

Comments – Input to Draft Transportation Master Plan – April 2015 from the following groups: Minnow Lake Restoration and Community Action Network and Friendly to Seniors – Sudbury - August 17th 2015

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. Our 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 undertaken 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.

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. A link to relevant information is provided below:

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.

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.

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.

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.

Respectfully submitted:

Minnow Lake Restoration Group, Minnow Lake Community Action Network – Friendly to Seniors - Sudbury.

Reference material:

Thunder Bay Active Transportation Report to City Council summary attached and link to full council agenda below;

Information on Maley Drive – critical comments by former Inco project manager Thomas Price and Laurentian University Professor (Economics) David Robinson with other related material at www.friendlytoSeniors.ca.

Information on Second Avenue – all details and correspondence etc. available at www.minnowlake.ca.

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Thunder Bay, Ontario – City Council Committee of the Whole - April 13, 2015 27 of 166 Corporate Report No. Agenda Item R 45/2015 prepared by Adam Krupper, Mobility Coordinator – Report on Active Transportation – Cycling etc.

EXECUTIVE SUMMARY : This Report presents City Council with an update on the findings from the implementation of Thunder Bays Active Transportation Routes. This Report presents data consistent with previous findings; 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 also been a corresponding increase in cyclist volumes.

This Report also recommends new active transportation routes for 2015, including the reconfiguration of the Arundel Street Active Living Corridor. This Report provides information on each of the proposed routes. Administration recommends including Wardrope Avenue in the Active Transportation Plan. Administration is proposing minor modifications to Traffic By-Law 065-2011 to prohibit motor vehicles from parking and driving on multi-use trails, in addition to new parking restrictions.

The City of Thunder Bay first implemented bike lanes as a pilot project of the Active Transportation Plan as a result of Corporate Report No.2009.130 (Engineering). Since that time, City Council has approved cycling routes on 30 municipal roads. Administration has been monitoring the implications of bike lanes in Thunder Bay. The following is a discussion outlining Administrations findings. Cyclist Collisions in Thunder Bay In 2014, between the dates of May 1 and November 15, 26 cyclist collisions were reported to the Thunder Bay Police. This is below the annual average of 40.5 reported collisions, since 2008.

Sidewalk riding continues to be the cause of most cycling collisions in Thunder Bay. Of the reported collisions since 2008, 63% involved a cyclist riding on the sidewalk. As well, 55% of cyclists involved in collisions were riding against the flow of traffic, either on a sidewalk or on the road. In 2014, the predominant location of cyclist collisions was the May-Memorial-Algoma corridor, which accounted for 23% of all cyclist collisions. Of these collisions, 50% occur on the sidewalk or paved boulevard. This corridor has not been identified as a cycling corridor in the City of Thunder Bay Active Transportation Plan.

Collisions on Bike Lanes Since their implementation in 2009, roads with bike lanes have seen a significant decrease in collisions. Administration reports an 88% decrease in cyclist collisions and a 14% decrease in motorist collisions. A cyclist or motorist collision is defined, for the purpose of reporting, as the contact resulting from the motion of a motor vehicle that produces property damage, injury, or death that has been reported to the Thunder Bay Police Service. The trend towards significant safety improvements for both cyclists and motorists has been a consistent outcome of each bike lane implementation project. Administration will continue to monitor the safety impacts of cycling infrastructure in Thunder Bay. Utilization The Engineering Division includes cyclist counts in its annual traffic count program. Since the implementation of bike lanes in Thunder Bay, traffic counts at 34 locations have indicated a 107% increase in cyclist volume on streets where bike lanes and other cycling infrastructure has been implemented.

The Engineering Division will continue to track cyclist volume data in order to measure the success of Thunder Bay's cycling infrastructure.

The City of Thunder Bay continues to provide education to the general public, workplaces, motorists, and cyclists as part of implementing the City of Thunder Bay Active Transportation Plan. Since February 2014, approximately 6,408 citizens have attended or actively participated in 41 active transportation events. In 2014, Administration coordinated "Super Bike Week". Super Bike Week ran from April 28 to May 2, 2014; each day of that week featured a special active-transportation event or announcement, including:

- Launch of Thunder Bay's first multi-modal transit hub;
- Launch of Thunder Bay's first public bike repair stand;
- Premiere of Thunder Bay's „Sharing the Road“ video series;
- Launch of the 2014 Safe Cycling Program;
- Opening of Bike Lanes;
- Launch of the National Toolkit: „Creating Cycling Education Programs“.

