

# Background Report A: ENGAGEMENT AND CONSULTATION SUMMARY

July 2019





#### **IBI GROUP** BACKGROUND REPORT THUNDER BAY TRANSPORTATION MASTER PLAN ENGAGEMENT AND CONSULTATION SUMMARY Prepared for the City of Thunder Bay

## 30-day Public Review

Public Review Comments and Responses

## Stakeholder Consultation

Stakeholder Advisory Committee Meeting #1 Stakeholder Advisory Committee Meeting #2 Stakeholder Advisory Committee Meeting #3

## **Engagement with Indigenous Communities**

Summary of Engagement Sessions Public Open House at Fort William First Nation

Public Consultation Public Open House #1 and Survey Public Open House #2 and Survey Public Open House #3

## **Thunder Bay Transportation Master Plan**

Public Review Period – April 12 to May 13, 2019

#### Comment ID: 1

#### Date: 2019-04-12

Sender: Nicholas O'Brien

#### Comment:

On all the streets that are being planned to be changed from 4 lanes to 2 is the worst idea ever. I am a biker and bike lanes are nice but for God's sake this city needs road expansions. This city's management is terrible and this plan is just stupid. The city needs more investment in roads but not in dumb trees, bike lanes and parking. The only thing it's going to do is make getting around slow if it wasn't already. The point is for once the city should actually propose good ideas and not dumb stuff like this.

#### Response:

Sent July 9, 2019

Thank you for your input on the Thunder Bay TMP. Your comments are noted.

For each of the recommended road diet projects, additional traffic analysis and a pilot program will be undertaken to verify that traffic operations along the corridor will not be adversely impacted. The intent of the proposed road diets is to make use of existing infrastructure for the benefit of all road users.

#### Date: 2019-04-13

Sender: Jim And Katherine

#### Comment:

My perception of the future of our transportation system is a clear focus on providing public transportation in an easy and efficient manner: particularly to seniors and persons living with disabilities. The special transit system is cumbersome and inefficient due to having to book a week ahead to get a ride.

Why not use more smaller and accessible buses that can move easily around the city picking up and dropping off passengers close to their homes and taking them to their destination. A central phone line and/web site would allow individuals to call in asking for service to their chosen location.

This would definitely be inviting to use, keeping passengers safe and warm during our long winter and providing a good alternative to an expensive taxi ride. Our primary tax base is older adults and the city needs to prioritize their needs with the goal of helping maintain independence and allow more autonomy of transportation choice.

Sincerely Katherine Smith

#### **Response:**

Sent July 9, 2019

Thank you for your input on the Thunder Bay TMP. The TMP is a high-level document that provides direction on the transportation network for future investment rather than focusing on specific projects. Your comments have been shared with the Thunder Bay Transit team for their consideration.

Date: 2019-04-13		
Sender: Fae Lyngstad		

#### Comment:

I know the cyclists want paths to travel on, however, the city has not allowed for service roads to business, and to remove lanes, will be very difficult to move traffic. Traffic has really grown over the years, and Oliver Road, and any other streets, are really required to keep all lanes open for traffic.

Service roads off Arthur Street, would be a great addition. Also on any other streets with many business's, example Algoma, Court, and Cumberland. City Buses also need areas to pull off busy streets.

For cyclists, right now, in my humble opinion, it is safer on sidewalks. The pot holes, heavy traffic, and some of our drivers, cyclists will get killed.

Thank you for all you do, we have a beautiful city, and there are many things needing attention, of course it all costs big money.

#### Fae Lyngstad.

#### Response:

Sent July 9, 2019

Thank you for your input on the Thunder Bay TMP. Your comments are noted.

For each of the recommended road diet projects, additional traffic analysis and a pilot program will be undertaken to verify that traffic operations along the corridor will not be adversely impacted. The intent of the proposed road diets is to make use of existing infrastructure for the benefit of all road users.

The recommended plan includes multi-use paths and trails away from streets and traffic for cyclists where feasible and appropriate.

Date: 2019-04-13
Sender: Tony Rapino
Comment:
Hello

I've read over the Master Plan and have several comments that I hope you will consider. I'll keep these in point form in an attempt to keep this brief.

- I'm an avid bicyclist and travel over 600 miles per year on my bike, May to Sept. I've done so recreationally for 25-30 years.

- I only use the bike paths where possible and then to access rural roads and highways where the cycling is safer. I do appreciate all the existing bike paths. Thank you!

- There are more automobiles on the City streets than any other time in history and this will continue regardless of the amount of bike lanes the City places on travelled roadways. North America is in love with the automobile and our city is no different. Most kids have bikes when they are young but all or the great majority can hardly wait to purchase their first automobile. This will never change. I've raised three children and all have their own vehicles and never ride bicycles anymore. Since they have moved out on their own, they don't even own bicycles. This is the same for all my friend's children and relative's children. Hundreds of people that don't use a bike once they have a drivers license. Any that do ride, and there is a minuscule amount, do so recreationally.

- Thunder Bay's weather is not cycle friendly 90% of the year. Cold temperatures or rain storms make cycling to work impractical. That's why people drive and want to own automobiles. I'd wager the majority of people not driving to work are lucky to live very close to their employment so walking or cycling is practical.

- Your own "trend studies" in the report show less people using bicycles so it appears the City is trying to "buck the trend". Why? Pray for technical advancements ie electric cars to help control pollution etc. The vehicle is here to stay! Accept this.

- Please do not reduce any existing lanes on roadways to accommodate bike lanes. Example, Victoria Ave. I travel that road dozens of times per week and never see a bicycle on that section. But the decision to reduce Victoria from 4 to 2 lanes has caused vehicle traffic problems trying to access Victoria Ave and apparently for transit as well. I was advised of this by the City Engineering Dept. More automobiles need more automobile lanes, not bicycle lanes. There is a beautiful bike pathway parallel to Victoria Ave only a block north all along the Neebing River. I see many bicyclist there weather permitting. The Victoria Ave bike lane is not used and not needed. It takes courage to admit a mistake and Victoria Ave is a mistake. Have courage and revert Victoria back to 4 lanes.

- With more cars on the road, people want to get where they are going as quick as possible. Better paved roads, synchronized traffic lights, quick flowing traffic is what the "majority" of people want in Thunder Bay and all Cities. All drivers I speak to are frustrated with poor road conditions, too many traffic lights etc. Trust me that the people who want less cars and more bicycles are in the minority. Again, your own study shows 88% of people want to drive so keep the roads in good condition, spend money there, not on bike lanes for the 12% minority. Let's stop bucking the "trend".

- Thunder Bay is a small City and does not have the large inner city congestion problems and high population densities of larger centers, where cycling can be an option.

Thank you for allowing my input and I hope the City will realize what the majority of residents prefer.

Tony Rapino

Response:

Sent July 9, 2019

Thank you for your input on the Thunder Bay TMP. Your comments are noted.

For each of the recommended road diet projects, additional traffic analysis and a pilot program will be undertaken to verify that traffic operations along the corridor will not be adversely impacted. The intent of the proposed road diets is to make use of existing infrastructure for the benefit of all road users. It is important to consider that not everyone has the choice to drive a vehicle for transportation.

#### Date: 2019-04-15

#### Sender: dawn28

#### Comment:

My daughter does not drive and takes the Number 4 Neebing, 5 days per week. She then connects with the Mainline or any other bus.

Will there be some form of transportation for her to get around, once your plan is implemented, if you cancel the Neebing Bus? Needless to say she is anxietized she will not have access to transportation.

Every person who resides in this city should have the fundamental right to be able to access everything it has to offer!

We are in full agreement of using smaller buses (shuttles) where ridership is low!

I certainly hope that people who take the Neebing, or the Mission will not be ostracized!

#### Response:

Sent July 9, 2019

Thank you for your input on the Thunder Bay TMP. Your comments have been shared with the Thunder Bay Transit team for their consideration.

#### Date: 2019-04-17

Sender: Tammy Reynolds

#### Comment:

Hi, I've read though the plan and I think I have a suggestion to help regulate the flow of traffic and promote the use of public transit to lower emissions and possibly using vehicles. One-way streets can move traffic easier and lessen the idling of vehicles when people are attempting to enter parking lots. My idea is to designate Simpson Street from May street to the harbour expressway by intercity as a one-way north bound because it is a natural progression to drive on Arthur street and then northbound onto simpson street. There are sufficient side streets that cut across from Simpson to May street that people could navigate appropriately to get to businesses on those streets. Making May street southbound from the harbour expressway would alleviate the congestion that happens every morning by Tim Horton's and the bank on the corner or memorial and harbour. With each street designated as one-way streets, a bus lane could be allocated for express routes north and sound bound and quicker access to businesses and flow moving from

intercity area. After implementing these as one-way streets, it could be a gradual change progression to include further north and south to Oliver road/John street. While it would take time to adjust to the new way of traveling, emissions would be less with less stopping and idling and traffic would flow more easily with buses having a designated lane for travel. While I realize that signage, bus lane painting and designated bike lanes would be expensive, I think if you look at the amount of gas emissions and Idling vehicles, it would be more cost efficient to use one-way streets. Just my humble opinion.

Tammy reynolds

#### Response:

Sent July 9, 2019

Thank you for your input on the Thunder Bay TMP. Making streets one-way was considered as part of the network assessment but was not carried forward as part of the recommended plan.

Date: 2019-04-19

Sender: Dan Burgoyne

#### Comment:

Although I don't actively use any of TB's cycle paths, I do see a need for them. However I don't agree on the strategy of eliminating two motor vehicle lanes, on a major roadway that needs those lanes, to incorporate cycle lanes. Oliver Rd will be a prime example of this theory. Vehicle traffic requires four lanes due to the influx of both University traffic & outlying areas west of the Thunder Bay Expressway.

I have always felt that a safer solution for cyclists would be paths distanced from the immediate hazards of high vehicle areas, not adjacent to them.

Sincerely

Dan Burgoyne Thunder Bay

#### Response:

Sent July 9, 2019

Thank you for your input on the Thunder Bay TMP. Your comments are noted.

For each of the recommended road diet projects, additional traffic analysis and a pilot program will be undertaken to verify that traffic operations along the corridor will not be adversely impacted. The intent of the proposed road diets is to make use of existing infrastructure for the benefit of all road users.

The recommended plan includes multi-use paths and trails for cyclists where feasible and appropriate.

#### Comment ID: 8

Date: 2019-04-22

Sender: Mary and Harold Shack

#### Comment:

City Project Manager,

I've read your online information. I agree with improving and dispersing money to all the city transportations, especially road and path extensions and improvements and improved maintenance. My husband and I live near the hospital and enjoy the new 4 lane road and sidewalk, biking path systems. Many of us in the area would love to use the new path along Golf Links but it is not cleared in the winter so is of no use! Other city bike /walking paths are kept clear all winter.

Major maintenance of all intersections should be improved as they are the worse of the pot holes . You drive off a new section of highway then hit these rough, rutted intersections. We are happy to see that this plan is progressing and improvements are being considered for the future.

Thank you Mary and Harold Shack

#### Response:

Sent July 9, 2019

Thank you for your input on the Thunder Bay TMP. Your comments are noted.

The City of Thunder Bay recognizes the importance of road and winter maintenance, prioritizing available resources across the City's network of roads, sidewalks and trails. The Golf Links trail has specifically not been plowed in the winter to allow use by other winter enthusiasts such as skiers and snowshoers knowing that there is a pedestrian facility on the other side of the street.

#### Date: 2019-04-24

Sender: Glenn

#### Comment:

Hi,

I have concerns about A5 the proposal to constrict traffic on Red River rd east of Algonquin rd to accommodate cyclists and pedestrians. This stretch of road needs to be widened not restricted as mention in the plan. Restricting traffic will only make it more difficult to access the down town core. I already avoid that area due to the constriction of traffic by Algoma and Bay street. If you want to kill downtown restricting traffic as suggested by this plan will certainly do it. We have more than enough trouble navigating the streets. There are not enough pedestrians or cyclists to warrant the proposal.

Bike lanes in general, I feel are unwarranted and only reduce the standard of living by increasing traffic congestion and air pollution from it. Consider widening existing sidewalks when they need rehabilitation to separate cyclists from motor vehicle traffic. Cyclists have more in common with pedestrians than motorists and our sidewalks are vacant most of the time.

Glenn

#### Response:

Thank you for your input on the Thunder Bay TMP. Your comments are noted.

For Red River Road, the proposed changes to Red River Road are to incorporate public realm improvements for one of the City's key Image Routes. Additional traffic analysis will be undertaken to verify that traffic operations along the corridor will not be adversely impacted.

Date: 2019-04-30 (also 2019-05-03 and 2019-05-07)

Sender: Marc Mullo

#### Comment:

To whom this concerns, Good Tuesday afternoon, how are you? Regarding the two transportation plans in question for Thunder Bay's present and future, there is still one item in particular that is really bothering me, and that is the fact that our beautiful City Hall on Donald Street is the second and only other public transit hub for city run buses. I do not agree with this concept at all, and can you actually confirm for me that Thunder Bay is not the only city in Canada or North America for that matter with this awkward distinction. City Hall is no place for city buses, plain and simple, there must be at least one other more suitable location in this community that I've lived in my entire life for a secondary transit hub. Is this being discussed or included in the MTP for the coming years? As a longtime transit user/rider, this befuddles me immensely as to why Thunder Bay has done this, even though the new courthouse took up the old transit property on Brodie Street. I also understand and realize that a lot of work and effort has gone into this secondary City Hall project, however, I still don't, and I will never agree with a public building like City Hall being used as a second or another transit hub in this community. Your feedback on this matter would indeed be appreciated, thank you kindly, and bye for now.

From, lifetime citizen Marc Mullo.

Response:

(Response from K.Dixon, sent May 13, 2019)

Thank you for taking the time to review and comment on the Transportation Master Plan.

Although this Plan provides direction for the transportation network going forward, it does not delve into the specifics of Transit operations. For example it does not review and provide recommendations on transit routes and hub locations. The Transportation Master Plan provides high level recommendations so that Transit is considered during road network design and to help the different modes of transportation work seamlessly together for users.

I have forwarded your comments to our Transit Division for their consideration.

Date: 2019-05-07	
Sender: Mary Pat MacDonald	
Comment:	

I recently looked up the bus routes and discovered that there is only one bus that goes to the Police Station--8 James. Another goes within a long block of it--9 Junot.

May I recommend? Have at least three bus routes from different areas of the city go all the way to the Police Station. And make a point to indicate on the bus stop signs which route(s) takes you there. Perhaps more people would be able to make reports if they had easier access to the police.

Just a suggestion.

Thanks, Mary Pat MacDonald

#### Response:

Sent July 9, 2019

Thank you for your input on the Thunder Bay TMP. Your comments have been shared with the Thunder Bay Transit team for their consideration.

Date: 2019-05-08

Sender: Chris Marchand

#### Comment:

Last winter we had SNOW. Some of the intersections were very scary. I have the Shunia /Huron in mind. I was thinking that 4-way stop signs would make the drivers visible to each other and would give the pedestrian a chance to cross with more safety. Possibly winter calendar could apply.

Respectfully

Chris Marchand.

#### Response:

Sent July 9, 2019

Thank you for your input on the Thunder Bay TMP. Your comments are noted.

There are very few intersections in the city that warrant a 4-way stop. The City of Thunder Bay recognizes the importance of road and winter maintenance, prioritizing available resources across the City's network of roads, sidewalks and trails. Snow removal efforts are focused on the downtown cores and arterials then collectors leaving some intersections with poor sight lines. Drivers are asked to drive to conditions at all times.

Date: 2019-05-08	
Sender: thobley9	
Comment:	

#### Please continue to improve transit. Thanks

#### **Response:**

Sent July 9, 2019

Thank you for your input on the Thunder Bay TMP. Your comments have been shared with the Thunder Bay Transit team for their consideration.

#### Date: 2019-05-09

**Sender:** Joanna Carastathis, Chair, Thunder Bay Walkability Committee joanna.carastathis@tbdhu.com

#### Comment:

Good afternoon,

Please see the attached letter of support for the 2019 draft Transportation Master Plan, on behalf of the Thunder Bay Walkability Committee.

Best regards,

Joanna Carastathis Chair, Thunder Bay Walkability Committee

#### [see attachment]

#### Response:

Sent July 9, 2019

Thank you for your support of the Thunder Bay TMP.

#### Date: 2019-05-09 (sent to K.Dixon)

Sender: Myliece Maletta

#### Comment:

Dear Kayla Dixon,

I am a pedestrian, like many other people in Thunder Bay. Some pedestrians choose to walk for recreation, sustainability, or health reasons. Others may be too young to drive a car, have medical conditions that prevent them from driving, or may not be able to afford a vehicle. They may be visually impaired, hearing impaired, or have other visible or non-visible disabilities. Pedestrians are the most vulnerable road users.

It is for these reasons and more that I am pleased to see that pedestrian infrastructure has been prioritized in the new Transportation Master Plan (TMP) and Active Transportation Plan (ATP). The plans propose filling sidewalks gaps, calming traffic, improving pedestrian-scale lighting, and

improving safety for all road users. The TMP and ATP are crucial to improving safety and walkability, and I commend the City for recognizing the importance of multi-modal transportation planning. I have read the new TMP and ATP and support the recommendations put forth to the City. These recommendations will help achieve the City's vision to become a healthy, vibrant, connected, and strong community.

Thank you for considering and prioritizing the needs of pedestrians in future planning and budgeting decisions for Thunder Bay.

Sincerely, Myliece Maletta

#### Response:

(Response from K.Dixon, sent May 11, 2019)

Thank you for taking the time to read and provide comments on the Transportation Master Plan and Active Transportation Plan.

#### Date: 2019-05-10

Sender: Shelley Oleksuk, Thunder Bay District Health Unit shelley.oleksuk@tbdhu.com

#### Comment:

Hello,

The Thunder Bay District Health Unit is pleased to have reviewed the Draft Final Reports of the City of Thunder Bay Transportation Master Plan and Active Transportation Plan.

Please find attached a letter signed by Dr. Janet DeMille, Medical Officer of Health and Chief Executive Officer, and comment report for distribution to Mayor Mauro and City Council. If you have any questions, please contact Silva Sawula, Manager of Healthy Living Programs at (807) 625-8806 or Silva.Sawula@tbdhu.com.

Thank you.

Regards, Shelley Oleksuk, Administrative Assistant, Health Promotion Division

#### [see attachment]

#### Response:

Sent July 9, 2019

Thank you for your support of the Thunder Bay TMP.

We have reviewed the TBDHU's detailed comments and have incorporated changes to the report as appropriate.

Date: 2019-05-10	
Sender: Ken Shields	
Comment:	
Ms. Dixon and Thunder Bay City Council,	

The TMP and Active TMP and the background documents at www.thunderbaytmp.ca is an impressive toolkit to recreate Thunder Bay's public spaces into world class transporation infrastructure.

While I applaud administration for creating the TMP, attached I have made some recommendations for you to consider including a way to budget for it. Sincerely,

Ken Shields

@JustBikeTbay and www.memoriallink.ca

## [see attachment]

#### **Response:**

Sent July 9, 2019

Thank you for your input on the Thunder Bay TMP. Your comments are noted and revision will be made to the plan as appropriate.

#### Date: 2019-05-13

Sender: Susan Korstanje

#### Comment:

I appreciate all the thought that has gone into the evolving transportation plan. The increased frequency of buses, in particular, will be a big plus to those who depend on the transit system!

I understand that some rerouting is necessary to make the system more efficient. I wonder if there is a way to retain busing along the whole length of North Algoma, though, including the stretch between Clavet and McIntyre. It's a main street, and we regularly observe people waiting at bus stops along this stretch. On a personal note, we chose to buy a house on the 400 block of North Algoma less than a year ago partly because it was only a few doors from a bus stop. My husband uses the bus almost daily, and although I ride less frequently than he does, I value the proximity of the stop, especially in the winter when I don't trust myself walking for blocks on slippery sidewalks.

Perhaps the proposed #7 route could be adjusted slightly, both ways or at least on its southbound portion, to retain coverage of most of Algoma. The southbound bus could turn E onto Albany, then right onto Fitzgerald and right again onto Algoma, rejoining the proposed route shortly thereafter at Algoma & McIntyre. This would add minimal time, less than going all the way to Clavet, but would still allow riders on both Shuniah and Algoma to access the route.

Thanks again for all the effort and deliberation that has already gone into this proposal, and for being open to further suggestions and feedback from the public.

Susan Korstanje

#### Response:

Sent July 9, 2019

Thank you for your input on the Thunder Bay TMP. The TMP is a high level document that provides direction on the transportation network for future investment rather than focusing on specific transit routes. Your comments have been shared with the Thunder Bay Transit team for their consideration.

#### Date: 2019-05-13

Sender: M.W. Hunt

#### Comment:

I am absolutely pleased with the direction of the Draft Final Active Transportation Plan. I can see that a lot of work went into crafting such a detailed and extensive plan that hits on so many of the deficiencies in our current active transportation infrastructure. A lot of research has gone into making the Plan, and the evidence that the planners did extensive research into best practices from other jurisdictions is truly heartening. I also see that the input provided by citizens at the public consultation meetings is reflected in the Plan and am very pleased by that.

I do want to make the point that electric assist bikes (and electric scooters) appear to be a game changer. As they get cheaper and easier to source locally, we will see a serious uptake in users of these transportation devices and that needs to be factored in to future planning. Even automobile manufacturers are recognizing this. (see below)

https://www.cbc.ca/news/canada/toronto/ebike-sales-challenges-2018-1.4897300

I still think automobiles will play a big role in Thunder Bay for years to come because of our long winters, but e-bikes will be much more ubiquitous in our future. And their uptake should be encouraged by city planners. Bicycle and e-bike use causes a lot less wear and tear on our roads than automobiles.

I know it is addressed in the Plan, but I want to re-state the importance of a dedicated north-south route for cyclists that is within or closely adjacent to areas of commerce. I also cannot tell exactly what the Plan contains for Marlborough Street, but i recognize from my experience that the area around Ecole Gron Morgan is not conducive to pedestrians and cyclists. I think that two relatively simple infrastructure changes would make it much safer:

- 1. A sidewalk on BOTH sides of Marlborough (currently there is none on the side adjacent to the school) with curb ramps at the pedestrian entrances to the school grounds
- 2. A stop sign on Marlborough at Whitney to provide a controlled point for pedestrians to cross the street to access the school grounds.

Thank-you for the opportunity to comment.

Michael W. Hunt

Response:

Sent July 9, 2019

Thank you for your input on the Thunder Bay TMP. Your comments are noted. Traffic congestion around schools continue to be a challenge for cities across the country as more parents decide to drive their kids to school rather than let them walk or bike. École Gron Morgan and the City of Thunder Bay are currently reviewing plans to improve the school's student drop-off area.

Date: 2019-05-13

Sender: Jennifer Dagsvik for Waterfront District BIA jennifer@mdlawyers.ca

Comment:

Dear Ms. Dixon,

Please find attached comments on the Draft Transportation Master Plan from The Waterfront District BIA. Thank you for the opportunity to provide input.

Sincerely,

Jennifer Dagsvik (807) 700-7277 (office) (807) 476-0488 (fax) jennifer@mdlawyers.ca 8A Cumberland St N, Ste 210, Thunder Bay, ON P7A 4L1

#### [see attachment]

Response:

Sent July 9, 2019

Thank you for your support of the Thunder Bay TMP.

Date: 2019-05-13

Sender: Maurice Rubenick

#### Comment:

ROAD NETWORK

ROUND-A-BOUTS;

Proposed Policy-----SHALL HAVE---

HEAVY Consideration should be given For the different Disabilities in the disabled community in crossing a Round-A-Bout, the distance to be traveled by them to cross these Round-A-Bouts from a

Bus Stop, in Winter proper snow removal now-- not 3 days later-- also Bus Stop locations have to be close to these Round-A-Bouts.

Push Button Pedestrian crossing lights at all road way crossings at a ROUND-A-BOUT.

"FIRST AND FOREMOST DISABLED PEDESTRIAN TRAFFIC AT A ROUND-A-BOUT"

Maurice Rubenick #

#### Response:

Sent July 9, 2019

Thank you for your input on the Thunder Bay TMP. Your comments are noted.

Your concerns will be reviewed during the detail design stage of any roundabout implementation.

#### Date: 2019-05-13 (sent to K.Dixon)

Sender: Karen Kerk, for Food Access Working Group foodstrategy@ecosuperior.org Comment:

Good Afternoon Kayla,

Thank you for the opportunity to provide some last minute feedback into the Transportation and Active Transportation draft plans.

The Food Access Working Group within the Food Strategy was dormant for about 18 months and has just re-ignited in 2019. As we just found out about the consultations, we haven't had an opportunity to review it as a group yet, and so our main recommendation is to allow us more time to provide more detailed and actionable feedback. Our second main recommendation is to prioritize the re-opening of the James Street bridge to connect Fort William First Nation and the City of Thunder Bay as this has significant implications for food access.

A more detailed letter is attached. We look forward to sending a longer response this summer. Please let us know a final date for input and we can make it a priority within the Food Access Working Group.

Regards,

Karen Karen Kerk Coordinator Thunder Bay & Area Food Strategy 562 Red River Road, Thunder Bay, ON, P7B 1H3 Tel: (807) 624-2147 Cell: (807) 683-6129 (text) foodstrategy@ecosuperior.org

#### [see attachment]

#### Response:

Sent July 9, 2019

Thank you for your support of the Thunder Bay TMP.

CN Rail is completing work on their bridge now to re-open it to vehicular and pedestrian traffic. TBDHU also provided comments relating to food security and transportation. We appreciate you taking the time to consider the impact of this Plan on food security.

Date: 2019-05-13 (sent to K.Dixon)

Sender: Caroline Cox, for EcoSuperior caroline@ecosuperior.org

Comment:

Hi Kayla,

Please see feedback to the draft TMP and AT plans on behalf of EcoSuperior, below.

