

WELCOME TO THE

Public Information Centre 2

City of Greater Sudbury Transportation Study



June 19, 2013

What is this project about?

Purpose

“Produce a Transportation Plan that defines a comprehensive, fully integrated and sustainable transportation network that accommodates projected transportation demands to the year 2031 for the City of Greater Sudbury”



Principles

The **three** main principles, which are guiding the development of the future transportation network:

Healthy Communities

To create complete streets that are designed, constructed and maintained to support all users and all modes of transportation

Sustainability

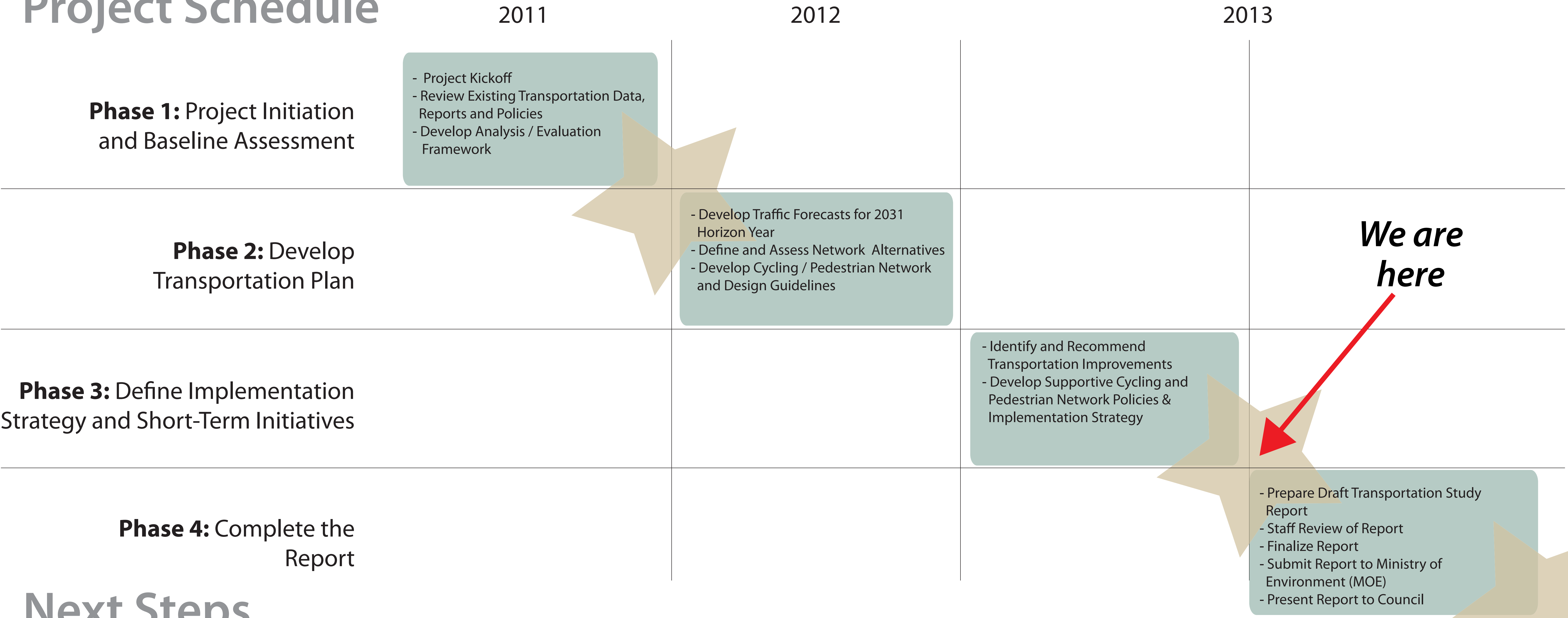
To limit the vehicle kilometers travelled per year through integrated transportation and land use planning

Economic Vitality

To ensure that the transportation network supports mobility so that people and freight can access destinations with limited delay

Process Overview

Project Schedule



Next Steps

- Following this Public Information Centre and the completion of the Transportation Study Report, next steps will include:
- Conduct an Environmental Assessment to define a corridor for key road projects, such as the South University Link / Ramsey Lake Road widening and MR80 widening / Barry Downe extension projects
 - Conduct a design feasibility study for any active transportation facility type, which is selected for implementation

Public Meeting

The first public information center was held on January 11, 2012 from 4pm to 7pm at City Hall on Tom Davies Square. It was estimated that approximately 100 residents attended. Attendees were encouraged to actively participate in the development of the TMP through comment sheets, poster board polls and an online survey. The following is a summary of the input that we have received to this point in the project through the public meeting, an online survey and other comments received from stakeholders and the public.