In addition to producing and distributing educational material to households and workplaces, Administration works in partnership with EcoSuperior Environmental Programs and the Thunder Bay District Health Unit (Health Unit).

In 2014, the City and the Health Unit funded Thunder Bay's first community-wide Commuter Challenge. EcoSuperior undertook organizing and promoting the Challenge. The Commuter Challenge ran from June 1-7, 2014. Thunder Bay had the second highest participation rate for cities with a population of under-150,000 in Canada. 798 people registered in 54 workplaces resulting in:

- 606 people actively participating
- 43,688 kilometres actively travelled
- 6,253 kg of greenhouse gases avoided
- 488,017 calories burned

The City also continues to fund the Safe Cycling Thunder Bay program, which is run through EcoSuperior. Thunder Bay's nationally-recognized cycling education program ran 32 cycling courses including: four grade-4 bike rodeos, four Day Camp programs, and 10 „Discover Thunder Bay“ rides. Two hundred and seventy-eight citizens received cycling education through this program.

Thunder Bay's first Open Streets events, held on July 13 and September 14, 2014 were very successful. Run in partnership with EcoSuperior, these events attracted over 4,300 participants of all ages to explore their community in a free and inviting atmosphere. Twenty-five community groups participated as activity providers. Over 100 citizens volunteered their time to help run the event. During the Open Streets events, businesses posted revenue in amounts equivalent to Christmas. The Open Streets events were Thunder Bay's first opportunities to showcase the Image Route improvements to Algoma Street. There is no funding to continue this program. On March 3, 2015, EarthCare's Walkability Committee hosted the 'Next Steps' Walkability event, funded by the Ministry of Health and Long-Term Care. „Next Steps“ featured Paul Young, noted landscape architect and urban designer, engaging six City Councillors and fourteen local walkability experts on a bus tour of Thunder Bay's best and worst places for people who walk. Mr. Young provided expert advice about countermeasures the City could employ to improve the safety and comfort for people who walk or use assistive devices. In the evening, Mr. Young delivered a keynote presentation to fifty community members, highlighting how to improve safety, health, quality of life, and strengthen the local economy through walkable community design. This was followed by a highly-interactive 'Call-to-Action' session. The City has also partnered with the Share the Road Cycling Coalition on the provincewide „UCycle“ program. Thunder Bay is one of eight communities in Ontario participating in this new program designed to increase cycling among post-secondary students. Through UCycle, Share the Road is engaging with students about safe cycling and promoting cycling to destinations on and off campus. UCycle initiatives include:

- A Bike-Friendly Business program;
- Educational cycling posters and ads;
- Campus-based cycling events, including bike maintenance workshops, neighbourhood bike tours, and the distribution of free bike lights;
- A Transportation Survey of students to better understand attitudes towards cycling;
- An online contest that allows students to track the kilometers they are cycling and win prizes;

This unique program was funded by the Ministry of Health and Long Term Care and ran from January 2014 to March 2015. New Initiatives In addition to continuing the Safe Cycling education program, the Commuter Challenge, and the Bike Racks for Business program, the City successfully-applied to Share the Road Cycling Coalition's Bike-Friendly Community Award program. The Bike-Friendly Community Award program assesses a community's level of support for cycling through five categories: Engineering, Education, Encouragement, Enforcement, and Evaluation and Planning. A community must demonstrate achievements in each of

the five categories in order to be considered for an award on the Bronze, Silver, Gold or Platinum level. On April 1, 2015, Share the Road Cycling Coalition announced that The City of Thunder Bay has been awarded a „Bronze“ Bike-Friendly Community Designation. Thunder Bay is the first northern community in Ontario to receive this award. The City is hosting its first Thunder Bay Bike Summit on April 14, 2015, in partnership with the Thunder Bay District Health Unit. The Bike Summit, themed „Biking Means Business“ is a one-day event with three sessions: an employer/developer breakfast and seminar; a youth-oriented presentation and workshop in the afternoon; and, a public presentation and world-café in the evening. These sessions focus on how to build a community that attracts and retains young professionals so that Thunder Bay has a rich pool of talent to help it prosper into the future. Dr. Markus Moos, Professor at the University of Waterloo, and Jamie Stuckless, Executive Director, Share the Road Cycling Coalition, will be the keynote speakers. Complimenting and providing continuity to the Bike Summit, the City will be one of four pilot communities for Share the Road’s new Bike-Friendly Business Award program. Similar to the Bike-Friendly Community Award program, it provides an opportunity for businesses and employers who support cyclists as customers and employers to receive recognition for their efforts. The program also provides incentives and ideas about how to be more supportive of active transportation.

