

Sustainable Mobility Advisory Panel

Meeting Notes

April 21, 2016, 5:30 p.m.

Tom Davies Square, C-12

Present: Pam Banks, Daniel Barrette, LyAnne Chenier, Carol Craig, Michelle Ferrigan, Chris Gore, Naomi Grant, Stephan Holmes, Deb McIntosh, Rachelle Niemela, Lilly Noble

Guest: Mayor Brian Bigger, David Kalviainen, Councillor Mark Signoretti

Regrets: Samantha Baulch, Mary Ann Duynisveld, Barb McDougall, Marc Pleau

1. Review agenda - approved as circulated

2. Notes – January notes approved as circulated. Lilly volunteered to take meeting notes.

3. Update on Lorne Street project - David Kalviainen (Project Sponsor)

- Infrastructure improvements are being planned on Lorne from Martindale to Logan, and on Gutcher. They are waiting for utility relocates. Likely, most of the Lorne corridor will be done next year (2017 vs 2016). Tender will go out in June depending on utilities. Design speed is for 80km/hr. Posted speed is 60km/hr. \$5.5M for the road. \$2.5M for stormwater facility repair. \$100k for regreening.

- On Lorne: will match existing sidewalks on the north (may move some utility poles); widening on south side for paved shoulder; traffic lanes widened to 3.65m from 3.4m (busses are 3,12m wide with mirrors).

- Regarding cycling infrastructure, plans are as in the fall, following the draft Transportation Master Plan: paved shoulder with rumble strip on the south, signed bike route (in traffic) on the north.

- Street Design Guidelines in the draft Transportation Plan indicate separated cycling infrastructure or an alternate route would be needed for an arterial like Lorne. Cycling infrastructure mapped out in the Transportation Study indicate a signed route on Lorne. Stephen confirmed that it was the mapping and not the Street Design Guidelines that were directing road design plans.

- SMAP provided input in the fall and winter that the cycling infrastructure planned for Lorne was not a safe or usable, and suggested alternatives. Lorne is part of a recommended minimum grid of cycling routes. That section of Lorne has many destinations such as eateries and cafés. Connectivity to Martindale and Ontario means connectivity to downtown along Ontario and Riverside, and to the Trans Canada trail (to Kelly Lake Rd). Stephen indicated that SMAP's comments had been discussed but the Transportation Study directed the design. David indicated that was what the budget was based on, any changes would cost money – they do not want to make changes.

- Carol expressed concern with encouraging cycling on busy roads because of air quality

- A number of potential options for providing safe cycling on Lorne or a viable alternative were suggested and discussed, such as a two-way cycle track on the boulevard (with proper curb cuts) on the north side. Rough cost about \$1M to add two way cycle track.

- **Action:** Stephen indicated he would look into the possibility of a meeting with the SMAP infrastructure subcommittee to look at options. He could not promise it would happen. It would have to happen quickly (next week).
- Communication has been an issue. SMAP did not receive a response to their input and were not notified of the decision made, or the date or purpose of the public meeting held. David indicated that the purpose of the public meeting was only for people living right there – directly impacted by the construction and who may have observations about drainage, etc. There is no further public input session – none are held for other impacted residents or the wider public. Larger input should happen to the Master Plan, which is their starting point for planning & budget. SMAP and others did submit input regarding Lorne to the Master Plan. David indicated that was not the only input received.

4. Update on transit- Michelle Ferrigan (transit planner)

- standards now in place and being monitored. Data is being collected to support recommendations.
 - In 2015 budget, \$50,000 was approved for wayfinding.
- 3 areas of focus – transit centre, signs to the kiosk, microphone to speak to attendants, large map/schedule due end of May in the transit centre (launch to be held during commuter challenge week), new signs on the platforms, fixed washrooms. 25 maps will also be added to shelters. The map design is a ‘line map’ versus a street map (similar to subway map design – this is industry standard). Google real time feed is coming (will tell you if your bus is late and by how much).
- Everyone celebrated the arrival of these wayfinding improvements.
- Friends of Sudbury Transit has provide some input. The designer will be looking at how more street name references or cross reference to a street map can be provided, otherwise people may have difficulty orienting on the line map, especially if they are new to transit or going to a new destination.
- 600 seniors rode the bus free in March (with free transit for seniors on Mondays). Have had good feedback on this. May align with retail after the pilot.
 - In the 2016 budget:
 - June-Fall seniors’ transit training. As many sessions as they can.
 - 100 more stops to be cleared of snow. They are reviewing stops for ridership and accessibility. Suggestions welcome. Looking at highest usage for Handi Transit stops would be an opportunity to align with conventional transit. Be aware of barriers to bus shelters left by sidewalk snow plows. Perhaps more stops could be cleared with a community based ‘adopt a stop program.
 - \$15 Day and family pass 1year pilot – to start June 1. There was discussion that this would be too expensive. They will evaluate the data during the pilot and reevaluate then.
 - Employer pass in place. Nobody has approached the city yet. Hoping to plan outreach to big employers. Carol will follow up with SDHU.
 - Low income passes in place and being administered by Social Services (no extra cost to City because there is a cap on the number of passes available). Some concerns have been raised (e.g. not available to people who are unemployed or self employed). No