Overall, we think this is a fantastic plan. The main strength of this plan is that it accurately assesses the network. It finds that previous plans placed emphasis only on vehicular traffic, which has resulted in overbuilt roads in some locations and major gaps in the pedestrian and cycling networks. It acknowledges the importance of filling these gaps, particularly for seniors and people who cannot drive or afford a vehicle.

Some feedback about the formatting: The TMP makes reverence to a series of maps (e.g. "More information: Map B: Pedestrian Priority Network"). The maps are located at the end of the AT Plan. Based on the reference in the TMP, it was not easy to find them. The maps should also be included at the end of the TMP.

We were very impressed with the following:

- Filling sidewalk gaps along pedestrian priority corridors identified as a priority capital project. This was the single biggest gap that we thought should be addressed by the TMP. The locations selected for priority corridors and greenways are appropriate.
- Changing the approach to measuring level of service is one of the biggest strengths of the new TMP. The new criteria developed will be a game-changer.
- The new road safety action plan was excellent and will be a big strength to the new TMP. In particular, we were pleased that the policy will go beyond education and enforcement, that the Action Plan will be updated annually, and that high pedestrian collision intersections will be reviewed as a short-term action.
- In the TMP, emphasis on traffic calming and focus on standardizing the process was excellent.
- We were so happy to see bike share included. This is innovative and would be gamechanging for Thunder Bay.
- We were pleased to see that neighbourhood greenways are included. These are an innovative and realistic way to deal with gaps in the network. We were also pleased that greenways will be reviewed for the presence of curb drops.

- Complete streets, road diets, and shoulder bikeways were important inclusions.
- Pedestrian lighting along image routes is an appropriate and realistic start to including lighting along the network.

We identified the following gaps. We think that it's important that these fall within the scope of a 20year plan:

- We do not think that the identified pedestrian priority corridors and greenways go far enough. When the sidewalk is not located on the same side of the street as the school, young pedestrians have to make unsafe crossings at uncontrolled intersections. Many of these intersections will not meet the crossing guard warrant process, e.g. the uncontrolled crossing on Marlborough is the #1 safety concern of parents on the School Travel Planning Committee at Ecole Gron Morgan, and this concern is not alleviated by the new TMP. Information on greenways in the TMP and AT should call for sidewalks to be installed on the same side of the street as the school.
- We were very pleased to see the AT plan recommend that 80% of schools be located within 250 m of the proposed cycling network. However, the schools I've worked with through the Safe Cycling program have made it clear that not all infrastructure is appropriate for elementary students (e.g. St. Martin has asked us not to take grade 4 students on Walsh St). Most bike lanes are installed along collector roads. The speed and volume of traffic along these roads means that the infrastructure is not suitable for students younger than grade 6. It is also not appropriate to expect elementary students to take the lane on collector roads, which is required for completing left turns into/ out of bike lanes. Studies have shown that on average children gain the ability to judge the speed of traffic when they are 10 years old, and this is generally the youngest age at which it's recommended that students walk/bike independently to school. We strongly recommend changing the AT's Cycling Network Guiding Principle target to (something like) "80% of schools are located within 250m of cycling facilities that are suitable to the age of children at that school."
- Neither the TMP nor the AT plan include any information about engaging high schools in active transportation. Both plans mention the Active School Travel program (a national toolkit exclusively about working with elementary schools) and partnering with the college and university. There is currently a local programming gap when it comes to partnerships with high schools. The TMP and AT need to acknowledge this gap and suggest methods for engaging high schools. Also, the term Active and Safe Routes to School (ASRTS) is now considered outdated; School Travel Planning (STP) should be used.
- A lost opportunity is that the TMP does not develop or recommend a formalized process for filling sidewalk gaps. In the same way that this process is developed for traffic calming, it should be developed for filling sidewalk gaps. The TMP says, "If [the existing] process becomes a barrier, a review of the City's policy and implementation practice should be considered." Oddly, the TMP also says, "One challenge to filling gaps in the sidewalk network is the Local Improvement Charges Regulation and petition process." The TMP would be the appropriate place to review the City's policy and implementation process, which it has already identified as a challenge.
- There was no acknowledgement that the AT network serves other modes, e.g. skateboards and scooters. In particular, scooters are an emerging modeshare choice in other communities and should be mentioned.
- In the TMP monitoring indicators, "increase in walking network usage" should be included and pedestrian counters should be mentioned. These devices are available and should

be used in the same way that they currently are for cyclists. We were pleased to see information about pedestrian counters in the AT plan and we think it belongs in the TMP monitoring indicators as well.

- In the TMP monitoring indicators, "Reduction in number and severity of collisions" was included for drivers, but the cycling and walking indicators are "reductions in collisions involving cyclists/pedestrians." Is there a reason that reducing the severity of collisions is not a goal? (e.g. data is not available?) This seems like a gap.
- Surprisingly, wayfinding is not mentioned at all in the TMP. Wayfinding is important for all road users, and this is a significant gap. We were pleased to see information about wayfinding in the AT plan. On a related note, I was surprised to learn that cyclists are not allowed on the Harbour Expressway (p. 45), since there is no signage at intersections along this route.
- Similar to neighbourhood greenways, existing multi-use trails should also be reviewed for the presence of curb drops. There are currently many gaps, e.g. along John Street curb drops are needed for cyclists approaching from side streets.
- The life cycle cost for average annual operational maintenance cost for 1 km of roadway was included. Similarly, the cost for cycling infrastructure should be included. This would provide an important perspective.
- A minor gap: 3.3.3 should make mention of existing programs (e.g. Commuter Challenge) in the same way that 3.3.2 mentions relevant local programs.

Innovative hopes and dreams:

• The TMP included several innovative solutions, such as neighbourhood greenways and bike share. We were pleased to see these solutions considered and believe that a bike elevator would be an important addition. The hills in Port Arthur offer a considerable barrier to cycling. An innovative solution to this problem would be installing a cycling elevator adjacent to the proposed multi-use trail through Hillcrest Park to connect Bay & Algoma to the Bay St Active Living Corridor. Other communities have found that the cost of this infrastructure is feasible, and it could make a significant difference in removing barriers to cycling. More info: https://www.citylab.com/transportation/2014/04/bike-elevator-take-you-steep-hills/8774/.

Thank you for your consideration.

Caroline Cox Program Coordinator, EcoSuperior Environmental Programs 562 Red River Rd 807-624-2144

#### Response:

Sent July 9, 2019

Thank you for your support of the Thunder Bay TMP. Your comments, where appropriate and feasible, were addressed/included in the TMP or AT Plan.

#### Date: 2019-05-12

Sender: John McClelland

#### Comment:

Hello Ms. Dixon,

I wanted to offer a comment about the draft Transportation Master Plan.

I found the road diet idea for James St to be interesting for two reasons. One, I'm sure it is going to be strongly condemned by the usual group of ward meeting grumps, and two that is partially the route I use to commute to work on bicycle.

What is pertinent about the second point is "partially". While bike lanes are nice, they don't get cyclists everywhere, which leaves us using regular streets to complete our routes, and I think the TMP should address the issue of cyclists using all roads.

When I ride on James St between the Neebing River and Walsh Street, I don't get the impression that the City gives much thought to the fact that cyclists use these roads, either from a maintenance or construction perspective.

Regarding maintenance, the pot holes, longitudinal cracking, and especially the mounds of cold mix that I have to drive over makes it a less than comfortable ride. No attempts seem to be made to remove the cold mix (which is pushed out of repeatedly filled potholes). They also impacts drainage, leaving big puddles to avoid. There is also the mounds of gravel in the spring (winter control sand is not much of an issue), but that will get cleaned up soon. Driving in a car, you generally don't notice these things, but it makes biking less than pleasant as I have to either ride over these things or go well into the vehicle lane to avoid them.

Regarding construction, along this route there have been a number of "shave and pave" projects which were not well done. Catch basins that used to be level are now suddenly 40 to 60 mm below the pavement surface and without any gentle transition. New pavement cups along the curbing and is jagged causing long pools of water to form right where bikes drive. Combined with the maintenance issues, it's so bad after a rain, that I either don't ride my bike to work or retreat to the sidewalks. Again, the driver of a car doesn't see this, but it is more obstacles to be avoided for bikes.

I'm guessing this is seen elsewhere in the City as well, so I am proposing that the TMP include a plan for the City to look for ways to improve construction and maintenance of the edges of roads to make for a better cycling experience on all roads, particularly those used for commuting.

Thank you, John McClelland

#### Response:

Sent July 9, 2019

Thank you for your input on the Thunder Bay TMP. Your comments are noted.

The City of Thunder Bay recognizes the importance of road and winter maintenance, prioritizing available resources across the City's network of roads, sidewalks and trails. The Roads

maintenance standards were recently updated in 2016 and public engagement at the time did not support providing separate standards for cycling infrastructure. Your comments on impacts to cyclists will be forwarded to Roads for their consideration in maintenance practices and priorities.

Date: 2019-06-03

Sender: Sarah Brown

#### Comment:

Dear mayor, city council and city administrators

I'm writing this email because I am concerned about the state of active transportation in Thunder Bay. A couple of issues I am most concerned about involve the fact that the active transportation coordinator position has not been posted or filled yet despite the fact that that council voted to keep the position more than 4 months ago. I believe that part of why council voted to keep the position besides the fact that it is very important to the economy and health of citizens but also because there was a large and vocal outcry when the position was potentially going to be cut. The fact that the position has not been filled does not look good on the city administrators and looks like active transportation is not a priority for this city or council. If you want more information about why having an active transportation coordinator (which means filling the position) is so important see bellow email sent previously.

The other issues that is very concerning is that the Vickers/Carrick bridge has not moved forward. From what I understand there is a huge grant provided by the province to build this bridge (\$850, 000). If the bridge is not built and the money not used by 2020 I understand that money may be lost. Please see below for more information about the Carrick/Vickers project and why CN is not the issue here. The fact that the city and council would consider squandering such a huge sum of money is very disturbing to me. I also bike regularly and feel frustrated every day that there is not a safe north/south bike route connecting the downtown cores. This bridge would help this problem immensely and should be a top priority to get it built.

Active transportation matters to the people of Thunder Bay and the lack of initiative and action on this file from city administrators and councilors is very concerning.

#### Sarah Brown

Vickers/Carrick bridge information:

This is a brief overview of the work that was completed before Adam Krupper left the position of Active Transportation:

- Retaining TBT Engineering in May 2018 to undertake the Environmental Assessment process and design of the Vickers-Carrick Bridge
- Administration contacting CN Rail several times between June 2018 and December 2018 about utilizing their bridge
- Completing the Environmental Assessment between June-December 2018, including stakeholder meetings and a Public Open House in October 2018

- Working with Recreation and Culture Division to determine what the Call to Artists would look like: the public art component, schedule for public art competition, and how to coordinate into the design process of the bridge
- Internal meetings with City Administration and TBTE to identify critical dates and milestones to see this project completed in 2019

The results and conclusions of this work were:

- That the cheapest bridge option would be to use the existing CN Bridge but there were considerable risks with that option that could jeopardize the entire project and cause the city to lose the remaining \$850k in provincial funding
- That a new bridge a little west of the existing bridge would have the most overall benefits and provide the flexibility to make the most positive and impactful project, but would require about \$200k above the minimum municipal contribution for the provincial funding for a project total of about \$1.3 million
- In conversation with TBT Engineering and city Administration, everyone agreed that unless CN had responded positively and were working with the City on design specifications by end of January 2019, that we would recommend abandoning that option, as waiting could put the whole project in jeopardy
- That detailed design of the bridge would begin in February 2019 with construction starting in July 2019
- That, as soon as the best construction option was determined, Engineering would start working with the Recreation and Culture Division to write the Call to Artists and have the competition started as soon as possible thereafter, so that art, landscaping, and public safety would be integrated into the ongoing design process

Please see email below on why filling the position of Active Transportation Coordinator is so important:

First, and of primary importance to Council, the Mobility Coordinator brought in 1.8 million in infrastructure funding from external revenue sources in 2010-2018. This funding allowed for new infrastructure to make cycling and walking in Thunder Bay safer and easier.

Approximately 30% of people in a community do not have access to a car because of age, ability, or cost. Other residents make the choice to walk or bike for their daily journeys. The Mobility Coordinator position was established because Council and Administration understood that, in order for Thunder Bay to really make active travel viable, there needed to be an internal expert on cycling and walking who could design high-quality facilities and champion the program. The Mobility Coordinator is the only person at the City of Thunder Bay whose role is focused exclusively on supporting walking and biking for daily travel. This is in stark contrast to the number of staff who work on roads and vehicular travel. Maintaining this role is essential so that all types of road users, including those who use active transportation out of necessity, receive a measure of consideration at the City's decision-making level. **Removing the Mobility Coordinator position is the single action that would have the biggest negative long-term impact upon active transportation in Thunder Bay.** It would be very difficult to get funding for the position to be added in 2020 if it is removed this year.

Adding these tasks to the role of the EarthCare Coordinator would be ineffective for the following reasons:

- Staff time that has previously been devoted to applying for infrastructure funding (1.8 million in 2010-2018) has been removed from the proposed budget. Receiving similar infrastructure funding would be unlikely to happen in the future without the existence of the Mobility Coordinator position.
- A Mobility Coordinator has a very specific set of skills and knowledge regarding infrastructure best practices. The EarthCare Coordinator does not share this skillset. Even if the EarthCare Coordinator had time to write funding applications for infrastructure, she does not have the required expertise to field a competitive application. No other staff person within the City has a comparable knowledge or skillset.
- The EarthCare Coordinator's workload is already significantly overloaded. Additionally, this position has had problems with attrition. The EarthCare Coordinator does not have the time to effectively do the job of the Mobility Coordinator as well.

In the City's Transportation Demand Management Plan, it is noted that Thunder Bay has one of the shortest commuting distances in Canada. It also shows that Thunder Bay has one of the highest number of people who drive alone to work every day. This has significant ramifications for the amount of greenhouse gasses (GHG) we emit and the cost of building and maintaining extra automobile infrastructure. The reason why cities across Canada are taking active transportation so seriously is because it provides the single greatest opportunity for municipalities to reduce GHG emissions and save money on infrastructure, while improving the health of the population and attractiveness of the City. The Mobility Coordinator is the City's expert on how to affect behaviour change to reap these benefits.

Studies show that cities that support walking and biking see the following additional benefits:

- Build a vibrant downtown for local businesses
- Help residents lead health, active lives
- Make roads safer for all road users
- Attract more tourists
- Make life more affordable and equitable

The Mobility Coordinator is your ally internally to help you make the changes you know this community needs to be healthier, happier, and more prosperous.

I hope that I have demonstrated the importance of the Mobility Coordinator position and the significant benefits, especially to infrastructure, that the Mobility Coordinator brings to Thunder Bay.

#### Response:

Thank you for the email and your support of Active Transportation in the city.

You will be happy to know that the Mobility Coordinator position was posted yesterday. With this week being Commuter Challenge and the focus on Active Transportation this week, we hope to see a lot of interest in the position.

We are not in jeopardy of losing funding. Funding for the Ontario Municipal Commuter Cycling program is actually available until March 2021. We have a full construction season next year to complete one or more of the projects that were approved for this funding. Administration has been working with CN to try to move the multi-use trail crossing for the Vickers/Carrick corridor forward to

construction. If an agreement is not in place in time, we will use the funding to complete another project to benefit commuter cyclists.

Date: 2019-04-30 (sent to K.Dixon)

Sender: Sean Albanese

#### Comment:

Hello ... i just wanted to applaud the City and yourself in putting a high importance on active transportation. Our city has come a long way from no bike lanes not that long ago.

I read much of the draft plan but not all. A couple of comments ...

1. A bike friendly Oliver Rd is essential, with LU and TBRHSC both using that corridor.

2. All major sidewalk work should make drain grates inset into the sidewalk (hopefully that wording make sense). Makes biking on roads way safer

Keep up the good work ! Sean Albanese

#### Response:

Sent July 9, 2019

Thank you for your input on the Thunder Bay TMP. Your comments are noted.

Date: 2019-05-02 (sent to K.Dixon)	
Sender: R B	
Comment:	

Hi,

I only had a very quick read through the plan and haven't been involved in developing it but here some observations.

a) I'm originally from Toronto and go there frequently. I probably walk at least 5, sometimes 10km a day when I'm there because of the inherent walkability of the neighbourhoods (e.g., short stretches between destinations and amenities that makes it appealing). In Thunder Bay, I walk virtually nowhere except maybe to get a coffee in my urban neigbourhood (Bay Street area) or to the library. One issue is that there are few walkable places to go (e.g. to get errands done), which is not solvable by this Plan.

b) Aesthetics and urban planning context - sometimes my son and I have tried to bike to the farmer's market/CLE along Memorial, but even if there were a bike lane it doesn't solve the problem of the unpleasantness of the ride - in traffic, no trees, hideous signs and parking lots everywhere (and I love Thunder Bay, so this is just an observation). In addition to safety, there has to be consideration for what motivates people to walk/bike and that includes pleasant surroundings. Same for my work. I'd bike there, but riding along Fort William Road is so grim from an aesthetic perspective that I almost never do it and the few times I do, it's on the sidewalk (that's a safety issue).

c) School transportation - again, I don't see any discussion of context and systemic barriers to walking/biking to school. That includes more and more closures of small, neighbourhood schools and consolidation into super schools, which means more busing, for longer distances. My son used to spend 45 minutes to an hour on the school bus each day, one way. So almost 2 hours sitting, where he could have been walking to a closer school. This ties into the obesity problem, part of which is creating communities where kids have to be driven/bused to school because it's too far to walk.

Anyway, I appreciate that the City is doing work on this at all, but I find as with many things (budgets, infrastructure, transportation, greening) there is often a link missing between how we design and develop communities and the connections to lifestyle options and choices. Even building new subdivisions (a fairly regular occurrence) makes no sense to me here, where there are high vacancy rates and so many derelict buildings in the urban core. Getting to having more dense neighbourhoods (through zoning and other regulations and maybe tax incentives) and more mixed use commercial/residential areas) will by default encourage more active transportation, because there will be local destinations (coffee shops, restaurants, grocery stores, etc.).

So that to me is missing in this plan. You can build a bike lane, but why bother if no one is going to use it because it's unpleasant and ugly? So I'd like to see more connection between the general planning/urban design environment and plans like these.

Thanks,

Rike Burkhardt

Thunder Bay

Response:

Sent July 9, 2019

Thank you for your input on the Thunder Bay TMP. Your comments are noted.

Date: 2019-05-15

Sender: Mira Majerovich, MECP Mira.Majerovich@ontario.ca

Comment:

Good morning Kayla,

As discussed, I have attached MECP comments regarding the Municipal Class EA for the City of Thunder Bay Transportation Master Plan. Please let me know if you have any questions.

Regards,

Mira

## Mira Majerovich | EA Coordinator/Planner (A) | Northern Region | Ministry of the Environment, Conservation and Parks

807.475.1717 Mira.Majerovich@ontario.ca

#### [see attachment]

#### Response:

(Response from K.Dixon, July 9, 2019)

Thank you for taking the time to review our Transportation Master Plan. We have made changes to the Plan reflecting the MECP's comments as follows:

- Clarified that the Transportation Master Plan followed the Master Plan approach #1 under the MCEA process
- Added a column in the identified projects in Appendix A noting the applicable schedules
- Included baseline information on the Natural, Social and Economic environment in Thunder Bay, largely taken from our Official Plan
- Included information on the source protection area that the City falls in and vulnerable areas. Further detail will be provided in later phases of individual projects as necessary
- All public consultation information and written inquiries and responses are included in Background Report A of the Plan: Engagement and Consultation Summary

The Plan addressing comments received during the public comment period, including the MECP's comments, will be presented as a First Report to City Council on July 22. A final report will be presented to Council addressing any final comments from Council, likely in September. Let me know if you have any questions.



## THUNDER BAY WALKABILITY COMMITTEE

May 8, 2019

Office of the City Clerk City of Thunder Bay P.O. Box 800 Thunder Bay, ON P7E 5V3

Dear Mayor Mauro and Members of City Council:

RE: 2019 Transportation Master Plan and Active Transportation Plan

The Walkability Committee supports the underlying principles presented in the 2019 Transportation Master Plan (TMP) and Active Transportation Plan (ATP). We recommend that Council approves the suggested actions and recommendations. The Walkability Committee was formed in 2011 and is a working group of EarthCare Thunder Bay.

The previous TMP focused predominantly on vehicular traffic. The Walkability Committee is pleased to see that the 2019 iteration strongly supports multi-modal transportation planning and includes a detailed ATP for implementation. This shift in planning will serve a greater proportion of Thunder Bay residents, reduce the reliance on single-occupant vehicles, and encourage walking, cycling, and transit use. This approach provides a more equitable transportation system to members of the population who cannot drive or do not have access to a car, and for those who chose active modes of transportation for health and environmental benefits. We commend the tenets of equity, accessibility, and social inclusion present throughout the plans.

Additional strengths of the TMP and ATP include identifying and filling sidewalk gaps along priority pedestrian corridors, measuring multi-modal level of service, and prioritizing complete streets. There is a strong focus on improving safety, exemplified by standardizing the process for traffic calming, investing in a road safety action plan, and planning for pedestrian lighting along image routes. Overall, the new TMP and ATP will help achieve the City's vision of a healthy, vibrant, connected, and strong Thunder Bay. By following the recommended actions, the City of Thunder Bay will be better positioned to fulfill EarthCare's mandate of reducing greenhouse gas emissions associated with road maintenance, construction, and vehicle use, while also reducing infrastructure costs for the municipality.

Thank you for considering this letter of support. If you have questions please contact Joanna Carastathis, directly at 807-625-5923.

Sincerely,

Mant 11

Joanna Carastathis, Chair Thunder Bay Walkability Committee c/o 999 Balmoral Street Thunder Bay, ON P7B 6E7

Via Email



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MARATHON P.O. Box 384 Marathon Library Building 24 Peninsula Road Marathon, ON POT 2E0 Tel: (807) 229-1820 Fax: (807) 229-3356

RED ROCK P.O. Box 196 Superior Greenstone District School Board Learning Centre Suite 2 46 Salls Street Red Rock, ON POT 2P0 Tel: 807-886-1060 Fax: 807-886-1096

TERRACE BAY P.O. Box 1030 McCausiand Hospital 20B Cartier Road Terrace Bay, ON POT 2W0 Tel. (807) 825-7770 Fax: (807) 825-7774

TBDHU.COM

May 10, 2019

Office of the City Clerk City of Thunder Bay P.O. Box 800 Thunder Bay, ON P7E 5V3

Dear Mayor Mauro and Members of City Council:

#### Re: 2019 Transportation Master Plan and Active Transportation Plan

The Thunder Bay District Health Unit (TBDHU) is committed to promoting and protecting the health of residents by encouraging lifestyle behaviours that reduce the risk of chronic disease and supporting environments that make the healthy choice the easy choice. Built environment features, including municipal transportation systems, land use patterns, and urban design, have the potential to decrease many risk factors for chronic disease by providing opportunities for physical activity and access to healthy food. The TBDHU has been involved in the City of Thunder Bay's Transportation Master Plan Stakeholder Committee and participated in consultations throughout 2017. Our Healthy Living team has worked collaboratively with the Engineering Department and the City's Mobility Coordinator on active transportation projects for many years. Most recently, the TBDHU has reviewed the draft Transportation Master Plan (TMP) and accompanying Active Transportation Plan (ATP). Overall, we commend the strong links to public health throughout the plans as well as reference to the 2017 TBDHU collaborative research report, Walkability and Pedestrian Safety in Thunder Bay.

The TMP and ATP propose many actions that support and promote health, including filling sidewalk gaps along priority pedestrian corridors, establishing an express and ultimate north-south cycling route, adopting a complete streets approach, developing a road safety action plan, and right-sizing of current transportation infrastructure. Other health-promoting features include the attention to improving safety, building community through social inclusion and neighbourhood revitalization, and attention to accessibility and equity for all community members. The plans not only support physical health, but also environmental health through adopting more sustainable modes of travel, such as biking, walking, and transit.

Going forward, the TBDHU will continue to work with and support the City on initiatives that advance active transportation, such as School Travel Planning, the annual Commuter Challenge, research and community engagement, and more. The TBDHU recommends that City Council adopt the TMP, ATP, and recommended

actions. We congratulate the City of Thunder Bay on these modernized, evidence-informed plans that will benefit the health of Thunder Bay residents now and in the future.

Please find attached our detailed comments on the TMP and ATP.

Sincerely,

Janet De Mille, MD, MPH, CCFP, FRCPC Medical Officer of Health & Chief Executive Officer Thunder Bay District Health Unit

Enclosure

### TBDHU Comments on the 2019 Draft Transportation Master Plan

#### Preamble: The role of health in the built environment

The built environment is comprised of the buildings, transportation systems, energy systems, open space and agricultural lands that make up and support our communities. There is increasing evidence that the built environment has a direct impact on employment, social support networks, and the physical and social environments that influence health and health equity. As such, the built environment has been shown to affect physical inactivity, obesity, cardiovascular disease, respiratory disease, mental illness, risk of injuries, and access to healthy food. footnote 123

The 2018 Ontario Public Health Standards mandate that health units work with municipalities to develop healthier built environments. Because of these important links to health, the Thunder Bay District Health Unit (TBDHU) has been involved in the City of Thunder Bay's Transportation Master Plan Stakeholder Committee and participated in consultations throughout 2017. Collaboration across sectors in the development phases of influential plans will make for a stronger and more equitable transportation system that will serve even the most vulnerable populations. Figure 1 depicts the relationship between the built environment, including active transportation investments, and health.

