

Sustainable Mobility Advisory Panel

Comments on the Greater Sudbury Transportation Study Draft Active Transportation Maps

Task Assigned: Comment on the AT Network Concept map with facility types

Instructions on the the Map: Greater Sudbury Transportation Study Draft Active Transportation Network Concept

The Draft AT Network Concept classifies routes by facility type (see also the facility options matriz (sic) here today). Please review the routes and facility types and provide us with your comments directly on our map.

Overall Comments

When thinking about cycling infrastructure, three words come to mind: visible, useful and dangerous. All these words point to one infrastructure priority: primary corridors.

Visible: Priority should be given to cycling infrastructure that makes cyclists and cycling a visible transportation method and recreational activity. In order to accustom motor-vehicle users to the presence of cyclists, they must be seen. In order to build momentum for cycling in our city, cyclists need to be seen. Priority should be given to infrastructure projects along the primary corridors.

Useful: Priority should be given to cycling infrastructure that makes cycling a practical transportation possibility in our city. In order to get more people cycling in our city, cyclists need to be able to get around. Since our city's transportation network is based on a small network of primary corridors, priority should be given to infrastructure projects along these routes.

Dangerous: Priority should be given to cycling infrastructure that makes cycling a safe transportation method. In order to make cycling safe in our city, the infrastructure must start with the most dangerous routes. Danger arises from motor-vehicle volume, speed and countless intersections. Priority should be given to infrastructure projects along the primary corridors.

Focusing cycling infrastructure dollars on the primary corridors (both high priority recommendations in the Bicycle Advisory Panel (BAP) Bicycling Technical Master Plan and the Sustainable Mobility Plan (SMP)) will enable cycling to grow in our community. Cyclists being seen will accustom drivers to their presence on the road. Cyclists being seen will inspire more people to cycle. Cyclists being able to get around on useful infrastructure will lead to more people cycling. Cyclists being able to safely navigate our city's roads will lead to more

people having the confidence to cycle. These results will keep feeding into each other and foster a growth in cycling for our community.

Another piece to fostering cycling in our city is connectivity, whether through signed routes that connect on-road facilities with off-road facilities or a cycling way-finding map available to citizens and visitors alike.

Map, Legend and Layout

What is the expected time frame on the implementations of these facility type proposals? Five, ten, twenty years? Since knowing what will be implemented and when greatly impacts our comments/recommendations, could the maps be subdivided into 1-5 year plan, 1-10 year plan and 1-20 year plan?

In the BAP Technical Master Plan recommendations are clearly outlined for the bicycling corridors that are short term, high priority (page 18-23). We would like to see these infrastructure facilities implemented on the 1-5 year map. At minimum, all should be signed with sharrows. This is an immediate priority.

The quality of the printed maps need to be improved. Most streets are unreadable and the maps are too compacted to make sense of the routes.

The legend should be based on the AT Facility Type Matrix provided. For example, 'Existing Signed Route' and 'Proposed Signed Routes' should appear with the number one (1) as listed. The 'Proposed Cycle Track' should appear with the number thirteen (13) and description from the AT Facility Type Matrix title 'raised and curb separated'.

Define the 'Proposed Edgeline' (does not appear on in the AT Facility Type Matrix). What is the difference between a bike lane and an edgeline? Is the bike lane on Howey Drive the same thing as an edgeline? Where is the illustration of a 'Proposed Edgeline' that is used on the draft active transportation map?

Why do the maps differentiate between “multi-use trails”, “Rainbow Routes” and “Trans Canada Trail”? Rainbow Routes is an organization, not a series of trails. When the term “multi-use” is used, is this to refer to non-motorized routes only? If so, it should be stated. Many people would assume “multi-use” means to be shared use with snow machines/ATV’s etc. The maps could be simplified if the trails were all designated as Existing and Proposed Multi-use (non-motorized) Trails.

One suggestion would be to separate the 'multi-use trails' into two categories by defined colour:

- Recreational Trails (example: Lake Laurentian Conservation Area trails, excluding the trail to Moonlight Beach are which hiking/recreational trails only)
- Active Transportation Trails/paths (example: Rotary Park Trail supports both walking and commuter cycling)

Another suggestion would be to simply categorize all multi-use trails (non-motorized) as such without designation since many trails can serve both recreational users as well as commuters.

Another suggestion recommended that there should be different definitions for "multi-use". Case: "I would take my youngest son on his training wheels along the 'multi-use path' on Ramsey Lake Road. I would not take my son on training wheels along the 'multi use path' that has been designated on the Bethel Lake trail (the trail on the east side of Bethel Lake in the University Area). I think the different destinations will help to see what is a recreational path and what paths are meant more for more active transportation."

