Appendix A

Online Survey

City of Greater Sudbury – Transportation Study Questionnaire

The City of Greater Sudbury has initiated a study to develop a Transportation Plan to guide development of the multi-modal transportation system to the year 2032. This Plan will address networks and policies, and provide support to the Official Plan update. The Transportation Plan will build upon work completed to-date on cycling, pedestrian and sustainability planning initiatives.

The City's most recent Transportation Study was updated in 2005. The 2005 update 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, which must be addressed in the comprehensive Transportation Study. The Plan will account for the shift from transporting goods by rail to a focus on truck transportation, and how this will impact Greater Sudbury's streets. It will also recognize economic activity and travel demands associated with new mining activity in Greater Sudbury. The Transportation Plan will ultimately provide a multi-modal vision of "sustainable mobility" that can accommodate vehicles, transit, cyclists and pedestrians in a healthy community.

The primary goal of this study is to produce a Transportation Study Report that defines a comprehensive, fully integrated and sustainable transportation network which accommodates projected transportation demands to the year 2032.

Please take a few moments to complete the following questionnaire. Your comments are important to us as we develop a Transportation Plan for Greater Sudbury!

City of Greater Sudbury – Transportation Study Questionnaire

1. Where, and how often, do you travel most?

	Every day	A few times a week	A few times a month	A few times a year	Never
Northwest (Azilda, Chelmsford, Dowling)	◯	◯	◯	◯	◯
North (Val Caron, Val Therese, Capreol)	◯	◯	◯	◯	◯
Northeast (Garson, Falconbridge)	◯	◯	◯	◯	◯
Southwest (Mikkola, Lively, Naughton)	◯	◯	◯	◯	◯
Downtown Sudbury	◯	◯	◯	◯	◯
New Sudbury	◯	◯	◯	◯	◯
South end of Sudbury / Four Corners	◯	◯	◯	◯	◯
Other locations within Greater Sudbury	◯	◯	◯	◯	◯
Outside of Greater Sudbury	◯	◯	◯	◯	◯

If Other (please specify)

2. How often do you use the following transportation options to reach your destination? (Select one of the following frequencies for each mode)

	Every day	A few times a week	A few times a month	A few times a year	Never
Drive a car	◯	◯	◯	◯	◯
Passenger in a car	◯	◯	◯	◯	◯
School Bus	◯	◯	◯	◯	◯
City Bus	◯	◯	◯	◯	◯
Bicycle	◯	◯	◯	◯	◯
Walk	◯	◯	◯	◯	◯
Taxi	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

If Other (please specify)

3. What level of importance would you assign to each of the following improvements that might encourage you to use alternative modes of transportation instead of driving? Rank all that apply.

	Most Important	Important	Somewhat Important	Least Important	Not Important At All
More sidewalks	◯	◯	◯	◯	◯
More multi-use hiking and cycling trails	◯	◯	◯	◯	◯
Bike lanes or paved shoulders on roads	◯	◯	◯	◯	◯
Improve bike, walk or transit connections to key destinations (schools, work, shopping, community centres)	◯	◯	◯	◯	◯
Maps identifying cycling, trail and pedestrian routes	◯	◯	◯	◯	◯
Shower/change facilities at schools/places of employment	◯	◯	◯	◯	◯
Secure bicycle parking	◯	◯	◯	◯	◯
Improvements to bus stops - shelters, benches, route information	◯	◯	◯	◯	◯
Improved and expanded bus routes	◯	◯	◯	◯	◯
Snow removal	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯

If Other (please specify)

4. Please rank what you think are the most important objectives for a Transportation Master Plan for Greater Sudbury:

	Most Important	Important	Somewhat Important	Least Important	Not Important At All
Improve the quality of life and health of Sudbury residents	◯	◯	◯	◯	◯
Improve connections between the communities in Greater Sudbury	◯	◯	◯	◯	◯
Improve walking and cycling as transportation options	◯	◯	◯	◯	◯
Provide better access to commercial areas (e.g. retail shopping areas, etc.)	◯	◯	◯	◯	◯
Support employment activity, including mining	◯	◯	◯	◯	◯
Enhance the sustainability of the transportation system	◯	◯	◯	◯	◯

5. What do you think are barriers to use of alternative transportation modes (walking, cycling and transit) in Greater Sudbury?

- ☐ Limited transit service area/distance between home and destinations
- ☐ Lack of sidewalks
- ☐ Limited hours of bus service
- ☐ Weather
- ☐ The cost
- ☐ Distance
- ☐ Safety
- ☐ Other

If Other (please specify)

6. In your opinion, what are the top three issues of concern regarding transportation?
(Enter up to three responses in order of importance - maximum 100 characters for each response)

1
2
3

7. In your opinion, what are the top three transportation improvements you would like to see?
(Enter up to three responses in order of importance - maximum 100 characters for each response)

1
2
3

8. In your opinion, what are the top three biggest challenges or constraints to providing greater transportation choices?
(Enter up to three responses in order of importance - maximum 100 characters for each response)

1
2
3

9. If you would like to receive notices regarding meetings and other information related to this study, please provide your name and contact information.

Name:
Address:
Postal Code:
Email Address:

Please note that all information submitted will become part of the public record with the exception of personal information. Name, address, postal code and email address will not be traded or sold for any reason.

City of Greater Sudbury – Transportation Study Questionnaire

Thank you very much for participating in this questionnaire!

Upon submitting your survey, you will be re-directed to the City of Greater Sudbury website.

Appendix B

Notice of Study Commencement / Public Information Centre #1

NOTICE OF STUDY COMMENCEMENT

Class Environmental Assessment
City of Greater Sudbury Transportation Study

We Value Your Input

The City of Greater Sudbury welcomes public input to create a Transportation Plan for vehicles, public transit, cyclists and pedestrians in our community. Learn more and submit comments at a public information centre on Wednesday, January 11, in Room C-12 at Tom Davies Square, 200 Brady Street, Sudbury. You are welcome to attend anytime between 4 p.m. and 7 p.m.

Background

The City's most recent Transportation Study was updated in 2005. The current study will address policies to guide the development of a comprehensive and sustainable network that will accommodate all modes of transportation, including cycling and walking, in a healthy community. The final Transportation Plan will be incorporated into the City of Greater Sudbury's Official Plan to establish goals, objectives and policies that will manage and direct physical change throughout the community for the next 20 years.

Complete an Online Survey

Everyone is welcome to share views about the future of transportation in Greater Sudbury. A confidential online survey is available at www.greatersudbury.ca/officialplan

Municipal Class Environmental Assessment

This study is being conducted in accordance with the requirements of Schedule 'B' of the Municipal Class Environmental Assessment (Class EA) process, an approved planning document that describes the process that a municipality must follow to meet the requirements of the Environmental Assessment Act.

For more information or to be included on a mailing list for future Transportation Study events, please contact:

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www.greatersudbury.ca

Appendix C

Public Information Centre #1 Presentation Boards

WELCOME TO THE
Public Information Centre
City of Greater Sudbury
Transportation Study



January 11th, 2012

MMM GROUP

Greater Grand Sudbury

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 2032 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

	Fall 2011	Winter 2012	Spring 2012	Summer / Fall 2012
Phase 1: Project Initiation and Baseline Assessment	- Project kickoff - Review Existing Transportation Data, Reports and policies - Develop Analysis / Evaluation Framework			
Phase 2: Develop Transportation Plan		- Develop Traffic forecasts for Future Horizons - Define and Assess Network Alternatives - Develop Cycling / Pedestrian Network and Design Guidelines		
Phase 3: Define Implementation Strategy and Short-Term Initiatives			- Identify and Recommend Transportation Improvements - Develop Supportive Cycling and Pedestrian Network Policies & Implementation Strategy	
Phase 4: Complete the Report				- Prepare Draft Transportation Study Report - Staff Review of Report - Finalize Report - Submit Report to Ministry of Environment (MOE)

Public Information Centre

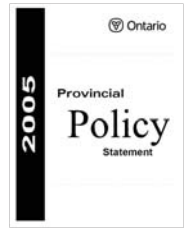
Environmental Assessment Process

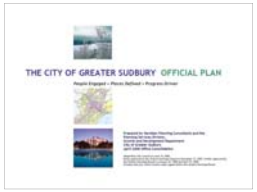
The **Municipal Class Environmental Assessment** (October 2000, amended in 2007), provides a process in accordance with the EA Act for municipal infrastructure projects. Master plans, such as this Transportation Study Report, are required to complete Phases 1 and 2 of the five phases of the Municipal Class EA process. These required phases include:

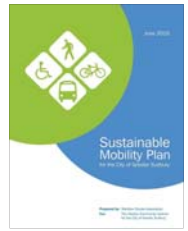
- Phase 1 – Identify the problem (deficiency) or opportunity; and
- Phase 2 – Identify alternative solutions to address the problem or opportunity by considering the existing environment and establishing the preferred solution.

What is the City's Direction?

Relevant Documents







Provincial Policy Statement
All municipal Official Plans (OP) in Ontario are required to be consistent with the policies set of in the Provincial Policy Statement (PPS). Specific policy sections include direction for municipalities to plan for transportation systems that are safe, efficient and that facilitate movement of people and goods.

Growth Plan for Northern Ontario
Released in 2011, the plan recognizes the need for an integrated system through efficient and sustainable modes of transportation that "responds to open markets, seamless borders, and just-in-time delivery to markets around the world".

City of Greater Sudbury Official Plan
Adopted by City Council on June 14, 2006, this Plan establishes goals, objectives and policies to manage and direct physical change and its effects on the social, economic and natural environment. Four key principles of the plan are: A Healthy Community, Economic Development, Sustainable Development; and Focus on Opportunities. Transportation plays an important role in achieving all four of these principles.

Sustainable Mobility Plan and Bicycling Technical Master Plan
These plans are focused on transportation modes other than the private automobile. In developing these plans, public input was sought and best practices were reviewed from other cities in Ontario and other parts of North America. These plans have been submitted to Council but have not yet been adopted.

Sudbury is already moving towards greater sustainability

myBus
Is a service which provides real-time transit service arrival information. Riders can access the information through the City of Subdury's website from their computer of smart phone.

SMAP
The Sustainable Mobility Advisory Panel is mandated to assist staff and Council in implementing a vision for a holistic approach to a multi-modal transportation system where citizens can walk, cycle and/or use public transit efficiently and safely to get to their destinations. SMAP will be working closely with the project team throughout the project to ensure this vision is carried forward through the Master Plan.

Become the Most Pedestrian Friendly City in Ontario
On May 23, 2007 the Greater City of Sudbury Council unanimously passed the following resolution; to accept the challenge to become the most pedestrian friendly city in Ontario by 2015.

Existing Transportation - Corridors & Intersections of Concern

On this map we have identified the intersections of concern, corridors of concern and the ore/ slurry haul routes.

These three elements represent the potential for significant impact on the transportation network.

Please take a moment to review the maps and identify additional items of concern by writing the concerns down on the provided post-it notes and attaching them to the map in the appropriate location.

Intersections of Concern

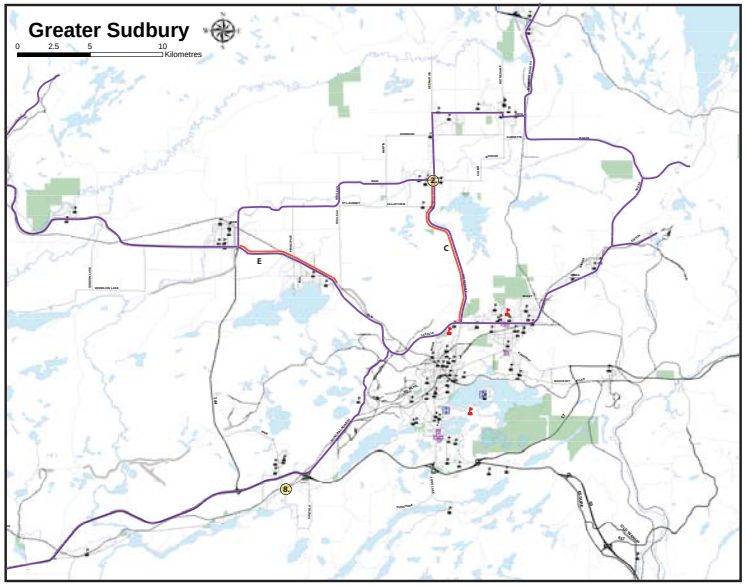
1. Paris St. / Long Lake Rd. / Regent Rd. ("The Four Corners")
2. MR 80 / MR 15 / Main St.
3. LaSalle Blvd. / Barry Downe Rd.
4. Kingsway / Barry Downe Rd.
5. Kingsway / Lloyd St.
6. Kingsway / Bancroft Drive
7. Kingsway / New Collector Rd. (at Chapter's)
8. MR 24 / MR 55
9. Bancroft Dr. / Second Ave.
10. Paris St. / Brady St.
11. Paris St. / Elm St.
12. Regent St. / Douglas St.
13. Ramsey Lake Rd. / Paris St.
14. La Salle Blvd. / Notre Dame Ave.

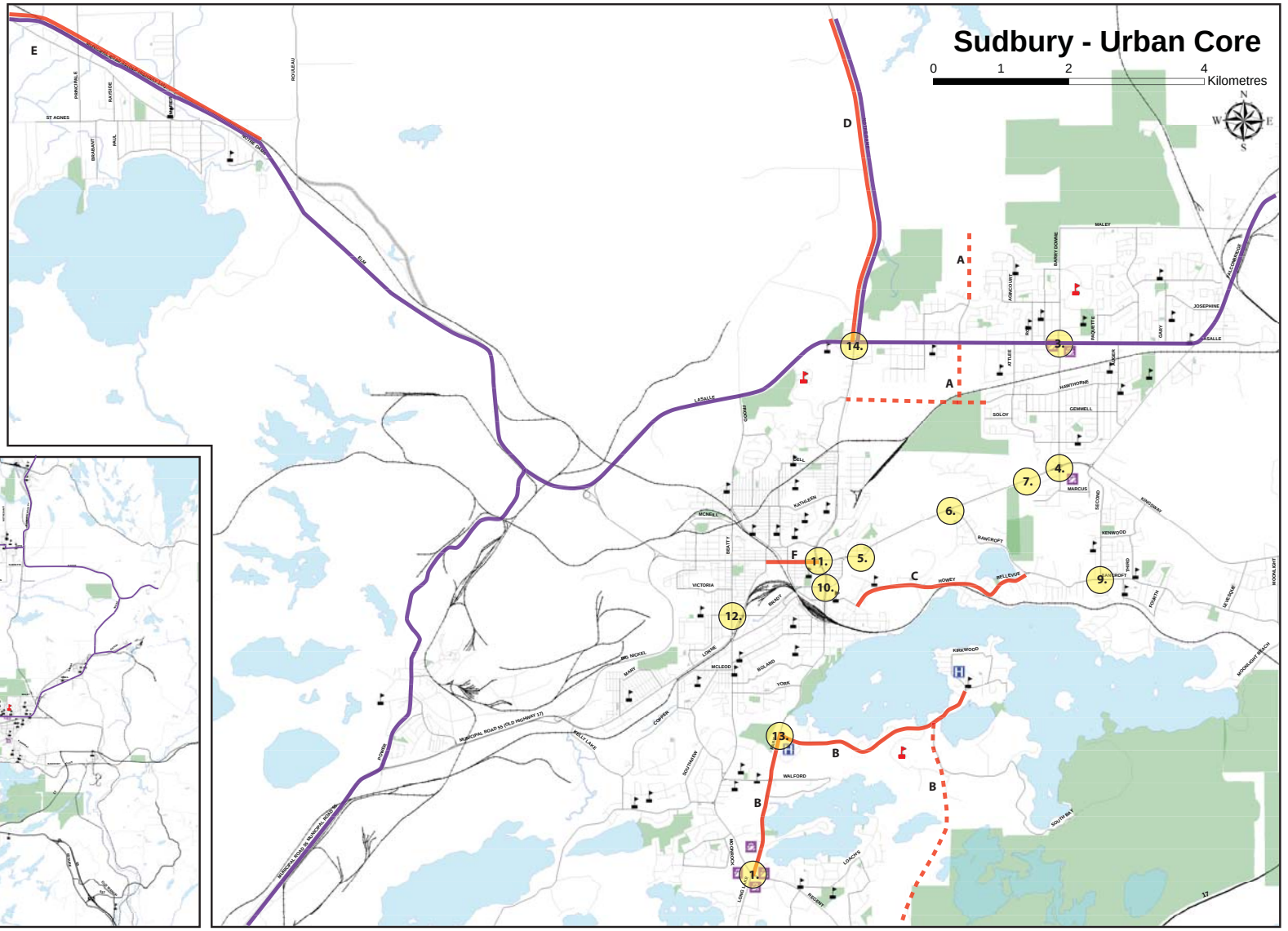
Corridors of Concern

- **A** Montrose Ave. / Hawthorne Dr. extension
- **B** Paris St. / Ramsey Lake Rd. area (Laurentian University, Laurentian Hospital, including extension of South Bay Rd. to Regent St.)
- **C** Howey Dr. / Bellevue Ave. / Bancroft Dr. Area
- **D** MR 80 between LaSalle Blvd. and Main St.
- **E** MR 35 between Azilda and Chelmsford
- **F** Elm St. from Paris St. to Lorne St.

LEGEND

- Intersections of Concern
- Corridor of Concern
- Corridor of Concerns (extensions)
- Ore and Slurry Haul Route
- Hospital
- Primary / Secondary School
- University / Colleges
- Shopping Mall

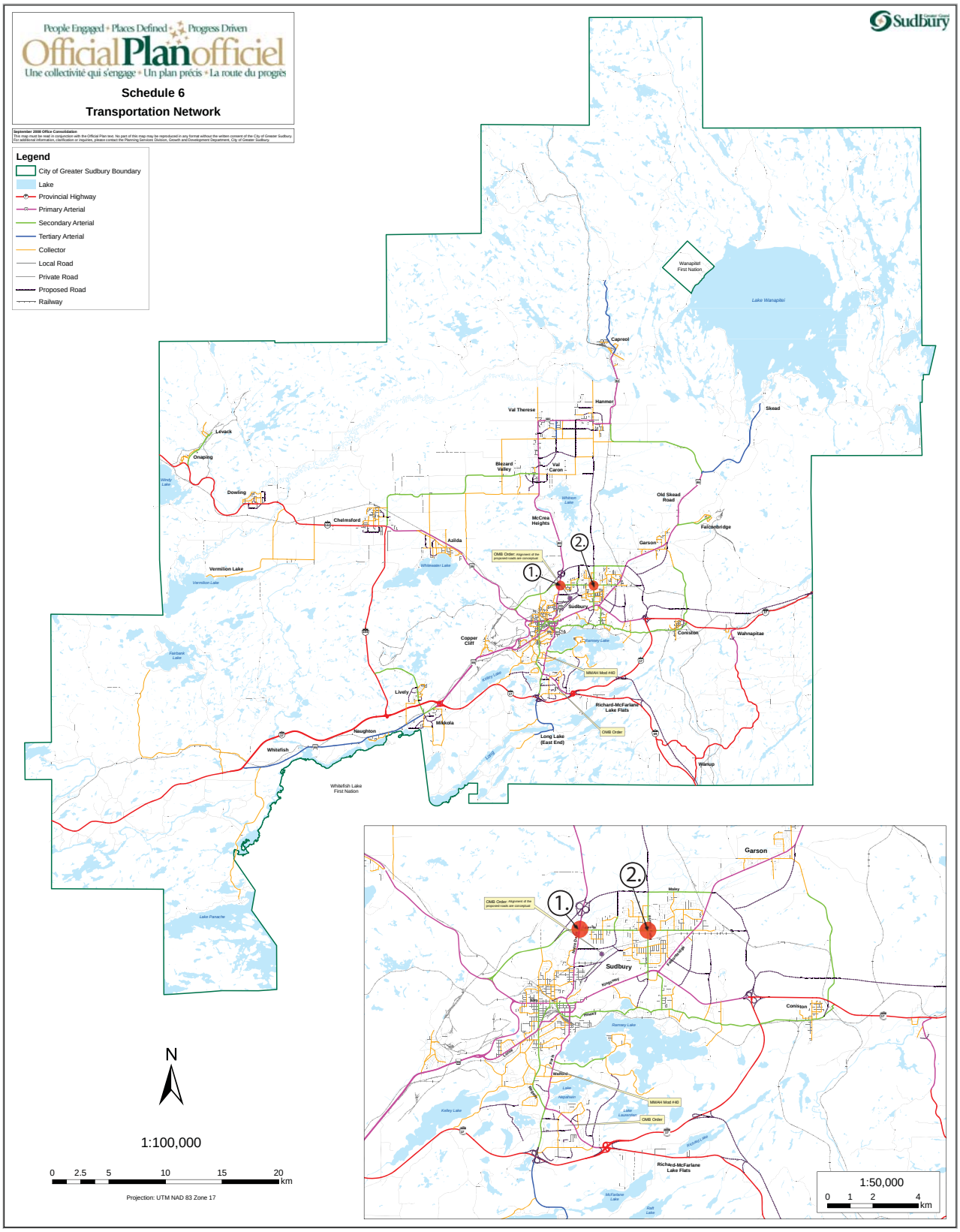




MMM GROUP

Sudbury

Currently Proposed Improvements



On this map we have identified projects which have been approved and budgeted for by Council.

Other Improvements

1. Lasalle Blvd. / Notre Dame Ave. - Intersection Improvements
2. Lasalle Blvd. / Barry Downe Rd. - Intersection Improvements

Intersections

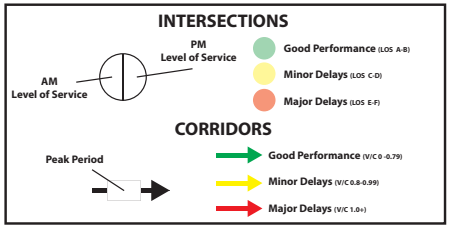
Existing Traffic Operations

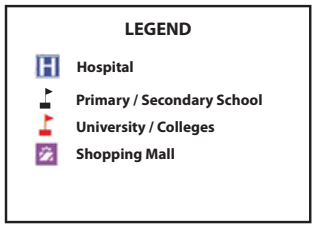
On this map we have identified the current Level of Service for both the intersections and corridors of concerns.

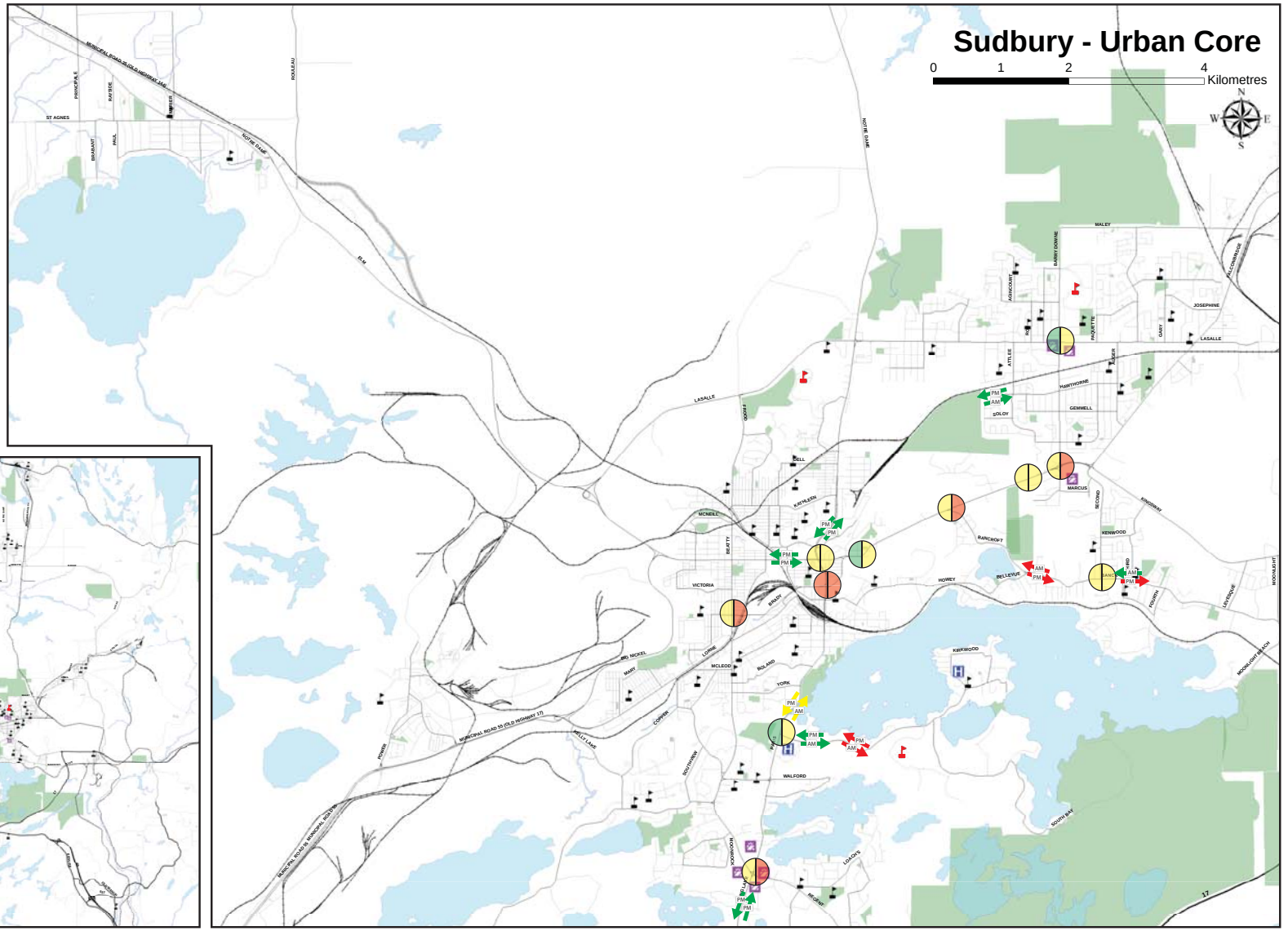
The Level of Service (LOS) at an intersection is a standard measure of the performance of an intersection. The performance can range for Level A which is virtually no delay, to Level F which represents high levels of delay.

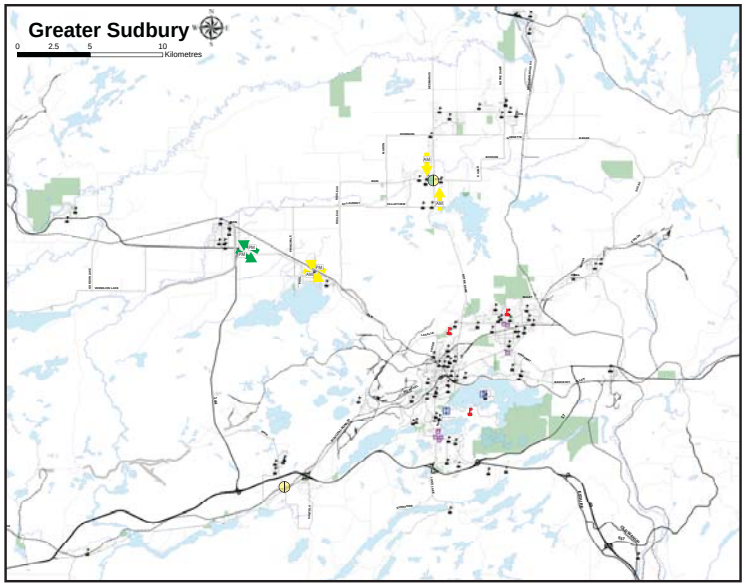
To measure the Level of Service along the corridors we took the current demand along the corridor and compared it to the theoretical capacity. As the demand approaches the capacity the Volume to Capacity Ratio (v/c) will approach 1.0.

We will be reviewing signal timings, phasings, lane configurations and other improvements to address congestion.









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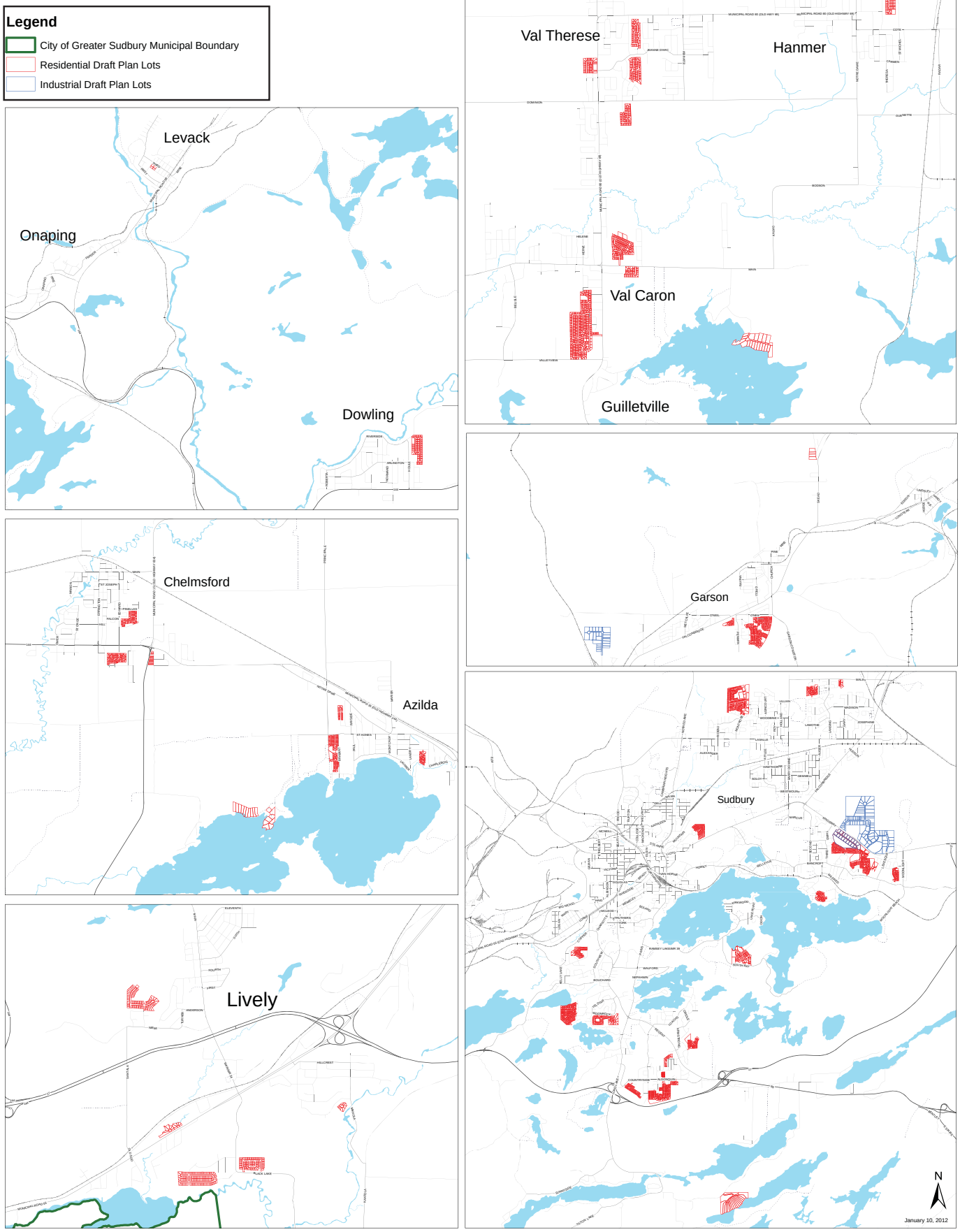
Sudbury

Proposed Growth



What should we focus on in the evaluation?

This table lists potential elements in the analysis. We want you to tell us which are most Important to you.

Please use the dots provided to indicate which three considerations you consider most important in this process. If you have an idea that is not listed, please write it on a post-it note and place it in the "other" section at the end of the table

Three Most Important Considerations	Potential Considerations	Potential Changes/Effects to be Considered
	Enhancements to the bike network* * See Active Transportation Facility Matrix for descriptions	• On-road bike lanes • On-road cycle paths • Shared auto / bike routes • Off-road trails
	Enhancements to the sidewalk network	• New sidewalk links • Expansions of sidewalks • Addition of pedestrian signals at signalized intersections
	Accommodation of freight movements by truck	• Expanding or improving the truck route network • Improving key intersections that trucks use
	Transit service levels	• Enhancement to transit frequencies (considered at a strategic level)
	Intersection Improvements	• Optimize signal timings • Increase intersection capacity • Address safety concerns
	Reduction in the amount of auto travel per person in Sudbury, to increase sustainability and community health	• Changes to land use allocations • Network improvements for walking, cycling and transit
	Improved road access to outlying areas (Val Caron, Hanmer, Chelmsford, Lively, Coniston, Garson, etc.)	• Road widenings • New road links
	Improved road connections that can provide opportunities for better transit service	• Road widenings to 4-lane cross-section • Queue jump lanes at intersections • Transit priority traffic signals
	Improved road connections around the Four Corners	• Road widenings • Changes to traffic signal timings • New road connections
	Improved access to Laurentian University / College Boreal / Cambrian College	• Road improvements • Bike access enhancements • Transit service improvements • Sidewalk enhancements
	Improved access into downtown	• Road improvements • Bike access enhancements • Transit service improvements • Sidewalk enhancements
	Air quality effects	• Network improvements for walking, cycling and transit • Road network changes to reduce congestion
	Natural environment	Amount of natural area affected (wetlands, areas of natural and scientific interest, watercourses)
	Cost	Capital and operating cost
Your Ideas:		

Active Transportation Route Selection Principles

The plan involves defining enhancements to the bike and sidewalk networks, the "Active Transportation" modes. To begin this process, we need to define principles appropriate for Sudbury.

Visible: Active transportation routes should be a visible component of the transportation system.

Connected/Linked: The Active Transportation network should link communities and important destinations throughout Greater Sudbury such as commercial, employment and residential areas, community centres, leisure, recreation and tourist destinations, parks, schools (including colleges). The Active Transportation network should be seamlessly connected to neighbouring municipalities. Active Transportation routes should provide crossings of major barriers (e.g. railways, highways, major arterial roads, valleys and rivers etc.) at appropriate locations.

Easy to Access: Active Transportation routes should be easily accessible from local neighbourhoods within Greater Sudbury.

Integrated: The Active Transportation network should be integrated with other modes of transportation, particularly public transit. Routes will provide access to existing and future/planned transit stations and hubs (e.g. Greater Sudbury Transit, Greyhound etc.).




Attractive and Interesting: Active Transportation routes should take advantage of attractive and scenic areas, views and vistas. Routes should provide users with the opportunity experience and appreciate the natural and cultural heritage assets throughout Greater Sudbury.

Diverse: The Active Transportation network should provide a diverse on and off-road walking and cycling experience throughout the municipality. The system should appeal to a range of user abilities and interests, which implies a variety or hierarchy of route types.

Comfortable: Active Transportation route and facility solutions should be based on the goal of reducing risks to users and providing facilities that people are comfortable using. The confidence and acceptance of the network can be instilled in users by reducing real and perceived risk.

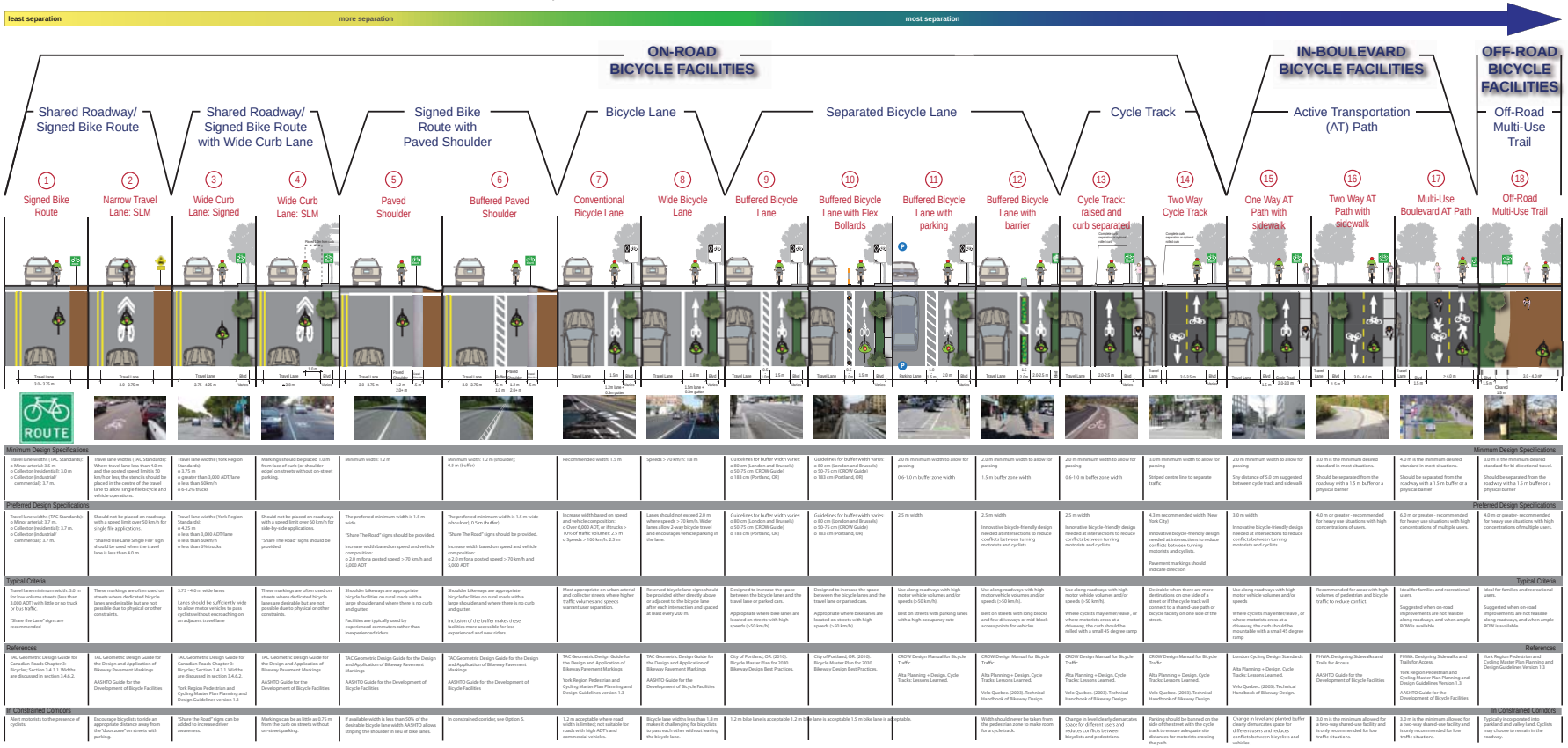
Accessible: Where possible and practical, off-road Active Transportation routes will be accessible. It is recognized however that not all off-road Active Transportation routes will be accessible in all locations. Routes should be appropriately signed to communicate the level of accessibility so that users can make their own decision about use based on their personal level of mobility.

Context-Sensitive: Off-road Active Transportation routes should be appropriately located when associated with natural heritage features. Each site's characteristics should be carefully considered when the alignment and design details are being developed for routes in natural heritage features.

Sustainable: Sustainability will be a key consideration in the alignment, design and selection of materials for on and off-road Active Transportation routes.

Cost-effective: The cost to implement and maintain the Active Transportation network and supporting facilities/amenities should be phased over time and designed to be affordable and appropriate in scale for Greater Sudbury. User safety will not be compromised in the interest of minimizing initial construction or ongoing operational costs. Opportunities for partnerships with other levels of government and outside organizations should be pursued wherever possible.

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



This document is for information purposes only.

MMM GROUP

Sudbury

What Active Transportation Options do you prefer?

In the table below we have listed the different types of active transportation facilities. With the dots provided, please indicate your level of comfort with each choice.

For a more detailed description of each type please refer back to the Active Transportation Facility Options board

Potential Active Transportation Facility Types	My Level of Comfort		
	1 (Most Comfortable)	2 (Comfortable)	3 (Least Comfortable)
Bike Lanes and Shoulder Bikeways			
Separated Bike Lanes and Cycle Tracks			
Multi-use Trails (off-road)			
Sidewalks			
Signed Only Bike Route			
Other			

Active Transportation Opportunities and Challenges

Challenges

- Creating a connected and destination oriented network
- Lack of connected facilities to, and within outlying communities
- Gaps in sidewalk network
- Physical barriers such as railways, hilly topography, lakes and rivers
- Lack of a "grid" road network in many areas
- Large and complex intersections
- Truck Traffic
- Accommodating the needs of a range of skill levels among users (e.g. experienced vs. casual cyclists)
- Maintenance, including winter snow clearing and snow storage




Opportunities

- Abandoned railway lines, low volume railway lines and other linear corridors
- Grade-separated crossings already in place in several locations
- Some on and off-road facilities already in place, with plans to upgrade and complete other routes
- Potential expansion of Rack and Roll program
- Targeted education initiatives (drivers, cyclists and pedestrians)




Greater Sudbury Transportation Study
Candidate Active Transportation Routes Being Considered

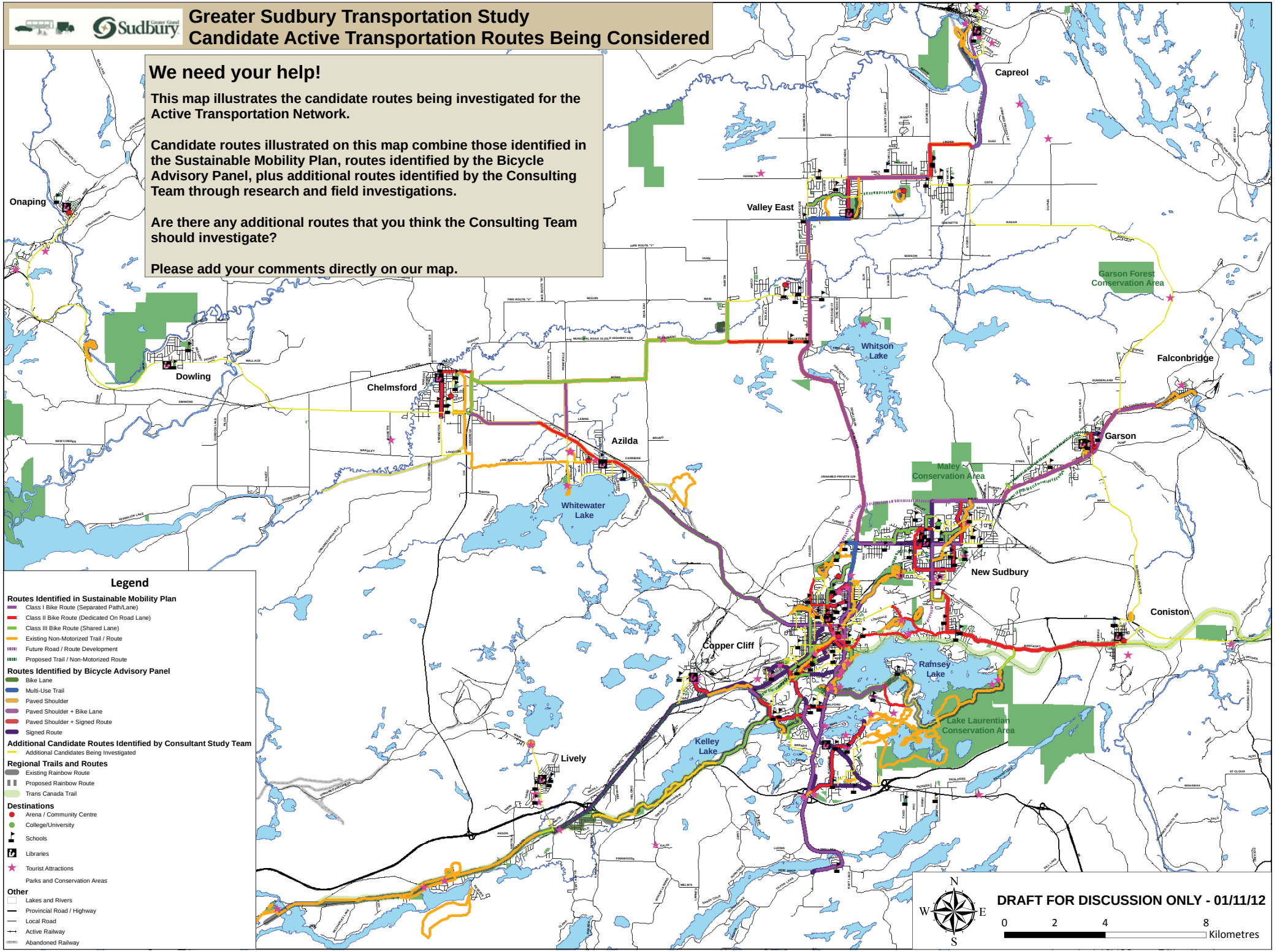
We need your help!

