5: On Street Park and Bike Path, New York City**



Note the space between the bike path and the passenger side of the parked cars in order to prevent cyclists being "doored" by people exiting cars on the passenger side (and to prevent passengers being "biked").

In summary, the SMAP recognizes the constraints of cost and the space necessary to provide safe cycling and pedestrian infrastructure. We recognize that in many parts of the City it is most feasible that pedestrians and cyclists share the same space, however given the density of pedestrian use in Downtown Sudbury, concessions on both sides will have to be made to safely accommodate all users of the Downtown transportation routes.

### **18. Riverside Pedestrian Tunnel Upgrade**

The Downtown Master Plan does not indicate if cyclists will be able to ride their bikes through the tunnel. As the Elgin Street Greenway will terminate at the Riverside Pedestrian Tunnel, many cyclists will want to continue riding their bikes through the tunnel. SMAP recommends, for pedestrian and cyclist safety, that there be a clear delineated separated path for both modes of transportation (see figure 6).

At the very minimum, cyclists should be encouraged, with signage, to walk their bikes.

**Figure 6: Separate tunnels for pedestrians and cyclists at the Tyne Tunnel, England**



Note the signs above each tunnel.

### **19. Nelson Bridge Upgrade**

The Downtown Master Plan does not indicate if cyclists will be able to cycle across the bridge. SMAP recommends that cyclists be allowed to bike across with a clear separate path for pedestrians and cyclists (see figures 7 and 8 for examples)

**Figure 7: Santiago Calatrava's design for a new foot and bike bridge, Calgary, AB**



Note the different levels for cyclists and pedestrians.

**Figure 8: Williamsburg Bridge, New York City**



This would be a more economical option than figure 5. SMAP also recommends the use of green paint, which is outline in the *Sustainable Mobility Plan June, 2010*, to differentiate the pedestrian and cyclist laneways.

SMAP is pleased to see that the Nelson Street bridge upgrade recognizes the need for improved crosswalks at both the north and south ends of Elgin. This will allow safe access to shops and to the road leading to the Grotto.

SMAP recommends that the Crime Prevention Through Environmental Design (CPTED), as recommend by the SMP be used as a planning tool in the redesign of the Nelson Street Bridge.

## **20. Cedar Street Pedestrian Bridge**

SMAP supports the Cedar Street Pedestrian Bridge to allow pedestrian access to the parkade.

## **21. Ste. Anne Extension & Cycle Route**

Neither the SMP nor the BAP suggest Ste. Anne as a possible cycling route. However, SMAP believes this route can work if it does include bike lanes in either direction as proposed by the Downtown Master Plan (page 130). SMAP recommends either a Class 1 or Class 2 (as outlined in the SMP) for the Ste. Anne Extension with a sidewalk path on both sides of the road for pedestrians.

## **22. Grey Street Pedestrian Lane**

SMAP supports a shared lane through Memorial Park.

### **23. Beech Street Mews**

SMAP supports the Beech Street Mews project.

### **24. Van Horne Street Realignment**

SMAP supports the realignment of Van Horne Street. Currently, it is an awkward intersection that can lead to dangerous interactions between cars, pedestrians and cyclists.

### **25/26/27. West District Parkade/Central District Parkade/South District Parkade**

It was noted at the Speak Up Sudbury Session that the Parkade will be the main transport terminal for Sudbury. If this is indeed the case then, SMAP recommends that the Parkade construction also include provisions for secure cyclist parking.

SMAP also recommends that priority be given to the West and South District Parkades. It is conceivable that giving pedestrians priority in the Downtown (making walking safe, pleasant, accessible and convenient) will encourage the use of parking outside the core and walking to destinations within Downtown.

### **28. Transit Terminal Relocation**

SMAP supports the proposed location for the Transit Terminal as the current location does not allow for expansion such as additional buses, more buses with “Rack and Roll” racks for bikes, and secure bicycle parking. The proposed location near Paris and Elgin provides easy access to the Elgin Greenway and the proposed Farmers’ Market location. Also this proposed location is suggested to occur in 10+ years where the growth of the downtown will more likely support this location.

SMAP recommends that the city implement CPTED as a planning tool in developing the new transit station. SMAP also recommends large, secure and attractive bicycle parking to allow for “Bike and Ride”.

As a consideration to the needs of older adults, disabled people, parents with strollers and those with mobility issues, convenient and accessible bus stops need to be considered at locations such as the Rainbow Centre and the Parkside Older Adult Centre.

