

12 RECOMMENDATIONS

Recommendations are based on the technical analysis of existing and future road and active transportation conditions, the results of the review of existing City policies and public feedback. This Transportation Study Report has identified a number of specific infrastructure improvements as well as new and revised policies for transportation infrastructure. These projects and policies should be incorporated into the City's Official Plan.

The recommendations are grouped into the following categories:

- Road improvements;
- Supporting active transportation;
- Active transportation implementation; and
- Transportation policies.

12.1 Road Improvements

Short Term (generally the next five years)

Construction for:

- Maley Drive extension and widening
- Ramsey Lake Road widening (pending results of Environmental Assessment)
- M.R. 35 widening
- Notre Dame Avenue (M.R. 80) widening
- The Kingsway widening
- Second Avenue widening

Intersection improvements for:

- Signalize the intersection of Douglas Street at Regent Street

Medium Term (generally the next six to ten years)

- Maley Drive widening
- Barry Downe Road widening
- Howey Drive widening
- Larch Street extension

Monitor traffic volumes at the following intersections:

- Lloyd Street / Elm Street at Notre Dame Avenue / Paris Street
- Paris Street at Brady Street

Long Term (generally 11 or more years)

- Falconbridge Highway widening
- Maley Drive East By-pass construction
- Ste. Anne Road extension



Development-driven Roads (generally by 2031)

- Montrose Avenue North extension
- Montrose Avenue South extension
- Silver Hills Drive road construction
- Remington Road extension
- Martilla Drive extension
- John Street extension

12.2 Supporting Active Transportation

- The City should consider utilizing educational programming and materials to promote and inform people of the benefits of active transportation as it relates to community health and fitness, transportation, environment and sustainability, economy and tourism.
- Develop and distribute newsletters and educational materials to promote and educate the public on active transportation opportunities, recommendations for routes and destinations and updates on available routes.
- The City should consider the implementation of educational programs on walking and cycling and partner with interested other agencies, not-for-profit organizations and school boards.
- The City should explore community-based social marketing as a means of encouraging people to adopt more sustainable transportation habits, including walking and cycling. Tools such as those outlined in **Table 29** can be used to develop a community-based social marketing program.
- The City and local organizations should develop a comprehensive approach to encouraging students and employees to walk or cycle to school or work and combine these modes with public transit for longer distance trips.
- The City should explore partnerships with local public and private organizations and integrate end-of-trip facilities into active transportation and trail promotional strategies and initiatives.
- The City should further promote active transportation and multimodal activities through the production of Active Transportation maps that also include transit information. City staff should work with local cycling and hiking groups and update the maps at least every two years to ensure new routes and connections are shown.
- Consider transportation operational measures in the future as part of the transportation system management to support safe and convenient AT movement and trail use. These measures may include:
 - Exempting cyclists from turn prohibitions at intersections, such as ‘No Right Turn on Red’;
 - Installing bicycle detection at intersections such that traffic signals recognize and react to cyclists on sideroads, particularly where motorized traffic is infrequent; and
 - Enforcing speed limits on roadways where observed speeds exceed acceptable levels.
- Enforcement activities from the Greater Sudbury Police should focus on issues related to the misuse of bicycle and pedestrian facilities, particularly sidewalk obstruction and the inappropriate use of trails.
- The City should work with the Greater Sudbury Police in the development and delivery of cycling and walking-related safety programs.



- The City should develop partnerships with outside agencies, volunteer groups, individuals as well as regional representatives to promote and educate residents on active transportation use throughout the City.
- The City and its respective partners should make the development of support facilities such as bicycle parking, showers and change rooms, rest areas, washrooms and waste receptacles a priority during the planning and implementation of active transportation facilities.

12.3 Active Transportation Implementation

Short Term (Generally the next five years)

- The City of Greater Sudbury should adopt the AT network implementation plan and use it to guide the implementation of the network over time.
- The City of Greater Sudbury should take the lead in establishing an Inter-Municipal Active Transportation Working Group including but not limited to staff representatives from the City, Sudbury District Public Health Unit and other key agencies as determined.
- The City of Greater Sudbury should continue to work with representatives from local advocacy groups, citizens-at-large, local businesses and other key groups as determined to further active transportation goals and objectives.
- The City of Greater Sudbury should coordinate the AT network implementation with the City’s Roads and Transportation Services Department as well as the Community and Strategic Planning Department.
- The City of Greater Sudbury should explore the development of the role of an Active Transportation coordinator who would be responsible for the “championing” of AT related issues, initiatives and programming throughout the City. This role could be a new full-time position at the City.
The Active Transportation Coordinator would be responsible for the implementation of the AT network and would provide updates on the progress of the study when necessary to stakeholders and interest groups.
- The AT Plan should be reviewed and given consideration when road improvements and other capital infrastructure projects are programmed.
- As part of demonstrating leadership, the City should provide bicycle parking facilities at public buildings under their ownership.
- The City, in partnership with local partners should investigate the potential to develop a bicycle parking program whereby bicycle racks would be installed in locations where there is a demonstrated need for bicycle parking facilities.
- The City should adopt the proposed network phasing strategy as the guide for implementing the AT network.
- In addition to capital funding, the City of Greater Sudbury should explore other outside partnerships, cost-sharing and funding opportunities for the implementation of the AT Network.

Medium Term (generally the next six to ten years)

- The City of Greater Sudbury should recognize that future refinement of the proposed AT network will be required. This is consistent with a goal of ensuring that the plan is flexible and can respond to changes and new opportunities.



Long Term (generally 11 or more years)

- As an interim solution in advance of future road improvements to install cycle tracks, the City of Greater Sudbury should modify current by-laws to continue to restrict cycling on sidewalks for adults but not prohibiting cycling on paved portions of boulevards where it is safe to do so.

12.4 Transportation Policies

12.4.1 Complete Streets Policy

- Implement a “Complete Streets” policy so that the transportation network is designed, constructed, operated and maintained for all transportation users and all modes of transportation.

12.4.2 Road Classifications

- Revise the road classifications to include direction on transit, cycling and pedestrian provision, as detailed in **Section 10.2.1**.
- Adopt revised road cross sections as detailed in **Section 10.2.2**.

12.4.3 Rural to Urban Conversion

- Adopt the rural to urban conversion criteria outlined in **Section 10.3**.

12.4.4 Sidewalk Policy

- Finalize a Sidewalk Policy as detailed in **Section 10.4**.

12.4.5 Transit

- Develop a Transit Master Plan to leverage the road and active transportation plans recommended in the Transportation Study Report.

12.4.6 Greater Sudbury Airport

- Implement road improvements that will improve travel time and access to Greater Sudbury Airport.

12.4.7 Rail

- Should the rail companies consider the relocation of rail lines or rail yards, the City should work with them throughout the relocation process.

12.4.8 Roundabouts

- Develop roundabouts guidelines that could be used to help determine the appropriateness of installing roundabouts at new intersections in the city, or at existing intersections where the method of traffic control is being reconsidered.



12.4.9 Transportation Demand Management

- Prepare a Transportation Demand Management Plan.

12.4.10 Pedestrian Safety

- Finalize Sidewalk Priority Policy.
- Identify intersections or midblock locations with a history of vehicle / pedestrian conflict.
- Study and implement appropriate measures to improve pedestrian safety.

12.5 Incorporating the Transportation Study Report into the Official Plan

The Transportation Study Report contains numerous recommendations that should be incorporated into the ongoing Official Plan Review. The existing Official Plan language has been updated based on these recommendations. Changes to the transportation chapter of the Official Plan have been included in **Appendix M**.