This map illustrates the candidate routes being investigated for the Active Transportation Network.

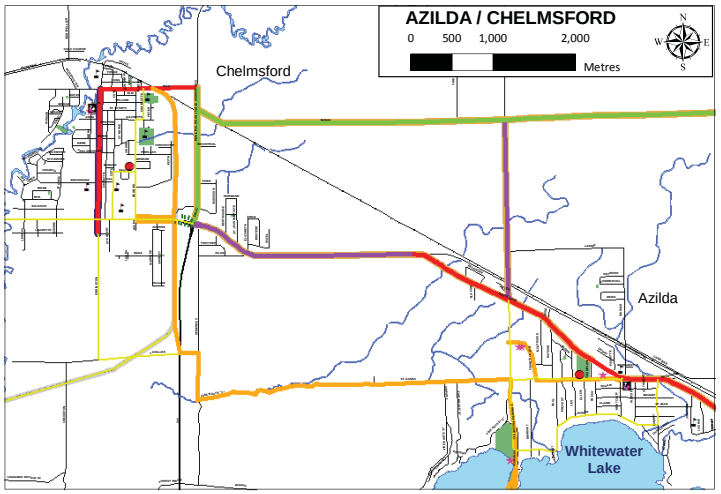
Candidate routes illustrated on this map combine those identified in the Sustainable Mobility Plan, routes identified by the Bicycle Advisory Panel, plus additional routes identified by the Consulting Team through research and field investigations.

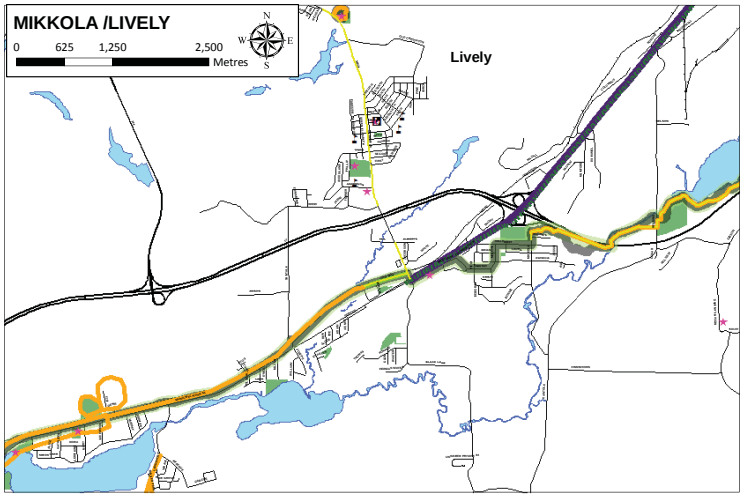
Are there any additional routes that you think the Consulting Team should investigate?

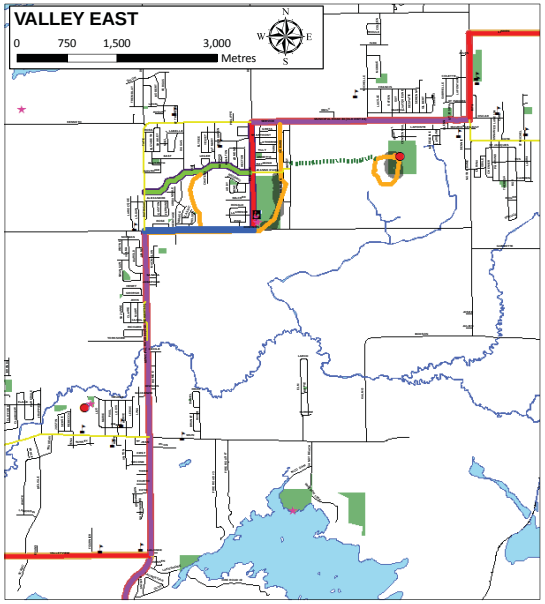
Please add your comments directly on our map.



Greater Sudbury Transportation Study
Candidate Active Transportation Routes Being Considered - ENLARGEMENTS







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Are there any additional routes that you think the Consulting Team should investigate?

Please add your comments directly on our map.

Legend

Routes Identified in Sustainable Mobility Plan
- Class I Bike Route (Separated Path/Lane)
- Class II Bike Route (Dedicated On Road Lane)
- Class III Bike Route (Shared Lane)
- Existing Non-Motorized Trail / Route
- Future Road / Route Development
- Proposed Trail / Non-Motorized Route

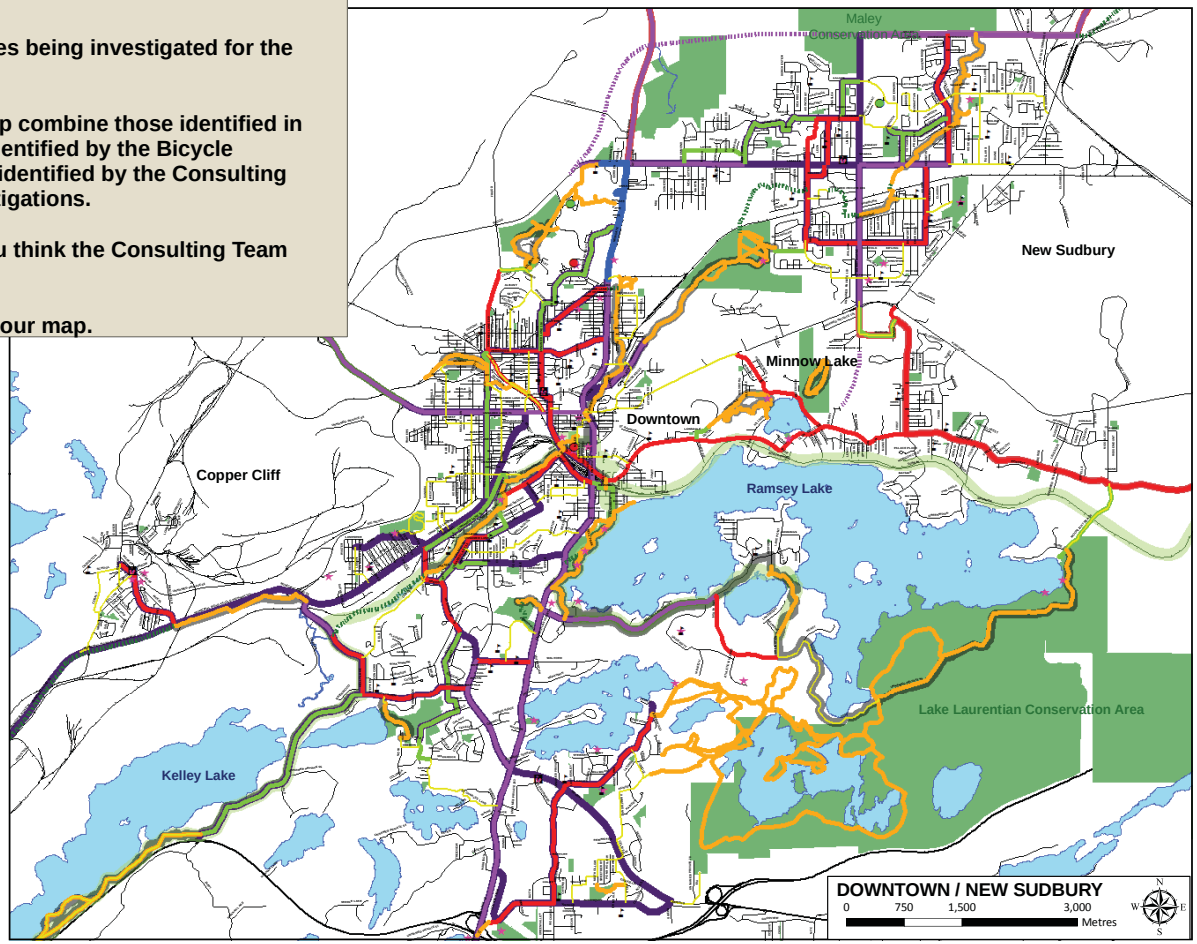
Routes Identified by Bicycle Advisory Panel
- Bike Lane
- Multi-Use Trail
- Paved Shoulder
- Paved Shoulder + Bike Lane
- Paved Shoulder + Signed Route
- Signed Route

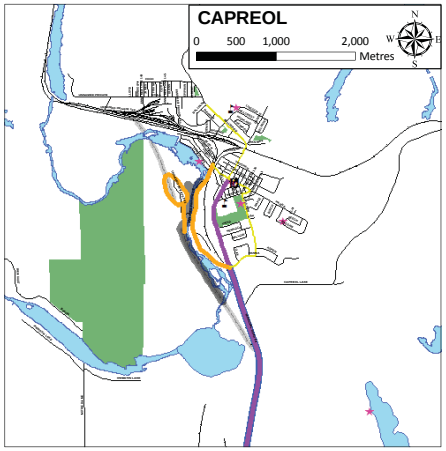
Additional Candidate Routes Identified by Consultant Study Team
- Additional Candidates Being Investigated

Regional Trails and Routes
- Existing Rainbow Route
- Proposed Rainbow Route
- Trans Canada Trail

Destinations
- Arena / Community Centre
- College/University
- Schools
- Libraries
- Tourist Attractions
- Parks and Conservation Areas

Other
- Lakes and Rivers
- Provincial Road / Highway
- Local Road
- Active Railway
- Abandoned Railway





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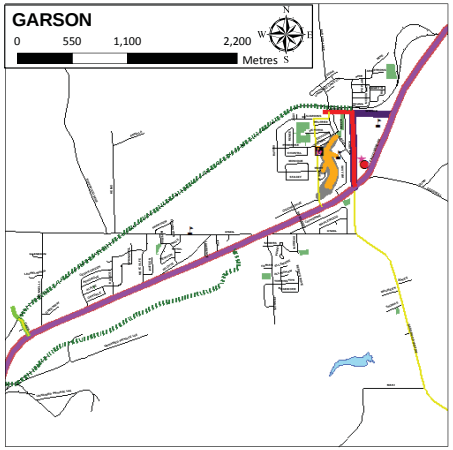


Developing the Active Transportation Route Network

1. Assemble and Review Background Materials

- Routes identified in the Sustainable Mobility Plan (SMP)
- Routes identified by the Bicycle Advisory Panel (BAP)
- List of Capital Projects for 2011 and 2012
- Updated Sidewalk Inventory
- Preliminary input from staff and stakeholders

2. Prepare List of Route Selection Principles

3. Prepare Candidate Route Network

- Prepare base network map by combining layers of information from review of background materials
- Review combined layers using GIS and high resolution aerial imagery (Google Earth)
- List and map potential additional routes for field review

4. Field Review

- Initial field review Fall 2011
- Using **Candidate Active Transportation Routes Being Considered**
- Some routes were removed, some additional were added

5. Prepare Draft Active Transportation Network Concept

6. Initial Public Review of Draft Active Transportation Network Concept

Please review the Draft Active Transportation Network Concept Maps and provide us with your comments by adding them directly on our maps :

- Are there routes that should be added?
- Are there additional opportunities the Study Team should review?
- Are there routes that should be eliminated ?

7. Recommended Active Transportation Network

- Refinement of Active Transportation Network Concept based on input received and select additional field investigations

8. Recommend Facility Types

Refine initial assessment based on criteria such as

- Existing and future traffic volume
- Motor vehicle operating speed
- Number of travel lanes
- Existing lane widths
- Available right-of-way/availability of public land or potential agreements for access on other linear corridors
- Adjacent land uses
- Types of destinations along the route
- Anticipated types of users (e.g. skilled commuters vs. casual/recreational)
- Capital improvement plans (where applicable)
- Maintenance and Operations
- Etc.

9. Prepare Implementation Plan

- Prepare an Opinion of Cost to construct the network (based on unit costing)
- Identify priorities
- Identify maintenance strategies
- Develop phasing strategy and strategy to prioritize sidewalk improvements
- Identify potential funding strategies and partnership opportunities
- **Public Review**

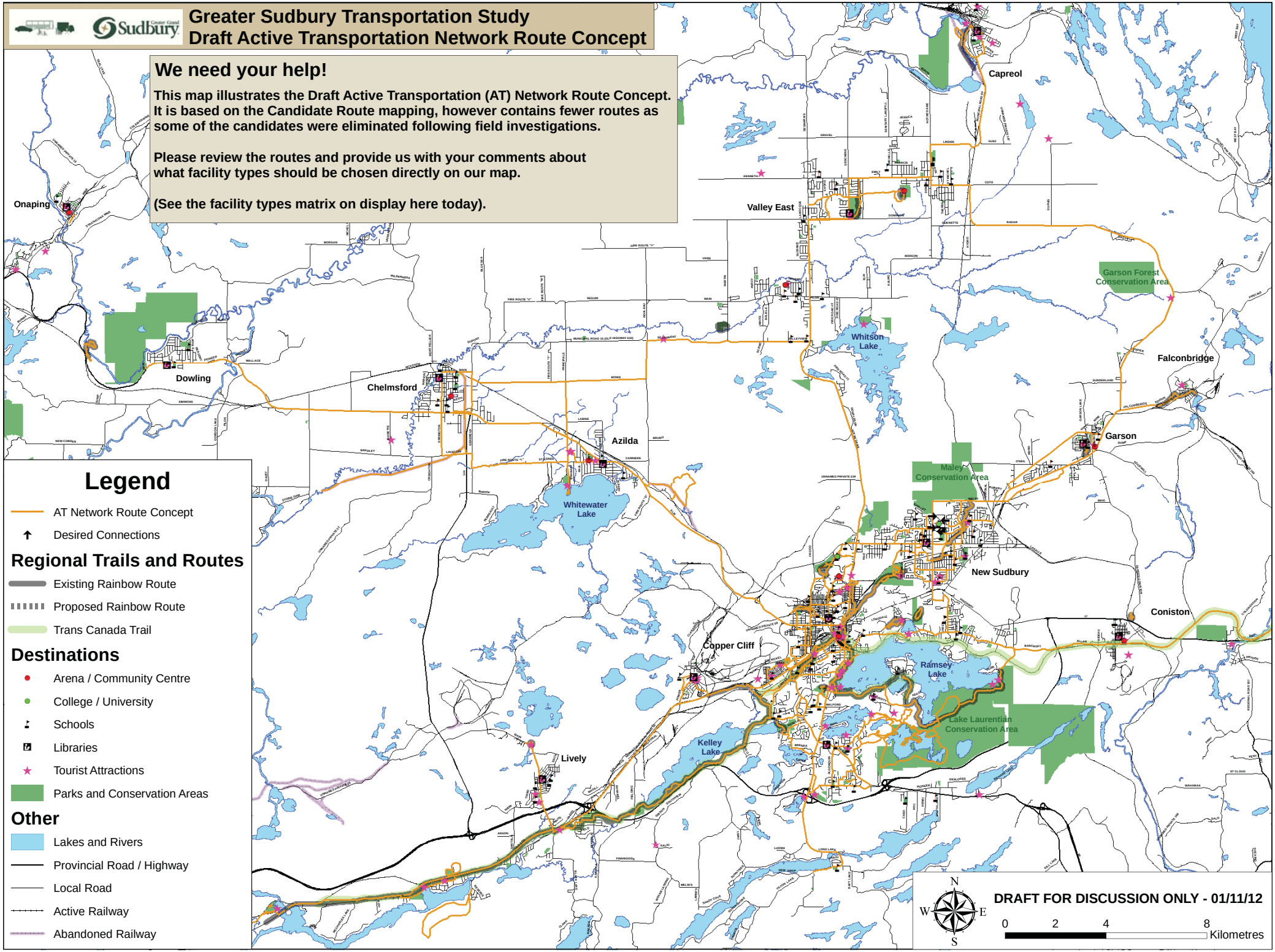
Greater Sudbury Transportation Study
Draft Active Transportation Network Route Concept

We need your help!

This map illustrates the Draft Active Transportation (AT) Network Route Concept. It is based on the Candidate Route mapping, however contains fewer routes as some of the candidates were eliminated following field investigations.

Please review the routes and provide us with your comments about what facility types should be chosen directly on our map.

(See the facility types matrix on display here today).



Legend

- AT Network Route Concept
- Desired Connections

Regional Trails and Routes

- Existing Rainbow Route
- Proposed Rainbow Route
- Trans Canada Trail

Destinations

- Arena / Community Centre
- College / University
- Schools
- Libraries
- Tourist Attractions
- Parks and Conservation Areas

Other

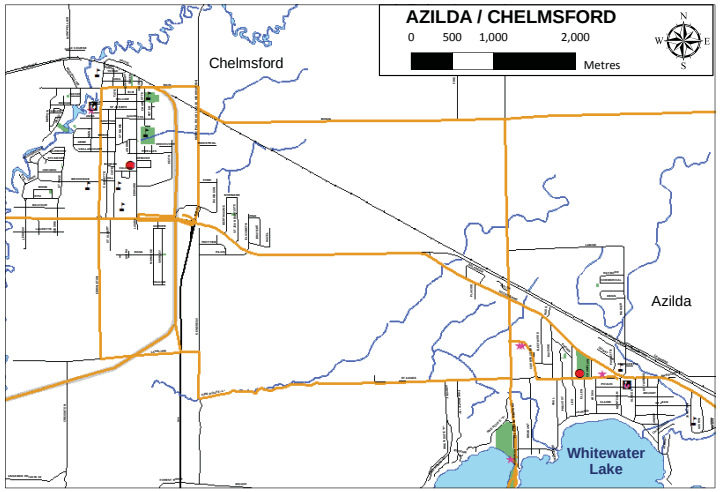
- Lakes and Rivers
- Provincial Road / Highway
- Local Road
- Active Railway
- Abandoned Railway

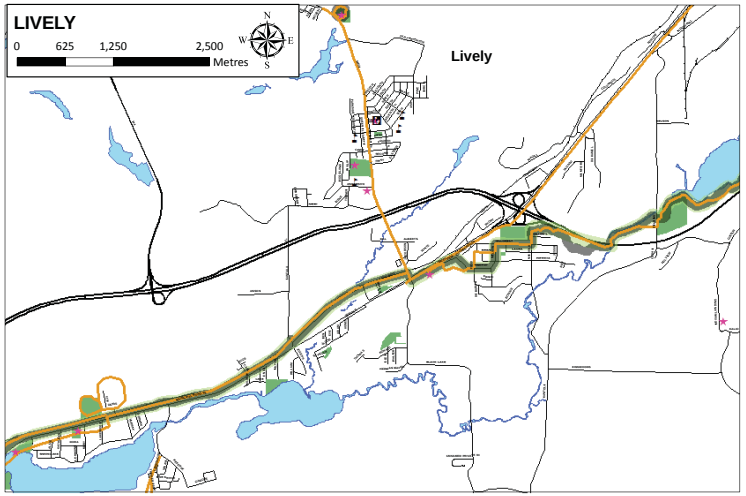
N W E S

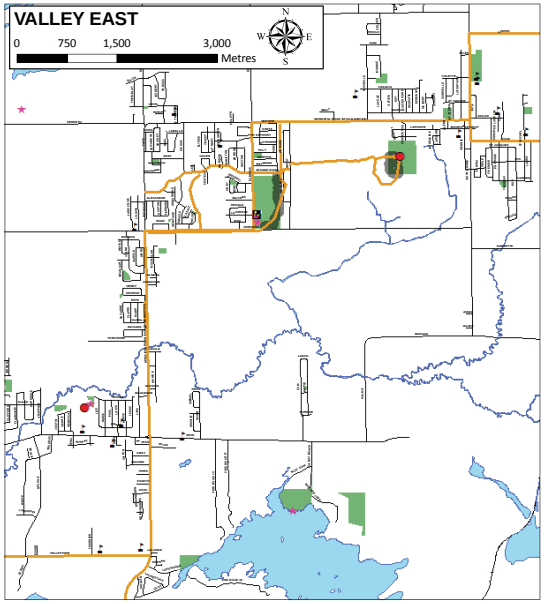
DRAFT FOR DISCUSSION ONLY - 01/11/12

0 2 4 8 Kilometres

Greater Sudbury Transportation Study
Draft Active Transportation Network Route Concept - ENLARGEMENTS







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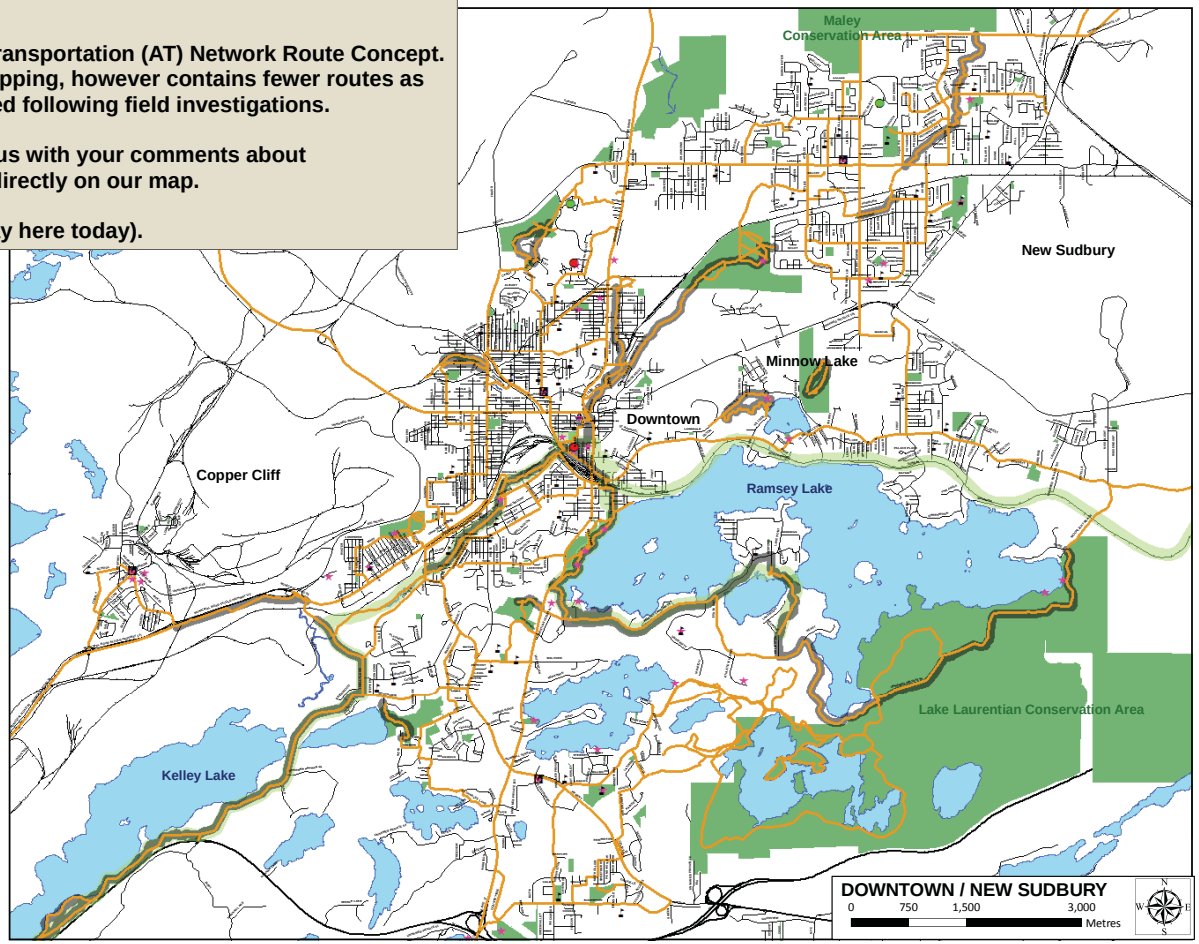

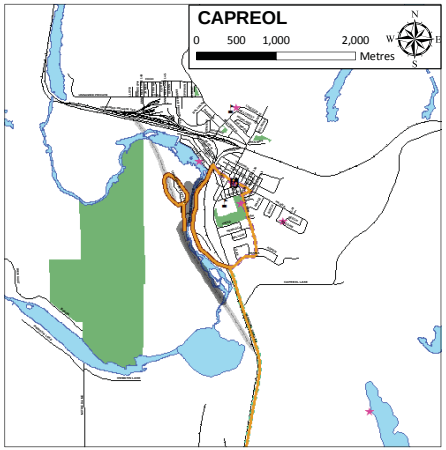

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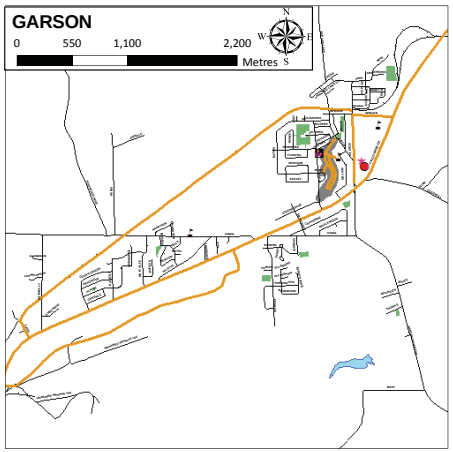

Problem and Opportunities Statement

The EA process requires us to define a **"problem statement"** in Phase 1, as we start to assess the long-term improvements. In this case, the problem statement also includes opportunities to make Sudbury a more sustainable city in terms of transportation, environment and costs.

Sudbury's current transportation system needs to be enhanced to address current deficiencies, and to accommodate growth in population, employment and commercial activity to the horizon of 2032. Developing a multi-modal system is a key component of that change; multi-modal mobility is also needed to address the directions set by the Province and by City Council, reflecting greater sustainability and intensification. Sustainability must encompass the goals of an active community, a healthy environment and economic vitality.

Key opportunities in Sudbury related to these needs include:

- Creating transportation choices to better support biking, walking, and transit
- Implementing short-term solutions for intersections and corridors of traffic congestion
- In the longer term, creating a transportation network which offers more direct routings
- Providing the transportation network needed to support intensified land use in designated growth areas.

THANK YOU FOR ATTENDING

Please take a moment to fill out the comment sheet and provide us with your feedback

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

www.greatersudbury.ca

If you have any other questions please contact:

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Fax: 905-882-0055
Email: goughj@mmm.ca

MMM GROUP

Greater Grand Sudbury

Appendix D

Notice for Public Information Centre #2

City of Greater Sudbury Transportation Study

GIVE US **YOUR** INPUT ON SUDBURY'S FUTURE TRANSPORTATION PLAN

Public Information Centre 2

June 19, 2013
4:00 p.m. to 7:00 p.m.

Main Foyer at Tom Davies Square, 200 Brady St.

We Value Your Input

The City of Greater Sudbury welcomes public input to review the draft future transportation strategy and network that will be part of the Transportation Plan for vehicles, public transit, cyclists and pedestrians in our community.

Purpose of the Meeting

1. To learn more about the draft transportation strategy and network
2. To have the opportunity to submit comments

Municipal Class Environmental Assessment

This study is being conducted in accordance with the requirements of Schedule 'B' of the Municipal Class Environmental Assessment (Class EA) process, an approved planning document that describes the process that municipalities must follow to meet the requirements of the Environmental Assessment Act.

For more information or to be included on a mailing list for future Transportation Study events, please contact:

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Email: goughj@mmm.ca

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Director of Roads and Transportation
City of Greater Sudbury

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Email: david.shelsted@greatersudbury.ca

For more information, visit **www.greatersudbury.ca/officialplan**

Greater Grand Sudbury

Appendix E

Public Information Centre #2 Presentation Boards

WELCOME TO THE
Public Information Centre 2
City of Greater Sudbury
Transportation Study


June 19, 2013

MMM GROUP

Greater Grand Sudbury

Revisit. Review. Revise.
Revisitez. Réexaminez. Révisez.
Official Plan Review • Revision du Plan officiel

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:

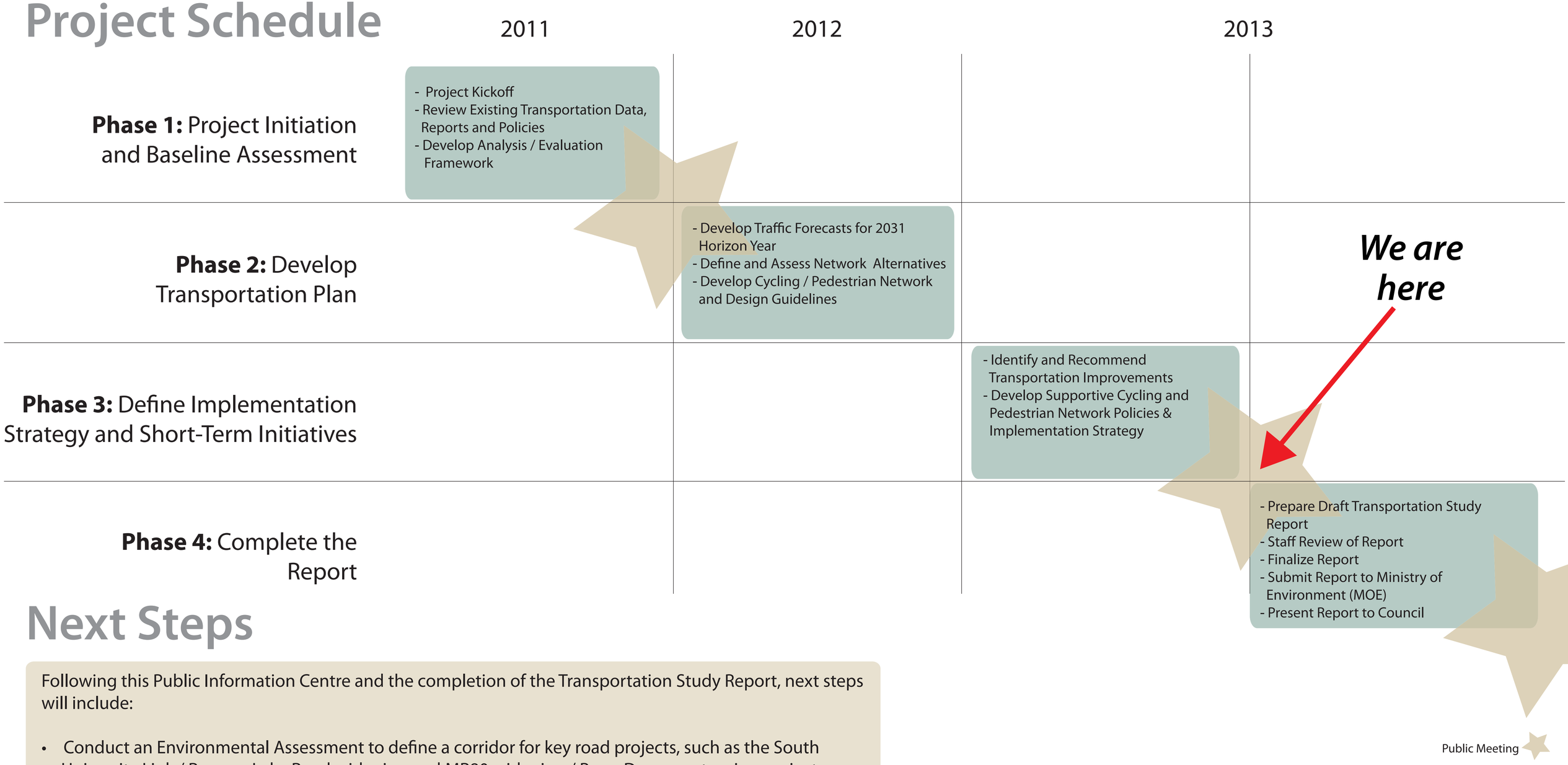
Healthy Communities
To create complete streets that are designed, constructed and maintained to support all users and all modes of transportation

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

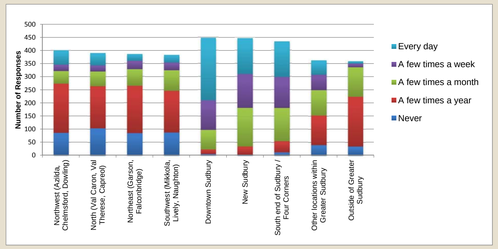
What you told us last time

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.

Online Survey

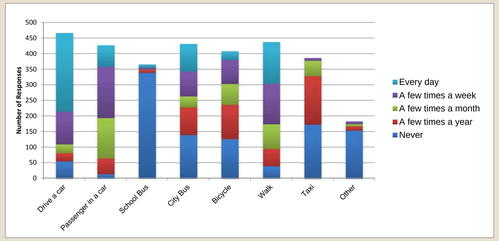
Over 520 online surveys have been received as of May 2013. The survey included five questions where respondents were asked to rank several criteria and three opinion based questions. The following summarized the responses received on the five rank questions.

Q1: Where, and how often, do you travel most?



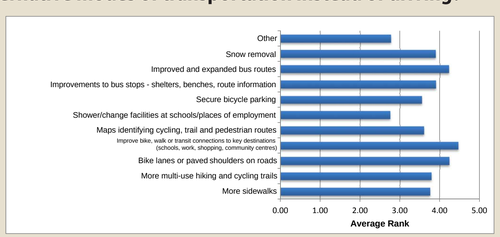
The most traveled destinations are Downtown Sudbury, New Sudbury and the South End (e.g. Four Corners)

Q2: How often do you use the following transportation options to reach your destination?



The majority of trips that are made ever day are in an automobile, followed by walking and city buses

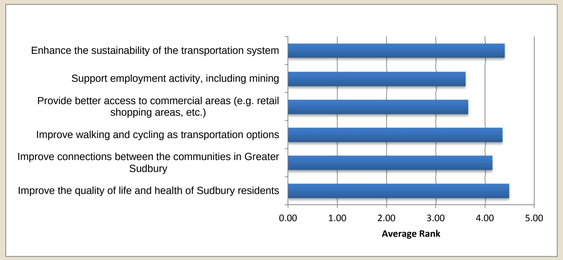
Q3: What level of importance would you assign to each of the following improvements that might encourage you to use alternative modes of transportation instead of driving?



The three improvements which were seen as most important included:

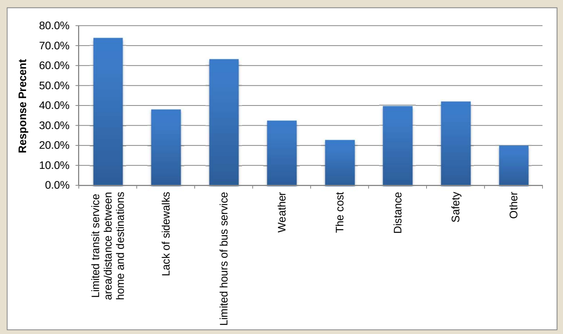
1. Improve bike, walk or transit connections to key destinations
2. Bike lanes or paved shoulders on roads
3. Improve and expand bus routes

Q4: Please rank what you think are the most important objectives for a Transportation Master Plan for Greater Sudbury.



According to the respondents, the most important objective of the Greater Sudbury Transportation Master Plan should be to **"Improve the quality of life and health of Sudbury residents"**

Q5: What do you think are barriers to use of alternative transportation modes (walking, cycling and transit) in Greater Sudbury?