### **29. District Energy Expansion**

SMAP wonders if the system for hot water pipes is underground, and if so could it be used to heat sidewalks in the winter to help with snow removal. For example, Holland, Michigan diverts waste heat from its power plant to heat the sidewalks downtown (see: <http://www.metropolismag.com/pov/20110406/places-that-work-holland's-sidewalks>). This would reduce our snow clearing costs and would be a benefit to our aging population (and potential hospital costs due to falls). Currently, most of Downtown residents are seniors living at St. Andrew's Place, Christ the King and Red Oaks.

### **30. Laneway Upgrade Strategy**

SMAP supports the laneway upgrade strategy as an excellent move to revitalize the neglected laneways and to create interesting and additional pedestrian routes.

SMAP wishes to make two recommendations: (1) CPTED be used as a planning tool in their design. (2) SMAP recommends that because many of the laneways are narrow that skateboarding and cycling be banned in the laneways, this could be indicated through signage.

### **35. The Elgin Greenway**

The SMAP enthusiastically encourages the Elgin Greenway. Not only will it be a beautiful addition to the downtown and to the region, it also serves a much needed transportation route for pedestrians and cyclists as it will connect Bell Park and the University to the downtown.

The SMAP recommends that pedestrian and cyclist traffic be separated, and that there be cyclist traffic in two directions (see figure 9).

**Figure 9: Cyclists traffic in two locations with a pedestrian path in London, England**



Please imagine this with the proposed greenery.

As the Elgin Street Greenway connects to the bike path in Bell Park, SMAP recommends that the city re-examine the recent addition (Fall 2011) to the Bell Park Bike Path. This path is quite steep and does not meet the needs for those who would most often use it – recreational bikers (such as small children, families with toddlers in bike seats etc.) or older or inexperienced bike commuters.

### **37. Tom Davies Square Redesign**

SMAP supports the Tom Davies Square Redesign, especially as it meets the SMP recommendation of future considerations and potential initiatives where “the courtyard at Tom Davies Square could be transformed into a vibrant public space through the creation of a functional green space and public plaza.

### **40. Brady Green Stairs**

SMAP recommends that the city implement CPTED as a tool for planning the Brady Green Stairs.

## **42. Downtown Planting Program**

SMAP readily supports the Downtown Planting Program. There are many studies that show that people walk where it is attractive. Greenery helps to create attractive areas.

The re-greening of down town streets such as Paris, Elm and Elgin look great. It would be interesting to see a visual of how a greened Paris, Elm or Elgin Streets will look like in the winter. Raised gardens can make snow removal difficult and may limit pedestrian access in the winter. The designers will have to ensure that there is an ability to remove snow from sidewalks and that there is somewhere to put it.

### **Additional Comments:**

#### Walking

- Develop a plan to expand the countdown crosswalk signal at every traffic signalized intersection in the downtown
- Reinstate the “amble-scramble” at the intersection of Elm and Durham Streets (pilot project)
- Implement car-free Saturdays in the downtown between June 1 and October 31. This should be coordinated with various festivals.
- Research “flat top” sidewalk design for the downtown to help make sidewalks more passable in the winter
- Research alternative methods to traditional crosswalk painting at high traffic intersections in the downtown

#### Cycling

- Enforce the Bicycle Zoning By-Law, which requires a minimum number of bicycle parking spaces at retail, institutional, employment, educational and residential centres
- Expand and promote the City of Greater Sudbury Transit “Rack and Roll” program to all transit busses by 2015
- Develop a “Cycling in Greater Sudbury” wayfinding map outlining designated routes and information
- Conduct educational blitzes at high-profile intersections in the downtown

## Transit

- Develop and install a detailed wayfinding scheme for the transit system including mounted schedules and displays at major destinations, hubs and stops
- Ensure that maintenance and snow clearing of transit stops is a high priority for high traffic pedestrian areas where high densities of seniors, low income individual, children and youth reside
- Some concern has been expressed surrounding the movement of the Transit Depot to the southside of Downtown and away from the retail businesses. Having access to the pharmacy or small the grocery store in the Rainbow Mall while waiting for your transfer is currently very convenient and an upside of taking transit. Will other development in the south side of Downtown provide these amenities?

Thank you for the opportunity to comment on the Downtown Master Plan. SMAP applauds the cycling, pedestrian and transit initiatives in the plan.

Sincerely,

Samantha Baulch  
Chair, SMAP on behalf of the SMAP