

# ENGINEERING DESIGN OF PARIS-NOTRE DAME BIKEWAY



## ROUND ONE CONSULTATION SUMMARY

December 18, 2018



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# 1 ENGAGEMENT APPROACH

The City of Greater Sudbury initiated the engineering design of the Paris-Notre Dame Bikeway to extend the existing bikeway along Paris Street to Regent Street (Four Corners) in the south and Turner Avenue in the north. There is an existing section of facility on Paris Street between Walford Road and York Street. The study area is provided in **Map 1**. As this project will affect the public realm on the Paris-Notre Dame corridor, receiving feedback and ideas from the public is very important in guiding and informing the preferred engineering design. To help achieve diverse and meaningful engagement, the City planned two rounds of public engagement for the Project. The first round concluded on December 7, 2018, and presented design alternatives for the new facility as well as obtained feedback from the public about key issues along the proposed route. The second round is planned for Winter 2019.

Multiple associations and groups were contacted through diverse platforms throughout the first round of engagement. On November 20, 2018, face-to-face engagement took place in the form of a stakeholder meeting and a public drop-in event. Online feedback forms were available to the public from November 16 to December 7, 2018. The general consultation process is diagrammed in **Figure 1**.



Figure 1: Consultation process.

## 1.1 Stakeholder Meeting

The first stakeholder meeting occurred on November 20, 2018 from 1:30 p.m. to 3:00p.m. At the meeting, representatives from the team presented the study process, opportunities and constraints, design objectives and examples of potential design alternatives. After the presentation, attendees were welcomed to provide their feedback on the provided roll-plan as well as provide feedback on the utility of the existing facility, which was shown in a “virtual tour” slide show presentation. This meeting had over 15 attendees representing multiple stakeholders from the community:

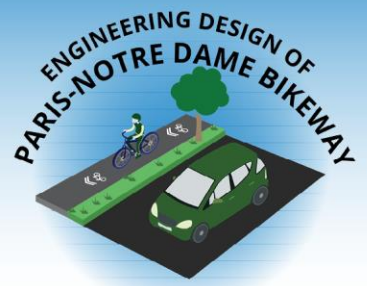
<i>City of Greater Sudbury</i>	<i>Canada Revenue Agency</i>	<i>Friends of Sudbury Transit</i>
<i>City of Greater Sudbury Housing</i>	<i>Sudbury Cyclists Union</i>	<i>Councilor-elect Ward #4</i>
<i>Sessions Ride Company</i>	<i>Science North</i>	<i>Councilor Ward #5</i>
<i>Coalition for a Livable Sudbury</i>	<i>Rainbow Routes Association</i>	<i>Councilor Ward #8</i>
	<i>Sudbury Cycling Grannies</i>	<i>Councilor Ward #12</i>
		<i>Public Health Sudbury and Districts</i>



## 1.2 Public Drop-In Event

The public drop in event was hosted in Science North from 5:00p.m. to 7:00p.m. on November 20, 2018. Over 50 members of the community attended the event where a route roll plan and a virtual bike tour of the existing bike facility along Paris Street. Photos from the event are shown in **Figure 2**.





**PHASE 1**



**PHASE 2**

*Map 1: Map of the future bikeway route*



*Roll plan at the public meeting*



*Public meeting venue*



*Virtual bike tour at the public meeting*

*Figure 2: Photo gallery of the public meeting at Science North*

### 1.3 “Over to You” Survey

The City offered an online survey that accepted comments beginning on November 16 up to December 7, 2018. The survey mirrored the feedback panels used at the public meeting and asked similar questions about design preferences for the bikeway. More than 20 participants filled out the survey, answering questions including:

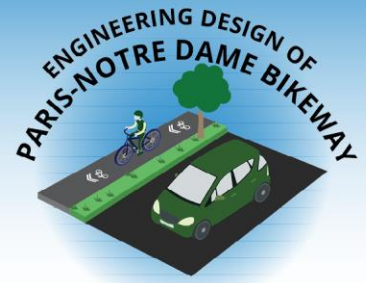
- What type of cycle track do you prefer and why?
- What do you like/dislike about;
  - o Mountable curb cycle tracks?
  - o In-boulevard cycle tracks? and
  - o Raised cycle tracks?
- Is there anything else you would like to share with the project team?