There were eight options presented to respondents. All eight received a minimum response rate of 20%. However, there were two barriers which received a significantly higher proportion compared to the others. They were:

1. Limited transit service area/distance between home and destinations (74%)
2. Limited hours of bus service (64%)

Poster Board Polls

The first interactive poster board poll asked attendees to identify what they felt should be focused on in the evaluation of the TMP. Each attendee was given three dots in which they were instructed to choose the three most important considerations in their mind. The following are the three considerations which received the most votes:

1. Reduction in the amount of auto travel per person in Sudbury, to increase sustainability and community health - ***19%***
2. Enhancements to the bike network - ***17%***
3. Transit Service Levels (enhancements to transit frequencies) - ***13%***

The second interactive poster board poll asked attendees to identify which active transportation options they preferred and were most comfortable with. The following table summarizes their responses:

	My Level of Comfort					
	1 (Most Comfortable)		2 (Comfortable)		3 (Least Comfortable)	
	#	%	#	%	#	%
Bike Lanes and Shoulder Bikeways	10	37%	8	30%	9	33%
Separated Bike Lanes and Cycle Tracks	30	91%	2	6%	1	3%
Multi-use Trails (off-road)	21	81%	2	8%	3	12%
Sidewalks	15	68%	3	14%	4	18%
Signed Only Bike Route	8	44%	3	17%	7	39%
Other (Transit)	6	67%	3	33%	0	0%

Separated facilities provide the greatest level of comfort for cyclists

Comments Received

Below is a list of the major themes and topics that were present in the comments we have received:

- Increase connections between neighbourhoods and downtown
- Improve pedestrian and cyclist safety
- Improve connections between existing trail and cycling facilities
- Consider the needs of the trucking industry
- Improve bicycle access/facilities along La Salle Boulevard, Municipal Road 80
- Implement transit priority along Copper Street and Kelly Lake Road

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	• Connects the City with other major centres and/or separate communities within the City • Facilitate long distance person or goods movement travel through the City or between major activity areas within the City • Traffic movement the primary consideration	• Intersections with other arterial or collector roads • Driveways 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	• No on-street parking • Buffers between the roadway and adjacent uses in rural areas	Bus Service	• Separated Facility or Alternate Routes in urban areas • Buffered paved shoulders in rural areas	Sidewalks on both sides of the road in urban areas
Secondary Arterial	• Connect two or more communities or major activity centres • Connect two primary arterial roads • Connect a community or activity centre with a primary arterial road • Traffic movement primary consideration	• Intersections with other roads • Access 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	• No on-street parking	Bus Service	• Separated Facility or Alternate Routes for roads with AADT greater than or equal to 15,000 • Cycling Operating Space for roads with AADT less than 15,000[2]	Sidewalks on both sides of the road in urban areas
Tertiary Arterial	• Connect small / rural communities • Connect communities to primary or secondary arterial roads	• Intersections with other roads • Access 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	• No on-street parking	Bus Service	• Cycling Operating [1]	Sidewalks on both sides of the road in urban areas
Collector	• Connect properties within neighbourhoods • Connect a neighbourhood with an arterial road • Provide direct access to adjacent lands	• Intersections with other roads • Regulated access from adjacent property	20m - 35m	1,000 to 12,000	50 km/hr to 70 km/hr	60m	• On street parking may be permitted	Bus Service	• Cycling Operating [2]	Sidewalks on both sides of the road in urban areas
Local	• Provide direct access to adjacent lands • Connect properties within a neighbourhood to collector roads	• Intersections with other collectors or other local roads • Access from adjacent property permitted	+ / - 20m	Less than 1,000	30 km/hr to 50 km/hr	60m	• On-street parking is generally permitted • Goods movement restricted except for that having origin or destination along the road	Generally no regularly scheduled transit service	• Shared [3]	Sidewalk on at least one side of the road in urban areas

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
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
3. Options may include: shared lane markings (rural or urban areas); standard or wide curb lanes (rural or urban areas)

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

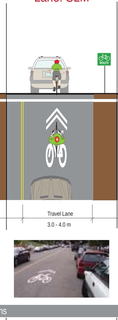
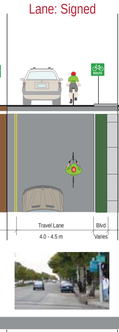
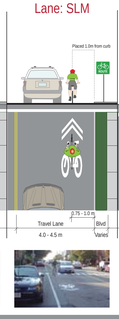
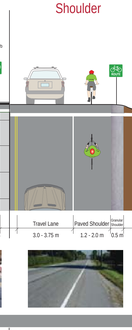
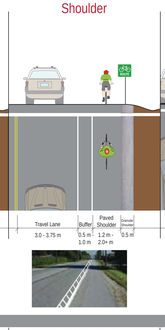
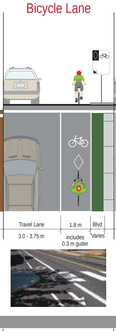
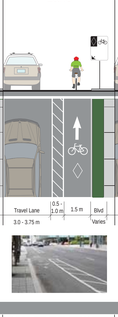
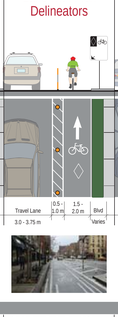
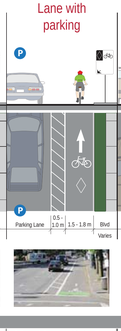
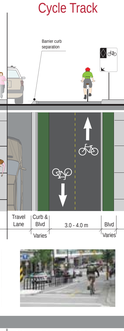
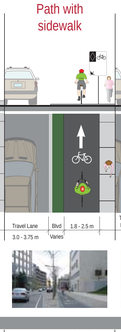
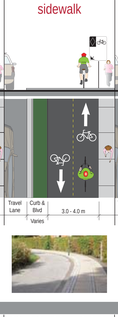
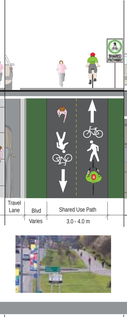
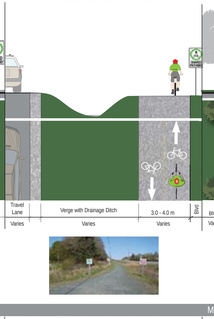
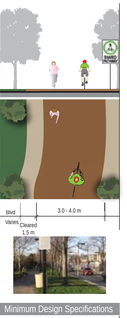
Criteria	Description	Threshold for Conversion
Road Type	Arterial Collector Local	10 5 1
Pedestrian Generators	Within 500 m of a hospital, library, place of work, arena, etc.	7
Commercial Land Use	Downtown Commercial Area	10 7
Transit	Along Transit Route	5
School Proximity	< 0.5km 0.5km to 1.4km 1.5km 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?

least separation → more separation → most separation

ON-ROAD BICYCLE FACILITIES

OFF-ROAD BICYCLE FACILITIES

	Shared Roadway/ Signed Bike Route	Shared Roadway/ Signed Bike Route with Wide Travelled Lane	Signed Bike Route with Paved Shoulder	Bicycle Lane	Separated Bicycle Lane			Cycle Track		Active Transportation (AT) Path				Off-Road Multi-Use Trail
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
	Signed Bike Route	Narrow Travel Lane: SLM	Wide Travelled Lane: Signed	Wide Travelled Lane: SLM	Paved Shoulder	Buffered Paved Shoulder	Conventional Bicycle Lane	Buffered Bicycle Lane	Buffered Bicycle Lane with Flex Delineators	Buffered Bicycle Lane with parking	Cycle Track: raised and curb separated	Two Way Cycle Track	One Way AT Path with sidewalk	Two Way AT Path with sidewalk	Shared Use AT Path	Two Way In-Boulevard AT Path	Off-Road Multi-Use Trail
Cross-section																	
Minimum Design Specifications	Travel lane widths (TAC Standards): o Minor arterial: 3.5 m o Collector (residential): 3.0 m o Collector (industrial/ commercial): 3.7 m.	Travel lane widths (TAC Standards): Where travel lane less than 4.0 m and the posted speed limit is 50 km/h or less, the stencils should be placed in the centre of the travel lane to allow single file bicycle and vehicle operations.	Travel lane widths: o 4.0 m o greater than 3,000 ADT/lane o less than 60km/h o 6-12% trucks	Markings should be placed 1.0 m from face of curb (or shoulder edge) on streets without on-street parking.	Minimum width: 1.2 m For partially paved shoulders, the gravel portion should not be less than 0.5 m wide. If the gravel portion is less than 0.5 m wide then the entire shoulder should be paved.	Minimum width: 1.2 m (shoulder); 0.5 m (buffer) For partially paved shoulders, the gravel portion should not be less than 0.5 m wide. If the gravel portion is less than 0.5 m wide then the entire shoulder should be paved.	Recommended width: 1.5 m	Guidelines for buffer width varies: o 80 cm (London and Brussels) o 50-75 cm (CROW Guide) o 183 cm (Portland, OR)	Guidelines for buffer width varies: o 80 cm (London and Brussels) o 50-75 cm (CROW Guide) o 183 cm (Portland, OR)	1.5 m minimum width to allow for passing 0.5-1.0 m buffer zone width	1.8 m minimum width to allow for passing 0.5-1.0 m buffer zone	3.0 m minimum width to allow for passing Striped centre line to separate traffic	1.8 m minimum width to allow for passing Shy distance of 5.0 cm suggested between cycle track and sidewalk	3.0 m is the minimum desired standard in most situations. Should be separated from the roadway with a 1.5 m buffer or a physical barrier	3.0 m is the minimum desired standard in most situations. Should be separated from the roadway with a 1.5 m buffer or a physical barrier	3.0 m is the minimum desired standard in most situations.	3.0 m is the minimum desired standard for bi-directional travel. Should be separated from the roadway with a 1.5 m buffer or a physical barrier
Preferred Design Specifications	Travel lane widths (TAC Standards): o Minor arterial: 3.7 m. o Collector (residential): 3.7 m. o Collector (industrial/ commercial): 3.7 m.	Should not be placed on roadways with a speed limit over 50 km/h for single file applications. "Shared Use Lane Single File" sign may be used in conjunction with Bike Route Sign when the travel lane is less than 4.0 m.	Travel lane widths: o 4.5 m o less than 3,000 ADT/lane o less than 60km/h o less than 6% trucks	Should not be placed on roadways with a speed limit over 60 km/h for side-by-side applications. "Share The Road" signs should be provided.	The preferred minimum width is 2.0 m wide. "Share The Road" signs should be provided. Increase width based on speed and vehicle composition: o 2.0 m for a posted speed > 70 km/h and 5,000 ADT	The preferred minimum width is 2.0 m wide (shoulder); 0.5 m (buffer) "Share The Road" signs should be provided. Increase width based on speed and vehicle composition: o 2.0 m for a posted speed > 70 km/h and 5,000 ADT	Increase width based on speed and vehicle composition: o Over 6,000 ADT, or if trucks > 10% of traffic volumes: 2.5 m o Speeds > 100 km/h: 2.5 m	Guidelines for buffer width varies: o 80 cm (London and Brussels) o 50-75 cm (CROW Guide) o 183 cm (Portland, OR)	Guidelines for buffer width varies: o 80 cm (London and Brussels) o 50-75 cm (CROW Guide) o 183 cm (Portland, OR)	1.8 m width	2.5 m width Innovative bicycle-friendly design needed at intersections to reduce conflicts between turning motorists and cyclists.	4.3 m recommended width (New York City) Innovative bicycle-friendly design needed at intersections to reduce conflicts between turning motorists and cyclists. Pavement markings should indicate direction	2.5 m width Innovative bicycle-friendly design needed at intersections to reduce conflicts between turning motorists and cyclists.	4.0 m or greater - recommended for heavy use situations with high concentrations of users.	4.0 m or greater - recommended for heavy use situations with high concentrations of multiple users.	4.0 m or greater is the preferred design specifications.	4.0 m or greater- recommended for heavy use situations with high concentrations of multiple users.
Typical Criteria	Travel lane minimum width: 3.0 m for low volume streets (less than 3,000 ADT) with little or no truck or bus traffic. "Share the Lane" signs are recommended	These markings are often used on streets where dedicated bicycle lanes are desirable but are not possible due to physical or other constraints.	4.0 - 4.5 m wide lanes Lanes should be sufficiently wide to allow motor vehicles to pass cyclists without encroaching on an adjacent travel lane.	These markings are often used on streets where dedicated bicycle lanes are desirable but are not possible due to physical or other constraints.	Shoulder bikeways are appropriate bicycle facilities on rural roads with a large shoulder and where there is no curb and gutter. Facilities are typically used by experienced commuters rather than inexperienced riders.	Shoulder bikeways are appropriate bicycle facilities on rural roads with a large shoulder and where there is no curb and gutter. Inclusion of the buffer makes these facilities more accessible for less experienced and new riders.	Most appropriate on urban arterial and collector streets where higher traffic volumes and speeds warrant user separation.	Designed to increase the space between the bicycle lanes and the travel lane or parked cars. Appropriate where bike lanes are located on streets with high speeds (>50 km/h).	Designed to increase the space between the bicycle lanes and the travel lane or parked cars. Appropriate where bike lanes are located on streets with high speeds (>50 km/h).	Use along roadways with high motor vehicle volumes and/or speeds (>50 km/h). Best on streets with parking lanes with a high occupancy rate	Use along roadways with high motor vehicle volumes and/or speeds (>50 km/h). Where cyclists may enter/leave , or where motorists cross at a driveway, the curb should be rolled with a small 45 degree ramp	Desirable when there are more destinations on one side of a street or if the cycle track will connect to a shared-use path or bicycle facility on one side of the street.	Use along roadways with high motor vehicle volumes and/or speeds Where cyclists may enter/leave , or where motorists cross at a driveway, the curb should be mountable with a small 45 degree ramp	Recommended for areas with high volumes of pedestrian and bicycle traffic to reduce conflict.	Ideal for families and recreational users. Suggested when on-road improvements are not feasible along roadways, and when ample ROW is available.	Ideal for families and recreational users. Suggested when on-road improvements are not feasible along roadways, and when ample ROW is available.	Ideal for families and recreational users. Suggested when on-road improvements are not feasible along roadways, and when ample ROW is available.
References	OTM Book 18: Bicycle Facilities TAC Geometric Design Guide for Canadian Roads Chapter 3: Bicycles; Section 3.4.3.1. Widths are discussed in section 3.4.6.2.	OTM Book 18: Bicycle Facilities TAC Geometric Design Guide for the Design and Application of Bikeway Pavement Markings AASHTO Guide for the Development of Bicycle Facilities	OTM Book 18: Bicycle Facilities TAC Geometric Design Guide for Canadian Roads Chapter 3: Bicycles; Section 3.4.3.1. Widths are discussed in section 3.4.6.2. York Region Pedestrian and Cycling Master Plan Planning and Design Guidelines version 1.3	OTM Book 18: Bicycle Facilities TAC Geometric Design Guide for the Design and Application of Bikeway Pavement Markings AASHTO Guide for the Development of Bicycle Facilities	OTM Book 18: Bicycle Facilities TAC Geometric Design Guide for the Design and Application of Bikeway Pavement Markings AASHTO Guide for the Development of Bicycle Facilities	OTM Book 18: Bicycle Facilities TAC Geometric Design Guide for the Design and Application of Bikeway Pavement Markings AASHTO Guide for the Development of Bicycle Facilities	OTM Book 18: Bicycle Facilities TAC Geometric Design Guide for the Design and Application of Bikeway Pavement Markings York Region Pedestrian and Cycling Master Plan Planning and Design Guidelines version 1.3	OTM Book 18: Bicycle Facilities City of Portland, OR, (2010). Bicycle Master Plan for 2030 Bikeway Design Best Practices.	OTM Book 18: Bicycle Facilities City of Portland, OR, (2010). Bicycle Master Plan for 2030 Bikeway Design Best Practices.	OTM Book 18: Bicycle Facilities CROW Design Manual for Bicycle Traffic Alta Planning + Design, Cycle Tracks: Lessons Learned.	OTM Book 18: Bicycle Facilities CROW Design Manual for Bicycle Traffic Alta Planning + Design, Cycle Tracks: Lessons Learned. Velo Quebec, (2003), Technical Handbook of Bikeway Design.	OTM Book 18: Bicycle Facilities CROW Design Manual for Bicycle Traffic Alta Planning + Design, Cycle Tracks: Lessons Learned. Velo Quebec, (2003). Technical Handbook of Bikeway Design.	OTM Book 18: Bicycle Facilities London Cycling Design Standards Alta Planning + Design. Cycle Tracks: Lessons Learned. Velo Quebec, (2003). Technical Handbook of Bikeway Design.	OTM Book 18: Bicycle Facilities FHWA, Designing Sidewalks and Trails for Access. AASHTO Guide for the Development of Bicycle Facilities	OTM Book 18: Bicycle Facilities FHWA, Designing Sidewalks and Trails for Access. York Region Pedestrian and Cycling Master Plan Planning and Design Guidelines Version 1.3 AASHTO Guide for the Development of Bicycle Facilities		OTM Book 18: Bicycle Facilities York Region Pedestrian and Cycling Master Plan Planning and Design Guidelines Version 1.3
In Constrained Corridors	Alert motorists to the presence of cyclists.	Encourage bicyclists to ride an appropriate distance away from the "door zone" on streets with parking.	"Share the Road" signs can be added to increase driver awareness.	Markings can be as little as 0.75 m from the curb on streets without on-street parking.	If available width is less than 50% of the desirable bicycle lane width AASHTO allows striping the shoulder in lieu of bike lanes.	In constrained corridor, see Option 5.	1.2 m acceptable where road width is limited; not suitable for roads with high ADT's and commercial vehicles.	1.2 m bike lane is acceptable.	1.2 m bike lane is acceptable.	1.5 m bike lane is acceptable.	Change in level clearly demarcates space for different users and reduces conflicts between bicyclists and pedestrians.	Parking should be banned on the side of the street with the cycle track to ensure adequate site distances for motorists crossing the path.	Change in level and planted buffer clearly demarcates space for different users and reduces conflicts between bicyclists and vehicles.	3.0 m is the minimum allowed for a two-way shared-use facility and is only recommended for low traffic situations.	3.0 m is the minimum allowed for a two-way shared-use facility and is only recommended for low traffic situations.	3.0 m is the minimum allowed for a two-way shared-use facility and is only recommended for low traffic situations.	Typically incorporated into parkland and valley land. Cyclists may choose to remain in the roadway.

This document is for information purposes only.

MMM GROUP

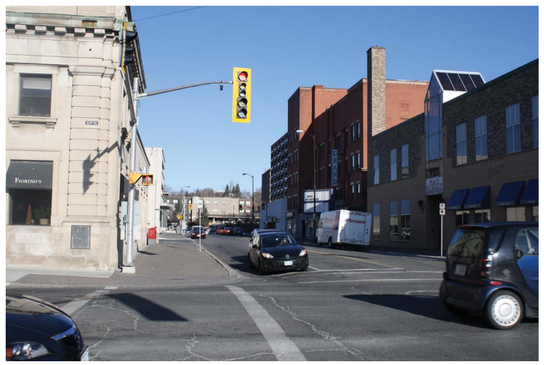
Sudbury

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



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Greater | Grand Sudbury

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Official Plan Review • Révision du Plan officiel

Greater Sudbury Transportation Study
Draft Recommended 2031 Road Network

Revisit. Review. Revise. Revisitez. Réexaminez. Révisez.
Official Plan Review • Révision du Plan officiel

List of Proposed Road Network Improvements

1. Notre Dame Ave. widening (Main St. to Kathleen St.)
2. Maley Dr. extension (Lasalle Blvd. to Barry Downe Rd.)
3. Montrose Ave. extension (Current terminus to Maley Dr. extension)
4. Maley Dr. widening (Barry Downe Rd. to Falconbridge Highway)
5. Falconbridge Highway widening (Maley Dr. to Garson Coniston Rd.)
6. Maley Dr. extension (Falconbridge Highway to Garson Coniston Rd.)
7. Second Ave. extension (Donna Dr. to Scarlett Rd.)
8. Barry Downe Rd. widening (Westmount Ave. to Kingsway)
9. Montrose Ave. South extension from Notre Dame Ave. to Lasalle Blvd.
10. Proposed road for construction in Silver Hills Development
11. Kingsway widening east of Lloyd St.
12. St. Anne Rd. extension
13. Howey Dr. widening (Elgin St. to Bancroft Dr.)
14. Larch Street extension
15. Ramsey Lake Rd. widening (Paris St. to South Bay Rd.)
16. Proposed road for construction from Alice St. and Gateway Dr.
17. Lasalle Blvd. widening (Maley Dr. extension to the south of rail corridor)
18. Municipal Rd. 35 widening (Municipal Rd. 15 to Notre Dame St.)
19. South Bay Road extension

Final alignment to be determined in conjunction with MTO.

The City should conduct an EA to define the corridor for the Southern University Link, in order to facilitate an orderly development plan which is in line with the long term road network concept for the area.

Proposed interchange improvements to Highway 17 and Maley East Bypass

Proposed interchange along Highway 17

Proposed Road Improvements to Highway 17

Proposed Road Improvements to Highway 69

Legend

Existing Road Network
- Existing Provincial Road / Highway
- Existing Roads

Proposed Road Network
- Proposed Roads for Construction
- Proposed Roadway Widening
- Proposed Road Improvements to Provincial Highways
- Potential Roads for Future Consideration (after 2031)
- Roads to be constructed as part of new developments

Regional Trails and Routes
- Trans Canada Trail

Destinations
- Arena / Community Centre
- College/University
- Schools
- Libraries
- Tourist Attractions

Other
- Lakes and Rivers
- Parks and Conservation Areas
- Active Railway
- Abandoned Railway

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N W E S

0 2 4 8 Kilometres

Greater Sudbury Transportation Study
Draft Recommended 2031 Road Network
Downtown Enlargement

Revisit. Review. Revise.
Revisitez. Réexaminez. Révisez.
Official Plan Review • Révision du Plan officiel

List of Proposed Road Network Improvements

1. Notre Dame Ave. widening (Main St. to Kathleen St.)
11. Kingsway widening east of Lloyd St.
12. St. Anne Rd. extension
13. Howey Dr. widening (Elgin St. to Bancroft Dr.)
14. Larch Street extension
17. Lasalle Bvd. widening (Maley Dr. extension to the south of rail corridor)

Legend

Existing Road Network
- Existing Provincial Road / Highway
- Existing Roads

Proposed Road Network
- Proposed Roads for Construction
- Proposed Roadway Widening
- Proposed Road Improvements to Provincial Highways
- Potential Roads for Future Consideration (after 2031)
- Roads to be constructed as part of new developments

Destinations
- Arena / Community Centre
- College/University
- Schools
- Libraries
- Tourist Attractions

Regional Trails and Routes
- Trans Canada Trail

Other
- Lakes and Rivers
- Parks and Conservation Areas
- In-Use Railway
- Abandoned Railway

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DOWNTOWN

0 250 500 1,000 Metres

Greater Sudbury Transportation Study
Draft Recommended 2031 Road Network
New Sudbury Enlargement

Revisit. Review. Revise.
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Official Plan Review • Révision du Plan officiel

List of Proposed Road Network Improvements

5. Falconbridge Highway widening (Maley Dr. to Garson Coniston Rd.)
6. Maley Dr. extension (Falconbridge Highway to Garson Coniston Rd.)
7. Second Ave. extension (Donna Dr. to Scarlett Rd.)
8. Barry Downe Rd. widening (Westmount Ave. to Kingsway)
9. Montrose Ave. South extension from Notre Dame Ave. to Lasalle Blvd.
10. Proposed road for construction in Silver Hills Development

Legend

Existing Road Network
- Existing Provincial Road / Highway
- Existing Roads

Proposed Road Network
- Proposed Roads for Construction
- Proposed Roadway Widening
- Proposed Road Improvements to Provincial Highways
- Potential Roads for Future Consideration (after 2031)
- Roads to be constructed as part of new developments

Regional Trails and Routes
- Trans Canada Trail

Destinations
- Arena / Community Centre
- College/University
- Schools
- Libraries
- Tourist Attractions

Other
- Lakes and Rivers
- Parks and Conservation Areas
- In-Use Railway
- Abandoned Railway

MALEY CONSERVATION AREA
NICKELDALE CONSERVATION AREA
NEW SUDBURY CONSERVATION AREA
GRASSY HILL PARK
NEW SUDBURY

5
6
7
8
9
10

Final alignment to be determined in conjunction with MTO.

N
W E
S

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NEW SUDBURY

0 250 500 1,000 Metres

Greater Sudbury Transportation Study
Draft Recommended 2031 Road Network
South End Enlargement

Revisit. Review. Revise. Revisitez. Réexaminez. Révisez.
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The City should conduct an EA to define the corridor for the Southern University Link, in order to facilitate an orderly development plan which is in line with the long term road network concept for the area.

Legend

Existing Road Network
- Existing Provincial Road / Highway
- Existing Roads

Proposed Road Network
- Proposed Roads for Construction
- Proposed Roadway Widening
- Proposed Road Improvements to Provincial Highways
- Potential Roads for Future Consideration (after 2031)

Regional Trails and Routes
- Trans Canada Trail

Destinations
- Arena / Community Centre
- College/University
- Schools
- Desired Connections
- Libraries
- Tourist Attractions

Other
- Lakes and Rivers
- Parks and Conservation Areas
- In-Use Railway
- Abandoned Railway

List of Proposed Road Network Improvements

15. Ramsey Lake Rd. widening (Paris St. to South Bay Rd.)
16. Proposed road for construction from Alice St. and Gateway Dr.
19. South Bay Road extension

N W E S

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SOUTH END

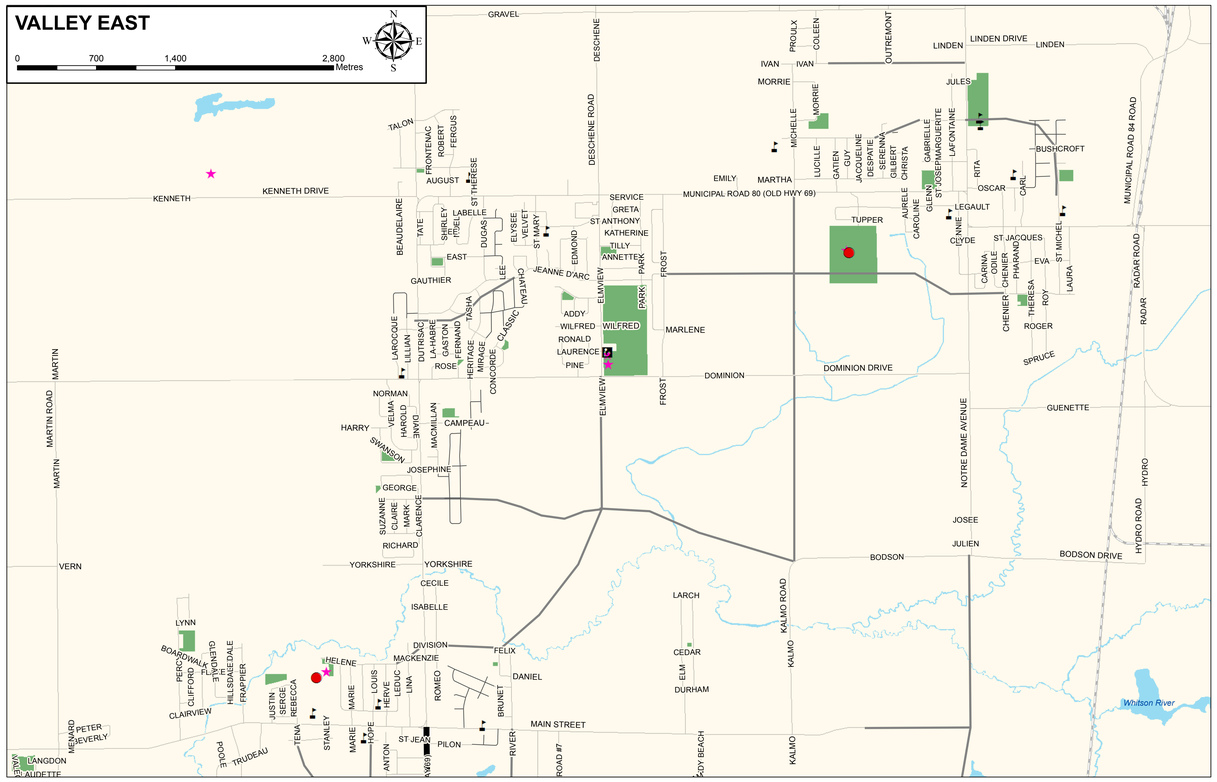
0 250 500 1,000 Metres

Revisit. Review. Revise.
Revisitez. Reexaminez. Révisez.
Official Plan Review • Révision du Plan officiel

Greater Sudbury Transportation Study
Draft Recommended 2031 Road Network Enlargement Areas

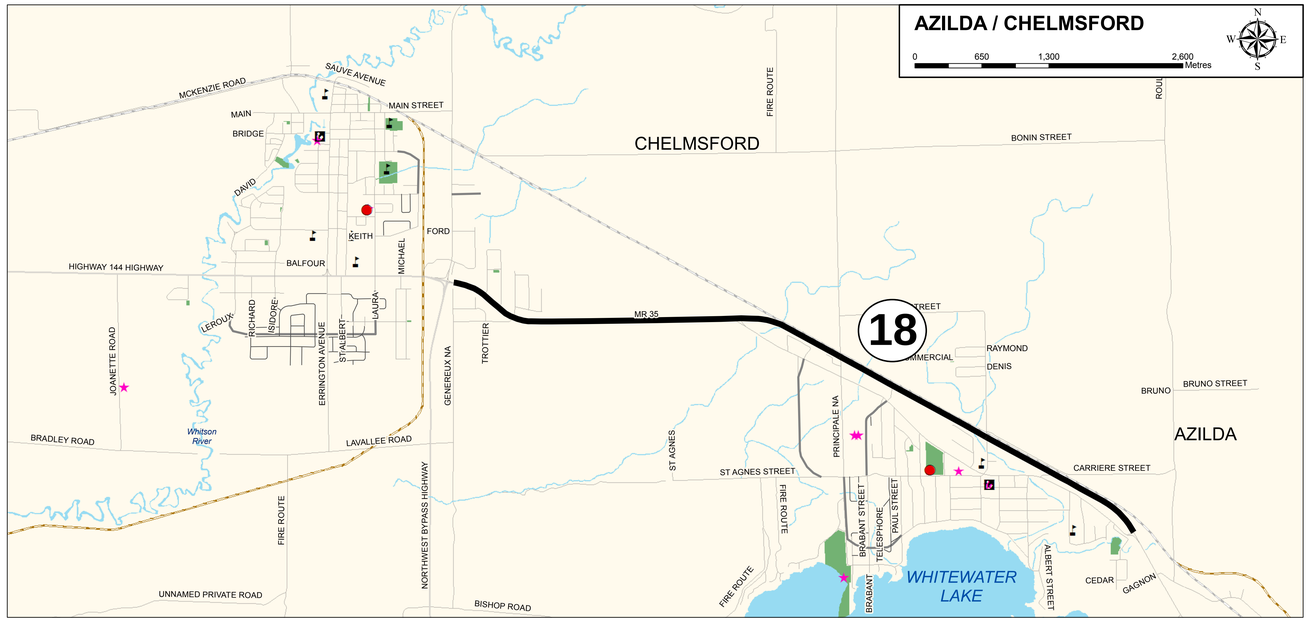
VALLEY EAST

0 700 1,400 2,800 Metres



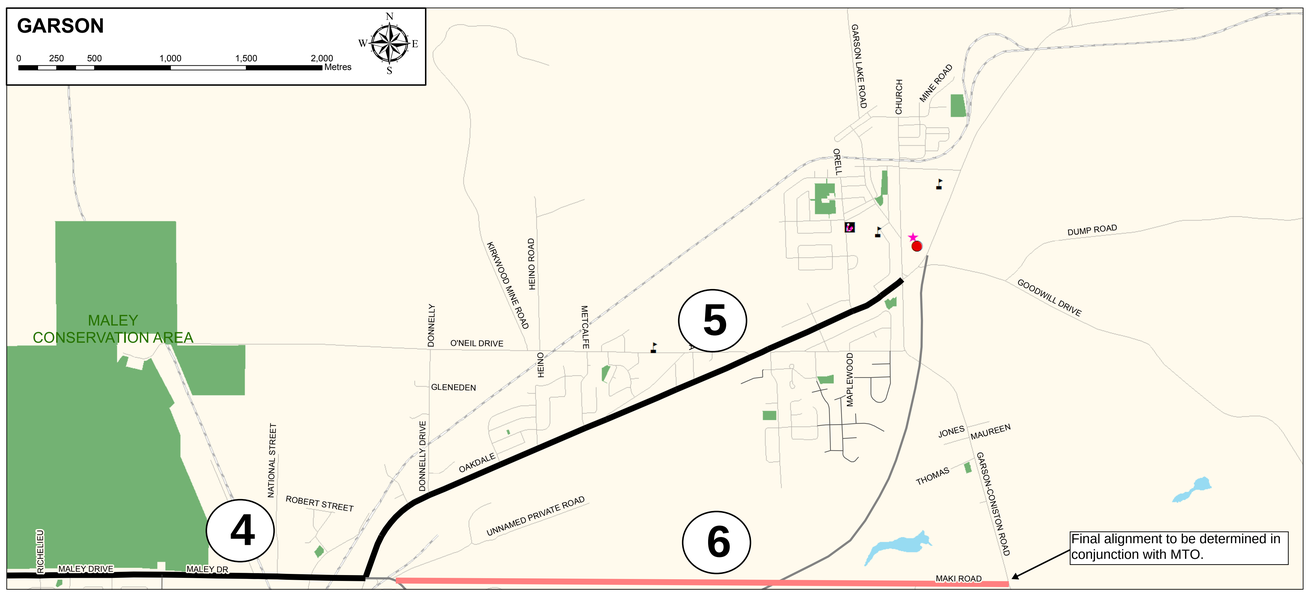
AZILDA / CHELMSFORD

0 650 1,300 2,600 Metres



GARSON

0 250 500 1,000 1,500 2,000 Metres



Legend

Existing Road Network
- Existing Provincial Road / Highway
- Existing Roads

Proposed Road Network
- Proposed Roads for Construction
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- Arena / Community Centre
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- Libraries
- Tourist Attractions

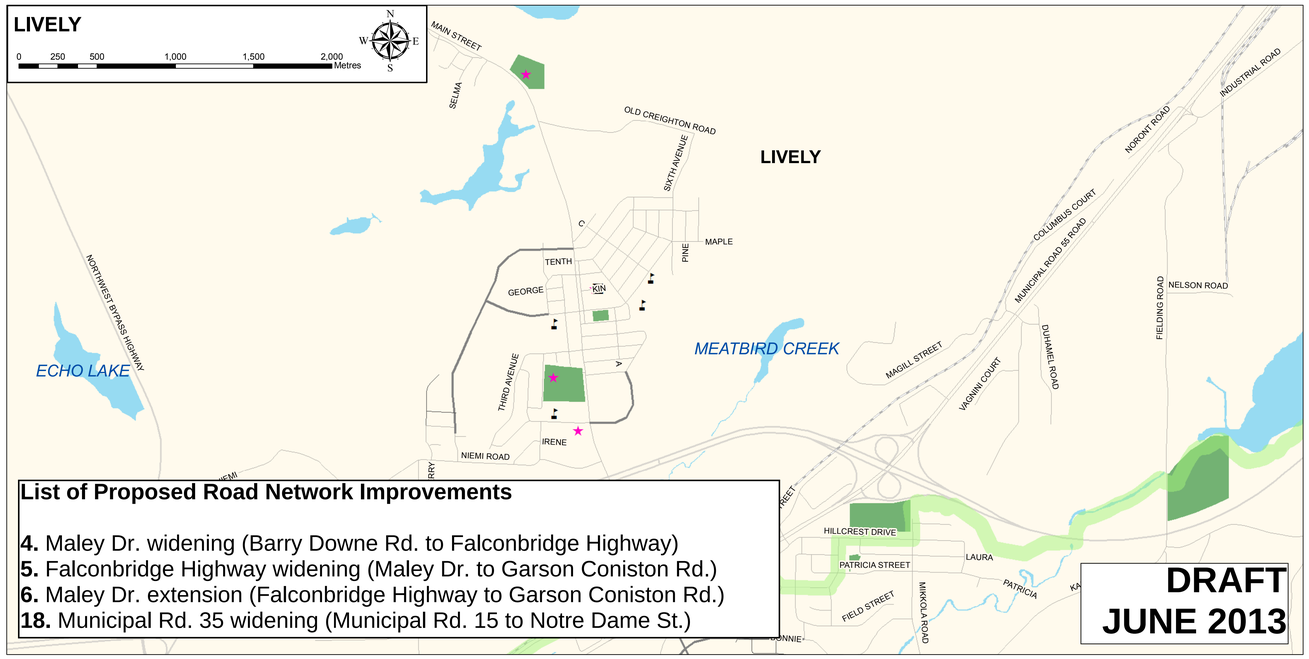
Other
- Lakes and Rivers
- Parks and Conservation Areas
- In-Use Railway
- Abandoned Railway

CAPREOL

0 125 250 500 750 1,000 Metres

LIVELY

0 250 500 1,000 1,500 2,000 Metres



List of Proposed Road Network Improvements

4. Maley Dr. widening (Barry Downe Rd. to Falconbridge Highway)
5. Falconbridge Highway widening (Maley Dr. to Garson Coniston Rd.)
6. Maley Dr. extension (Falconbridge Highway to Garson Coniston Rd.)
18. Municipal Rd. 35 widening (Municipal Rd. 15 to Notre Dame St.)

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JUNE 2013

MAP 9.1
Greater Sudbury Transportation Study
Draft Active Transportation Network Concept

Revisit. Review. Revise.
Revisitez. Réexaminez. Revisez.
Official Plan Review • Révision du Plan officiel

We need your help!

This map illustrates the Draft Active Transportation (AT) Network Concept. It is based on the Candidate Routes mapping, however contains fewer routes as some of the candidates were eliminated following field investigations.

The Draft AT Network Concept classifies routes by facility type (see also the facility types matrix display here today).

Please review the routes and facility types and provide us with your comments directly on our map.

Legend

On-Road Facilities
- Existing Bike Lane
- Proposed Bike Lane
- Proposed Signed Bike Route with Existing Paved Shoulder
- Proposed Signed Bike Route with Paved Shoulder*
- Existing Signed Bike Route
- Proposed Signed Bike Route
- Proposed Edgeline

Separated Facilities
- Proposed Cycle Track

Off-Road Facilities
- Existing Multi-Use Trail
- Proposed Multi-Use Trail
- Desired Connections

Existing Road Network
- Existing Provincial Road / Highway
- Existing Roads

Proposed Road Network
- Proposed Roads for Construction
- Proposed Roadway Widening
- Proposed Road Improvements to Provincial Highways
- Potential Roads for Future Consideration (after 2031)
- Roads to be constructed as part of new developments

Regional Trails and Routes
- Trans Canada Trail

Destinations
- Arena / Community Centre
- College/University
- Schools
- Libraries
- Tourist Attractions

Other
- Lakes and Rivers
- Parks and Conservation Areas
- Active Railway
- Abandoned Railway

* Consider adding rumble strip between roadway and signed bike route.

Under MTO jurisdiction

Final alignment to be determined in conjunction with MTO.

The City should conduct an EA to define the corridor for the Southern University Link, in order to facilitate an orderly development plan which is in line with the long term road network concept for the area.

A design feasibility study will be required prior to implementation of active transportation facilities in order to confirm the recommended facility type for each route segment. The outcome of the feasibility study may be a change in facility type or a recommendation to consider an alternative route.

DRAFT - JUNE 2013

N W E S

0 2 4 8 Kilometres

MAP 9.2
Greater Sudbury Transportation Study
Draft Active Transportation Network Concept - Downtown Enlargement

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Legend

On-Road Facilities
- Existing Bike Lane
- Proposed Bike Lane
- Proposed Signed Bike Route with Existing Paved Shoulder
- Proposed Signed Bike Route with Paved Shoulder*
- Existing Signed Bike Route
- Proposed Signed Bike Route
- Proposed Edgeline

Separated Facilities
- Proposed Cycle Track

Off-Road Facilities
- Existing Multi-Use Trail
- Proposed Multi-Use Trail
- Desired Connections

Existing Road Network
- Existing Provincial Road / Highway
- Existing Roads

Proposed Road Network
- Proposed Roads for Construction
- Proposed Roadway Widening
- Proposed Road Improvements to Provincial Highways
- Potential Roads for Future Consideration (after 2031)
- Roads to be constructed as part of new developments

Regional Trails and Routes
- Trans Canada Trail

Destinations
- Arena / Community Centre
- College/University
- Schools
- Libraries
- Tourist Attractions

Other
- Lakes and Rivers
- Parks and Conservation Areas
- Active Railway
- Abandoned Railway

* Consider adding rumble strip between roadway and signed bike route.

A design feasibility study will be required prior to implementation of active transportation facilities in order to confirm the recommended facility type for each route segment. The outcome of the feasibility study may be a change in facility type or a recommendation to consider an alternative route.

Bell Park Path - Cycling Path

Jim Gordon Boardwalk - Hiking / Walking Path

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N W E S

0 0.25 0.5 1 Kilometres

MAP 9.3
Greater Sudbury Transportation Study
Draft Active Transportation Network Concept - New Sudbury Enlargement

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The Draft AT Network Concept classifies routes by facility type (see also the facility types matrix display here today).

Please review the routes and facility types and provide us with your comments directly on our map.

Legend

On-Road Facilities
- Existing Bike Lane
- Proposed Bike Lane
- Proposed Signed Bike Route with Existing Paved Shoulder
- Proposed Signed Bike Route with Paved Shoulder*
- Existing Signed Bike Route
- Proposed Signed Bike Route
- Proposed Edgeline

Separated Facilities
- Proposed Cycle Track

Off-Road Facilities
- Existing Multi-Use Trail
- Proposed Multi-Use Trail
- Desired Connections

Existing Road Network
- Existing Provincial Road / Highway
- Existing Roads

Proposed Road Network
- Proposed Roads for Construction
- Proposed Roadway Widening
- Proposed Road Improvements to Provincial Highways
- Potential Roads for Future Consideration (after 2031)
- Roads to be constructed as part of new developments

Regional Trails and Routes
- Trans Canada Trail

Destinations
- Arena / Community Centre
- College/University
- Schools
- Libraries
- Tourist Attractions

Other
- Lakes and Rivers
- Parks and Conservation Areas
- Active Railway
- Abandoned Railway

* Consider adding rumble strip between roadway and signed bike route.

MALEY CONSERVATION AREA
NICKELDALE CONSERVATION AREA
NEW SUDBURY CONSERVATION AREA

Final alignment to be determined in conjunction with MTO.

As an interim solution, consider a one-way cycling path in the boulevard on each side of the road, in the existing service strip. Long term, consider adding cycle tracks.

A design feasibility study will be required prior to implementation of active transportation facilities in order to confirm the recommended facility type for each route segment. The outcome of the feasibility study may be a change in facility type or a recommendation to consider an alternative route.

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NEW SUDBURY

0 0.25 0.5 1 Kilometres

MAP 9.4
Greater Sudbury Transportation Study
Draft Active Transportation Network Concept - South End Enlargement

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The Draft AT Network Concept classifies routes by facility type (see also the facility types matrix display here today).

Please review the routes and facility types and provide us with your comments directly on our map.

The City should conduct an EA to define the corridor for the Southern University Link, in order to facilitate an orderly development plan which is in line with the long term road network concept for the area.

Legend

On-Road Facilities
- Existing Bike Lane
- Proposed Bike Lane
- Proposed Signed Bike Route with Existing Paved Shoulder
- Proposed Signed Bike Route with Paved Shoulder*
- Existing Signed Bike Route
- Proposed Signed Bike Route
- Proposed Edgeline

Separated Facilities
- Proposed Cycle Track

Off-Road Facilities
- Existing Multi-Use Trail
- Proposed Multi-Use Trail
- Desired Connections

Existing Road Network
- Existing Provincial Road / Highway
- Existing Roads

Proposed Road Network
- Proposed Roads for Construction
- Proposed Roadway Widening
- Proposed Road Improvements to Provincial Highways
- Potential Roads for Future Consideration (after 2031)
- Roads to be constructed as part of new developments

Regional Trails and Routes
- Trans Canada Trail

Destinations
- Arena / Community Centre
- College/University
- Schools
- Libraries
- Tourist Attractions

Other
- Lakes and Rivers
- Parks and Conservation Areas
- Active Railway
- Abandoned Railway

* Consider adding rumble strip between roadway and signed bike route.

N
W E
S

DRAFT - JUNE 2013

SOUTH END

0 0.25 0.5 1 Kilometres

MAP 9.5
Greater Sudbury Transportation Study
Draft Active Transportation Network Concept
Enlargement Areas

We need your help!

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Please review the routes and facility types and provide us with your comments directly on our map.

