

## Sustainable Mobility Advisory Panel Input to draft Transportation Study

July 15, 2015

### Sustainable Mobility Advisory Panel (SMAP)

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.

SMAP's comments on the draft Transportation Study focus on three of our Primary Objectives:

- “• To assist staff, Council and community partners in **implementing the recommendations made within the sustainable Mobility Plan** and the Bicycle Master Plan;
- To advocate for Greater Sudbury's **policies affecting pedestrians, cyclists and transit users**; and to develop **recommendations to encourage sustainable mobility**;
  - To **advocate recommendations for walking/cycling infrastructure.**”

Our vision is that all citizens are able to get to their destinations safely and conveniently, whether they are walking, biking, busing, in a wheelchair or scooter, or in their private vehicle.

### **1. Roads that support all travel modes.**

#### **Complete Streets**

We are pleased to see Complete Streets as a guiding principle.

Recommendations	
Edits	<ul style="list-style-type: none"> <li>- Clarify that the Complete Streets section is intended as a starting point, and that a full Complete Streets Policy is needed.</li> <li>- Appropriate active transportation infrastructure should be a part of all new roadwork and road upgrades, guided by complete streets principles.</li> </ul> <p>All upcoming road projects should be brought to SMAP early in the process, so that SMAP input can be incorporated in the design.</p>
Add deadlines for missing elements	<ul style="list-style-type: none"> <li>- Full Complete Streets Policy in 2016 (in time to guide 2016 budget process if possible)</li> <li>- Complete Streets Guidelines by 2017</li> </ul>

#### **Road classification street design guidelines**

We are pleased to see street design guidelines that include all modes.

Recommendations	
Edits	<ul style="list-style-type: none"> <li>- Include reference to traffic type &amp; topography in regards to appropriate safe cycling infrastructure; and appropriate selection of 'alternate' routes (consistent with Book 18).</li> <li>- We are concerned that recommended road widths are quite wide. Narrower traffic lanes have been shown to be safer for all road users.</li> </ul> <p><a href="https://www.academia.edu/12488747/Narrower_Lanes_Safer_Streets_Accepted_Paper_for_CITE_Conference_Regina_2015">https://www.academia.edu/12488747/Narrower_Lanes_Safer_Streets_Accepted_Paper_for_CITE_Conference_Regina_2015</a></p>

### Safe streets

Street and intersection design has a big impact on safety of all users. Communities around the world have adopted a Vision Zero, aiming for zero fatalities or serious injuries resulting from traffic collisions.

Recommendations	
Edits	<ul style="list-style-type: none"> <li>- Include a section on best practices for designing roads, intersections and crossing that reduce the number and severity of collisions. Note that street trees have been shown to decrease speeding and improve walkability, among other benefits.</li> <li>- Recommend adopting a Vision Zero</li> </ul> See: <a href="http://www.visionzeroinitiative.com/en/Concept/">http://www.visionzeroinitiative.com/en/Concept/</a>

### 2. Connected transportation networks for pedestrians and cyclists.

We are concerned that the recommended approach for implementing active transportation infrastructure is to do so with roadwork planned for the purpose of reducing congestion. Although such road projects should always include appropriate active transportation infrastructure, the result of relying heavily on this approach will be a fragmented patchwork, not a functional network.

Therefore, there must also be an emphasis on retrofitting existing roads to connect a functional active transportation network.

#### Completing connected transportation routes for pedestrian and cyclists must be a priority.

Recommendations	
Edits	<ul style="list-style-type: none"> <li>- Recommend approaches to achieve a functional active transportation network in a timely manner.</li> <li>- Address the need to retrofit existing roads with appropriate active transportation infrastructure in order to create connected routes.</li> <li>- Prioritize creating safe and convenient transportation infrastructure for our most vulnerable users. Road projects should be prioritized based on the needs of all modes. Road projects should be assessed with the 'health impact assessment'. Here is an example of another tool that could be adapted to local conditions to prioritize transportation projects in a holistic manner: <a href="http://nashvillempo.org/docs/lrtp/2035rtp/Docs/MPO_Scoring_031710.pdf">http://nashvillempo.org/docs/lrtp/2035rtp/Docs/MPO_Scoring_031710.pdf</a></li> <li>- A Sidewalk Priority Index and a Cycling Infrastructure Priority Index should be used to identify where active transportation routes are most needed, and to most effectively direct resources. Because of safety concerns and their role as main travel routes, arterials and collectors are a priority. For examples of Cycling Infrastructure Priority Indices, see: <a href="http://www.seattle.gov/transportation/docs/bmp/SeattleBMPUpdate_FINALPrioritizationWhitePaper.pdf">http://www.seattle.gov/transportation/docs/bmp/SeattleBMPUpdate_FINALPrioritizationWhitePaper.pdf</a></li> <li>- Using this information and community input, SMAP will advise on priorities for active transportation infrastructure.</li> </ul>
Add deadlines for missing elements	<ul style="list-style-type: none"> <li>- <b>Sidewalk Priority Index</b> by 2016</li> <li>- <b>Cycling Infrastructure Priority Index</b> by 2016</li> </ul>

### Cycling Routes

We are pleased to see the importance of cycling routes recognized, and mapping and implementation schedules.

