

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." The Transportation Study will guide transportation decisions into the future, and will have a huge influence on how residents will be able to walk, cycle or use public transportation. Therefore, to fulfil our mandate, SMAP must have the opportunity to work collaboratively with staff on the Transportation Plan, and to advise Council on this key document.

On October 20, an update on public consultation on the Transportation Study will be presented to Council, and staff is seeking Council approval to 'finalize' the Study.

The final text of the Transportation Study is not provided, and there is lack of clarity on the process and timeline moving forward.

**We hope that Council will provide clear direction for:**

- **staff to work collaboratively with SMAP on the final text**
- **staff to bring the final text back to Council for approval, before posting a 'Notice of Completion', and that Council also hear directly from SMAP at that time.**

SMAP provided significant input to the draft Transportation Study. We are pleased to see that some of these comments will be incorporated.

However, some important recommendations were rejected. For example, in completing cycling infrastructure, the chosen approach remains coordination with planned roadwork. This would result in fragments of cycling infrastructure, with no usable cycling network, and no safe cycling routes on high travel routes such as Paris Street for more than a decade. We would like to reiterate our 2012 recommendation that the first priority must be appropriate cycling infrastructure on primary corridors, as this will have the biggest impact in providing useful, safe, and visible cycling routes.

To support significant progress in sustainable mobility over the next 5 years, the Transportation Study needs to include:

- **Clear short term goals for active transportation infrastructure.** For example, a clearly stated goal to complete a minimum of 1 priority cycling route and 1 key connector per year over the next 5 years, and to incorporate appropriate cycling and pedestrian infrastructure in all road upgrades and new roads, with early and on-going input from SMAP.
- **Short term goals for increases in transit ridership**
- **A deadline for a complete Active Transportation Plan,** to set clear goals and implementation plans and include pedestrian issues, with on-going feedback from SMAP.

Some important recommendations were not addressed by staff comments, including designing roads for pedestrian safety, interim goals for increased transit ridership (prior to a Transit Master Plan being completed), and recognizing the role of SMAP. It is essential to include SMAP and the community in

early feedback on transportation infrastructure projects, and selecting priority active transportation projects.

In the 'scope of work' for the Transportation Study, a senior member of the Project Team was to attend all SMAP meetings to receive on-going input. Unfortunately, this did not occur. It is now time to move forward in a collaborative manner to bring together the professional expertise of the consultants and City staff, and the expertise and community knowledge of SMAP members to achieve the best results for our community.

Regards,

Naomi Grant: Chair, Sustainable Mobility Advisory Panel

Daniel Barrette: Co-chair, Sustainable Mobility Advisory Panel

*Due to timing of the posting in relation to SMAP's meeting schedule, comments were not received from the full Panel. However, this correspondence was approved by four of the eight organization and citizen representatives on SMAP.*