Legend

On-Road Facilities
- Obsolete
- Existing Bike Lane
- Proposed Bike Lane
- Proposed Signed Bike Route with Existing Paved Shoulder
- Proposed Signed Bike Route with Paved Shoulder*
- Existing Signed Bike Route
- Proposed Signed Bike Route
- Proposed Edgeline

Separated Facilities
- Proposed Cycle Track

Off-Road Facilities
- Existing Multi-Use Trail
- Proposed Multi-Use Trail
- Desired Connections

Existing Road Network
- Existing Provincial Road / Highway
- Existing Roads

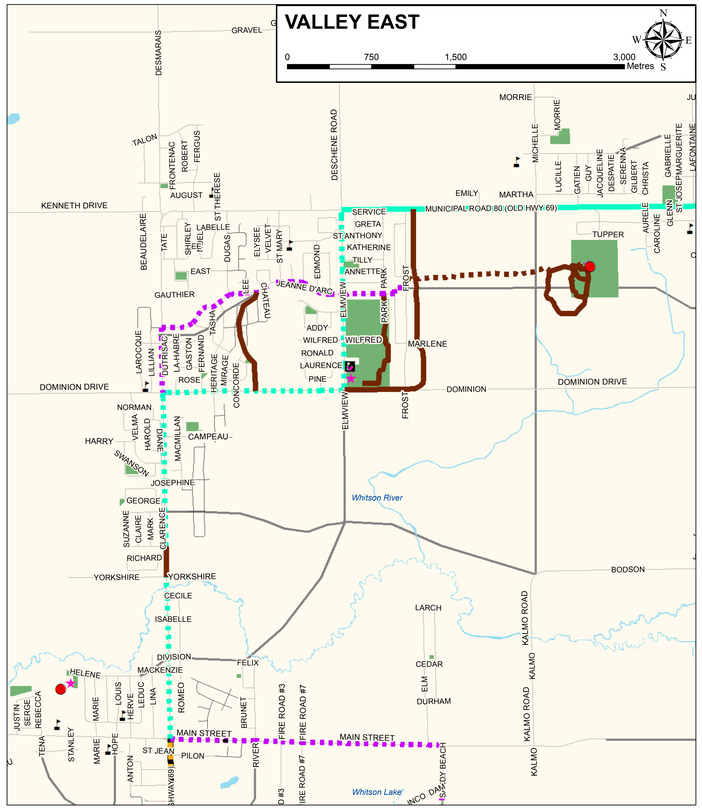
Proposed Road Network
- Proposed Roads for Construction
- Proposed Roadway Widening
- Proposed Road Improvements to Provincial Highways
- Potential Roads for Future Consideration (after 2031)
- Roads to be constructed as part of new developments

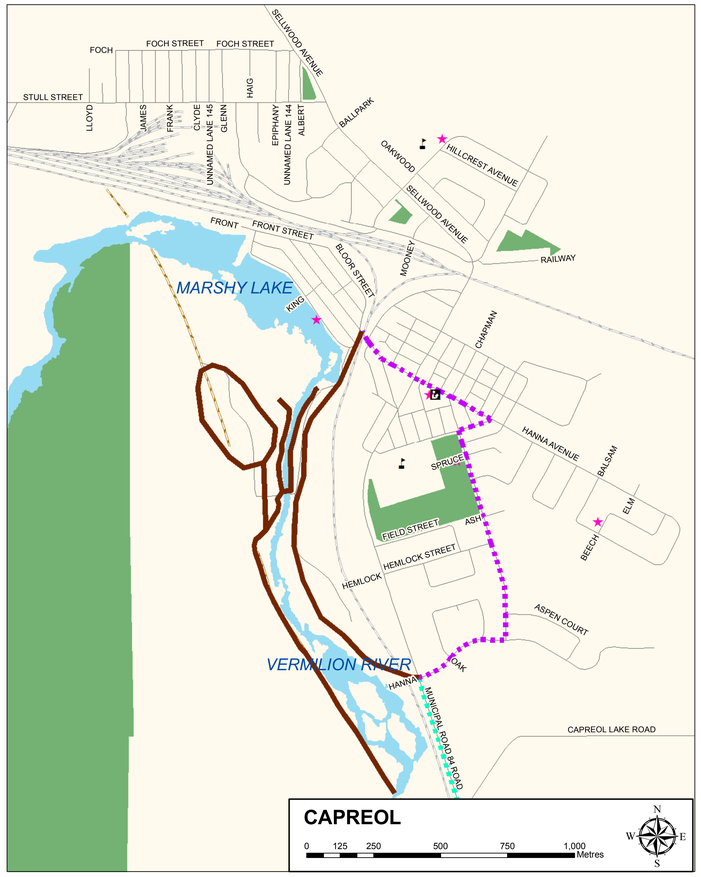
Regional Trails and Routes
- Trans Canada Trail

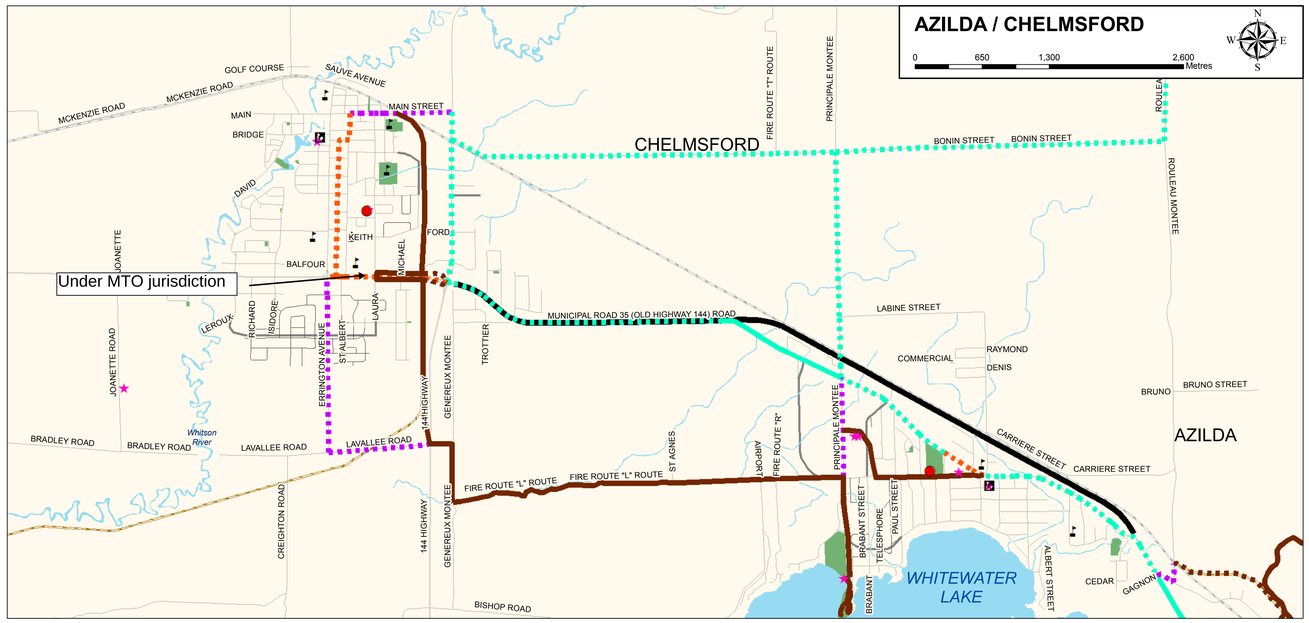
Destinations
- Arena / Community Centre
- College/University
- Schools
- Libraries
- Tourist Attractions

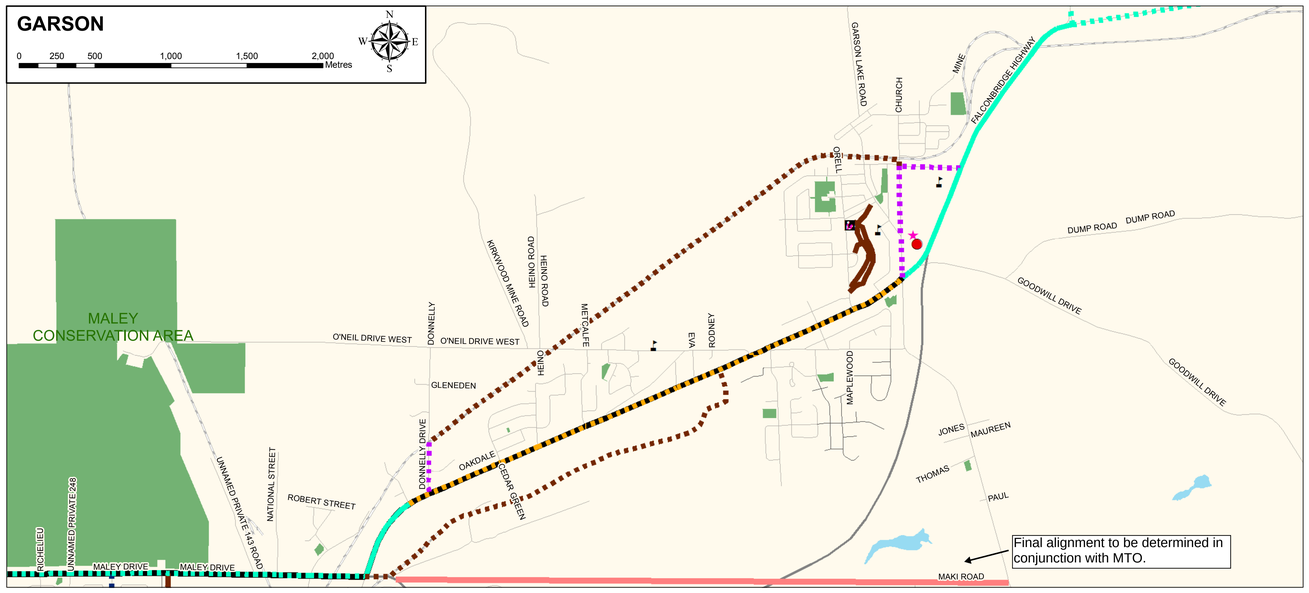
Other
- Lakes and Rivers
- Parks and Conservation Areas
- In-Use Railway
- Abandoned Railway

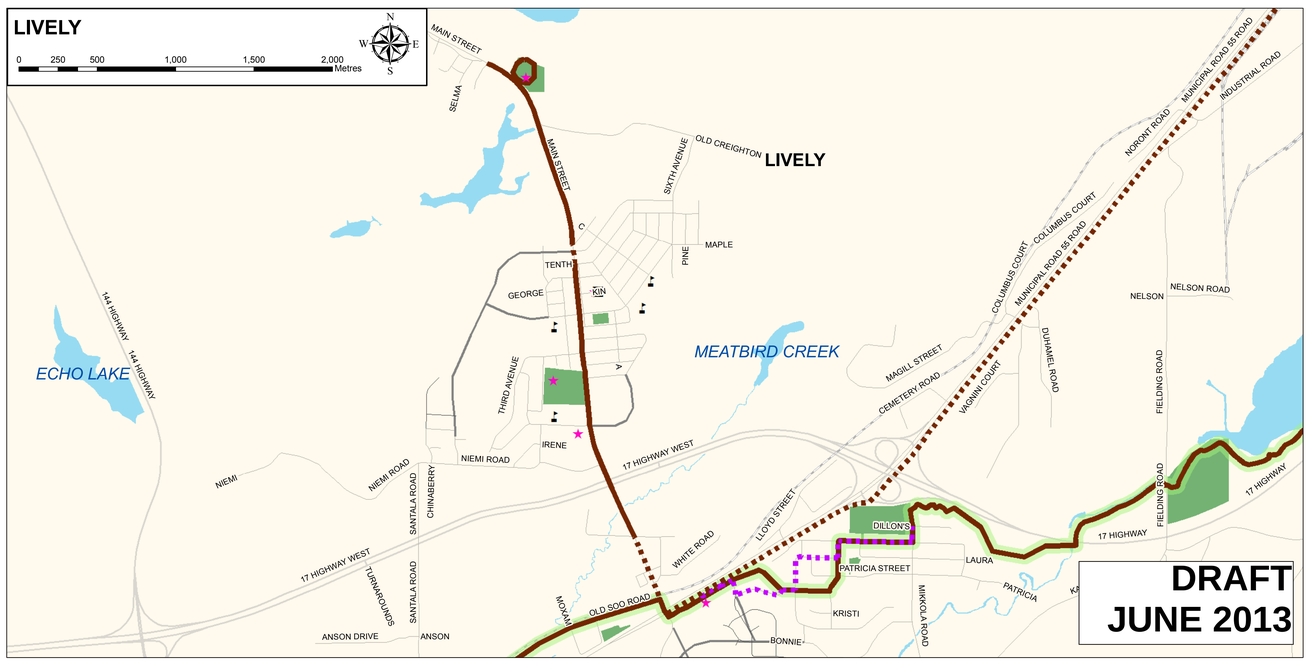
* Consider adding rumble strip between roadway and signed bike route.











Appendix F

Consultation Register

City of Greater Sudbury Transportation Study Report
Summary of Agency / Stakeholder / Public Comments
Consultation Register

Updated: February 11, 2015

No.	Date	Source	Contact	Comment Summary
1	23-Jan-12	Presentation	Bob Hanson	The proposed University Access Road (Schedule 2b South End Natural Assets) will intersect the existing ski, hiking, and walking trails at many points and therefore destroy the trails. The proposed road will increase traffic on Ramsay Lake Road at all times of the day. This new road cannot be afforded especially with all the existing roads that need maintenance. Furthermore, we must preserve the LoEllen Park area and the Ramsay Lake as all drainage from the road will end up here. The proposed route also crosses a wetland which is used for research by Laurentian University. The goal should be to enhance the existing network and not to destroy it (See Trails: A Guide to Non-motorized Trails in Great Sudbury).
2	16-Feb-12	Letter	Marc Butler, Xstrata Nickel	Xstrata has conducted internal reviews and discussions and would like to offer their support for the following priorities of the study: supporting choices for biking, walking and transit; addressing traffic congestion and solutions for corridors; a network with more direct routings; addressing growth areas to support intensified land use. Xstrata Nickel would like to point out their existence is based on the continued utilization of the existing road network (and future more direct routings) for their specialized transport trucks. Furthermore, Xstrata would like to offer the following comments: the company transports their goods to various communities in the province and therefore, the Ontario Ministry of Transportation (MTO) should be involved with the dialogue on this TMP; Xstrata supports the 4 lane project between Chelmsford and Azilda; the Coniston-Garson highway needs to be re-surfaced and a review of the total curves should be conducted; Xstrata is conducting an advanced exploration program north of Capreol and therefore it is necessary to improve maintenance of roads from Capreol through the Valley and Regional Road 15 to Chelmsford; Skead road should be widened to include a passing lane and the steepness of the hill should be considered (as both Radar and Skead roads may experience increased flow due to Vale and Xstrata operations; the Barry Downe and Maley drive extensions should be destined for truck traffic and conflicting land uses should be avoided int he city's land-use planning; the bypass on Highway 144 for Chelmsford and Dowling will warrant discussion in the future; and finally, Regional Road 8 traffic calming may need to be reviewed in the future due to the potential for increased traffic volumes from the Xstrata site.
3	3-Apr-12	Letter	Perry Sakki, Laurentian Nordic Ski Club	The club wishes to endorse the requests to remove the University Access Road from the Official Plan. The road would destroy the established ski trails and its associated skiing programs that promote a healthy lifestyle within the community.
4	17-Apr-12	Letter	Randy Crisp, Capreol Community Action Network	Reg. Rd. 80 from Hanmer into Capreol requires re-paving, line painting and a guard rail on the corner approaching the Ella lake turn-off. Reg. Rd. 80 should also be rerouted from the Suex to Hanmer on the same side of the tracks as Radar Rd. to reduce delays caused by trains and to create an escape route from Capreol in the event of an evacuation. As there is currently no escape route in the event of a natural disaster, perhaps a temporary route can be implemented from the Suez to Cote Blvd in Hanmer. Furthermore, trains passes can block at least two of the three crossings which creates a traffic flow situation. When the train is running, there is no access or exit from the downtown. It would be beneficial to have a overpass over the CNR property in case of emergencies. Finally, the Barry Downe extension is a route necessity for Hanmer and Capreol residents.
5	25-Apr-12	E-mail	Deb McIntosh, Rainbow Routes	Sudbury is working towards becoming a healthier community by looking to expand its cycling infrastructure. The smaller municipalities should work together to get their active transportation considerations reviewed by MTO.
6	21-Nov-12	E-mail	Norm Eady	A road link south from Laurentian University would benefit Mr. Eady's small development, the University, and the City as a whole.
7	26-Nov-12	Telephone	Kristi Arnold, Dalron	Dalron is not in favour of a southern university link road with a 61 metre right-of-way. Dalron would be in favour of a local road providing access to properties along the road. Dalron would also accept no road being constructed. The main objection is to a road with a 61 metre cross section.

No.	Date	Source	Contact	Comment Summary
8	27-Jul-13	E-mail	Matt Alexander	I was disappointed that the "Active Transportation" and "Road Network" plans were presented separately. It was clear from looking at the Active Transportation boards that there would be AT improvements as part of some of the road improvements, but this wasn't clear from looking at the Road Network boards. It is important that the Maley Drive extension not allow new lot creation along it. The purpose of the extension would be completely lost if it ended up having dozens of driveways and businesses located on it. The only way Maley is going to provide relief to the Kingsway or any other clogged artery is if it is a bypass. There was a new road proposed to provide a shortcut south east of the LaSalle/Notre Dame intersection. It's proposed to run along the north side of the New Sudbury Conservation Area, but not actually connect to any of the North-south streets. If this road is to be built it should provide connections to those roads. The road should not be built. If that road were to be built development could only happen along its north side. Any development on its south side would encroach on the wetlands. There is no point of building a road that doesn't serve new development. Most of the new Active Transportation improvements proposed were widened shoulders, and signed bike routes. This is not an improvement. Every route identified for wider curb lanes, or paved shoulders should be upgraded to a 1.5m wide painted bike lane at a minimum. Ideally, the most dangerous roads for cycling should be given a curb-separated cycle track that runs along with the road. The reason for using paved shoulders instead of actual bike lanes was money and space. Active Transportation improvements do as much to improve driving conditions as conventional road improvements do (actually, they do MORE because they encourage people to switch from driving to cycling), so they should be given as high a priority in the budget as road improvement. Money should not be seen as a constraint to growing the active transportation network any more than it should be for the road network. As for space, I've like to draw your attention to this: http://annarbor.com/news/washtenawavenues-future-conceptual-images-show-buffered-bikes-lanes-and-dedicated-transit-lanes/ I was very disappointed with the recommended Active Transportation network because it appeared that even with this component the priority was the convenience of drivers. Sudbury is not that big. If the roads weren't so awful this could be a very bike-friendly city. Each pocket of development (downtown, New Sudbury, Four Corners and each former town centre) could easily be transformed into a bike/pedestrian-friendly island, and each connecting road could easily be upgraded to facilitate longer bike trips from one to the other. I was very disappointed that nothing in the plan seemed to suggest this possibility. I think the policies are good. I fully support that every road improvement should be required to include active transportation improvements. However i think the words, "wherever possible" or "wherever feasible" were in there. To me, if it is not feasible to add active transportation improvements to a road improvement, then the road improvement as a whole is not feasible. Also, since there doesn't seem to be anyone at the city tasked with ensuring active transportation is a priority in development applications or road improvements, I'm very skeptical that this policy will be implemented with any enthusiasm. For some reason bike and pedestrian infrastructure is seen as an "extra". It is not "extra". It is integral, and should be treated as such. The Elgin Greenway consultation was very good. I know it's a separate project, but I want to say that every road improvement project should be done the same way.
9	29-Jul-13	Letter	General Comments	More emphasis should be placed on mass transit systems and networks as opposed to building better and bigger roads. Similarly, themes should switch from "creating roads" to "creating self-contained communities" that are self-sustaining and therefore, negate the need for long-distance travel. Currently, in order to travel to different areas, residents of outer communities have to travel through old Sudbury due to the existing road networks. As a result, more effective road planning needs to be enforced in order to avoid through traffic causing daily traffic jams. Moreover, road designations must respect the existing communities surrounding it. For instance, Road north was built anticipating residential traffic flow and it has now become a major arterial road to match Road south despite concerns from residents on the road. The road designation process should involve an open public process and should directly engage those residents who will be affected.

No.	Date	Source	Contact	Comment Summary
				Budget limitations for cycling infrastructure Comment: cycle tracks should be implemented on high volume arterial or collector roadways Suggestion/innovation: draft and implement a by-law to permit cycling on the snow storage area in the interim and to ensure cyclists are kept off of the sidewalk Complete street policy Comment: it is proposed in the study but not reflected in new road construction Suggestion: Develop and implement a policy that is reflected in road improvements and new road infrastructure Community safety zones Comment: Westmount has two elementary schools yet has no planned cycling infrastructure Suggestions: Community safety zones should be implemented in a 1km radius of all elementary schools Edge lines Comment: edge lines are too narrow to accommodate a range of bicycles and they are not a recommended "facility type" Suggestion: define clearly what an edge line is and if it is just a line differentiating between the roadway and the shoulder, this suggestion should be removed as a viable infrastructure; provide proper cycling and pedestrian infrastructure on Kelly Lake Road in between Junction Creek Waterway Park and Copper Cliff Trail Implementation plan Comment: The study does not include an implementation plan for the cycling routes and pedestrian network Suggestion: Include an implementation plan in the revisions Junction Creek Waterway Park and other Active Transportation Routes Suggestion: pave and light existing off road paths Provincial Policy Statement on Land use Planning (PPS) Suggestion: refer to 1.6.5.4 of the PPS Maley Drive Comment: some residential areas are only accessible off of Maley Drive yet there are no active transportation provisions

No.	Date	Source	Contact	Comment Summary
10	6-Sep-13	PDF File	Sustainable Mobility Advisory Panel (SMAP)	Suggestion: adopt the complete streets policy as suggested in the Transportation Study Maps Comment: the City should update their website to provide more cohesive and readily accessible information on active transportation Suggestion: maps of cycling routes should be available both online and on paper; there should be a active transportation website New Roads & Sustainability Comment: implement road diets and measure that would reduce traffic as opposed to maintaining and building new roads Suggestion: invest in transit, cycling and pedestrian infrastructure to save money as road maintenance would be less expensive and would make some road expansion redundant Public Input Suggestion: reflect the residents desire for more cycling and pedestrian infrastructure in the draft active transportation maps, the recommended 2031 transportation routes and there rest of the study Ramsey Lake Road Suggestion: implement a complete street policy Sidewalks Comment: there are no provisions for new sidewalks; the study has concentrated on a cycling network plan but not a pedestrian network plan; access to bus stops without pedestrian infrastructure is an issue Suggestion: sidewalk priority should be implemented on the north side of Kingsway (from 2nd Ave to Silver Hills); safe routes should be provided to key destinations; a pedestrian implementation plan should be developed Signed Routes Suggestion: reduce routes to 40kph; sign routes that are poorly defined transportation corridors only Transit Comment: there was not a section on an improved transit system Suggestion: the study should provide a road map to solve our transit issues The Four Corners Bypass: Four-laning Ramsey Lake Rd and Building the South Bay Extension Suggestions: improve transit service to the entire city (as well as Laurentian University) and therefore reduce the need for a 4 laning; shift the traffic to other times slots by staggering class start times; potentially open Loach's Road Extension to transit use as well as emergency vehicle use; work with Laurentian University and Health Science North to find solutions to congestion and parking - cost and savings can be shared Traffic Counts Comment: the problems are too focused on traffic counts and thus the perceived traffic congestion issues Suggestion: SMAP defines issues from an economic, health and environmental point of view Year 2031 Comment: by the year 2036, 24% of the population of the province will be over the age of 65. Suggestion: due to the aging demographic, fewer people will be driving and this should be reflected in the study; the study should consider the needs of this aging demographic (e.g. crossing medians on wider streets, increased winter sidewalk maintenance, better lighting etc.); consult with the Seniors Advisory Panel and the Accessibility Advisory Panel.
11	9-Sep-13	PDF File	Connect the Creek Partnership	There is an area of conflict between the Transportation Study and the Junction Creek Waterway Park Community Improvement Plan (CIP) as shown on Map 9.3. In addition, the proposed road between LaSalle Blvd and Notre Dame is encroaching on a wetland and flood plain. Moreover, the Partnership requests safe infrastructure for pedestrians and cyclists from the east end of the Riverside tunnel to Ray Hynatyshyn Park as a form of road crossing along the JCWP for active transportation.

No.	Date	Source	Contact	Comment Summary
12	23-Sep-13	PDF File	Rainbow Routes Association Board of Directors	1) Rainbow Routes would like to endorse the adoption of a Complete Streets Policy. 2) They hope to provide comments on the implementation plan for this transportation study when it becomes available. 3) The Study shows existing active transportation facilities - perhaps, the City should improve these before developing routes on existing roadways. 4) A Complete Streets Policy should be developed on Maley Drive as there are some residential developments that are only accessible off of Maley Drive. 5) If Ramsey Lake Road expands, it should be follow the Complete Streets Policy. 6) Kelly Lake Road should be updated to include pedestrian and cyclists facilities as it is a key connector to a number of trails. 7) A more thorough public consultation process should be conducted as there is too much information to be condensed into two public open houses. 8) The City should think about developing Context Sensitive Solution Guidelines for Regional Streets.
13	25-Sep-13	PDF File	Naomi Grant, Coalition for a Liveable Sudbury	Though the principles of the Transportation Study, "healthy communities", "sustainability", and "economic viability", sound positive in theory, the omission of public transit, and the lack of an implementation plan for active transportation undermines the principles of this study. In order to support sustainable mobility and reduce traffic as stated in the study, less emphasis should be placed on existing and new roads and should instead, include transit, active transportation networks and road diets. In addition, the University link is completely against the principles outlined in the study. CLS suggests that the Complete Streets Policy be incorporated into the Official Plan. Furthermore, any potential traffic calming projects should be consistent with the Complete Streets Policy as traffic calming measures often provide a new hazard for cyclists. Also, the study should consider reducing speed limits to make the roads safer for all users. In terms of cycling, CLS is pleased to see the suggested routes coincide with those recommended by the Sustainability Mobility Plan and the Bicycle Technical Master Plan; however, there is a lack of clarity on the types of facilities available for cyclists. Some suggestions, such as edge lines and boulevards, are not recognized cycling infrastructure and should not be an option. For some arterials, cycling infrastructures are not proposed. Moreover, some recreational trails were included in the network of cycling trails though they are not true transportation routes for cyclists. This is a little disconcerting because this might send mix messages on the true nature of these trails. These trails, along with appropriate cycling infrastructure, should be included in a Transportation Schedule of the Official Plan. These routes should be regulated using an implementation plan and should not be constructed in a piecemeal fashion during regular road work but rather through yearly investments, new developments and roadwork projects. Finally, CLS feels there is no guiding framework to ensure implementation, which is further impeded by the lack of clarity and certainty when consulting with staff. Although the study identifies consultation with key stakeholders as a part of the process, there is no real dialogue. For instance, the open house stated that SMAP would be working actively with the study team; however, the project team has only sat in with SMAP meetings twice.
14	30-Sep-13	Letter	Sudbury Cyclists Union	SCU is concerned with the lack of implementation plans. Without these, cyclists worry the plans will never come to fruition. A Sudbury Cycling Strategy needs to be created to provide a base for current and future cycling transportation infrastructure. "This strategy would provide a cycling vision, strategic directions, guiding principles, goals, and a commitment to future action plans. It would also identify areas for action that would be used to develop yearly plans and budgets." The Ontario Ministry of Transportation released its Cycling Strategy, and it would support communities that adhered to the Complete Streets principles in their Official Plans. Thus, a cycling implementation plan would position the city to take better advantage of provincial funding for cycling infrastructure. The Complete Streets Policy needs to be integrated into the Official Plan, as recommended. Sudbury should base its implementation plan on the MTO and SMP reports. Active transportation should be realized in three ways: yearly investments in the network, mandated infrastructure in new developments, and mandated infrastructure during roadwork projects. Finally, the active transportation network feasibility studies should be guided by a committee comprised of community stakeholders as well as Council and city staff. Second Ave. - the City's suggestion is that it becomes a route with paved shoulders from Bancroft to Donna. SCU thinks the reconstruction of the road in 2014 would be an excellent opportunity to put in bike lanes that will connect to the Bancroft cycling lanes.

No.	Date	Source	Contact	Comment Summary
15	7-Oct-13	Letter	Sudbury's Cycling Grannies	1) There should be a minimum amount of investment budgeted in the Infrastructure Budget for bicycle lanes. 2) Edge lines are not a viable cyclist infrastructure. 3) Roadway repairs should be taken as an opportunity to become a part of the Complete Streets Policy. 4) Ramps or cut curbs need to be provided for cyclists to access the sidewalks/cycling facilities. 5) Ditches should be filled in so they can be utilized for cycling/walking. 6) Designate some roads for "Sunday Cycling" - there will be no motorized traffic for certain hours of the day. 7) The Grannies would be willing to be consultants to the staff for no cost. Inexpensive suggestions provided could have a profound impact on cycling for that area. 8) Ramsey Lake Road should not be expanded to 4 lanes.
16	3-Nov-13	E-mail	Anita & Dave	They are requesting that the proposed road through the Laurentian University trails be taken out of the transportation plan and the Official Plan. Additionally, the Ramsey Lake multi-use trail should remain.
17	4-Nov-13	E-mail	Sophie Howe	Ms. Howe would also like to object to an University road link through the trails.
18	5-Nov-13	E-mail	Geof Knight	Mr. Knight would like to object to an extra housing estate and road through the trails in the Laurentian conservation area. Instead of focusing on vehicular traffic, greater emphasis should be placed on transit and trails for bicyclists to reduce commuter traffic. Lastly, the Transcab service needs improvement.
19	6-Nov-13	E-mail	Chuck Miller	Mr. Miller is also objecting to a link road between Regent Street South and the Laurentian University campus. If emergency access is needed to for the university, it would be more cost effective to upgrade the existing 1 km road between Loach's Road and the campus. To serve daily commuters, adding a lane to Ramsey Lake Road with traffic light controls may help accommodate the flow westward and eastward at times. One major beneficiary of the proposed link road would be a single developer with plans to build housing adjacent to Lo-Ellen - the decision to construct the road should serve the needs of many and not the few.

Appendix G

Notice for Public Information Centre #3

Star/NLife - 4 x 114

City of Greater Sudbury Transportation Study

GIVE US YOUR INPUT ON GREATER SUDBURY'S TRANSPORTATION MASTER PLAN

Public Information Centre 3 - June 24, 2015

4 p.m. to 7 p.m.
General viewing of presentation materials

7 p.m.
Presentation, Open Question and Answer Period

Main Foyer at Tom Davies Square, 200 Brady Street
Presentation in Council Chamber

We Value Your Input

The City of Greater Sudbury welcomes public input to help finalize the transportation strategy and network for pedestrians, cyclists, public transit and vehicles in our community as part of the Transportation Master Plan.

Purpose of the Meeting

1. For residents to learn more about the transportation policies and improvements planned to complete the streets for all modes of transportation
2. For staff to listen to and understand feedback from residents regarding the proposed Transportation Master Plan

Broadcast Question and Answer Period

Beginning at 7 p.m., a presentation will be made, highlighting the key transportation policies and improvements. The presentation will be followed by a question and answer period where the public is invited to ask questions of the study team. This session will be broadcast live on www.greatersudbury.ca.

Municipal Class Environmental Assessment

This study is being conducted in accordance with the requirements of Schedule 'B' of the Municipal Class

Environmental Assessment (Class EA) process, an approved planning document that describes the process that municipalities must follow to meet the requirements of the Environmental Assessment Act.

For more information or to be included on a mailing list for future Transportation Study events, please contact:

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If you cannot attend the Information Centre but would like to submit your comments regarding Transportation Master Plan, please fill out the form on our website at www.greatersudbury.ca/transportation

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Appendix H

Draft Transportation Study Report Comment Register

Sustainable Mobility Advisory Panel - June 24, 2015 Meeting

On June 24, 2015, project team members from the City of Greater Sudbury and MMM Group met with members of the Sustainable Mobility Advisory Panel (SMAP). SMAP members presented a list of questions regarding the Draft Transportation Study Report. The following is a summary of those questions and the project team's response.

Comment	Response
Clarification on scope and intent of some key components and policies:	
- **Complete Streets:** Is this section on Complete Streets intended to be a full Complete Streets Policy, or is the intent for this section to inform a Complete Streets Policy that will be adopted by Council? *A full Complete Street Policy should include all 10 elements identified by Complete Street Canada.*	This section is meant to form the foundation and inform the development of a Complete Street Policy. Upon completion of the TMP, the City will develop a comprehensive complete streets policy.
- **Road Classifications:** Potential Cycling Provision recommendations are all base on AADT numbers. Will there also be guidelines for additional road designators like speed and type of traffic (buses, trucks) for arterial and collector roads?	The cycling provision is based on AADT and the posted speed limit. At the detailed design stage, the cycling facility type will be confirmed and may change from the original recommendation.
- **Sidewalk Priority Index:** earlier, it was stated that the Transportation Study would include a Sidewalk Priority Index. However, in the document, it appears that is not the case (recommendation for later adoption only.) Please clarify	This section is meant to form the foundation for a Sidewalk Priority Index. City staff are working internally to finalize and implement a Sidewalk Priority Index.
- **Active Transportation Master Plan:** Please clarify whether Section 8 (Cycling and Pedestrian Master Plan) is intended to be the Active Transportation Master Plan. *A full Active Transportation Master Plan is needed, with the level of detail needed for implementation, and inclusive of SMAP and community input.*	Sections 5 and 8 are intended to comprise the Active Transportation Master Plan. During implementation, additional detailed field investigations will be conducted in order to reconfirm the recommended facility type.
- **Transportation Demand Management:** At the last Council meeting discussing the TS, Brett Sears indicated that the report would be adjusted to include better Transportation Demand Management sections. What will these be - policies, plan, strategy?	A section on TDM will be added to the Transportation Study Report. This section will include a recommendation that the City prepare a TDM Plan.
In your opinion, what is a realistic timeline to complete these necessary elements? - A full Complete Streets Policy (preferred included within final draft of Transportation Study - A Sidewalk Priority Index (preferred: included within the final draft of Transportation Study) - A full Active Transportation Master Plan - A Transit Master Plan - A Transportation Demand Management Strategy / Plan	The City should approve the Transportation Study Report and then allocate staff and budget resources to prepare items recommended in the TMP, including: • Complete Streets Policy and associated Guidelines; • Sidewalk Priority Index; • Transit Master Plan; and • Transportation Demand Management Plan. These should be completed prior to the next review of the Transportation Study Report in five years.

Comment	Response
- Complete Streets Guidelines ***These are necessary elements for a Transportation Study that supports all modes - they need to be included in the study, or tied to a firm deadline.***	The Active Transportation Master Plan is considered completed through the Transportation Study Report. The next step is for implementation. Implementation will confirm the facility type and the cost.
Clarification on scope and intent of some key components and policies:	
- It appears that goals to increase transit ridership and increase modal split for sustainable transportation were not included in the traffic modelling. Please confirm.	No goal was set for increased transit ridership. This should be set through the Transit Master Plan. Road construction was limited in the Sustainability Focused alternative in an effort to shift some of the focus away from the personal automobile. The development of the active transportation master plan also supports the shift to more sustainable forms of transportation.
- Explain the 2% modal split used in the Traffic Modelling. - Does this mean that 2% of travel is assumed to be with modes other than private vehicles? - Is this based on 2005 data? What is the current modal split (from most recent data, or inferred from the increase in transit ridership recorded)? - What is the sensitivity of the model to modal split? In your opinion, how would increasing the modal split impact the results of the modeling (in particular volume to capacity ratio, and list of road projects deemed necessary)	2% of travel was assumed to be by modes other than the automobile. If this value were doubled to 4% or even 5%, it would not be expected to have an impact on the recommendations.
- What would the timeline be for re-running the model with: realistic goals to increase modal split; and adding evaluation metrics specific to sustainable mobility.	The model input is a foundational piece to the study. Re-running the model may change volumes but would not be expected to change overall results and associated recommendations.
- Which road projects are included in the 'Do-Nothing' alternative (i.e. which are considered 'projects under construction').	The following projects were considered "committed" and included in all alternatives for 2031, including the Do Nothing Alternative: • Second Avenue; • MTO Highway 17; • Barry Downe - Westmount to Kingsway; • Moonlight - Bancroft to Kingsway; and • MR 15 and MR 80 Intersection Improvements.
- It is stated that the "'Sustainability Focused' approach is 'Do Nothing' + transportation projects that also promote other modes, such as transit, sustainability, active transportation and infill development." Please explain that rationale or evaluation metric used to decide which new projects were included.	The Sustainability Focused alternative contains fewer road projects than the Auto Focused alternative in an effort reduce auto reliance and support infill development. The evaluation metrics included: • Enhance network connectivity, by increasing the number of routing options available such that the average distance travelled between given points in the network is reduced; • Relieve congestion, improving the relative ease of travel through the network and access to truck and commuter corridors;

Comment	Response
	• Have minimal impact on environmentally-sensitive areas or involve road construction on land that is designated for development; and • Are cost efficient relative to alternative options.
Cycling Routes	
- Why do many of the proposed routes not meet the recommended road design standards?	The AADT facility selection tool was used when selecting an appropriate facility. However, in some areas an alternative facility was recommended due to space or other restrictions known at the time. The appropriate facility will be confirmed during the necessary design study before implementation of any active transportation route.
- What criteria were used to set the implementation schedule?	The implementation strategy is designed to be fiscally responsible, coordinated with other long term capital investments as they are scheduled and respectful of the fact that a significant investment is proposed and could take the City many years to complete. It is important to note that the actual phasing of the proposed cycling and pedestrian network will ultimately be determined by the future availability of resources and decisions yet to be made by Council of the City of Greater Sudbury.
- How would the implementation schedule change if it was guided by completing a minimum grid of safe and convenient cycling routes in a timely manner (including prioritizing key connectors such as arterials)?	The implementation schedule should take into account planned infrastructure improvements. The Inter-Municipal Active Transportation Working Group should be actively involved in planning the implementation of projects. The active transportation master plan phasing should be used as a guide to select projects for implementation.
- Under the implementation schedule in the Transportation Study, how long would it take until residents of Greater Sudbury could travel safely by bicycle among neighbourhoods and to key shopping, education, and recreation destinations? Realistically, in your opinion, how long will it take?	Depending on available funding, implementation of the active transportation network is expected to take 15 or more years.
- What timeline do you envision for the completion of the design and feasibility studies for cycling routes?	The timeline for the design and feasibility study of routes will vary based on the length of the route and the complexity of implementing the proposed facility.
- “creating a transportation network which offers more direct routings” was identifying as a key opportunity. How was this applied to the proposed cycling routes and implementable schedule?	The active transportation master plan is an interconnected network of routes that, if implemented, would enable travel city-wide on dedicated facilities or signed routes. To meet connectivity needs, there are few, if any, dead ends in the proposed active transportation network.

Comment	Response
- The maps were based on Bicycle Advisory Panel and Sustainable Mobility Advisory Panel AT network recommendations. Our understanding is that MMM Group did not do a thorough evaluation of the proposed routes (based on questions answered consultants at last meeting). These maps were prepared over 5 years ago. What process do you envision to review and adjust the proposed network recommendations and how will the community be involved?	The recommended active transportation routes and facility types were based on previous work in addition to MMM field work to observe existing conditions regarding topography, land uses, traffic volumes and other factors that influence route and facility selection. Changes to the proposed network are recommended in the detailed design phase when the project is selected for implementation.
- Mapping shows the recommended implementation schedule for cycling routes. However, it is also stated that "The implementation strategy (for pedestrian and cycling infrastructure) is designed to be fiscally responsible, coordinated with other long term capital investments as they are scheduled and respectful of that fact that a significant investment is proposed and could take the City many years to complete." This seems to recommend that cycling and pedestrian infrastructure be primarily completed only in conjunction with other road project, and implies that they are of secondary importance. Please clarify.	Nothing precludes the City from implementing active transportation improvements on its own. However, it is typically more cost effective to implement active transportation improvements at the same time that other infrastructure work (road / water / sewer) is scheduled.
There is now dedicated funding for priority cycling infrastructure - this is not mentioned in the Transportation Study, or in the section on implementation of cycling routes. Please explain how you see this money being used.	The City will be responsible for determining how to new cycling infrastructure funding will be spent. It is our expectation that the person in the suggested new role of "Active Transportation Coordinator" will have a large role in this process.
- There is no clear distinction between cycling routes for transportation and recreation. This is an important distinction for a Transportation Study. Please comment on how this could be changed.	The active transportation master plan focuses on cycling routes for transportation during commuting hours and for everyday trips. Recreational trails are included in the "Trails" schedule in the City's Official Plan. Additionally, Rainbow Routes is pursuing a Trails Master Plan.
Questions about some recommended programs	
- How will community representative and groups be involved in the proposed Inter-Municipal Active Transportation Working Group	The City will need to decide whether the Inter-Municipal Active Transportation Working Group will have City staff representation only or if it will include community representative(s).
- What is the estimated timeframe for hiring the Active Transportation Coordinator?	Council will need to approve a new position prior to hiring the role of the Active Transportation Coordinator.
- The TS states "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." Can you identify how children will be affected?	Children would be permitted to cycle on sidewalks and paved portions of boulevards.

Comparable data by mode	
- Traffic volumes are given for traffic volumes in the PM peak period. However, transit trip data is given in terms of annual transit ridership. Is it possible to provide comparable data (e.g. transit ridership in PM peak period)	At this time, similar transit volume does not exist. It is our understanding that Sudbury Transit is working to begin collecting more transit ridership figured.
Engagement with SMAP and others during review of the draft Transportation Study	
- As originally intended, SMAP would like to work collaborative to make iterative positive changes to the Transportation Study to obtain the best result possible. Let's discuss a good process to do this.	The SMAP's input is appreciated and encouraged as the Transportation Study Report moves toward implementation.
Proposed changes to the Official Plan	
- There have been statements that the Transportation Master Plan is a "living document" and that changes can be made. Can you comment on how this will work and what the impact will be on the wording that is being recommended for the Official Plan, in particular phrasing like "The existing bicycle and pedestrian network will be expanded following the active transportation plans set forth in the Greater Sudbury Transportation Study Report (2015)." And "Implement the Active Transportation Master Plan, as part of the Greater Sudbury Transportation Study Report (2015), per the proposed network phasing and give consideration to active transportation improvement when road improvements and other capital infrastructure projects are programmed." And "Recognize that future refinement of the proposed active transportation 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."	The Transportation Study Report will be incorporated into the City's Official Plan. The active transportation master plan's proposed network and phasing will be included in the Official Plan. The individual facility types for active transportation improvements will be confirmed in the detailed design phase.

Comment Sheet - Public Information Centre #3

The following table provides a summary of comments received from the public who completed and submitted a comment form during the Public Information Centre #3, held from 4 to 7p.m. on June 24, 2015.

Comment	Response
Comment Sheet #1	
1. What is your opinion of the transportation policy statements?	
The sidewalk priority ranking policy is not clear in terms of recommendations. This is captured in Section 9 but does not feature a related recommendation. This is an important component of a transportation study that I think is understated in the study. Lots of focus on roads, cycling but not on pedestrian sidewalks.	The sidewalk priority policy is being further developed by City staff and will be brought back to City Council for adoption and implementation.
2. What is your opinion of the active transportation and road improvements?	
The sidewalk priority ranking policy is not clear in terms of recommendations. This is captured in Section 9 but does not feature a related recommendation. This is an important component of a transportation study that I think is understated in the study. Lots of focus on roads, cycling but not on pedestrian sidewalks.	The sidewalk priority policy is being further developed by City staff and will be brought back to City Council for adoption and implementation.
3. What is your opinion of the multi-modal transportation recommendations?	
4. Do you have any other comments for the Study Team?	
The sidewalk priority scoring proposed is not clear and misses issues related to “cost” and impact. Example would be a 300’ section of sidewalk from Alice to the Legion on Long Lake Road. Impact is full east side (of LL Rd) pedestrian access from the 4 Corners to Walmart	The sidewalk priority policy is being further developed by City staff and will be brought back to City Council for adoption and implementation.
Comment Sheet #2	
1. What is your opinion of the transportation policy statements?	
The plans continue to be traffic-focused. The proposed roads are too big!!! Population growth is not enough to justify 4 & 5 lanes cutting the city	The report has a focus on “complete streets” that provide facilities for pedestrians and cyclists. The report includes an active transportation master plan. The model includes a multi-modal travel mode split.
2. What is your opinion of the active transportation and road improvements?	
Focus on pedestrians, cyclists, and lane users - look at alternatives. Don’t continue to rehash old outdated models.	The report has a focus on “complete streets” that provide facilities for pedestrians and cyclists. The report includes an active transportation master plan. The model was updated to reflect population and employment forecasts and the model includes a multi-modal travel mode split.
3. What is your opinion of the multi-modal transportation recommendations?	