Over 520 online surveys have been received as of May 2013. The survey included five questions where respondents were asked to rank several criteria and three opinion based questions. The following summarized the responses received on the five rank questions.

Stacked bar chart showing the number of responses for different frequency categories across various locations. The categories are: Every day (blue), A few times a week (purple), A few times a month (green), A few times a year (red), and Never (dark blue).

Location	Never	A few times a year	A few times a month	A few times a week	Every day
Northwest (Jacks, Chalmers, Downing)	80	180	50	10	10
North (Val Caron, Val Therese, Opineau)	100	180	50	10	10
Northeast (Garson, Fauriolinger)	80	180	50	10	10
Southeast (Mikolich, Levesque, Langlois)	80	180	50	10	10
Downtown Sudbury	10	10	80	180	100
New Sudbury	10	10	120	180	100
South end of Sudbury / Fair Corners	10	10	120	80	100
Other locations within Greater Sudbury	30	100	100	100	10
Outside of Greater Sudbury	30	180	100	10	10

Stacked bar chart showing the frequency of use for different modes of transport. The Y-axis represents the Number of Responses (0 to 500). The X-axis lists transport modes: Drive a car, Passenger in a car, School Bus, City Bus, Bicycle, Walk, Taxi, and Other. The legend indicates five frequency categories: Every day (blue), A few times a week (purple), A few times a month (green), A few times a year (red), and Never (dark blue).

Mode of Transport	Every day	A few times a week	A few times a month	A few times a year	Never
Drive a car	270	100	20	10	10
Passenger in a car	10	100	120	40	10
School Bus	430	10	10	10	0
City Bus	140	100	40	120	0
Bicycle	130	80	100	120	0
Walk	40	180	100	60	0
Taxi	0	10	20	250	0
Other	0	0	0	10	160

Improvement	Average Rank
Other	2.8
Snow removal	3.8
Improved and expanded bus routes	4.2
Improve bike, walk or transit connections to key destinations* (schools, work, shopping, community centers)	4.1
Improvements to bus stops - shelters, benches, route information	4.0
Secure bicycle parking	3.7
Shower/change facilities at schools/places of employment	2.8
Maps identifying cycling, trail and pedestrian routes	3.7
Bike lanes or paved shoulders on roads	4.1
More multi-use hiking and cycling trails	3.8
More sidewalks	3.7

Goal	Average Rank
Enhance the sustainability of the transportation system	4.4
Support employment activity, including mining	3.6
Provide better access to commercial areas (e.g. retail shopping areas, etc.)	3.6
Improve walking and cycling as transportation options	4.3
Improve connections between the communities in Greater Sudbury	4.1
Improve the quality of life and health of Sudbury residents	4.4

Reason	Response Percent
Limited transit service area/distance between home and destinations	74%
Lack of sidewalks	38%
Limited hours of bus service	64%
Weather	33%
The cost	23%
Distance	40%
Safety	43%
Other	20%

Policy Initiatives

Road Classifications

Historically, the criteria for road classifications have been based on three main elements; **the function** of the road and its role in facilitating vehicle travel between points of origin and destination (roadway service function), **land access** and **vehicle traffic flow characteristics**.

In line with the vision for complete streets we recommend that these existing classifications be modified and expanded to include the following three criteria:

Transit Provision: Consideration for either a rapid bus service or a local bus service for each class of road.

Cycling Provision: Implementation of one of three categories (Separate Facility or Alternate Routes; Cycling Operating Space; or Shared Roadway) for each road classification.

Pedestrian Provision: All road classifications should include sidewalks. On higher order roads, such as a primary arterial, sidewalks may not be appropriate. However, the specific conditions should be considered in each case and where sidewalks can provide improved links they should be implemented.