Find a way of better incorporating the AT Facility Type Matrix transportation facilities directly into the map.

Comments on the maps themselves are too difficult to make because the map(s) are too compacted.

Define the 'Desired Connections'. What does this mean?

Health Science North and the North Bay Regional Hospital Centre - Kirkwood Site are not located on the maps with symbols under 'Destination'. They both generate a lot of traffic and they both have parking issues therefore, they should be added.

Routes

Ramsey Lake Road

The construction of a non-motorized, pedestrian and cyclist bridge (or tunnel or some sort of regulated crossing) from the hospital entrance /start of the Ramsey Lake Path over/under Ramsey Lake Road to Science North is required and should be made an infrastructure priority. If a fellow northern Ontario community, North Bay can afford to have several of these bridges/tunnels crossing major roadways to ensure the safety of pedestrians and cyclists, Sudbury, a much larger and economically stronger community, should seriously consider this project. Not only would it help to better connect the Ramsey Lake Path with Science North and Bell Park, it would eliminate the danger of cyclists crossing Ramsey Lake Road to get on the proper side of the road to continue their journey on to Paris (and the cycling boulevard) and it would eliminate the danger of cyclists continuing their journey down Ramsey Lake Road on the wrong side of the road/on the sidewalk. The construction of this crossing is not only important for the connectivity and safety of the Ramsey Lake Path users, it would also greatly improve the Health Sciences North (hospital) facilities and environment. With a safe crossing from the hospital grounds, closest to the entrance, patients and family members can reach the Science North grounds and Bell Park without having to jeopardize their safety while trying to cross four (4) lanes of traffic and one turning lane while trying to judge the speed of fast approaching vehicles. Vehicle speed on Ramsey Lake Road is a serious problem. The speed limit is 60km per hour and down to 50 km per hour near the university however traffic normally flows between 70-80 km per hour. The current setup is an accident waiting to happen. The City of Greater Sudbury should seriously consider this project a priority.

The Ramsey Lake Path does not extend all the way to Paris Street. It ends on the east side of the hospital entrance driveway on Ramsey Lake Road -- this needs to be fixed on the map. The path does need to continue past the hospital entrance driveway so that cyclists do not break

the law riding on the sidewalk. Signs should also be posted at the traffic lights reminding cyclists, who are using the crosswalk to access the Paris Street bike path, that they should dismount from their bike and walk their bike across the crosswalk. Better yet, the proper infrastructure should be in place in order to eliminate this issue all together.

It would be a good idea to add a pink star along the Ramsey Lake Path. There are shatter cones in the area and many student geologists from both Laurentian University or from other universities visit this location to study this geological phenomena. Before the path was created, there would be tour bus parked on the side of the road with students, clipboards in hand, exploring the site. Now they park at the university and use the path to access the site.

There should be a multi-use trail that extends from the current Ramsey Lake Path down Ramsey Lake Road. It should turn east on Ramsey Lake (where Ramsey Lake veers away from Kirkwood Drive) and end at the corner of Bethel and Ramsey Lake Road. The traffic on Ramsey Lake Road is faster than the posted speed limit and many continue to drive at this speed as they past the university - even though it is more residential. There is both a hospital and a school in the neighbourhood and there are currently no sidewalks that provide a safe place for residents, staff, patients and students to walk. A multi-use trail will also provide another option for travelling to the NBRHC - Kirkwood Site hospital (formerly the Algoma Hospital). The hospital recently began charging for parking and this has been a headache for residents, patients and staff. At least with a multi-use path there will be another way to get to the hospital without having to use a car. There is a playground at the end of Bedford (off Ramsey Lake Road). Travelling along Ramsey Lake Road (where it veers away from Kirkwood) is not safe with small children due to the high number of speeding cars. A multi-use path will provide a safe separation from the cars. Finally, it will provide a connection to the Bethel Lake path and complete a section of the Trans-Canada Trail and it is also part of the "around the lake trail".

South Bay Road

There needs to be a multi-use trail along South Bay Road, at least on the north side but preferably on both sides of the road, from Ramsey Lake Road to the entrance of the university by the medical school. Many of the patients from the hospice are taken for walks along South Bay Road to the Ramsey Lake path and it is not pleasant or safe as there is no separation from the speeding traffic (despite the recent decrease in speed limits). It would also be good to have a safe route for student or those using the university's athletic centre. Many local residents take their children for swimming lessons at the university pool or to the summer camps in the area so just a paved shoulder would not serve the needs of these less experienced cyclists/pedestrians.

