

THE CITY OF GREATER SUDBURY POLICIES AND PROCEDURES

DEPARTMENT: Growth and Infrastructure

DIVISION: Infrastructure Capital Planning **TITLE:** Complete Streets Policy

APPROVED BY: City Council **DATE:** June 18, 2018

1.0 CONTEXT AND NEED FOR A POLICY

A *Complete Streets* approach integrates the mobility needs of people in the planning, design, construction, operation and maintenance of transportation networks. This approach breaks down the traditional separation in planning for different modes of travel, and emphasizes context-sensitive, multimodal capital project planning, design, and implementation. In doing so, a Complete Streets approach can make streets safer and more convenient for all residents of Greater Sudbury, no matter their age, income, physical or cognitive ability, or how they choose to travel.

A Complete Streets approach understands that people who travel by foot or by bicycle are legitimate users of the transportation system and equally deserving of safe facilities to accommodate their travel. Ultimately, the City of Greater Sudbury aims to provide a safe, affordable, convenient, and reliable transportation network for all users of all abilities. The City recognizes that complete streets are achieved through a series of incremental improvements to the transportation network over time.

2.0 VISION

To create great places and enhance the quality of life of residents, the City of Greater Sudbury will provide safe, accessible streets for *all users*.

Complete streets will improve quality of life for Greater Sudbury residents and attractiveness of the community over the long-term by providing a balanced and connected transportation system that enhances public health and safety, livability, equity, affordability, and that supports increased economic activity and opportunity.

3.0 PRINCIPLES

1. Complete Streets serve all users and modes.
2. Complete Streets require a context-sensitive design approach that considers and incorporates best practices, wherever possible.
3. Complete Streets are the responsibility of all City Departments.
4. Complete Streets include all public roadways and all projects and phases.

5. Complete Streets require appropriate performance measures.

4.0 POLICY

The City of Greater Sudbury shall plan, design, construct, operate, and maintain the transportation network to provide a comprehensive and integrated network of facilities that are safe and convenient for people of all ages and abilities travelling by foot, bicycle, public transit or vehicle.

All planned new roads, including those which are development or growth-driven, shall be built as context-sensitive complete streets to provide facilities for people who walk, bike and take transit.

This approach shall also be applied to all infrastructure capital projects, where the entirety of the roadway is planned to be reconstructed or rehabilitated with substantial infrastructure improvements within the existing road allowance, to provide new or improved facilities for people who walk, bike and use public transit.

Maintenance programs shall be planned to provide for the safe and convenient operation of sidewalks, cycling infrastructure, the public transit system and roadways for people of all ages and abilities.

Implementation of this policy shall reflect the context and character of the surrounding built and natural environments, enhance the appearance of these environments and should make all reasonable efforts to avoid and minimize negative impacts to those features to the maximum extent possible.

5.0 DEFINITIONS

All Users: Individuals of all ages and abilities including, but not limited to, pedestrians, cyclists, conventional and specialized public transit users, people with physical or cognitive disabilities, emergency services, motorists, freight providers and other commercial vehicles.

Asset: A resource owned/controlled by the City of Greater Sudbury and from which a future economic benefit (>1 Year) is expected to be realized.

Complete Street: A street that provides accommodations for users of all transportation modes including, but not limited to, walking, cycling, driving, public transit and freight.

Capital Project: A construction project, the purpose of which is to maintain or improve a City-owned asset. It is the construction of a new asset or the expansion, rehabilitation or replacement of an existing asset.

Cycling Facility: A cycling facility is a general term used to denote facilities designed for use by cyclists. Some examples of cycling facilities include, but should not be limited

to: signed bike routes, signed bike routes with paved shoulders, edgelines/urban shoulders, bicycle lanes, cycle tracks and multi-use paths.

Pedestrian Facility: A pedestrian facility is a general term used to denote facilities designed for use by pedestrians. Some examples of pedestrian facilities include, but should not be limited to: concrete sidewalks, paved shoulders, and multi-use paths.

6.0 RESPONSIBILITIES

The City of Greater Sudbury will implement this Policy by enacting appropriate and timely by-laws, procedures, processes, programs, guidelines and standards that support the delivery of Complete Streets. This may be further complemented by promoting, collaborating, cooperating and partnering with community agencies and/or the development community.

The following Divisions will be responsible for implementing this Policy:

- Infrastructure Capital Planning
- Engineering Services
- Transit Services
- Linear Infrastructure Operations
- Planning Services

7.0 CONTACT

Director, Infrastructure Capital Planning Division, Growth and Infrastructure Department