4. Do you have any other comments for the Study Team?	
Comment Sheet #3	
1. What is your opinion of the transportation policy statements?	
These are not on display so I'm not sure. I seem to recall some good, general statements.	Policy statements have been prepared for complete streets, road classifications, rural to urban road conversions and sidewalk priority.
2. What is your opinion of the active transportation and road improvements?	
The proposed bike lanes and cycle tracks are good to see. I don't agree that sharrows, signed routes, paved shoulders or curb lines should be considered active transportation infrastructure because they are not dedicated for bike use only. I wouldn't want money to come out of the active transportation budget to pay for those. I am disappointed by the lack of attention given to safe pedestrian crossings, especially midblock crossing in high traffic commercial areas. I'd like to see direction to add pedestrian refuge islands on roads with 3 or more lanes.	The active transportation master plan component addresses a host of cycling facilities. The sidewalk priority policy addresses pedestrian activity from a strategic level. Detailed analysis of pedestrian crossings was not part of the scope of work and typically is not included in a transportation master plan. The City has a pedestrian crossing policy that is based on Ontario Traffic Manual Book 15.
3. What is your opinion of the multi-modal transportation recommendations?	
I agree that recommendations should be implementable. The city has a ridership growth strategy that was only 40% implemented. This can be completed while a new transit plan is developed	A transit master plan is recommended through the Transportation Study Report.
4. Do you have any other comments for the Study Team?	
I would like to see counts of pedestrians and cyclists provided wherever vehicle counts are provided	The City has collected pedestrian counts and has recently started to collect cyclist counts.
Comment Sheet #4	
1. What is your opinion of the transportation policy statements?	
Complete Street Policy - absolutely mandatory. Sidewalk Priority Policy - yes! Have other best practices been considered? i.e., Danish, Dutch, other European sidewalk policies.	Several North American examples were reviewed when developing the sidewalk policy.
2. What is your opinion of the active transportation and road improvements?	
Active Transportation is a must and a #1 priority for relieving congestion. Widening roads and building new roads alone with only create sprawl and lead to increased congestion in 10 years. Roach improvements must include complete streets and Active Transportation.	All road improvements include an appropriate active transportation component.
3. What is your opinion of the multi-modal transportation recommendations?	
Active Transportation - Yes. Roads - not sure all road projects should be implemented. Could be over projected. Transit Plan - Yes, Rail - Yes, Roundabouts - must be accompanied by public education campaigns so people know how to use them.	Comment noted.
4. Do you have any other comments for the Study Team?	

Comment Sheet #5	
1. What is your opinion of the transportation policy statements?	
2. What is your opinion of the active transportation and road improvements?	
3. What is your opinion of the multi-modal transportation recommendations?	
4. Do you have any other comments for the Study Team?	
The conservation authority will continue to provide input to this process as required.	Comment noted.
Comment Sheet #6	
1. What is your opinion of the transportation policy statements?	
Policies are aimed in the right direction, but is spartan on how the policy will be rolled out and is tentative in its proposed advances.	Policies will be developed and implemented after completion of the Transportation Study Report.
2. What is your opinion of the active transportation and road improvements?	
The Second Avenue lane expansion is a source of criticism in my neighbourhood (along the Scarlett-Greenbiar corridor), and many are unhappy with the expansions, but want to see the other improvements. We disagree with the ways in which (name omitted for privacy) and (name omitted for privacy) have chosen to show criticism, but agree with some of their arguments. We are ADAMANTLY opposed to (name omitted for privacy) roundabout protests. The residents of Scarlett, Greenbriar, Camelot and environs have expresses support for a traffic signal at Scarlett & Second.	Comment noted.
3. What is your opinion of the multi-modal transportation recommendations?	
Positive moves forward, but there is a lack of boldness in commitment, present and future, to complete roads and a more efficient, frequent and modern transit system. The length of time to implement Google Maps service is proof of this.	Comment noted.
4. Do you have any other comments for the Study Team?	
Comment Sheet #7	
1. What is your opinion of the transportation policy statements?	
Statements are nice - you have by-laws. All bylaws are not enforced - why - cost too much. I have had two personal experiences relating to bicycles being ridden on sidewalks - this by-law should be enforced to avoid personal injury	Comment noted.
2. What is your opinion of the active transportation and road improvements?	
Too many improvements make it better for car drivers. Instead make harder to get more people on buses and cycling or walking and less pollution. Wrong objective!! Should put more emphasis on people and the environment	The Transportation Study Report has a complete streets focus and includes an active transportation master plan. Road projects are planned in coordination with appropriate active transportation projects.

3. What is your opinion of the multi-modal transportation recommendations?	
Wrong recommendations, see former comments	The Transportation Study Report has a complete streets focus and includes an active transportation master plan. Road projects are planned in coordination with appropriate active transportation projects.
4. Do you have any other comments for the Study Team?	
Given in '1' and '2' on other side	Comment noted.
Comment Sheet #8	
1. What is your opinion of the transportation policy statements?	
Hard to identify what these are	Policy statements have been prepared for complete streets, road classifications, rural to urban road conversions and sidewalk priority.
2. What is your opinion of the active transportation and road improvements?	
Good, but active transportation along major vehicle corridors is unappealing due to pollution, noise and hazards for vehicles Using less trafficked routes should be prioritized unless there are not alternatives. Look into elevation changes when selecting routes as these are big deterrents for users. e.g. Regent St. between Douglas and Elgin, could be pushed to Alder St. (less steep, less traffic)	Comment noted.
3. What is your opinion of the multi-modal transportation recommendations?	
Public transit to the airport would be nice.	A transit master plan is recommended.
4. Do you have any other comments for the Study Team?	

Public Comment Meeting - June 24, 2015 Meeting

Following the Public Information Centre, members of the public were invited to the Council chambers to listen to a short presentation from the project team. Members of the public were then given the opportunity to provide comments on the Draft Transportation Study Report to members of council. The following is a list of the speakers and the main topic of their comments.

Name		Comment Topic	Response
1.	Peter Varpio	Escalating costs of Maley Drive Extension	Comment noted.
2.	Travis Morgan	Economic possibilities available in rail	A transit master plan has been recommended.
3.	Friends of Sudbury Transit	TDM Polices should be added to TMP	A section on TDM will be added to the report. The City should consider developing a TDM plan.
4.	Matt Alexander	Pedestrian Safety should be addressed	Pedestrian safety has been addressed at a strategic level through the sidewalk priority policy and the active transportation master plan. Detailed analyses of pedestrian safety are outside the scope of the Transportation Study Report (TSR).
5.	Velma de Laplante	Montrose Drive Extension will add traffic to neighbourhood, should meander	The Montrose Avenue direct connection to Maley Drive is recommended for city-wide connectivity. If Montrose Avenue meanders, the utility of the road diminishes and it would no longer serve its intended function of enhancing connectivity in this part of the city. Local traffic is forecast to disperse north to Maley Drive or south to Lasalle Boulevard. Through traffic volumes, while present as would be expected on a City road, are forecast to be modest.
6.	Naomi Grant, Coalition for Liveable Sudbury	Complete streets policy is needed	The report introduces the concept of complete streets and provides the framework for the policy. The details of the policy should be developed as part of the implementation of the TSR.
7.	Damiam Arteca	Bike lane implementation needs to happen sooner	The active transportation master plan includes phasing for cycling improvements. Implementation will occur as budget is available.
8.	Sherri Quinn	Registered to speak but did not make a statement at the meeting	Noted.
9.	John Lindsay, Minnow Lake Community Action Network	Establishment of inter-municipal AT group that includes private residents	There is a recommendation in the TSR to form an inter-municipal AT group. The participants on this group were envisioned to be City staff from various departments.
10.	Hugh Kruzel, C.A.R.P	Look at needs vs. wants, repair existing infrastructure before building new	The Sustainability-focused alternative limits new infrastructure investment.

Name		Comment Topic	Response
11.	Steve May	Recommended policies should be included in the Official Plan	Recommended policies will be incorporated into the Official Plan.
12.	Rachelle Niemela, Sudbury Cyclist Union	Phasing does not explain what is intended, complete street policy needed, how are existing streets integrated, AT needs project priorities/timelines/budget, TDM Plan, Official Plan language revisited	The AT phasing plan indicates the recommended facility type. The AT facility type should be reconfirmed in detailed design. The TSR includes the framework for a complete streets policy. This should be further developed in the implementation of the TSR. AT improvements will proceed as budget is available. A section on TDM will be added to the report. The City should consider developing a TDM plan. The TSR will be incorporated into the Official Plan.
13.	Michelle Black	Montrose Drive Extension should meander	The Montrose Avenue direct connection to Maley Drive is recommended for city-wide connectivity. If Montrose Avenue meanders, the utility of the road diminishes and it would no longer serve its intended function of enhancing connectivity in this part of the city. Local traffic is forecast to disperse north to Maley Drive or south to Lasalle Boulevard. Through traffic volumes, while present as would be expected on a City road, are forecast to be modest.
14.	Jeff MacIntyre, Downtown Sudbury BIA	Need to add AT to downtown, more parking leads to more cars, downtown bus terminal not needed, revisit one-way streets, Ste. Anne Ring Road move up in priority	AT facilities have been recommended city-wide. A transit master plan has been recommended in the TSR. Ste. Anne Road has been identified as an improvement in the TSR. As per page 201 of the Draft Transportation Study Report, "The Ste. Anne Road extension is one component of the Downtown Master Plan and the priority may change based on the implementation of the Downtown Master Plan."
15.	Alain Landry	Worried about connection of Montrose and Maley Drive and the amount of traffic that this connection would bring to the Montrose community.	The modeling analysis indicates modest traffic volumes on Montrose Avenue with the connection to Maley Drive. Local traffic is forecast to disperse north to Maley Drive or south to Lasalle Boulevard. Through traffic volumes, while present as would be expected on a City road, are forecast to be modest.
16.	Denis de Laplante	In favor of meandering connection of Montrose and Maley Drive	The alignment of the road extension was not studied as part of the TSR.
17.	Tom Price	Maps do not show all of Sudbury, missing southwest corner. All modes of transportation were not considered in the TSR.	The map extent has been revised to incorporate all lands within the city boundary. The TSR addresses the most prevalent modes of transportation using the City's road network during the peak traffic hours and does not address

Name		Comment Topic	Response
			every mode of transportation possible.
18.	Terry McMahon (Councilor Landry-Altmann on his behalf)	Notre Dame widening not supported by Flour Mill BIA	An additional environmental assessment would need to be undertaken in order to widen Notre Dame. The assessment would be required to consider alternative solutions before arriving at the recommended preferred solution.
19.	Sebastien Perth	Maintenance is key issue	Comment noted.
20.	Dan Scott	Requested access to project mapping data	Mapping data will be made available.
21.	Ursula Sauve	Do not widen Ramsey Lake Road	Comment noted.
22.	Crystal McCollom	Transit needed in TMP, disability not mentioned in TMP	A transit master plan has been recommended. The concept of "complete street" presented in the TSR is designed to create a road network that accommodates all modes of transportation and all transportation system users, including the disabled.
23.	Gord Slade	Better enforcement of sidewalk by-law (i.e. bicycles), free buses/express buses	By-law enforcement is outside of the scope of the TSR. A transit master plan has been recommended.
24.	Glenn Murray	Concerned about population growth used in modelling, population growth stagnant since amalgamation	The population growth forecast is in line with the Official Plan Review.

Coalition for a Livable Sudbury – June 26, 2015 Email

On June 26, 2015, the Coalition for a Livable Sudbury provided MMM Group with an initial list of feedback supplementing their public presentation and comments on June 25th. The following is a summary of those comments and the project team's response.

Comment	Response
Two Suggestions	
1. **Strengthen the document before it is adopted**: key changes to better support walking, cycling and transit, incorporating comments from the public and from stakeholders. These include better inclusion of Transportation Demand Management ideas, and providing solutions to filling in gaps in appropriate pedestrian and cycling infrastructure on existing roads to create functional networks in a timely manner.	Policy statements have been prepared for complete streets, road classifications, rural to urban road conversions and sidewalk priority. These will be further developed through the implementation of the TSR. A section on TDM will be added to the report.
2. **Provide direction for a clear way forward**: to successfully increase the number of people using walking, cycling, and transit as safe and convenient modes of transportation, key gaps in this study need to be addressed in a timely manner. We would like to see the inclusion of a schedule for the completion of key elements: - Full Complete Streets Policy (our preference would be for this to be included in the document. If that is not possible, it should be completed within 1 year at the latest). - Sidewalk Priority Index (we understand this will be completed within 1 year – please formalise) - updated Active Transportation Master Plan (by 2016) - A Transit Master Plan (by 2017) - A Transportation Demand Management Strategy (by 2016) - Complete Streets Guidelines (by 2017) - Update traffic modelling incorporating modal share goals (by 2017)	Policy statements have been prepared for complete streets, road classifications, rural to urban road conversions and sidewalk priority. These will be further developed through the implementation of the TSR and will be completed prior to the next review of the TSR in five years.
Set a standard that all road meets the needs of walking, cycling, transit and private vehicles	
What is included: A framework of Complete Streets, a recommendation to implement a Complete Streets policy, updated street design guidelines to include pedestrians, cyclists and transit.	Comment noted.

Comment	Response
What is needed: a) Expand on the suggested wording for a Complete Streets Policy in this document (and in the OP) that addresses the 10 elements identified by Complete Streets Canada. Develop a more comprehensive document (Complete Streets Guide) that will serve as an in-depth Complete Streets Policy. b) Include the design standards for cycling for each road category in the Transportation Schedule. Clarify that if 'Alternate Routes' are being considered, the implications in terms of cyclist access to popular destinations, network connectivity and the spacing of parallel routes must be taken into account (as explained in Ontario Traffic Manual Book 18: Cycling Facilities.).	The complete streets policy will be further developed through the implementation of the TSR. Design of cycling facilities will be undertaken during the detailed design stage.
Establish Framework to achieve a minimum grid of safe and convenient cycling routes for transportation needs	
What is included: Moving forward with an Active Transportation Master Plan (also referred to as 'Cycling and Pedestrian Master Plan'). The Transportation Study builds on past work to provide mapping of bike routes, bike route classifications, and a rough schedule to implement these routes. Unfortunately, these routes do not meet the recommended design standards in many cases, do not address many of the public input comments made, and will not create a safe and convenient network of cycling routes in a timely manner. According to this document, most key routes along arterials are considered long term goals and will not be completed for more than 11 years. In addition, language around implementing cycling infrastructure is weak, and completing cycling routes is said to be dependent on feasibility studies. - What is proposed in the Transportation Study is incomplete and needs to be expanded into a more comprehensive Active Transportation Plan.	Comment noted.
What is needed: a) Clarify that the "Pedestrian and Cycling Master Plan" (aka Active Transportation Plan) in this document is a draft plan, and that a final plan will be approved after additional community consultation. Establish a completion date for the Active Transportation Plan.	The active transportation master plan provides a city-wide, interconnected network of recommended AT facilities as well as a phasing plan. AT improvements will proceed as budget is available.

Comment	Response
Suggestion: January 2016. Incorporate the Plan into the Transportation Master Plan once it is completed. b) Establish annual monitoring and reporting guidelines, and **establish the requirement for on-going engagement and consultation with SMAP and the community to update active transportation infrastructure priorities, and agree on annual priorities for investing in cycling infrastructure**. With community consultation, identify high-priority cycling infrastructure project(s) that can be addressed with this year's cycling capital budget allocation. c) Provide solutions for completing connected cycling routes. This will rely on cycling specific projects on existing roads, connecting sections meeting Complete Streets design standards on new streets or upgraded streets. Given restraints such as topography, existing conditions, and budgets, solutions could include creative interim solutions such as the proposed review of boulevards. Examples of such solutions used successfully in other communities (e.g. Montréal) include seasonal separated cycling routes using planters, concrete barriers, or simple (and cost efficient) temp	There is a recommendation in the TSR to form an inter-municipal AT group, whose participants are envisioned to be City staff from various departments.
Address deficiencies in the provided pedestrian services	
What's included: Moving forward with an Active Transportation Plan, recommendation to establish a Sidewalk Policy.	Comment noted.
What's needed: - Include **a working sidewalk priority index** in the Transportation Study Report and Official Plan. - Providing further recommendations on pedestrian safety. Many communities have a Vision Zero.	The sidewalk priority policy is being further developed by City staff and will be brought back to City Council for adoption and implementation.
Establish a framework to improve transit service and ridership	
What's included: The recommendation for a Transit Master Plan	Comment noted.
What is needed: Establish a completion date for the Transit Master Plan. Incorporate the Plan into the Transportation Master Plan once it is completed. Include a goal to increase ridership by 1 to 5% until the Plan is completed. Include specific suggestions based on observed traffic patterns.	A transit master plan has been recommended and could address these comments.

Comment	Response
Establish framework to use the Transportation Demand Management Plan / Update the Transportation Master Plan accordingly	
What is included: Some references to Transportation Demand Management (TDM). Some recommendations that are TDM programs.	Comment noted.
What is needed: a) Updated traffic modeling that includes TDM and metrics for sustainable mobility when evaluating and determining road enhancement projects. This should be incorporated in an updated Transportation Master Plan by 2017. This updated Transportation Master Plan would use the principles of TDM, build on the Active Transportation Plan, Transit Master Plan, TDM strategy, work of SMAP and TDM manager, and include Complete Street Guidelines and levels of service for all modes. b) Create a Transportation Demand Manager or Active Transportation Coordinator position, with a mandate that includes the development of a TDM strategy and implementation plan. Incorporate the Strategy and Plan into the Transportation Master Plan once it is completed c) Include Transportation Demand Management recommendations within the document.	A section on TDM will be added to the report. The City should consider developing a TDM plan prior to the next TSR review. The TSR includes the recommendation to create a new full time position of Active Transportation Coordinator.
Make community sensitive decision on road investment projects	
What's included: Realization that a sustainable transportation model means that some road enhancement projects may not be required. It is important to realize that because the study did not use TDM, and transit and active transportation were not included in traffic modeling, the list of road projects and road enhancements may include projects that are not needed. It is also important to realize that by being listed in this study, these projects are being given the go ahead, and will have been deemed to have already met Environmental Assessment's stage one and stage two requirements.	The model includes a multi-modal travel mode split. The Sustainability-focused alternative limits new infrastructure investment and does not include all road projects previously proposed for construction.
What's needed: a) Given the high financial, and in some cases social cost of road projects, give careful thought before approving any road	An additional environmental assessment would need to be undertaken in order to construct road projects. The assessment would be required to consider alternative solutions before arriving at the recommended preferred solution.

Comment	Response
improvements in section 11.1 until traffic modelling has included TDM and transit ridership growth strategies. Give special scrutiny to road projects with negative community impacts, such as the Montrose extension, the 6-laning of Notre Dame and the widening of Ramsey Lake Road. b) Remove the items identified with a "NO" in table 37 (pg. 125) from the Transportation Schedule. These are roads that are not recommended for construction, and include the South Bay Road extension (previously referred to as the LU Link). c) Note that as part of the EA process, impacts on natural, social and economic environment are to be evaluated. This was not observed in this document.	The Class EA process needs to document all alternatives considered. Projects with a "No" indicated in table 37 were considered but not included in the preferred alternative. A multiple account evaluation process was utilized to analyze projects considered for inclusion in the TSR. A higher schedule Environmental Assessment will likely be required prior to construction.
Goal: Establish an engagement process for the review of the Transportation Master Plan moving forward	
What's included: Recommendations in the document to continue to work with the community.	Comment noted.
What is needed: A community engagement strategy to ensure a comprehensive 2-way dialogue with the intent to embrace recommendations from the community. Proactively connect with SMAP and existing groups and organizations to gather input.	The TSR recommends city – community engagement.
Goal: Ensure changes are consistently reflected in the Transportation Master and Official Plan	
- As constructive changes are made, it will be important for these to be consistent throughout the document. - For example it will be important to reinforce that improvements to active transportation are as important as improvements that focus on motorized vehicle traffic. In general, language around implementing sustainable mobility needs to be strengthened (e.g. using "will" rather than "may" for the Transit Master Plan). - It will be particularly important to ensure that the changes recommended for the Official Plan are complete and correct (in particular Section 11, Transportation).	Comment noted.

Green Streets	
Our streets are not only transportation infrastructure and public space. They also have a big impact on water quality and flooding because of the large amount of run-off that comes off our roads, carrying phosphorus, salt and other contaminants to our lakes and waterways. Green street design standards uses green infrastructure to reduce the impact of run-off on our lakes and waterways, and reduce the risk of flooding. It also makes streets more beautiful for all of us.	Comment noted.
What is needed: A timeline to adopt Green Street Guidelines.	How the City will use the Green Streets Guidelines will be further developed through the implementation of the TSR.

Online Comments

The following is a summary of the online public comments received as following Public Information Centre #3. As of the comment deadline of August 28, 2015, 30 comments were received and are listed below.

Comment	Response
Online Comment #1	
After reading about imminent plans to widen Ramsey Lake Road in the City's draft transportation plan document, I would like to share my experiences living, walking, and working on Ramsey Lake Road with you: I live atRamsey Lake Road and cross the road on foot 4 times per day to get to and from the Laurentian Child and Family Centre and then to work at the Vale Living with Lakes Centre. My wife cycles to and from her work at the Health Unit. This is at peak university traffic hours. Except when school busses are stopped (4 lanes will not prevent this), traffic is virtually never stopped between where Ramsey Lake Road narrows to 2 lanes near the yacht club and the Living with Lakes Centre. It is busy at selected times, but virtually never congested in terms of reduced speed/stoppage. The only real speed issue I see and contend with every day on Ramsey Lake Road is related to regular speeding, not stopped or slowed traffic. 4 lanes may exacerbate an already bad chronic speeding issue and make the road much less safe in our residentially-zoned neighborhood. It will also require either/both expropriating land from residents (including us), the country club, and/or losing the foot/cycling path, which represents one of the few safe and functional mixed-mode transportation routes Sudbury has been able to implement. There could be more minor alterations to the intersection and widening of the road at the main university entrance (this is not adjacent to residential zoning) to help solve some small bottlenecking there, or much more simply, working with Laurentian to stagger morning class start times, and enhancing public transit viability for LU students and staff. However widening Ramsey Lake Road through its length between Paris Street and South Bay Road will not solve problems of delays to get in to and out of the university, or bottlenecks between Ramsey Lake Road and Paris, where there are already 2 turning lanes connecting from the north to the east and the west to the south. Incremental growth in the area (e.g. residential development west of Laurentian or for example an ice rink at Laurentian) would not contribute appreciably to the morning and afternoon peak Laurentian-related traffic loads. We are a small city with more existing road infrastructure than our current property tax base can support in a decent state, and we are experiencing less than provincial average population growth. The costs (excessive financial costs and livability costs and potential property losses for local residents) versus benefits (saving a few minutes of commute time, if any) seem very out of sync to me. Therefore widening Ramsey Lake Road should be removed from the draft plan.	An additional environmental assessment will need to be undertaken in order to widen Ramsey Lake Road. The assessment would be required to consider alternative solutions before arriving at the recommended preferred solution.
Online Comment #2	
I live in Coniston on Allan street. I use Allan & Bancroft as my primary route to Sudbury on a daily basis. I use the same route for recreational biking. There is always lots of traffic on this road. Especially in the summer when many children are out with their bicycles. Children & adults use this road to access Moonlight Beech & connecting bicycle trails. The road conditions are so atrocious that it not only makes very hard mechanically on our vehicles but also dangerous to drive on.	The active transportation master plan recommends a city-wide, interconnected network of cycling facilities. AT improvements will proceed as budget is

Comment	Response
On many occasions I've noticed vehicles serving completely into the oncoming lane to avoid potholes. Even on my bicycle I've had to swerve to avoid potholes. To add to an already dangerous situation often this road is used as the main throughway when there is an accident on Highway 17. Drivers in this situation are often doing over the speed limit treating Bancroft/Allan Street as a highway. We need resurfacing & bike lanes to ensure the safety of drivers & children.	available. A signed bike route with paved shoulder is proposed for this section of Bancroft / Allan Street.
Online Comment #3	
Planners in Sudbury rely on Rainbow Routes trails for commuters on bikes. Most people want to get to their destination as quickly and safely as possible when on a bike. Although rainbow routes trails do provide the safest route but generally double my commute time on a bike. The city needs more bike lanes for commuters on Paris, Regent, Lasalle, Barry Downe, Notre Dame, Kathleen, Brady, Lorne and Elm. If no bike lanes are created on these roads, speed limits need to be strictly enforced and potholes fixed. For some reason in Sudbury police sometimes consider 20+ km/h over the posted limit as acceptable. I don't know about you but I find it a little uncomfortable being passed on a bike by a much larger vehicle moving at 80 km/h in close proximity while bouncing over potholes.	The active transportation master plan recommends a city-wide, interconnected network of cycling facilities. AT improvements will proceed as budget is available.
Online Comment #4	
The sidewalk priority proposal is not clear and there are no recommendations associated with its implementation. The priority policy does not recognize cost and a short section of sidewalk that provides great impact will not be ranked higher than a long stretch that has a very high cost. An example would be a stretch in the South End on the east side of Long Lake Road from Alice St. north to the Legion. This is a 300' section that would provide access from the Walmart to the Four Corners via a walkway from the Legion to Alice and through back streets to Walmart and constructed sidewalks. This has been requested by residents over the winter of 2014/15 and needs to be considered in the priority ranking. Sidewalk infrastructure and its importance to active living is poorly considered in the report. There is no indication when this priority list will be created and residents have been waiting years already. Lets Go folks. A petition for a sidewalk on Field Street in 2012 that was submitted for a sidewalk on this street when Holy Cross School was opened has been totally ignored and nothing done in 3 years. A priority list was promised then and we are still waiting while children use this street to access Holy Cross and St. Benedict with no sidewalk or adjacent pathway. The road is extremely narrow with snowbanks in winter and with the corners on this street is very dangerous.	The sidewalk priority policy is being further developed by City staff and will be brought back to City Council for adoption and implementation.
Online Comment #5	
The parking meters on elm street probably prosperous but so annoying. It's a main street!! Hello?	Analysis of parking meters on individual streets is outside of the scope of the TSR.
Online Comment #6	
Consider looking into a public rail transit system. It can work	A transit master plan has been recommended.
Online Comment #7	
Institute a ban on any new developments of cul-de-sac neighbourhoods. They create dead ends and bottlenecks that artificially create additional traffic loads. New development should ensure that new roads that are build will mesh with the current and future roads vs creating more dead ends.	The TSR is a strategic, high level report that does not address the local road layout of new developments.

Comment	Response
- Reconfigure the Lorne Street/Regent street intersection ("Killer's Crossing"). The current 5-way setup creates confusion and long wait times at the traffic lights. Regent runs essentially in a north-south line; the intersection should be moved slightly to the north-east to create a proper Lorne-Regent intersection, with a secondary intersection to the south for Ontario St West/Riverside and Regent, while blocking on the little-used Ontario St East.	The configuration of the Lorne Street / Regent Street intersection was not included in the scope of work for the TSR.
Online Comment #8	
It's good to see cycling infrastructure as a component of the transportation study. Another possible link to consider is one from the corner of Paris & Ramsey Lake Rd (or from the James Jerome Sports Complex) to Beverly Drive by building an underpass under Regent Street. This would be a connector from downtown to Southview Drive, and on to either Kelly Lake Road & Copper Cliff or to the Kelly Lake Trail and Fielding Park/ Hillcrest/ Lively.	Comment noted.
Online Comment #9	
Please forget all the buzz words and phrases and fix the roads. Short plans are better because the next Council can change it anyway. None of us plan for 20 years ahead. You have failed on the Maley fiasco, no direct road to the Valley/Hanmer/Capreol area and roads of inferior quality. No accountability to date and how do expect us to believe you can plan for 20 years. Let us see what has been suggested so far by your community sessions. I know we were part of it in Capreol at the CAN.	Comment noted.
Online Comment #10	
Most of my concerns and suggestions were brought up by many of the people present and likely via other messages. It was brought up by at least 2 Presenters....but I cannot stress this 1 point enough. 20 years I'd far too long to wait for proper Pedestrian and Cycling Infrastructure...it is an absurd amount of time to make this come to fruition....I will be 57 years old before I can experience these things? To be honest....that is 2 generations from now before things are in line....which makes no logical sense. If it us a matter of money....that is a poor excuse...there is Much money..it is only being completely misappropriated and mismanaged. 80 million dollars for Maley drive is fine..the road would be a good thing for Sudbury..however..if we were to use 80 million dollars in the next 5 years on what is truly needed...Pedestrian, Bus and Cycling Infrastructure..that would transform the city entirely for all....not just those whom wish to motor around Sudbury in their Slurry Trucks (Mines ought to pay 1/3 of such a road) or wishing to motor quicker to Walmart. What is the "city stated priority position" here....that the Mines continuing to truck the Ore thru the city(they ought to build a proper rail line north of Old Sudbury instead) is more important than the safety and pleasant use of the entire city by its citizens and tourists(One has to drive by Car to many Tourism Sites in Sudbury..no Public Transport).	The active transportation master plan recommends a city-wide, interconnected network of cycling facilities. AT improvements will proceed as budget is available. A transit master plan is recommended. The Sustainability-focused alternative limits new infrastructure investment and does not include all road projects previously proposed for construction.
Online Comment #11	
I like the draft plan in general and think complete streets will be very important going forward. I was surprised, however, that there was not more emphasis placed on alternatives like pedestrian/bike paths (ie. Rainbow Routes) as viable transportation infrastructure. For instance, there is a gravel trail linking Wahnapitae to Coniston that does not follow the roadway. Such trails and pathways can provide redundancy in our transportation network in the event of road closures or construction and make walking and cycling more attractive options to residents. Also, I think revolutionary, rather than evolutionary changes are needed for transit to significantly improve its ridership going forward. We need to re-think fare structure, schedules and routes and design a system that will encourage residents to choose transit over personal vehicles.	The active transportation master plan recommends a city-wide, interconnected network of cycling facilities. AT improvements will proceed as budget is available. Trails are included in the “Trails” schedule in the City’s Official Plan. Additionally, Rainbow Routes is pursuing a Trails Master Plan.

Comment	Response
	A transit master plan is recommended.
Online Comment #12	
Active Transportation and Public Transit - pedestrian crosswalks and sidewalks need to be coordinated with public transit. There are too many stretches of the Kingsway, Notre Dame, Lasalle, Paris and Regent without controlled pedestrian crossings, making it nearly impossible for Sudburians to visit local businesses via public transit and return home on the OTHER SIDE OF THE STREET. A particularly glaring example of this is the Greyhound Bus terminal on Notre Dame. To get to the nearest southbound Sudbury Transit stop (directly across the street) safely and legally, requires a walk of about 1 km. This is well beyond the proximity standards set for bus stop locations.	The active transportation master plan recommends a city-wide, interconnected network of cycling facilities. AT improvements will proceed as budget is available. The City does have specific policies for pedestrian safety, such as the pedestrian crossing policy. A transit master plan is recommended.
Online Comment #13	
Lowering speed limits and designing roads for lower speeds not higher (esp. roads like Notre Dame in town that go right through where many people live) will improve safety for pedestrians and cyclists and reduce wear on cars- therefore roads don't need to be as smooth! "Not surprisingly, the Toronto Public Health report's recommendations reiterate its previous call to reduce local street speed limits to 30 km/hr throughout the city, and reduce the default speed limit to 40 km/hr for arterial roads. It also calls for infrastructure changes to calm traffic, and awareness and education campaigns for all road users."	The complete streets approach taken in the TSR likely will help lower speeds. Specific study of speed limits was not part of the scope of work for the TSR.
Online Comment #14	
I've read through the draft transportation master plan looking for specific references to pedestrian safety. The master plan includes broad goals to improve the pedestrian environment however it does not provide any targeted improvements to solve persistent problems for pedestrians in this city. Greater Sudbury police have reported that there were 69 motor vehicle collisions involving pedestrians in 2014. Two pedestrians were killed. In 2012 there were 80 collisions involving pedestrians and three of those collisions were fatal. In 2010 there were 70 collisions and 2 deaths. Since 2009 at least 14 people have been killed while walking in the City of Greater Sudbury. They have been teenagers, senior citizens and baby boomers. They've been killed at all hours of the day and night, some by drunk drivers but mostly by sober drivers. Some were jay-walking, but crossing mid-block is not illegal.	The TSR includes high level plans to improve the pedestrian environment through the sidewalk priority policy and the active transportation master plan. The City does have specific policies for pedestrian safety, such as the pedestrian crossing policy. The City has collected pedestrian counts and has recently started to collect cyclist counts.

Comment	Response
Ask any individual and they would say this sounds like a problem that needs some kind of solution. But the draft transportation master plan does not identify pedestrian deaths as a problem. The only problem this plan identifies is traffic congestion during peak periods and the only concrete solution offered is wider roads. I dropped off a copy of these comments at the PIC, but here they are again. This will do nothing to reduce the number of deaths on our roads, and will likely lead to more deaths every year. The good news is cities all over the world have identified pedestrian deaths and injuries as a problem and they've come up with solutions that maintain the viability of walking and driving while reducing the frequency and severity of collisions. So where to start? I've searched through the Sudbury Star and Northern Life online archives for reports of pedestrian collisions and I've found two hotspots that stand out: Since 2009 the east-west portion of MR 80 connecting Val Therese to Hanmer has seen 6 pedestrians killed. 3 teens were killed by a drunk driver in 2009, but since then three more people have been killed by sober drivers. Closer to the city centre, three people have been killed while crossing Notre Dame in the Flour Mill. 2 at Wilma and 1 at King, and there have been numerous collisions in the area that led to non-life-threatening injuries. These deaths occurred because these roads are not designed for safe pedestrian crossing, despite the high number of people who live in these areas, the number of amenities and shops in these areas and the high volume and speed of traffic. In some of these incidents the pedestrians did not have the legal right-of-way, but this is Sudbury: people are going to walk where they need to go. The responsible thing to do as engineers and planners and as public servants is to anticipate where we think people will want to cross, and make it safe to do so. Here's what I think needs to be in the final transportation master plan to address the issue of pedestrian safety: 1. A summary of collision data since the 2005 master plan was adopted, with the location, type and severity of collision provided, and preferably mapped; I understand the police are in the process of compiling this information, starting with 2014. Hopefully it can be analysed in time to inform the final master plan. 2. A discussion of how the various proposed road improvements will improve pedestrian safety; For example, the widening of the Kingsway, or Barrydowne where crosswalks are located nearly a kilometre apart, and where drivers routinely drive over the posted 60km/h speed limit. 3. Inclusion of pedestrian and bicycle counts wherever vehicle counts are provided. "Level of Service" must include pedestrian and	

Comment	Response
cyclist numbers, especially in areas where walking and biking would be viable if appropriate infrastructure was in place to support it; 4. Strategies for improving pedestrian safety in hotspots where the most pedestrian deaths and injuries have occurred, where the most pedestrians have been observed, and at bus stops on roads with three or more lanes. These strategies must be based on improving walkability, not restricting it, in order to be consistent with the "Sustainability Focused Alternative". In 2007 our city council passed a resolution to become "the most pedestrian-friendly city in Ontario by 2015". We're not going to hit that target, but we don't have to adopt a plan that will make this city worse for walking.	
Online Comment #15	
Alright! here goes! I have every single possible issues I could ever think of, about the transit system... it's long and lots to read upon but here goes: Sunday service schedule is terrible. When it comes to the outside bus routes they are somewhat alright but the bus routes that represents the old city of Sudbury (189/640/502/147/300/241) are indeed after all terrible because of the fact that for the most part they don't even offer a certain a section of its bus route that is being offered on weekdays or Saturdays; some of the many examples are: a) the 300 lasalle madison cambrian bus route will not offer services in the northbound of lasalle from lansing to barrydowne -and- b)the 241 howie moonlight shopping center will not offer services on bancroft drive from kingsway to bellevue/bancroft -and- c) the 640 west end gatchell copper cliff doesn't do the entire west end bus route like it normally does on weekdays or Saturdays. Instead they should be the same way as a Saturday service schedule or at least the way it is during evening on weekdays and Saturdays but all day Sunday. By doing this, there will be more and more ridership of people wanting to take the transit buses. Where as right now many people themselves will not bother to want to take the transit bus services on a Sunday because of the way it is. Sudburians will use their own car or someone else's for a ride instead. Or riders will put things on hold for the next weekday if he or she is unable to drive or find someone for a ride. It shouldn't be that way at all! Sunday service is just completely terrible. There's no services around the old navy/home depot. The 402 barrydowne shopping center has plenty of time to go up to old navy/home depot as it awaits at new sudbury center for ten minutes. The 147 donovan north end kathleen goes to the taxation center which is a complete waist of time as I have never seen anyone waiting for a bus at the taxation center's bus stop on a Sunday. Instead it should just go straight on notre-dame and not bother to go there at all. The 502 regent university four corners is more less of a 65 minute bus route resulting in making every other bus routes being late as all of the bus routes must wait at the terminal until all of the bus routes are at the terminal for the present time frame of its routes and then they must await for one minute before leaving. Sunday service is the worse transit service of all times. When there's the holiday service then I mean that's where it is acceptable and is not all that bad as not many people will take the bus or go anywhere since the stores are all closed. Sunday is the only day of the week where for the most part a huge amount of full time employers have got time on their hand to do some shopping on	A transit master plan is recommended.

Comment	Response
Sundays only. and yet store hours should indeed be deregulated; it's actually a good thing to have them deregulated as many people are very busy and don't have time on their hands to go shop on weekdays and perhaps even Saturdays and yet Sunday is the only day they have time off from. But yet stores themselves closes early on Sundays on top of terrible transit services on Sundays. And then when it comes to the outside bus routes such as the 701/ 702/ 703/ 704/ 103/ 303 they should be available on a two hour basis at all times and during rush hour they should be available at every hours on an hourly basis. Have the outside bus routes available on a set time frame and not odd times here and there; just like how it is on Sunday they are available on a set time frame. At every quarter after the even hours there's the 701/ 702/ 703/ 103 and then at every quarter after the uneven hour there's the 303. where as on weekdays they are not available on a set time frame which is confusing to remember the odd times. So my suggestion to make this happened is to have all of the 701/ 702/ 703/ 704/ 103/ 303 doing its bus route like it's suppose to and then make it wait downtown for the differences of two hours and the time it takes to do its run. As for all of the 701/ 702/ 703/ 704/ 103/ 303 , they should do its regular run as to how it is done on weekdays and Saturdays but have it doing that run on Sundays. Because presently on Sundays, it deletes a certain section of its bus route such as the 303/ 103 where many people would like to see the full bus route available at all times and yet the 303/ 103 would wait at the terminal downtown for the differences of two hours as it would end up with being a 90 minute bus route. So basically the 303/ 103 should do its regular weekday bus service on top of having it going to and from the terminal / new Sudbury center on a Sunday. The 401 barrydowne Cambrian should be a one hour bus route instead of a 45 minute bus route... and the new bus route would then be as followed: transit, elm, lloyd, kingsway, best buy/lowes, old navy/home depot, barrydowne, Cambrian college wait five minutes , barrydowne, home depot/old navy , lowes/best buy, kingsway, lloyd, cedar, transit. Many sudburians are wanting to have more transit service with faster bus routes to the walmart south end and as well as also to the health sciences north. During evening there is only the 501 regent university that goes through to the hospital on an hourly basis and that's it. And yet right now there is only one bus route available to go out to the walmart south end and it's only available on an hourly basis and during the rush hour it's at every half hour. But what's worse is the fact that it takes a half hour just to get out their to and from walmart south end / transit terminal. What I'd like to see done is either: delete a section of the 181 paris loellen / 182 ramsey view algonquin bus routes that's not demanded enough for people taking the bus such as perhaps around oriole street (just like how it is skipped on Sunday that one area since April 2015) and then have it going to the walmart southend once at the Lockerby legion. if that's not possible then create new bus routes such as perhaps: 183 Paris four corners leaves from the terminal at every quarter after the hours all day long and parked in lane 1 (since there's already the 181 paris loelen that goes directly straight to four corners at quarter to the hour) and its bus route would be: cedar, somehow onto paris, ramsey lake rd., hospital, paris, long lake, walmart, long lake, southridge mall, burwash, regent, riverside, broadway, brady, minto, larch young, cedar, transit and- 184 regent four corners leaves from the terminal at every quarter to the hours all day long (since the 183 would leave at every quarter after) and parked in lane 1 and its bus route would be: cedar, lisgard, larch, minto, brady, broadway, riverside, regent, burwash, southridge mall, long lake, walmart, long lake, Paris, hospital, ramsey lake rd., paris, cedar, transit (and if these new bus routes were to occur then it would replace the rush hour service of the 181/ 182 or better yet just offer those extra	

Comment	Response
service on top of the rush hour service of 181/ 182 if there's space at the terminal) or- only offer: 010 southend leaves from the terminal at every on the hour & on the half hour all day and all week long. parked in lane1 and its bus route would be: cedar, somehow onto Paris, ramsey lake road, hospital, Paris, regent, burwash, southridge mall, long lake, walmart, long lake, southridge mall, burwash, regent, paris, hospital, ramsey lake road, paris, cedar , transit -or- better yet do offer all three suggested new bus routes on top of changing the 181 paris loellen /182 ramsey view algonquin bus routes. And it is of course known to every transit riders that they would like to see the services expanded; for examples: a)Have the 940 gatchel copper cliff available at every half hour all day or at least until the evening. b)Have the 014 Kathleen available every 15 minutes from 14h45 until 17h45 on weekdays all year long but excludes summer months and December holidays. c)Have the 102 third ave. moonlight available all day long departing at quarter to of every hour as of 6:45am and or at least until the evening at 18h45 as being the last run of the day. d)Have the 819 copper four corners available at every half hour all day long or at least until the evening where it would then be hourly. And then when it leaves from the transit terminal at quarter to the hour it would still do robinson/stephen streets in differences from when it leaves at quarter after. e)Have a bus route called 016 donovan boreal: leaves from the terminal at on the half hour every hour all day long (reasoning behind this is so that there's a bus service available at every 15 minute around the killer corner of mckim/ beatty/ frood/ bloor/ donovan street/ kathleen/ mckim/ granite/... and extra services at college boreal) and it would park where the 017 donovan is and the bus route is: cedar, durham, elm, frood, lasalle, boreal, private rd, cambrian heights, bruce, dell, melvin, mckenzie, elgin, larch,young, cedar, transit. f)Have a bus route callled 018 east end leaves from the terminal at on the hour parked where 017 donovan is and the bus route is: transit, elm, notredame, leslie, mont adam, kitchener, kingsway, bancroft, bellevue, howie, van horne, paris, cedar, transit. (Reasoning behind this is the fact that their needs to be some transit services up on the hill near the downtown water tower). g)The Levack/onaping/dowling/chelmsford long term care facility and its neighbourhood needs to have more transit services and not just only trans cab service. So either expand the 702 azilda/chelmsford bus route or create a new bus route called 706 dowling onaping levack that serves those three community and the chelmsford long term care facility. Or create the 706 new bus route that offers those three community only and then expand the 702 to the long term care facility in chelmsford. the city should buy a new set of either double buses or two floor buses for outside runs (like the 703) that are so demanded... and then sale off older buses like the 980s and 950s which are so terrible that i don't even feel comfortable going in the 980s and 950s buses. Services to ski hill in winter months is much needed on weekends (just like how there's extra bus service to conservation area at Laurantian university during summer months) Services to moonlight beach needs to be offered more often in summer months during the time the 014 Kathleen extra rush hour services is not offered exception of until labour day. And also have 102 route go to it and not just only 101	

Comment	Response
Expresses are needed in town also. Regional 80: from walmart south to data center and can do pick ups and drop offs. Adanac ski hill express in winter months (accepts picks up and drop offs)	
Online Comment #16	
Upon the city council approval of this Master Transportation Study, will there be another study/public review on the individual road projects to confirm/modify the road design solution as recommended in the study? Reasoning for asking this Question: Since the road projects are buried in a large technical report (which has over 200 pages plus appendices), the road projects may not as properly reviewed by the public as they should. For example, the study recommends to proceed with "four-laning" Howey Drive in 6 to 10 years from Elgin to Bancroft. It was mentioned that the city will need to expropriate over 90 homes along one side of Howey Drive to make expand this road to four lanes. (This information came out a few years back during the discussions of Dalron Minnow Lake Development application to develop the area behind the Sudbury Curling Club.) This would be quite expensive and very difficult for the city buy up the properties to accomplish this within that timeframe. Suggestion 1: Can the city mandate (as part of this study or as a by-law) that there will be a PIC to review the design basis/philosophy of the new road project before the project goes to detail design phase. Reasoning for asking Suggestion 1: Historically, the city held the PIC to present the "final" road project design to the public. Any changes at this stage would have a considerable cost and/or schedule impact which the city is generally reluctant to proceed with the changes. Can we have the PIC be held before the city tender the detail design work? This way public gets to provide feedback on issues like parking spaces vs bike lanes, roundabouts vs traffic lights/stop signs, sidewalks vs none, traffic calming vs none, etc. At the end of this exercise, city would make an assessment of the comments and finalize the road design. The public should know what the city will be asking for in the new road. And they would know it before (and not after) thousands of dollars are spent on the engineering design. A change before detail design is a lot cheaper than the same change after detail design. Suggestion 2: Can the city mandate that all major road projects, say all primary, secondary, and tertiary arterial road projects, require	Depending on the construction cost of the project and environmental concerns related to a project, an additional Class Environmental Assessment would need to be undertaken in order to undertake road construction. The Class Environmental Assessment would be required to consider alternative solutions before arriving at the recommended preferred solution. The Class Environmental Assessment also would include further consultation on the alternatives analysis and preferred solution.

