

## SMAP Agenda

Meeting – Thursday, September 22, 2016, 5:30 p.m.

Tom Davies, rm C-10

**Present:** Pam Banks, Carol Craig, Mary Ann Duynisveld, Michelle Ferrigan, Chris Gore, Naomi Grant, Stephen Holmes, Deb McIntosh, Lilly Noble, Rachelle Niemela, Niall Williams

**Regrets:** Samantha Baulch, LyAnne Chenier, Daniel Barrette

1. Updates were moved up on the agenda. There were no questions/corrections to the June meeting notes. Chris Gore volunteered as notekeeper for this meeting.

## 2. Updates

a) Transit (Michelle):

- \$3.8M in transit funding (federal) for 9 transit projects
  - Route optimization study and service enhancements. The analysis looks at ridership as well as population and employment, etc. Will be looking at a hub system. The funding is also for implementation of the hubs (shelters, bike racks, wayfinding). Hoping that hubs can be transfer points for Handi Transit.
  - New transit vehicles
  - New/upgrade software to improve efficiency.
  - Restore and rehabilitate transit shelters (special product which permanently restores metal frames)
  - Increase Handi Transit service by 2 vehicles (15-17 vehicles). Handi Transit is over capacity which means some rides are refused.
  - Upgrades for the transit terminal and transit garage
    - They will be trying out some smaller buses (30 ft, versus 40ft), possibly for community routes
- Wayfinding hardware is up. The map should be done very soon. When it is up, there will be a launch, and a presentation to Council. The public will be asked for feedback. Google transit feed (real time information) is up and running.
- The Transit Master Plan will be done together with the route rationalization. It will follow the EA process (there will be opportunity for input). It should be completed by March 2018 (deadline attached to the funding received).
- Bike racks will come off the buses for the winter. We had previously heard they could stay on 4 seasons after the new transit garage was used. Michelle will look into it. In the meantime, if there is room on the bus, the driver should let you bring your bike on the bus. This does not always happen. Michelle will look into it.

b) Motion regarding in-boulevard cycle tracks (Deb)

- Here is the motion that passed (unanimously) at the Sept. 13 Council meeting in regards to designated cycling infrastructure on specified boulevards.

**" Traffic and Parking By-law Amendment** As presented by Councillor McIntosh:

“WHEREAS Book 18 of the Ontario Traffic Manual and the draft Transportation Master Plan recommend the use of in boulevard cycling facilities as a cost effective way to provide a physically separated cycling facility;

AND WHEREAS the City of Greater Sudbury’s Traffic and Parking By-Law 2010-1 prohibits bicycles or any other vehicle from driving on boulevards;

BE IT RESOLVED that City of Greater Sudbury endorses the use of designated and appropriately retrofitted boulevards for cycling facilities and that staff be directed to expedite their ongoing review of the Traffic and Parking By-Law 2010-1 and provide recommendations to the Operations Committee by the first quarter of 2017 on how to modify the by-law to allow the use of boulevards as cycling facilities as identified in the draft Transportation Master Plan.”

- A report will come back to Operations Committee in the first quarter of 2017. SMAP can provide comment at that time. The full scope of the review (and what items are being looked at from SMAP’s report) are unknown at this time. Stephen will look into it (Naomi will re-send Stephen the 1-page summary).
- Once the by-law is amended, new or appropriately retrofitted in-boulevard cycle tracks can be added to the schedule (map) as designated cycling routes and will be identified and signed appropriately. Additions will be brought to Operations Committee to be formally added to the by-law schedule (map).

c) Active Transportation Coordinator position. (Stephen)

- Verbal acceptance has been received, coming from out of town. The start date is unknown but should be before the end of the year.
- Stephen will look into whether the job description can be circulated to SMAP

d) Cycling &/or pedestrian infrastructure projects completed/to be completed in 2016; update on paved shoulders on Long Lake Rd. (Stephen)

- Long Lake Rd: paved shoulders and rumble strips from the southern clover leaf ramp to the top of the hill (~ 800m)
- Skead Rd: paved shoulders and rumble strips (in progress)
- Balsam: connection to Copper Cliff Trail at Copper Cliff end
- Nelson bridge to Howey: drafting is done – no further progress
- No information available on safe bike route on Froad to new St. David school or a crosswalk to the school across Froad
- Tender has been closed for 20 pedestrian crossovers. (See the report to Operations Committee presented May 16: <http://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=1&id=1001>). Pedestrian and vehicle counts were done at 36 locations. However this data is not included in the report.
- Rachele noted that the edgelines on Lansing are well used by cyclists, roller-bladers, runners...and there is not much parking on the street, so it works well.

e) Evaluation of Paris/Notre Dame corridor (Stephen)

- The consultants are still working on it. They will show where in-boulevard facilities would work, where there are challenges, and proposed solutions. They are preparing cross sections. It should be ready in a couple weeks and should be able to be shared with SMAP.

f) Timing/process for Transportation Study Report (Stephen)