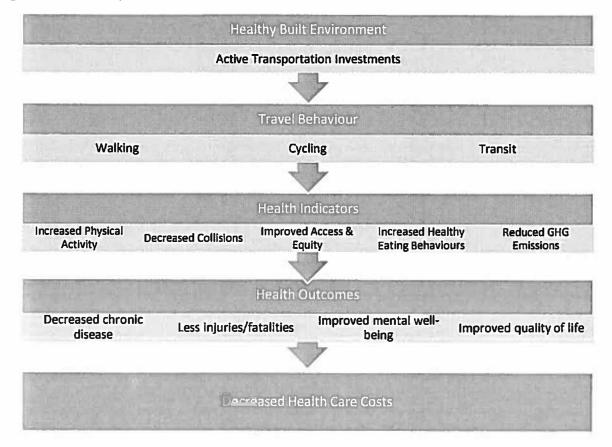


Figure 1: Relationship between built environment and health outcomes

#### Planning for a healthier future

The Thunder Bay District Health Unit has reviewed the draft Transportation Master Plan (TMP) and Active Transportation Plan (ATP) made available to the public in April 2019. It is the role of public health to provide the municipality and community with health evidence and to assess public policies and plans for a solid foundation in evidence. As such, the plans were reviewed with a health-evidence lens to validate that their contents are supported by research. References to the health literature are provided in this document where applicable. Overall, the Health Unit is very pleased to see the integration of health into transportation planning.

Additionally, the new TMP and ATP complement the City's 2018 Official Plan and the focus on complete, compact, and connected communities. Between these important policy documents, the City has great potential to make healthy active transportation choices a reality for the citizens of Thunder Bay. These progressive plans will increase equity for all road users and contribute to the health and economic vitality of the community.

The Health Unit appreciates the opportunity to contribute to the development of the TMP and ATP and provide our comments on the final drafts in this document.

#### Review of the TMP

TBDHU reviewed the 2019 Draft Transportation Master Plan with a health lens. In the table below, we highlight areas of the plan that strengthen and support public health, and provide supporting evidence to reinforce the important connection to public health. Where necessary, we have identified opportunities to improve the plan or offer suggestions for collaboration to achieve its goals.

#### **Chapter 1: About this Plan**

Strengths & Supporting Evidence

- The shift in focus from vehicular travel to multimodal travel planning is the most significant
  positive update to the 2019 iteration the TMP. The plan identifies the need for a connected active
  transportation system, prioritization of connecting gaps, and making public transit attractive to
  more users. Making active transportation safe and accessible is key to encouraging a shift in
  transportation habits to more active modes of travel. Research shows that one of the most
  effective and affordable ways to incorporate physical activity into daily life and prevent chronic
  disease is by choosing active modes of transportation, such as walking, cycling, and public transit.<sup>4</sup>
- The incorporation of a complete streets policy, introduction of a road safety action plan, and standardized traffic calming process will help transform Thunder Bays streets to be safe and accessible to all road users.<sup>5,6</sup>
- In addition, investing in active modes of travel is environmentally and fiscally responsible.<sup>7</sup>

#### **Opportunities & Suggestions**

On page 1, make links to public health importance in the stated purpose of the TMP.

#### **Chapter 2: Reshaping Transportation In Thunder Bay**

Strengths & Supporting Evidence

- There is a clear link to 2018 Official Plan (page 9) and the inclusion of a "healthy and safe communities" approach. Coordination between these two plans will benefit future healthy development in Thunder Bay. Policies play an important role in encouraging healthy transportation habits,<sup>8</sup> which is especially important considering the high levels of physical inactivity<sup>9</sup> and associated chronic disease mortality rates in Thunder Bay.<sup>10</sup>
- The plan accurately identified that the roads in Thunder Bay are well-developed and connected and we do not experience severe traffic congestion (page 14). There is not a need to continue to build the road network, especially in areas where there is not existing development. The cost of maintaining the current road network is beyond the current budget. The plan recognizes that the road network has been overbuilt, and places emphasis on "right-sizing" existing transportation structure to reduce the on-going maintenance and operating burden. The TBDHU supports the proposed road diets and right-sizing of the road network to maximize efficiency of existing infrastructure. Right-sizing will effectively "result in more compact, multimodal development, reduce per capita land consumption and the distances between common destinations, which reduces the costs of providing public infrastructure and services, improves accessibility and reduces per capita motor vehicle travel, which in turn provides economic, social and environmental benefits."<sup>11</sup>
- The TMP is an opportunity to support the health of all residents, and in particular recognizes the importance of an accessible transportation system to a rapidly aging population (page 11). Linking neighbourhoods will improve social connectedness and provide equity to those who have mobility disadvantages. This is important because demographically, Thunder Bay has a large proportion of older adults who may be at risk of developing preventable chronic diseases. As of July 1<sup>st</sup>, 2017, 20% of the population of Thunder Bay was as at least 65 years of age, compared to 16.9 % at the national level.<sup>12</sup> In addition, connected and accessible transportation networks can help to improve access to healthy food options and reduce community food insecurity.<sup>13</sup>
- Page 19 includes a statistical analysis conducted by the TBDHU. The Diabetes Population Risk Tool can determine the number of diabetes cases that can be prevented by engaging in physical activity,<sup>14</sup> and the cost savings of preventative actions. By making conditions desirable for walking & biking, the City can combat chronic diseases and save health care dollars.
- TBDHU supports the proposed approach of compact development (page 20), intensification
  projects, valuing green space and urban trees, and the impact this will have on climate resiliency.
  The World Health Organization has identified that "climate change is the biggest threat to global
  health in the 21<sup>st</sup> century."<sup>15</sup>
- Walkability is an opportunity for economic development (page 22). Studies show that streetscape enhancements that improve walking and cycling conditions tend to increase property values and rents, attract new businesses, and increase local economic activity.<sup>16</sup> Walkability can also be used as a strategy to attract and retain young professionals, who are increasingly choosing to live in places where they can get around easily without the use of a car.<sup>17</sup>

**Opportunities & Suggestions** 

- Recognize the traditional lands on which Thunder Bay resides.
- Compare the cost of building and maintaining the road network vs. cycling network or walking network. In addition to health benefits, these investments will decrease the financial burden on infrastructure and operations, as active transportation infrastructure is less costly to build and maintain.
- Note that the Bay Street Active Living Corridor project has contributed to a successful and sustainable all-season "walking school bus" that allows students to safely and actively travel to and from École Gron Morgan.
- Acknowledge that TBDHU can help to achieve the actions described in the priority areas described on page 24. This is an important opportunity to recognize other organizations working towards the same goal.
- Address the importance of transportation on food security. There is an opportunity to improve access to healthy food options through transportation. Many affordable grocery stores in Thunder Bay are not accessible by walking, cycling or transit.

#### **Chapter 3: Moving Towards a Multimodal Future**

Strengths & Supporting Evidence

- TBDHU supports the following approaches:
  - o Complete Streets approach to designing streets (age 27)
  - Reallocating road space for more efficient and multi-modal use i.e. implementing road diets on over-developed roadways such as James Street and Red River Road (page 29)
  - Measuring multi-modal level of service (page 31)
  - o Investing in a Road Safety Action Plan with a Safe Systems Approach (page 37)
  - o Standardized traffic calming process (page 39)

These approaches, in particular the adoption of a Road Safety Action Plan with a Safe Systems Approach will contribute to safety for all road users and reduce the rate of serious injuries and fatalities. This reflects successful Vision Zero strategies that have been implemented in many countries and cities.<sup>18</sup>

**Opportunities & Suggestions** 

- TMP makes reference to TBDHU's 2017 report: "Walkability and Pedestrian Safety in Thunder Bay." A similar report is complete in 2019 entitled: Bikeability and Cyclist Safety in Thunder Bay. Information from this report can be used for future transportation planning decisions.
- In order to create a sustainable model for the initiatives detailed in the TMP (page 41), could describe creating and maintaining partnership with other organizations who have aligned goals.
- Section 3.3.3 (page 42) could mention the City's yearly involvement in the Commuter Challenge as a workplace active travel initiative.

The following are suggestions that would aid in developing and implementing the City Road Safety Action Plan effectively:

- 1. Involving the Community Traffic Awareness committee (CTAC) in the development and implementation of the City's Road Safety Action plan would build community capacity to increase road safety and align existing resources towards a comprehensive approach. CTAC has the common goal of improving road safety for all users and includes representation from several road safety perspectives: enforcement, public health prevention, motorcyclists, schools, driver training, insurance providers, youth substance education, provincial and municipal infrastructure and policy. The CTAC chair, from Thunder Bay District Health Unit, also consults and collaborates with the Highway Safety Education Committee, which may be valuable for considering safety issues and solutions related to the expressway etc. and the Walkability Committee.
- 2. The TMP mentions targeted enforcement and education for both short and medium term goals. CTAC can be a contributory and active partner in assessing: risk and protective driver behaviors, traffic collisions and distribution of injuries which would help in creating evidence-based, targeted awareness and education campaigns on driver behavior to increase road safety for all road users and compliment campaigns aimed at cyclists and pedestrians. For example, CTAC, is currently pursuing a city wide intersection vehicle-vehicle collision analysis with the Walkability committee. This will help identify the variables that are contributing to the collisions, and in turn, would inform the most effective road safety intervention to prevent future collisions. On-going collaboration with Thunder Bay Police, Ministry of Transportation, and City of Thunder Bay will be needed to perform: city-wide collision data collection, analysis, and continued tracking, to effectively measure the impact of the TMP the road safety.
- 3. TMP would benefit from including local collision stats (e.g. cyclist-vehicle, pedestrian-vehicle, and vehicle-vehicle) and calculate the expected safety returns based on metrics outlined in TMP monitoring indicators (section 5.4.1) Similar to the estimated local diabetes & healthcare costs disclosed in section 2.4.2. As well, TMP could include the development of maps that highlight "hotspot" areas for collisions that could be addressed to compliment the implementation of safer networks for cyclists and pedestrians.

# **Chapter 4: Shaping the Future Transportation Network**

Strengths & Supporting Evidence

- The vision and actions proposed by the TMP are in line with promoting health for future generations and supporting building active lifestyles with better infrastructure. In addition, the plan takes into account those who do not have access to vehicles for transportation. In Canada, 20% of households do not own a car: 10% cannot drive because of a disability, and the remaining 10% do not have the income to support car ownership.<sup>19</sup>
- Recognizing there is a shortfall (page 49) in annual funding for the existing road network makes the case for right-sizing and limiting outward development. The expansion of the road network has a corresponding increase in ongoing maintenance and operation costs for city. Therefore, expansion is not recommended without corresponding development. Compact urban form and densification of existing areas has been shown to support health.<sup>20</sup>

- Acknowledging that cycling facilities that are protected from traffic are more appropriate for major roads and will serve to encourage more people to cycle for transportation. Studies show that separated and protected bike lanes result in increased safety and increase in ridership (page 50). A 2016 study concluded that "[i]t is crucial to provide physical separation from fast-moving, high-volume motor vehicle traffic and better intersection design to avoid conflicts between cyclists and motor vehicles."<sup>21</sup>
- Walkability improvements (page 57-60), such as filling sidewalk gaps along priority pedestrian corridors, installing safe and convenient crossings, and installing pedestrian-scale lighting, will increase safety and accessibility along key routes. The actual and perceived pedestrian safety can have a large impact on residents' desire and willingness to walk in and around their neighbourhood.<sup>22</sup>
- Planning for an ultimate Fort to Port cycling route (page 61) that will have high utility for commuter cyclists who are in need of a quick efficient and safe route that is also connected to important services. In a community survey conducted for the Bikeability and Cyclist Safety report (2019), 43.5% of respondents were dissatisfied with the current connectivity of the cycling network, and 59.7% indicated that a priority government action should be to improve access to key destinations via the cycling infrastructure network.<sup>23</sup>

**Opportunities & Suggestions** 

 There is opportunity for partnership with TBDHU and Lakehead University to conduct intersection reviews to identify priority intersections, determine conditions of collisions, and identify strategies for improvements.

# **Chapter 5: Achieving the Plan**

Strengths & Supporting Evidence

Overall, the TMP provides evidence-informed, achievable actions in the areas of land use, resilience to climate change, implementation, and monitoring. Investments in active transportation will save the City money in road reconstruction and maintenance costs, as well as alleviate pressure on the healthcare system by creating environments that support, rather than diminish, community health.<sup>24</sup>

# Final Recommendation

TBDHU supports the TMP Cornerstone Actions, Priority Policies, and Capital Projects (page 24) as they are integral to developing a healthy and safe transportation system for all. These policies and plans have a far-reaching role in creating healthy environments. After reviewing the Transportation Master Plan, the Thunder Bay District Health unit recommends that City Council approve the recommended actions, priority policies, and capital projects as presented in the plan.

# Review of the ATP

TBDHU reviewed the 2019 draft Active Transportation Plan. This plan is paramount to transforming Thunder Bay into a multimodal city. The Active Transportation Plan is feasible and supportive of public health, safety, and equity. The Active Transportation Plan will need a dedicated staff person to ensure timely and efficient implementation. In the table below, we highlight areas of the plan that strengthen and support public health and provide supporting evidence to reinforce the important connection to public health. Where necessary, we have identified opportunities to improve the plan or offer suggestions for collaboration to achieve its goals.

# **Chapter 1: About this Plan**

Strengths & Supporting Evidence

• The ATP is an action-oriented document to support active transportation via a multimodal approach and enhanced mobility options.

# Chapter 2: Visions and Themes

Strengths & Supporting Evidence

 The ATP presents an achievable vision and follows the "5 E" framework (page 3). This is similar to frameworks followed by Canada Walks, Share the Road Cycling Coalition, as well at the Walkability and Pedestrian Safety in Thunder Bay report (TBDHU, 2017). The "5 Es" are: Engineering, Education, Encouragement, Enforcement, Evaluation & Planning.

**Opportunities & Suggestions** 

Include explicit link to health in the vision statement on page 3.

# **Chapter 3: Setting the Context**

Strengths & Supporting Evidence

- Use of the Walkability and Pedestrian Safety report as a reference document. This research was
  conducted by TBDHU, City of Thunder Bay, and Lakehead University in 2017 (page 5).
- Strong focus on health benefits of walking and cycling as well as recognizing the need for a robust and regular travel survey (page 6). Transportation surveys, such as Transportation Tomorrow, have been used in other communities to better understand travel patterns and plan for improvements to the transportation system.<sup>25</sup>

**Opportunities & Suggestions** 

 Could reference the soon-to-be released Bikeability and Cyclist Safety report (TBDHU, 2019) and use this as a source of local data going forward with cycling planning.<sup>26</sup>

# **Chapter 4: Theme 1: Fostering Walkable Environments**

Strengths & Supporting Evidence

 Acknowledging the prevalence of chronic diseases in Thunder Bay and the effect a walkable city can have to improve health outcomes (page 11). Walking allows people of all ages to be independently mobile and is a healthy, inclusive, and sustainable mode of transportation. Almost every trip begins and ends with a walk, and it is an accessible mode for children, youth, seniors, and people with a low socioeconomic status. Choosing to walk for transportation or recreation is an effective way to incorporate physical activity into a daily routine. Walking can help community members meet minimum physical activity recommendations, thereby reducing the risk of chronic illnesses such as type 2 diabetes, heart disease, and some cancers.<sup>27</sup>

- Recognizing the work of the Walkability Committee (page 12), which has being working collaboratively with the City, community members, and relevant community partners since 2011. The Walkability Committee is a Working Group of EarthCare Thunder Bay, with the goal of inspiring the evolution of integrated urban mobility that is efficient, affordable, and accessible.<sup>28</sup>
- The ATP proposes very significant actions to improve walkability and safety, including identifying a pedestrian priority network, filling sidewalk gaps and allocating dedicated funding for priority sidewalk links (page 13- 19). The plan emphasizes pedestrian crossings as an important need to improve safety and should be installed in two new locations annually. When it comes to pedestrian safety, the old saying of "safety in numbers" rings true: in cities where there are more people walking and biking, collision frequencies decline and walking rates increase <sup>29,30,31</sup> Increasing the total number of people walking for transport or recreation can be an effective strategy to improve pedestrian safety. Safety is a central aspect of walkability and strategies aimed at improving pedestrian safety must be prioritized as communities aim to improve overall walkability.<sup>32</sup>

## **Opportunities & Suggestions**

- TBDHU is a partner that can help achieve walkability goals, including collaborating on education and awareness activities, research, community engagement, and more.
- Emphasize that pedestrian-scale lighting is not just a pleasant amenity, but improves neighbourhood safety and safety from traffic.
- In section 4.2.2 (page 14), reference the Walk or Wheel Thunder Bay program (<u>http://www.ecosuperior.org/activeschooltravel</u>), a collaboration between EcoSuperior and TBDHU. Include the importance of filling sidewalk gaps around schools to encourage active transportation and improve safety for children walking to and from school. Lack of infrastructure is one of the main barriers for increasing rates of active school travel Thunder Bay.
- Include more recent health stats on page 12: From the 2015/2016 Canadian Community Health Survey, 62.8% of respondents in Thunder Bay reported meeting the recommended 150 minutes of moderate-to-vigorous physical activity whereas 37.2% reported being inactive in the same survey period.<sup>33</sup> 71.3% of adults (18 years and above) in Thunder Bay were overweight or obese (based on self-reported body mass index) in the year 2015/2016.<sup>34</sup>

# **Chapter 5: Theme 2: Connecting and Growing the Cycling Network**

Strengths & Supporting Evidence

 Emphasizing that cycling facilities on major roads should be separate from vehicular traffic (page 21), as per industry best practice. Research suggests that a well-connected cycling network supports higher rates of cycling.<sup>35</sup> Investment in cycling infrastructure can also reduce injury rates.<sup>36</sup>

There is a need to improve connectivity, coherence, and utility of routes so that cycling is a viable and safe transportation option. The establishment of a north-south cycling route (page 26) is essential to connecting the network. The proposed phased strategy of express route (5 year plan) and an ultimate route (20 year plan) is realistic and achievable. In order for cycling to become a viable commuting option for cyclists of all skill levels, this is the most important investment. Choosing to cycle instead of using motor vehicles for transportation can help community members to increase physical activity levels, decrease the risk of obesity and related chronic diseases, while also reducing noise and air pollution and greenhouse gas emissions caused by automobile transportation. <sup>37,38,39</sup> Along with other forms of physical activity, cycling can be an effective strategy for preventing cardiovascular disease and type 2 diabetes.<sup>40</sup>

#### **Opportunities & Suggestions**

 There is opportunity to use the information from the Bikeability and Cyclist Safety report to support the need for separate cycling facilities. 92.7% of participants in a community intercept survey indicated that they feel safe riding on protected or separated cycling facilities and 78.2% indicated that more separated cycling facilities are needed in Thunder Bay.<sup>41</sup>

# **Chapter 6: Theme 3: Engaging Children and Youth**

**Strengths & Supporting Evidence** 

 Recognize the benefits of Active School Travel for children, including physical and mental health benefits, improved safety, and improved academic performance. Children who actively travel are more likely to sustain healthy behaviours as they get older and continue to be active for life.<sup>42</sup>

**Opportunities & Suggestions** 

- Change phrase "active and safe routes to school" to Active School Travel or reference Walk or Wheel Thunder Bay program <a href="http://www.ecosuperior.org/activeschooltravel">http://www.ecosuperior.org/activeschooltravel</a>.
- Consider planning activities or interventions for high-school students. Since high school students are older, they are more likely to travel further distances to school actively (one of the main barriers to active school travel for elementary students is age).
- Ensure infrastructure investments near schools are appropriate for children. For example, ensure sidewalks on the same side of the road as schools, there are appropriate pedestrian crossings, and appropriate bike facilities (separated/protected).

# **Chapter 7: Theme 4: Supporting Year-Round Travel**

Strengths & Supporting Evidence

- Recognizing that the current snow clearing standards for Thunder Bay are quite high. TBDHU supports all suggestions for improvement (page 37-39), including:
  - o Performing a second sweep of sidewalk or sidewalks that are adjacent to curbs
    - Coordination between transit stop and road plowing

- o Maintaining multiuse trails where they serve as sidewalks
- o Considering maintain priority bikeways in the future
- o Developing a priority winter cycling network

**Opportunities & Suggestions** 

Support businesses to implement bike parking through augmenting the Bike Racks for Business
program and providing support to workplaces.

# **Chapter 8: Theme 5: Building Community Capacity**

Strengths & Supporting Evidence

- Expanding on education and awareness initiatives to encourage new active transportation users, including raising awareness through broad reaching community events (page 83). Open Streets events have occurred in Thunder Bay in 2014, 2015, 2016, and 2017. A survey of Open Streets participants in Thunder Bay in 2014 revealed that the program inspired participants to become more physically active. Additional studies show that Open Street initiatives are promising ways to promote physical activity and are desired by the community. Positive effects have been observed for physical activity, social cohesion, and businesses.<sup>43</sup>
- Proposing research initiatives including conducting a bike share feasibility study as well as travel survey of commuting behaviours (page 45). Studies in other Canadian communities have shown that public bicycle share program can lead to greater likelihood of cycling, particularly for those who live near the areas where bicycles are made available.<sup>4445</sup>
- Building support for the notion of active transportation as a legitimate travel mode (page 46). This
  can produce enormous benefits for the City, including environmental and economic benefits such
  as reductions in greenhouse gas emissions, lower levels of air and noise pollution, reduced
  healthcare costs, reduced road maintenance and lower infrastructure costs.<sup>46,47,48</sup>

**Opportunities & Suggestions** 

- The City could take an active role in investing in a recurring Open Streets Program, which has been unsustainability funded by grants in the past. Due to a lack of dedicated funding, the program was not held in 2018 and will likely not occur in 2019.
- Clarify who will be the ambassador for community capacity. The ATP mentions that there is need for an additional FTE to implement all these actions.
- Recognize that there is opportunity to collaborate with other organizations working in this area. The TBDHU, EcoSuperior, and other organizations have successfully collaborated with the City of Thunder Bay Mobility coordinator to achieve positive advances in the area of active transportation.

Correction on page 42: The City of Thunder Bay received a Bronze Bike Friendly Community Designation in the year 2015\*

# **Chapter 9: Theme 6: Tracking Progress**

Strengths & Supporting Evidence

- Support the importance of evaluation and the proposed tracking initiatives (page 50), including:
  - o Improving data collection to make better decisions
  - o Initiating a pedestrian and traffic count program
  - o Monitoring collision data and conducting on site safety review
  - Recognize the TBDHU and Lakehead University as having a role in conducting research such as collision analyses and community surveys to achieved targeted reductions in collisions.
- Evaluation is critical to determining if the transportation policies and infrastructure interventions are serving the needs of the population, improving efficiencies, increasing safety, and improving equity and access. Evaluation of transportation systems must be comprehensive and multimodal.<sup>49</sup>

**Opportunities & Suggestions** 

 Consider collaborating with TBDHU, Lakehead University, or other evaluation experts for evaluation activities.

# Chapter 10: Achieving the Plan

Strengths & Supporting Evidence

Overall, the ATP is an action-oriented, achievable plan based on evidence and community needs. There is a strong link to public health throughout and the recommended actions will help transform Thunder Bay into an active, healthy, connected city where all members of the population can travel safely and efficiently using all modes.

**Opportunities & Suggestions** 

 Identify who will be responsible for implementing the plan (i.e. mobility coordinator, engineering department, etc.)

# Final Recommendation

After reviewing the Active Transportation Plan, the Thunder Bay District Health Unit recommends that City Council approve the recommended actions presented in the plan.

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Thunder Bay, Ontario May 10th, 2019

Kayla Dixon, TMP consultants, and Thunder Bay City Council

The draft TMP and Active TMP contains many positive steps forward for Thunder Bay. It is encouraging to see so many references to progressive design philosphies like complete streets using road diets, traffic calming, protected bike lanes and sidewalk upgrades.

For example, the traffic calming process on page 39 looks great and the traffic calming background report nicely details the requirements and available options.

The North-South cycling routes as shown on Map D looks amazing, we can't build it fast enough. It is interesting to see the short cut created between Beverly and Court Street through city land behind Badani Motors.

However, many questions arise when I read the TMP and Active TMP

It is fantastic to see Vision Zero and the Safe Systems Approach mentioned in the TMP. It is surprising however that after so many years of developing this TMP that the planned Road Safety Action plan has not been fleshed out. If a system works in other small northern towns elsewhere, why waste time and money creating our own? Will the Road Safety Action Committee, formerly the Traffic Safety Committee be accountable to reduce collisions, deaths and injuries to improve the data as gathered on page 82 and monitoring plans on page 80? The success of the Road Safety Action Committee and ultimately the TMP should be measured on collisions, deaths and injuries data.

The TMP contains many references to road diets without specifying target lane widths. The TMP needs to follow the TAC Geometric Design guide formula for lane widths and speed because lane widths determine speeds drivers are comfortable with. Lane widths matter because for every .1 metre of lane width increase beyond 3 metres will result in average speed increases of 1.5 km/hr. Since we know higher speeds result in exponentially fewer injuries and deaths as charted on page 36, the way forward should be clear.

As councillors and the public has been asking for many years, when is the city going to put in protected bike lanes along Memorial Avenue to allow all road users to safely reach Intercity area and the CLE?

With respect to the background report D-Complete streets, the default design for streets should be complete streets starting at the road allowance with sidewalks, then protected bike lanes and the space between would be for motor vehicle traffic. On page 17, complete streets should be

Kayla Dixon, TMP consultants, and Thunder Bay City Council May 10th, 2019 Page 2

the default, and Engineering should report to council for approval of any deviations from the complete street design philospy.

Open Streets events are mentioned in the TMP but unfortunately there is no ongoing funding due to the high costs of requiring police officers to close intersections with Traffic lights. A suggestion could be to close streets without lights like Algoma from River all the way to and perhaps around Boulevard lake which would only require mostly volunteers to barricade the cross streets with police at a couple of spots only.