Class of Road	Function	Access	Right-of-Way Width	Daily Traffic Volume	Design Speed	Minimum Intersection Spacing	Other Regulations	Transit Provision	Cycling Provision	Pedestrian Provision
Primary Arterial	<ul style="list-style-type: none">Connects the City with other major centres and/or separate communities within the CityFacilitate long distance person or goods movement travel through the City or between major activity areas within the CityTraffic movement the primary consideration	<ul style="list-style-type: none">Intersections with other arterial or collector roadsDriveways to major regional activity centres	35m - 45m (urban areas) 45m - 90m (rural areas)	15,000 to 50,000	60 km/hr to 100 km/hr	400m	<ul style="list-style-type: none">No on-street parkingBuffers between the roadway and adjacent uses in rural areas	Bus Service	<ul style="list-style-type: none">Separated Facility or Alternate Routes in urban areasBuffered paved shoulders in rural areas	Sidewalks on both sides of the road in urban areas
Secondary Arterial	<ul style="list-style-type: none">Connect two or more communities or major activity centresConnect two primary arterial roadsConnect a community or activity centre with a primary arterial roadTraffic movement primary consideration	<ul style="list-style-type: none">Intersections with other roadsAccess from adjacent property strictly regulated and kept to a minimum	26m - 35m (urban areas) 30m - 45m (rural areas)	5,000 to 20,000	50 km/hr to 80 km/hr	200m	<ul style="list-style-type: none">No on-street parking	Bus Service	<ul style="list-style-type: none">Separated Facility or Alternate Routes for roads with AADT greater than or equal to 15,000Cycling Operating Space for roads with AADT less than 15,000²	Sidewalks on both sides of the road in urban areas
Tertiary Arterial	<ul style="list-style-type: none">Connect small / rural communitiesConnect communities to primary or secondary arterial roads	<ul style="list-style-type: none">Intersections with other roadsAccess from adjacent property strictly regulated and kept to a minimum	26m - 35m (urban areas) 30m - 45m (rural areas)	5,000 to 15,000	50 km/hr to 80 km/hr	200m	<ul style="list-style-type: none">No on-street parking	Bus Service	<ul style="list-style-type: none">Cycling Operating ¹	Sidewalks on both sides of the road in urban areas
Collector	<ul style="list-style-type: none">Connect properties within neighbourhoodsConnect a neighbourhood with an arterial roadProvide direct access to adjacent lands	<ul style="list-style-type: none">Intersections with other roadsRegulated access from adjacent property	20m - 35m	1,000 to 12,000	50 km/hr to 70 km/hr	60m	<ul style="list-style-type: none">On street parking may be permitted	Bus Service	<ul style="list-style-type: none">Cycling Operating ²	Sidewalks on both sides of the road in urban areas
Local	<ul style="list-style-type: none">Provide direct access to adjacent landsConnect properties within a neighbourhood to collector roads	<ul style="list-style-type: none">Intersections with other collectors or other local roadsAccess from adjacent property permitted	+ / - 20m	Less than 1,000	30 km/hr to 50 km/hr	60m	<ul style="list-style-type: none">On-street parking is generally permittedGoods movement restricted except for that having origin or destination along the road	Generally no regularly scheduled transit service	<ul style="list-style-type: none">Shared ³	Sidewalk on at least one side of the road in urban areas
<div><div>1. Options may include: buffered paved shoulders in rural areas; active transportation paths in rural or urban areas; separated bicycle lanes / cycle track in urban areas; or alternate route</div><div>2. Options may include: paved shoulders or buffered paved shoulders in rural areas; exclusive bicycle lanes or separated bicycle lanes / cycle tracks in urban areas</div><div>3. Options may include: shared lane markings (rural or urban areas); standard or wide curb lanes (rural or urban areas)</div></div>										

Rural to Urban Cross-Sections

To conform to the Official Plan, the conversion of rural to urban cross sections only should be implemented for areas designated as “communities” and should not be implemented for “non-urban settlements” or “rural and waterfront areas”.

Criteria Used to Identify High Priority Road Links for Rural to Urban Conversion

To help determine the most appropriated road segments for conversion from rural to urban cross sections, a series of criteria have been established. Applying these criteria will result in a priority ranking of road segments. The criteria for the conversion rural to urban cross section include:

- Designation in the Official Plan as a Community;
- Average annual daily traffic (AADT);
- Link identified in the Active Transportation Master Plan;
- Proximity to land uses that generate pedestrian trips (schools, hospitals, community centres);
- Presence of bus routes;
- Proximity to existing sidewalks;
- Proximity to existing curbed road segment;
- Condition of pavement; and
- Existence of sewer lines.

