

Sudbury Cyclists Union

Jason Ferrigan, Senior Planner
City of Greater Sudbury



Dear Mr. Ferrigan,

The Sudbury Cyclists Union (SCU) is pleased to provide you with our input towards the Elgin Greenway project's second open house, which was compiled via electronic communications with our members. Many of our members attended the open house on May 9th, 2013, but recommendations from those who did not attend are also included in this document. These may have been addressed at your open house and we ask for your patience in this regard. We would welcome the opportunity to meet and discuss on-going concerns.

Our comments are as follows:

- We are pleased to see that Complete Streets principles have been incorporated into the design of the linear park. It seems that the needs of all road users have been addressed. We trust that the design will meet the requirements of all users, including those most vulnerable such as the mobility impaired.
- We like the separated bi-directional bike path, and support the street cross-sections that were proposed for areas A, B, C, D and F. A number of us, however, have concerns about mixing pedestrians with cycling traffic in the various plazas. This is bound to create conflict areas and safety issues. We understand the intent is to slow cyclists down, and let them interact with events and activities held in the plazas. However, car/bicycle accident statistics show that the most dangerous areas where there is a risk of an accident are at intersections. With the proposed designs, we are creating many cyclist/pedestrian intersections at each plaza, which leads to a similar conflict situation. The slightest inattention or disregard from a cyclist or a pedestrian could result in a collision. We would like more information on how this type of interaction has been safely implemented in other cities before we endorse the approach suggested. Signage, coloured markings, or other ways of indicating merging traffic would be required if this is to be implemented. Ideally, there should be a continuous bike lane separated from all pedestrian traffic. Elgin Street will continue to be a secondary artery for all transportation modes, including cars, buses, trucks, and bicycles. The Elgin Street greenway should safely and conveniently accommodate both the recreational and commuting cyclists.
- We like the new connection to the Nelson St. bridge, and especially the proposed Parkette. It would be nice to see more of these parkettes spread out throughout the downtown. We trust that the turn from the cycling path to the bridge will be handled in way that will make the turn comfortable for cyclists.
- The traffic circle in area C is an interesting concept that would be new to Sudbury. We trust that cyclists' safety will be considered in the final design.
- While we understand that it is out of the scope of this project, we would like to see a recommendation for the parallel implementation of connecting cycling routes coming and going in all directions from the entrances to the park. The connections need to be designed and implemented concurrently at the same time as the park to ensure the success of the project; yet without the results of the Transportation Study and a cycling plan to implement any proposed

routes, it is difficult at this time to comment on how the entrances to the linear park should be designed and how this route will integrate with the rest of any proposed Sudbury cycling routes. The 2014 budget process will begin shortly and we are unfortunately lacking the information to make recommendations on the connections. With a tentative construction start date of September 2013, we need to ensure that the Elgin Greenway design will integrate into a city-wide plan that we hope to see for 2014-2015.

- We applaud that you have eliminated parking on the street side of the Greenway. This will open up the area and provide better views of the district for users of the park. We acknowledge that parking is still required at the Market, but as mentioned in our first submission, would like to see downtown parking reduced where necessary to promote sustainable transportation and greening projects, such as convenient park and ride programs, reduced bus fares for downtown special events, and parking structures close to the downtown.
- Lighting appears to be proposed on one side only, but we assume that the lighting will adequately meet the needs of all users, especially at the park. There are also no designs of the connector bridges and underpasses, so it is hard to comment on the lighting and safety considerations for these areas.
- We liked the proposed intersection designs, including the Woonerf intersection. We hope that the enhanced pedestrian crossings will act as traffic calming measures, and we ask if these crossings will provide priority to pedestrians over traffic.
- We see no proposed secure bike parking structures. We would like to see some bike parking facilities, especially in the areas across from the restaurants and hotels as cyclists are currently locking their bikes at parking meters and at the Riverside underpass barrier. We would like to see at least one covered structure at each end of the park. We also don't see any design recommendations or locations for transit stops along the park.
- We like the proposed trees, and would prefer all options that favour more tree canopy. Trees are, in our opinion, the easiest and cheapest way to make an area attractive. We especially like the proposed tree canopy in area B on the business side of the street. We would like to see more of these implementations in the downtown.
- We had proposed investigating sound barriers between the park and the railway tracks. The proposed vegetation in the designs is a good start, but more consideration should be provided for other barriers where local art could be promoted.
- We like that the park reflects our Northern Ontario and Sudbury culture. Please ensure that you use native species for the vegetation. We had proposed the possibility of a community garden as an example of local food sources – perhaps the City will consider raised beds that could be used for this or other purposes. We also suggest that you implement water saving measures to reduce watering and dependence on tap water for maintaining the plants and trees; examples include rain gardens and grey water tanks.
- We don't see clear signage for the park entrances. We thought a nice historical touch would be a smaller recreation of one of the welcome arches that used to be on Lorne Street and on the Kingsway. Pictured is the arch that was on Lorne Street, which was demolished in 1952. The similar arch on the Kingsway was demolished in 1950.



- The current designs do not indicate any proposed signage along the route. We trust that this will be implemented.
- As proposed in our last submission, we would like to see integrated amenities targeting cyclists. We acknowledge that these proposals are out of the scope of the project, but would like to suggest that the City consider implementing cycling activities and amenities as part of the new Farmer's Market. Bike rental facilities for visitors to the downtown who are cyclists and a bike coop in the area would complement the new park and attract many more cyclists to the area.
- Other amenities in the park should include bathroom facilities and water fountains.
- While not in the scope of this project, we understand that there will be changes in 2013 to the Nelson St. Bridge and the Riverside underpass. We trust that these changes will include cyclists' needs.

Our Top 3 Priorities

To review the top 3 priorities that we previously submitted:

1. **The development of the Greenway using Complete Streets principles, in coordination with the development of proper connections so people from 8-80 years of age and of all abilities will come and use the park.** We think that this has been accomplished, with the exception of the possible collision areas in the plazas; we would like to have additional discussions about how this will be safely implemented.
2. **A safe cycling infrastructure that encourages cyclists of all ages to use the dedicated bike path.** As with our comments above, the only concerns that we have are the plazas.
3. **A safe, unique environment that will draw more cyclists downtown.** As noted, there appears to be a lack of lighting on the park side of the street and we would like assurances that the park will be well lit to ensure the safety of its users. We also would like to see covered bike parking structures, washroom facilities and water fountains for cyclists who want to visit the market and other businesses in the area.

We believe that the current design is very exciting and that this project, along with other future projects focused on amenities for cyclists, will draw more cyclists downtown. Thank you for the opportunity to provide input, and we look forward to further discussions as the project moves forward.

The Sudbury Cyclists Union