## 2 OUTREACH AND ADVERTISING

Ensuring that the public was well informed of the upcoming study and engagement opportunities was a key element of this phase of engagement. Multiple different avenues were pursued to reach out to the public about the study, upcoming public event and online survey. Outreach occurred from early November until December 6, 2018. Methods to spread the word about the project have been summarized into three categories: print, online and digital media.

### 2.1 Print

The study team promoted the public event through multiple print resources. 600 notices that advertised the upcoming public event were printed and mailed to property owners and tenants along the study corridor. Two local newspapers also promoted the study: an advertisement was placed in The Northern Life and The Sudbury Star ran a promotional article for the event on November 18, 2018. At the Sudbury Cyclists Union Winter Social (November 26, 2018), representatives from the study team handed out postcards promoting the study and online survey opportunities. The notice is attached to this summary in **Appendix A**.



## 2.2 Online

Online advertisement consisted of social media promotion on the City's Facebook and Twitter accounts as well as information available of the City of Greater Sudbury website. A digital Public Service Announcement was also released on the City's website on November 15, 2018.

## 2.3 Digital Media

Digital media outreach consisted of TV/radio interviews, digital billboard advertisements and online newsletter promotion. Representatives from the study team conducted two interviews with local news outlets after the public event, including CBC Morning North and CTV News. An advertisement for the Over to You Survey was placed on the City's digital billboard on Paris Street at Bell Park. This advertisement ran from November 20 until December 7. Finally, the advertisements were circulated to 500+ subscribers of the City's online active transportation newsletter Momentum both prior to the public event and the day before the online survey closed.

# 3 ENGAGEMENT MATERIALS

## 3.1 Presentation

At the stakeholder meeting, WSP staff gave a presentation to the stakeholders that summarized the study purpose and timeline, design objectives and route. The presentation mirrored the information that was later presented in panel-format to the public.

## 3.2 Panels

The drop-in event displayed information panels that explained study purpose and timeline, design objectives and the proposed route. The study team presented eleven panels (in English, with French versions available upon request). Four of the panels were designated for feedback, however all panels could be marked-on. The format of the panels is included below, in **Table 1**. The panels are attached in **Appendix B**.

Table 1: Summary of Panels

Panel	Description	#of Panels
<i>Introduction + Timeline</i>	Introductory panels with the name, date and time of the event and the timeline.	2
<i>Study Summary</i>	A background panel describing what is a bikeway and where the bikeway will be	1
<i>Design Objectives</i>	A panel that describes the four main design objectives for the bikeway	1
<i>Opportunities and Challenges</i>	A panel showing the current opportunity and challenges associated with the proposed bikeway route	1
<i>Examples of Design Alternatives</i>	A panel with three design alternatives from Ontario: in-boulevard cycle tracks, mountable curb cycle tracks and raised cycle tracks (shown in <b>Figure 3</b> )	1



Panel	Description	#of Panels
<i>We Want to Hear From You!</i>	Four panels with three different engagement opportunities: the first panel invited	4
<i>Next Steps</i>	Concluding panel explaining the next steps of the study and contact information for key team members	1
<b>Total</b>		<b>11</b>



*In-boulevard Cycle Track Photo*



*Mountable Curb Cycle Track Photo*



*Raised Cycle Track Photo*

*Figure 3: Photos of design alternatives presented on the panels*

### 3.3 Roll Plan

In addition to the panels there was also a roll plan that displayed the proposed route on a map. There were two roll plans at the engagement, one for the stakeholder meeting and one for the public meeting. Post it notes were available so attendees could leave comments directly on the map (**Figure 4**). A pdf version of the roll plan is included in **Appendix C**.



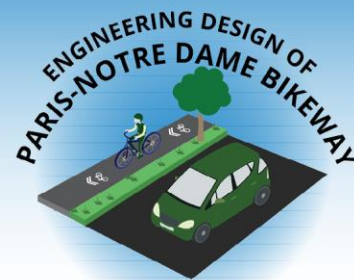
*Figure 4: Roll plan at the stakeholder meeting*

### 3.4 Virtual Bike Tour

The study team presented the virtual bike tour to attendees to help visualize the bicycle conditions on the existing route and prompt ideas about comfortable bikeway design. A presentation of the virtual bike tour occurred at both the stakeholder and public meeting (**Figure 5**). A printout of the virtual tour is attached in **Appendix D**.