Process

The City could apply these informally or adopt a formal threshold (e.g. a street must meet two-thirds of the criteria).

Criteria	Description	Threshold for Conversion
Designation in Official Plan as a Community	Communities are fully-serviced by municipal sewer and water. These areas are the primary focus of residential development and also include the majority of the designated employment areas.	Designated as a Community
Average Annual Daily Traffic (AADT)	As traffic volumes increase, the likely hood of pedestrian traffic also increases. The increasing traffic volumes can pose a safety concern for pedestrians, making road segments with high traffic volumes generally a higher priority for conversion from a rural to an urban cross section.	1,000 AADT volume or greater
Link Identified in the Active Transportation Master Plan	The Active Transportation Master Plan (AT Plan) is one component of the Transportation Study. The AT Plan nominates links for cycling and pedestrian improvements. These recommendations should be prioritized in determining road segments for conversion from rural to urban cross sections.	Identified as a recommended improvement in the Active Transportation Plan
Proximity to Land Uses that Generate Pedestrian Trips	Certain land uses are expected to be key generators of pedestrian trips. These include schools, hospitals and community centres. A road segment’s proximity to these land uses is a good determinant of the demand for sidewalks and the appropriateness of the conversion from rural to urban cross section.	Within 500 metres of land uses that generate pedestrian trips
Bus Route	Bus routes generate pedestrian activity with riders walking to and from the bus stops. The conversion of rural to urban cross sections would provide greater safety for riders.	Bus route present
Road Segments with Proximity to Existing Sidewalks	A road segment’s proximity to existing road segments with sidewalks makes it a candidate for rural to urban conversion. Cross section conversion of road segments near existing sidewalks would help eliminate gaps and provide linkages in the sidewalk network.	Within 500 metres of existing sidewalks
Proximity to Existing Curbed Segment	Existing curbs along portions of a road segment suggest that some work already has been completed to convert from a rural to an urban cross section. Cross section conversion of road segments already with partial curbs would help eliminate gaps in the network.	Curb constructed along a portion of the road segment
Condition of Pavement	A road segment that is scheduled to be re-surfaced or refurbished in the near future could be a candidate for rural to urban conversion as it would be more economical to convert the cross section when scheduled maintenance is being conducted than to initiate road works solely for the purpose of cross section conversion.	Road segment scheduled for re-surfacing / refurbishment in the next five years
Existence of Sanitary Sewer Lines	The existence of sanitary sewer lines in a road segment is an essential precursor to conversion from a rural to urban cross section.	Sewer lines present

Policy Initiatives

What are Complete Streets?

Roadways that are planned, designed, constructed, operated, and maintained to safely and comfortably provide for the needs of all users, including, but not limited to motorists, cyclists, pedestrians, transit and school bus riders, movers of freight, persons with disabilities, seniors, the young and emergency users.

What are the benefits of Complete Streets?

- Although the benefits of a complete street vary by travel mode and user, generally the overall benefits are see as:
- Provide appropriate facilities for cars, trucks, transit, cyclists and pedestrians
 - Can be safer for all users
 - Support liveable communities
 - Positive impacts on public health
 - Economic benefits - people want to be there

Goals of Sudbury’s Complete Street Policy

- When developing a complete street policy for Sudbury, the following goals should be kept in mind:
- Ensure that the needs of all transportation users are balanced throughout the surface transportation network to the greatest reasonable measure
 - Create a balanced, comprehensive, integrated fully interconnected, functional and visually attractive surface transportation network
 - Support the use of the appropriate complete streets design standards, principles, policies and guidelines within the context of the community