- The Report should be presented to Council around the end of November (aiming for the Nov. 22 Council meeting). It will be posted on the City website 1 month before (aiming for the end of October), and comments will be invited at this time. The posted report will have track changes to show the revisions made. The expectation is that Council will give approval to post a notice of completion. There will then be a formal 30 day comment period as part of the EA process.
- a request had been put into the clerks that SMAP present to Council prior to the report being presented. Deb will follow up on how/when SMAP can present to Council or Operations Committee.
- If the Report is presented at the Nov. 22 Council meeting, written comments made available in the agenda package will have to be ready by Nov. 9. We will hold a SMAP meeting November 3, 5:30 p.m. to prepare SMAP's comments. This is assuming the report is available for review by that time.

g) Traffic calming and bike routes on Riverside & Auger (Stephen)

- Auger is tentatively lined up for rehabilitation next year. They are looking at doing traffic calming at the same time. They will be meeting with residents about options. They cannot say at this time if all the options presented will be bike friendly.
- Riverside is not on the list for rehabilitation. It may have traffic calming in 2018.
- the policy is that only residents directly affected (living on the street) vote on the option
- SMAP recommends that appropriate cycling infrastructure (i.e. bike lanes) be included on both streets. Both are bike routes.

h) Lorne project (Stephen)

- Detailed design drawings were posted for the tender ([https://www.greatersudbury.ca/business/tenders-purchasing/tenders/index.cfm?tender\\_id=2887&pg=tender](https://www.greatersudbury.ca/business/tenders-purchasing/tenders/index.cfm?tender_id=2887&pg=tender))
- Stephen indicated the public comment period is over, so there was no intent to go over the design plans with SMAP
- SMAP has outstanding questions about the design such as what happens at intersections (is there dedicated space for cyclists, will cyclists have to dismount?)
- There is also wide community interest in the design, and public input contributed to the changes made. Generally, reporting back on the final result is part of a public input process.
- There was debate about SMAP's role in commenting on detailed designs, and on communicating to residents. Note the following actions from SMAP's strategic plan: "Provide input on proposed designs for road projects" [for incorporation of sustainable mobility infrastructure]; "Communicate regularly with stakeholder groups;" and "Goal 5: Pedestrians, cyclists and transit users are meaningfully consulted included in decisions, priority setting, and identifying needs for transportation;" as well as Primary Objective from SMAP's mandate from Council to "To advocate for pedestrians, cyclists and transit users." Also note that there are community organization representatives on SMAP who are responsible for representing their members.
- SMAP recommends that design plans for projects of public interest be made available in a way that is understandable and accessible to the public. Staff indicated resources were a challenge in doing that. Community group representatives indicated that providing this information will increase public understanding and reduce misinformation and conflict.

i) City website – transportation (Stephen)

- no update. The target for the audit is May 2017. The target to be on-line is unknown.

j) Dave McLoughlin referenced a document they prepared to assist municipalities in applying Book 18 guidelines in their local context (Stephen)

- A request has been made (in the last few days) for a copy

k) Ward 1 CAN minutes recently referred to bike counts that would warrant or not warrant cycling infrastructure. Is there such an evaluation? Staff indicated there was not.

l) - Update on public input process (Deb).

No update

**3. SMAP input to CGS budget 2017** (also consider infrastructure funding recently received).

SMAP will submit a letter with SMAP's recommendations, as was done last year (and as identified in our strategic plan). See letter below.

SMAP RECOMMENDATION 2016 budget	APPROVED BY COUNCIL	SUGGESTED RECOMMENDATION FOR 2017 BUDGET
Fund AT coordinator	Yes	
Specialized transit training for residents with special needs	Yes-1 year	Continue funding
Freeze transit user fees	No	
Day pass, family pass, low income pass, free transit for seniors on Mondays	Yes- 1 year	Continue (review for any needed changes; include SMAP input in review)
Enhance winter maintenance at 100 stops	Yes	Continue and expand
Change Sunday service to Mon-Sat routes and frequency	No	Change Sunday service to Mon-Sat routes and frequency
Earlier transit start times, so people can get to work	No	Earlier transit start times, so people can get to work
		Student fare (elementary – post-secondary)

It was discussed that a line item in roads capital budget dedicated to pedestrian infrastructure to improve pedestrian safety should wait for the sidewalk priority index.

Deb indicated that the budget will include a cost centre for the dedicated budget \$ for cycling infrastructure, so that there will be more detail on where this \$ is spent. This will include the Notre Dame/Paris corridor study. Potential items coming up are the Lasalle corridor study (one of the nodes and corridors studies).

Deb will get back to us about a motion to clarify what this funding can be used for.

#### **4. Cycling wayfinding**

- LyAnne, Niall and Mary will present examples they have so far at the next SMAP meeting, to get feedback from the group.
- At that time we will also discuss next steps, and any implications for cycling infrastructure (i.e. are paint markings for signed routes being delayed waiting for wayfinding, as SMAP had previously been told?)
- Stephen indicated that it was a huge project that had taken up too much of LyAnne's time, and was a project that would require another staff person (the AT coordinator, or a consultant coordinated by the AT coordinator). We had understood the project was simply to provide feedback on the type of wayfinding system Greater Sudbury should have, not to plan and implement the wayfinding system (beyond the scope of a volunteer committee), so did not know the amount of work LyAnne was taking on.