Understanding Safety Outcomes on page 52 of the Active TMP sounds interesting and I would love a walk through of how it would work.

Another missing element is a funding formula for active transportation infrastructure. Appendix A lays out all the costs of the various recommended road network projects with some large price tags. How will the city pay for all this? One way is to consider the percentage of road users cycling and walking and dedicate that amount to cycling and walking infrastructure improvements. If 5% of the total commuters are walkers and bikers, then 5% of the total infrastructure budget should be allocated to them rather than the 1% or 2% in the 2019 budget. If you seriously want to grow the active transportation mode share to save lives and money in the future, then 10 -20% should be allocated.

Overall the draft TMP and Active TMP is a massive improvement over the previous plans that will help make measurable gains in the quality of life for Thunder Bay, especially if the improvements above are included.

Sincerely,

Ken Shields

@JustBikeTbay and Memorial Link



12 Cumberland St N Thunder Bay, ON P7A 4K9 Office: (807) 343-9032 thewaterfrontdistrict@tbaytel.net

May 13, 2019

City of Thunder Bay 2nd Floor, City Hall 500 Donald Street East Thunder Bay, ON P7E 5V3 Attention: Kayla Dixon, City Project Manager

Dear Ms. Dixon:

### Re: Comments on Draft Transportation Master Plan

Thank you for the opportunity to provide input on the City's Draft Transportation Master Plan. We write as the Walkability Committee and Infrastructure Committee Chair.

We applaud the work done to complete the Plan, and the commitment it reflects to moving away from a model focused on vehicular traffic and toward safe, accessible and vibrant streets that emphasize multimodal and active transportation. We do not have specific feedback to offer on the plan at this time, except to express our support for initiatives in designed to support walkability, active transportation, and connecting routes for pedestrians and cyclists throughout the City and between neighbourhoods. We also strongly support at grade pedestrian crossing at Red River connecting The Waterfront District to Prince Arthur landing, improving flow, tourism and business.

As a BIA, we are working on improving walkability and active transportation to and through the Waterfront District. We look forward in particular to working with the City on the upcoming Court Street redevelopment, and on enhancing pedestrian and cyclist access from the BIA to the waterfront at Prince Arthur's Landing. More broadly, we hope to work with the City to create safe and pleasant routes that will allow pedestrians and cyclists to travel into the BIA from adjacent neighbourhoods like Bay-Algoma and Mariday Park, and the Prospect Avenue area, so that they can Eat. Shop. Play. at our local businesses.

Thank you for considering these comments.

Sincerely

Jennifer Dagsvik, The Waterfront District BIA Walkability Committee Chair Suzan Cooper-Rochon, The Waterfront District BIA Infrastructure Committee Chair

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562 Red River Road Thunder Bay, Ontario P7B 1H3

Phone: (807) 624-2147

tbfoodstrategy.ca

# Thunder Bay + Area and Community

# **City of Thunder Bay Transportation Plan Draft Feedback**

Submission by: The Thunder Bay and Area Food Strategy Date: May 13th, 2019

Attention: Kayla Dixon

We are writing today on behalf of the Thunder Bay and Area Food Strategy (TBAFS). TBAFS brings local food stakeholders together to provide a coordinated approach to achieving food security through the implementation of research, planning, policy, and program development. Our mission is to create a healthy, equitable, and sustainable food system that contributes to the economic, ecological, and social wellbeing. The Food Strategy focuses its initiatives along our seven pillars; Food Access, Forest and Freshwater Foods, Food Infrastructure, Food Procurement, Food Production, School Food Environments, and Urban Agriculture.

Since 2014, the Food Strategy's Food Access Working Group has looked at food insecurity issues in our community. We appreciate the opportunity to comment from a food security perspective on the proposed Transportation Plan and Active Transportation Plan.

As highlighted on page 16 in the draft Transportation Plan, in 2013, the Lakehead Social Planning Council published Building a Better Thunder Bay for All: A Community Action Strategy to Reduce *Poverty*, with support from the City. The strategy observed that transportation can be a barrier to accessing programs and services for low income residents. The strategy recommended three ways to improve transportation affordability and accessibility:

1. Encourage public transportation accessibility and affordability for low income individuals and the integration of all public transportation methods – especially in areas where food retail outlets, or emergency food access programs and services (i.e. food hampers) are located.

2. Facilitate alternative methods of transportation through the expansion of pedestrian walkways, bike paths, and commuter trails – and TBAFS would add – especially in areas where there are food deserts.

3. Support urban densification strategies to make better use of transit resources and enhance access to food outlets.



TBAFS believes that these draft transportation plans support the above principles, but we are also requesting that the City:

- 1. <u>Extend the review process</u> of the draft Transportation Plan and Active Transportation Plan to allow for a more thorough review by the Food Access Working Group (next meeting is in June 2019).
- 2. Further, we would like to show our support for <u>prioritizing the re-establishment of the</u> <u>Fort William First Nation connection to the City of Thunder Bay via the James Street</u> <u>bridge</u> as a priority transportation issue.

Thank you for the opportunity for the Food Strategy to comment on the draft plans. We look forward to providing more detailed feedback and recommendations after our next Working Group Meeting in June. Please do not hesitate to follow up on any of the information above if we can be of assistance.

Sincerely,

Karen Kerk, MSW Food Strategy Coordinator (807) 624-2147 Office (807) 683-6129 Cell foodstrategy@ecosuperior.org **IBI GROUP** BACKGROUND REPORT THUNDER BAY TRANSPORTATION MASTER PLAN ENGAGEMENT AND CONSULTATION SUMMARY Prepared for the City of Thunder Bay

Stakeholder Consultation



IBI GROUP 7th Floor – 55 St. Clair Avenue West Toronto ON M4V 2Y7 Canada tel 416 596 1930 fax 416 596 0644 ibigroup.com

# **Minutes**

To/Attention	Notes to File	Date	February 2, 2017
From	Suzette Shiu	Project No	103442
Subject	Thunder Bay Transportation Master Plan Stakeholder Advisory Committee		
	Thunder Bay 55 Plus Centre January 24, 2017, 9:00 AM to 11:15 A	AM	
Present	See attached summary		
Distribution	Attendees Stakeholder List		

#### Item Discussed

# 1. Opening Remarks and TMP Objectives

Kayla Dixon, the City's project manager for the TMP welcomed stakeholders to the first Stakeholder Advisory Committee meeting and provided an introduction to the study and study team.

Brian Hollingworth, IBI Group, provided an overview of the TMP and its objectives.

# 2. Introductions

Attendees were asked to introduce themselves and respond to the following: "If there were one opportunity that you think the TMP should address, what would it be?"

Responses from stakeholders included:

- Keep accessibility for all people in mind
- Walkability and access to buildings i.e. pedestrian walkways, crosswalks
- Roundabouts
- Expansion of existing trail system
- Complete streets. Consideration for reallocating road space for all users.
- Review purpose and function of north-south corridors.
- Efficiency and reducing costs.
- Develop neighbourhoods and communities

- System is accessible for all users and safe for all users
- Consideration for stormwater runoff and porous pavement materials
- Walkability. Improved options for travel.
- Protecting/enhancing the environment which plays a large role in health.
- Improving the image of transit and active transportation. This has been a barrier to use.
- Safety and walkability, transit service improvements.
- Focus on pedestrian safety and access to transit.
- Enhancing safety in road / highway design
- Accessibility for seniors
- Pedestrian mobility provide options to move around by any mode.
- Maintain / enhance access to industrial areas
- Reduce hazards for walking
- Recreational trail system
- Free/rental bike program
- Access and impacts to industrial lands along waterfront
- Managing access from development on the highway system
- Thunder Bay is a four-season city consider access and mobility year round

#### 3. Study Process

Suzette Shiu, IBI Group, presented a brief overview of the study process, the various tasks to be undertaken as part of the TMP and the overall schedule.

Consultation with the stakeholders will include two additional stakeholder advisory committee meetings over the course of the study.

# 4. Needs and Opportunity

#### 4.1 What are the positive features of the transportation system?

- You can get anywhere in the City really fast by car.
- Most road corridors have a lot of space and less competition for this space (compared to other cities) this is an opportunity to look into the potential to reallocate space for non-automobile use.
- City's sidewalk snow removal is well ahead of other municipalities.
- Great transit system that includes service on Sundays and evenings.
- There is abundant free parking.
- The City has great recreational trails really appreciate what the City has.

#### 4.2 What needs improvement?

• Crossing of railway lines – this seems to be the major cause of traffic delays in the City.

- Number of driveways near intersections or close to each other creates conflicts.
- Pedestrian crossings.
- Better connectivity to transit stops, i.e. sidewalks and walkways.
- Wide roads encourage speeding.
- Residential developments are not built with transit in mind.
- Bridge crossing to south improved crossing and new crossing needed. Concern for EMS access with limited bridges.
- Transit access in industrial areas there is a lack of sidewalks connecting to stops.
- Roads need to be safer for all users whether 8 years or 88 years old to go to school, shopping, entertainment, etc.
- Citizen feedback mechanism needed an ongoing process after this study is completed.
- Need a process for the City to capture desire lines which can be observed in the informal routes/paths that are taken by pedestrians/cyclists.
- Pedestrian safety need for streetlighting, crosswalks, and sidewalks.
- Consideration for access in site plan design for example, the design of a seniors residence should allow for buses to get close to the building.
- Consideration for one-way streets pedestrians only need to look for car traffic from one direction.
- The City has a "shopping cart problem" being able to easily travel the 'last mile' from transit to the final destination.
- Improving access across Harbour Expressway between residential areas in the south to commercial/retail areas in the north.
- Better access to services by foot/cycle.

#### 4.3 What does your group need the TMP to provide?

- From a business perspective, the TMP needs to be realistic for the taxpayer. Who will be paying to construct improvements and how will the City continue to pay to maintain and operate in the long-term?
- Cycle track policy that exceeds guidelines from OTM Book 18 (Ontario Traffic Manual on cycling facilities). We need fully separated cycling facilities.
- Highway access policy and TIS guidelines that consider driveways/access on Provincial facilities.
- More consideration for accessible parking spaces both in design and number of spaces – at all types of developments (residential/commercial/office).
- Curb cuts need to match up better with pavement markings on the road it is difficult for wheelchair users to find the curb cut based on the lines on the road.
- Consideration for the tactile indicators at curb cuts in a colour other than yellow yellow is typically used as a warning rather than an indication of a safe area for pedestrians.

- Encourage and support young people to be active. Traffic calming can help neighbourhood roads feel safer and encourage more pedestrian activity.
- An aging population and its impact future travel and transit. Many seniors will rely more on others to drive them rather than to take transit.
- Main Street overpass reduce conflicts between users.
- Proactive measures to address intersections/areas that are more prone to collisions.
- Consider more driver training in industry, drivers receive regular, yearly training but general public only has driver training when they first learn to drive. Some drivers may not be aware of rules of the road for bike lanes, roundabouts, etc.
- A goal of Vision Zero. Road design should engineer out human error.
- Education and promotion on using the transportation system, options and alternatives, etc.

### 5. Developing the TMP Vision

Brian provide an overview of the City's strategic plan vision, and the goals and strategies that relate to transportation.

The Stakeholders were asked for input on what the City should consider in its vision for the TMP by considering the following questions:

- 1. 5 years, 10 years, 20 years...what should the City's transportation system look like in the future?
- 2. What are the barriers and challenges for the transportation system to meet the City's Strategic Vision?
- 3. What are the "must do" things that the TMP needs to include to advance the Strategic Vision

Responses from stakeholders included:

- Incorporate stormwater management needs in the plan.
- Vision Zero zero pedestrian deaths and injuries.
- North-south cycling corridor such as Memorial-May connecting the downtown cores.
- A grid of safe cycling infrastructure.
- 100% accessible bus stops.
- Communication and education plan to promote the vision.
- Thunder Bay is a great place to live because of its transportation system.
- Make streets that require less maintenance, have a longer life cycle.
- Seek to reduce net cost to the City over time with consideration for health care costs and greenhouse gas (GHG) emissions.
- In order to get people out of the car, we can't just tell them, but need to invite them to other modes. For example, consider providing transit fare/pass for people to give transit a try.
- TMP vision needs to speak to the end users and citizens.

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#### Item Discussed

- Plan should consider partnership opportunities with businesses and private organizations.
- Impacts of aging population on travel needs
- Growth in Thunder Bay has been a result of urban sprawl –growth is from outside of the City, but the City needs to address growth implications on the transportation network.
- There seems to be two opposing views at the City on one hand, desire for walkable community and improved AT. On the other hand, there is proposal for Northwest Arterial road and the desire to move vehicles faster on wider roads.
- Need to view the plan from a healthy communities and safety perspective.
- Studies have shown a high proportion of residents are not meeting minimum daily activity guidelines, this impacts long-term health of residents and is a cost on the health system.
- Strong health and safety theme.
- Should consult with EMS providers regarding needs to get around the City efficiently.
- Potential wording for a vision could be something like: "A transportation system that positions Thunder Bay as a next-generation city that supports people of all ages and abilities, environmental stewardships, an enhanced economy, and innovative best practices that help people live healthy, fulfilling lives."
- Getting around by single-occupant vehicles in Thunder Bay is extremely easy. How do we make other modes more attractive?
- Also consider safety and crime prevention having more eyes on the street when people are out and active in the community can help prevent crime.
- Consider innovative ways to capture value through developers, land values and to use that value to enhance the public realm.
- Consider the trend towards a shared economy (e.g. uber-like services) and policies for the City to adapt.
- Require developers through site plan applications to provide sidewalks and active transportation access to their sites.
- Consider costs to developers it is already expensive to develop in Thunder Bay. Additional costs would discourage development/growth in the City.
- Slow or no population growth is expected in Thunder Bay. As the population ages, there
  will be a smaller labour force and tax base. Affordability of the transportation system is a
  major concern. City needs to be able to afford the plan in the long-term including
  operating and maintenance costs.
- Current parking requirements in zoning by-law may be too high. Even Walmart has applied for reduction in parking supply when they developed their site.
- Reduce barriers to accessing development.
- Connectivity for all modes, including goods movement.
- Integrating lands use and transportation e.g. a new seniors residence built in an area without transit access is not good planning.

# 6. Next Steps

- First Public Open House to be held on January 25. The meeting is drop in format between 4 PM and 7 PM at the Italian Cultural Centre. All are welcome.
- Next meeting with Stakeholder Advisory Committee in the spring. Email invitation will be sent to all on the stakeholder list.

If there are any errors or omissions in the above minutes, please bring them to my attention.

Suzette Shiu Email: <u>suzette.shiu@ibigroup.com</u> Phone: 416.596.1930 x61447

#### Stakeholder Advisory Committee Meeting #1 – Attendees

Jonathan Paske	Development & Emergency Services Department - Parking Authority
Caroline Cox	EcoSuperior
Patricia Lambert	Accessibility Advisory Committee
Brian Spare	Accessibility Advisory Committee
Tessa Soderberg	Accessibility Advisory Committee
Melissa Berry	Age Friendly Committee
Matt Miedema	Engineering, City of Thunder Bay
Kayla Dixon	Engineering + Operations, City of Thunder Bay
Adam Krupper	Engineering, City of Thunder Bay
Rick Harms	Engineering, City of Thunder Bay
Werner Schwar	Parks and Open Spaces, City of Thunder Bay
Brad Loroff	Thunder Bay Transit
Dana Earle	Thunder Bay Transit
Shahrzad Borjian	Thunder Bay Transit
Cindy Brown	Ministry of Transportation
Rick Inman	Ministry of Transportation
Silva Sawula	Thunder Bay District Health Unit
Joanna Carastathis	Thunder Bay District Health Unit
Don Stokes	Superior North EMS
Guy Jarvis	Thunder Bay Port Authority
Simon Shankie	Lakehead Conservation Authority
John Mason	Thunder Bay Community Economic Development Commission
Charla Robinson	Thunder Bay Chamber of Commerce
Shawn Mulligan	Lakehead District School Board
Michael Dorval	Confederation College
Jodi Connor	SUCCI (Con College Student Union)
Lynne Savela	SUCCI (Con College Student Union)
Rachel McKay	Community Traffic Awareness Committee
Ken Shields	Memorial Link
Dean Stamler	Memorial Link
Enzo Fabiano	Union Gas
John Gould	Union Gas
Tina Tucker	Thunder Bay Public Library
Brian Hollingworth	IBI Group
Suzette Shiu	IBI Group



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# **Minutes**

To/Attention	Notes to File	Date	June 13, 2017
From	Zach Henderson/Suzette Shiu	Project No	103442
Subject	Stakeholder Advisory Committee Thunder Bay 55 Plus Centre June 6, 2017, 9:30 AM to 11:15 AM		
2.00.000.000	Attendees Stakeholder List		

#### **Item Discussed**

# 1. Opening Remarks

Rick Harms welcomed stakeholders on behalf of Kayla Dixon (City Project Manager) and provided an introduction to the study and study team.

# 2. Summary of SAC #1 and POH#1

- This is the second meeting of the Stakeholder Advisory Committee (SAC). Suzette Shiu provided a high-level review of the purpose of the SAC and summary of the discussions at the first meeting.
- An overview of what was heard at the first Public Open House was also presented.
- The input from stakeholders and the public formed the basis of the draft transportation vision.

# 3. Draft Vision, Alternative Solutions and Evaluation Criteria

- Brian Hollingworth presented the draft vision and supporting principles and objectives (slides 8-11), alternative solutions (slide 12), and draft evaluation criteria (slide 13).
- Comments/questions that were discussed included:
  - Confirmation that reference to "healthy" means more than just human health, but also ecological health.
  - Comment that efficiency and safety needs to be more prominent within the vision statement.
    - Brian also noted that efficiency relates to both road and transit network.
  - The importance of the Port of Thunder Bay for goods movement was noted. Thunder Bay has high degree of integration between marine, rail, trucking modes for goods movement and vision/objectives should speak to:
    - Protecting existing users of the Port

- Enhancing future potential uses for the Port facility
- Other (non-recreational) waterfront uses
- Potential increase in travel demand with autonomous vehicles public policy needed.
- Does TMP consider Mining-Readiness Strategy and the significant potential for growth in Thunder Bay?
  - Yes, strategy is recognized in the TMP.
- The draft principles only speak to accessibility by walking, cycling and transit but also need to consider accessibility for drivers, i.e. wheelchairs in vehicles – access from vehicles to buildings/parking, making sure there is enough space to enter/exit the vehicles, etc.
- Also noted that accessibility is not just for persons with disabilities but should apply to all users, seniors, etc.
- The idea of streets as public places is fantastic, but likely foreign to Thunder Bay residents.
- Previous discussions noted a distinction between roads and streets. Should that be brought into the vision/objectives that some roads optimized for driving (moving vehicles and goods) and other streets are optimized for walking, cycling, transit (i.e. contrast of efficient vehicle movement vs people-friendly network).
- It was noted that Thunder Bay Health Unit has a study that looked at impacts of increasing AT on chronic illnesses (economic benefits, healthcare costs, etc.).
  - Brian noted other studies that look to quantify the economic cost of air pollution.
- It was noted that there are stakeholders that are unable to attend the SAC meetings not because they are not interested in the study, but because they lack the resources to send a representative to the meetings. It is important to also reach out and gain input from these stakeholders.
  - Brian agreed and noted that additional outreach may be required.
- Brian presented the four 'alternative solutions' which are defined to address the problems/opportunities, following the Environmental Assessment process. The intent of the alternatives is to present four broad planning solutions.
- For Alternative #3 Active Transportation- and Transit-focused, perhaps "moderate" or "optimal" investment in roads are better description than "minimal" investment in roads.
- Some way of drawing people to Thunder Bay is missing. We need to draw people into the City rather than have them bypass the City.
- How do we integrate the TMP with MTO?
  - Brian noted that IBI Group is developing the Northern Ontario Multimodal Transportation Study for MTO and any findings that are applicable to Thunder Bay will be incorporated.
  - Highways are under MTO jurisdiction. Changes to truck routes and highway network impacts existing businesses on Arthur St W.
  - Rick Harms noted that truck routes are being debated. The Transportation Environmental Study Report (TESR) for Highway 11/17 has been completed by MTO and is a reference document for the TMP study.

- The planned modifications to Highway 11/17 will impact intersections and accesses close to the future interchanges. In some places, existing accesses will not meet Highway Access Guidelines.
- The vision/objectives do not speak to all multi-modal aspects, such as the airport and connecting to the airport (i.e. airport is not accessible by cycling/walking, no bike parking).
- In many locations, utilities (i.e. hydro poles) in the rights-of-way uses up space that could otherwise be used for multi-use trails.
- With respect to tourism Adam Krupper noted the Image Route Guidelines and Wayfinding Plan are intended to improve the image of the City and help tourists find their way. City is working on Pedestrian/Cyclist Wayfinding Plan. How do we highlight city image as part of economic development?
  - Ideas on top ways to draw people to Thunder Bay: waterfront, streets as public spaces, multi-modal transportation, riverside trails, etc.
- Should also clarify that waterfront is more than waterfront on Lake Superior, but also Boulevard Lake, Neebing and Kaministiquia Rivers.

# 4. Study Progress

- Suzette and Brian presented an overview of study progress, including work on model development, intersection operations, signal communications system review, cycling network plan development and other on-going tasks.
- Comments/questions that were discussed included:
  - Potential for a future bridge over the Kam River?
    - Tragic events on Hwy 61 bridge which highlight a weakness in the transportation system
    - Closure of Hwy 61 bridge added at least 90 minutes to delivery times
    - There needs to be some serious consideration to a city/urban bridge that augments the one on Hwy 61, as any issues on Hwy 61 bridge will result in a bottleneck, impact emergency response times and commercial traffic
    - Even if James Street bridge can be repaired, the bridge is over 100 years old. A new, urban bridge needs to be considered and prioritized
  - Does the TMP consider the Chapples Park Plan? This may attract more people to Thunder Bay.
  - Integration of other plans/reports that the City has done recreation plan, mining readiness strategy, industrial plans, growth, etc. seems to be missing.
  - Has the City considered signals where the walk signal is provide to pedestrians before the green signal is provided for cars?
  - What is the impact of the MTO's Thunder Bay Expressway plans on development on the arterial corridors? For example, hotel on Oliver Road has access now, but access will be limited once TB Expressway twinning/interchange/flyover is constructed. Timing of TB Expressway works has not been announced by MTO.
  - Concerns regarding the assessment of designated truck routes in isolation from the TMP work was brought up. That process should be part of the TMP. Brian noted that the TMP team is involved with the review of the truck routes.

- The impacts of rail traffic on all other modes, and especially emergency response times was noted. It was suggested that data from EMS on response times be assessed.
- Construction also impacts EMS response times. Modelling is needed to show impact on the network and to accommodate traffic management of construction.
- How much influence does the TMP have on land-use planning? And what are the incentives for shaping land use? On the one hand we want to draw people into the City, but we are building hotels on Oliver Road. These seem to contradict each other.
  - But need to consider all users, not just tourists. E.g. truck drivers need hotels closer to highways, visitors/patients that need to be near the hospital.
- How do we make the City great from a land-use perspective? How do we use the neighbourhoods we already have to draw people in to the City?
  - TMP needs to address the importance of land use planning to economic development, and how the TMP connects those two.
- With respect to goods movement, moving goods by bicycle (i.e. cargo bikes) should also be considered in the design of cycling facilities/routes.

# 5. Transportation Budget

- In preparation for the Public Open House (held on June 6), Suzette presented some of the information that will be presented to the public as well as a few of the survey questions.
- In addition to providing the public with a summary of the work to date, similar to what has been presented to the Stakeholders, information on the City's transportation budget will be presented to initiate discussion on priorities.
- Concerns were brought forth that the 2017 budget includes one-off grants, and that the AT capital budget includes programs not strictly capital projects. Ideally, a five-year average should be used.
- Comments on the survey question (i.e. should the City invest more or less on transportation) is to general, and the follow up question regarding funding is too limited. The trade-offs questions are also limiting and a ranking of priorities may be another option.
  - Suzette noted that presenting the excerpt of information from the public display panels and isolated questions from the survey does not provide appropriate context for the stakeholders. The TMP team will also review the materials prior to the Public Open House.

# 6. Next Steps

- Second Public Open House to be held on June 6, 2017.
- Next round of consultation, including the next SAC meeting will be held in the fall. Draft recommendations will be presented at that time.
- TMP is scheduled to be completed by the end of the year.

### Stakeholder Advisory Committee Meeting #2 – Attendees

Brian Spare	Accessibility Advisory Committee
Tessa Soderberg	Accessibility Advisory Committee
Richard Pohler	Community Economic Development Commission
Sharon Angeconeb	Dennis F Cromarty High School
Saturn Magashazi	Dennis F Cromarty High School
Jonathan Paske	Development & Emergency Services Department - Parking Authority
Matt Miedema	Engineering, City of Thunder Bay
Adam Krupper	Engineering, City of Thunder Bay
Rick Harms	Engineering, City of Thunder Bay
Brenda Deck	HAGI
Ken Shields	Memorial Link
Dean Stamler	Memorial Link
Cindy Brown	Ministry of Transportation
Werner Schwar	Parks and Open Spaces, City of Thunder Bay
Glenn Berst	St Joseph Care Group
Nella Lawrence	TB Regional Health Sciences Centre
Charla Robinson	Thunder Bay Chamber of Commerce
John Mason	Thunder Bay Community Economic Development Commission
Silva Sawula	Thunder Bay District Health Unit
Rachel Mckay	Thunder Bay District Health Unit
Mary Duquette	Thunder Bay District Health Unit
Gordon Synder	Thunder Bay Police
Tina Tucker	Thunder Bay Public Library
Dana Earle	Thunder Bay Transit
Pascal Gauvreau	Thunder Bay Transit
Ed Cameron	Waterfront Development Committee
Brian Hollingworth	IBI Group
Zach Henderson	IBI Group
Suzette Shiu	IBI Group



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# Minutes

To/Attention	Notes to File	Date	October 18, 2017
From	Brian Hollingworth / Suzette Shiu	Project No	103442
Subject	Thunder Bay TMP Stakeholder Advisory Committee Meeting #3, October 17, 2017, 9:30 AM to 11:30 AM		
Distribution	Attendees Stakeholder List		

# Item Discussed

**Action By** 

# 1. Introductions

# 2. Review of TMP Vision

• Consider adding "businesses" to the part of the vision that states: "offer integrated, seamless mobility to individuals and families" to introduce the idea of goods movement

# 3. Draft Recommendations

The following comments from the SAC members on the draft recommendations were provided:

# **Active Transportation**

- Requirement for bike parking should be tied to development.
- Reduce parking minimum requirements. Put recommendation in TMP to lower or eliminate requirement standards.
- For site/building design, need to ensure accessible parking and ramps are located close to main entrances and that a clear path is available.
- With aging population, the accessibility standards for our community should be more than minimum standards.
- College provides ample parking, but doesn't provide for other choices.