Consider a proposed signed route along South Bay Road, from Arlington to the conservation area.

Trans Canada Trail (TCT)

Corrections to the Map:

Ramsey Lake Road: The map has the TCT running both along the north and south shores of Ramsey Lake. The correct route runs along the south shore (parallel to Ramsey Lake Road).

Downtown: Correct routing comes through Elgin Underpass and directly down Elgin to the Nelson St. Bridge. The map is in error.

Lively: TCT Routing conflicts with map to access Hillfield Trail.

Non-motorized connection between Science North and Dynamic Earth

An edgeline along Kelly Lake Road is a great way for experience cyclists to travel along the road. However, with all the traffic, multiple driveways and larger trucks and machinery it is not a safe way for less experienced cyclists and pedestrians (pedestrians are not accounted for on the edgeline and there is currently no sidewalk on Kelly Lake Road, just a narrow raised shoulder exposed to traffic) to use Kelly Lake Road to get to Dynamic Earth. Rainbow Routes is currently working with Dynamic Earth on a route for the 8-80 year olds - their proposed route should be added.

Rainbow Routes has been working with Dynamic Earth to develop a non-motorized route between our two premier tourist attractions.

The proposed “edgeline” treatment of Kelly Lake Road between Copper Street and Lorne Street is inadequate to encourage visitors and residents to cycle both to the existing Copper Cliff Trail and the proposed link to Dynamic Earth off Lorne Street. We need a safe route/platform between the end of the Junction Creek Waterway Park/Trail (just north of Copper St) up to the corner of Kelly Lake Road and Lorne Street.

Please add a dotted line for a proposed non-motorized multi-use trail from Lorne Street at Kelly Lake Road up to Dynamic Earth.

Long Lake Road (South of Hwy 17 Interchange)

The map indicate “a proposed signed route”. We would advocate for at the very least an “edgeline” or at best “paved shoulders”. This would more safely link up to the pedestrian/cyclist underpass at the interchange. There are many schools and many (active) families with small children in this area. Students living in the Long Lake area do travel to the schools in the Four Corner's Area by bike and it could be made much safer to Algonquin Public School, St. Benedict's, Holy Cross Catholic School, Loellen Park Secondary School and RL. Beattie Public School.

Paris Street (Cycle Track)

As a primary corridor, the greatest priority should be given to this route.

The concern is that there are so many routes identified, that the primary corridors (i.e. the routes that are busy and we have to travel, such as Paris St) will end up on the +20 year plan, while some residential side street gets infrastructure.

There exists paved separated cycling infrastructure from Ramsey Lake Road to York Street which is not indicated on the maps. This should be added to the map.

The proposed cycle track along Paris Street between Regent and Ramsey Lake Road is a positive addition. What would it look like? What side of the road would it be on? Is there room with lights, hydro poles, snow clearing etc.?

Paris Street is the only way to get downtown from the south end. The street is narrow in places and generally always busy with cars, trucks and buses. The posted speed limit is 60 km per hour. Traffic typically travels much faster. Many, many cyclists have had several 'close calls' on this road and unfortunately, some have been hit. Therefore, yes, priority for separated infrastructure on Paris Street should be pursued.

Notre Dame Avenue (Cycle Track)

As a primary corridor, the greatest priority should be given to this route.

The proposed cycle track on Notre Dame Avenue is positive, however, it must be continued to the intersection with Lasalle Boulevard. The proposed multi-use trail to connect the cycle tracks on Lasalle and Notre Dame must be carefully planned if installed in place of a cycle track.

Walford Road and Martindale Road

The proposed bike lane along Walford Road from Paris Street and Martindale Road to Lorne Street is positive.

Elgin Street

The recent downtown Master Plan has proposed a multi-use path or "Greenway" on Elgin (know as the Elgin Street Greenway in the Downtown Master Plan). This would serve as a better option for Elgin Street than the proposed signage on this map. Elgin Street is an ugly street and this will help to improve the aesthetics and make it a more pleasant place to walk and cycle. It will also give the downtown better connectivity to Ramsey Lake. This greenway is proposed to extend to the Nelson Street pedestrian bridge.

Kingsway

Proposed: Westend of Kingsway to Bancroft Drive should be continued all the way to Barrydowne Road.

Lasalle Boulevard

The proposed cycle track is positive, however, why does the cycle track on LaSalle Boulevard not continue all the way to Falconbridge Road?