changes will be made now – data will be evaluated during the 1 year pilot – changes may be made then.

- Travel training for Handi Transit users who may be able to use conventional transit for some or all trips
- Handi Transit is over capacity. They are moving towards the successful York model which is a family of services that focuses on identifying barriers for individuals and finding out what the best alternative is for each individual for each trip. They will be looking at eligibility as well as cancelled trips, and providing 1-1 travel training to free up more capacity on Handi Transit. This eventually will lead to a change in eligibility to allow people with cognitive disabilities to use Handi Transit if they need it.

Action: Lilly will connect Michelle with those who had concerns about Handi transit use for seniors in a seniors’ facility and those who have cognitive impairment.

- Rachelle brought up that not being able to load your bicycle on and off the bus at the terminal is a problem, especially for transfers. Michelle indicated there is a 5 minute buffer built in but acknowledged some routes are often late.

5. Update on 2016 road projects – active transportation elements – Stephen Holmes

- Notice of completion posted for Second Avenue. Comments de May 6.

Action: Stephen will check if cycling infrastructure extends to Bancroft to connect to the bike lane

- A consultant is working on plans for the Brady/Durham green stair (from Durham parket to Memorial Park)
- Consiton Government Road bridge – looking at different options for the bridge for multi-use trail
- Balsam – edge lines
- Allan Street bridge is being postponed – looking at options for pedestrians.
- Riverside – Transportation Master Plan indicates signed bike route
- Barry Downe – deferred to 2017
- Continuing work on Moonlight

Action: Stephen will look into possibility of extending edgelines on Moonlight to beach (part of bike route around Ramsey)

6. Update on potential 2016 cycling projects – Stephen Holmes

From Sustainable Mobility Advisory Panel Infrastructure Subcommittee – March 2016
Priority Cycling Routes – Short List

A. Bring options forward for implementation in 2016	Update
<p>a) Create a safe connection from the cycle track on Paris to the multi-use path along Ramsey Lake Road. <i>This will create a continuous route from Laurentian University to the Nelson Street pedestrian bridge.</i></p>	<p>? Part of request for consultant looking at Paris?</p>

<p>b) Cycling infrastructure from Nelson Street pedestrian bridge to Howie bike lane (signed bike route). Also ensure there is a well signaled route from the Bell Park cycle track to the Nelson Street pedestrian bridge. <i>This will create continuity from the Paris Street cycle track to the Howie Drive bike lane. In conjunction with (a), there would be a continuous route from Minnow Lake to Laurentian University.</i></p>	<p>Looking at edgelines. Doing a detailed survey to see if there is room for 1.5m edgelines. Options are: 1.5m edgeline, narrower edgeline, signed route. Will update SMAP</p>
<p>c) Cycling route on Westmount (from BarryDowne to Attlee and to the Rotary trail) <i>This will connect the new cycle track to be built on BarryDowne to the bike routes on Atlee and on the Rotary trail.</i></p>	<p>Some existing edgelines. Putting in paved shoulders and edgelines in 2017 (timed with the Barry Downe project)</p>
<p>d) A crossride on BarryDowne crossing the Kingsway, with a safe cycling route to Silver City and Marcus Drive. <i>This will connect the new cycle track on BarryDowne to these major commercial centres, and eventually to the cycle track on Silver Hills when that is built.</i></p>	<p>Intersection will be looked at as part of Barry Downe project (deferred to 2017). It will be very difficult to extend route to Marcus.</p>
<p>e) Safe cycling route on Frood (Kathleen to Burton) and Kathleen <i>This will complement the Active Neighbourhoods being done in the area, and will provide a safe route to St. David school, corner stores, Victory Park, and Food Basics.</i></p>	<p>Will look at potential for improvements to Frood. Will get back to SMAP.</p>
<p>f) Cycling route on Lansing, Madison and Gary <i>These are busy neighbourhood streets that would benefit from a bike lane or edgelines. There are two parks (Twin Forks and Rosemary), two schools (Cyril Varney and St. Dominique), and connections to the Junction Creek Trail.</i></p>	<p>Lansing – edgelines this year Gary & Madison – partially marked as a signed route in the TS. Would like to install signage in conjunction with wayfinding.</p>
<p>g) Cycling route on Hawthorne and Auger <i>These are busy neighbourhood streets that would benefit from a bike lane or edgelines. School access. Auger is first in line for traffic calming – if bike lanes are used as traffic calming, there could be some traffic calming funds available.</i></p>	<p>Auger – resurfacing next year. Possibility through traffic calming (currently top of the list for traffic calming). Hawthorne – partially marked as a signed route in the TS. Would like to install signage in conjunction with wayfinding.</p>
<p>h) Moonlight <i>Work is being done on Moonlight again this year. It would be good to have edgelines along Moonlight to the beach. Access for families to the beach, and part of the bike route around Ramsey Lake.</i></p>	<p>Will look at the possibility of edgelines and get back to us.</p>