Sidewalk Priority Policy

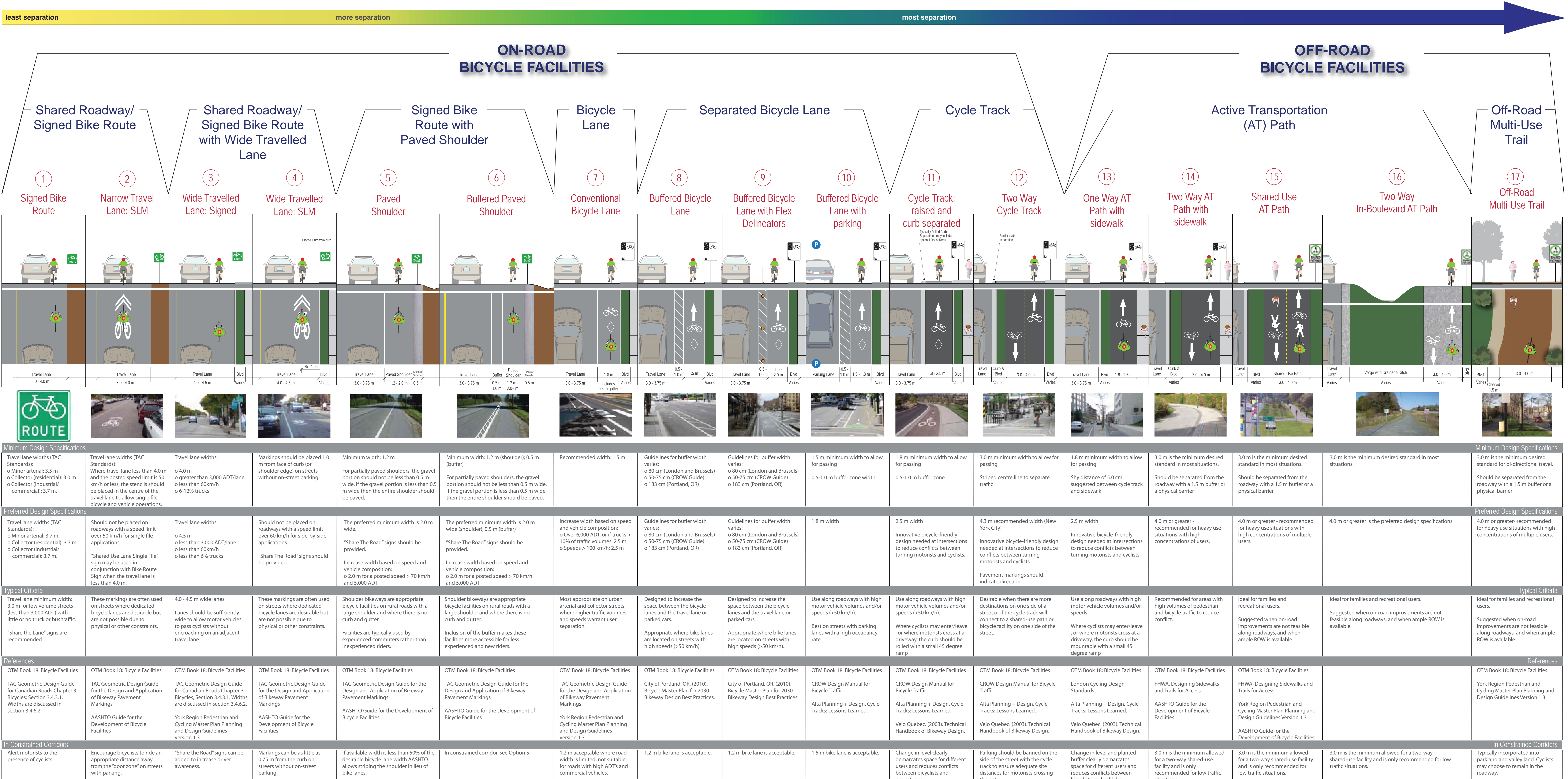
This sidewalk priority policy has been adapted from the City of Victoria’s “Pedestrian Master Plan” and the City of Peterborough’s “Sidewalk Strategic Plan”

The policy awards points based on specific criteria for each area. The highest priority is given to those areas with the highest total score

Criteria	Description	Threshold for Conversion
Road Type	Arterial Collector Local	10 5 1
Pedestrian Generators	Within 500 m of a hospital, library, place of work, arena, etc.	7
Commercial Land Use	Downtown Commercial Area	10 7
Transit	Along Transit Route	5
School Proximity	< 0.5km 0.5km to 1.4km 1.5km to 2.0km	6 3 1
Road Width	Number of lane	1 - 6
Existing Pathways	None Informal Path Trial (within 500m)	10 7 5
Public Concerns	Number of formal requests received	1 - 7



Active Transportation Facility Options: What kind of facilities are possible?



This document is for information purposes only.

THANK YOU FOR ATTENDING

Please take a moment to fill out the online survey and provide us with your feedback

More information on the project can be found on the City's website:

www.greatersudbury.ca > Inside City Hall > Official Plan > Background Studies > Transportation Study

If you have any other questions please contact:

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