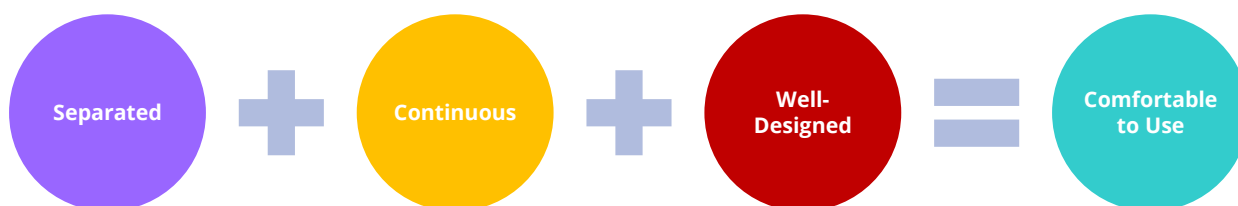
*Figure 5: Virtual bike tour at the public meeting*



## 4 SUMMARIZING THE FEEDBACK

### 4.1 Key Theme Overview

Four main design objectives were originally proposed for the bikeway: separated, continuous, well-designed and comfortable to use. From the implementation perspective the first three objectives will amount to the fourth: a bikeway that is comfortable to use.



To help guide the implementation and link the design objectives to the findings of the consultation, the public comments were grouped based on the first three design objectives: separated, continuous, and well-designed.

90% of the comments related to one of the four design objectives. However, 10% formed two new themes not originally considered as a bikeway design objective. Some comments relate directly to the design of the roadway and not to the bikeway; these comments were grouped as “Slowed and aware vehicles”. Secondly, some comments relate to the education and awareness of the bikeway and bicycle culture in Sudbury, these comments were grouped as “Educated users”. The breakdown of the six final themes, and the range of comments they represent are shown in **Figure 6** below:

**SEPARATED:** Any comment that relates to the grade or physical separation of the bikeway

**WELL-DESIGNED:** Any comment that relates to the pavement condition, signage, intersection treatment or landscaping along the route

**CONTINUOUS:** Any comment that relates to the connection of the bikeway to other segments of the route

**SLOWED AND AWARE VEHICLES:** Any comment that relates to changing vehicle behavior through infrastructure interventions (such as traffic calming)

**EDUCATED USERS:** Any comment that relates to changing vehicle or bicycle behavior through education and programming

- Slowed and Aware Vehicles
- Continuous
- Educated Users
- Separated
- Well-Designed

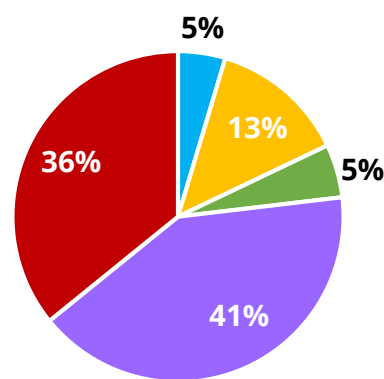


Figure 6: Key Theme Overview

## 4.2 Key Theme Breakdown

Over **170** comments were received from the roll plans, panels, emails and online survey. Each theme included a range of comments. The trends are summarized in this section.

### 4.2.1 Separated

The study team received more than 70 comments that related to the separation of the bikeway. Specifically, comments related to:

- **Physically separated with a buffer from vehicle lanes:** ensure the bicycle lane is a comfortable distance from the vehicular traffic lanes and includes a physical barrier that would detract from distracted drivers from swerving into the bikeway, such as a bollard, planted vegetation or another physical barrier. This was the most commonly heard comment from the engagement.
- **Grade separated:** separate the bicycle lane from the vehicle lane by levelling it with the sidewalk. During the engagement, this was preferred as it reduces the risk of vehicular conflicts; however, a small portion of comments also preferred no grade separation as they found it was more useful to have a physical buffer than a grade separation.
- **No mountable curb:** do not pursue the mountable curb option as it would encourage vehicles to park or complete pick-up drop-off activities in the bikeway.
- **Physically separated from pedestrian infrastructure:** for alternatives that were grade separated from vehicles, delineate the bikeway from pedestrian infrastructure to reduce conflicts between cyclists and pedestrians.