- Bike share is a good idea. Health Unit has four bikes available to staff.
- Would the bike share program be City-run or private?
- What is defined as 'feasible' for bike share program?
- EcoSuperior has a program to provide loaner bikes to lower income neighbourhoods
  - Look at Hamilton example of subsidized bike share in lower income areas
- City needs to provide a network of safe cycling routes before investing in bike share program.
- Need to consider reality of winter issues snow removal/storage for cycling facilities, clearing space to park bikes, accessible to persons with walkers, etc.
- Also consider cargo bikes in bike share program
- Although a major walking area, sections of Frederica Street only have sidewalks on one side, bus stops do not have mobility pads and there are limited accessible crossings.
- Plan needs to consider walking for transportation, in addition to walking for recreation.
- There needs to be a focus on school zones several school zones in the city do not have sidewalks, for example around St. Margaret School.
- On Castlegreen there are no sidewalks to transit stops (sidewalks are on the opposite side of street).
- MUPs need to be accessible for emergency vehicles.
- Walking and snow removal protocols need to better coordinate street plowing from impacting sidewalk plowing, e.g. street plow puts snow on sidewalks.
- Need to look at incorporating green infrastructure.
- Health Unit did a study of collisions many collisions happen between intersections, therefore like idea of increased crossing permeability for pedestrians.
- Need an understanding of potential impacts of cycling facilities on transit operations? e.g. Memorial Street
- Waterfront trail concerns about interaction between trail users and heaving industrial uses / rail crossings.

Page 2 of 5

Action By

- Kayla noted that the Waterfront Trail plan includes some bridges to separate trail users from rail traffic
- Fort to Port Express Route
  - going through off-leash clog path people get chased.
  - Crossing of floodway is CN Rail on board?
    - It was noted that CN Rail has done some partnerships in Winnipeg.
  - Harbor Expressway and Hewitson high traffic volumes, high left turn volumes at Hewitson,
- Fort to Port Ultimate Route
  - Suggest an advisory committee to oversee infrastructure implementation.
  - Consider a pilot of cycling facilities on May Street.

# Transit

- Snow removal at bus stops
- Community centres should be accessible by transit
  - West Arthur Community Centre is really hard to get to by transit
- Be sure to look at seniors centres connections to AT and transit networks.

# Roads

- Is TMP dealing with emergency vehicles travelling within City?
  - Centralized signal system and coordinated system may help
  - People need education on what to do when encountering an emergency vehicle.
- Roundabouts concerns about roundabouts and ability for visually impaired to cross safely.
- Traffic calming
  - Some drivers are not respecting traffic calming measures and some measures have unintended impacts
  - In the example of the speed limit bollard placed in the centre of road, sometimes cars park on both

Page 3 of 5

Action By

sides of the street adjacent to the bollard and end up blocking the street.

- Truck traffic did TMP coordinate with MTO on data re: truck movements?
  - Yes, team has reviewed truck volumes in the City
- Are designated truck routes going to be resolved in time to be included in TMP?
  - Ideally yes, but it is noted that these are separate studies.
- School zone speed limits not being obeyed. Ontario may be looking at photo radars for school zones.

# General

- What is the plan to get feedback from neighbouring communities
  - Neighbouring municipalities are invited to SAC meetings.

# Next Steps

- Refine strategies and recommendations based on feedback from stakeholders and public
- Prepare Draft TMP for end of year
- Present Draft TMP to Council [Post meeting note: targeting early 2018]

Page 4 of 5

Action By

## Stakeholder Advisory Committee Meeting #3 – Attendees

Brian Spare	Accessibility Advisory Committee
Tessa Soderberg	Accessibility Advisory Committee
Richard Pohler	Community Economic Development Commission
Michael Dorval	Confederation College
Rena Viehbeck	Earthcare, City of Thunder Bay
Kayla Dixon	Engineering, City of Thunder Bay
Matt Miedema	Engineering, City of Thunder Bay
Adam Krupper	Engineering, City of Thunder Bay
Rick Harms	Engineering, City of Thunder Bay
Meghan Shanks	Memorial Link
Charla Robinson	Thunder Bay Chamber of Commerce
Silva Sawula	Thunder Bay District Health Unit
Crystal Simeoni	Thunder Bay District Social Services – Housing Services
Jen Lible	Thunder Bay District Social Services
Bill Pollock	Thunder Bay Police
Shahrzad Borjian	Thunder Bay Transit
Brian Hollingworth	IBI Group
Suzette Shiu	IBI Group

**IBI GROUP** BACKGROUND REPORT THUNDER BAY TRANSPORTATION MASTER PLAN ENGAGEMENT AND CONSULTATION SUMMARY Prepared for the City of Thunder Bay

Engagement with Indigenous Communities



Summary

Thunder Bay Transportation Master Plan

# Engagement Sessions with Indigenous Communities

ΙΒΙ

Prepared for City of Thunder Bay by IBI Group In association with McLeod Wood August 15, 2017

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## 1 Introduction

As part of the City of Thunder Bay's Transportation Master Plan (TMP), the study team met with representatives of the Indigenous community to listen to their idea, needs, opportunities and vision for transportation.

Meetings with Fort William First Nation, Métis Nation of Ontario and Red Sky Métis were requested.

Additionally, Indigenous community groups were invited to participate in a Transportation Focus Group.

## 1.1 Engagement Objectives

The purpose of the Transportation Master Plan is to offer a choice of integrated travel modes, emphasizing active transportation (walking and cycling), public transit and carpooling.

The objectives of engagement for the TMP include:

- To inspire change in how people move through the City of Thunder Bay;
- To address climate change and the need for increased resilience, emergency response and storm water management, etc.;
- To support a healthier and greener community;
- To consider multi-modal transportation that addresses the needs of the community, particularly the youth and an aging population;
- To connect with Indigenous people effectively, particularly Indigenous youth; and
- To provide creative solutions.

## 1.2 Indigenous Outreach

In January 2017, letters from the Mayor of Thunder Bay were sent to Fort William First Nation, Métis Nation of Ontario and Red Sky Métis informing them of the TMP, the public open house and other opportunities to provide input.

In March 2017, an invitation was mailed from City of Thunder Bay to Fort William First Nation, Métis Nation of Ontario and Red Sky Métis to request a meeting.

To further provide an opportunity to engage with Indigenous community groups, an invitation to participate in a Transportation Focus Group was sent to the following:

- Thunder Bay Indigenous Friendship Centre
- Anishnawbe Mushkiki Aboriginal Health Access Centre
- Dilico Anishinabek Family Care

- Northern Nishnawbe Education Council (Dennis Franklin Cromarty High School)
- Ontario Native Women's Association
- Home and Community Care: Matawa First Nations Management
- Shkoday Abinojiiwak Obimiwedoon Thunder Bay Aboriginal Head Start
- Nokiiwin Tribal Council

# 2 Meeting with Métis Nation of Ontario

In response the invitation to meet, Métis Nation of Ontario indicated in early May that the committee reviewed the TMP information and had no concerns. A meeting was not required at this time.

## 3 Meeting with Red Sky Métis Nation

Date	May 16, 2017 at 10:00 AM
Attendees:	Dean Whellan, Red Sky Métis Nation
	Donelda DeLaRonde, Red Sky Métis Nation
	Matt Miedema, City of Thunder Bay
	Merv McLeod, McLeod Wood
	Suzette Shiu, IBI Group

The representatives of Red Sky Métis Nation had previously reviewed the information available on the TMP website and were prepared with ideas and suggestions regarding transportation in the city. Issues discussed included:

#### Walking

- To support walking, well-lit areas and better public surveillance are needed
- Roads are swept in late May, but road sand make it more difficult to use sidewalks and paths
- In the marina area, the parking is not close to the pedestrian overpass. People wish to cross at street level.

## Cycling

- Cycling lanes are a great idea.
- For Memorial Avenue, cyclist should have separate facilities, i.e. adjacent to the roadway.
- Anywhere that vehicular speeds are over 50 km/h cycling facilities should be separated from vehicles.

#### Transit

- Bus to Fort William Historical Park gets near to park but does not go in. Needed especially for festival days and events.
- Transit hub at City Hall and at the FWFN hockey arena. Working well for what people need to do.
- Suggest buses go in to Thunder Centre. It's a long walk from the bus stop without sidewalk/walkway.
- Consider transit to ski hills.

#### Driving

- There seems to be an excess of traffic lights and stop signs.
- Consider roundabouts, on Harbour Expressway as well as other city roads.
- Lack of a north-south route through the city.
- Five-legged intersection (at Pacific Avenue and Simpson Street) is confusing.

#### Trucks

- Trucks on roads are needed to support businesses and small businesses
- Longer truck routes will cost more money for business
- Truck route designation should be part of TMP, rather than going forward on its own.

#### Winter

- Snow not cleared very well.
- City "closes" bike lanes in mid-November, but still in use. Consider policies to limit winter cycling.
- Access to transit more difficult in winter.

## 4 Meeting with Fort William First Nation

Date:	June 23, 2017 at 11:00 AM
Attendees:	Kristy Boucher, FWFN Communications
	Karen Bannon, FWFN Health and Social Services
	Luanne Maki, FWFN Health and Social Services
	Kayla Dixon, City of Thunder Bay
	Matt Miedema, City of Thunder Bay
	Merv McLeod, McLeod Wood
	Suzette Shiu, IBI Group (via telephone)
Regrets:	Chief Collins, FWFN

Chief Collins was unable to attend meeting but provided his ideas and suggestions on transportation to Kristy Boucher to provide to the group.

Issues discussed included:

#### **Draft Vision**

• Draft Vision - In the vision for the TMP, FWFN would like to see added that the City of Thunder Bay is built on the Traditional Territory of the Fort William First Nation

#### Bridge

• FWFN is exploring the possibility of working with other levels of government on their own solution to the issue of the James Street Bridge

#### Transit

- The bus service to the community seems to be designed for people who are coming to the FN for work. The scheduling does not take into consideration social requirements and education requirements:
  - Students who attend school in Thunder Bay
  - Access to medical services in Thunder Bay, taxis are expensive
  - Special events on Reserve put in a process for bus service for special events
  - Better bus service would allow for hosting of remote community FN students who attend school in Thunder Bay
  - Increased bus service would allow young people to access programming in the city and by the Friendship Centre and vice versa.

- Access to FWFN Arena
- Access to youth centre
- Need for extended service hours some events at the community centre end at 9:30 or 10 PM and attendees would miss the last bus.
- The only formal transit stop in the community is the Federal government building in the business centre (bus drivers will stop to pick up people along the road if waved down (informal, non-designated stops).
- Would like to see more transit stops with better signage and transit info. Current stop locations are not very clear/visible. There are no shelters.
- There was discussion on what is needed for wheel chair/other mobility needs. City buses can kneel, but require a curb as bus cannot kneel to the level of the gravel shoulder.
- It was pointed out that the 1906 Treaty provided for transit services to the city—the City and the FN should explore

### Cycling

- City has done a great job with bike lanes in City, but few facilities in/to the south.
- Suggested bike lane along Chippewa Road / City Road. Provides access to recreation, mountain.

#### Walking

• Pedestrians typically walk on the shoulders of the road.

#### Driving

• The James Street Bridge needs to be operational—a higher level of integration and use of services in the city by community members is severely impeded and vice versa.

It was also suggested that a community meeting should be held for the TMP. Community meetings are usually held on Mondays at Fort William First Nation. The contact to make arrangements for a meeting is Elizabeth Esquega (ElizabethEsquega@fwfn.com).

FWFN also has weekly newsletter that is sent out on Fridays if desired for outreach to community regarding TMP.

# 5 Transportation Focus Group

Date:	May 15, 2017 at 4:00 PM		
Attendees:	Saturn Magashazi, Dennis Franklin Cromarty High School		
Matt Miedema, City of Thunder Bay			
	Merv McLeod, McLeod Wood		
	Suzette Shiu, IBI Group		

Only one participant attended the Transportation Focus Group meeting. She is actively involved in the community and with youth, and provided many suggestions and ideas. These included:

- Safety is a major concern. Improved lighting on pedestrian paths, walkways, and transit stops is needed.
- Students at DFCHS use monthly bus passes, but a single pass for the whole school year, similar to the uPass, would be better.
- New students are from small, remote communities and need orientation to the big city including how to use transit. Suggest that at beginning of school year (end of August) to have an opportunity for new students to meet transit staff.
- Students are housed in homes throughout Thunder Bay and most rely on transit. However, for some students up to three buses (2 transfers) are needed just to get to school.
- Number of students that are accepted at DFCCHS is limited by the number of available boarding homes. Some homes are located in areas with very limited transit and are not feasible options for DFCHS students.
- Transit service also limits opportunities for students to obtain jobs on the Reserve transit service to Reserve is limited.
- Students do not have access to bicycles students bring only the essentials from home. Some students lack sufficient funds for shoes – buying a bike is not a feasible option.
- In general, there needs to be more education on the services provided by transit, i.e. who can use Lift+/HAGI services.
- A growing older population in Thunder Bay requires improvements for mobility some areas do not have curb cuts for people with mobility devices, not all transit stops are accessible, etc.



Thunder Bay Transportation Master Plan

# Public Open House at Fort William First Nation Summary

## **Public Open House at Fort William First Nation Summary**

Date: November 6, 2017 at 6 pm

Location: Fort William First Nation Community Hall and Bingo Hall, 400 Anemki Drive

#### City Representatives:

Amanda Nason, Communications Officer Stacey Levanen, Supervisor Corporate Communications Dana Earle, Transit Supervisor - Customer Care & Administrative Services Brad Loroff, Manager Transit Services Leslie McEachern, Manager Planning and Development Services Kayla Dixon, Director Engineering and Operations

#### Proceedings

A joint open house was held by the City of Thunder Bay on Fort William First Nation to solicit feedback from the community on the Transportation Master Plan, the Official Plan and the Transit Route Optimization Project.

Food was provided during the open house by Fort William First Nation and attendees were able to put their name in to win door prizes provided by the hosting City Divisions.

The open house began with a smudging ceremony and blessing by an elder of Fort William First Nation.

For the Transportation Master Plan, storyboards used at the third Public Open House held on October 17, 2017 were set up. Storyboards presented the study's key recommendations and policies.

Feedback was solicited from attendees through direct discussions and a comment form was available for written submissions.

#### **Attendance and Participation**

Attendees were asked to sign in, but it was not mandatory. Approximately 10 to 15 people attended. No comment forms were submitted during the event.

#### Feedback

A comment was received that the Thunder Bay Transit stops along City Road should have shelters and service into the later hours of the day would improve ridership.

A resident wanted to confirm that a bridge connection from Parkdale through Confederation Drive to Arthur Street was not recommended in the new road network.

### Summary

The Public Open House at Fort William First Nation for the Thunder Bay Transportation Master Plan was attended by members of Fort William First Nation as well as residents of the City of Thunder Bay.

All of the comments received have been reviewed and will be taken into consideration in the final stages of the development of the Transportation Master Plan.

The public will have one final opportunity to comment on the Transportation Master Plan when the draft final report enters its mandatory public review period.

#### **IBI GROUP** BACKGROUND REPORT THUNDER BAY TRANSPORTATION MASTER PLAN ENGAGEMENT AND CONSULTATION SUMMARY Prepared for the City of Thunder Bay

**Public Consultation** 



Thunder Bay Transportation Master Plan

# Public Open House #1 Summary



Prepared for City of Thunder Bay by IBI Group

February 28, 2017

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Appendix B – Display Boards
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Appendix G – Questionnaire

## 1 Background

## 1.1 Introduction

This report summarizes the first Public Open House (POH) for the Thunder Bay Transportation Master Plan. This public meeting was held on Wednesday, January 25, 2017 from 4 pm to 7 pm at the Italian Cultural Centre on South Algoma Street.

The purpose of the POH was to solicit feedback from residents on their collective vision for the future of transportation in the City, as well as what is currently working, or not working, in the overall transportation system, and where there may be opportunities for improvement.

There will be two more POHs later in the study.

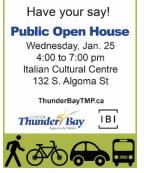
## 1.2 Notification of Public Open House

The POH was promoted through a variety of media, beginning on January 1, 2017 with the release of the first print advertisement in The Walleye. The POH was promoted in the following ways:

- Print advertisements
  - o The Walleye January 1
  - o Chronicle Journal January 14
  - The Source January 12 and 19
  - Wawatay News January 15
- Online advertisements
  - o TBNewsWatch ran for approximately one week prior to the POH
  - o Paid Facebook posts –January 20 to 25
  - Print ads from The Walleye, Chronicle Journal, and Wawatay News also appeared in the respective digital versions.
- Social media
  - Multiple posts made to the City of Thunder Bay Facebook and Twitter pages, and shared by Active Transportation Thunder Bay and Walkability Thunder Bay through their own social media pages
- Websites
  - Dedicated page on the City of Thunder Bay website
  - Dedicated Thunder Bay TMP website
- Newsletters / Emails
  - o City of Thunder Bay internal employee E-News
  - o EarthCare Thunder Bay e-Newsletter January 23
  - Email to list of residents who attended previous Thunder Bay consultation events and provided permission for further contact – January 18



Master Plan



- Events Calendars
  - The Walleye online events calendar
  - o City of Thunder Bay online events calendar
- Other media
  - o Public Service Announcement January 18 to 25
  - Media Advisory issued January 20
  - o Media Release issued January 25

See Appendix A for examples of advertising materials used.

### 1.3 Proceedings

The public event was held in the Galileo Room at the Italian Cultural Centre at 132 South Algoma Street. Ten display boards on easels were set up around the perimeter of the room, with large-scale maps available on tables in the centre of the room. City and consultant team members were available to engage with residents and interested parties.

The display boards were arranged as follows:

- 1. Welcome and Study Process
- 2. Background TMP overview and Class EA process
- 3. Improving the Transportation System potential improvements and examples of recent projects in the City
- 4. Walking existing system and invitation for improvements
- 5. Cycling existing system and invitation for improvements
- 6. Public Transit existing system and invitation for improvements
- 7. Roads Hot spots and traffic volumes
- 8. Roads existing system and invitation for improvements
- 9. Your Vision for Transportation
- 10. Next Steps and Contact Information

A copy of the display boards are included in Appendix B.

Attendees were encouraged to provide their feedback in a number of ways. Sticky notes were available for short comments relating to the topics outlined on the various display boards. Ideas for ways to improve walking, cycling, public transit, and driving were requested, along with an area for residents' overall vision for the future of transportation. Comment forms were also available for those who wished to compose longer ideas and comments.



Maps of the various components of the transportation system – walking, cycling, transit and roads – were available on tables in the centre of the room for attendees to mark up and point to specific locations where they had ideas or issues.

Finally, a survey questionnaire was provided which asked questions about various potential improvements to the transportation network, alternative visions for the future, and what problems, if any, people encountered while trying to get around Thunder Bay today. The survey was also available online on the study website.



## 1.4 Attendance and Participation

The open house was well attended with 127 people signed in to the event. Attendees were asked to sign in, but it was not mandatory.

Over 340 comments were received on the display boards, with dozens more on the maps. At the POH, 48 surveys were collected along with two comment forms.

## 1.5 Online Impressions

Through January 31, 2017, 122 online surveys have been collected, while 9 emails were received to the contact@ThunderBayTMP.ca address. The project website had 1,089 unique visitors (1,760 visits).

In the lead up to the Open House, the Facebook advertisement generated a large amount of social media activity. These comments are recorded in Appendix F.

# 2 Open House Feedback

POH feedback was received in several forms. The most popular was the sticky note on the display boards, where participants wrote their ideas and suggestions on to sticky note paper and stuck the notes directly on the display boards. Attendees also drew, wrote, and commented on large-scale maps placed on tables in the centre of the room.

## 2.1 Comments on Display Boards

At the end of the event, 343 sticky notes were posted on the display boards. These notes were reviewed and organized into various topics as seen below. Within each topic, key themes emerged based on suggestions that occurred most frequently. All comments received are included in Appendix C.

#### 2.1.1 Reimagining How Streets Are Used

*Key themes*: Slower vehicle speeds, Traffic calming, Complete Streets, Vision Zero, prioritizing people instead of cars

There were many comments pertaining to the idea of Complete Streets, without using that term specifically, suggesting equal consideration to pedestrians, cyclists, and transit users when designing streets.

Safety was a key issue as well. Suggestions were made to increase traffic calming efforts and implementing Vision Zero strategies in an effort to reduce injuries and fatalities on the streets. Varying types of traffic calming were suggested including more four-way stops, adding more speed bumps, narrowing travel lanes, implementing road diets, and so on.

The biggest factor to safety, however, seemed to be vehicle speeds. Many attendees suggested that speed limits should be reduced, particularly in residential neighbourhoods and downtown commercial areas.

Some participants suggested that the car should no longer be the prioritized mode of travel in the city. Many advocated for putting people first, with a few explicitly providing a hierarchy of modes where pedestrians were the highest priority and the car was the least prioritized.

#### 2.1.2 Walking

*Key themes*: More sidewalks, filling gaps, walkability, pedestrian infrastructure to transit stops, more crossovers, automatic pedestrian signals, leading pedestrian intervals, safety, pedestrianized streets, improved maintenance

The most persistent theme was the desire for more sidewalks, crosswalks, and crossovers in the City. Many people provided areas where they think sidewalks should be added, including the Hillcrest Park area, the Hewitson Street area, and Van Norman Street. The desire for more sidewalks was mostly universal, and the general concept of increased walkability was strongly supported. Many attendees also noted that wider sidewalks were preferred.

Crossover and crosswalk requests were well represented. Specific locations noted include James Street near Vale Avenue, Memorial Avenue between High Street and Central Avenue, and High Street near Hillcrest Park.

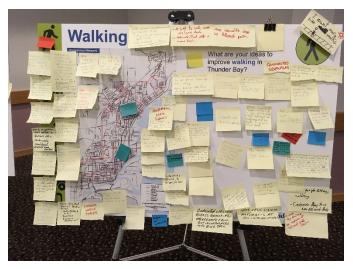
On the subject of crosswalks, increasing pedestrian crossing times was a popular suggestion, as was the implementation of leading pedestrian intervals or advanced walk signals. Additionally, several requests were made to make pedestrian signals automatic, rather than being required to use the call button.

It was also noted by a few participants that the intersection at Bay Street and Algoma Street was a hot spot for collisions and injuries involving pedestrians.

Improved maintenance of existing sidewalks was mentioned by several members of the public. Some noted grading issues where sidewalks are not level while others noted deteriorating

sidewalks as tripping hazards and found themselves hindered while trying to utilize sidewalks with mobility devices. Also, several suggestions of improved pedestrian lighting and curb extensions at crossing locations were noted.

Finally, the idea of pedestrianizing streets in the downtown core areas was raised by several attendees, though there was no consensus on exactly which streets should get the treatment. Suggestions of Red River Road and Bay Street were recorded, while others simply stated the downtown commercial areas in general.



### 2.1.3 Cycling

*Key themes*: Connectivity, North-South connection, more bicycle lanes, more trails, separated or protected lanes, safety, not taking away traffic lanes



A very large number of comments were received in support of building more bicycle lanes, introducing protected bicycle lanes, extending the multi-use trail system, and completing a minimum grid in order to be able to safely cycle the entire city. Providing wide, paved shoulders on rural roads and highways was also suggested.

The most frequently mentioned addition to the cycling network was some version of a north-south connection between the two downtown cores. The Memorial Link project had broad support from

attendees, while a waterfront route also received a number of mentions.

Cyclist safety was a recurring theme, as protected infrastructure was mentioned on many occasions. This included not only physically separated cycling lanes and trails, but also improvements to intersections. Separating cycling lanes with a curb or some other physical barrier was a common suggestion.

Filling in gaps in the existing network and eliminating instances of bike lanes abruptly ending was a major theme. One participant noted that bicycle trails and lanes should be built to

locations where people actually want to go, while another noted that they would like to see more trails that function as transportation corridors, rather than as primarily recreational.

Oliver Road, especially near Lakehead University, was a commonly suggested route that could use improvements or upgrades.

Intersection improvements that were suggested include more rideable crossings and detection loops that recognize cyclists.

The idea of a bike share system was raised by several attendees, as well as the need for more bike parking, especially provided near local businesses.

Other smaller yet important interventions were suggested including the addition of curb cuts where bicycle trails meet the streets, improved wayfinding, and better lighting on the trail system.

Not all comments received were in support of bicycle lanes. There were several notes that suggested that busy traffic lanes should not be removed for bicycle lanes, especially ones that were perceived to be underused. Several other attendees added to this note to show their agreement, adding that bicycle lanes shouldn't be implemented in high traffic areas.

