



**City of Greater Sudbury's
Sustainable Mobility
Advisory Panel
2010-2014**

Mandate

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.

June 24, 2012

City of Greater Sudbury
Planning & Development
Attention: Eric Taylor, Director of Development Services
Eric.taylor@greatersudbury.ca

**RE: re-zoning and plan of Subdivision-McKinnon Street and Barry Street Sudbury
-1232252 Ontario Inc.**

Dear Mr. Taylor,

The Sustainable Mobility Advisory Panel (SMAP) has been tasked to assist City of Greater Sudbury staff, Council and community partners in implementing the recommendations made within the Sustainable Mobility Plan, 2010 and the Bicycle Master Technical Plan, 2011. We advocate for both non-motorized transportation and public transit opportunities within Greater Sudbury. It has come to our attention that the above noted application has been brought forward to the Planning Committee and we would like to comment specifically on connectivity, safety and security for pedestrians and cyclists.

Routing and connectivity strongly affect travel distance, travel behaviour, and transportation choices. The current development plan has identified a number of favourable linkages that connect people through the neighbourhood and to places they want to go. For example, sidewalks are indicated along the arterial roadways; non-motorized trails are highlighted that route people to new and existing pathways, including the Blueberry Hill Trail; and planned shortcuts in cul-de-sacs connect residents to other pathways. Finally, a bidirectional separated bike path, designed along the major thoroughfare Silver Hills Drive, will encourage cycling among all ages and abilities in the community. This development illustrates a good example of a complete street design.

Modifications made to the natural environment that address risks associated with automobile traffic encourage walking and biking as people feel a sense of safety and security. The current plan incorporates pedestrian infrastructure that provides safe spaces for people to transport themselves actively. Traffic calming measures have been integrated into the design which will reduce motorized traffic speed and improved safety for pedestrians. It is apparent that this development has been designed for people first.

Good design encourages active transportation, which is fundamental to a healthy, sustainable community. We feel that the Developer has taken active transportation from policy to action and we would like to commend the Developer for considering the diverse needs of citizens of all ages and abilities.

The SMAP appreciates the opportunity to provide input and welcomes further dialogue on specific components of the active transportation routes.

Thank you for considering these comments to ensure that an active and safe community is achieved for all.

Sincerely,

Samantha Baulch
Chair, Sustainable Mobility Advisory Panel

cc: David Kilgour, Chair, Planning Committee