### 4.2.2 Well-Designed

The study team received over 60 comments that related to the design of the bikeway. Specifically, the comments related to:

- **Intersection treatments:** continue the design of the bikeway through intersections to ensure visibility, safety and comfort of cyclists that are interacting with vehicles.
- **Signage:** construct more directional and cautionary signage along the route so that cyclists know where they are going/how long it takes to get there and so cars are more aware of cyclists in the bike route.
- **Landscaping:** include plants and streetscaping both for practical (storm drainage) and aesthetic (shade, beauty) benefits.
- **Pavement material and condition:** design a smooth bike path (no bumps or uneven pavement) with a high-traction material to reduce slippage.
- **Maintenance:** ensure the bikeway is well-maintained all-seasons, including during the winter.
- **Clearly Marked:** design the bikeway so it is easily recognizable and usable for cyclists of all capabilities.
- **Transit integration:** design the bikeway to reduce conflicts with transit and incorporate transit stops.

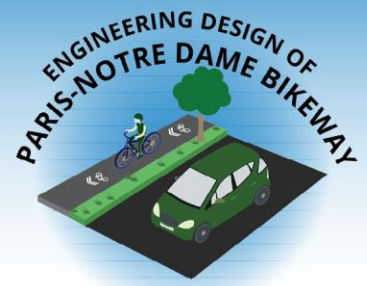
- **Removing obstructions from the bike path:** when placing signage, or other infrastructure do not block or obstruct the bikeway.
- **Ensuring a comfortable width:** design the bikeway so that cyclists feel have a comfortable buffer. This was especially noted as a concern on the segment that crosses the Bridge of Nations.
- **Accessibility/Comfort for all users:** consider the accessibility of the bikeway for all ages/capabilities and design accessible curbs for on/off access.
- **Lighting:** design the bikeway to be well-lit and visible.

#### 4.2.3 Continuous

The study team received more than 20 comments related to the continuity of the bikeway, including:

- **Reducing/minimizing impact of driveways along the route (make the bikeway height uniform):** design the bikeway so that the up-and-down conditions of the driveways along Paris Street do not affect cyclists. This comment represented 60% of the “continuous” comments.
- **Midblock bicycle crossings:** where there a long route segments between intersections, consider adding bicycle/pedestrian crossings to improve connectivity.
- **Linking gaps in the network:** address any gaps that exist in the network so that cyclist does not encounter uncomfortable conditions.
- **One-way bicycle travel:** Two-way cycle tracks can make it difficult for cyclists to cross the road/access all amenities destinations. It is recommended that the bikeway be designed to be on one-way.
- **A Bikeway on both sides of street:** design the bikeway to be on both sides of the street to support cyclists travelling in either direction.
- **Connecting to local amenities:** Ensure the route connects and is well integrated to important route amenities such as the grocery stores along Paris Street and Loach’s Road/Regent Street.
- **Connecting to other trail/cycling facilities:** connect the facility to other trails and bikeways so that the route of a cyclist can be continuous throughout the city.
- **Extending the network:** consider extending the proposed route to connect to more areas of the city and adjusting the Phase 1 and Phase 2 constraints.
- **No abrupt ends:** when approaching an intersection, or the end of the route, ensure the bikeway has preemptive and clear signage/infrastructure conditions that inform the cyclist the lane will be ending.
- **Integrating the new facility with the existing facility on Paris Street:** ensure the new bikeway connects and is continuous to the existing facility from Walford Road to Regent Street.





#### 4.2.4 Educated Users

The study team received approximately 10 comments related to the education of road users. Specifically, we heard comments related to:

- **Education on the rules of the road:** invest in education initiatives so that both cyclists and drivers are aware of the rules of the road and how to share the road.
- **Promotional materials about the bikeway:** distribute promotional materials about the bikeway so that drivers are informed of the changes and tourists can be aware of the facility.
- **Enforcement along the route:** increase enforcement along the route to improve safety.

#### 4.2.5 Slowed and Aware Vehicles

The study team received approximately 10 comments related to the vehicle behavior and infrastructure. These comments related to:

- **Traffic calming:** slow traffic on Paris Street so the bikeway is safer no matter its design. Although this was heard throughout the engagement, a small proportion of comments preferred that the bikeway not affect the adjacent vehicular traffic.
- **Reconfigure centre turn lane:** remove the centre turn lane to reduce vehicle priority/lanes.
- **No right on red:** do not permit vehicles to turn right during a red light at intersections where they could be conflicting with a cyclist using the bikeway.