With funding from the Ministry of Health and Long-Term Care, the City has partnered with Thunder Bay District Health Unit to develop the following new studies to inform the development of the new Transportation Master Plan: 1. White Paper of Origin-Destination Travel Data Collection for Thunder Bay 2. North-South Active Transportation Corridor Analysis for Thunder Bay. These two studies were completed April 1, 2015. Proposed 2015 Active Transportation Routes For 2015, Administration is proposing extending the Arundel Active Living Corridor along Hudson Avenue, establishing 1.6 kilometers of new bike lanes on Hodder Avenue, reconfiguring the Arundel Street Active Living Corridor with a protected multi-use trail and a buffered bike lane, and further improving the Bay St. Active Living Corridor with a new sidewalk and multi-use trail. Administration will pilot Thunder Bay’s first bike activated traffic signals at Victoria Avenue and Vickers Street. Administration is also proposing to include Wardrope Avenue in the Thunder Bay Active Transportation Plan. With the approval of these routes, Thunder Bay’s on-road Active Transportation network will total 50.7 kilometers.

Administration seeks to make the improvements to the Active Transportation network in the Current River Ward by dovetailing with scheduled capital improvement projects. The Engineering Division also circulated 191 letters to residents seeking their feedback and input on the proposed Active Transportation Routes. Administration received 12 responses from residents. Each of the following proposals are consistent with the recommendations of Ontario Traffic Manual Book 18: Cycling Facilities. Arundel Street Administration proposes modifying the configuration of the Arundel Active Living Corridor to include a buffered two-way multi-use trail on the south side and a buffered bike lane on the north side of the roadway. The buffered multi-use trail would include removable flexible bollards installed every 20 meters to provide physical separation between trail users and motor vehicles. The bollards would be removed and replaced each calendar year in conjunction with winter and spring maintenance schedules. The existing south-side bike lane would be removed to provide room for a widened multi-use trail and buffered areas. The impacted area extends from Shuniah Street to Dewe Street. Administration is seeking these modifications to improve user comfort and safety. While there have been no recorded pedestrian and cyclist collisions on the Active Living Corridor, an examination of the paint wear marks on the roadway demonstrate that many motorists are encroaching upon the Active Living Corridor when travelling on Arundel Street. This is consistent with citizen feedback. Citizens have expressed concerns about safety because of these encroachments and have noted this as a barrier to more frequent use. Providing delineation and physical barriers will provide clearer guidance for users of this right-of-way. Administration circulated letters to 45 residents about this proposal and received no comments regarding this proposal. A representative from the Engineering Division attended a Current River Ward meeting to present this proposal. The feedback was positive. Bay Street Active Living Corridor Administration proposes constructing a new sidewalk on the north side of Bay Street, from High Street to Marlborough Street. This new sidewalk would continue the development of the Bay Street Active Living Corridor

intended to improve pedestrian and cyclist connectivity along the corridor. Two major elementary schools are present on Marlborough Street, with the catchment area surrounding Bay Street. The new sidewalk will provide physical separation between these pedestrians and motor-vehicle traffic along this corridor. Administration circulated letters to 14 residents about this proposal and received four comments. Citizens commented on potential impacts to existing shrubs, driveways, and concerns were also raised regarding drainage associated with a new curb and sidewalk. Engineering designed the curbface sidewalk to minimize disruption to existing amenities. Additional catch basins will be installed to improve drainage behind the sidewalk.

The Parks Division will construct a new multi-use trail across Carrick Park in 2015 to provide a new accessible trail connection between Hodge Street and Marlborough Street. This new enhancement is intended to increase connectivity for citizens residing in the area.

Bike-Activated Traffic Signals As part of the reconstruction of the traffic control devices at Victoria Avenue and Vickers Street, the Engineering Division installed loop detectors capable of detecting bicycles at a signalized intersection. The loop detectors will improve the ease by which a cyclist can trigger a change in traffic flow. Bicycle detection is now present for East and West bicycle traffic movements on Victoria Avenue. Special markings and signage will be included to identify the optimal location for cyclists to trigger the lights. Both detectors are activated by steel, aluminium, and carbon fiber bicycle frames. During the summer and fall of 2015, Administration will monitor the effectiveness of these detectors to determine how well they function. If the pilot is successful, further implementation along active transportation routes will be investigated.

