



# Bike Sudbury/Vélo Sudbury

## Connecting Greater Sudbury Cyclists

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June 25, 2019

### **Official Plan Review Phase 2 – Written Submission from Bike Sudbury/Vélo Sudbury**

Thank you for the opportunity to provide input into the Phase 2 review of the Official Plan. With City of Greater Sudbury Council's and City Staff's support, many inroads have been made to make cycling more convenient, safe, connected, and comfortable for cyclists of all ages and abilities. We look forward to seeing this momentum entrenched in the City of Greater Sudbury's Official Plan.

Our comments will focus on the Transportation section of Phase 2 of the Official Plan.

### **Transportation Master Plan**

The Transportation Master Plan (TMP) has a number of recommendations that we support, and that we expect will be reflected in the Official Plan. Please ensure that these are included:

- Our **Complete Streets Policy**: A Complete Streets policy ensures that transportation planners and engineers consistently design and operate the entire street network for all road users, not only motorists.
- Our **Transportation Demand Management Plan**: These strategies that help reduce or redistribute travel demand are a cost-effective alternative to increasing our road capacity. A demand management approach to transport also has the potential to deliver better environmental outcomes, improved public health, stronger communities, and more prosperous cities. Incorporating this into our Official Plan ties into our proposed Corporate Strategic Plan, which has Climate Change as a goal. It is critical that we use strategies to inform and encourage travelers to maximize the efficiency of our transportation system, thus leading to improved mobility, reduced congestion, and lower vehicle emissions.
- Our **new street designs**, which take into account all road users. We look forward to more innovative approaches for our roads that include newer Canadian standards, including narrower road widths, which will allow us to implement cycling and pedestrian infrastructure on existing road allowances.
- A **Transportation Network Schedule** that includes active transportation routes. The current Schedule 7 in the Official Plan only includes routes that can be used by motorized vehicles. A holistic view of our transportation network should include all modes of transportation, including the cycling routes that have been identified in the TMP.

### **Other Plans**

- The Nodes and Corridor Strategies, and individual plans including the Lasalle Corridor Study should be included. Our major corridors are not only cross-town bikeways, they also have a

significant number of destinations to which people want to bike. They are the ones that are most in need of accommodating all modes of travel, with specific infrastructure required to ensure the safety of our most vulnerable road users because of the volume and speed of traffic in these corridors.

### **Cycling Comfort and Safety**

What we hear the most from people who aren't yet cycling on our roads, is that they don't feel safe on them. We see more and more people biking on sidewalks. Our Official Plan needs to contain strategies that will encourage people to bike and that will keep them safe. This should include:

- Programs to ensure the safety of all road users. Sometimes called **Vision Zero** (zero fatalities and zero major injuries on our roads), these strategies ensure that we design new roads and retrofit existing roads with appropriate infrastructure (lanes, crossings, intersections, etc.) that keeps everyone safe.
- **Maintenance priorities** to ensure cycling safety, including street sweeping, salt mitigation, line painting. It should be a priority in the spring to get pedestrian and cycling infrastructure addressed early. Roads and paved multi-use paths should be swept periodically during the year, and worn-out lines should be refreshed as soon as they begin to fade.
- **Green streets** are street designs that include green infrastructure, which have a positive impact not only on stormwater management, but also on cyclist comfort. Our streets need to be safe, and they should also be pleasant to use. Our urban design policies should include a Green Streets policy.
- **Safe cycling infrastructure** as detailed below.

### **Cycling Infrastructure – Implementation Priorities**

We currently have a very complete minimum grid of roads that allows anyone to go anywhere in our city and very efficiently too – if you're in a car. But it's a different thing if you are on a bike. A minimum grid of cycling infrastructure will allow anyone on a bike to get anywhere in the city, by using a direct and safe route, something that all car drivers currently enjoy. **#minimumgrid**

The Transportation Master Plan contains a Cycling and Pedestrian Master Plan, which shows maps colour-coded to the type of infrastructure that is proposed on specific roads, and with additional maps showing the phasing for implementation of that infrastructure. At the time that this plan was prepared, the network's implementation priorities were closely tied to future road reconstruction projects.

However, the proposed network of bike routes is constantly evolving as the city grows and changes. Many of the recommended routes have been or are currently being implemented. Some roads need to be re-evaluated since they're not identified in the TMP for cycling.