Comment	Response
notifications via public media (newspapers, radio and television)? Reasoning for asking Suggestion 2: To the best of my understanding, the city is only obligated to notify residents who lives within 140 ft of the road construction. At the discretion of the city staff, they may expand the notification area when they feel it is warranted. This discretionary "loophole" should be eliminated. Instead, notifications should be based on Road Classifications and not the resident's proximity to the road work especially if most of users are not living along the road (that is being constructed). Maybe consider having a "Public Notification Type" as a column in Table 3: Road Classifications of the Study.	
Online Comment # 17	
Hello, My family lives on the Radar Base off of Radar rd. and although there are trans cab services available, I am unfortunately unable to use them. While my husband is away at work with the vehicle, my son and i unfortunately have no way of leaving the base as he is now out of his infant car seat. We would love more than anything to be able to go out during the day. Unfortunately, with having to provide a car seat for the cab, this is now impossible to have to transport my son as I as well as a large car seat onto the bus. We would be thrilled to see a bus go by the base a few times a day or for the trans cab to be able to provide a car seat for my son. Thank you.	A transit master plan is recommended.
Online Comment # 18	
Hello, There are some good things in the transportation plan such as the measures proposed to encourage alternative transportation but I think it falls short. This is because given our modest population projections (we're 20,000 people less than we were in the 1970s), we should be focusing on maintaining and improving what we have, not expanding roads and creating new roads. If you've ever lived in Toronto, you'll be able to understand that Sudbury does not have a traffic problem. There is no reason to create new roads such as Maley Drive, or to expand Notre Dame and the Kingsway to add even more lanes. These streets could be improved by being repaved, and by adding a bike lane and sidewalks on both sides, that's about it. Aside from the health and environmental factors involved in making Sudbury even more car dependent by expanding these roads (obesity, increased use of fossil fuels), there are serious financial considerations. If we have a transportation infrastructure defecit right now, we shouldn't be building new roads and infrastructure that we can't	An additional environmental assessment would need to be undertaken in order to undertake road construction. The assessment would be required to consider alternative solutions before arriving at the recommended preferred solution. The active transportation master plan recommends a city-wide, interconnected network of cycling facilities. AT improvements will proceed as budget is available.

Comment	Response
afford to build nor maintain. Constantly asking other levels for funding for these isn't a sustainable model in my opinion either. We should be taking a close look at the existing road network and figure out how to try and make it more viable for alternative transportation modes (i.e., more bike lanes and sidewalks and complete streets, which are in the plan also, but which will be hard to achieve alongside the proposed road construction/expansion projects). I encourage you to look at the following article in the Proceedings of the Institution of Civil Engineering: http://contextsensitivesolutions.org/content/reading/disappearing-traffic/resources/disappearing-traffic/ You'll see that the vast majority of experiences show that "adding capacity" to roads does not solve congestion, it in fact worsens it. If you've ever been to London and have been on the M25 ring road, you'll see this first hand. Sometimes old fashioned engineering does not produce the intended results, and the Draft Transportation Master Plan should take note of this. In sum, please reconsider the road expansion and widening projects in the Draft Plan. We definitely don't need Maley Drive, we don't need a widened Second Avenue, Notre Dame, or Kingsway. The only widening that is needed is what is necessary to accomodate a bike lane and sidewalks. I wholeheartedly support the move toward "complete streets". By the way, I'm a driver, a cyclist and a pedestrian. I've lived in Toronto and now in Sudbury, and I just don't understand why people insist on complaining about traffic along Lasalle and Notre Dame. Recent improvements to the intersection of these streets has resulted in smooth traffic flows. Lasalle is no different than any other suburban arterial in your typical suburban North American area. Maley Drive is nothing but a solution to a problem that doesn't exist (except that when it is built, we will have the problem of increased pressure for unsustainable development patterns in the north end). That's my two cents, thanks for listening. Sincerely, (Name omitted for privacy) Sudbury, Ontario	
Online Comment # 19	
I think sending buses around empty is a waste. During off peak times, I would suggest a loonie can get you on and off the bus as often as you like, say between 10 am and 2:30pm and between 6pm and 8:30 pm. This would generate a	A transit master plan is recommended.

Comment	Response
little income with no increase in costs and would acclimate folks to routes and bus use, so they would be inclined to use the system in peak times as well.	
Online Comment # 20	
Yur Garson bus schedule sucks the big one hard. Why is that we only get the bus every 2hrs and places like capreol,Coniston and hanmer get like every 30min-1hr? It's really b/s man like if u miss the bus yur basically screwed. And you can't go with the excuse no one uses them enuff they're usually packed. So u make it kinda hard for the working man who doesn't own a vehicle to get to work in the Am. I really hope u can give more buses	A transit master plan is recommended.
Online Comment # 21	
My only transportation is the buses. I'd say it's a good idea to move the station but still have a station downtown somewhere as its cold in the winter months. I have four children and think we for sure need a terminal but somewhere else. Also have more buses running on Sunday and more on the side streets.also would be great if there were more buses running during the week. Sudbury is big enough and lots of people to have more buses running.	A transit master plan is recommended.
Online Comment # 22	
My wife and I are 75 and do not have a car. We do make a lot of use of the Sudbury bus lines from Finlandia Village where we live. We spend about $40 dollars a month on bus tickets. The $50 bus pass is not of value to us, and getting tickets is awkward. We could use a cheaper bus pass that is not usable during the rush hours. We would use the bus more often if we had such a pass. Another idea is to sell day passes where we could wander the city without worrying about transfers that have a limited time use of 45 minutes from time of issue	A transit master plan is recommended.
Online Comment # 23	
At a Minnow Lake CAN meeting Lynn Reynolds said that the city plans to make Second Avenue 5 lanes from Donna Drive to Kenwood Street. Yes, traffic is very busy on this stretch of road, however, I do not believe this is the solution. Leave it 2 lanes but have the road widen where the city bus stops are to allow traffic to continue to flow while the bus is stopped. Also, a traffic circle or stop light at Scarlett Road is needed, along with a redesign of traffic flow at the Home Hardware strip mall.	A Schedule 'B' Class Environmental Assessment is being conducted for Second Avenue in order to finalize the future design for this road.
Online Comment #24	
This request is being made on a personal basis. Seeing as this draft Transportation Study is recommending that Montrose be designated as a collector roadway, should not the connection of Montrose to Maley Dr also be considered. It was well spoken to at the Council meeting by a local resident, with examples from the North Bay by-pass and Ottawa collectors. I am asking that this connection be evaluated with regards to current practices because there does not appear to be any comment on this issue in the report. Seeing as this TS is guided by the EA guidelines, should this not have been considered? Thank you (Name omitted for privacy)	The alternatives assessment confirmed the utility of the Montrose Avenue connection to Maley Drive. Montrose Avenue will play a role in the connectivity of this part of the city.

Online Comment #25	
(Name omitted for privacy)25th August, 2015. Draft City of Greater Sudbury Transportation Study Report Please note my response to the above report. Firstly, I must point out that the whole manner of how this report was prepared and how it was made available and presented to the public was an insidious attempt by the City of Greater Sudbury to avoid ensuring that the public could be made fully aware in simple and straight forward terms. It is a most difficult and challenging document to study with the expectation that ordinary people can make informed opinions. My attempt at obtaining a hard copy from City Hall was somewhat dampened by the fact that would have to PAY over $90 for something that in fact belonged to me as a tax payer and for which I already had paid heavily. The report was lengthy beyond reason as it contained many tables of information that could have been either abbreviated, paraphrased or placed in an appendix. The numbers and data in those tables were rather meaningless as anyone who has driven around the City of Greater Sudbury would have observed that we do have in too many locations traffic chaos. Further, this study is a follow on from a similar study made in 2005. Of course, any observer can see that nothing was ever changed, no improvements made and certainly no real initiatives undertaken. There was almost a total lack of determined information gathering and input from the public – what and where???? It was more casual than strategic. GENERAL COMMENT: It should be noted that the condition of the City of Greater Sudbury highways has been allowed to deteriorate over many years of neglect by both elected politicians and technical and professional staff. This wanton neglect of our highway system has now resulted in an extremely costly plan to correct things. It is quite absurd that with all the engineers and technical staff in the employ of the City there is still this never ending dependency on "consultants". When it is obvious what and where the problems are and the means of fixing things if not available in the knowledge base of the City Hall staff certainly is readily available within the community. Consultation Process: While it is claimed that there was a consultation process, this was prolonged over an extended period of time. And fragmented at best. One must question the term "stakeholders", I am sure by implication this means everyone. To understand the full gravity of the study requires considerable time, effort and a measure of comprehension skills around the subject(s) and topics of road/highway planning, construction and traffic studies and traffic use. From my perspective the City and Staff barely paid lip service in their attempts to FULLY inform the citizens of Sudbury who will ultimately bear the costs and effects of any decisions made on their behalf. The study encompasses an area of several hundred square kilometers (1,239.85 sq miles – larger than the country of Luxemburg which is 1,000 sq.miles) and an extensive road/highway network. It is like expecting lay people, in short order, to understand the complexities of nuclear physics when an atomic power station is planned for construction. It is not impossible but extremely time consuming and only the most tenacious will go to the trouble. Although it is claimed that the various media were used to disseminate information not everyone receives a newspaper or listens constantly	Comments noted. The TSR includes an active transportation master plan and recommends a transit master plan. Rainbow Routes is pursuing a Trails Master Plan. A transportation demand management plan is another recommendation that will be added to the final report.

to the various radio and TV stations. Surely it should have been up to City Staff and the various councillors to hold neighbourhood gatherings and even delivery of information of the print information to the taxpayers (stakeholders???). An Observation: It must be noted that proposed solutions for traffic light intersections was to "optimize timings" and of course there was no data for major intersections like the Four Corners. Of course there has been plenty of opportunities to make intersection improvements and changes - all ignored. WALKING AND BIKE TRAILS: Over the years, after several road reconstructions and realignments (mostly ending up with what was already in place) absolutely no attempt was made to institute a bicycle roadway system connecting various points and destinations throughout the city. Painting a line and calling it a bike lane simply does not cut it. This is certainly doable but there is a determined resistance from City Staff to plan and implement such a system. The City of Greater Sudbury is still an extreme hazard to any cyclist attempting to negotiate a journey around the City. Hiking trails would also complement proper bicycle roads and designated lanes. Many people would abandon their cars for biking or walking if a proper system was implemented – for all seasons too. It just takes thought, imagination and good old fashioned intelligence. SUB-DIVISIONS: Why not integrate a trail plan as sub-divisions and road changes are made. Surely it would be simple enough to design in something rather than come back later to try and fix things. Maybe the planning department would find this a useful and productive exercise. AND THEN THERE ARE THE DOWN TOWN WINTER SNOW/ICE BANKS: It is amazingly obvious that the location of the parking meters downtown inhibit the clearing of snow from the sidewalks and at the same time contributes to large snow/ice banks along the curbs. In so many communities the parking meters are located along the property lines thus improving snow clearing and snow removal. Surely this simple solution would save money and at the same time improve safety and maybe enhance commerce. I guess it is too simple... THE ASPHALT DRUG: It seems that the authors of this report and the City Staff are addicted to more asphalt as the solution to the traffic congestion and problems and safety. More asphalt (wider roads) does not reduce traffic volume or congestion. Case(s) in point. - Maley drive Extension. All the various mining companies have either rail lines to their operations, rail right-of-ways or close proximity to rail transport. Over the past number of years the local mining companies have slowly and not so stealthily abandoned rail transportation for their products across the region. They have deliberately and systematically shifted the burden of part of their transportation costs onto the tax payers of Sudbury – and various	

generations of City (and Regional) Councils and staff have essentially turned a blind eye to this phenomenon. So either make these companies pay a levy for the use of public roads or compel them to revert back to the rails that they once used. A case to ponder. Glencore mines ore near the airport. It transports this ore by truck and municipal highways around 80 kilometers to the Strathcona Mill in Onaping for concentrating. The concentrate (which contains around 50% metal value) is then transported about 80 kilometers back to near where it started – the Falconbridge Smelter. The concentrate trucks contain 50% concentrate mixed with 50% water – so in fact they are hauling half loads of water on the return trip. A rail line right of way exists and even a rail tunnel exists between the old Fecunis Mine and Strathcona. These rail lines have long been removed though. The punch line is that new, modern technology is available. The problem is that here is a mantra in the mining industry that states " We will be the first to try new technologies SECOND!" OTHER ROADS MENTIONED: There was mention of widening Ramsey Lake Road. I wonder at what expense and achieve what? The reality is that there is just one primary destination on Ramsey Lake Road and that is Laurentian University which is a form of bottle neck. A secondary influence is Health Sciences North which has accesses from both Ramsey Lake Road and Paris Street. A serious oversight in the report is the expanded parking facilities at Health Sciences North which will mean over 1,000 extra vehicles using this new expanded facility. Widening Ramsey Lake Road will have no impact on the ensuing chaos of the Paris Street corridor. Secondary access to the Laurentian University area would prove a costly and contentious exercise. The Loaches Road secondary access to Laurentian University was denied as a result of an OMB ruling in 1970 and development along that road makes that option further impossible. Other access routes from either the South East Bypass, the Conservation Area, Ida Street, or around the Moonlight Bay area are extremely costly options. Plausible Solution(s): No matter how much asphalt or increased widening of Ramsey Lake Road and other networks it will not lessen the extreme volumes of traffic at peak times. Simple solutions include obtaining co-operation from the two major influences on the Paris Street/Ramsey Lake Road traffic volumes would be to stagger operating hours. If this initiative was to include other businesses traffic volumes would be spread over a greater time frame. A further, albeit rather extreme solution, might be putting a cap on Laurentian Universities expansion plans, and stopping any further development in the Laurentian University area. Other Roads: The other roads listed in the report tend towards expenditures to support the use of these road networks for the mining industries ore/slurry trucks. Second Avenue being an exception. It seems to me that traffic volumes on the Howey Drive, Bancroft Drive and Second Avenue systems are more of the result of drivers avoiding the chaotic traffic system on the Kingsway. The Kingsway, like too many of our highways, is influenced by the artificial chaos (traffic holdups) caused by endless traffic lights that have the effect of inhibiting traffic flow instead of improving the flow. ALSO SEE THE ATTACHED REPORT THAT I SUBMITTED REGARDING NOTRE DAME AVENUE (FLOUR MILL). Roundabouts – MODERN ROUNDABOUTS!: Although there appears to be a recommendation concerning the use of modern roundabouts it seems that City Staff use every excuse NOT to implement them. There has been several	

opportunities to utilize such a form of road improvement over the years and to further plan to retro-change intersections and replace traffic lights with MODERN roundabouts. The science and engineering is well known and readily available from many creditable sources in Canada and the USA as well as Europe, Australia and New Zealand. But our Municipal Engineers persist in ignoring this option. *****THE CITY OF GREATER SUDBURY CURRENTLY HAS AROUND 125 SET OF TRAFFIC LIGHT CONTROLLED INTERSECTIONS. AT A COST OF APPROXIMATELY $5,000 PER YEAR MAINTENANCE THIS AMOUNTS TO OVER $600,000 IN UNECCESARY TAX BURDEN ON THE TAX PAYERS OF THE CITY. BUSES: To exploit the full potential of bussing and public transit requires some thought and imagination in order to relieve traffic volume and congestion downtown. An initiative to enhancing bus transport would be the use of bus lanes on express routes. Of course this would work much better in "park 'n' ride" free parking locations were sites could be set up strategically around the city. The current bus depot off Lorne Street is a very large white elephant which could have better served transportation if it was placed on the periphery of Sudbury and used as a "park 'n' ride" location. There are four main approaches to Sudbury; the Trans Canada Highway, Hwy's 69 North and South – a great opportunity to place "park "n" Ride" locations. Easy to do but require some desire on the part of the City. NAMING BUSES: In various parts of the world railway locomotives are "named" after a famous person or organizations. Aircraft are similarly named. So why not name our buses after local people who have contributed to our City. These could be commercially sponsored thus generating some revenue. It would also give the people of Sudbury a greater sense of ownership. This may stimulate an interest in travelling by bus if only to learn more about our city. STUDENT TRANSPORT TO THE COLLEGES AND LAURENTIAN UNIVERSITY: Too many students have to rely on private car transport and those that don't cannot really depend on public transit. So why not institute a system of compulsory bus passes for students that would be part of their tuition and other fees. This would have the effect of removing cars from the roads while at the same time supporting the culture of using public transport rather than private vehicles. It would also increase ridership. LAKESHORE AND LAKE PROXIMITY DEVELOPMENT(S): Until proper assessment of the various impacts of construction, sub-division and roads on our lakes, especially Ramsey Lake, road construction and developments must be curtailed until the environmental issues are defined and assessed. By increasing the amount of asphalt (road paving etc.) the natural drainage and seepage of rain, storm and runoff waters causes water flow to be concentrated thus preventing more natural drainage and ground filtration. In essence a "flood" event occurs at times of heavy rain and spring runoff. SOME RECOMMENDATIONS (not previously alluded to): 1) Select one major section of the City road system, for instance The Kingsway, or Notre Dame Avenue and concentrate and plan an integrated upgrade strategy and then redirect the focus on a new system as upgrades are made. 2) Plan and implement one or two major cycle trail/paths/roads and complete them before moving to another priority system. The focus being on the most likely area of high demand.	

3) Do most of the road construction and repair at night – Monday to Thursday using a ten hour shift system - 9pm to 7 am. This would save millions of dollars with improved efficiency. 4) Employ qualified and competent staff capable of all the necessary design and management functions needed. Or dismiss the staff not meeting the requirement and hire full time consultants. 5) Immediately use a truck traffic toll on all minerals industry ore and slurry trucks. Easy to implement – place transponders in the trucks with observation and recording monitors on the truck routes. (Name omitted for privacy) FROM MY ARCHIVES: MAY 2007 – 8 WHOLE YEARS AGO!!!! Is The Future of Sudbury's Oldest and Most Traditional Community at Stake and about to Become a Victim of City Hall? A few weeks ago I was privileged to attend a public meeting in the church hall of St. Jean de Brebeuf on Notre Dame Avenue. The topic of the meeting was the widening of Notre Dame Avenue from Kathleen Avenue to the Lasalle Blvd intersection. This meeting revealed some valuable insights, before unobserved, by our municipal servants at City Hall - especially the Engineering Department and Planning Department. Over 100 people from the Flour Mill community area attended the meeting. The purpose of the meeting was to look at the details of the proposed widening of Notre Dame Avenue from four lanes to six lanes. The general idea was to build a centre barrier preventing mid-block left turns and to add an extra traffic light intersection. The result would be that many businesses along Notre Dame could no longer be accessed by left turning traffic. In order to access a business on the left, vehicles would have to turn left at a traffic light, pass through some back streets before rejoining Notre Dame Avenue on the desired side. "U" turns at traffic lights are both dangerous and illegal. The idea of the widening was stated to be to improve safety and to improve the environment. It seemed to those attending the meeting that neither the safety nor the environment would be well served by the six lanes. But worse things could happen. It is obvious that the Flour Mill area is a "community" of many hard working souls, business people and residents alike, who treasure their neighbourhood in every way. Any observer will see that the neighbourhood is a community of older but well kept houses and small apartments - each with their own character and style. There is a mix of small businesses, major outlets, variety stores, a major grocery store and the "Silver Bullet" known for the best	

french fries North of Hwy #7! Most amenities are within walking distance of the residents and you won't see too many SUV's parked in driveways used to run to the corner store for a litre of milk. The main identifier in the Flour Mill is in fact the "flour mill" or at least the old grain silo's that date back to the days when home baked bread was really "home baked". The pride that the people at the meeting had in their neighbourhood was palpable. There are few high end designer houses such as you might find in some of the new sub-divisions and "walled communities" around town. Their neighbourhood is more than just a place to live, it is a community of people, friends and neighbours, who enjoy local accessible amenities. Much of it was built by individuals who often had limited means but a strong desire to have something of their own. It is also a destination for many who use the shops, businesses and services available in the Flour Mill. The hard won ambience of the Flour Mill and the keen sense of neighbourhood will cease if the City's plan hold sway. In pursuit of its worship of the automobile and in the belief that the only answer to traffic and transportation issues is bigger, larger and multi-laned highways, our municipal servants are hell bent to destroy the Flour Mill neighbourhood by imposing a six lane expressway through the community. The proposal recommended by the traffic engineering consulting engineer and accepted by City Hall not only fails to address the issues of the environment and improved safety but runs contrary to improved safety and ignores completely the potential of environmental improvements. Under the proposed plan, increased traffic flow through the back streets would endanger the young and old alike, pedestrian and bicycle traffic would be at risk. On the environmental front more vehicles would be in "stop & go" traffic and many cars would still carry only the single driver and NO PASSENGERS. This can only exacerbate the problems of local air pollution and the effects of greenhouse gases. The traffic engineering consultant and the City Engineering staff missed a golden opportunity to propose a "green solution". The "Green Solution": Everyone knows that making provisions for more cars begets more cars to the point of eventual saturation, when we build even more highways and so on.... The opportunity that has been presented with the Notre Dame situation is an opportunity for the City of Greater Sudbury (focusing on the core area) to come to grips with traffic volumes and to embark on strategies that can either be self imposed now or legislated later. The Europeans are dealing with this now in their major cities and in the U.K. they are grappling with urban traffic congestion with places like the City of London imposing heavy taxes on vehicles entering the core areas. Cities like Oxford and Cambridge have a fairly efficient park and ride system and to discourage private automobiles the City of Oxford is contemplating a highly controversial plan to charge a fee for people to park their car in front of their own	

home. To start with, the notion of traffic passing either through or to down town Sudbury will, in time, prove a serious problem to us all, with poor, expensive or limited parking becoming the norm. Notre Dame Avenue could be the first of several access "spokes" to the City Core. Let us call it a "GREENWAY". Starting at around the Lasalle Blvd intersection there should be a "Park and Ride" car park where people can leave their cars and ride a rapid transit bus to down town. Two of the four traffic lanes would be for buses only. (heavy fines for anyone else!). Buses would have the right of way. A proper bike lane, physically separate from the other lanes, should be constructed, and this would be open winter and summer, A WHITE LINE PAINTED 2 FEET FROM THE CURB JUST DOES NOT CUT IT AS A BIKE LANE!!!!! It is well known that "stop and go" traffic consumes more gas and creates more pollution than continuous flow traffic. Therefore, the elimination of all the stop lights along Notre Dame Avenue (and elsewhere for that matter) and replacing them with MODERN ROUNDABOUTS will certainly create "traffic flow". Major (large diameter) MODERN ROUNDABOUTS at Kathleen Street, the Greyhound Bus terminal, Pioneer Manor and Lasalle Blvd. would accommodate any "U" turn traffic. The "mini" or smaller scale MODERN ROUNDABOUTS at other intersections would permit safe left turns. Leave the existing centre lane turning system in place - it works..... It does not take much research effort to discover that accidents that occur at right angled intersections (known as "T" bone) collisions are potentially the most serious whether the intersection is controlled by lights or a STOP sign. In the UK and Europe they have realized that drivers did not STOP for STOP signs and red lights anyway. It appears to even the most casual observer that the observance of stopping at a STOP sign is optional for most drivers in Sudbury. I have heard that our traffic cops can make up a whole months quota of tickets by simply hanging out at a STOP sign for an hour or so. Accidents that do occur at a MODERN ROUNDABOUT intersection are mostly "side-swipe" and do not result in as many severe or fatal bodily accidents. With the right imagination the Flour Mill neighbourhood will be preserved, overall safety will be improved and the City of Greater Sudbury will be making a giant step towards much needed environmental improvements. The Flour Mill community could continue to grow as a destination rather than a weigh station. Businesses could grow and thrive, the neighbourhood will continue to flourish as before and our City could be well on its way towards a green solution in its traffic planning. The City must develop a ring road system to avoid the down town area being congested and a method of increasing a dependence on rapid transits systems and innovations must be employed.	
Online Comment #26	
The draft transportation master plan adopts an approach of "complete streets", however the operative policies of the plan don't appear to prioritize pedestrians or cyclists and the major capital projects proposed in the master plan don't appear to be to the benefit of pedestrians or cyclists.	The TSR includes high level plans to improve the pedestrian environment through the sidewalk priority policy and the active transportation master plan.

There appears to be no consideration of the safety of pedestrians or the areas that have a high number of pedestrians. I ask that the draft transportation master plan be revised to identify pedestrian priority areas and include policies that prioritize the movement of pedestrians before the movement of motor vehicles. The purpose of identifying pedestrian priority areas is to make improvements to improve the safety of pedestrians on our streets and encourage more people to walk or bike instead of drive in these areas. These areas would be determined based on pedestrian counts and the frequency of motor vehicle collisions involving pedestrians. They could also include any high density, mixed-use areas with a high potential to encourage more people to walk. These areas should include Downtown (Between the Brady Extension, Railway tracks and Ste Anne Road); The Flour Mill; The West End (around Regent and Hazel street); the downtowns and commercial district of the former towns (downtown Chelmsford, Capreol, Val Caron, Lively, Azilda, etc.) and emerging commercial areas like Silver Hills, the South End, New Sudbury, etc. In pedestrian priority areas traffic signals would be timed for pedestrians; Pedestrians would not be required to press a button for permission to cross the street; pedestrian crossings will be painted with "zebra stripes" or paved in a different material; new development would be designed to encourage walking by locating entrances close to the sidewalk and reducing the number of parking spaces required. Overall, the principles of the 8 to 80 Cities organization (http://880cities.org/) and the recommendations of the Ontario Coroner (http://www.mcscs.jus.gov.on.ca/stellent/groups/public/@mcscs/@www/@com/documents/webasset/ec161058.pdf) would be implemented in the Pedestrian Priority Areas. These improvements would not necessarily wait for other road improvements or infrastructure upgrades but would be undertaken on their own schedule to help reduce the number of pedestrian collisions and deaths in our city. Thank you for your consideration.	The City does have specific policies for pedestrian safety, such as the pedestrian crossing policy. The City is responsible for detailed analysis of specific locations of concern. The function of the TSR, which is a master plan, is to provide the policy framework and city-wide strategic improvements to the transportation network. Detailed analyses will commence with the implementation of the TSR.
Online Comment #27	
Comments following a review of information contained in the maps used in this presentation. Valley East	Comments regarding mapping edits are being reviewed and incorporated. A transit master plan is recommended.

Some of the information shown is either incorrect or out of date. Example 1: From Yorkshire to Dominion Drive a bike/side walk already exists on the west side of MR 80. While it is used, illegally I suspect, by snow machines and atvs there is both asphalt paths and bike lane markings on the streets parallel to MR 80. The section from Yorkshire to Clarence is paved. While it is shown as a multiuse trail, it really is not. It acts primarily as a walk way and bike path. Example 2: Main Street west does have a bike trail through much of it's length which connects to the Sandy Beach Road which also has bike lanes. Example 3: The so-called multiuse trail from the Howard Armstrong Parking Lot to Park Street is NOT a multiuse trail, it is a WALKING TRAIL and the trail as shown is incomplete as it does not show the inner loop, Example 4: The proposed multiuse trail from Frost Street to Centennial Arena is no longer feasible as per the original concept due to changes made to the access from Frost Street plus other changes to that route which includes two large ditches which now cut across this proposed trail. ATVs do use part of this trail and have completely ruined it for other users. Example 4: The trail described above shows that it connects with trails in the area around Centennial Arena. Only one trail exists and that is completely within the arena property. It is to be a walking and biking only trail but is used by ATVs and Snowmobiles after preventative measures were removed i.e. fence posts. Example 5: The Langdon Park Trail, shown off Martin Rd in map 9.1 is NOT a multiuse trail. It is a Non-Motorised Trail. Such misinformation as this makes me wonder about the inaccuracies that probably exist other maps. Let's now move on to the Lake Laurentian Conservation Area. Once again the report authors are unable to distinguish the difference between a multiuse and trails used for non-motorised uses. The entire LL Trail system is designated as being multiuse, including the section that goes through the Laurentian University property. This seems to indicate that some important research has been left out of this vehicles weighted study. Speaking of the LL Trail System and something that you have heard of many times, the very idea that property development could occur anywhere that would destroy anything as precious and important as this wonderful natural landscape is abhorrent to anyone that appreciates this unique addition to our city and something that must be preserved for our city's future citizens. In closing I will also repeat here what many are saying: • a Transportation Study that does not include Transit is an incomplete exercise. • more roads when we cannot maintain what we have now is stupidity • there is no evidence that the growth predicted in this study is based on anything solid. • Looking ahead is good but we need to look to what the City of Sudbury will more likely be. A city more environmentally friendly, that is kinder to all of it's citizens, where any growth is unlikely be of the heavy industrial type but maybe more in the nature of educational and health services. Building on what we have, not on what we once had.	Multi-use trails are intended for non-motorized transportation. The growth estimates used in the TSR are consistent with those being used in the Official Plan review.
Online Comment #28	

HWY 35 must be 4-lane a.s.a.p. It is in terrible shape and instead of simply do the repairs for the hwy from Azilda to Chelmsford as scheduled in 2016, it should be 4 lane immediately. Revenues from the slot is paying for this as this funding was upon the request from the former city of Rayside-Balfour. Main st in Chelmsford should also be done and not only from hwy 15 to the tracks but all the way to the water tower. Thank you	MR 35 widening is included in the TSR. The exact timing of the widening is dependent on budget availability.
Online Comment #29	
Hello, I wanted to write my concerns regarding pedestrian safety in the city. I was VERY surprised to read the northern life today and see in a letter that in 2007 council passed a resolution to be the most pedestrian friendly city by 2015....well clearly no one cared about that!!! I drive, but I also walk a lot all over the city and I cant even count the number of times I have been almost hit. And now I walk with my daughter in a stroller and cars still don't care. I have lived in different areas of Toronto and visited many other cities, and I can tell you that Sudbury is the worst for pedestrian and biker safety!!! Sudbury keeps being developed as a driver city. All these new developments and stores going up are not walker friendly. And even new subdivisions are being built without sidewalks! How is that even safe for families??? Just today I was walking through the lasalle/notre dame intersection (I live at that corner) and my stroller was almost hit because even though I had the walk sign, a guy decided that he didn't want to wait for me and turned right...literally missing my stroller wheel by inches!! This has happened to me numerous times! Even standing at a crosswalk that doesn't have a light, I have stood there while many cars zoom by because no one thinks they need to stop. No one is at these intersections to make sure people are obeying laws, not all intersections have cameras either....and even if they do, are they monitored?? When these new laws come into effect Sept 1st....whos going to make sure drivers are following them? How many times are our roads ripped up and widened.....and not one bike lane has been put in??? Sudbury has such an obesity problem and one big issue is that our city does not promote activity. The sidewalks and walking paths are not all maintained and with no bike lanes and drivers not sharing the road its so dangerous to bike. Even walking is dangerous. This is such a huge area that Sudbury needs to improve on. Since moving back here 5 years I have continuously said that I would move out of this city based only on the fact that I want a city that encourages healthy lifestyles, and I feel Sudbury falls very short of that. Sincerely, (Name omitted for privacy)	The TSR includes high level plans to improve the pedestrian environment through the sidewalk priority policy and the active transportation master plan. The City does have specific policies for pedestrian safety, such as the pedestrian crossing policy. The City is responsible for detailed analysis of specific locations of concern. The function of the TSR, which is a master plan, is to provide the policy framework and city-wide strategic improvements to the transportation network. Detailed analyses will commence with the implementation of the TSR.
Online Comment #30	
My comments are mainly focused on the discussions of the east west restrictions to Nickel Centre because this is where I have insight due to my experiences observing traffic on this corridor.	A transit master plan is recommended. Light rail could be considered as part of the transit master plan.

The sustainable alternative did not include any details on what was considered. Some examples of low hanging fruit for transit improvements would be to focus on getting the local traffic in this route to use alternative modes of transportation. Since Kingsway is congested with cars, maybe the Howey route could focus on alternative modes of transportation such as biking and transit. Howey is already being established as a bike corridor. Current bus service along Howey has poor connections. A bus that brings minnow lake passengers directly to south end without a transfer would be well used. There is significant traffic that travels down Howey looking to turn south on Paris in the morning and the opposite in the afternoons. Key transit runs along this route could be explored to relieve the local traffic along the route. Busses with bikeracks on the front could make this a very effective solution for those who need to travel a bit further to Howey like Second/Third Avenue residents. The Howey/Bancroft corridor is also uniquely appropriate for alternatives to cars in that it is close to a rail line. There is already track connecting Coniston, Minnow Lake, Downtown, Donnovan (double tracks exist on the entire corridor from downtown to Coniston). The train line comes very close to and even goes through many residential neighbourhoods. Has a lightrail alternative been considered? There is also an east-west rail line that is seldom used between Donovan and the New Sudbury Center. One rail connection around Frood road is all that's needed to connect this to the Elgin street line, providing a slick transit connection between our only two existing transit hubs (downtown and the new Sudbury mall). This alternative could actually make transit a faster alternative than cars during rush hour traffic seeing as the rail line is not impacted by the same schedules as car routes. These are some out of the box thoughts that really make sustainable transportation an option and don't necessarily have huge capital budgets up front. Connecting the bicycle path on Howey to destinations is also needed. A connection to the bell park path would again help with local traffic. The Elgin greenway is a great project to connect bell park to downtown. I'm not clear on the connection from Howey to Elgin Greenway. I believe the city owns the school at the corner of Lourdes and Cartier and there is an unused road allowance behind that school there that could make an easy connection dedicated for bikes from Howey to Elgin and Nelson streets. I believe the proper grading already exists, however the right of way is overgrown with trees. Higher use of this area would also discourage vandalism to City property which occurs here on occasion. Currently I walk to work downtown every day with my toddler. I am happy to see longer walk signals across Paris street in recent years. This helps us cross safely without being encouraged to run across the street as used to be the case with shorter signals. There is not much more than lip service in this draft master plan to address pedestrian and cycling infrastructure. Sudbury's commitment to becoming a pedestrian friendly city is not reflected in this document. There was a period of several weeks in 2015 where the walk signal button for crossing the east side of Brady at Paris was not functioning even after contacting 311 with my concern. Issues like this should receive immediate attention for such a pedestrian heavy area (even if it's pedestrians between work and their parking spot). There should be a	The TSR includes high level plans to improve the pedestrian and cycling environment through the sidewalk priority policy and the active transportation master plan. The active transportation master plan presents a comprehensive, interconnected network and includes connections to Howey / Bancroft.

mandate to complete pedestrian and bicycle connections. There is nothing more frustrating with being left at the end of a sidewalk with a ridiculous road crossing like at the top of Van Horne hill, or the blind corner where Howey changes to Bellevue. These are not evidence of a pedestrian friendly planning. The pedestrian crossing of Elgin at the Nelson street bridge is also very poorly marked and maintained – yet another example of a heavily travelled pedestrian route that is entirely under the radar when it comes to improving and encouraging this mode of transport. There are many examples out there for cities that I feel comfortable walking in, and Sudbury has a long way to go and needs to start actively moving in that direction. Since there is almost no detail for alternatives to cars in the master plan there is not a great deal to comment on other than saying that the lack of detail is noticed and I want more detail included and more emphasis made for sustainable alternatives.	

President CARB 2 – July 3, 2015 Email

On July 3, 2015 (name omitted for privacy), the President of CARB 2 provided MMM Group with a list of recommendations on behalf of the resident of the Northwestern quadrants of New Sudbury and CARB 2, Considerations were made for the final draft of the Sudbury Transportation Master Plan. The following is a summary of those comments and the project team's response.

Comment	Response
Montrose Avenue	
As you are aware, the residents of this neighbourhood have genuine concerns over Montrose allowing their neighbourhood being overrun by traffic, once it connects to Maley Dr. Their fears stem from the comments in the 2005-TS, and this draft TS has only reinforced the belief that the future of Montrose is, as a shortcut. The residents have overwhelmingly agreed, and signed a Civic Petition appealing Council to initiate what is required to facilitate and implement a meandering Montrose. In keeping with the spirit of our petition: • We are asking that Transportation amend this draft-TS by removing Montrose from the Development Driven category, and amend whatever else is required in this draft-TS, which would prevent Montrose from meandering.	The Montrose Avenue direct connection to Maley Drive is recommended for city-wide connectivity. If Montrose Avenue meanders, the utility of the road diminishes and it would no longer serve its intended function of enhancing connectivity in this part of the city. Local traffic is forecast to disperse north to Maley Drive or south to Lasalle Boulevard. Through traffic volumes, while present as would be expected on a City road, are forecast to be modest.
Nickeldale Subdivision Plan	
The Nickeldale plan of subdivision compliment our neighbourhood and we are certain the residents of this neighbourhood support that view. • It is our belief that allowing a subdivision to be built, because it's "still on the books" 45 years after it was planned no longer reflects modern planning principles.	The TSR incorporates subdivisions through population and employment forecasts but does not analyze the appropriateness of subdivision design or layout.

Rainbow Routes Association Board of Directors – July 6, 2015 Letter

On July 6, 2015 the Board of Directors from the Rainbow Routes Association provided letter with comments and recommendations for the Transportation Study Report. Rainbow Routes later provided an addendum to highlight specific edits to the active transportation mapping. The following is a summary of those comments and the project team's response.

Comment	Response
Future Policies and Guidelines to be developed	
The Draft Transportation Study lays out the groundwork for necessary policies and guidelines that should be developed to reach our Active Transportation goals. These policies include: A Complete Streets Policy, A Sidewalk Priority Policy, policy for Rural to Urban Conversion for Roads and Sidewalks, and a Revised Road Classification. Rainbow Routes supports the groundwork laid out for these policies. We recommend:	
Developing an implementation plan with timelines for these policies, not only for direction to staff, but also as a means of communicating to engaged organizations and citizens.	Policy statements have been prepared for complete streets, road classifications, rural to urban road conversions and sidewalk priority. The City will develop these prior to the review of the TSR in five years.
Incorporating street trees into a future Complete Streets Policy, like the City of Toronto. There is vast amount of research that indicates that street trees encourage walkability by providing a natural barrier between cars and pedestrians, providing walkers with shade in the summer and protection from cold wind in the winter. There is also research indicating that street trees reduce the optical width of a street, thereby discouraging speeding. Street trees also have many other benefits not directly related to Active Transportation, such helping to reduce storm water pollution and the demand for air conditioning. All transit trips start with walking or cycling to a bus stop so transit users are also engaging in Active Transportation	The report introduces the concept of complete streets and provides the framework for the policy. The details of the policy should be developed as part of the implementation of the TSR.
Implementation Plan	
We understand cycling and pedestrian infrastructure has to be phased in and installed at an affordable pace. However, to build public support and acceptance for this infrastructure - We recommend the City concentrate on connecting a few key corridors in the short-term (next 5 years). For example, the link between Laurentian University and the School of Architecture is a key piece as there is already some infrastructure in this corridor. This	Comments noted.

Comment	Response
corridor would allow residents to experience a well-connected Active Transportation route in a high usage area, and would be a "show" piece for the City of Greater Sudbury. - To align with the Transportation Plan, Rainbow Routes is pursuing a Trail Master Plan, that we anticipate will complement this initiative.	
Traffic Modelling	
The Draft Transportation Study uses a modal split where 2% of the population of Greater Sudbury is assumed to be using transit for their trips. According to the 2011 Census for the City of Greater Sudbury, 4.5% of employed Sudburians 15 years of age or older used transit for their trips. If cycling and walking is incorporated into this percentage, 10.5% of employed Greater Sudburians, 15 years of age or older, use a form of sustainable transportation to reach their destinations. We recommend: - Future studies use two scenarios: one using the current modal split and one using a predicted modal split based on the assumption that the City will enact policies and make improvements to infrastructure to encourage sustainable transportation. This is a method used by the Transportation Studies of Kingston (2009), Ottawa (2013), Brantford (2014) and others.	Additional modeling scenarios could be undertaken as part of a future TSR or other future transportation planning work. Re-running the model in the current TSR may change vehicle traffic volumes but would not be expected to change overall results and associated recommendations. The next TSR produced in five years' time likely will have a Transit Master Plan as a reference.
- Using transit as the modal split is the standard practice, but given the high number of Greater Sudburians who report walking to work and the growing use of cycling as a method of transportation, we recommend investigating a modal split that uses transit, walking and cycling for future studies	Additional modeling scenarios could be undertaken as part of a future TSR or other future transportation planning work. Re-running the model in the current TSR may change vehicle traffic volumes but would not be expected to change overall results and associated recommendations. The next TSR produced in five years' time likely will have a Transit Master Plan as a reference.
Pedestrian and Cyclist Death / Accident Reporting	
The current Transportation Study does not investigate areas of the city with high numbers of pedestrian or cyclists' injury or death due to motor vehicles. We understand that the City has purchased software to review pedestrian accident data, and are pleased that this will be investigated. To help plan for improvements to cycling and pedestrian infrastructure, we recommend - Future Transportation Studies incorporate this data.	The TSR includes high level plans to improve the pedestrian and cycling environment through the sidewalk priority policy and the active transportation master plan. The City does have specific policies for pedestrian safety, such as the pedestrian crossing policy. The City is responsible for detailed analysis of specific locations of concern.

