



Bike Sudbury
Vélo Sudbury

Phase 2 - Official Plan Review
Transportation Section





Transportation Master Plan

Incorporate proposed policies and plans:

- Complete Streets
- Transportation Demand Management
- New street designs, including new Canadian standards and options eg narrower lane widths
- A Transportation Schedule that includes active transportation routes



Other Plans

Incorporate other plans:

- Nodes and Corridor Strategies
- Lasalle Corridor Study



Cycling Comfort and Safety

- Programs to ensure safety of all road users (commonly referred to as Vision Zero)
- Maintenance priorities to ensure cycling safety (including street sweeping, salt mitigation, line painting)
- Green streets: street designs that include green infrastructure, with positive impact not only on stormwater management, but also cyclist comfort



Cycling Infrastructure

- #buildthegrid: a complete, connected cycling network that connects all the Greater Sudbury communities and neighbourhoods, and that provides safer cycling options for all ages and abilities
- Aggressive Goal: plan to complete the majority of the network within 5 years
- Include cycling in the Road Network Improvements: Implementation Priorities list
- Implement bicycle parking policies

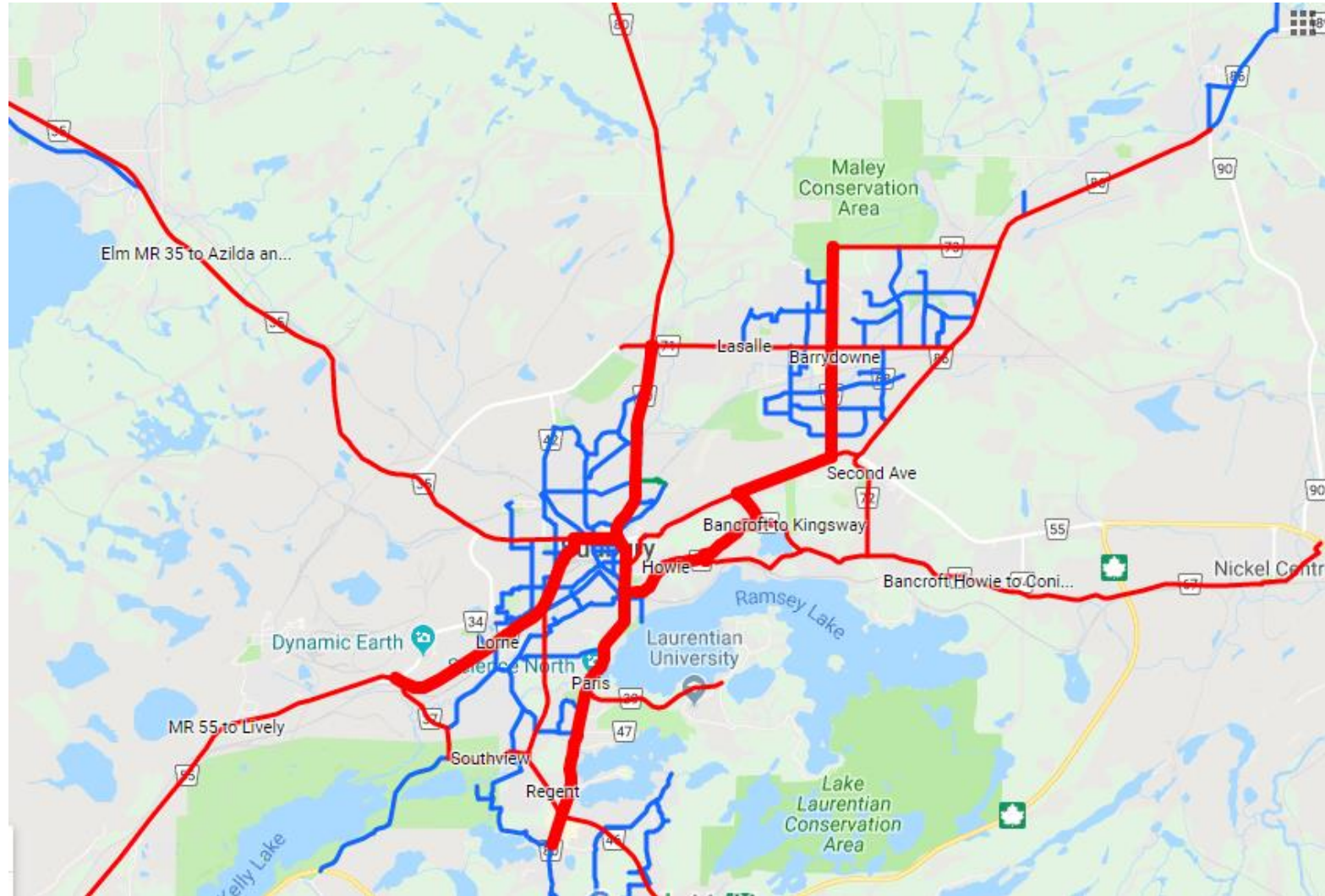


Cycling Infrastructure

- Existing community of Sudbury #minimumgrid routes: Second, Bancroft, Howie, Southview, Bouchard, Kelly Lake, Ramsey Lake Road, Maley Drive (paved shoulders). Outstanding: Paris, Notre Dame, Lasalle, Barrydowne, Falconbridge, Lorne, Elm, Regent, Kingsway
- Community connector routes: MR 35, MR 55, MR 80, Falconbridge, Allen
- Town centre routes in communities including Azilda, Chelmsford, Capreol, Coniston, Hanmer, Lively and others



Cycling Infrastructure





Multi-Modal Approach

- Integration with transit, planned integration with multi-modal trail/path systems
- Use Multi Modal Levels of Service that includes all modes of travel: Pedestrian Level of Service, Bicycle Level of Service, Truck Level of Service, Transit Level of Service, Vehicular Level of Service
- Traffic modelling based on TDM - that includes all modes of traffic including cycling, not just car traffic (alternatives to building or widening roads)



MMLOS Example

Road Classification	PLOS	BLOS	TLOS	TrLOS	Auto - LOS
Paris Street - Arterial	A 2.0 m sidewalk with 2+ m boulevard	A (cross-town bikeway) Segregated infrastructure suitable for almost all cyclists including children	A (rapid transit corridor) Segregated right of way	D With 2 travel lanes: curb lane width of less or equal to 3.3 m	E Volume to capacity ratio: 0.91 to 1.00



Land Use Planning

- Planning that supports cycling, cycling infrastructure, and cycling connections in new developments
- Urban design guidelines and site plan guidelines that identify connectivity and access to cycling routes



Climate Change

- Integration with climate change initiatives
- Integration with carbon emission reduction goals
- Quantitative goals to increase mode share



Fiscal Responsibility

- Cyclists are taxpayers too
- We want a transportation network that is equitable, that addresses climate change, that does not have large fiscal, environmental or social impacts
- We need to concentrate on maintaining and upgrading vs new builds
- Shift dollars to multi-modal transportation, including cycling



Thank You



- To City of Greater Sudbury Council for your support since 2014
- To City Staff, in particular Joe Rocca and Marisa Talarico for their leadership in implementing new and innovative initiatives that make cycling easier and safer in Greater Sudbury – bike lanes, cycle tracks, curb cuts, bike boxes, bike lights, crossrides, Paris/Notre Dame Bikeway, Complete Streets, Transportation Demand Management, bike parking program, Bike to Work Day, cycling courses, Bike Month...