However, the current mapping and implementation schedule does not meet the goal of completing a safe connected network of cycling routes in a timely manner.

<b>Recommendations</b>	
Edits	<ul style="list-style-type: none"> <li>- Clarify that these routes and schedules will be updated with consultation with SMAP and community, and the use of a Cycling Infrastructure Priority Index</li> <li>- Set guiding principle of completing a minimum grid of safe cycling infrastructure in a timely manner – this goal should guide the routes and implementation schedule. Due to safety concerns, arterials and collector roads are top priorities. Note SMAP’s 2012 recommendation that the priority should be on primary corridors to create cycling infrastructure that is most visible, useful, and safe.</li> <li>- Recognize the need to connect some key corridors in the short-term (next 5 years). This would have a strong positive impact on the ability of residents to use active transportation, and would be a “show” piece for the City of Greater Sudbury.</li> </ul>

### **3. Section 8: Active Transportation Master Plan**

We are pleased that active transportation is addressed. However, we want to ensure that the language around prioritizing and implementing active transportation is strong, while also being clear that the precise routes and implementation schedules will be modified to best meet active transportation needs and community priorities. There should also be clear and strong language around the process for setting priorities.

<b>Recommendations</b>	
Edits	<ul style="list-style-type: none"> <li>- clarity is needed around the process for setting priorities, deciding routes &amp; appropriate infrastructure, and implementation – this should include:               <ul style="list-style-type: none"> <li>- collaborative decision making with SMAP</li> <li>- priorities and implementation schedules set according to achieving safe &amp; connected active transportation infrastructure; not tied to roadworks schedules –by 2016.</li> <li>- the use of the Sidewalk Priority Index and Cycling Priority Index</li> <li>- a clear strategy to complete a functional and safe active transportation network in a timely manner, including completing short term design work, and allocating required budget dollars – by 2016.</li> </ul> </li> <li>- clarity that the proposed routes and schedules are not set in stone, but will be determined collaboratively.</li> <li>- that being said, a recommended list of priority cycling infrastructure should be included. Note SMAP’s 2012 recommendation that the priority should be on primary corridors to create cycling infrastructure that is most visible, useful, and safe.</li> <li>- Appropriate active transportation infrastructure should be a part of all new roadwork and road upgrades, guided by complete streets principles. All upcoming road projects should be brought to SMAP early in the process, so that SMAP input can be incorporated in the design.</li> <li>- To create connected active transportation networks, we cannot rely on new roads or road upgrades – this will create a patch work, not a network.</li> </ul>

	<ul style="list-style-type: none"> <li>- Strategies and solutions are needed to complete connected routes. I.e. priority must be given to stand-alone active transportation projects that complete priority routes, and provide safe infrastructure on primary routes.</li> <li>- An attitude of 'how can we get there' is needed, which may include creative solutions. It would be useful to include a section of examples of creative solutions used in other communities.</li> <li>- To support active transportation, a complete and user-friendly web portal for information and resources should be recommended.</li> </ul> <p>E.g. <a href="http://www.thunderbay.ca/Living/Getting_Around/Active_Transportation.htm">http://www.thunderbay.ca/Living/Getting_Around/Active_Transportation.htm</a></p>
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Note: there is some difference in opinion about what an Active Transportation Master Plan should contain, and whether Section 8 is a complete Active Transportation Master Plan.

#### **4. Transit**

A full transportation plan must include transit.

<b>Recommendations</b>	
Edits	<ul style="list-style-type: none"> <li>- interim goals to increase ridership</li> <li>- recommendations based on observed traffic patterns (e.g. recommend pilot project of increased frequency during peak travel times on main commuter routes)</li> </ul>
Add deadlines for missing elements	<ul style="list-style-type: none"> <li>- Transit Master Plan by 2017. SMAP should have input on the goals and terms of reference for the Transit Master Plan. The primary goal should be to increase transit ridership.</li> </ul>

#### **5. Transportation Demand Management**

We are concerned that Transportation Demand Management (TDM) is not included in the Transportation Study. TDM will allow the City to make the most effective use of its existing transportation network, and will facilitate the use of sustainable transportation modes.

