1 INTRODUCTION

1.1 Purpose of the Study

The primary purpose of this study is to produce a Transportation Study Report that defines a sustainable transportation network for pedestrians, cyclists and vehicles that accommodates projected transportation demands to the year 2031 for the City of Greater Sudbury. The transportation system recommended in the report integrates the transportation infrastructure requirements of existing and future land use with the community planning vision and objectives of the City for healthy communities, sustainability and economic vitality. The recommendations from this report should be incorporated into the City's Official Plan Review process that is underway concurrent with the development of this Transportation Study Report.

The City's most recent Transportation Study was conducted in 2005. This included the larger City boundaries and anticipated the impacts of new retail "big box" developments, educational institutions and hospital expansion on the transportation network. Since 2005, Greater Sudbury has witnessed these and other changes; all are addressed in the report, which provides a vision of 'sustainable mobility' that can accommodate vehicles, cyclists and pedestrians in a healthy community. The report aligns with and will be included as part of the City's Official Plan. It accounts for the shift from transporting goods by rail to a focus on truck transportation and how this change will impact Greater Sudbury's streets. It also recognizes economic activity and travel demands associated with new mining activity in Greater Sudbury.

1.2 Conformance to Municipal Class Environmental Assessment Process

The *Municipal Class Environmental Assessment* (October 2000, amended in 2007 and 2011), provides a process in accordance with the EA Act for municipal infrastructure projects. For the purposes of the EA process, this Transportation Study Report fulfills the requirements of a Transportation Master Plan (TMP) and covers Phases 1 and 2 of the Municipal Class EA process, which are:

- Phase 1 – Identify the problem (deficiency) or opportunity; and
- Phase 2 – Identify alternative solutions to address the problem or opportunity by considering the existing environment and establishing the preferred solution.

Completion of Phases 1 and 2 will allow the City to move on to Phase 3 (Assessment of Design Alternatives) for projects which fall under Schedule 'C' of the Class EA Document. See **Section 1.5** for details of the consultation requirements associated with the EA Process.

1.3 Project Direction

The technical direction for the preparation of this report was provided by a Project Team with the following members:

- David Shelsted, MBA, P. Eng., City Project Manager, Director of Roads and Transportation Services;
- Dave Kivi, Coordinator of Transportation and Traffic Engineering Services;
- Joe Rocca, P. Eng., Traffic and Asset Management Supervisor;
- LyAnne Chenier, Coordinator of Roads and Transportation Administration;
- Mark H. Simeoni, MCIP, RPP, Acting Director of Planning Services;
- Chris Gore, Manager of Community Partnerships;

- David Kalvianien, P. Eng., Roads Engineer;Jim Gough, M.A.Sc., P. Eng., MMM Group, Project Management / Transportation Planning;
- Dave McLaughlin, MES, MCIP, RPP, MMM Group, Cycling and Pedestrian Network Planning;
- Jay Cranstone, OALA, MMM Group, Trails Planning;
- Brett Sears, MSP, MCIP, RPP, MMM Group, Project Coordination;
- Mausam Duggal, MCIP, RPP, MMM Group, Transportation Modelling; and
- Michael Parker, Transportation Alternatives Analysis.

Strategic direction was provided to the Project Team on development of the study from the Sustainable Mobility Advisory Panel, with the following representatives:

- Deb McIntosh, Rainbow Routes;
- Carol Craig, Public Health Nurse, Sudbury and District Health Unit;
- Daniel Eric Barrette;
- Samantha Jayne Baulch;
- Peter M. Clark;
- Donald Dennie;
- Nicole Good;
- Jessica Marie Perry;
- John-Wesley McGraw;
- Benjamin Timothy Reitzel;
- Steve F. Reitzel;
- Cortney J. St. Jean; and
- Selene T. Yan.