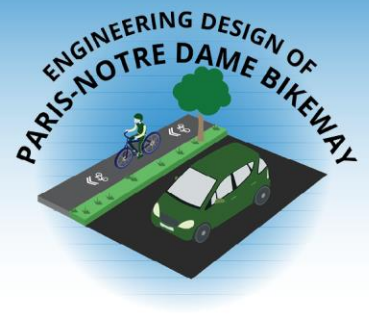
## 5 KEY TAKEAWAYS

### 5.1 Frequently Heard Comments

The engagement allowed for multiple different perspectives and preferences to be heard about the future design of the bikeway. Overall, the following seven comments were most common, with physically separated with a buffer from vehicle lanes being the most common:

- Physically separated with a buffer from vehicle lanes
- Intersection Treatments
- Grade Separation
- Pedestrian Separation
- No Mountable Curb
- Signage
- Landscaping

Four of the seven top comments related to the separation of the bikeway from other traffic modes. More so, intersection treatments were commonly preferred to reduce conflicts between cyclists and motorists. Accommodating dedicated space for the bikeway is a key takeaway from this round of public consultation. Further, an attractive bikeway, with signage and landscaping is also a key takeaway from the consultation. Pedestrian separation was also desired. Finally, wayfinding along the route is important to guide cyclists of all capabilities along the route.



## 5.2 Comments on the Study Design

In the next phase of engagement, it was recommended that any online survey include photos of the proposed alternatives so that comments could be better informed.

# 6 NEXT STEPS

The comments received in the first round of consultation will help inform the detailed engineering design of both phases of the bikeway, recognizing that some feedback received is applicable corridor-wide. A second round of consultation will be undertaken when the Phase 1 design has progressed to 60% to show how the comments have been incorporated and to receive any final input to the design. During this second consultation round, the initial design drawings for Phase 2 will also be displayed to gain public feedback. The Phase 2 design drawings will be at the 30% or less design level in order to be flexible enough to incorporate feedback into the design.

# APPENDIX A

NOTICE TEMPLATE



# Public Consultation Session Engineering Design of the Paris-Notre Dame Bikeway

[www.greatersudbury.ca/cycling](http://www.greatersudbury.ca/cycling)

**Tuesday November 20, 2018**  
**5:00 p.m. and 7:00 p.m.**  
**An optional walking tour will occur at 6:00 p.m.**

**Science North (CTV Atrium)**  
**100 Ramsey Lake Rd**

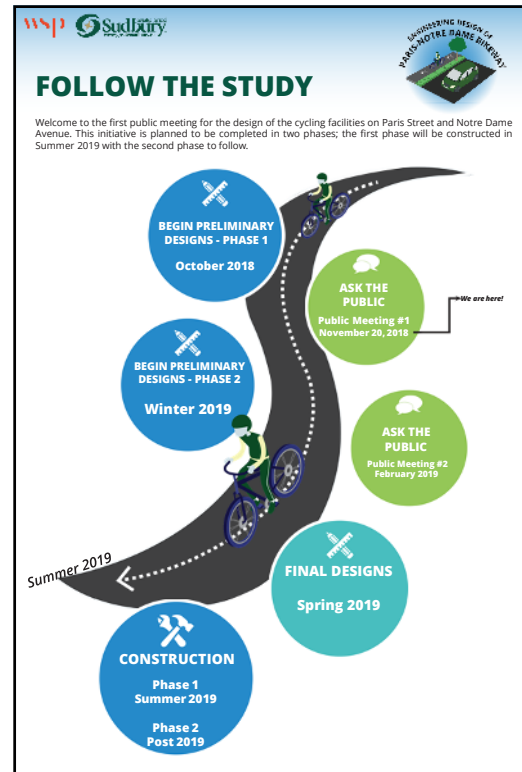
# APPENDIX B

## PANELS

**Welcome!**

## ENGINEERING DESIGN OF THE PARIS-NOTRE DAME BIKEWAY

Public Meeting | Tuesday, November 20, 2018



## WHAT IS A BIKEWAY?

A **Bikeway** is a dedicated path or route for cyclists. It is commonly separated from the vehicular traffic lane through a physical buffer or grade separation.

**In Sudbury, 1.5km of bikeway exists on Paris Street between York Street and Walford Road.**

**WHERE WILL IT BE?**

The new bikeway will extend the existing bikeway to Turner Avenue in the north and Regent Street in the south.

**PHASE 1** **PHASE 2**

## DESIGN OBJECTIVES

The new bikeway will be guided by the following four design objectives to ensure a safe and comfortable ride for all users.