<b>Recommendations</b>	
Edits	<ul style="list-style-type: none"> <li>- Add TDM recommendations</li> </ul>
Add deadlines for missing elements	<ul style="list-style-type: none"> <li>- Transportation Demand Management Plan by 2016</li> <li>- TDM manager position in place by 2016</li> <li>- Use Levels of Service for all modes by 2016. Use measured LOS' to assist in choosing priorities for projects. Projects that protect our most vulnerable users, by addressing deficiencies in pedestrian and cycling infrastructure, and transit service, should be priorities.</li> </ul>

#### **6. Traffic Modelling & list of road projects**

We are concerned that traffic modelling did not incorporate TDM, or goals for increased modal share. A modal share of 2% for transit was used, which is below current levels (4-5%) – the opposite of incorporating goals for increased ridership. No modal share for active transportation was included. This could result in overestimating traffic congestion, and therefore overestimating the need for new roads or road enhancements, which is costly to the City, and diverts resources from other needs.

<b>Recommendations</b>	
Edits	<ul style="list-style-type: none"> <li>- Note this weakness in the traffic modelling.</li> <li>- Note that the road projects listed may not be required</li> </ul>

Add deadlines for missing elements	- Redo traffic modelling with TDM and transit ridership goals, and using evaluation metrics for all modes to evaluate alternative scenarios – by 2017.
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## **7. Official Plan**

As in Section 8, we want to ensure that the language around prioritizing and implementing active transportation is strong, while also being clear that the precise routes and implementation schedules will be modified to best meet active transportation needs and community priorities.

## **8. On-going role of SMAP**

SMAP has an on-going role to advocate for sustainable mobility and advise on:

- active transportation infrastructure priorities;
- priority projects for cycling infrastructure dollars;
- road design that work for all users in all road projects.
- supporting sustainable mobility: walking, cycling and transit.

<b>Recommendations</b>	
Edits	- Note the on-going role of SMAP
Add deadlines for missing elements	- Require annual progress reports on active transportation infrastructure and sustainable transportation goals & recommendations, including comments by SMAP.

## **9. Implementation schedule for key elements to be brought into Transportation Study**

Include this schedule in the Transportation Study, the Official Plan, and to be adopted by motion by Council when the Study is accepted.

<b>Key elements</b>	
Complete Streets Policy and Guidelines	- Full <b>Complete Streets Policy</b> in time to guide 2016 budget process if possible - <b>Complete Streets Guidelines</b> by 2017 ( <i>less than a year</i> )
Sidewalk Priority Index	- <b>Sidewalk Priority Index</b> by 2016 ( <i>less than a year</i> )
Cycling Infrastructure Priority Index	- <b>Cycling Infrastructure Priority Index</b> by 2016 ( <i>less than a year</i> )
Transit Master Plan	- <b>Transit Master Plan</b> by 2017 ( <i>1-2 years</i> )
Transportation Demand Management Plan	- <b>Transportation Demand Management Plan</b> by 2016 - TDM manager position in place by 2016 - redo traffic modelling with TDM, and transit ridership goals (building on current levels of 4-5%); using metrics for all modes to evaluate alternative scenarios – by 2017 - <b>Levels of Service</b> for all modes by 2016.

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## **Sustainable Mobility Plan for Greater Sudbury 2010 – recommendations relevant to Transportation Study.**

### **POLICY**

#### **Walking recommendation 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.

#### **Walking recommendation 2**

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).

- 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.

Using the Priority Index System for pedestrians, determine where traffic calming measures are required on residential and local streets in high pedestrian traffic areas

#### **Cycling recommendation 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.

#### **Cycling recommendation 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).

#### **Cycling recommendation 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.

## **INFRASTRUCTURE**

### **Walking recommendation 9**

Install pedestrian refuge islands or medians where significant mid-block crossings are identified through Pedestrian Traffic Studies.

### **Walking recommendation 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.

### **Walking recommendation 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 pedestrians

### **Walking recommendation 12**

Ensure infrastructure to improve connectivity between destination points, such as footpaths, are included in new developments.

### **Walking recommendation 13**

Work to improve the pedestrian connections in existing neighbourhoods and between existing destination points.

### **Walking recommendation 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.

### **Cycling recommendation 9**

Implement the Action Plan developed for the Bicycle Route Network following the Official Plan amendment process.

### **Cycling recommendation 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.