B. Prepare plans for viable options in 2016, for implementation in 2017 or 2018 - Update

Route	
<p>Notre Dame (Elm-Lasalle; ideally with a connector to the trail head into College Boreal)</p> <p>ROW: 36m</p>	<p>A consultant will be retained to look at options from 4 corners to Wilma.</p> <p>Designs to be brought to SMAP.</p> <p>(For Notre Dame, that would mean from downtown to Wilma (near the Burger King, before the tracks)</p>
<p>Paris/Long Lake (Elm – MacIsaac or Long Lake; ideally with a connector along Regent to Loach's Rd)</p> <p>ROW: 36m</p>	<p>A consultant will be retained to look at options from 4 corners to Wilma.</p> <p>Designs to be brought to SMAP.</p>
<p>Connect Barry Downe to Bancroft/Howey bike lane. E.g. Kingsway (Barry Downe - Bancroft)</p> <p>Kingsway ROW: 36m</p>	
<p>Lorne (Elm - Big Nickel Rd)</p> <p>ROW: 36m</p>	
<p>Lasalle (College Boréal to Falconbridge)</p> <p>ROW: 30m</p>	<p>A consultant may be retained to look at options</p>

SMAP will be updated on any progress.

7. Transportation Study Update – LyAnne Chenier

- David Shelsted has been going back and forth with the consultant (MMM group)
- They hope to bring it to Council in June
- Deb has asked that SMAP be put on the agenda 2-4 weeks prior to this, to present to Council re the Transportation Study. SMAP will need to have access to the document to prepare.

Action: LyAnne will get back to us about that

8. Other Updates

- Active Transportation Coordinator – a draft job description has been put together with comments from transit, planning and HR. It is similar to Thunder Bay's position. HR is in

negotiation so things could be delayed. They are hoping to position can be posted this summer. It is assumed the AT Coordinator will attend SMAP.

- Deb has asked staff for a chart of what the rules are for public notice so that Council can decide on what they want and create criteria of when public notice/input needs to be stepped up.
- Deb is preparing a motion to clarify that the budget allocation for cycling infrastructure is for retrofitting existing roads with safe cycling infrastructure. That could include a consultant for design plans for safe cycling infrastructure on Paris and Lasalle.
- Samantha is doing research on cycling on boulevards and sidewalks.

- Information circulated prior to the meeting:

- Pedestrian safety reports – presented by staff to Committees of Council for information:
 - April 18, 3pm, C-11, Operations Committee: staff reports on pedestrian collisions, and pedestrian safety initiatives.

<http://agendasonline.greatersudbury.ca/?pg=agenda&action=navigator&id=1000&lang=en>

- Transit report

- April 18, 6pm, C-11, Community Services Committee: Staff sought approval of an application form and eligibility criteria for the Greater Sudbury Transit Fare and Transportation Grant (to provide a clear process for groups applying).

<http://agendasonline.greatersudbury.ca/?pg=agenda&action=navigator&id=1012&lang=en>

- Study finds 85% of cycling increase can be attributed to new infrastructure

<http://www.cyclingindustry.news/85-of-cycling-increase-can-be-attributed-to-new-infrastructure-claims-cambridge-uni-study/?platform=hootsuite>

- Safety in number for pedestrians: <http://www.treehugger.com/slideshows/walking/theres-safety-numbers-pedestrians-too/>

9. Communication and facilitating timely input from SMAP

- Improvements are needed for communication and the process for SMAP input. It was agreed that we will establish good practices with the AT Coordinator.

10. Next meeting May 26

- Strategic Planning (Part 1) was deferred to the May meeting.