- Separated from vehicle traffic**
- Continuous on both sides of the street**
- Well designed at intersections**
- Comfortable to use**



**WSP Sudbury**

**OPPORTUNITIES AND CHALLENGES**

In order to achieve a well-used and comfortable cycling facility we have accounted for the following opportunities and challenges.

**OPPORTUNITIES**



New Intersection Treatments



Transit Integration



Landscaping/ Beautification

**CHALLENGES**



Rock Outcroppings



Constrained Right-of-Way



Existing Utilities



The Bridge of Nations



Retaining Walls/ Grade Changes



Existing Infrastructure




**WSP Sudbury**

**EXAMPLES OF DESIGN ALTERNATIVES**




To help you envision the future bikeway, we have gathered three Ontario examples that show different bikeway designs.

**In-Boulevard Cycle Tracks**

Ottawa








**Mountable Curb Cycle Tracks**

**Raised Cycle Tracks**

Toronto






**WSP Sudbury**

**WE WANT TO HEAR FROM YOU!**

In the boxes below, please let us know what you like or dislike about the different design alternatives.


**In-Boulevard Cycle Tracks**



**Mountable Curb Cycle Tracks**



**Raised Cycle Tracks**




**WSP Sudbury**

**WE WANT TO HEAR FROM YOU!**

Please identify any additional opportunities or challenges in the study area.

**Phase 1**



York Street

Walford Road

Regent Street

EXISTING CYCLING FACILITY

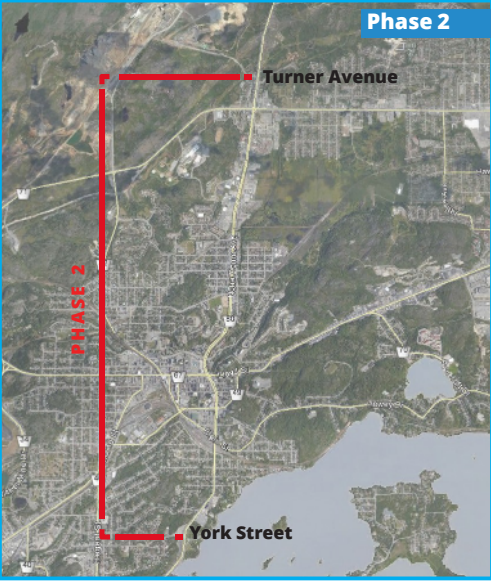
PHASE 1



**WSP** **Greater Sudbury**

**WE WANT TO HEAR FROM YOU!**  
Please identify any additional opportunities or challenges in the study area.

**PHASE 2**



**Turner Avenue**

**York Street**

ENGINEERING DESIGN OF  
PARA-MOTRE RAILS RAILWAY

**WSP** **Greater Sudbury**

**WE WANT TO HEAR FROM YOU!**  
Other ideas? Write them here!



ENGINEERING DESIGN OF  
PARA-MOTRE RAILS RAILWAY

**WSP** **Greater Sudbury**

**NEXT STEPS**

**Please join us to discuss updated design ideas**

**We will be meeting again in February 2019**

**OR KEEP UPDATED ON OUR STUDY VIA:**

**Our website**

**[www.greatersudbury.ca/cycling](http://www.greatersudbury.ca/cycling)**

**Our study contacts**

<p><b>Rebecca Gilchrist, P.Eng</b> Project Engineer City of Greater Sudbury 200 Brady Street P.O. Box 5000, Station 'A' Sudbury, ON, P3A 5P3 (705) 674-4455, ext. 4218 <a href="mailto:Rebecca.Gilchrist@greatersudbury.ca">Rebecca.Gilchrist@greatersudbury.ca</a></p>	<p><b>Brett Sears, RPP</b> Consultation Lead WSP 100 Commerce Valley Drive West Thornhill, ON L3T 0A1 (905) 882-4211, ext. 6573 <a href="mailto:brett.sears@wsp.com">brett.sears@wsp.com</a></p>
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ENGINEERING DESIGN OF  
PARA-MOTRE RAILS RAILWAY

**Bienvenue!**

## CONCEPTION TECHNIQUE DE LA PISTE CYCLABLE DE LA RUE PARIS ET DE L'AV. NOTRE DAME

Rencontre publique | Le mardi 20 novembre 2018

**SUIVEZ L'ÉTUDE**

Bienvenue à la première rencontre publique concernant la conception d'une piste cyclable sur la rue Paris et l'avenue Notre Dame. Nous prévoyons compléter ce projet en deux phases. La première sera construite à l'été 2019 et la deuxième suivra.