1.4 Best Practices in Sustainable Transportation Planning

In addition to the overall direction for sustainability-based planning, the best practice of "Complete Streets" is highlighted in this master plan. "Complete Streets" are defined as streets that are accessible to all users and to all modes of transportation. The street network should be planned, designed, constructed and maintained to support transit, cyclists and pedestrians in addition to vehicular traffic. The elderly, adults, young and disabled should all be able to use the streets in a municipality safely.

Implementing a "Complete Streets" policy will help the City achieve its principles of healthy communities, sustainability and economic vitality.

1.5 Consultation Process

The Class EA process requires a minimum of three points of contact with the public, stakeholders and government agencies during completion of the Study. The process to develop this Revised Draft Transportation Study Report well exceeded the minimum consultation requirements. The first point of contact is the Notification of Study Commencement. This Notification, which was posted on the City's website and printed in *Northern Life*, *Le Voyageur* and the *Sudbury Star* newspapers on January 4, 2012, introduces the study, supplies contact information and gives the public, stakeholders and government agencies the opportunity to provide input or ask to be included on a future contact list. In an effort to facilitate feedback, an online survey was posted in coordination with the Notice of Study Commencement. This survey

was referenced in the Notice and was accessible via a hyperlink from the Notice published on the City's website.

For Phases 1 and 2, as outlined in **Section 1.2** above, there is a requirement for public consultation as part of the evaluation of alternative solutions. Three Public Information Centres (PICs) were conducted during the course of this study in order to obtain public feedback on existing conditions and future transportation plans. Two presentations were made to the City's Operations Committee, the first on June 17, 2013 and the second on March 23, 2015. One presentation was made to the City Council on May 12, 2015. The City Council participated in the Public Input session for the Transportation Master Plan held on June 24, 2015. A staff report went to Council on October 20, 2015, after which there was a period of questions from Council and answers from City staff on the next steps in finalizing the Transportation Study Report.

At the end of the process, the Transportation Study Report a Notice of Study Completion will be placed on the City's website and advertised in the local newspapers and the report will be filed with the Ontario Ministry of Environment and Climate Change for the mandatory 30-day public comment period. Further consultation will be required for any projects that fall under Schedule 'C' of the Class EA Document and are planned to progress to the implementation stage.

The public consultation process and the input received throughout the study is described in further detail in **Section 2**.

1.6 Organization of the Report

The report is organized into 12 sections, including this introduction. The sections address:

- **Section 2 – Public Consultation Summary**: Documenting the various ways the public was engaged through online media, in person meetings and Council presentations, and summarizing the input received throughout the course of the study;
- **Section 3 – Greater Sudbury Today: Existing Transportation Conditions**: Analyzing the existing road conditions and identifying available bicycling and pedestrian amenities;
- **Section 4 – Transportation Planning Context:** Summarizing the planning documents that shape the Transportation Study Report;
- **Section 5 – Transportation Vision Statement, Principles and Objectives**: Outlining the transportation vision for Greater Sudbury, and the principles and objectives that support the vision;
- **Section 6 – Active Transportation: Cycling and Walking**: Describing the principles and process for identifying candidate routes for cycling and walking;
- **Section 7 – Future Transportation Needs**: Forecasting future population and employment growth conditions across the City to the year 2031;
- **Section 8 – Alternative Transportation Planning Strategies**: Presenting alternative strategies that could meet the vision statement and analyzing the road projects included in the preferred alternative;
- **Section 9 – Cycling and Pedestrian Master Plan**: Presenting the recommended cycling and pedestrian routes and an implementation strategy to bring the plan to fruition;
- **Section 10 – Policies to Support the Preferred Transportation Alternative**: Establishing the policy of 'Complete Streets' and providing related policies that support a multi-modal transportation network:

- **Section 11 – Transportation Study Report Implementation**: Outlining the phased implementation of the transportation improvement recommendations, identifying which projects should be incorporated into the short, medium and long term horizon years; and
- **Section 12 – Recommendations**: Summarizing the road improvements, active transportation improvements and transportation policies included in this report. These recommendations will be incorporated into the City's Official Plan as part of the City's Official Plan Review process, which is underway concurrent with the development of this Transportation Study Report.