

Sustainable Mobility Advisory Panel Meeting MINUTES

5:30 p.m. March 15, 2018
C-10, Tom Davies Square

Attendees: Lilly Noble, Drew Poeta, Carol Craig, Naomi Grant, Rachele Niemela, Deb McIntosh, Niall Williams, Pam Banks, Marisa Talarico

Guests: Joe Rocca (CGS)

Regrets: Marc Pleau, Daniel Barrette, Cindy Dent, Mary-Ann Druysveldt

Agenda Item	Presenter	Time
Welcome	Naomi Grant	5:30pm (5 min)
Review of Previous Minutes	Naomi Grant	5:35pm (5 min)
Presentations and Updates		
<p>Title: Leading Pedestrian Interval Description: The LPI is a technique that can be used to improve pedestrian safety by reducing vehicle turn conflicts with pedestrians at signalized intersections. Joe will present the City's experience with an LPI pilot and future plans.</p>	Joe Rocca	5:40pm (20 mins)
<p>Description:</p> <ul style="list-style-type: none"> • Joe provided SMAP members with an overview of what an LPI is and what the main benefits of this signal timing technique are which includes: <ul style="list-style-type: none"> ○ Increasing visibility of pedestrians and reducing conflicts between pedestrians and motor vehicles ○ Providing people with mobility challenges an opportunity to take the ROW and be seen • Studies have shown that LPIs can decrease pedestrian-vehicle collisions by up to 45% • Notre Dame Ave @ Kathleen St was the first LPI in the City, with plans to introduce 4 more this year: <ul style="list-style-type: none"> ○ Brady St @ Minto St ○ Notre Dame Ave @ King St ○ Notre Dame Ave @ Ste. Anne Road/Louis St ○ Notre Dame Ave @ Wilma St • At Notre Dame Ave @ Kathleen St, the City observed reductions in the number of conflicts between 25-40% • When LPIs are being installed, Accessible Pedestrian Signals are also being installed at the same time, if they are not already present • Questions: <ul style="list-style-type: none"> ○ Does the LPI reduce the amount of time at the end of the cycle? <ul style="list-style-type: none"> ▪ No, it doesn't change the total amount of time available for pedestrians to cross the road ○ Is the City considering limiting right turns on red? <ul style="list-style-type: none"> ▪ The City is continuing to explore opportunities to limit right turns on red ○ Where there is a protected left turn phase, are we going to implement LPIs? <ul style="list-style-type: none"> ▪ Not at this time. ○ Has the City considered using Lagging Protected Arrow in conjunction with LPI? <ul style="list-style-type: none"> ▪ This is not currently a common approach in Ontario. As traffic professionals, we try to implement signal timings and phases that provide a consistent experience for road users across the Province. • Later this year, the City will be releasing results of the Road Safety Audit, which evaluates the entire transportation network (including all intersections and midblock segments) to identify locations that have higher than expected collisions. This will provide the basis for the City to plan for implementation of appropriate countermeasures. 		

Action Items:

N/A

Title: Greater Sudbury Transit Bus Stop Guidelines

Description: These new guidelines will provide transit staff, developers, planners, and engineers guidance in designing and planning new bus stop additions and the refurbishment and modification of existing transit stops to ensure accessibility. Drew will present an overview of the guidelines.

Drew Poeta

6:00pm
(20 mins)**Description:**

- Transit is in the process of developing guidelines for bus stop design to ensure better accessibility and a more consistent experience throughout the transit network.
- There are approximately 1200 stops in Greater Sudbury today.
- To support implementation of the Transit Action Plan, all bus stop locations in Greater Sudbury are being reviewed to find a balance between distance between stops and ensuring buses run efficiently and on time.
- Far side (of the intersection) stops are typically safer for pedestrians, as they are more visible behind the bus, when trying to cross at the traffic signals
- Bus bays are most useful in areas with transfer points, providing a safe area for passengers to switch between buses.
- However, bus bays are not always beneficial. They do cause some delay in getting the bus back into the travel lane and may also pose challenges for snow removal or when in-boulevard cycling facilities are present.
- The City uses a warrant process to determine where bus shelters are to be installed. This creates an objective way to determine where to install shelters, though ridership is a key consideration.
- The City is working on improving the accessibility of transit shelters. Many of the shelters are older and require retrofits to accommodate wheelchairs, which result in larger openings and shorter glass panels.
- The City is also investigating the potential to provide a larger 5ft by 10ft shelter, instead of the more common 4ft by 8ft shelter.
- The City tries to review stops with shelters annually to see if there are opportunities to move shelters around as stop generators change and move. It is important to ensure the appropriate assets are in the right place to provide the best service.
- **Questions:**
 - Could the City consider adding a criteria for when we might include more than one shelter or more additional amenities at a stop (i.e. Paris at Rumball, New Sudbury Centre on LaSalle)
 - Are there options moving forward by bylaw or negotiations, to retrofit existing commercial areas with appropriate transit shelters, stops and service?
 - Has the City considered installing cigarette butt receptacles?
 - Bus stops are considered public spaces and therefore, smoking may not be allowed in this areas under the Smoke Free Ontario Act
 - Will we be seeing more schedule maps and route numbers at the shelters and stops
 - Can we consider adding solar panels for lights at night to the shelters?
 - Are there opportunities for more 'adopt-a-spots' with transit shelters? The CAN in Azilda has taken it upon themselves to beautify the bus stops in their community with planters and other seasonal decor
 - Can we consider installing a community board at some of the shelters (i.e. cork board for posters)?

Action Items:

- Drew to share the Guidelines with SMAP once finalized
- Drew to provide SMAP with a heads up of when the report is being presented to Community Services Committee

<p>Title: Working Session - SMAP Presentation to Council</p> <p>Description: SMAP members will have time to work together on the content for the slide deck to be presented to Council on June 12, 2018.</p>	All	6:20pm (60 mins)
<p>Description:</p> <ul style="list-style-type: none"> *See attached summary from Naomi 		

Sub-Committee Reports			
<p>Description: Subcommittee leads to provide status update on current priorities and future work</p>	<p>Infrastructure Subcommittee Update</p> <ul style="list-style-type: none"> N/A 	Niall Williams	6:50pm (10 mins)
	<p>Policy Subcommittee Update</p> <ul style="list-style-type: none"> N/A 	Carol Craig	7:00pm (10 mins)
	<p>Transit Subcommittee Update</p> <ul style="list-style-type: none"> N/A 	Pam Banks	7:10pm (10mins)

<p>Other Business</p> <ul style="list-style-type: none"> TDM Plan Update <ul style="list-style-type: none"> The TDM Plan is being finalized and will be presented to Operations Committee in May Complete Streets Policy Update <ul style="list-style-type: none"> The Complete Streets Policy will be circulated to SMAP for comments prior to finalization. The Policy will speak to maintenance of all elements of a complete street. The Policy is anticipated to be presented to Operations Committee in May. Safe Cycling Education Fund Grant <ul style="list-style-type: none"> The City applied for funding from the Safe Cycling Education Fund and received \$7500 to create an animated video on cycling rules. SMAP provided some quick feedback on key messages to include in the video: <ul style="list-style-type: none"> Direction – ride with traffic Safe passing – 1m passing law Drivers to watch while turning – shoulder check Respect between motorists and vehicles – share the road PTIF Round 2 funding to be announced at 10am on Friday, March 15 at the Transit Garage – all are welcome to attend! Community Consultation – Rachele did receive a response from WSP on consultation and will share as part of SMAPs forthcoming report on the topic. 	All	7:45pm
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Adjournment	Naomi Grant	7:50pm
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Next Meeting Date: May 17, 2018