Non-motorized path missing from Lasalle Boulevard to College Boreal

Loach's Road

The proposed signage down Loach's Road is positive.

Loach's Road is a wide residential street. The traffic volume is limited, generally slower and mostly car traffic. This street has been identified for signed paths in the Active Transportation plan. According to some cyclists, this route does not need anything. A cyclist can easily mesh with traffic and share the road with the cars.

Loach's Road Extension

What is the designation of this route? Our understanding is that it is an emergency road.

Path from Loach's Road Extension to Laurentian University Main Tower (east of golf course) is missing on the map.

Algonquin Road

Algonquin Road is a wide residential street. The traffic volume is limited, generally slower and mostly car traffic. This street has been identified for signed paths in the Active Transportation plan. According to some cyclists, this route does not need anything. A cyclist can easily mesh with traffic and share the road with the cars.

Ida Street to Lake Laurentian Conservation Area (Around the Lake trail)

This existing trail is missing.

Maley Drive

The proposed paved shoulder for Maley Drive is not adequate. Due to the traffic speed, volume and the nature of the vehicle (large truck), a paved shoulder is not enough to encourage or ensure cyclist safety.

Maley Drive Extension

It is not reflected on the map with the proposed treatment for pedestrians and cyclists.

Elm Street to Azilda

Paved shoulders already exist, do they not?

Azilda/Chelmsford

Existing multi-use trail between St. Agnes Street and Monte Genereux Street: This trail was constructed pre-amalgamation and is not a formally recognized trail maintained by the city. It crosses private land and permission was gathered from the land owners in an informal way pre-2001.

Proposed multi-use trail south of Laval Road in Chelmsford (heading west): Where is the trail proposed to go? Who has proposed this project?

Bancroft Drive

On Bancroft Drive, there is a switching of infrastructure type. Why is it not consistent through to Moonlight Beach Road?

Many city residents and visitors enjoy cycling "around the lake" - along the Ramsey Lake Path, the Paris Street Bike path, across the Nelson Street Bridge, down the painted bike lanes on

Bancroft/Howey Drive, through the conservation area etc. Adding additional signage and bike lanes is a great idea to make it safer.

The current bike path on the map is not complete to Second Avenue. There is a break near Bancroft Drive/Bellevue Avenue in a dangerous section with a right hand merge out. This needs to be fixed on the map. Furthermore, near the Bancroft Drive/Second Avenue intersection, the bike lane suddenly ends because of a right hand turning lane from Bancroft Drive to Second Avenue. This should also be corrected on the map.

Where Bancroft Drive joins Bellevue Avenue is a dangerous area: the road narrows, there is a hill, complicated lights and currently no bike lane. These factors make it an unpleasant place to (safely) cycle. Many cyclists turn right on Mooney and take a residential street (Weller St) which offers better views from the Legion.

The bike lane should extend all the way to Moonlight Avenue, with possible signage offering Weller as an alternative route. Signage for Moonlight Beach Road is adequate as once you turn down this road the traffic volume is much lower.

Second Avenue

The proposed paved shoulder on Second Avenue from Bancroft Drive to Donna Drive (big-box stores) is not adequate. Many people in this area cycle, including a high volume of children. A bike lane should be installed on Second Avenue as a continuation of infrastructure from Bancroft Drive (running both sides of the street would be best).

Donna Drive, Marcus Drive and BarryDowne Road Edgeline

The proposed edgeline along Donna Drive, Marcus Drive and BarryDowne Road through the big-box stores is positive and will serve as a good transition to the proposed bike lane on BarryDowne Road.

BarryDowne Road

The proposed bike lane on BarryDowne Road between the Kingsway and Lillian Boulevard (Cambrian College) is necessary and positive.

Junction Creek Waterway Park/Trans Canada Trail

Pedestrian/cyclist crossing infrastructure is needed where the trail crosses Regent Street. The current situation is an accident waiting to happen.

The Connect the Creek Group is looking to connect Agnes or Bond Street to Myles Street in the Flour Mill Area to connect the existing Junction Creek Waterway Park to Mountain Street and the Rotary Park Trail.

Westmount Avenue and Attlee Avenue

There is a proposed edgeline along Westmount Avenue and Attlee Avenue but no designated route that takes you directly to the Rotary Park Trail, which is an active transportation route

from New Sudbury to Downtown Sudbury. We propose this edgeline also run along Soloy Drive west of Attlee Avenue to the Rotary Park/Adanac Ski Hill.

Suggest continuing the bike routing north of LaSalle Boulevard up Attlee Avenue. There is a non-motorized connection in existence from the north end of Attlee Avenue to Woodbine Avenue (excellent connection to Cambrian College).