Hudson Avenue Administration proposes extending the Arundel Active Living Corridor and the Arundel Street bike lane west onto Hudson Avenue from Shuniah Street to Huron Avenue, as part of the planned capital asphalt rehabilitation project. This section is 1,300 meters in length. The City is recommending construction of a new multi-use trail and bike lane on Hudson Avenue as part of the reconstruction. Multi-use trails provide a comfortable, safe place for walkers, joggers, cyclists, and other active users. The multi-use trail would be 2.7m in width and would be separated from the road by a 0.5 meter painted buffer. The trail would be maintained year-round. The configuration would remain consistent to that of Arundel Street. At this time, physical bollards are not being proposed. New parking restrictions would need to be implemented on Hudson Avenue on the south side of Hudson Avenue from 935 Hudson Avenue to Toledo Street Administration circulated letters to 56 residents about this proposal and received seven comments. Resident feedback was equally in favour and against. Some residents praised the Arundel Active Living Corridor and thought an extension was very positive; another was pleased with the re-location of a Transit stop. Citizens also expressed concern about losing on-street parking, the speed and volume of automobile traffic, and that only a narrow cross-section of citizens will use it. Administration also attended a Current River Ward meeting to present this proposal. The feedback was positive.

Hodder Avenue Administration proposes installing dedicated on-street buffered bicycle lane marking and signage on both sides of Hodder Avenue from Arundel Street to Highway 11-17, as part of a planned capital rehabilitation project. This section is 1,640 meters in length. As part of the Trans-Canada Trail, these new bike lanes would provide infrastructure to support this as a section of the national trail system. New parking restrictions would need to be implemented on Hodder Avenue, on both sides from Arundel Street to Highway 11-17, from May 1 to November 14, each calendar year. Administration circulated letters to 76 residents about this proposal and received one comment regarding this proposal from a resident who was in favour.

Wardrobe Avenue Administration proposes including Wardrobe Avenue, from Hilldale Road to Balsam Street, in the Thunder Bay Active Transportation Plan. This represents a 2,431 meter expansion of the original Plan. This inclusion would coincide with the Capital Improvement Plan which seeks to rehabilitate Wardrobe Avenue in 2016. Administration recommends including Wardrobe Avenue in the Active Transportation Plan because it serves a large

residential area to the South, with additional development proposals in review on Wardrope Avenue and along Hilldale Road. Its inclusion would prioritize creating connections to a 962 meter section of sidewalk on the south side of the road. Its inclusion would allow Administration to design a high quality road-to-trail interface between the Parks Division's planned trail connection from Wardrope Avenue to the County Park trail system. Additions to Traffic By-Law No. 065.2011 Administration recommends including additional language in Traffic By-Law No. 065.2011 which provides a means to prohibit motor vehicles from parking or driving on a multi-use trail. Language includes: Amending Section "1" DEFINITIONS to include the following definition for "Multi-Use Trail": "Multi-Use Trail" means that part of a Highway, Roadway, Boulevard, Cityowned land, private land through agreement or lease, or public entity, with surface improved with asphalt, concrete, or granular that is designated by authorized signs for shared use by cyclists, pedestrians, and non-motorized conveyances."so that Section 14 "Parking Prohibited Without Signs" subsection (11) reads; "within a designated bicycle lane or multi-use trail;"; And amending PART V – MOVEMENT OF TRAFFIC so that Section 34 reads; "Driving on Sidewalk, Curb, Boulevard, Bicycle Lane, or Multi-Use Trail: No person shall drive a Vehicle upon any Sidewalk, Curb, or Boulevard, except through the use of a permanent driveway approved by the Corporation, or any other prior approval by the Corporation; no person shall drive a Vehicle, with the exception of a bicycle, upon any Bicycle Lane or Multi-Use Trail; except through the use of a permanent driveway approved by the Corporation, or any other prior approval by the Corporation. Operation of a Vehicle contrary to this Section constitutes an offence."; In order for these changes to be enforced, the Parks Division will be required to install and maintain 150 signs at major entrances, intersections, and driveways identifying multi-use trails.