#### 2.1.4 Transit

*Key themes*: *Express buses, longer service hours, higher frequencies, direct routes, sidewalks and crossovers, smaller buses, hybrid or electric fleet, decrease fares, access to transit stops* 



The most common suggestion received was for longer service hours. Several notes made reference to bar closing times, while others referred to early or late shifts at workplaces such as the hospital or police station. There were also suggestions to keep all routes running until the same time.

Increasing bus frequencies was also a common refrain. A number of attendees suggested 20 minutes or better headways.

Express buses received several comments. Some participants were

looking for an express bus to the airport, while others suggest express buses between terminals. There was also some support for bus rapid transit on the core routes. Other attendees expressed support for more general bus routes, and more direct bus routes.

Pedestrian facilities were another area of concern as several comments noted that sidewalks were not present at their stops, or that crossovers should be in place at busy stops. Others noted that snow removal around bus stops was poorly organized.

The idea of using smaller buses was mentioned a number of times. Attendees suggested that increased efficiency could be achieved with smaller buses during lower ridership periods, or on lower ridership routes. Several expressed concern in seeing big, mostly empty, buses driving around.

Environmental sustainability was a recurring theme. Several comments made mention of using electric, hybrid, or propane-fueled buses.

The high cost of transit fares was another issue with several comments geared towards lowering fares, or providing discounts to certain groups.

Some comments focused on the drivers themselves, both negatively and positively. Some suggestions included singing drivers and drivers who act as tour guides pointing out Thunder Bay history. On the other hand, some noted that drivers were unsafely speeding, not courteous enough, or that they needed sensitivity training.

#### 2.1.5 Roads

# *Key themes*: Improved intersections, signal timing, pot holes, law enforcement, one-way streets, railroad crossings, connection to Fort William First Nation, road diets, new or widened roads

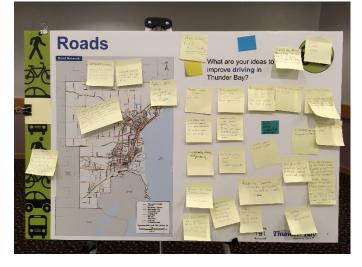
Major themes regarding roads included many mentions of improving signal timing and synchronization, improvements to intersection operations, ongoing maintenance, enforcement and education, new or widened roads, one-way streets, railroad crossings, and the missing James Street swing bridge connection.

Signal timing and synchronization were mentioned in a handful of different senses. Some participants wanted to see traffic signals converted to four-way stops during low volume hours such as overnight, while others want more advanced green times or improved vehicle detection systems. Cyclists also weighed in, requesting detection loops for bicycles, especially on cycling routes.

Improvements to intersections took the form of both widenings and road diets. Several attendees did not like the double left turn lanes that are found at some Harbour Expressway intersections, while another wanted the double left turn lanes added back to the intersection of Harbour Expressway / Highway 61. Some wanted to add right turn lanes to specific intersections, while others made mention of roundabouts and modifying intersections to work better for all road users.

On-going maintenance was mentioned frequently. Pot holes were a common cause for





complaint. Several suggestions to use higher quality asphalt were made, in association with the pothole grievances. Along the same lines, snow removal was another issue that was mentioned relatively frequently. One commenter, however, noted that they find the snow removal in Thunder Bay to be well done.

A large number of attendees pointed out that existing traffic laws could be better enforced, while others suggested education and public awareness campaigns to remind different road users of the laws and how to co-exist with one another. Common complaints included speeding, tailgating, lack of signalling, and turning into the wrong lane.

The topic of new or widened roads did not see much common ground. Several attendees request new roads, including the Northwest Arterial, an east-west arterial to connect Edward St and the Intercity area. On the other hand, several participants opined that the City does not need any new or widened roads at all.

One-way streets were mentioned several times as a means of improving traffic flow and safety, with participants suggesting Algoma and Cumberland as a pair of one-way streets, and making comparisons with other cities of similar size where one-way streets are common.

The idea to construct grade separated railroad crossings was mentioned a number of times, particularly on the busier arterial roads.

Finally, the issue of the James Street swing bridge was raised. The need to find a solution to the impasse was highlighted by several attendees.

#### 2.1.6 Land Use and Urban Design

# *Key themes*: Densifying the cores, less urban sprawl, fewer parking spaces, development that meets the sidewalk, relationship between land use and transportation, street trees

Land use and urban design were touched upon by several attendees. Many people wanted commercial buildings that are built to the street, and when they are not, they noted that sidewalks and transit should be considered integral parts of the development. A consistent theme of encouraging urban design that promoted walkability was evident, particularly on the "Walking" display board, including suggestions of changing zoning by-laws to allow European-style development patterns such as those found in the old downtown cores. Several people suggested that they would like to see more sidewalk cafes, benches, and public art.

The issue of parking was mentioned several times. Several people said that parking should be phased out, or that downtown parking supply should be decreased. Similarly, one attendee made note that commercial buildings should be built to the sidewalk with parking tucked in behind to improve the pedestrian realm. Another attendee noted that carpool lots could be set out on the outer edges of the city.

Many members of the public made the connection between land use planning and transportation planning explicit, suggesting that the City work to curb urban sprawl and focus on intensifying the core areas. As a result, a more sustainable transportation network could be more viable.

Memorial Avenue was a popular locale for those looking to beautify the streets. In addition to the many comments in support of the Memorial Link cycle track, some suggested a road diet with narrowed lanes, wide sidewalks, cycling infrastructure, and street trees.

Street trees were mentioned by many as something to improve the beauty as well as walkability of the city.

#### 2.1.7 Other Active Transportation

#### Key themes: Cross-country skiing, alternative wheeled transport

Cross-country skiing was mentioned a number of times as a winter use for the multi-use trail system. However, this was countered by a handful of suggestions that the trails be plowed in the winter to allow for all-season cycling.

Along with cross-country skiing, it was noted that street skiing, rollerblading, skateboarding, and other forms of wheeled transportation should be considered as legitimate transportation options.



## 2.2 Comments on Maps

Five large-scale maps were available for attendees to draw and write on. These maps depicted the following:

- 1. Pedestrian network sidewalks and trails
- 2. Active transportation network bicycle lanes and trails
- 3. Transit network existing bus routes
- 4. Road network road hierarchy scaled to focus on the urbanized area of Thunder Bay
- 5. Road network road hierarchy scaled to show the entire city, urban and rural

New roads, bridges, trails, sidewalks, and crosswalks were marked up by attendees on the maps, and sticky notes were attached to express thoughts. By and large, comments on the maps were representative of the overall themes that emerged from the display boards, presented above. However, on each map, attendees were able to pinpoint exact locations where they made suggestions. These comments are outlined below. Photos of the marked up maps are included in Appendix D.

#### 2.2.1 Pedestrian network

General suggestions include pedestrianizing some core streets, implementing a North-South trail, filling in various sidewalk and trail gaps, traffic calming, not widening roads, and not implementing double left turn lanes.

Specific projects included:

- Algoma St, between Dawson Rd and Lyon Blvd adding sidewalks to the same side so pedestrians do not need to unnecessarily cross the street.
- Expand the trail network along McVicar Creek, north of River St with connections to Hudson Ave and the trails west of Balsam St.
- Sidewalk gaps around St. Margaret School and École Secondaire Catholique De La Verendrye.
- Improving the multi-use trail connection across James St.
- A pedestrian bridge crossing the Neebing River near the west end of Riverview Dr, connecting two existing trails.
- Controlled crossings on James St to the sports fields, on Arthur St near Ford St, across High St to Hillcrest Park, and on Memorial between Central Ave and High St.
- Re-establishing access across the Kaministiquia River either via James St or a new bridge between Syndicate Ave and Mission Rd.
- A north-south waterfront trail linking the two core areas.
- Adding pedestrian access to Mission Island via the existing rail bridge.
- Filling in the gap between trails along the Neebing-McIntyre Floodway between May St and McIntosh St.

#### 2.2.2 Active transportation network

The active transportation map attracted comments similar to the pedestrian map, and followed many of the themes outlined above under Walking and Cycling. Key topics included traffic calming, adding bike lanes, cross-country skiing trails, suggestions for crossovers and pedestrian bridges, strong support for the Memorial Link project, implementing a waterfront trail, and protected cycle tracks.

Specific projects included:

- Multi-use trails from James Street to Chippewa Park.
- South side trail connections between the rail corridor and Edward St to the Walsh St bike lanes, along Ford St to the trails near Chapples Park, and between Chapples Park and the Balmoral St multi-use trail at Dease St.
- Extending the Golf Links Rd trail south to William St.
- A trail from Golf Links Rd to Fort William Rd along the Harbour Expressway right of way.
- Bike lanes on Central Ave connecting the Golf Links trail to Memorial Ave (and the potential Memorial Link).
- A northerly extension of the Golf Links trail along Junot Ave and Red River Rd to meet with the existing trail near County Fair.

- Bike lanes on River St between Junot Ave and Court St.
- A pedestrian bridge near George Burke Park.
- Memorial Ave cycling infrastructure.
- Trail along Broadway Ave to Old Fort William.
- Pedestrian bridge between Vickers St and Carrick St.

#### 2.2.3 Transit network

As with the other maps, comments on the transit map were in line with those on the display boards. Comments suggested smaller buses during off-peak times, extended hours, and higher frequencies. Additionally, comments were received suggesting the City promote core intensification and stop allowing urban sprawl to enable more efficient transit usage.

Specific ideas included:

- Electronic pass system with online reload capability.
- Extend hours of service to the East End.
- Small feeder buses to the terminals.
- Better transit to and from Lakehead University, and extended hours.
- Airport express bus from Water St terminal and City Hall.
- Westfort to waterfront express bus.
- More direct route from Arthur St and Edward St to Intercity.
- Turning Algoma St and Court St into one-way streets between John St and Red River Rd.

#### 2.2.4 Road Network

The road network maps were marked up by users of all transportation types, not just drivers. This reflects the reality that roads should designed for more than just the passenger car. Themes matched those seen on the display boards, including potholes and road maintenance, waterfront trail, and infilling sidewalks and trails.

Specific projects included:

- New bridge from Syndicate Ave to Mission Rd.
- Re-opening the James St swing bridge.
- Turning Bay St into a pedestrian-only street.
- A curb cut in at Court St allowing access to the trail along McVicar Creek.
- Widening Balmoral St north of Oliver Rd to 4 lanes.
- Restricting left turns into Tim Horton's southbound on Memorial Ave (near Harbour Expressway).
- Multi-use trail to the West Arthur Community Centre.
- Sidewalks from Queen St to the Shoppers Drug Mart near John St.
- Pedestrian access across the Jackknife Bridge to Mission Island.
- Court St and Algoma St one-way pairs between River St and John St.

- Water St bike lanes.
- Converting Memorial Ave and Water St into a one-way pair.
- Extending Mapleward Rd to Tomlinson Rd.
- Safety issues on widened Golf Links Rd, too fast, too many collisions.

### 2.3 Comment Sheets and Emails

#### 2.3.1 Comment Sheets

Two comment sheets were filled in at the Open House, as well as a pre-printed letter outlining a number of ideas.

The two comment sheets largely addressed cycling with suggestions to implement protected lanes, improve connections, and fill in gaps. A proposal to see trails to and within Chippewa Park, better cycling access on Memorial Ave, and a request to stop implementing sharrows were also suggested. A final suggestion to reduce parking minimums was made in an effort to increase walkability.

The third letter covered a variety of issues ranging from sidewalks to trails to roads to sewers.

#### 2.3.2 Emails

The study mailbox (<u>contact@thunderbaytmp.ca</u>) has received emails from 7 residents through January 31, 2017. Emails covered the following topics:

- Implementing improved bus service in the Grandview area and along Oliver Rd.
- Improving accessibility for wheelchair and stroller users on buses.
- Implementing a light rail transit system or a SkyTrain system.
- Adding stop light counters or advanced warning to the traffic signals along the expressways.
- Improving sidewalks on Theresa St.
- Installing electric vehicle charging units and promoting smaller vehicles so road space can be reallocated to sidewalks and pedestrian paths.

All comment sheets, letters, and emails are attached in Appendix E.

# 3 Questionnaire

A two-page questionnaire was made available at the Open House for attendees to fill out. The goal was to gain an idea of residents' future vision for the transportation system. An online version of the survey was made available on the study website. The online survey was available on the study website starting Monday, January 23 through Sunday, February 12, 2017.

The survey asked two multiple choice questions asking attendees to rank a number of future alternatives in the order of its importance or priority to the resident. These questions were designed to inform the overall future vision.

The next section asked about the current conditions of the transportation network and whether residents experienced problems getting around using particular modes, and what would encourage them to use alternative modes more frequently.

Finally, the survey asked if the participant had any big ideas for the transportation network.

Results are summarized below and the original questionnaire is attached in Appendix G.

## 3.1 Questionnaire Results

A total of 207 surveys were completed, of which 159 were submitted online and 48 were collected in hard copy at the Public Open House.

#### 3.1.1 Question 1

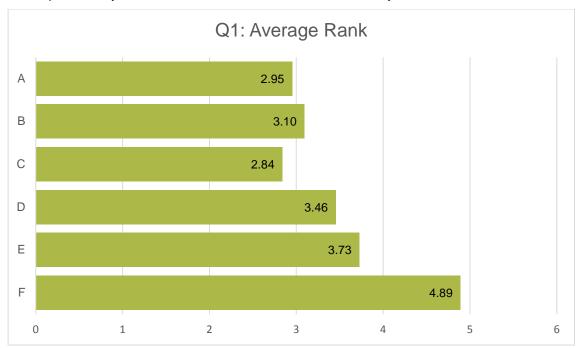
In your vision for the future of Thunder Bay's transportation network, rank the following statements in order of their importance to you: (where 1 is the most important and 6 is the least important)

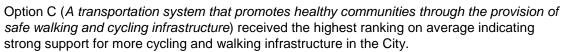
#### **Results:**

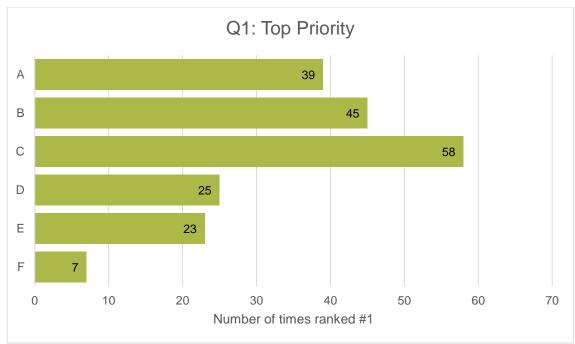
	RESPONSE	AVG	RANK						
			1	2	3	4	5	6	
Α	A transportation system that provides a suite of convenient and reliable options (walking, cycling, taking transit, driving, etc) for each trip	2.95	39	46	42	35	25	10	
В	A transportation system that is affordable, efficient, and fiscally sustainable	3.10	45	31	39	38	27	16	
С	A transportation system that promotes healthy communities through the provision of safe walking and cycling infrastructure	2.84	58	40	30	26	27	15	
D	A transportation system that is environmentally sustainable, clean and green, and minimizes its impact on climate change and the environment	3.46	25	35	42	34	37	22	
E	A transportation system that supports the City's economic productivity, local businesses and potential investors, and encourages greater prosperity	3.73	23	35	24	37	44	33	
F	A transportation system that is adaptable to new technologies such as driverless vehicles, electric vehicles, ridesharing apps, etc	4.89	7	9	20	26	35	100	

#### Analysis:

The chart below shows the average ranking of each possible response. The lower the number, the higher the average ranking. The three top priorities that respondents have identified are: an increase in safe cycling and walking infrastructure to promote healthy communities, more emphasis on a multi-modal system where all modes are reliably provided for and supported, and a transportation system that is affordable, efficient, and financially sustainable.







#### 3.1.2 Question 2

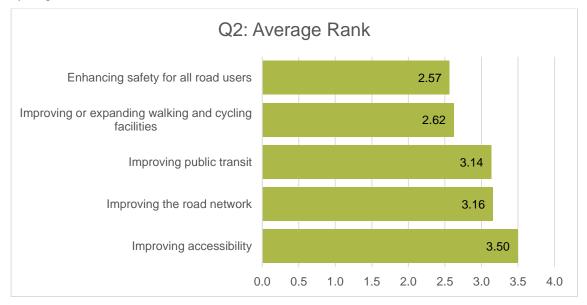
Please rank the following potential actions based on your priorities: (Where 1 is your highest priority and 5 is your lowest priority)

#### **Results:**

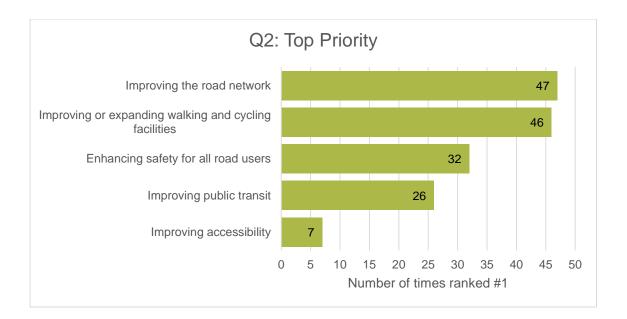
	RESPONSE		RANK					
	RESPONSE	AVG	1	2	3	4	5	
Α	Enhancing safety for all road users	2.57	32	55	34	23	13	
В	Improving or expanding walking and cycling facilities	2.62	46	36	19	22	34	
С	Improving the road network	3.16	47	23	23	16	49	
D	Improving public transit	3.14	26	20	40	42	30	
E	Improving accessibility	3.50	7	24	42	54	31	

#### Analysis:

The chart below shows the average ranking received. As with Question 1, the lower the number, the higher the average ranking. Two responses emerged as the top priorities for respondents – enhancing safety for all road users narrowly edged out improving or expanding walking and cycling facilities.



The top priority was split nearly evenly between improving the road network and improving or expanding walking and cycling facilities. It can be inferred that that road safety is highly valued by most respondents, though typically as a secondary option to other infrastructure improvements.



### 3.1.3 Question 3

Do you currently experience any challenges getting around Thunder Bay when using the following types of transportation? (please select one response for each type)

### **Results:**

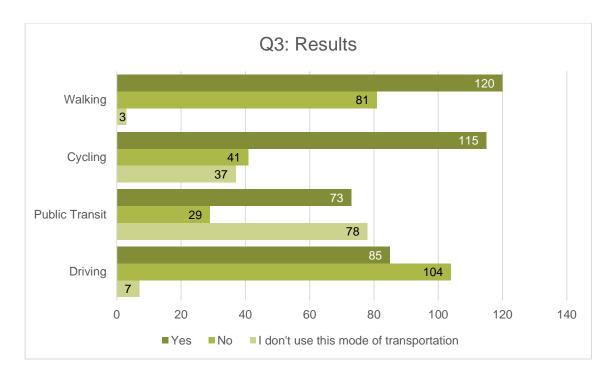
	RESPONSE	YES	NO	I DON'T USE THIS MODE OF TRANSPORTATION
Α	Cycling	115	41	37
В	Public Transit	73	29	78
С	Walking	120	81	3
D	Driving	85	104	7

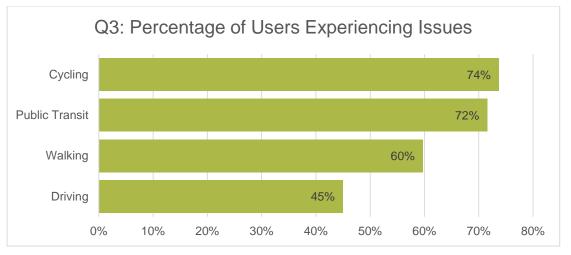
### Analysis:

A large portion of respondents have challenges navigating the existing transportation network in Thunder Bay (see Question 4 for a summary of these issues), regardless of the mode taken. Driving is the only mode where a majority indicated that they have no issues.

Cyclists and transit users experience stand out, each with over 70% of respondents who indicated that they use these modes experiencing challenges.

It is also interesting to note how many respondents indicated that they did not use particular modes. Walking, predictably, is used nearly universally, while driving too, is at least an occasional mode for all but 7 respondents. 43% of respondents specified that they do not use public transit. Meanwhile, just 19% of those surveyed indicated that they do not cycle.





### 3.1.4 Question 4

If you answered "Yes" to any of the options in Question 3, please describe these challenges.

### **Results:**

84% of respondents (174) described the challenges they faced while attempting to navigate the transportation network. Challenges varied depending on which mode(s) were identified by the respondent. Challenges while walking include:

- Not enough safe street crossings, intersections are unsafe
- Lack of sidewalks, disconnected sidewalks
- Poor winter maintenance of sidewalks (icy), lack of drainage in all seasons

- Aggressive and/or inattentive drivers
- Unsafe where sidewalks are missing, or too close to fast traffic
- Cyclists on the sidewalk (because they perceive the street to be unsafe)
- Dislike sharing multi-use trails with cyclists
- Crossing times are too short, and pedestrian signals should be automatic
- City is too spread out, stores buried behind large surface parking lots
- Getting around is very difficult for persons with mobility devices
- Not enough sidewalk benches
- Better lighting needed

Challenges while cycling include:

- Unsafe routes, intersections
- Lack of north-south route
- Lack of bicycle lanes in most parts of town, disconnected bicycle lanes
- Lack of protected cycling infrastructure
- Lack of bicycle parking
- Poor condition of curbside bicycle lanes
- Aggressive drivers
- Roads are too busy
- Not comfortable riding in mixed traffic on main arteries
- Railroad crossings present danger of getting a wheel caught
- Cyclists should be allowed on sidewalks

Challenges while using public transit include:

- Transit takes too long, is not convenient
- Bus stops with no sidewalks leading to them
- Lack of snow clearing at bus stops
- Infrequency of buses
- Buses are often late
- Lack of express buses
- Lack of shelters at stops
- Difficulty getting to the bus before it departs when waiting inside City Hall
- Service hours are too short, especially Sunday, and weekday even peak service ends too early
- Expensive fares
- Sideways (inward facing) seats are uncomfortable, nauseating

Challenges while driving include:

- Unsynchronized traffic lights
- Traffic lights that change even if nobody is waiting
- Too many traffic lights, too many all-way stops
- Unsafe intersection designs
- Poor pavement conditions, pot holes
- Pedestrians, runners, cyclists are difficult to see
- Truck traffic
- Traffic congestion (often blamed on bicycle lanes)
- Difficulty navigating streets with confusing bicycle lanes
- At-grade rail crossings

General challenges include:

- Lack of enforcement of existing traffic laws
- Too many streets with multiple names

### 3.1.5 Question 5

### What would encourage you to walk more frequently?

### **Results:**

84% of respondents (174) offered ideas for what could be done to improve the pedestrian conditions in the city. The most commonly occurring ideas included:

- Expanding the sidewalk network,
- Better maintenance of sidewalks and trails including snow removal, drainage, and pavement condition,
- Improved safety on sidewalks and trails including better lighting, traffic calmed streets, smaller turn radii, curb extensions, and slower traffic,
- More safe crossing locations
- A more mixed-use, compact, walkable urban form, and
- Improved streetscape elements such as street trees and cafes.

### 3.1.6 Question 6

### What would encourage you to cycle more frequently?

### **Results:**

83% of respondents (171) offered ideas for what could be done to encourage them to cycle more frequently. Common themes included:

- More bicycle infrastructure, particularly a north-south corridor connecting the two cores,
- Bicycle infrastructure that is separated from traffic,
- More and better connected trails,
- Fewer gaps in the network,

- Slower traffic and other traffic calming, and
- Better maintenance in both winter and summer.

Some residents took the opportunity to say bicycle lanes should not be on the street, while a few simply said that nothing can be done to encourage them to cycle.

Several people also commented on items that the TMP, unfortunately, will not be able to impact directly:

- Better weather, no snow, warmer temperatures, and
- Fewer hills

### 3.1.7 Question 7

What would encourage you to take public transit more frequently?

### **Results:**

81% of respondents (168) offered ideas for what could be done to encourage them to use public transit more frequently. Recurring themes included:

- Express buses,
- Higher frequencies,
- Faster service,
- More direct routes or a grid system,
- Better reliability,
- Expanded service (coverage area and hours of service),
- Less expensive fares,
- Safer terminals, and
- Education on how to use the system.

Several respondents noted that there is nothing that would encourage them to utilize public transit.

### 3.1.8 Question 8

Do you have any big ideas for the future of Thunder Bay's transportation system?

### **Results:**

75% of respondents (156) offered their big ideas. Many of these ideas also appeared in responses to previous questions, and have been covered in the summaries for those. The following are ideas that fit the description of a "big idea" more aptly, and have not been discussed in this section up to this point.