Funding for cycling infrastructure needs to prioritize those roads that most need it - our major arterial roads that **connect communities and neighbourhoods across the city**, and that have destination points including schools, businesses, shopping opportunities, and other amenities. Most of these arterials do not have alternatives that cyclists can use to get to their destination of choice.

Our proposed minimum grid includes arteries within the community of Sudbury that currently have cycling infrastructure or will shortly have infrastructure, including Second Avenue, Bancroft Avenue,

Howie Drive, Southview Drive, Bouchard Street, Ramsey Lake Road, Maley Drive, and Kelly Lake Road. But many do not, including Paris Street, Notre Dame Avenue, Lasalle Boulevard, Barrydowne Road, Falconbridge Road, Lorne Street, Elm Street, Regent Street and the Kingsway.

The grid also includes community connectors including infrastructure which can be either on (paved shoulders) or beside (paved trails) MR 35, MR 55, MR 80, Falconbridge Road, and Allen Road. These connectors will ensure that people who bike will be able to safely get to any community in Greater Sudbury.

Safe routes through each community's town center also need to be implemented in all of our communities including Azilda, Chelmsford, Capreol, Coniston, Hanmer, Lively and others.

We need to develop a more aggressive schedule to complete this connected cycling network, in much less time than the 10-15+ years that is identified for some major roads in the Cycling and Pedestrian Master Plan. **#buildthegrid**

The existing Official Plan contains a "Road Network Improvements: Implementation Priorities" list. All of our arterials should be evaluated for not only motorized vehicle enhancements, but also cycling enhancements. The **Implementation Priorities** list needs to include the cycling-related priorities too.

Finally, section 11.4 in the current Official Plan refers to parking, but it does not include policies for **bicycle parking**, only for cars. Policies to provide bicycle parking should be included in this section.

### **Multi-Modal Approaches**

Many people who bike own cars. They also walk and take transit. Younger generations are **multi-modal** in their approach to transportation. The transportation network needs to be evaluated and planned in a holistic way, integrating transit, walking and multi-modal paths and trails.

**Multi-modal levels of service** should be developed that guide the planning and maintenance of the network based on all modes of travel, including walking, biking, transit, trucks, and cars.

**Traffic modeling** needs to take into account Transportation Demand Management, which has the intent of reducing single-passenger trips, this taking cars off the road. This is a much better and more cost effective alternative to building more roads, or widening existing roads.

### **Land Use Planning**

There are land use planning sections in other sections in the Transportation section of our current Official Plan eg 11.3.2 Land use policies to support transit needs. **Land use planning** needs to incorporate **all modes of travel**, to facilitate and encourage transportation modes other than cars. Connections need to be incorporated into all new developments, and urban design guidelines and site plan guidelines need to identify connectivity and access to cycling routes.

### **Climate Change**

Transportation in Greater Sudbury is the **highest emitter of carbon emissions**. In order to address this, we need to be aggressive in changing how and when we travel. Active Transportation needs to be

closely integrated with climate change initiatives, including carbon emissions reduction goals. We need to establish **quantitative goals** to increase the cycling modal share of transportation trips.

### **Fiscal responsibility**

Finally, people who bike are taxpayers. What we hear from cyclists is that they want a transportation network that is equitable, that addresses climate change, and that does not have large fiscal, environmental or social impacts. We need to **concentrate on maintaining and upgrading roads** vs new builds and we need to shift budget dollars towards accommodating and encouraging multi-modal transportation.

In closing, to Council and City Staff, thank you for your support for cycling. There have been huge enhancements since 2014, with more yet to come. Thank you in particular to Joe Rocca and Marisa Talarico for their leadership in implementing new and innovate initiatives that make cycling easier and safer in Greater Sudbury – bike lanes, cycle tracks, curb cuts, bike boxes, bike lights, crossrides, the Paris/Notre Dame Bikeway, Complete Streets, Transportation Demand Management, a new bike parking program, Bike Month, Bike to Work Day, cycling courses, and more.

Thank you for this opportunity to provide feedback. Please advise us of future opportunities to provide feedback, and of outcomes.

Sincerely,

A handwritten signature in cursive script that reads "Rachelle Niemela".

Rachelle Niemela  
Chair, Bike Sudbury/Vélo Sudbury