Comment	Response
Recommendations Supporting Active Transportation	
Rainbow Routes Association supports the Transportation Study's recommendations for supporting Active Transportation. We hope the City sees us as a partner to help implement the recommendations that also align with Rainbow Routes Strategic Plan. One of the recommendations from the Study, is the City should work with local cycling and hiking groups to update Active Transportation Maps at least every two years. As a non-profit, who is dependent on available funding, Rainbow Routes currently updates our Active Transportation Maps every four to five years. However, we are willing to investigate, with the City, a plan to update the maps more frequently.	The TSR recommends that the City interact with groups such as Rainbow Routes.
Asphalt pedestrian connectors	
The asphalt pedestrian connectors that connect neighbourhoods are not featured on the Existing Active Transportation Conditions map (figure 24). Some of these connectors are long, such as the connection between Lancaster to Boland and with improvements this type of connector might be useful in developing a cycling/pedestrian multi-use path. - We recommend creating a current list of these asphalt connectors, with GIS mapping, for future Transportation Study reports.	The City is in the process of collecting these data.
Ramsey Lake Road	
The Transportation Study Report recommends widening Ramsey Lake Road to four lanes, and that this project should be completed in the next 5 years. If Ramsey Lake Road is widened, what will happen to the very popular Ramsey Lake Multi Use path that connects the Hospital to the University and the University Area to the downtown? The Ramsey Lake Multi Use Path is also part of the Trans Canada Trail. - Will a Complete Street be part of the plan to widen Ramsey Lake Road? Rainbow Routes asked these same questions on our comments on the first draft of the Transportation Study (September 23, 2013)	An additional environmental assessment would need to be undertaken in order to widen Ramsey Lake Road. The assessment would be required to consider alternative solutions before arriving at the recommended preferred solution. The alternatives analysis would address the multi-use path.
Maley Drive	

Comment	Response
Rainbow Routes noted in our September 23, 2013 comments that there were no provisions for cyclists on Maley Drive. We see from the maps that a proposed signed bike route with paved shoulder is recommended for Maley Drive. As noted in our previous comments: - We would like to see a Complete Street developed here as there are housing developments that are only accessible off Maley Drive and because the Junction Creek Waterway Park runs south off Maley Drive *(just east of the former Adam & Eve Garden Centre)	The recommended facility type for Maley Drive will be reconfirmed in the detailed design stage.
Kelly Lake Road	
As previously mentioned in our September 23, 2013 Kelly Lake Road is a KEY connector to a number of trails that intersect and/or end at this road (such as: The Copper Cliff, Trans Canada and Junction Creek Waterway Park Trails all abut Kelly Lake Road). Kelly Lake Road is an unsafe roadway for pedestrians and cyclists as most of it does not have infrastructure for pedestrians or cyclists. - Improvements much beyond an "edgeline" is needed to provide connectivity to and from Copper Cliff, Downtown, Lively and our tourist attraction Dynamic Earth.	The recommended facility type for Kelly Lake Road will be reconfirmed in the detailed design stage.
South Bay Road Extension	
We are pleased to see the report recognizes the South Bay Road extension is not essential to accommodate traffic volumes and would not help alleviate congestion at the Paris Street and Ramsey Lake Road intersection. Rainbow Routes is building a section of the Trans Canada Trail through Laurentian University this summer. This trail extends from Arlington across Laurentian University property and connects with the Trans Canada Trail already in the Lake Laurentian Conservation Area. We are pleased to see that this trail system will not be impacted by the South Bay Road extension.	Comment noted.
Addendum Comments on Specific Edits to the Active Transportation Maps	
Rainbow Routes provided an addendum with six pages of edits to specific active transportation facilities shown on the maps in the TSR.	The project team appreciates the detailed comments and will incorporate these map edits.

Sustainable Mobility Advisory Panel – July 15, 2015 Document

On July 15, 2015, members of the Sustainable Mobility Advisory Panel (SMAP) provided MMM Group a list of comments and recommendations for inclusion on the Sudbury Transportation Master Plan. The following is a summary of those questions and the project team's response.

Comment	Response
Roads that support all travel modes	
Complete Streets a) Edits • Clarify that the Complete Streets section is intended as a starting point, and that a full Complete Streets Policy is needed. • Appropriate active transportation infrastructure should be a part of all new roadwork and road upgrades, guided by complete streets principles. • All upcoming road projects should be brought to SMAP early in the process, so that SMAP input can be incorporated in the design.	The complete streets policy will be further developed through the implementation of the TSR. The active transportation master plan will guide all future road design and budgeting.
a) Add Deadlines • Full Complete Streets Policy in 2016 (in time to guide 2016 budget process if possible) • - Complete Streets Guidelines by 2017	The City will develop the policies recommended in the TSR within the next five years, prior to the next review of the TSR.
Road classification street design guidelines a) Edits • Include reference to traffic type & topography in regards to appropriate safe cycling infrastructure; and appropriate selection of 'alternate' routes (consistent with Book 18). • We are concerned that recommended road widths are quite wide. Narrower traffic lanes have been shown to be safer for all road users. • https://www.academia.edu/12488747/Narrower_Lanes_Safer_Streets_Accepted_Paper_for_CITE_Conference_Regina_2015_	Cycling facility type will be confirmed in the detailed design stage and will use Ontario Traffic Manual Book 18 as a guide. Proposed road widths are narrower than current practice.
Safe Streets a) Edits • Include a section on best practices for designing roads, intersections and crossing that reduce the number and severity of collisions. Note that street trees have been shown to decrease speeding and improve walkability, among other benefits.	Streetscaping and detailed design of roads is outside the scope of the TSR. These could be addressed in implementation.

Comment	Response
• Recommend adopting a Vision Zero • See: http://www.visionzeroinitiative.com/en/Concept/	
Connected Transportation networks for pedestrian and cyclists	
Completing connected transportation routes for pedestrian and cyclists must be a priority a) Edits • Recommend approaches to achieve a functional active transportation network in a timely manner. • Address the need to retrofit existing roads with appropriate active transportation infrastructure in order to create connected routes. • Prioritize creating safe and convenient transportation infrastructure for our most vulnerable users. Road projects should be prioritized based on the needs of all modes. Road projects should be assessed with the 'health impact assessment'. • Here is an example of another tool that could be adapted to local conditions to prioritize transportation projects in a holistic manner: http://nashvillempo.org/docs/lrtp/2035rtp/Docs/MPO_Scoring_031710.pdf • A Sidewalk Priority Index and a Cycling Infrastructure Priority Index should be used to identify where active transportation routes are most needed, and to most effectively direct resources. Because of safety concerns and their role as main travel routes, arterials and collectors are a priority. • For examples of Cycling Infrastructure Priority Indices, see: http://www.seattle.gov/transportation/docs/bmp/SeattleBMPUpdate_FINALPrioritizationWhitePaper.pdf • Using this information and community input, SMAP will advise on priorities for .active transportation infrastructure	The active transportation master plan recommends a city-wide, interconnected network of cycling facilities. AT improvements will proceed as budget is available. A phasing plan of short, medium and long term active transportation facilities is included in the active transportation master plan.
b) Add Deadlines • **Sidewalk Priority Index** by 2016 • **Cycling Infrastructure Priority Index** by 2016 •	The City will develop the policies recommended in the TSR within the next five years, prior to the next review of the TSR.
c) Recommendations • Clarify that these routes and schedules will be updated with consultation with SMAP and community, and the use of a Cycling Infrastructure Priority Index • Set guiding principle of completing a minimum grid of safe cycling infrastructure in a timely manner – this goal should guide the routes and implementation schedule. Due to safety concerns, arterials and collector roads are top priorities. • Note SMAP's 2012 recommendation that the priority should be on primary corridors to create cycling infrastructure that is most visible, useful, and safe.	The active transportation master plan recommends a city-wide, interconnected network of cycling facilities. AT improvements will proceed as budget is available.

Comment	Response
• - Recognize the need to connect some key corridors in the short-term (next 5 years). This would have a strong positive impact on the ability of residents to use active transportation, and would be a "show" piece for the City of Greater Sudbury.	
Active transportation master plan (section 8)	
Recommendations a) Edits • clarity is needed around the process for setting priorities, deciding routes & appropriate infrastructure, and implementation – this should include: • collaborative decision making with SMAP • Priorities and implementation schedules set according to achieving safe & connected active transportation infrastructure; not tied to roadworks schedules –by 2016. • the use of the Sidewalk Priority Index and Cycling Priority Index • a clear strategy to complete a functional and safe active transportation network in a timely manner, including completing short term design work, and allocating required budget dollars – by 2016. • -clarity that the proposed routes and schedules are not set in stone, but will be determined collaboratively. • That being said, a recommended list of priority cycling infrastructure should be included. Note SMAP's 2012 recommendation that the priority should be on primary corridors to create cycling infrastructure that is most visible, useful, and safe. • Appropriate active transportation infrastructure should be a part of all new roadwork and road upgrades, guided by complete streets principles. • All upcoming road projects should be brought to SMAP early in the process, so that SMAP input can be incorporated in the design. • To create connected active transportation networks, we cannot rely on new roads or road upgrades – this will create a patch work, not a network.	The active transportation master plan recommends a city-wide, interconnected network of cycling facilities. AT improvements will proceed as budget is available. The sidewalk priority policy is being further developed by City staff and will be brought back to City Council for adoption and implementation.

Transit	
Recommendations a) Edits • interim goals to increase ridership • Recommendations based on observed traffic patterns (e.g. recommend pilot project of increased frequency during peak travel times on main commuter routes) http://www.seattle.gov/transportation/docs/bmp/SeattleBMPUpdate_FINALPrioritizationWhitePaper.pdf • Using this information and community input, SMAP will advise on priorities for .active transportation infrastructure	A transit master plan is recommended.
b) Add Deadlines • Transit Master Plan by 2017. SMAP should have input on the goals and terms of reference for the Transit Master Plan. The primary goal should be to increase transit ridership.	A transit master plan is recommended.
Transportation demand management	
a) Edits • Add TDM recommendation	A section on TDM will be added to the report. The City should consider developing a TDM plan.
b) Add Deadlines • Transit Master Plan by 2017. SMAP should have input on the goals and terms of reference for the Transit Master Plan. The primary goal should be to increase transit ridership.	A section on TDM will be added to the report. The City should consider developing a TDM plan. A transit master plan is recommended.
Traffic Modelling and list of road projects	
We are concerned that traffic modelling did not incorporate TDM, or goals for increased modal share. A modal share of 2% for transit was used, which is below current levels (4-5%) – the opposite of incorporating goals for increased ridership. No modal share for active transportation was included. This could result in overestimating traffic congestion, and therefore overestimating the need for new roads or road enhancements, which is costly to the City, and diverts resources from other needs.	
a) Edits • Note this weakness in the traffic modelling. • - Note that the road projects listed may not be required	Additional modeling scenarios could be undertaken as part of a future TSR or other future transportation planning work. Re-running the model in the current

	TSR may change vehicle traffic volumes but would not be expected to change overall results and associated recommendations. The next TSR produced in five years' time likely will have a Transit Master Plan as a reference.
b) Add Deadlines • Redo traffic modelling with TDM and transit ridership goals, and using evaluation metrics for all modes to evaluate alternative scenarios – by 2017.	Additional modeling scenarios could be undertaken as part of a future TSR or other future transportation planning work. Re-running the model in the current TSR may change vehicle traffic volumes but would not be expected to change overall results and associated recommendations. The next TSR produced in five years' time likely will have a Transit Master Plan as a reference.
Official Plan	
As in Section 8, we want to ensure that the language around prioritizing and implementing active transportation is strong, while also being clear that the precise routes and implementation schedules will be modified to best meet active transportation needs and community priorities	
Ongoing role of SMAP	
SMAP has an on-going role to advocate for sustainable mobility and advise on: • active transportation infrastructure priorities; • priority projects for cycling infrastructure dollars; • road design that work for all users in all road projects. • - supporting sustainable mobility: walking, cycling and transit.	
Recommendations a) Edits • Note the on-going role of SMAP	Continued consultation with groups such as SMAP is recommended in the TSR.
b) Add Deadlines • Require annual progress reports on active transportation infrastructure and sustainable transportation goals & recommendations, including comments by SMAP.	This comment can be considered as part of the implementation of the TSR.

Implementation schedule for key elements to be brought into transportation study	
Key elements a) Complete streets policy and guidelines • Full **Complete Streets Policy** in time to guide 2016 budget process if possible • - **Complete Streets Guidelines** by 2017 *(less than a year)*	The City will develop the policies recommended in the TSR within the next five years, prior to the next review of the TSR.
b) Sidewalk priority index • **Sidewalk Priority Index** by 2016 *(less than a year)*	The sidewalk priority policy is being further developed by City staff and will be brought back to City Council for adoption and implementation. The City will develop the policies recommended in the TSR within the next five years, prior to the next review of the TSR.
c) Cycle infrastructure and priority index • **Cycling Infrastructure Priority Index** by 2016 *(less than a year)*	This comment can be considered as part of the implementation of the TSR.
d) Transit master plan • **Transit Master Plan** by 2017 *(1-2 years)*	A transit master plan is recommended.
e) Transportation demand management plan • **Transportation Demand Management Plan** by 2016 • TDM manager position in place by 2016 • redo traffic modelling with TDM, and transit ridership goals (building on current levels of 4-5%); using metrics for all modes to evaluate alternative scenarios – by 2017 • - **Levels of Service** for all modes by 2016.	A section on TDM will be added to the report. The City should consider developing a TDM plan.
Policy	
Walking recommendation 1 • As part of the next Official Plan review process, give equitable consideration to the needs of pedestrians in the Transportation section of the Official Plan. This could include, among other matters, a set of indices, which would help set priorities for pedestrians and other forms of transportation improvements.	This comment can be considered as part of the implementation of the TSR or as part of the next Official Plan review process.
Walking recommendation 2 Review existing practices to develop a **Priority Index System** to help set priorities for pedestrian infrastructure improvements, installations, traffic calming and maintenance. Adopt this Index System into the Official Plan through the	This comment can be considered as part of the implementation of the TSR, as the sidewalk priority

review process (Appendix B – City of Victoria Sidewalk Priority Index). a) Develop a Sidewalk Priority Index to identify gaps in the sidewalk and pathway networks, in order to set priorities for construction, improvements and maintenance. b) Develop a Pedestrian Crossing Priority Index to identify gaps in crosswalk infrastructure and to set priorities for installation, improvements and maintenance Using the Priority Index System for pedestrians, determine where traffic calming measures are required on residential and local streets in high pedestrian traffic areas	policy is being further developed by City staff and will be brought back to City Council for adoption and implementation. The City will develop the policies recommended in the TSR within the next five years, prior to the next review of the TSR.
Cycling recommendation 1 As part of the next Official Plan review process, give equitable consideration to the needs of cyclists in the Transportation section of the Official Plan. This could include, among other matters, a set of indices, which would help set priorities for cyclists and other forms of transportation improvements.	Active transportation has been a key area of focus and plays an integral and essential role in the Draft TSR. The TSR includes a complete active transportation master plan that outlines a city-wide, interconnected active transportation network. Facility types have been nominated for each link in the network and a phasing plan has been established. The active transportation master plan is being incorporated into the Official Plan review process.
Cycling recommendation 2 Amend the Official Plan (Transportation Schedule) to include a Bicycle Route Plan & Classification System using the draft Bicycle Route Plan and Classifications System developed through public consultation and in conjunction with the Bicycle Advisory Panel for all existing roads as a starting point (Appendices C & D).	An active transportation master plan is included within the TSR. Wayfinding can be included as part of the implementation of the TSR.
Cycling recommendation 8 Ensure that the practice of incorporating wide, paved shoulders along major arterials connecting outlying communities is continued. These paved shoulders often provide optimal infrastructure for distance “Group A” cyclists.	Cycling facility type will be confirmed in the detailed design stage on all roads identified in the active transportation master plan.
Infrastructure	
Walking recommendation 9 Install pedestrian refuge islands or medians where significant mid-block crossings are identified through Pedestrian Traffic Studies.	The City has a pedestrian crossing policy that is based on Ontario Traffic Manual Book 15. Pedestrian traffic studies can be considered as part of the implementation of the TSR.

Walking recommendation 10 Develop a plan for the expansion of the countdown crosswalk signals to be installed at every traffic signalized intersection in Greater Sudbury by 2015.	The City has a pedestrian crossing policy that is based on Ontario Traffic Manual Book 15. The role of countdown crosswalk signals can be considered as part of the implementation of the TSR.
Walking recommendation 11 Using the **Priority Indexing System** ensure that traffic calming measures are implemented on residential and local streets in high pedestrian traffic areas to ensure the safety and security of pedestrians	The City has a traffic calming policy that considers pedestrians in the detailed design stage. Additionally, the implementation of "Complete Streets" as recommended in the TSR often has a traffic calming effect.
Walking recommendation 12 Ensure infrastructure to improve connectivity between destination points, such as footpaths, are included in new developments.	Implementing the TSR recommendation of "complete streets" would include provisions for all modes of transportation, including pedestrians and associated pedestrian facilities.
Walking recommendation 13 Work to improve the pedestrian connections in existing neighbourhoods and between existing destination points.	The TSR includes high level plans to improve the pedestrian environment through the sidewalk priority policy and the active transportation master plan.
Walking recommendation 14 Continue to ensure that traffic signals provide pedestrians with sufficient time per provincial standards to cross major thoroughfares safely, particularly for pedestrians with limited mobility, including those using wheelchairs, scooters and other supportive equipment.	The City's current practice provides more time for pedestrians than provincial standards.
Cycling recommendation 9 Implement the Action Plan developed for the Bicycle Route Network following the Official Plan amendment process.	An active transportation master plan is included within the TSR.
Cycling recommendation 10 Pave shoulders along major arterial roads connecting outlying communities to the urban core to provide a safe area for Class A cyclists to commute.	Cycling facility type will be confirmed in the detailed design stage on all roads identified in the active transportation master plan.

Minnow Lake Restoration and community action network and friendly to seniors: Sudbury – August 17, 2015 Document

On August 17, 2015, members of the Minnow Lake Restoration and community action network and friendly to seniors in Sudbury provided MMM Group a list of comments and recommendations for inclusion on the Sudbury Transportation Master Plan. The following is a summary of those questions and the project team's response.

Comment	Response
Preamble and introduction	
It is recognized that the city covers a large area with many kilometers of roadway with funding and geographic restraints presenting many challenges with respect to the repair and upgrading of present infrastructure and the creation of new transportation corridors and the consideration of alternative transportation measures. As this report ultimately impacts a significant portion of our city budget it is imperative that it be given the highest degree of objective consideration and review in order to achieve the greatest benefit for the public good considering the current and likely ongoing challenging economic environment and the determination of needs vs wants. In a number of instances the subject document could be less technical and more easily understood by the average citizen in particular the LOS numerical and formulaic findings with respect to intersections and traffic flow. More illustrative would be the expected delay in time experienced in rush hour periods for the intersections and traffic routes examined, compared to off peak times. It was noted that colour coded maps were difficult to analyze for those colour impaired. As well, information related to specific topics was not always in one place, but in different sections of the report. It appears that survey findings were based on the 2005 traffic study with limited reference to recent updates. "Congestion" appears to be a major contributing factor identified by the consultants with respect to both the creation of new traffic corridors and the widening of present streets and roads. Congestion is identified as a "problem" but the magnitude of which is acceptable in terms of the solution, in particular that of cost relative to benefit, although recognized as not part of the report's mandate, is not explored especially with respect to future population and traffic growth, but is referenced in the following quotes that illustrate the problematic outcomes of suggested solutions and current present dilemmas that could have severe economic implications: Quote: "in some cases, additional traffic is attracted by proposed improvements ... leading to increased congestion in other parts" An example would be the connection of the Silver Hills artery to Bancroft Drive "expected to be highly utilized" contributing additional traffic to the already "congested" Howey, Bellevue, Bancroft, Van Horne corridor with the widening of this corridor only projected in the long term and no consideration with respect to cost although the last city council determined, with respect to a local development, that this endeavor would likely be economically unfeasible at a projected estimated current cost of over 60 million dollars, including property acquisition etc. Other domino effects are detailed in the report suggesting that "where required, improvements should be considered at a future date which may be beyond the 2031 horizon". In the "south end" with regards to the "four corners" Paris, Regent, Long Lake intersection, "this intersection is built out and scope for further expansion is constrained by existing properties and topography" and as a result there is a need for "long term sustainability mobility solutions in this part of the city". The issue of road widening has come into question with some municipalities considering road dieting instead to achieve objectives such as improved traffic flow, lower vehicular speeds, making room for bicycle lanes (reducing travel lane widths to no more than 10 feet) and reducing capital costs and maintenance when compared to just road widening. It is important to consider the present and likely continuing situation with respect to population growth based on historical perspectives and current indicators, and the subsequent possible traffic volume increases. With a high percentage of aging (and dying) citizens and a continuing outflow of younger working age	

persons coupled with funding restraints in the health care sector, a low birth rate and a low level immigrant inflow, fewer students in elementary and high schools, technological changes in the primary extraction and processing industries, coupled with dependency on world demand, plus reduced residential and retail construction and limited new secondary industrial activity, it would be prudent to consider with caution any predictions with respect to population growth or decline and the subsequent effects on traffic volumes. With future growth uncertain and the questionable need for new development, the maintenance of current infrastructure should therefore be of prime consideration and importance. While there are many concerns with respect to recommendations in the report including most of those items on the wish list such as the widening of Ramsey Lake Road and the South Bay Road Extension we do nevertheless support work on the Kingsway to make this corridor fully five lanes from Barrydowne Road through to downtown and the subsequent realignment required to facilitate traffic movement. • Specific comments are limited to those items below:	
Maley Drive: • The report does not present an updated assessment of this project taking into consideration the effects of the improved Lasalle/Notre Dame intersection and the apparent and actual reduction of mining and other heavy truck traffic on Lasalle Blvd, and no relevant information with respect to future demand if such is available. A thorough public cost/benefit study of this project including the present "scaled down" version needs to be undertaking particularly with respect to the overall budget allocation for infrastructure renewal and upgrades vs new construction. A link to critical comments and review of this project is provided at the end of this submission.	The Maley Drive Environmental Assessment is complete. The TSR takes into consideration the Lasalle / Notre Dame intersection improvements and current traffic volumes.
Second Avenue: • This artery is shown as requiring widening from Donna Drive to Kenwood, but does not identify a signaled intersection for Second Avenue at Scarlet Drive. The budgeted $6.6 Million project would likely be less expensive incorporating a modern one lane roundabout for this intersection which would allow for continuous traffic flow reducing congestion (the stated problem) and address a number of environmental concerns, water, air, noise, safety and social. Space is available for a roundabout similar to that proposed by the city for the Silver Hills/Bancroft Drive intersection and design elements would accommodate the commercial property at this location as has been demonstrated in other similar urban environments.	The detailed design of Second Avenue is outside of the scope of the TSR. A separate Schedule B Class Environmental Assessment is being undertaken.
Cycling • Implementation of cycling infrastructure in the city has not taken place as recommended in various studies accepted but not adopted by the city. A model for incorporation would be Thunder Bay, a city that has shown according to that city's 2015 Active Transportation (Engineering) Report "that on roads where dedicated on-street bike lanes have been installed, there is a substantial decrease in cyclist collisions, a decrease in motorist collisions, while there has been a corresponding increase in cyclist volumes". Total number of cycle lanes in Thunder Bay is over 50 kilometers on 30 streets with 105 kilometres planned in total – a summary of the report is attached. The cost for these bike lanes has been minimal compared with expensive traffic calming measures implemented in Sudbury involving curb extensions that have been counterproductive with respect to safe cycling.	Comment noted.

Active Transportation Coordinator • The proposal to establish the position of an Active Transportation Coordinator is endorsed similar to that of Mr. Adam Krupper in Thunder Bay who has been instrumental in many instances related to improved access and safety for pedestrians and cyclists.	Comment noted.
Roads and Transportation Panel • It is suggested that a combined staff, citizen with council representative panel, incorporating a sustainability mobility element, be established to review all maintenance, upgrades and new construction activity prior to public review and council endorsement. This would ensure that all elements are considered with respect to an Active Transportation Plan and related environmental concerns.	Continued consultation with stakeholder groups is recommended in the TSR.
Conclusion • It is incumbent on council, staff and citizens to all be involved not only in providing comment and suggestions but to be responsibly involved in the decision making process taking into account the ramification of actions taken considering all elements, particularly fiscal in these times of restraint. It is the feeling of many of those in the organizations represented that the maintenance of our present infrastructure is critically important overriding any consideration of new or enhanced development until such time as economically feasible and realistically necessary. However, low cost measures to enhance alternative transportation measures such as the establishment of bike lanes and routes as in Thunder Bay and encouraging employers in all sectors to establish work scheduling that would reduce peak hour traffic volumes and to encourage more use of public transit through whatever means possible. The establishment of a Roads and Traffic Panel with a sustainability mobility element as suggested would be a good first step in the right direction.	Comment noted.

Sudbury and District Health Unit – August 27, 2015 Letter

On August 27, 2015, (name omitted), Medical Officer of Health and Chief Executive Officer of the Sudbury and District Health Unit provided the following letter regarding the Greater Sudbury Transportation Study Report.

Comment	Response
The Sudbury & District Health Unit would like to thank you for the opportunity to comment once again on Greater Sudbury's Draft Transportation Study Report, April 2015. As you may be aware, health is largely influenced by our living and working conditions and the lifestyles that they promote. We have a collective ability and responsibility to create conditions that protect people's health and that enable people to access social, economic, political and personal opportunities for health. Efforts to promote health through effective transportation system planning is an important public health strategy and hence we are very interested in contributing to this policy document. In light of our understanding of the strategic challenges of worsening congestion, insufficient transport infrastructure, affordability constraints, increasing emissions and growing customer needs, I am pleased to see that the Sudbury & District Health Unit's correspondence to you in August 2013 was incorporated into the policy document. These recommendations included: • Traffic calming and speed reduction strategies; • Walking and cycling infrastructure improvements; • Public transit services improvements; • Creation of complete streets; and • Completion of health impact assessments. At this time, I would like to highlight the importance of developing an evaluation that would assist with prioritizing transportation projects. There is a need to adopt a more nimble, adaptive approach to be able to take advantage of new information, both qualitative and quantitative, as well as opportunities that arise. Criteria that include equitable transportation choices, safety, community support, connectivity, access and barrier reduction, innovation, return on investment, and cost, could be components of the project evaluation criteria and I refer you to a paper written by Nelson\Nygaard Consulting Associates Inc. for the Seattle Department of Transportation titled Best Practice White Paper #2: Prioritization(2013). The development and use of an objective prioritization process would assist with meeting policy goals and allow for coordinated, efficient and effective project development.	Comments noted.

Comment	Response
The Sudbury & District Health Unit commends your efforts towards creating a healthy transportation system. We appreciate the opportunity to participate in the City of Greater Sudbury Transportation Plan and encourage continued dialogue on the concepts of healthy communities.	

Bike Path Subcommittee South End Community Action Network – August 28, 2015 Document

On August 28, 2015, (name omitted for privacy) on behalf of the Bike Path Subcommittee South End Community Action Network provided the following letter regarding the Greater Sudbury Transportation Study Report.

Comment	Response
We are very grateful for the opportunity to respond to the Transportation Master Plan. The document recognizes the importance of an integrated, connected and comprehensive active transportation network. Cycling routes are mapped out and include a draft implementation schedule. The plan also uses a complete streets framework that includes cycling infrastructure. These are all positive developments and we are heartened by this progress. There are a few issues, however, that we would like to respond to. We do have concerns that relate to the plan as a whole and also specifically to the south end of Sudbury. It is commendable that the document has used Complete Streets as a framework in the analysis but a Complete Streets policy passed by Council is necessary to ensure that all future development will be part of an integrated system. Without Council endorsement of a complete streets policy we believe that the status quo will remain in effect and all of the good work and numerous recommendations included in this report will not be utilized nor implemented. We note that suitable bike routes and sidewalks will only be added to existing roads as planned roadwork is done. This approach appears to be fiscally prudent with all upgrades to the transportation system being completed at the same time. However it will result in a patchwork of bike lanes potentially unusable on the major arteries with no timetable for completion. The construction of a patchwork of bike lanes that are not continuous may be unsafe and therefore not used. This, we would argue is not a prudent use of taxpayer dollars. Spending money on bicycling infrastructure that will be useful to residents at some later date with no guarantee of completion could be a complete waste of money. At a minimum, a basic cycling route grid across the city must be planned and constructed in a timely manner so that residents can safely use a route to transit the city. Recent pedestrian accidents have highlighted the need to design streets for safety in addition to vehicle capacity. Adoption of "Vision Zero " – aiming for no fatalities or serious injuries in road traffic incidents should be prioritized. In addition, a sidewalk policy and priority index is required to that residents can know how the development plan for sidewalk construction will affect their mobility. It is also unfortunate that none of the traffic modelling considered transit and active transportation. Without including this data in the analysis, traffic congestion will be overestimated and potentially result in unnecessary road construction.	The complete streets policy will be further developed through the implementation of the TSR. The TSR includes high level plans to improve the pedestrian environment through the sidewalk priority policy and the active transportation master plan. Detailed analyses of pedestrian safety were not included in the scope of the TSR as the TSR is a strategic, high level planning document that sets a vision for the overall transportation network. Detailed studies of pedestrian safety can be considered as part of the implementation of the TSR. Cycling facility type will be confirmed through the detailed design stage. AT improvements will proceed as budget is available. The traffic model does include a mode split for alternatives to auto travel. Re-running the model may change volumes but would not be expected to change overall results and associated recommendations.

Comment	Response
The cycling route plan for the south end of Sudbury is not very ambitious. Walford Road is the only signed route identified for the first 5 years. We do not understand why Countryside and Algonquin are not included. Both these roads are quite wide and would easily accommodate bike lanes without incurring any significant cost. Creating bike lanes on these roads would link them with existing bike routes on Long Lake Road and Loaches Road. This would result in a safe and useful bike route in this area linking four schools with the residential areas. Creating a larger paved shoulder on both sides of Long Lake Road would also address a significant safety issue for cyclists using that route to get into the city. As you are no doubt aware the Long Lake hill is long and steep with a very small paved shoulder. Cyclists coming slowly up the hill are passed by cars, often two abreast and travelling in excess of 80 k/hr. We are fortunate that there has not been a serious accident at this location and would recommend that this project be completed in a timely fashion. We recognize, however, that such a project would require a significant investment. We hope you find these comments useful and look forward to reading the final report.	

Canadian Association of Retired Persons (CARP) – August 28, 2015 Document

On August 28, 2015, (name omitted), chair of the Sudbury chapter of CARP provided the following letter regarding the Greater Sudbury Transportation Study Report.

Comment	Response
These comments are submitted on behalf of the over 400 members of the local Sudbury chapter of the Canadian Association of Retired Persons (CARP) and would likely represent the views of the many thousands of other older adults in our community, the fastest growing demographic of our population and the largest percentage per capita of any Ontario city. A general comment with respect to the draft plan is that it does not appear to represent current realities and does not address a number of issues related to sustainability mobility for other than motorists. It would appear that many assumptions were based on 2005 traffic studies, now 10 years out of date. Predictions for new roads and the expansion of present arteries seem to be predicated on unsubstantiated population growth and resultant new commercial and residential development. At our recent CARP chapter annual meeting a survey was conducted of the over 100 older adults who attended and revealed that 94.3 percent felt the city "should repair existing roads and infrastructure before new projects" and 87.7 percent felt the city "should carefully examine the need for Maley Drive". Mobility issues for older adults are not exclusively limited to motor vehicle transportation but include walking and cycling, two areas that have long been neglected in our community and do not appear to be positively addressed in the current draft plan and neither is public transit to any significant extent. There is a wealth of information available with respect to the development of more suitable active transportation measures that could be incorporated in local planning models. Some of these sources are provided below and we would encourage both consultants and staff to respond to the initiatives described. Sincerely, Hugh Kruzel, Chair, Sudbury Chapter CARP CARP supports the recruitment (from present budget) of a sustainable mobility staff member such as currently employed by Thunder Bay and just recently announced for Toronto. http://www.thestar.com/news/gta/transportation/2015/07/30/toronto-hires-its-first-sustainable-transport-	The 2005 data were considered in this 2015 TSR but were updated wherever newer data were available. For instance, the population and employment growth forecasts are in line with the Official Plan Review. Traffic data is based on the most recent City traffic counts. An active transportation master plan is included within the TSR. A transit master plan is recommended.

Comment	Response
director.html?referrer=http%3A%2F%2Ft.co%2FUX9RynkPOn Instead of recommending road widening for every “congested” road artery this report shows how road “diets” work for the benefit of all, motorists, pedestrians and cyclists. http://www.citylab.com/design/2015/08/a-wonderfully-clear-explanation-of-how-road-diets-work/401951/ Why many cities are regretting widening streets with reference to the Canadian Institute of Traffic Engineers: http://bettercities.net/news-opinion/blogs/robert-steuteville/21715/wide-streets-could-come-back-haunt-you	

Appendix I

Public Information Centre #3 Presentation Boards

WELCOME TO THE
Public Information Centre 3
City of Greater Sudbury
Transportation Study

June 24, 2015

MMM GROUP

Greater Grand Sudbury

Revisit. Review. Revise.
Revisitez. Réexaminez. Révisez.
Official Plan Review • Révision du Plan officiel

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”

Purpose

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

What is a Transportation Master Plan?

What it is...

Long Range Plan that Integrates Infrastructure Requirements for Existing and Future Land Uses

Addresses All Modes of Transportation to the Year 2031

Living Document that will be Updated Periodically

An integrated system that functions as a whole

Aligns with City's Official Plan & other Planning Initiatives

What it is not…

Detailed Design for Transportation Improvements

Authorization to Construct Major Transportation Improvements

Study for Local Issues
Such as Pot Holes or Street Repairs

Individual projects to be selected or rejected in isolation of each other

What Process Was Used?
Master Plan Class Environmental Assessment Process

Phase 1: Problem or Opportunity

- Identify the problem or opportunity

Public & Stakeholder Consultation

Phase 2: Alternative Solutions

- Review Existing Environment
- Identify Alternative Solutions
- Established Preferred Solution

Public & Stakeholder Consultation

Transportation Study Report:

- Document analyses, consultation and final recommendations and make available for public review and commentary.

Opportunity Statement

- Create transportation choices to better support biking, walking and transit
- Implement short and long term improvement to mitigate congestion and create more direct routes
- Provide transportation network needed to support intensified land use in designated growth areas

Alternatives Assessed

- Alternative 1: “Do Nothing”
- Alternative 2: Auto-Focused
- Alternative 3: Sustainability-Focused

Complete Street Policy

- Designed, constructed, operated and maintained for all modes of transportation and all types of users
- Safer for all users
- Supports livable communities
- Positive impacts on public health
- Economic benefits – people want to be there

Road Classifications Updates

Road Class	Transit Provision	Cycling Provision	Pedestrian Provision
Primary Arterial	Provisions recommended for each class of road and each mode of transportation		
Secondary Arterial			
Tertiary Arterial			
Collector			
Local			

Rural to Urban Road Conversion

Conversion criteria:

- Land use and associated pedestrian trips
- High traffic volumes, since these can pose a safety concern for pedestrians
- Bus routes
- Nearby existing sidewalks and curbs
- Related infrastructure works

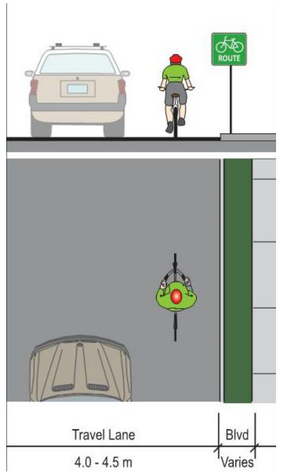
Sidewalk Priority Policy

- Adapted from Canadian best practices
- Points are awarded based on specified criteria for each area:
  - Highest priority is given to those areas with the largest total score

Criteria	Description	Points Given
Road Type	Arterial Collector Local	10 5 1
Pedestrian Generators	Within 500m of 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 Lanes	1-6
Existing Pathways	None Informal Path Trail (within 500m)	10 7 5
Public Concerns	Number of formal requests received	1-7

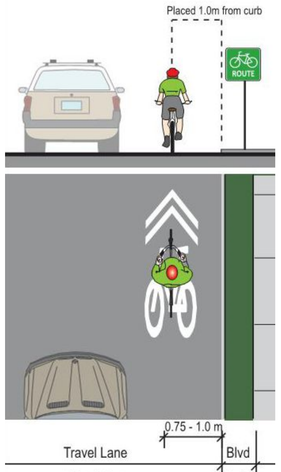
Proposed Active Transportation Facility Types

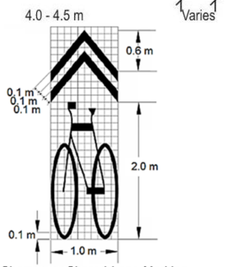
Signed Only Bicycle Route



- Bicycles and motor vehicles share the travel lane, no physical space created for bicycles
- No pavement markings for bicycles
- Supplemented by Bicycle Route signs
- Typical for urban residential streets where motor vehicle traffic volumes and speeds are low, and rural roads where traffic volumes are low
- Pedestrians use the sidewalks in urban areas , and may use the road shoulder in rural areas

Signed Only Bicycle Route with Sharrows

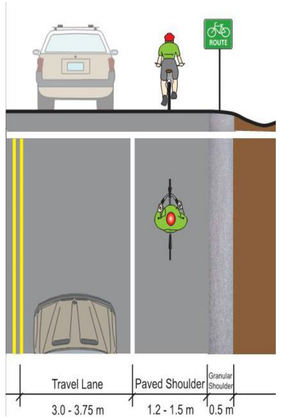


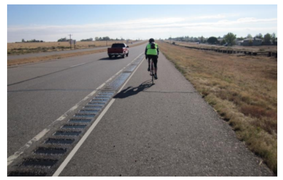


Sharrow or Shared Lane Marking
Credit: TAC, 2012 (modified)

- Similar characteristics to the Signed Route on a regular width lane and/or the signed route on a wide lane, bicycles and motor vehicles share the travel lane
- Good solution for urban / main street areas where on-street parking cannot be removed to implement bicycle lanes and motor vehicle traffic is moving slowly
- The 'Sharrow' or Shared Use Lane marking/symbol on the road surface indicates to motorists that cyclists are using the same space as motorists
- Placement of the Sharrow symbol indicates to cyclists where they should be traveling on the road (e.g. approximately 1.0m from the curb where there is no on-street parking)
- Pedestrians use the sidewalks in urban areas

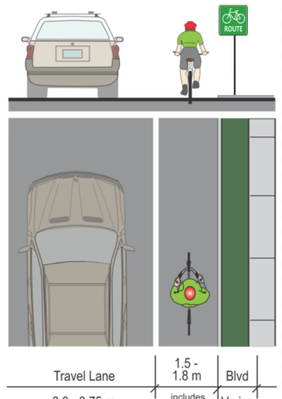
Rural Paved Shoulder





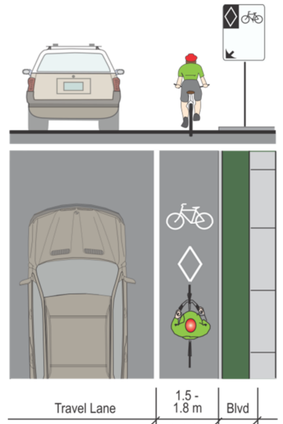
- Cyclists travel on the paved asphalt shoulder beyond the white 'Edge Line'
- Typical on a rural cross-section road (no curbs) where motor vehicle traffic volumes and speeds are higher
- Although not a designated space the paved shoulder provides a convenient location for cyclists to travel
- Other benefits include a reduction in the amount of maintenance required on the gravel shoulders; extending the service life of the road as heavy vehicles are travelling further away from road edge, and reducing run -off- the -road motor vehicle accidents
- Width of shoulder should be increased where motor vehicle traffic volumes are higher. May include a painted buffer
- Supplement with Bicycle Route Signs and/or Share the Road Signs
- Pedestrians may use the paved shoulder or remaining gravel shoulder

Urban Paved Shoulder



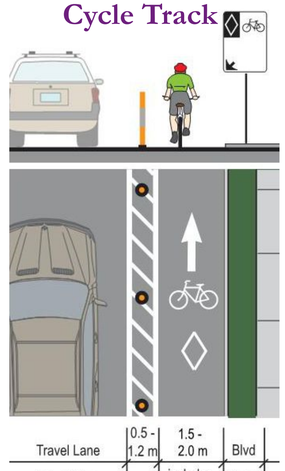
- Signed Only Route with a white 'Edge Line'. Cyclists may travel on the paved asphalt shoulder
- Although not a designated space the paved shoulder provides a convenient location for cyclists to travel
- Typical on an urban cross-section road (with curbs) where there is demand for on-street parking
- Urban paved shoulders are not an alternative to bicycle lanes but may be used on roadways where there is a strong, site specific justification for not implementing conventional bicycle lanes.
- Dimensions should be the same as those for bicycle lanes to allow for future upgrades.