- Cycling bridge over the McIntyre River at Carrick St
- Urban gondolas
- Build a south-side bus terminal
- Roundabouts
- Turn Fort William Rd/Water St into a limited access car-only street

- Transit system with 6 hubs, bus rapid transit along the Arthur-Simpson-Fort William-Water-Cumberland-Hodder corridor
- An integrated, multi-modal approach to transportation planning
- Electric vehicle charging stations
- Bicycle repair stations
- Continuous waterfront multi-use path
- Implementing the Province's plan to grade separate the Thunder Bay Expressway
- A modern bridge connecting Fort William First Nation to Thunder Bay
- Streets are for people, whether we walk, wheel (mobility device), cycle, ride (transit) or drive. We all deserve safety, accessibility, and respect.
- Ridesharing apps
- One-way streets
- Park and ride lots for rural residents
- Adopt a Vision Zero policy
- Designated truck routes
- Light rail line connecting the two cores and to the airport
- Light rail line connecting City Hall, Confederation College, Lakehead University, downtown Port Arthur
- Heritage streetcars and buses
- Electric buses
- Using smaller buses on lower demand routes at off-peak times
- Roads designed from the outside in starting with safe space for pedestrians, then protected cycling infrastructure, then the remainder for motor vehicles
- Street beautification
- Parking reductions
- Build a vibrant city together to encourage people to get out of their cars
- Free public transit for seniors and students
- Unique identification markers along paths so users can inform city of problem spots

### 3.1.9 Question 9

### How did you hear about the Transportation Master Plan? (check all that apply)

### **Results:**

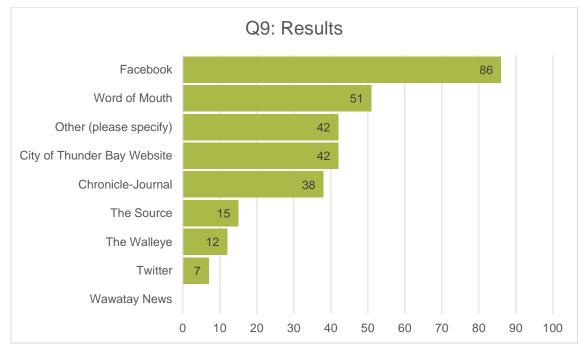
MEDIUM	
Chronicle-Journal	38
The Source	15
The Walleye	12
Wawatay News	0

Facebook	86
Twitter	7
City of Thunder Bay Website	42
Word of Mouth	51
Other (please specify)	42

### Analysis:

Facebook was the most successful form of advertising utilized to both announce the Open House and to direct users to the study website. Approximately 40% of all respondents indicated that they heard about the study, at least in part, through Facebook. Other informal sources followed, as well as the City's own website. Meanwhile, the Chronicle-Journal was the most effective of the news publications in attracting attention. Conversely, no respondent indicated that they saw the advertisement in Wawatay News.

Recurring items indicated under "Other" included TB Newswatch, radio, Thunder Bay Television, CBC, and various newsletters.



### 3.1.10 Question 10

Do you have any additional comments?

### **Results:**

44% of respondents (91) included additional comments in their surveys. Some respondents took the opportunity to provide more details and more ideas, while others provided procedural comments, or other pleasantries.

As expected, the range of ideas and comments pertaining to the transportation network ranged across all modes, positive and negative. Only the comments which have not been discussed previously in this section have been added here.

- Impressed with the Golf Links Rd multi-use trail, would like to see it continue southward
- City Hall does not function well as a transit terminal
- Cumberland St needs a safe pedestrian crossing; the distance between existing crosswalks is 1.6 km
- Not enough cyclists to justify bike lanes
- Hope that this leads to an internal restructuring at the City; divisions within the transportation department for roads, transit, and active transportation
- More routes for scooters
- More access to the Intercity area to reduce congestion (William St extension, Carrick-Vickers connection)
- Utilize scarce tax dollars to address infrastructure (stormwater, flooding, etc) issues before visions of walking, cycling, and transit
- Bike lanes that become cross-country skiing trails in the winter
- Have better maps available online
- Praise for the direction the city has taken recently improving active transportation
- Learn from desire lines
- More accessible spaces on buses to accommodate strollers
- Health impacts should be an important consideration, including road safety
- · Safety and cost should be the two most important considerations
- Support for the Northwest Arterial

Some respondents offered procedural comments, including:

- The setup was not an effective way for people to provide their feedback (crowded display maps covered in sticky notes). The online survey provides a much better venue for more comprehensive input and feedback
- Please continue to consult the public
- Need to manage expectations and educate public regarding multimodal networks and etiquette
- Questioning the need for a consultant, asserting that the City has many smart employees who could have completed this task
- Confusion regarding the wording of certain survey questions, and whether or not the study team can track if the same user submitted multiple surveys

Many respondents also took this opportunity to praise the City's efforts, willingness to listen to public input, and to wish the study team good luck. Alternatively, there were several comments criticizing City administration, the perception that they do not listen to feedback such as this, and its use of tax dollars.

### 3.1.11 Question 11

The final question was optional and asked for personal information which will not be reprinted in this report. 43.5% of respondents supplied one or more of their name, phone number, address, or email.

### 4 Summary

The first Public Open House for the City of Thunder Bay's Transportation Master Plan was a successful endeavor. With over 130 attendees, 343 display board comments, 207 survey submissions, additional emails and Facebook comments, an array of visions and suggestions were collected.

After reviewing all comments, suggestions, and ideas, several key themes emerged:

- Improving safety for all street users;
- Creating a connected and continuous cycling network, including a north-south link between downtown Fort William and downtown Port Arthur;
- Improving pedestrian facilities by increasing crossing locations and filling in gaps in the sidewalk network;
- Improving road network operations by reviewing signal timing and synchronization;
- Improving public transit's attractiveness as an alternative to driving by speeding up operations with more frequent service, more direct service, and express routes; and
- Building a financially and environmentally sustainable transportation future.

All of the comments received have been reviewed and will be taken into consideration in the upcoming stages of the study and ultimately the development of the Transportation Master Plan.

### Appendix A – Notice of Public Open House



### TRANSPORTATION MASTER PLAN



### Notice of Study Commencement and Public Open House

### We are underway!

The City of Thunder Bay is launching its **Transportation Master Plan** study which will guide the City's transportation infrastructure investments for the next 20 years and beyond. The study will develop a practical, long-term plan for the City's transportation system to meet the needs of pedestrians, cyclists, transit riders, and motorists. The study will be conducted in accordance with the Municipal Class Environmental Assessment (EA) process.

### Have your say!

Public input is essential to the success of the Transportation Master Plan. Please visit the study website at **www.ThunderBayTMP.ca** for study updates, to review study progress, and to submit your ideas and feedback.

### Come out and meet us!

The study team wants to hear your ideas on how to improve transportation in Thunder Bay. Over the course of the study, three Public Open Houses will be held to invite input from the community. The first Public Open House will be drop-in format with study team members available to discuss your ideas for Thunder Bay's future transportation system. Details are provided below.

### PUBLIC OPEN HOUSE

When: Wednesday, January 25, 2017 Drop in between 4:00 PM and 7:00 PM Where: Italian Cultural Centre, 132 South Algoma Street (Bus routes: 3M Memorial, 11 John, 13 John-Jumbo)

### Questions? Ideas? Contact us! Email the project team at contact@ThunderBayTMP.ca

Kayla Dixon, P.Eng., MBA City Project Manager City of Thunder Bay 111 S. Syndicate Avenue PO Box 800 Thunder Bay, ON P7C 5K4 807.625.3022

Suzette Shiu, P.Eng. Consultant Project Manager IBI Group 55 St. Clair Avenue West Toronto, ON M4V 2Y7 416.596.1930 ext 61447

This notice first issued on January 9, 2017.

Under the Municipal Freedom of Information and Protection of Privacy Act, unless otherwise stated in the submission, any personal information included in a submission will become part of the public record.

Figure 1 Official Notice of Commencement for the TMP. Versions appeared in the Chronicle Journal, Wawatay News, the Source, and the project website.

### City of Thunder Bay Transportation Master Plan Public Open House

### We are underway!

The City is launching its Transportation Master Plan which will guide the City's transportation infrastructure investments for the next 20+ years. We will develop a practical, long-term plan for the City's transportation system to meet the needs of pedestrians, cyclists, transit riders, and motorists.

### Have your say!

Public input is essential. Visit us at **www.ThunderBayTMP.ca** for study updates, to review our progress, and to submit your ideas and feedback.

### Come out and meet us!

Drop in between 4:00 pm and 7:00 pm on Wednesday, January 25, 2017 at the Italian Cultural Centre,132 South Algoma Street, for our first Public Open House.

### Questions? Ideas? Contact us! Email the project team at contact@ThunderBayTMP.ca

Thunder Bay

Figure 2 Advertisement that appeared in the January edition of The Walleye.



### Thunder Bay Transportation Master Plan

Have your say!

### **Public Open House**

Wednesday, Jan. 25 4:00 to 7:00 pm Italian Cultural Centre 132 S. Algoma St

ThunderBayTMP.ca

Figure 3 Advertisement that appeared on www.tbnewswatch.com from January 20 to January 25.



### Appendix B – Display Boards



## Welcome

Master Plan!

Please take this opportunity to learn about the study and to tell us your ideas and vision for the future of transportation in the City. We are excited to hear from you!



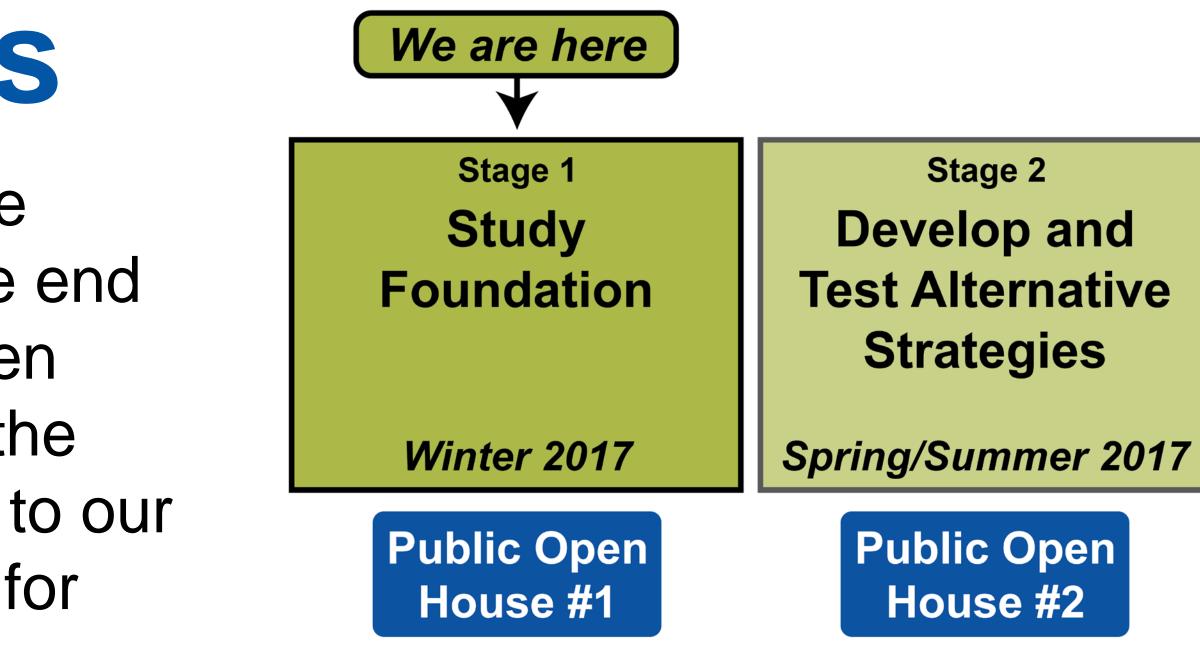
Please sign-in and indicate whether you'd like to be added to the project contact list.

## **Study Process**

The study is underway and we expect to be completed by the end of 2017. Two more Public Open Houses will be scheduled as the study progresses. Stay tuned to our website ThunderBayTMP.ca for updates!

## Thank you for attending the first Public Open House for the **Thunder Bay Transportation**

Fill in our Questionnaire with your ideas for transportation in Thunder Bay.





Stage 3 Develop Implementation **Strategies** 

Fall 2017

Public Open House #3

Stage 4 **Prepare the** Transportation Master Plan

Late 2017







# Background

## What is a Transportation Master Plan?

A Transportation Master Plan (TMP) is a longterm, strategic planning document that directs policies and infrastructure for the City's transportation system.

The City has had two previous TMPs – the first was issued in 1970, the year the City was amalgamated, and the second was issued in 1989. These earlier plans were primarily automobile-focused.

This new TMP, which will guide the City's transportation infrastructure investments for the next 20+ years, will develop a practical, long-term plan for the City's transportation system to meet the needs of pedestrians, cyclists, transit riders, motorists and goods movement.

Outcomes of this study will include: A new Transportation Master Plan An update to the Active Transportation Plan Supporting transportation policies and

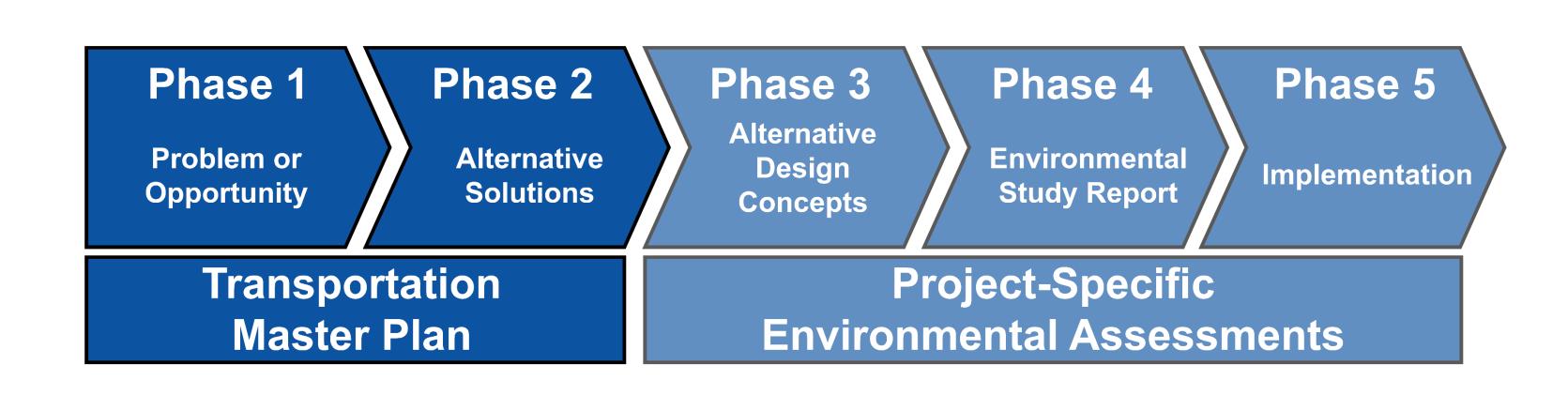
- guidelines



## **Municipal Class EA Process**

The Transportation Master Plan is being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment process, which is an approved process under the Environmental Assessment Act.

The Class Environmental Assessment process provides a transparent public process for planning and building municipal infrastructure ensuring public and stakeholder participation throughout.





## Improving the Transportation System

### Improving walking and cycling facilities



- Filling in gaps in sidewalk network
- Adding new multi-use trails or bike lanes
- Providing signals for pedestrian bike crossings
- Modifying intersections to accommodate cyclists

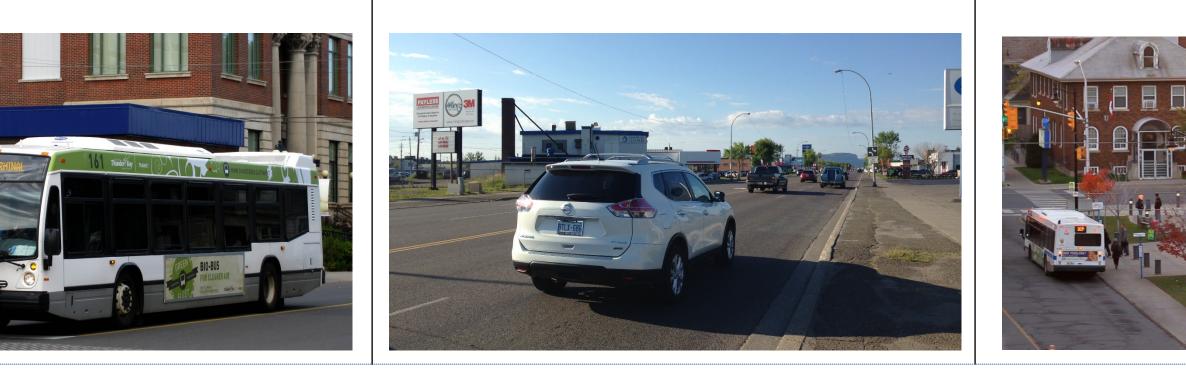
- Improving
- Expanding network
- Increasing
- Adding exp
- Implement priority sign
- Improving
- Improving stops and
- Balmoral multi-use trail
- Golf Links multi-use trail
- Arundel-Hudson corridor
- Gore St bicycle lanes
- Bay-Windsor Active Transportation corridor
- Filling gaps in sidewalks (Mountdale, Edward, High, Cameron, Arthur)

- Bus stop in (shelters, r
- Route serv
- Route ratio (starting sc
- City Hall Te improveme soon)

### Improving **Public Transit**

### Improving the road network





Potential improvements can include:					
frequencies g the bus g service hours press routes ting transit- gnals fare collection facilities at bus terminals	<ul> <li>Modifying signal timings</li> <li>Adding turn lanes at intersections</li> <li>Widening roadways</li> <li>Building new roads</li> <li>Filling in gaps in the road network</li> </ul>	<ul> <li>Implement calming m Building co for all road</li> <li>Revising co standards</li> </ul>			
Recen	t Thunder Bay examples in	clude:			
mprovements mobility pads) vice changes onalization oon) Terminal ents (starting	<ul> <li>Golf Links Rd widening</li> <li>Valley St widening</li> <li>Broadway Ave realignment</li> <li>Red River Rd centre turn lane</li> <li>James St &amp; Golf Links Rd intersection rebuild</li> </ul>	<ul> <li>Complete Algoma St St</li> <li>Community implement</li> </ul>			



### **Enhancing safety** for all road users

### Improving accessibility



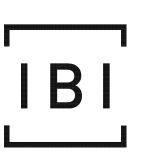
nting traffic neasures complete streets d users current design

Streets on t and St. Paul

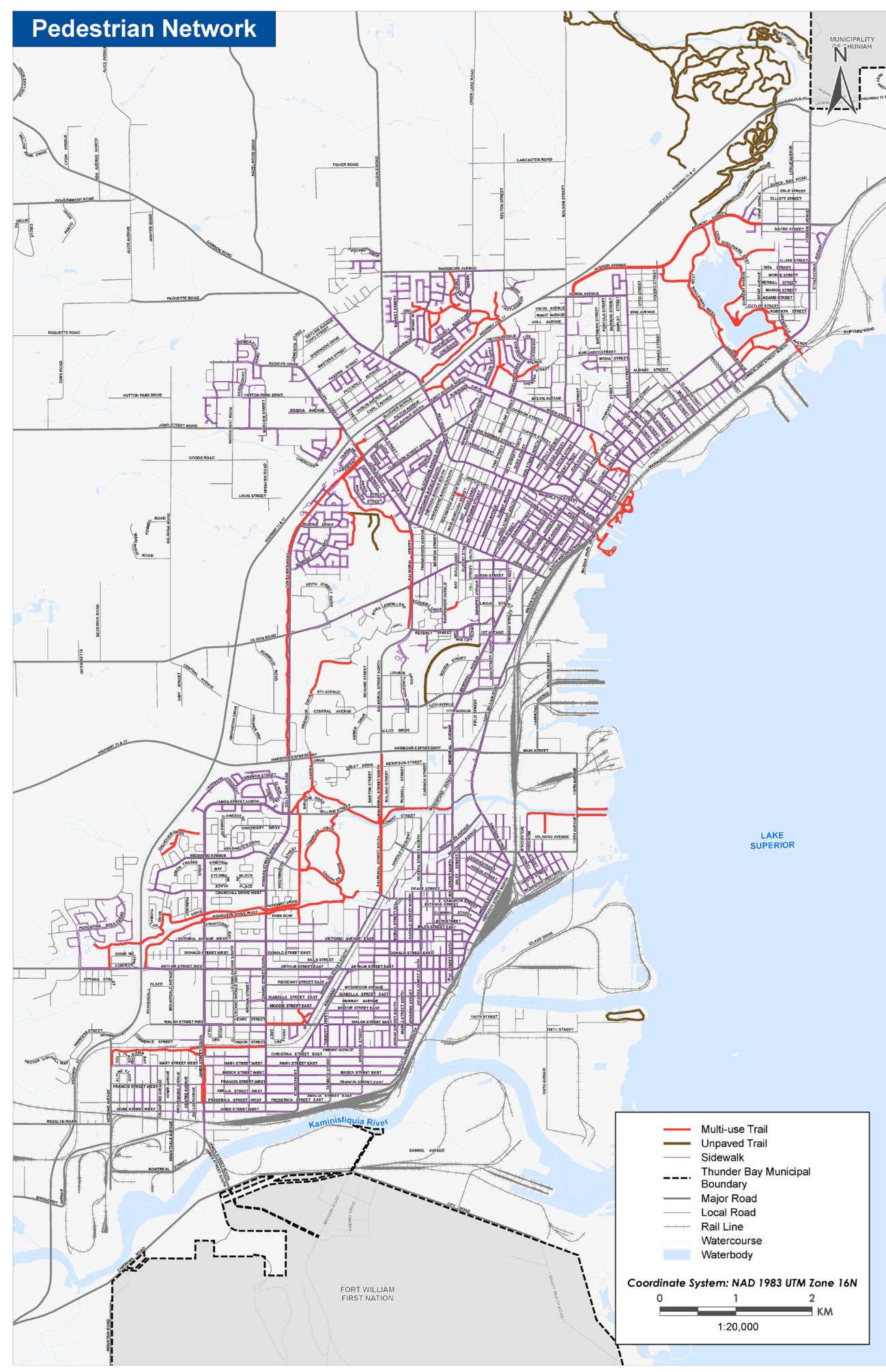
ty Safety Zone tation

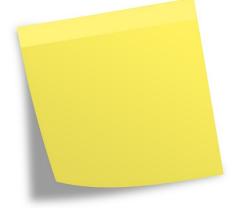
- Adding high-visibility pedestrian crosswalks and/or crossovers
- Shortening pedestrian crossing distances
- Making transit stops more accessible and better connected to sidewalks
- Adding audible pedestrian signals
- Algoma St & Cornwall Ave crossover
- City Hall crosswalk
- Audible signals at Vickers St & Victoria Ave
- Transit stop at EcoSuperior

Thunder Bay









## What are your ideas to improve walking in Thunder Bay?









# What are your ideas to improve cycling in Thunder Bay?





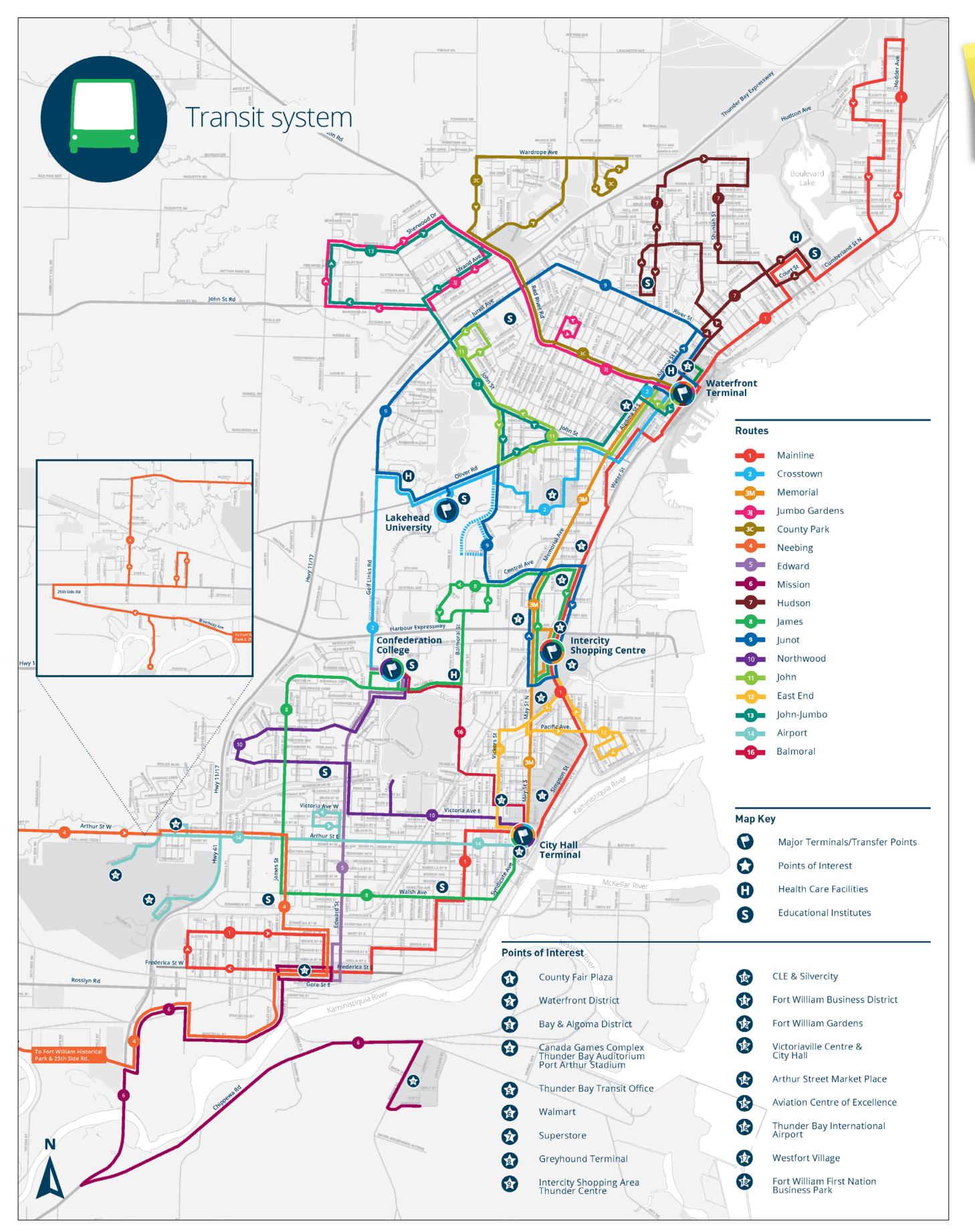








## **Markov Transit**



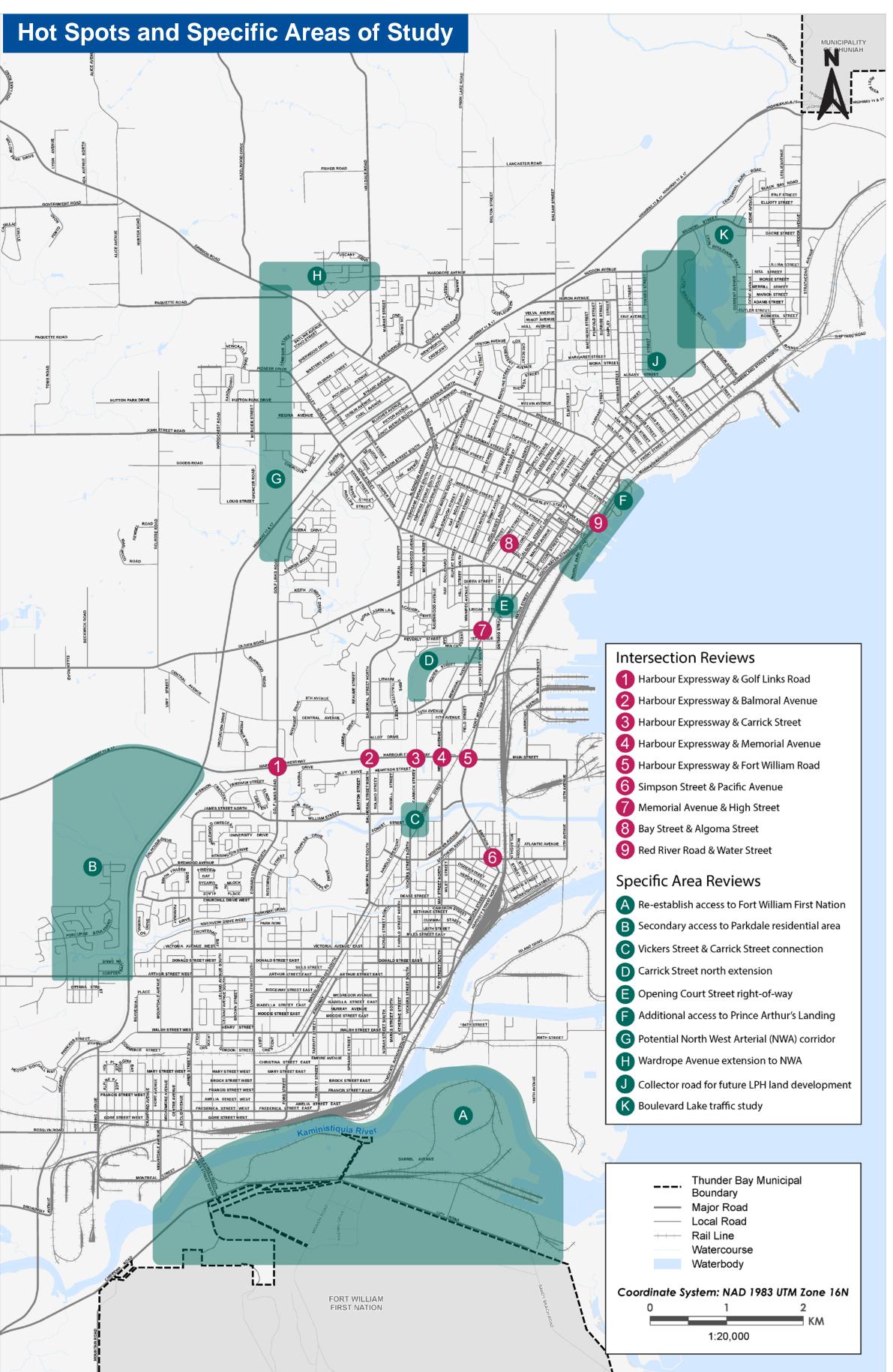
# What are your ideas to improve **public transit** in Thunder Bay?

