



Sudbury Cyclists Union

Connecting Greater Sudbury Cyclists

May 28, 2018

To: City of Greater Sudbury Council

Re: Draft LaSalle Corridor Study

On behalf of the Sudbury Cyclists Union, I wish to convey some comments to you in regards to the Draft LaSalle Corridor Study which is currently available for review on the City's website and that will be presented to the Planning Committee on May 28. [Report](#)

It is good that the City has taken a Complete Streets approach with the redesign of this major artery. Complete Streets are streets for everyone. They are streets that are designed to be safe for everyone: people who walk, bicycle, take transit, or drive, and people of all ages and abilities. Complete Street ensure that transportation planners and engineers design and manage infrastructure for all ages, abilities, and modes of travel across the entire transportation network. (<http://completestreetsforcanada.ca/what-are-complete-streets>)

Given that context, we wish to express some concerns about the contents of this report relating to the recommended implementation of cycling infrastructure on LaSalle Boulevard, which the Zoning By-Law 2010 classifies as a secondary artery.

Timing:

- A reason why the Maley Drive extension was attractive to cyclists was because of its promise to take heavy industrial trucks off LaSalle, and also significantly decrease the amount of motor vehicle traffic on this street. A selling point was that the City would move quickly once phase one of Maley was built to retrofit LaSalle for safe cycling. This plan indicates a 10-year implementation period with multiple phases based on an initial pilot project. We need to retrofit the entirety of this street much more quickly than this. It is a major transportation corridor that currently does not meet the needs of cyclists. However, there are already many people cycling on LaSalle, most of them on the sidewalk. We need to provide safe cycling in a much quicker timeframe to provide dedicated cycling space, which will result in safety and comfort for all road users.

Proposed cycling infrastructure:

We are concerned with the proposal to implement a bidirectional multi-use path on many sections of LaSalle Boulevard:

- LaSalle Boulevard is used by cyclists not only for local destinations, but also as a transportation corridor leading to other areas of the City. There is therefore a mix of slow and fast cyclists who want or need to use this street. As per Complete Streets, the final solution must accommodate the needs of all cyclists.

- The recommendation is counter to the street design standards (Table 47) in the City's approved Transportation Master Plan, which identifies that the Secondary Arterial class of road should have:
 - Separated Facility / Alternate Route for roads with AADT greater than or equal to 15,000
 - Designated Cycling Operating Space for roads with AADT less than 15,000
- Mixing cyclists, pedestrians, and transit users waiting for buses on a multi-use path on a busy urban street will be problematic. The impact will be even greater if we see a significant increase in people cycling along this corridor, which is a goal of this project. The OTM Book 18: Cycling Facilities notes: "As a general principle, there needs to be adequate space for pedestrians and cyclists to safely co-exist where shared facilities are being proposed." We are not sure that this is the case here, especially when you add cyclists going in two directions into the mix of people using a 3-metre space. Some of those cyclists will want to go significantly faster than pedestrian traffic.
- There are a lot of seniors living on LaSalle, and there is also a seniors' residence (LaSalle Residence). There are often seniors with walkers walking on the sidewalks in the area close to the senior's residence.
- Seniors and families who are walking with young children or strollers do not feel safe sharing walking space with bicycles.
- Having a multi-use path only on one side of the street makes it very inconvenient to reach any destinations on the other side of the street, including many local neighbourhoods, shops, and homes. Is it the intent that cyclists must cycle to the next intersection, cross the intersection and then walk their bikes back to their destinations in mid-block? This does not make cycling comfortable or convenient. The result will be that people will be cycling illegally on the sidewalks on the sides that lack cycling infrastructure.
- The feedback that we've received so far is that cyclists want their own dedicated space, where there will not be any conflicts with motor vehicles or pedestrians.
- Is it possible to see the rationale for the cycling facility selection and design? From the maps and narrative, it seems that the current recommendations were made because of width constraints in some areas, to the detriment of safe, convenient cycling. Were other options like reducing lane widths or eliminating sections of turning lanes considered? Was the wish to include trees paramount over dedicated cycling space? There is currently no rationale in the report that identifies why options that provide optimum comfort and safety for cyclists were not chosen. Our initial response is that the recommendations do not reflect the vision that cyclists provided in the initial consultation, nor the guiding principle of equitable sharing of the public right-of-way between users.

Safe Connectivity:

- There are no proposed designs to retrofit the LaSalle/Notre Dame intersection to ensure the safety of cyclists who must navigate multiple lanes to turn left from any direction at this intersection. When the initial design for the expansion of this intersection was presented for information to the public and to stakeholder groups, it did not include safe cycling infrastructure. In spite of feedback from the cycling community, no changes were made to its design. This project will need to include a strategy to address the cycling deficiencies of this intersections.

- The report refers to connecting the Attlee edge lines. The project needs to address the challenges posed by the traffic calming that was installed on Attlee Avenue. We hear many, many complaints from cyclists who use this street and who are often pinched out by aggressive drivers at the points of conflict caused by the bulb-outs that were constructed. We have heard from families who will no longer cycle on this street because of this.
- The design with a bi-directional cycling path on one side of the street will cause transition problems at the Lasalle/Notre Dame and Lasalle/Falconbridge intersections, as well as other smaller intersections. Such a design is already causing huge safety challenges at the intersection of Paris and Ramsey Lake Road.

Community consultation:

- While we understand that this report asks for permission to do additional consultation, we are very concerned about the short turn-around for this consultation. Will this plan have significant community outreach beyond one public information session? This is a critical plan that will direct what will happen on LaSalle boulevard for decades to come. We need to get it right.
- We are disappointed that the community did not get an opportunity to provide input into options before a solution was proposed. We are very concerned that there will be no opportunity now to change direction. Past experience has shown that once a plan is presented to Council, there is very little chance of significant change. And at this point, with the information that we have, this plan needs to be altered to incorporate safer and more convenient options for cyclists.

We look forward to further discussions about options that will ensure that the needs of all cyclists are met with this project.



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