Moving forward for 2015, the Engineering Division is proposing the implementation of on-road cycling facilities with greater degrees of separation, such as buffered or protected bike lanes. If approved, Administration will monitor the impacts of this infrastructure to see if greater levels of separation encourage cycling in populations who are reluctant to ride due to fear of personal safety. While most major municipalities in Canada are moving in this direction, Thunder Bay must assess the operational issues associated with these facilities. The Thunder Bay Bike Parking Guidelines will undergo an update to improve its consistency with the Ontario Traffic Manual Book 18: Cycling Facilities. In addition, the City will continue to work with large employers in helping them develop strategies to promote active transportation and provide end-of-trip facilities that meet the needs of their employees and clients. The City is currently working with Confederation College, the Thunder Bay District Health Unit, and the Thunder Bay Regional Health Sciences Centre to advance walkability and cycling opportunities. CONSULTATION The Engineering Division attended the Current River Ward Meeting held on February 24, 2015. Administration presented and answered questions about Arundel St., Hudson Ave, and Hodder Ave. The Engineering Division circulated 191 letters to all residents and landowners adjacent to the Arundel St., Hudson Ave., and Hodder Ave. projects seeking feedback on the proposed changes.

The Engineering Division completed an internal review of the proposed routes on January 22, 2015. The internal review was attended by Thunder Bay Police, Fire, EMS, Roads, Parking Authority, and Thunder Bay Transit. The Engineering Division conducted internal reviews of the proposed amendments to prohibit motor vehicles from parking or driving on multi-use trails with the Parks Division, Roads Division, Thunder Bay Police Service, the Parking Authority, and the Deputy City Solicitor. LINK TO EARTHCARE SUSTAINABILITY PLAN Mobility Thunder Bay is a working group of EarthCare Thunder Bay. Implementing the Active Transportation Plan is a component of the EarthCare Sustainability Plan. Objective „A“ in Section 6.0 „Community Lifestyle“, under „Mobility“ is to improve “public and private infrastructure” to “create seamless, barrier-free options for bicycling, walking, and Transit” “in order to create a cleaner, greener, and more beautiful Thunder Bay”. Under “Actions for Community”, action „b.“ is to “Investigate and pilot test routes for protected cycling facilities as well as policies that enable safe, all-season active transportation options”.

FINANCIAL IMPLICATION Estimates for implementing the 2015 active transportation routes are based on costs for 2014 routes. The 2015 capital budget includes the following amounts for active transportation route implementation: Implementation of 2015 AT Routes Cost: Arundel Street \$64,101.00 Hudson Avenue \$13,539.99 Hodder Avenue

\$13,494.84 Total Cost: \$90,955.83 There is budget available in the approved 2015 Capital Budget for the implementation of these routes. In addition, \$48,887 has been allocated in the Roads Division 2015 Operating Budget for repainting lines and symbols for Thunder Bay's bike lane network. The annual estimated maintenance cost for the new 2015 active transportation routes is approximately \$11,968.55.

The Parks Division will include in their 2016 Capital Budget approximately \$18,250 for the purchase and installation of trail identification signage. CONCLUSION It is concluded that Thunder Bay's dedicated on-street bicycle lanes continue to be successful and that City Council should approve the additions to the bicycle lanes network outlined in this Report. It is further concluded that City Council should approve amendments to the Traffic Bylaw – No. 065-2011 – as outlined in this Report, including amending the City of Thunder Bay Active Transportation Plan to include Wardrope Avenue from Hilldale Road to Balsam Street; It is also concluded that a \$11,968.55 budget increase in the 2016 Road Division Operating Budget, for maintenance of the new 2015 active transportation routes be referred to the 2016 Operating Budget for consideration. BACKGROUND Corporate Report No. 2008.172 (Engineering), Active Transportation Plan, presented the City of Thunder Bay Active Transportation Plan. The Engineering Division is responsible for the implementation of the Plan. This Report presents the results of the Plan's implementation to date. Corporate Report No. R 47/2015 (Engineering), Contract 1, 2015 – Asphalt Surface Rehabilitation, recommends plans to reconstruct and widen portions of Hudson Avenue between Huron Avenue and Toledo Street. Corporate Report No. R 40/2015 (Engineering), Contract 2, 2015 – Sidewalks and Traffic Signal Rehabilitation, recommends plans to construct a sidewalk on the north side of Bay Street from High Street to Marlborough Street.

Committee of the Whole - April 13, 2015 37 PREPARED BY: Adam Krupper, Mobility Coordinator

"The bicycle is the most efficient machine ever created: converting calories into gas, a bicycle gets the equivalent of three-thousand miles per gallon. ~ Bill Strickland, The Quotable Cyclist

The report in its entirety as part of the entire council proceedings including information on Earth Care and other initiatives of possible interest can be accessed through the link below:

<http://www.thunderbay.ca/Assets/City+Government/Council+Meetings/docs/2015+04+13+COW+agenda.pdf>