**QU'EST-CE QU'UNE PISTE CYCLABLE?**

Une **piste cyclable** est une voie ou un sentier réservé aux cyclistes. Elle est généralement séparée des voies de circulation automobile par une zone tampon physique ou une dénivellation.

À Sudbury, il existe déjà une piste cyclable de 1,5 km sur la rue Paris, à partir de la rue York jusqu'au chemin Walford.

**OÙ SE SITUERA-T-ELLE?**

La nouvelle piste cyclable s'étendra de la piste cyclable existante jusqu'à l'avenue Turner au nord et la rue Regent au sud.

**OBJECTIFS DE LA CONCEPTION**

La conception de la nouvelle piste cyclable sera guidée par les quatre objectifs suivants afin de garantir la sécurité et le confort de tous les utilisateurs.

**1 Séparée de la circulation automobile**

**2 Continue sur les deux côtés de la rue**

**3 Bien conçue dans les carrefours**

**4 Confortable à utiliser**

**POSSIBILITÉS ET DÉFIS**

Afin de concevoir une piste cyclable bien utilisée et confortable, nous devons profiter des possibilités et relever les défis ci-dessous.

**POSSIBILITÉS**



Nouveaux types d'intersections



Intégration du transport en commun



Aménagement paysager / Embellissement

**DÉFIS**



Affleurements rocheux



Emprise limitée



Services publics existants



Pont des Nations



Murs de soutènement / Dénivellation



Infrastructure existante

**DIFFÉRENTES CONCEPTIONS DE PISTE**

Afin de vous aider à imaginer la future piste cyclable, nous avons rassemblé trois exemples ontariens qui montrent différentes conceptions d'une piste cyclable.

**Voies cyclables sur trottoirs boulevards**

Ottawa

**Voies cyclables avec bordures franchissables**

Waterloo

**Voies cyclables surélevées**

Toronto

**NOUS DÉSIRONS SAVOIR CE QUE VOUS PENSEZ!**

Dans les cases ci-dessous, veuillez nous dire ce que vous aimez et ce que vous n'aimez pas des différentes conceptions de piste.

**Voies cyclables sur trottoirs boulevards**

**Voies cyclables avec bordures**



**Voies cyclables surélevées**



**NOUS DÉSIRONS SAVOIR CE QUE VOUS PENSEZ!**

Veuillez indiquer dans la région à l'étude toute autre possibilité ou tout autre défi que vous entrevoyez.

**Phase 1**

PISTE CYCLABLE EXISTANTE

chemin Walford

rue York

rue Regent

**PHASE 1**

**wsp** **Sudbury**

**NOUS DÉSIRONS SAVOIR  
CE QUE VOUS PENSEZ!**

Veuillez indiquer dans la région à l'étude toute autre possibilité ou tout autre défi que vous entrevoyez.

**Phase 2**

avenue Turner

rue York

**wsp** **Sudbury**

**NOUS DÉSIRONS SAVOIR  
CE QUE VOUS PENSEZ!**

Avez-vous d'autres idées? Notez-les ici!