Bicycle Lane



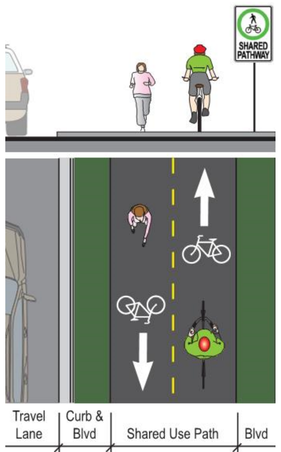
- Cyclists travel in a dedicated space in the traveled portion of the road and motor vehicles are not permitted to park or stand in the bike lane
- Typical on an urban cross-section road where motor vehicle traffic volume and speeds are higher than typical threshold values for shared space routes
- One way facility on each side of the road
- Width of bicycle lane should be increased (to a maximum of 2.0m) where motor vehicle traffic volumes, percentages of trucks and commercial vehicles and motor vehicle speeds are higher
- Alternatively a buffer zone can be introduced between the motor vehicle lane and the bicycle lane to further increase the space/separation between the cyclist and motor vehicles
- Pedestrians use sidewalks in urban areas (sidewalks would be installed at least on one side of the road along designated AT routes where none currently exists in the urban area)

Separated/Buffered Bicycle Lane/ Cycle Track



- Cyclists travel in a dedicated and separated space in the traveled portion of the road
- Separation may be created by different methods including a rolled curb, bollards, a median, a row of on-street parking or landscape treatments
- Can be used on an urban cross-section road where cycling demand is high (e.g. to create a cross-City priority cycling route)
- Facility may be one-way one each side of the road or two-way on one side of the road, one-way facilities on each side of the road have fewer operational issues at intersections
- Maintenance and operations (e.g. winter snow clearing and snow storage) need to be carefully considered in the design of the cycle track
- Pedestrians use sidewalks

In-Boulevard Multi-use Trail



- On an urban cross-section road, a two-way multi-use trail for pedestrians and cyclists above the curb, can include the multi-use path on one side and a sidewalk on the other side
- On a rural cross-section road, a two-way multi-use trail for pedestrians and cyclists that is within the road right-of-way but set back from the edge of the road shoulder
- Surface may be compacted granular (e.g. limestone screening) or hard surface (e.g. asphalt)
- A yellow centre line may be used on busier asphalt surface trails to help delineate travel lanes
- A good facility choice where there is high cycling demand and a large proportion of the users are youth or seniors with a low to moderate level of experience, and where there are few intersections/conflict points per kilometer but not a good choice where lot frontages are narrow with many intersections per kilometer

Off-Road Multi-use Trail

- A multi-use trail that is outside of the road right-of-way through a park, public open space corridor, along a utility corridor or other linear facility such as an abandoned railway line
- Surface may be compacted granular (e.g. limestone screening) or hard surface (e.g. asphalt)
- Surface may vary, may be granular in rural areas and asphalt in urban areas to accommodate a wider range of users
- Accommodates the widest range of skill/experience levels

SHARED FACILITIES → **DEDICATED FACILITIES** → **SEPARATED FACILITIES**

MMM GROUP

Greater Sudbury

Multi-modal Transportation Recommendations

- Active Transportation
  - Implement active transportation projects as shown in the Transportation Study Report
- Roads
  - Implement road projects as shown in the Transportation Study Report

Multi-modal Transportation Recommendations

- Transit
  - Prepare a Transit Master Plan that builds upon the Transportation Study Report
- Greater Sudbury Airport
  - Implement road improvements that will improve travel time and access to the airport

Multi-modal Transportation Recommendations

- Rail
  - If in the future the rail companies consider the relocation of rail lines or rail yards, the City should work with them throughout the relocation process

- Roundabouts
  - Develop a roundabouts policy statement

Figure 49
Greater Sudbury Transportation Study
Recommended 2031 Road Network

Revisit. Review. Revise. Revisitez. Réexaminez. Révisez.
Official Plan Review • Révision du Plan officiel

List of Proposed Road Network Improvements

1. Notre Dame Ave. widening (4-lane to 6-lane, Main St. to Kathleen St.)
2. Maley Dr. extension (Lasalle Blvd. to Barry Downe Rd.)
3. Montrose Ave. north extension (current terminus to Maley Dr. extension)
4. Maley Dr. widening (2-lane to 4-lane, Barry Downe Rd. to Falconbridge Highway)
5. Falconbridge Highway widening (4-lane to 5-lane, Maley Dr. to Garson Coniston Rd.)
6. Maley Dr. extension (Falconbridge Highway to Garson Coniston Rd.)
7. Second Ave. widening (2-lane to 5-lane, Donna Dr. to Scarlett Rd.)
8. Barry Downe Rd. widening (5-lane to 6-lane, Westmount Ave. to Kingsway)
9. Montrose Ave. extension south from Notre Dame Ave. to Lasalle Blvd.
10. Proposed road for construction in Silver Hills Development
11. Widening of the Kingsway east of Lloyd St. (4-lane to 5-lane)
12. St. Anne Rd. extension
13. Howey Dr. widening (2-lane to 4-lane, Elgin St. to Bancroft Dr.)
14. Larch Street extension
15. Ramsey Lake Rd. widening (2-lane to 4-lane, Paris St. to South Bay Rd.)
16. Remington Road extension from current terminus to Gateway Dr.
17. Lasalle Blvd. widening (2-lane to 4-lane, Municipal Rd. 35 to south of rail corridor)
18. Municipal Rd. 35 widening (2-lane to 5-lane, Municipal Rd. 15 to Notre Dame St.)
19. Martilla Drive connection to Paris Street
20. John Street (Valley) extension

Final alignment within the approximate envelope shown in yellow to be determined in conjunction with MTO.

The City should conduct an environmental assessment (EA) to confirm the need for this corridor relative to other options. If the need is identified, the EA would also define the corridor for the Southern University Link within the approximate envelope shown in yellow. This would facilitate an orderly development plan which is in line with the long term road network concept for the area.

Proposed interchange improvements to Highway 17 and Maley East Bypass

Proposed interchange along Highway 17

Proposed Road Improvements to Highway 17

Proposed Road Improvements to Highway 69

Legend

Existing Road Network
- Existing Provincial Road / Highway
- Existing Roads

Proposed Road Network
- Proposed Roads for Construction
- Proposed Roadway Widening
- Proposed Road Improvements to Provincial Highways
- Potential Roads for Future Consideration (after 2031)
- Roads to be constructed as part of new developments

Regional Trails and Routes
- Trans Canada Trail

Destinations
- Airport
- Arena / Community Centre
- College / University
- Schools
- Libraries
- Tourist Attractions

Other
- Lakes and Rivers
- Parks and Conservation Areas
- Active Railway
- Abandoned Railway

Draft APRIL 2015

N W E S

0 1.75 3.5 7 Kilometres

Figure 67
Greater Sudbury Transportation Study
Recommended 2031
Cycling and Pedestrian Network

Revisit. Review. Revise.
Revisitez. Réexaminez. Révisez.
Official Plan Review • Révision du Plan officiel

Legend

On-Road Facilities
- Existing Bike Lane
- Proposed Bike Lane
- Existing Signed Bike Route with Paved Shoulder
- Proposed Signed Bike Route with Paved Shoulder
- Existing Signed Bike Route
- Proposed Signed Bike Route
- Proposed Edgeline

Separated Facilities
- Proposed Cycle Track

Off-Road Facilities
- Existing Rainbow Routes
- Existing Multi-Use Trail
- Proposed Multi-Use Trail
- Desired Connections

Regional Trails and Routes
- Trans Canada Trail

Destinations
- Arena / Community Centre
- College/University
- Schools
- Libraries
- Tourist Attractions
- Parks and Conservation Areas

Other
- Lakes and Rivers
- Provincial Road / Highway
- Local Road
- Active Railway
- Abandoned Railway

Under MTO jurisdiction

Final alignment to be determined in conjunction with MTO.

The City should conduct an environmental assessment (EA) to confirm the need for this corridor relative to other options. If identified, the EA would define the corridor for the Southern University Link, in order to facilitate an orderly development plan which is in line with the long term road network concept for the area.

A design feasibility study will be required prior to implementation of active transportation facilities in order to confirm the recommended facility type for each route segment. The outcome of the feasibility study may be a change in facility type, an interim solution, or a recommendation to consider an alternative route.

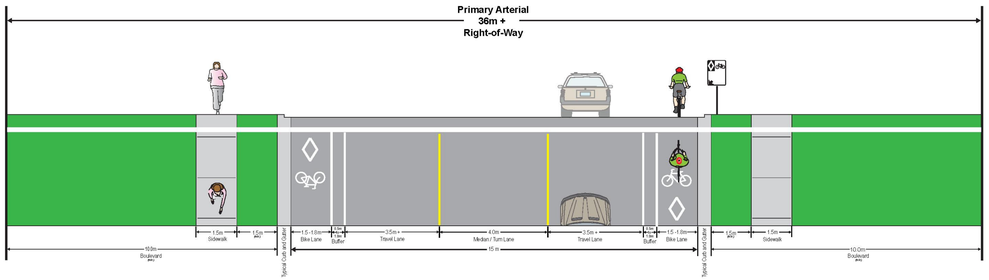
N W E S

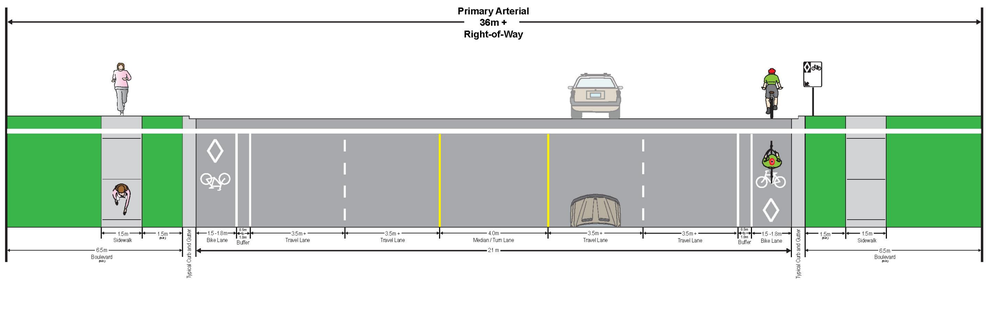
Draft APRIL 2015

0 2 4 8 Kilometres

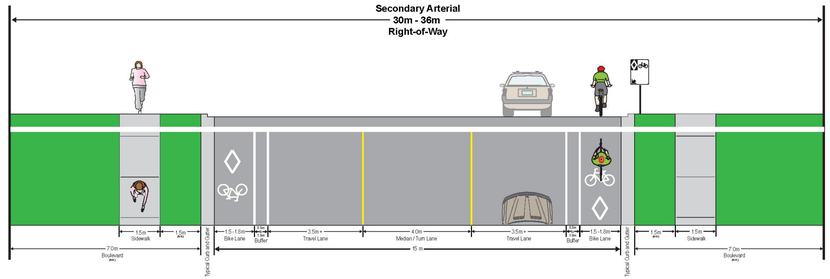
Typical Cross Sections

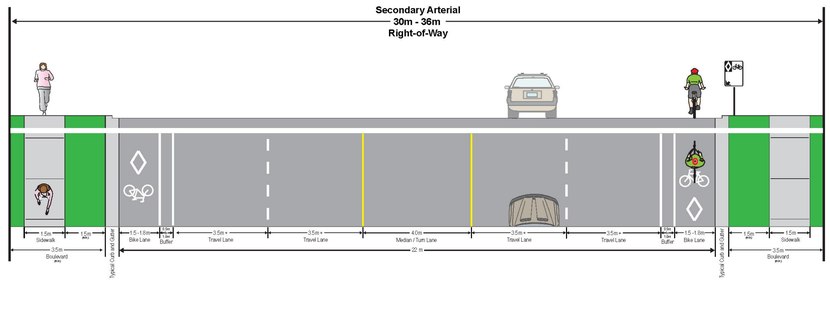
Primary Arterial - Traffic Volumes < 15,000 per day



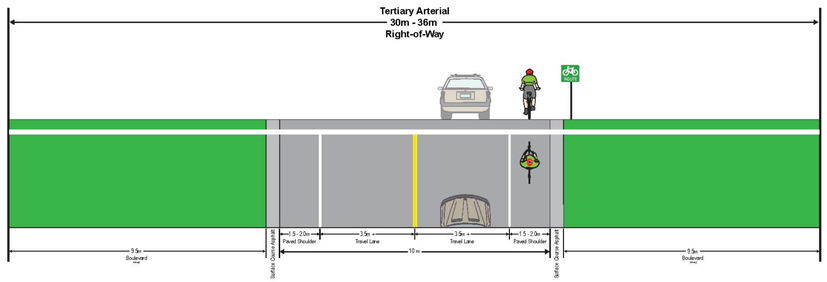


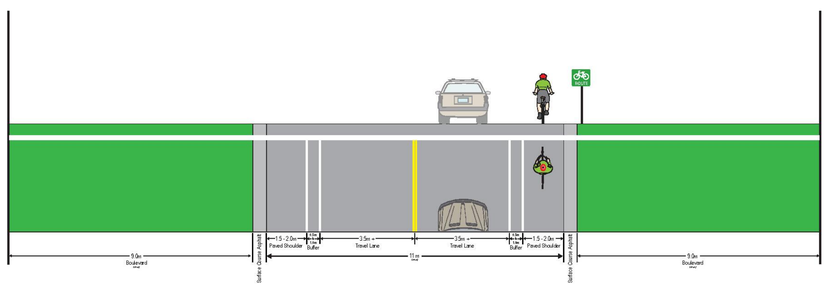
Urban Secondary or Tertiary Arterial



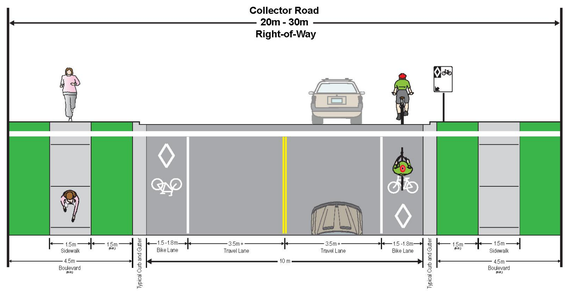


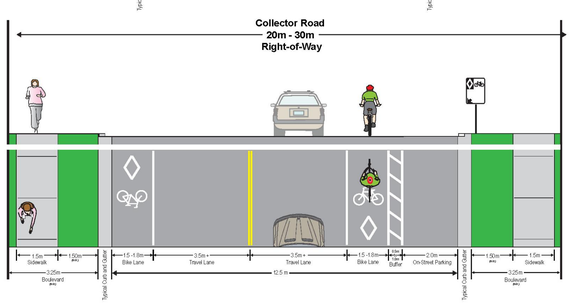
Rural Secondary or Tertiary Arterial





Collector Road





MMM GROUP

THANK YOU FOR ATTENDING

Please take a moment to fill out the comment sheet and provide us with your feedback

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

www.greatersudbury.ca > Living in Greater Sudbury > Official Plan > Roads > Traffic and Transportation > Draft Transportation Master Plan

If you have any other questions please contact:

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MMM GROUP

Greater Grand Sudbury

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Appendix J

Request for Decision Transportation Master Plan – Consultation Update Staff Report October 20, 2015

Presented To:	City Council
Presented:	Tuesday, Oct 20, 2015
Report Date:	Tuesday, Oct 06, 2015
Type:	Routine Management Reports

Request for Decision
Transportation Master Plan - Consultation Update

Signed By

Report Prepared By
David Shelsted
Director of Roads & Transportation Services
Digitally Signed Oct 6, 15

Division Review
David Shelsted
Director of Roads & Transportation Services
Digitally Signed Oct 6, 15

Recommended by the Department
Tony Cecutti
General Manager of Infrastructure Services
Digitally Signed Oct 6, 15

Recommended by the C.A.O.
Kevin Fowke
Acting Chief Administrative Officer
Digitally Signed Oct 7, 15

Recommendation

THAT Staff finalizes the Transportation Study Report as noted in the response section of the comment summary, all in accordance with the report from General Manager of Infrastructure Services dated October 5, 2015.

Background

One of the most vital aspects of daily life in a municipality is how people and products move around. As part of the Official Plan Review Project, the City is updating the Transportation Study undertaken in support of the existing Official Plan. This update takes a comprehensive look at how the City moves around and how mobility methods and needs will change over the next 15 years. The focus of this study update is to address policies to guide the development of a comprehensive and sustainable network that will accommodate all modes of transportation, including cycling and walking, in a healthy community.

Updating the Transportation Study began in 2012, and has included a comprehensive public consultation process. This process has included a project website, an online survey, three public consultation sessions, and a Public Input and Information Session of Council. The three public consultation sessions also included a comment period of at least thirty days. The last public consultation session and the Public Input and Information Session of Council were held on June 24, with a comment period extending to August 28, 2015. This Council Report is a summary of the comments received as well as the responses and the proposed revisions to the Transportation Study.

There were several major themes in the comments received. The following is a summary of those comment themes with the response provided.

Comment Theme: Some of the policies within the Transportation Study Report need to be fully developed prior to the finalization of the Study.

This Transportation Study is being conducted in accordance with the requirements of Schedule 'B' of the Municipal Class Environmental Assessment (Class EA) process as a Master Plan, an approved

planning document that describes the process that a municipality must follow to meet the requirements of the Environmental Assessment Act. Master Plans are defined as "long range plans which integrate infrastructure requirements for existing and future land use with environmental assessment planning principles. These plans examine an infrastructure system(s) or group of related projects in order to outline a framework for planning subsequent projects and/or developments."

This Master Plan introduces the concept of many policies, including Sidewalk Priority, Complete Streets, and Travel Demand Management, and provides the framework for these policies. The details of these policies will be developed as part of the implementation of the Transportation Study and will be brought to Council on an individual basis for approval. The development of these policies will take time and additional public consultation. It is recommended that these policies be completed prior to the next review of the Transportation Study in five years.

Comment Theme: What are the next steps?

It is recommended to finalize the Transportation Study with the proposed revisions. This involves publishing a Notice of Completion and providing a final 30 day comment period. If there are any concerns that cannot be resolved through negotiation with Staff, then a request can be made to the Minister of the Environment to require the City to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order).

Should no Part II Orders be received, Staff will proceed with implementing the Transportation Study, which will include:

- Finalizing the policies identified, examples include the Sidewalk Priority Index, Complete Streets, and Travel Demand Management.

- Updating the Official Plan.

- Implementing the Active Transportation Master Plan component with the capital budget for active transportation approved by Council in 2015, and including the proposed active transportation facilities in the road design of future projects.

- All other recommendations within the Transportation Study Report.

It is important to note that the Transportation Study is a living document. The Transportation Study will act as a guide for Staff in commenting on planning applications and preparing the capital budget. Implementation of the Transportation Study's recommendations will require approval of Council for subsequent studies or construction.

Comment Theme: Does the Transportation Study address multi-modal travel?

The Transportation Study has been developed using the overarching policy of Complete Streets so that the street network is designed for all modes of transportation and all transportation system users. The Transportation Study includes an active transportation master plan, which lays out a city-wide, interconnected network of active transportation routes. Facility types have been nominated for each link. When implemented, the active transportation master plan will be transformative for travel in Greater Sudbury. The Transportation Study also includes a sidewalk priority policy, which is being further developed by Staff and will be brought back to Council separately.

The Transportation Study indentifies current transit routes and ridership, and recommends that a transit master plan be undertaken to leverage the planning work in the Transportation Study. In turn, the next update of the Transportation Study will then benefit from the transit master plan.

Comment Theme: A Transit Master Plan is required.

Several specific and general comments were received regarding transit, including the request for a Transit Master Plan. The Transportation Study Report does recommend that a Transit Master Plan be

undertaken. Staff has forwarded all comments received regarding transit to Transit and Fleet Services for their review.

Recommendation

It is recommended that the Transportation Study Report be finalized and that Staff start on the implementation of recommendations contained within.

Supporting Documents

1. TSR Comments and Responses (pdf)

Appendix K

Truck Haulage Routes Map

Ore and Slurry Haul Routes

0 1.5 3 6 9 12

Kilometers

- Major Road
- Local Road
- Private Road
- Railway
- Lake
- CGS Boundary
- KGHM Haul
- First Nickel Haul
- Vale Haul
- Xstrata Haul
- Xstrata Slurry Haul

Site Owner

- KGHM
- First Nickel
- Vale
- Xstrata

* Trucks haul approx.80,000 lbs. of ore / load.

* Trucks weigh empty approx. 26,000 lbs.

* Total weight of loaded trucks - approx. 106,000 lbs.

Paul Reid / David Grieve
September, 2014

*** All loads on internal - private roads**

Podolsky
(25 loaded trips/day)

Capreol

Lower Coleman Mine

McCreedy East Mine

Strathcona Mill
(35 loaded slurry trips/day)

Fraser Mine

Fraser Morgan

McCreedy West Mine
(25 loaded trips/day)

Levack

Craig Mine

Onaping Mine

Onaping Depth

Onaping

Dowling

Chelmsford

HIGHWAY 144

Azilda

Lake Whitewater

Lake Vermilion

Lake Fairbank

Windy Lake

Victor Main/Deep

Nickel Rim

Nickel Rim Depth

Nickel Rim South
(100 loaded trips/day)

Skead

Val Therese

M.R. 80

Hanmer

M.R. 84

RADAR

Nickel Rim Day Trips

Nickel Rim Night Trips

SR 640

Blezard Valley

Val Caron

M.R. 15

Whitson Lake

Falconbridge

Smelter

Garson Mine
(100 loaded trips/day)

Garson

FALCONBRIDGE

GARSON-COMISTON

MALEY

LASALLE

NOTRE DAME

Lindsley Mine
(Presently Closed)

(35 loaded trips/day)

Stobie Mine
(by rail)

NORTHWEST BYPASS

* Copper Cliff North Mine

Clarabelle Mill

Copper Cliff Smelter

Copper Cliff

Creighton Mine
(by rail)

Gertrude Mine
(Presently Closed)

(by Truck & Rail)

* Copper Cliff South Mine

Nickel Refinery

Lively

Kelley Lake

Ramsey Lake

Long Lake

Sudbury

ELM

LORNE

REGENT

PARIS

17E KINGSWAY

17 EAST

Coniston

Wahnapitae

BANCROFT

SOUTHWEST BYPASS

HIGHWAY 69 S

OLD HIGHWAY 537

Wanup

Lockerby Mine
(12 loaded trips/day)

FAIRBANK LAKE/M.R. 04

HIGHWAY 17 WEST

M.R. 55

Worthington

Naughton

Whitefish

Totten
(55 loaded trips/day
commencing Late 2012)

****NOTE: URSA Major Minerals' Shakespeare Nickel Copper Project, Shakespeare Twp., located outside of map**

Appendix L

Traffic Signal Warrant Analysis

Input Data Sheet

Analysis Sheet | Results Sheet | Proposed Collision | GO TO Justification:

What are the intersecting roadways? Regent/Douglas

What is the direction of the Main Road street? North-South

When was the data collected? 2010-06-29

Justification 1 - 4: Volume Warrants

a.- Number of lanes on the Main Road? 1

b.- Number of lanes on the Minor Road? 1

c.- How many approaches? 4

d.- What is the operating environment? Urban **Population >= 10,000** **AND** **Speed < 70 km/hr**

e.- What is the eight hour vehicle volume at the intersection? (Please fill in table below)

Hour Ending	Main Northbound Approach			Minor Eastbound Approach			Main Southbound Approach			Minor Westbound Approach			Pedestrians Crossing Main Road
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
7:00	8	146	21	27	161	34	105	170	22	20	45	45	23
8:00	12	133	14	29	99	35	88	191	17	16	46	49	8
9:00	22	145	21	23	98	24	63	163	26	14	53	58	13
12:00	23	177	17	30	92	21	80	168	26	17	80	64	31
13:00	1	141	19	28	97	27	107	210	31	32	100	286	18
16:00	1	51	10	33	65	25	111	149	29	24	83	273	27
17:00	8	83	23	37	89	29	81	161	30	20	159	311	15
18:00	8	146	21	27	161	34	105	170	22	20	45	45	23
Total	**83**	**1,022**	**146**	**234**	**862**	**229**	**740**	**1,382**	**203**	**163**	**611**	**1,131**	**158**

Justification 5: Collision Experience

Preceding Months	Number of Collisions*
1-12	0
13-24	0
25-36	0

***** Include only collisions that are susceptable to correction through the installation of traffic signal control

Justification 6: Pedestrian Volume

a.- Please fill in table below summarizing total pedestrians crossing major roadway at the intersection or in proximity to the intersection (zones). Please reference Section 4.8 of the Manual for further explanation and graphical representation.

	Zone 1		Zone 2		Zone 3 (if needed)		Zone 4 (if needed)		Total
	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	
Total 8 hour pedestrian volume	10,000	5	10	5	0	0	0	0	
Factored 8 hour pedestrian volume	20,005		25		0		0		
% Assigned to crossing rate	23%		34%		30%		100%		
Net 8 Hour Pedestrian Volume at Crossing									4,610
Net 8 Hour Vehicular Volume on Street Being Crossed									2,000

b.- Please fill in table below summarizing delay to pedestrians crossing major roadway at the intersection or in proximity to the intersection (zones). Please reference Section 4.8 of the Manual for further explanation and graphical representation.

	Zone 1		Zone 2		Zone 3 (if needed)		Zone 4 (if needed)		Total
	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	
Total 8 hour pedestrian volume	10,000	5	10	5	0	0	0	0	
Total 8 hour pedestrians delayed greater than 10 seconds	10	10	1	6	2	4	0	0	
Factored volume of total pedestrians	20,005		25		0		0		
Factored volume of delayed pedestrians	30		8		8		0		
% Assigned to Crossing Rate	23%		34%		30%		100%		
Net 8 Hour Volume of Total Pedestrians									4,610
Net 8 Hour Volume of Delayed Pedestrians									12

Analysis Sheet

Input Sheet | Results Sheet | Proposed Collision

GO TO Justification:

Intersection: Regent/Douglas

Count Date: 2010-06-29

Justification 1: Minimum Vehicle Volumes

Restricted Flow Urban Conditions

Justification	Guidance Approach Lanes				Percentage Warrant								Total Across	Section Percent
	1 Lanes		2 or More Lanes		Hour Ending									
Flow Condition	FREE FLOW ☐	RESTR. FLOW ☑	FREE FLOW ☐	RESTR. FLOW ☐	7:00	8:00	9:00	12:00	13:00	16:00	17:00	18:00		
1A	480	720	600	900	804	729	710	795	1,079	854	1,031	804		
	COMPLIANCE %				100	100	99	100	100	100	100	100	799	100
1B	120	170	120	170	332	274	270	304	570	503	645	332		
	COMPLIANCE %				100	100	100	100	100	100	100	100	800	100
Restricted Flow Signal Justification 1:					Both 1A and 1B 100% Fullfilled each of 8 hours — Yes ☐ No ☑									
					Lesser of 1A or 1B at least 80% fulfilled each of 8 hours — Yes ☑ No ☐									

Justification 2: Delay to Cross Traffic

Restricted Flow Urban Conditions

Justification	Guidance Approach Lanes				Percentage Warrant								Total Across	Section Percent
	1 lanes		2 or More lanes		Hour Ending									
Flow Condition	FREE FLOW ☐	RESTR. FLOW ☑	FREE FLOW ☐	RESTR. FLOW ☐	7:00	8:00	9:00	12:00	13:00	16:00	17:00	18:00		
2A	480	720	600	900	472	455	440	491	509	351	386	472		
	COMPLIANCE %				66	63	61	68	71	49	54	66	497	62
2B	50	75	50	75	231	152	148	170	178	167	231	231		
	COMPLIANCE %				100	100	100	100	100	100	100	100	800	100
Restricted Flow Signal Justification 2:					Both 2A and 2B 100% Fullfilled each of 8 hours — Yes ☐ No ☑									
					Lesser of 2A or 2B at least 80% fulfilled each of 8 hours — Yes ☐ No ☑									

Justification 3: Combination

Combination Justification 1 and 2

Justification Satisfied 80% or More				Two Justifications Satisfied 80% or More	
Justification 1	Minimun Vehicular Volume	YES ☑	NO ☐	YES ☐	NO ☑
Justification 2	Delay Cross Traffic	YES ☐	NO ☑		NOT JUSTIFIED

Justification 4: Four Hour Volume

Justification	Time Period	Total Volume of Both Approaches (Main)	Heaviest Minor Approach	Required Value	Average % Compliance	Overall % Compliance
		X	Y (actual)	Y (warrant threshold)		
Justification 4	7:00	472	222	275	81 %	81 %
	12:00	491	161	266	61 %	
	13:00	509	418	258	100 %	
	18:00	472	222	275	81 %	

Analysis Sheet

Input Sheet | Results Sheet | Proposed Collision

GO TO Justification:

Intersection: Regent/Douglas

Count Date: 2010-06-29

Justification 5: Collision Experience

Justification	Preceding Months	% Fulfillment	Overall % Compliance
Justification 5	1-12	0 %	0 %
	13-24	0 %	
	25-36	0 %	

Justification 6: Pedestrian Volume

Pedestrian Volume Analysis

8 Hour Vehicular Volume V_8		Net 8 Hour Pedestrian Volume				
		< 200	200 - 275	276 - 475	476 - 1000	>1000
Justification 6A	< 1440					
	1440 - 2600					Justified
	2601 - 7000					
	> 7000					

Pedestrian Delay Analysis

Net Total 8 Hour Volume of Total Pedestrians		Net Total 8 Hour Volume of Delayed Pedestrians		
		< 75	75 - 130	> 130
Justification 6B	< 200			
	200 - 300			
	> 300	Not Justified		

Results Sheet

Input Sheet | Analysis Sheet | Proposed Collision

Intersection: Regent/Douglas

Count Date: 2010-06-29

Summary Results

Justification			Compliance		Signal Justified? YES	Signal Justified? NO
1. Minimum Vehicular Volume	A	Total Volume	100	%	☐	☑
	B	Crossing Volume	100	%		
2. Delay to Cross Traffic	A	Main Road	62	%	☐	☑
	B	Crossing Road	100	%		
3. Combination	A	Justificaton 1	100	%	☐	☑
	B	Justification 2	62	%		
4. 4-Hr Volume			81	%	☐	☑
5. Collision Experience			0	%	☐	☑
6. Pedestrians	A	Volume	Justification met		☐	☑
	B	Delay	Justification not met			

Appendix M

Transportation Updates to the Official Plan

Revisions to the Greater Sudbury Official Plan to Incorporate the Transportation Study Report (December 2015)

All revisions shown in yellow highlight.

11.0 Transportation

11.1 Objectives

It is the objective of the transportation network policies to:

a. ensure that the transportation network is a network of "complete streets" that are planned, designed, constructed, operated and maintained for all modes of transportation and all types of transportation users;
b. ensure that the existing transportation network is maintained in a state of good repair;
c. ensure that the transportation network provides safe, convenient and efficient movement for all people and goods in Greater Sudbury;
d. support the expansion of the transportation network as demand justifies and ensure that improvements occur in a safe, efficient, environmentally sound and aesthetically pleasing manner;
e. coordinate the development of Greater Sudbury in order to effectively reduce congestion and the associated environmental impacts;
f. promote all travel modes, including public transit, walking and cycling;
g. provide affordable, convenient and reliable public transit service that enhances mobility and access;
h. consider the needs of the physically challenged in the planning and design of all aspects of the transportation network;
i. support programs that aim to reduce the environmental impacts of certain modes of transportation;
j. Adopt the rural to urban road conversion criteria outlined in the Greater Sudbury Transportation Study Report (2015); and
k. Adopt the sidewalk priority policy framework outline in the Greater Sudbury Transportation study Report (2015).

11.2 ROADS

11.2.1 Road Categories

The main component of the transportation network is the road system. The criteria for classification are based on the function of the road, access, daily traffic volume, right-of-way width, design speed, and minimum intersection spacing. There are five road categories recognized by this Plan: Primary, Secondary and Tertiary Arterial, Collector, and Local. Highways 17, 69, 144 and 537 are Provincial Highways under the jurisdiction of the Province of Ontario.

Roads in the City are classified as shown on Table 1 (REPLACE WITH REVISED TABLE). *Schedule 6, Transportation Network* shows the road plan for the City, including proposed and conceptual new roads *and Provincial Highways. New Provincial Highway corridors may be planned, designed and constructed without amendment to this Plan*. Ultimate right-of-way widths required to achieve the desired road network are indicated on *Schedule 7, Road Right-of-Way Widths*. All development adjacent to Provincial Highways is also subject to the safety and geometric requirements and p permits of the Ministry of Transportation. (2007 MMAH Mod #22). Private roads provide access to residential uses in *Rural Areas,* but are not maintained by the City. *Schedule 6* indicates some but not all private roads in Greater Sudbury. It is the City's overall intention not to assume control over such roads beyond what is determined to be feasible. The following eligibility criteria have been established for the assumption of private roads:

a. a registerable survey plan(s) of the road right-of-way is produced, meeting the minimum widths and geometric design standards for private roads;
b. property ownership of the right-of-way is acquired and fully transferable to the City at no cost to the municipality;
c. roads are constructed or improved to meet the minimum maintenance standards for assumption of private roads;
d. the proposed road is continuous with and/or connects to an existing municipal road or provincial highway;
e. the road must service year-round residential properties;
f. industrial, commercial and institutional roads will not be considered; and,
g. new private roads developed after January 1, 2001 will not be assumed by the City.

11.2.2 Road Improvements

Priority will be given to the maintenance of the existing road infrastructure over the construction of new roads. Council will establish and annually update a construction program for road improvements. Pursuant to the *Planning Act*, all public works must conform to this Plan. The rehabilitation of existing roads and the construction of new roads will include provisions, where appropriate, for:

a. public transportation in the form of such elements as stopping bays and exclusive transit links or lanes;
b. b loading requirements and links to terminal facilities;
c. utility corridors and underground sewer and water services; and,
d. bicycle lanes and paths.

11.2.2.1 Road Network Improvements: Implementation Priorities

Short, medium and long-term roadway improvements are based on the recommendations of the *City of Greater Sudbury Transportation Study* (2015). All of the road improvements were assessed to determine implementation priorities based on the following factors:

a. The degree to which the improvement addressed an existing problem, indicating the relative urgency of the required improvement.
b. The extent to which the improvement contributed in terms of a transportation benefit to mobility in the 2031 horizon year.

Short-Term Roadway Improvements:

1. Extend Maley Drive to Lasalle Boulevard (four lanes).
2. Widen Maley Drive from two lanes to four lanes from Barry Downe Road to Falconbridge Highway.
3. Widen Ramsey Lake Road from two lanes to four lanes from Health Sciences North Road to South Bay Road.
4. Widen Municipal Road 35 to five lanes from Azilda to Chelmsford.
5. Widen Municipal Road 80 to six lanes from Municipal road 15 to Notre Dame Street.
6. Widen the Kingsway to five lanes from the intersection of Lloyd Street and Brady Street to 430 metres east of Kitchener Avenue.
7. Widen Second Avenue from two lanes to five lanes from Donna Drive to Kenwood Drive.

Mid-Term Roadway Improvements:

1. Widen Maley Drive from two lanes to four lanes from Lasalle Boulevard to MR 35.
2. Widen Barry Downe Road from five lanes to six lanes from Westmount Avenue to the Kingsway.
3. Widen Howey Drive from two lanes to four lanes from Elgin Street to Bancroft Drive.
4. Extend Larch Street from Elgin Street to Lorne Street.

Long-Term Roadway Improvements:

1. Widen Falconbridge Highway from four lanes to five lanes (two-way centre left turning lane) from Maley Drive to Garson Coniston Road.
2. Construct the Maley East by-pass from Falconbridge Highway east to Highway 17.
3. Extend Ste. Anne Road from MacKenzie Street to College Street.

Localized Road Improvements

- Signalize the intersection of Douglas Street at Regent Street.

11.3 PUBLIC TRANSPORTATION

Although the automobile will remain the primary mode of personal transportation for the foreseeable future, public transportation will play an increasingly important role for the municipality. Increased public transit use will help the City improve air quality and achieve Kyoto targets, as well as alleviate traffic congestion on Arterial Roads.
The provision of public transit is also closely aligned with other municipal initiatives. A new emphasis on residential intensification that encourages higher densities within existing built-up urban areas will in turn support the expansion of transit services and increased ridership.

11.3.1 Programs

This Plan establishes policies that increase the capacity, enhance the attractiveness, and improve the operational efficiency of the public transit routes that serve the City. Measures to

achieve improvements may include the preparation of a Transit Master Plan, which could address:

a. the improvement of fare collection methods;
b. the promotion of public transit use through the introduction of transit passes and other tools;
c. development of transportation solutions and fare systems that entice students;
d. expansion of surface transit routes as part of new subdivision design and in accordance with locations where intensification occurs;
e. the improvement of bus stops with shaded structures integrated into bus shelters, route information displays, bus bay construction, and the addition of bike racks on buses; and,
f. improvements to the public transit system consistent with the *Greater Sudbury Accessibility Plan.*

11.7 ACTIVE TRANSPORTATION: PEDESTRIAN AND BICYCLE NETWORK

Protecting and expanding the existing pedestrian and bicycle network in the City is essential to creating quality of place, promoting healthy lifestyles and providing an alternative transportation network. Existing and proposed components of the active transportation network developed as part of the Greater Sudbury Transportation Study Report (2015) are indicated on *Schedule 5, Active Transportation Map*.

Policies

1. The existing pedestrian and bicycle network will be maintained and expanded through the phased implementation of the active transportation plans, as laid out in the Greater Sudbury Transportation Study Report (2015).
2. Development proposals will be reviewed to ensure that there is adequate pedestrian access in new developments. The City may acquire lands to provide pedestrian facilities as a condition of approval. Wherever possible, the provision of adequate bicycle facilities will be encouraged.
3. Bicycle facilities for all new road links and road widening projects will be considered based on an assessment of safety, potential usage, cost, and linkages to major employment, educational, or recreational centres. Bicycle facility type will be based upon the nominated facility type shown in the active transportation master plan component of the Greater Sudbury Transportation Study Report (2015).
4. The maximum level of separation of pedestrians and bicyclists from motor vehicle traffic will be achieved through good road design practices.
5. Sidewalks facilitate active living and are an essential component of good neighbourhood design, providing a safe pedestrian environment and access to other transportation linkages such as transit stops and trails. Curbs and sidewalks in neighbourhoods also encourage walking and provide safety for children. It is policy of this Plan to provide the following on new and reconstructed roads, when feasible:
    a. Sidewalks on both sides of urban Arterial Roads and Collector Roads adjacent to developed lands;
    b. Sidewalks on at least one side of Local Roads;
    c. High quality pedestrian connections to transit;

d. Pedestrian connections between neighbourhoods; and
e. Pedestrian linkages to major attractions/generators.

6. Sidewalks are to be built and maintained to a standard that facilitates the mobility of persons with disabilities.
7. Barrier-free design of pedestrian facilities will be required through site plans.

Programs

1. The existing bicycle and pedestrian network will be expanded following the active transportation plans set forth in the Greater Sudbury Transportation Study Report (2015).
2. Pedestrian and bicycle safety programs within the City will be supported and coordinated.
3. Appropriate bicycle storage facilities will be provided at City-owned buildings and parks. Other public and private sector development will be encouraged to provide such facilities, especially in areas adjacent to transit corridors, institutional uses, mixed use areas and other *Employment Areas*.
4. Public awareness of the convenience, health and economic benefits of commuter cycling and walking will be promoted through educational programming and materials.
5. A comprehensive approach will be developed to encouraging students and employees to walk or cycle to school or work and combine these modes with public transit for longer distance trips.
6. Partnerships with local public and private organizations will be explored to integrate end-of-trip facilities into active transportation and trail promotional strategies and initiatives.
7. Active transportation and multimodal activities will be promoted through the production of active transportation maps that also include transit information.
8. Transportation operational measures will be implemented in the future as part of the transportation system management to support safe and convenient AT movement and trail use. These measures may include:
   a. Exempting cyclists from turn prohibitions at intersections, such as 'No Right Turn on Red';
   b. Installing bicycle detection at intersections such that traffic signals recognize and react to cyclists on sideroads, particularly where motorized traffic is infrequent; and
   c. Enforcing speed limits on roadways where observed speeds exceed acceptable levels.
9. Enforcement activities should focus on issues related to the misuse of bicycle and pedestrian facilities, particularly sidewalk obstruction and the inappropriate use of trails.
10. The development of support facilities such as bicycle parking, showers and change rooms, rest areas, washrooms and waste receptacles will be made a priority during the planning and implementation of active transportation facilities.

Active Transportation Implementation

1. Designate an active transportation coordinator
2. Schedule inter-departmental meetings to coordinate active transportation initiatives
3. Implement the Active Transportation Master Plan, as part of the Greater Sudbury Transportation Study Report (2015), per the proposed network phasing and give consideration to active transportation improvements when road improvements and other capital infrastructure projects are programmed.
4. Explore outside partnerships, cost-sharing and funding opportunities for the implementation of the active transportation network.
5. Recognize that future refinement of the proposed active transportation 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.
6. As an interim solution in advance of future road improvements to install cycle tracks, 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.

Table 1: Proposed Road Classifications

Class of Road	Function	Access	Right-of-Way Width (Metres)	Daily Traffic Volume	Design Speed (Kilometres per hour)	Minimum Intersection Spacing (Metres)	Other Regulations	Transit Provision	Potential Cycling Provision	Pedestrian Provision
Primary Arterial	• Connect the City with other major centres outside the City and/or separate communities within the City • Facilitate long distance person or goods movement travel through the City or between major activity areas within the City • Traffic movement primary consideration.	• Intersections with other arterial roads or collector roads • Driveways to major regional activity centres	35-45 in urban areas 45-90 in rural areas	15,000 – 50,000	60 – 100	400	• No on-street parking • Buffers between the roadway and adjacent uses in rural areas	Considered/ Reviewed for Bus service	Separated Facility or Alternate Routes[1] in urban areas Buffered paved shoulders in rural areas	Sidewalks on both sides of the road in urban areas
Secondary Arterial	• Connect two or more communities or major activity centres • Connect two primary arterial roads • Connect a community or activity centre with a primary arterial road • Traffic movement primary consideration.	• Intersection with other roads • Access from adjacent property strictly regulated and kept to a minimum	30-36	5,000 – 35,000	50 – 80	200	• No on street parking	Considered/ Reviewed for Bus service	Separated Facility / Alternate Route for roads with AADT greater than or equal to 15,000[1] Designated Cycling Operating Space for roads with AADT less than 15,000[2]	Sidewalks on both sides of the road in urban areas
Tertiary Arterial	• Connect small / rural communities • Connect communities to primary or secondary arterial roads	• Intersections with other roads • Access from adjacent property strictly regulated and kept to a minimum	30-36	5,000 – 15,000	50 – 80	200	• No on street parking	Considered/ Reviewed for Bus service	Separated Facility / Alternate Route for roads with AADT greater than or equal to 15,000[1] Designated Cycling Operating Space for roads with AADT less than 15,000[2]	Sidewalks on both sides of the road in urban areas
Collector	• Connect properties within neighbourhoods • Connect a neighbourhood with an arterial road • Provide direct access to adjacent lands	• Intersections with other roads • Regulated access from adjacent property	20 – 30	1,000 – 12,000	50 – 70	60	• On street parking may be permitted	Considered/ Reviewed for Bus service	Designated Cycling Operating Space[2]	Sidewalks on both sides of the road in urban areas
Local	• Provide direct access to adjacent lands • Connect properties within a neighbourhood to collector roads	• Intersections with collectors or other local roads • Access from adjacent property permitted	+ / - 20	Less than 1,000	30 – 50	60	• On-street parking is generally permitted • Goods movement restricted except for that having origin or destination along the road	Generally no regularly scheduled transit service	Shared Roadway[3]	Sidewalks on at least one side of the road in urban areas

1. Options may include: buffered paved shoulders in rural areas; active transportation path in rural or urban areas; separated bicycle lanes / cycle tracks in urban areas; or alternate route. 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. 3. Options may include: shared lane markings (rural or urban areas); standard or wide curb lanes (rural or urban areas)