#### **5. 2017 road projects & AT projects (Stephen)**

- The 2017 budget is still being worked on, so there is no defined list of projects. Once that is available it can be shared with SMAP
- projects on Kelly Lake Road over the next couple of years will provide connectivity from the Junction Creek trail to Copper Cliff Trail
- Stephen will get back to us on what type of infrastructure is planned for this connection.
- It is important it is more than a paved shoulder

#### **6. Other fall 2016 to-do's (from strategic plan):**

- review of traffic calming by-law
- review 2010 SMP recommendations and recommend updates [Carol will lead]
- Research best practices and examples from other communities for Transit Master Plans [Transit subcommittee will lead]
- Updates will be brought back to SMAP's January meeting

#### **7. Next meeting** November 24. Schedule of meetings into spring 2017: January 26, March 23, May 25, June 22 (if needed). Special meeting November 3 to review Transportation Study.

- Provide telecommuting option since Thursday evenings can be difficult for some members, especially regarding child care.

September 26, 2016

To Greater Sudbury City Council:

The Sustainable Mobility Advisory Panel (SMAP)'s mandate is: "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."

Our vision is that citizens of Greater Sudbury can walk, cycle, roll and/or use public transit efficiently and safely to get to their destinations, whatever their age or ability.

We would like to provide our comments regarding the 2017 municipal budget.

### 1. We support initiatives that make transit more accessible, and help grow ridership

#### - Enhanced winter maintenance at bus stops

Last year, Council approved winter maintenance for 100 additional bus stops. **We support continuing and expanding enhanced winter maintenance at bus stops.**

Bus stops and sidewalks that are not cleared of snow make transit inaccessible to many in the winter, and can be a serious safety hazard, especially for seniors and other vulnerable users. Transit should be accessible year round, which requires winter maintenance of transit stops.

**We also support adding more bus shelters where most needed.**

#### - Fare options

Last year, Council approved **family passes, day passes, low income passes, and free transit for senior on Mondays**, for one year.

**We support continuing these fare options.** As these fares are assessed, some changes may be made, and SMAP welcomes the opportunity to provide input.

**We support student fares for students in elementary, high school, and post-secondary school.**

Students are the next generation of transit riders. Familiarizing young people with transit and making transit an affordable option helps to grow ridership for the long term. Students also rely on transit to access classes and extra-curricular activities.

#### - Travel Familiarization for Seniors and Mobility Trainer

Last year, Council approved a travel familiarization and mobility trainer pilot projects.

**We support continuing travel familiarization for seniors and travel training for residents with physical or cognitive disabilities, and their companions.**

#### - Improved Sunday service

Residents have most of the same travel needs on Sundays as Saturdays, yet Sunday service is much less convenient. The Ridership Growth Strategy recommends improved Sunday service. Friends of Sudbury Transit consistently hear from transit riders that Sunday routes should be the same as Monday-Saturday routes. **We support providing Monday-Saturday routes and frequencies on Sundays.**

### - Earlier start times

Many people are unable to use transit because they would require an earlier start time to get to work on time. Earlier start times would make transit an option for more residents, and would also make more job opportunities available to residents relying on transit. **We support earlier start times for transit.**

## 2. Investments in infrastructure that support sustainable mobility

The City of Greater Sudbury received up to \$19.5 million over three years to upgrade and expand infrastructure through the Ontario Community Infrastructure Fund.

We recommend that sustainable mobility be supported by this funding:

### a) Support streets that serve all users

- A portion of this funding should be directed to upgrading main arterials into Complete Streets with dedicated space for walking, biking and driving.

### b) Support walking

- A portion of the funding should be dedicated to adding sidewalks where they are most needed, as identified by the sidewalk priority index.
- A portion of the funding should be dedicated to upgrading and adding safe pedestrian crossings, targeting areas dangerous for pedestrians
- A portion of this funding should be invested in pedestrian infrastructure: (i) Identification and prioritization of areas where pedestrian routes are required to connect people to places in a safe manner; (ii) When retrofitting to building new roadways, ensure that sidewalks, crosswalks and paths are universally accessible; (iii) Enhance pedestrian routes through lighting, waste receptacles, benches, clear signage, adequate crossings/cross walks, and proper maintenance.

### c) Support cycling

- Any road infrastructure built or upgraded with this funding should include appropriate active transportation facilities (according to MTO Book 18 guidelines).
- A portion of this funding should be directed to completing a minimum grid of safe dedicated cycling routes.

### d) Support transit

- If eligible, a portion of this funding should be directed to adding shelters at transit stops, improving transit service, and adding crosswalks to transit stops where needed and possible (and/or adjusting bus stops where appropriate to improve access to safe crossings).

Thank you for your consideration.

Sincerely,

Your Sustainable Mobility Advisory Panel

Contact: Naomi Grant, Chair (grant\_naomi@hotmail.com)