Suggest potential bike routing along Hawthorne Drive from Attlee Avenue to Beatrice Avenue as a direct connection from the Junction Creek Water Way Park from Attlee Avenue to Rotary Park/Adanac Ski Hill.

Falconbridge Highway, Garson

The proposed cycle track from Carr Street to Spruce Street is positive due to volume and speed of traffic in this area as well as the amount of children who use this route. Separated infrastructure is the best option. There is plenty of space available.

Proposed Multi-Use Trails, Garson

The proposed multi-use trails in Garson is positive. Cycling is particularly popular in Garson with its youth and the addition of these safe, multi-use trails will encourage more children and adults to explore their community by bike.

Church Street and Spruce Street, Garson

The proposed signed route connecting the proposed cycle track and the proposed multi-use trails in Garson on Church Street and Spruce Street is positive.

Falconbridge Highway, Garson to Falconbridge

The existing paved shoulder is inadequate on the Falconbridge Highway from Garson to Falconbridge as safe infrastructure. The volume, speed and nature (large trucks) of traffic along this route creates a dangerous environment for cyclists. Due to the space available and the nature of the landscape along this route, a multi-use trail is recommended. This will greatly contribute to the AT network of our community by safely extending it to the community of Falconbridge.

Balsam Street, Copper Cliff

The proposed paved shoulder from the existing multi-use trail at the intersection of RR 55 and Balsam Street is not adequate. A bike lane should briefly extend into Copper Cliff on Balsam Street as a transition from the multi-use trail which arrives on a RR 55 (major road at 80 km per hour speeds) and as a clear indicator to motorists that cyclists are common here. The current arrival for cyclists into Copper Cliff is awkward because you are crossing RR 55 on the wrong side of the intersection to continue on into Copper Cliff.

The proposed signed route along Balsam Street is positive.

Proposed Edgeline (through Copper Cliff)

The proposed edgeline through Copper Cliff is positive. However, the traffic in Copper Cliff is quite minimal and speeds are slow. This changes and intensifies at both intersections with RR 55.

RR 55 Proposed Multi-Use Trail Extension

The proposed extension of the multi-use trail from its current end at Copper Cliff to Lively and the existing multi-use trail there is positive.

Mikkola (Hillcrest Drive) Lively

The proposed signed route through Mikkola (Hillcrest) is positive since it allows greater connectivity of the AT network.

Main Street, Lively (RR 24)

The existing paved shoulder infrastructure should not be the route and the addition of a multi-use trail to this section of Main Street, Lively is recommended.

We do not think the indicated “multi-use trail” exists as far as Meat Bird Park as indicated on the map.

Dominion Drive, Valley East

The maps indicate an existing multi-use trail from RR80 to the Howard Armstrong Centre. While there is a separated path for 90 percent of this route, it is incomplete and falls short of getting to the Howard Armstrong Centre at the corner of Elmview Drive and Dominion Drive.

Whitson Lake Park

Should be a bike route of some sort along Main to Beach Road to Park.

RR 80 (Old Highway 69), ValleyEast

Why not have the cycle track all the way to include Valley View Drive to Dominion Drive?

RR 84 (Capreol)

The proposed paved shoulder along RR 84 into Capreol is not adequate. The narrowness of the lanes, speed of traffic as well as the volume at certain times of the day are dangers for cyclists. Consider a multi-use trail to encourage recreational cycling in the area as well as a safer commute to Valley East.

Proposed Signed Route (through Capreol)

The proposed signed route through Capreol connecting to the multi-use trail is positive.

Pedestrian Infrastructure

Lorne Street: Sidewalk ends at Sudbury Inn (formerly Cassio's) leaving a gap from this point to Kelly Lake Road.

Sidewalks should be installed on Regent Street South from the hotel area to the traffic light at the intersection of Loach's Road/Algonquin Road and Regent Street. Many, many visitors walk along this busy road to reach restaurants in the area. The volume and speed of traffic on this section of Regent Street is dangerous for pedestrian. This would enhance a visitors experience in our city and make it much safer for pedestrians.

Ramsey Lake Road, East past South Bay Road: This section of the roadway needs some pedestrian/cyclist infrastructure. There is a lot of fast traffic along this section of roadway (due to the location of NBRHC - Kirkwood Site hospital formerly the Algoma Hospital).

The multi-use path extends from Ramsey Lake Road into Lily Creek. While cyclists use the boardwalk in Lily Creek (and are presented doing so on our travel brochures) it is not supposed to be used by cyclists.