**wsp** **Sudbury**

**LES PROCHAINES ÉTAPES**

**Joignez-vous à nous pour discuter des plans mis à jour.**

**Nous nous réunirons de nouveau en février 2019.**

**DEMEUREZ AU COURANT DE NOTRE ÉTUDE :**

**Site Web**

**[www.grandsudbury.ca/cyclisme](http://www.grandsudbury.ca/cyclisme)**

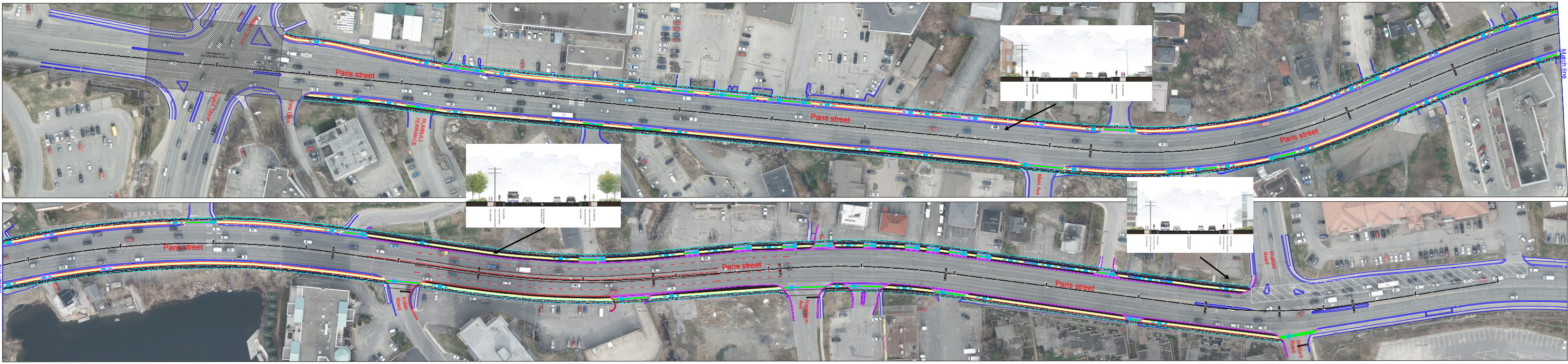
**Personnes-ressources de l'étude**

<p><b>Rebecca Gilchrist, ing.</b> Ingénieure de projet Ville du Grand Sudbury 200, rue Brady C. P. 5000, succursale A Sudbury (Ontario) P3A 5P3 705 674-4455, poste 4218 <a href="mailto:Rebecca.Gilchrist@grandsudbury.ca">Rebecca.Gilchrist@grandsudbury.ca</a></p>	<p><b>Brett Sears, RPP</b> Chef de consultation WSP 100, prom. Commerce Valley Ouest Thornhill (Ontario) L3T 0A1 905 882-4211, poste 6573 <a href="mailto:brett.sears@wsp.com">brett.sears@wsp.com</a></p>
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# APPENDIX C

## ROLL PLAN





PARIS STREET  
CYCLE FACILITY

Aerial View

NOVEMBER 20, 2018

LEGEND

- PROPOSED CYCLE FACILITY
- PROPOSED BUFFER
- PROPOSED CONCRETE SIDEWALK
- PROPOSED CYCLE CROSSING (COMMERCIAL)
- PROPOSED CYCLE CROSSING (RESIDENTIAL)
- EXISTING BUS STOP / SHELTER
- EXISTING CURB LINE AND SIDEWALK

NOTE: COLOURS ARE USED FOR ILLUSTRATION PURPOSES

Scale: 0 5 10 15

North Arrow

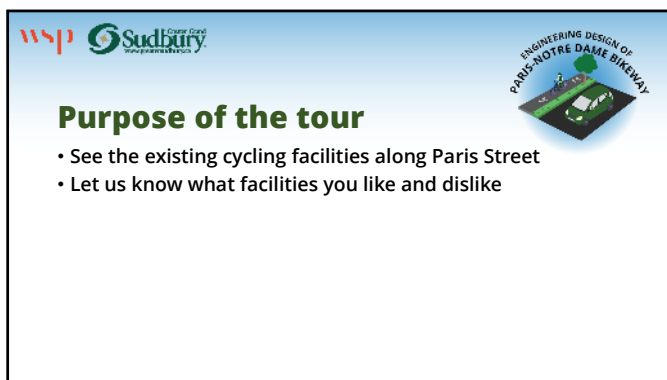
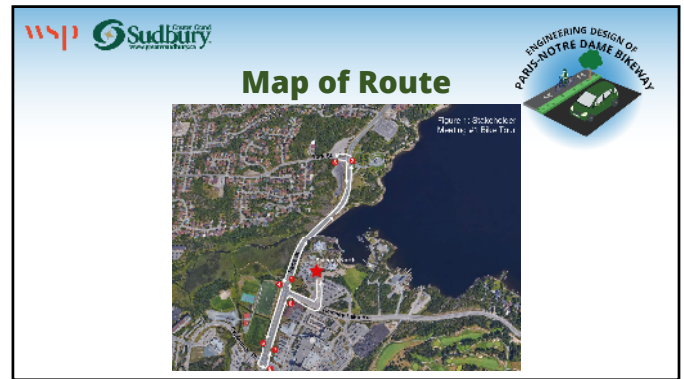
WSP

Sudbury

# **APPENDIX D**

**VIRTUAL BIKE TOUR**






















**End of tour!**

**What are your thoughts?**