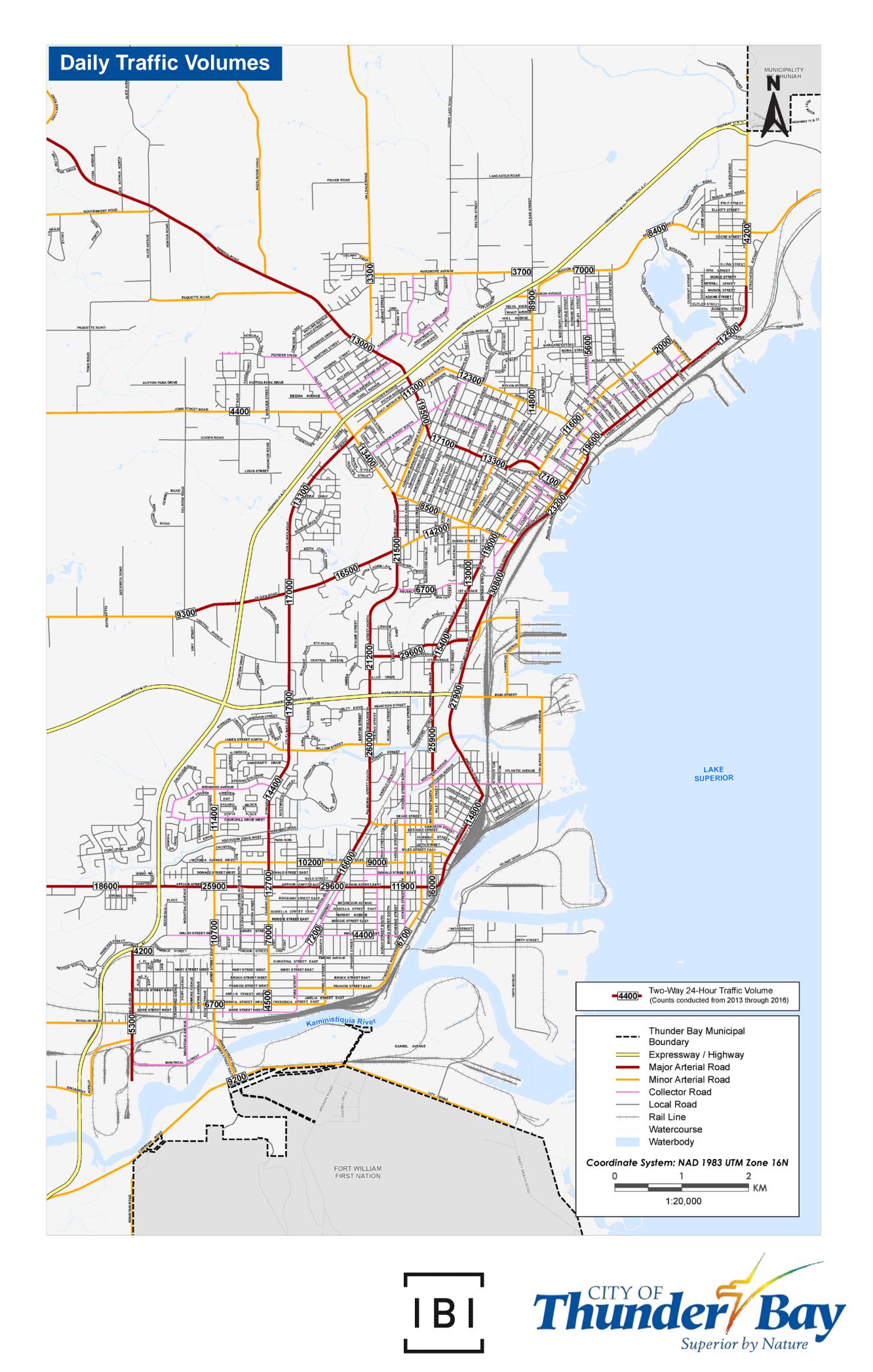






## Roads



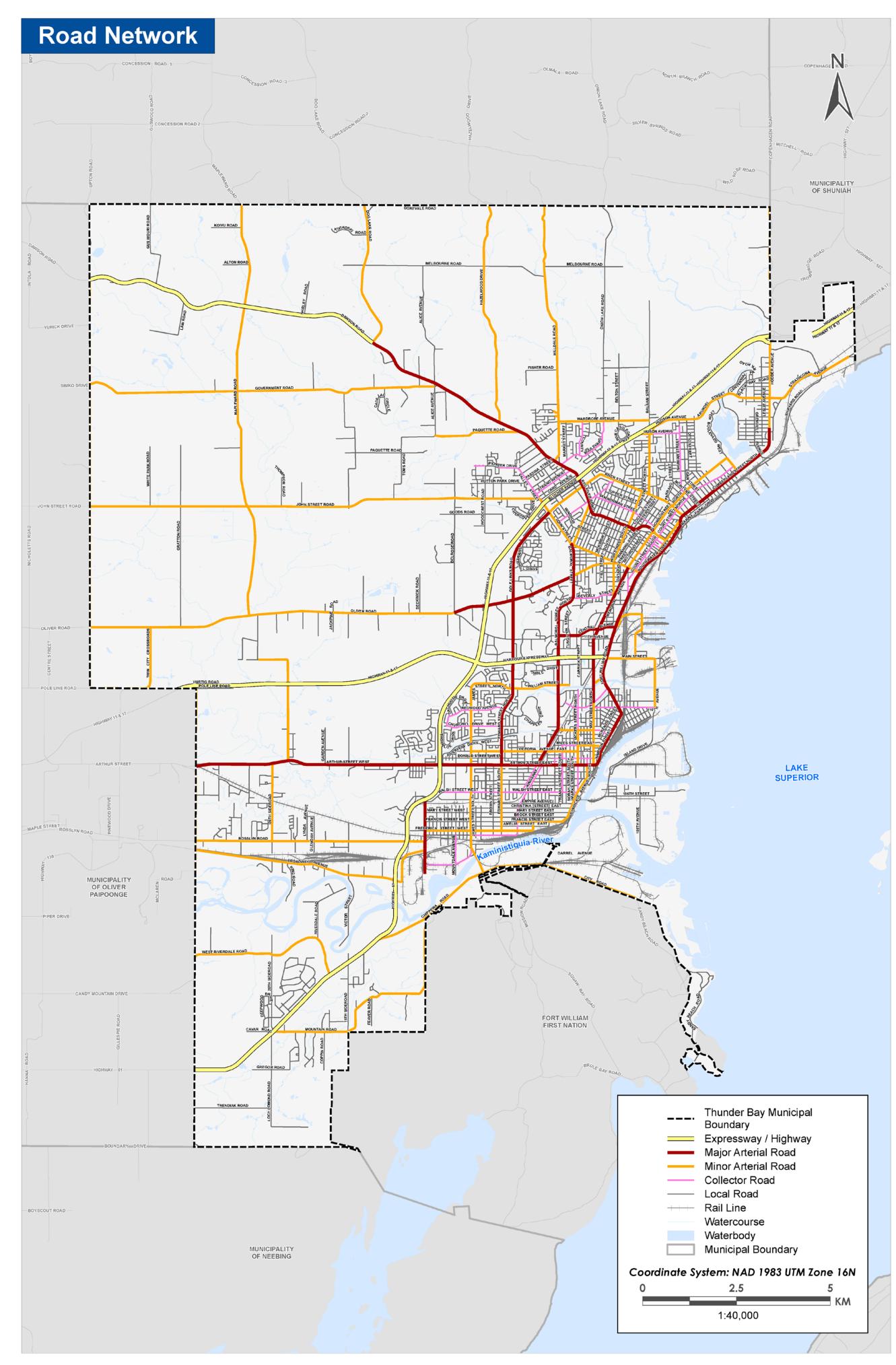


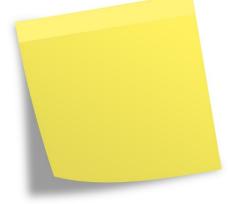






## **Roads**





# What are your ideas to improve **driving** in Thunder Bay?







## What would make getting around Thunder Bay great?

I want to be able safely



# Your Vision for Transportation

















After this meeting, we will:



Review your feedback and determine your priorities



**Stay Connected!** 

## **Questions? Ideas? Contact us!**

Send us an email at contact@ThunderBayTMP.ca

## Or contact the project managers:

Kayla Dixon, P.Eng., MBA **City Project Manager** City of Thunder Bay 111 S. Syndicate Avenue PO Box 800 Thunder Bay, ON P7C 5K4 807.625.3022

Develop the transportation vision and identify the key goals and objectives of the TMP



Assess the transportation network, develop and test alternative transportation strategies

### Stay up to date by visiting our website at ThunderBayTMP.ca

Suzette Shiu, P.Eng. **Consultant Project Manager IBI** Group 55 St. Clair Avenue West Toronto, ON M4V 2Y7 416.596.1930 ext 61447



Hold the second Public Open House in the spring. See you there!



### Appendix C – Comments on Display Boards

· KOKOJ 274 JUSIS 4) 7) as of work no somit driverst cyclists visiter thang non ever Dusier roads ALP Educate Kong let buildie no samit ragnol of using up of I'mproved traffic Hiw Snasip ssamme hypers More advanced Was chejing formansfrage Driver



E.g. Albarta mon & +48-21 Jondo Fift / complete

STOPELLY TIMED Lower speed limits stimil basods Mure consistent

Hare Herel

Signer

mare spens mold

pltusisitzs

Reduce Speed limits particulary in residutial areads (HO)raph I believe the City generally doe on excelled job of soals mainteravee, placerg = repairing. The pottole justen is a recell of old infustructions which is a result Jaco Terty budgets which rever serve the public well.

KEVERY DRIVER SHOULD BE RE-TESTED EVERY 5 VEARS. (UPDATE SHILLS) \* POLICE (TRAFFIC Div.) SHOULD BE TH CREASED

ABETTER ROAD SIGNS REQUIRED \* PAINT ROADS WITH GLOW PAINT PND HAVE WHITE STOP BAP PAINTED RED: SNOW TENDS TO CAMOUFLADGE EVERY THING.

You quy do a wonderful job of plowing Streets and side walks !!! -reduced speeds - timed lights

E-W ARTERIAC LINK BETWEEN ANYUR ST AND HARBOUR EXPRESSURY TO CONNECT INTERCITY AREA VITH EDWARD ST.

IMPROVED TRAFFIC SIGNAL DETECTION SYSTEMS, LIGHT TIMING, AND AVOIDING

UN NECESSARY CYCLES PURING LOW VOLEME Hoves.

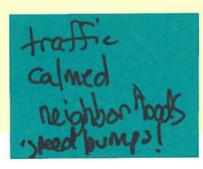
The "express way" should have more on/off "ramps" opposed to lights to make commuting mote efficient.

syncremyed hypots Land use map would be helpful

No right turns on RED 405 - But Hus is a provincial law? ledestrians should have right of way

40 km/2+ Max Greed Imits for safer streets

o graderally place outpasking.



SOLUTIONS FOR TRAINS THAT RUN THROUGH THE CITY! OVER PASS / UNDER PASS

and Firally Cars

- NO New roads. - Abhan redesign Design for Padastrans, Cyclists, then transit

better Duluth Sault St Marie has "ONE WAY" Streets Why not here? Better traffic flow, sequence lights,

Cumberland one way Algoma oposite way

Improve Road quality Enforce aus

School Zone Speed limits during School hours - may malle people ) Shik to them

ROADS

more y way Stops in residential dense areas

Better speed enforcement

plow roads

ENCOURAGE MORE TRAFFICTO USE GALMORA AND FT WILLIAMRDY BERTIEY MEMORIAL AS A SHOP PIECE AP Juger with TREES EIC

JURN MEMORIAL INTO A 3LANE ROAD + BUIDD A BIKELANEAND WIDE TREEBLUD V



I really like the May street storm sewer placements and world like to see this implemented on more streets in TBay.

Porkig spot on Sunrise Blu elose to Golf link has Safety Concerns. Puper too many Cors Park please help RIGHT TURN LAWE AT JOHN/GOLF LINKS INTER SECTION (NW CORNER)

INCREASE THE USE OF INAY ARTERIES TO IMPROVE TRAFFIC 120W & REDUCE NEED FOR MURE I-EFT HAND TURN L ANES

Double turn lane to South bound 61 from harbour expression

ROADS

slower speed limit along Algoma . where the shops are

H Proffesional Made Application alerting privers on lagge Pot holes and. erpodued sight's its Thonduer bay

Fix the James St Bridge -Find a co-operative to finance 17 ?

confederation college pot hole repairs

Improve road quality and pethole repairs

· create pedestrion Zones 11 down town and shop/restancement owers - even if it is just during summer time and or during the day protect reishbourhood streets with peed limits 30km road bumps or res. ohnly parking bues

Fix the James Streef Bridge!

Don't Put atility sewer in whele traffes of lanes ples on Green Comercis Red list comeras ( Enforcement peed limits Bring back photo-Radas 封介\$ for needed

trastructure

memorial link!

Can he Partner with sider cities in Finland, etc for better rood metrical Userge

USE MORE ROAD DIETS TO DEZREASE SPEEDING

(J) - No - save the greenspace!

use a higher grade of asphalt on roads So the x do not break down as fast

BIKE LAWES - WEARE ON THE WAY BUT NEED TO CATCH UP. COLOURED AND DESIGNATED I want more roots ++++----I want less cars. 500 500 () better Road

Quolity, SO you.

don't need to keep

"Construction" all

the time.

Stoptaking away traffic lanes What they to put in Said Underused bike lanes AGREE! AGREE! (2) Harbour Bapuy + Balmoral does not need clouble TURN SOME turning lanes. V TRAFFIC LIGHTS INTO 4-WM Too dangerous for STOPS AT Cars, peds + Dikes. NIGHT lefturn lanos like at Harbour Bigger maps + GOH LINKS, No make terrible design of intersection These are difficult BULLO NW ARTERIAL to discipter VI FROM DAWSEN RD TO EXPRESSIONAY Fix pot holes to make driving more » Implement round-abouts -slow down traffic efficient. EUFORCE Street laus. LEFT lane,

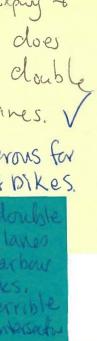


POTHOLES

find a better way or talce more care when filling Potholes

fixing the potnoles to last longer than a caupies weeks

less pot holes



drivers, speeding, blinkey

etc.

Mitigate design of Intersection Ensure that Connect the multi use able New sidewalks of Bay Algoma - too many Pedestrians hit. crosswelles crossovers particulary in oure placed intere people systems-beable to cycle from to the one side of to un Ic actually cross the road those developments which don't have them rather then a near by - Infrance broken  $\bigcirc$ other on Trails extensection (eg. CETTING BETTER-ROOM FOR IMPROVEMENT. Olgme et Cornwall) Increasing People cross algoma between Colnwall & Bay Service ÉSPÉCIALLY SOUTH END AND Reinforcing traffic laws: 14 read notworks: hours (es. buses/cars runing lights) WESTFORI Rungle (speed limits, tail gatup, Add cycle the incorrect lane) Automatic pedestion Frack for Signals @ all Memorial Please controlled intersections Narrow Roadways widening roadways Public Washvoorg Lover Spepts = Safer Streets bike modifying intersections to near Bus Stops acumodate SPOITJERGETUE THE LGOIR CROHSBUD cy clists WHICH LIGHT-UP (ROADS ARE COUERO IN SWOW) Improving Transp System LESS TRAFFIC LIGHTS MORE ALWAY STOPS



Scale boarding allow alternate 10 les blading MAKE THE CITY Taxi service // road shing MORE COMPACT ate all transportation QUIT EXPANDING air port express with few as well & FORCING PEOPLE TO invorporate in bile or stops on route from current SPEND EVEN MORE n wheel " lans fives to the airpoit TIME INTHEIR 1 agree!! MOR CARS N - Schode should be PRIORITIZE trees o A continued tradition REOPLE. within from avound avery from cars to neighbourhads NOT DUS STOPS more public & active (especially elementry) transportation. CARS - Denser land-use Steadily phase out plunning Parking (eg copen hagen link N/S cycle rontes (the Memorial Route) MY VISION -More bike lones -longer bus times more bus in welkends Station further - Road Quelity from City Hall , Law Enforcom 2 to improve air - Water rendel for employees - Snow renovel



OVERPASSES FOR TRAINTRACICS THAT RUN THROUGH MAJOR ROADWAYS !!

Safe, accssible, attractive, inviting, fun maskucture yor all modes to get around Advance Green Light Por Pedestrians TREES ++ BENCHES PUBLIC WASHROOMS PUBLIC SPACES/Parks

The Ontario Gourt needs to revise the Hishway Traffic Act and other begislation which puts cars before pedestrian +cyclists-

Eliminate the advanced green lights that are activated when no cars are present. Not a simple change of setting?

-Vision Zero - reduced speed linuts - more hauts + sidewalks (connectivity)

RUADS DESIGNED FOR CYLLE/PEDESTRIAM NOT JUST AUTOS. INCOURAGE TOURISM WITH MULTIUSE TRAILS. BETTER CONECTIVITY WITH MULTI USE IN SOUTHEND & WESTFORT Safe! Vision Zero - No Injuries/death Create Roadways with Sidewalks, Protected bikelle Lunes 7st. Then available Space heft over for Motor Vehicles,

All streets should be tree-lived



More one-way streets would make it safer & easier for pedestrians, cyclists + cars

groom green spaces for Shing to encourage walking and shing / Encow shoeing in the city

Lue need to coordinate infrastructure desegrat progrets ie road buibling to ensure the complete street concept is the own arching principle- Roads and drivers should be secondary to redotrian safety.

parking at city limits & certain hubs & carpooli recreational Torle large integrate transt + peak intrastrue eg. Thurde lext no C accessible

No short cuts for cars through neighbour hoods realized access

XSkitrail across four seriously

plople would ds it

MINIMUM GRID OF LYLLE TEXCUS THAT CONNECT ML AREAS OF. ary

A transportation NOT WOOF K Bailt for people first

Streets are for Reople whether tweared Il People we walk, cycle, take thansit, use mobility device (walk wheel cycle nide Or Drive) we all deserve Safety - Accessibility + Kespeet

· PATIOS ++ . STORE FRONTS ON SIDEWALKS + +

· More Street Art ++

car share Stations

equal ease for transportation around Thunder Bays (all of TBaby)

Adopt Vision Zero and design streets & interections using this strategy.

Direct route for cycling North to south Seperated from

More trees along walknarp - done right sopeople feel safe. more benches to sol Widen Side Walls Suyou can walk easily with others his other mobility devices guheel chars

electric cars Busses & Steet Cary

o All transportation planning is linked to population density. stop supporting urban sprawl & outlier honory developments. Support greater core density.

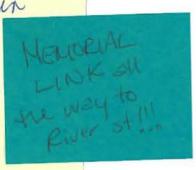
It public transit is improved, we could encourage more people to use it, thereby reducing while traffic. 1 think having, eventually all-electric transit system should be our goal for experimental and raise reasons.

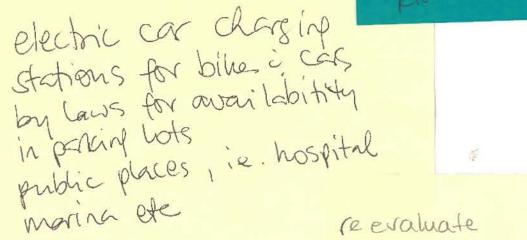
More trails that are actual transportation worldons hat Uhst recreation trails -) trouto

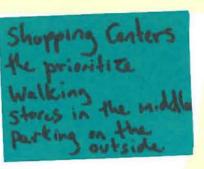
marina etc

Chicate people va how to " Hose get anound) commute etc. without a can

- Dreater core density - foute along waterfront For Walkers Cyclers. - Way Finding signs that are specific to locartions in Thurder Bay







bike lane's effect on drivers

· Implement Meniorial Link! · Separated bike lang · More bike lanes - Better bike lane connections

Safar bikelones Symbiotic for both drivers and bikers Share the road

North-south corridok

Protected cycling facilities
Would P bike share
Bike parking requirements for businesses

Clash .

Impliment the kind of protection Seen Oth Ground Doulivourd Lake to better protect Cyclists

Inll fence separating Carrick St Dog Park from bikes (pedestrians using park as thorough fare. I was bitten while cycling.

Cycling: Keep it Simple: The Hudson around Boulivard is a complicated bygule area nesulting in danger ious intersections.

Separated bile lane with barrier to Cyclists, Subety ()

More ride-able cross walks Matson trail

Lalahead University -Olwer Road - cyclists -- Pedestricing / - Vehicles tor all one

A safe way to cross Memorial between High St and 11th. Crosswalk at Squire/ 4th would help pedestrings and cyclists.

is is sistent bike trails - maps at least in hew to find a connecting one

Npgrade Bike lane on Oliver Road to serve Lake head U.

Memorial of Waterfront cycle lane connecting North core and South core

Obetter Regulation for bike's Safety 2 more biking thail It biking is a better Choice "

More bike lanes on busy roods

Separated bile lanes



Lep wideroad near curbeg. Oliver Rol near LU w. Goddas On Real + bike

curb cuts for cyclist to move from road to trail more easily



more bike paths

Fline people \$\$ who ride on the Sidewalk

Betfer Lighting on Multi-use trails specifically on the trail heading north to L.V. and near Westgale high school

Wide Curb lanes Safer cyting. Bike lanes not needed if cyclisis a bide by HTA.

More lights along bike paths Better bike access to the Marina from Ft. William for families pulling Strollers. Widen bridge?

lighting routes that Connect across

the city; current cycling lanes + paths

don't connect. Esp. Court ST cycle lane!

Existing bike lanes have a double line or to a barrier when it doesn't effect on street parking. More seperation

protected // S bike lones Gias yes or bikes

Bike lanes are not wide enough, not well marked, and do not protect cyclists from vehicles. The bike lane on Courtst. just before the intersection at John st. is too large and does not give vehicles sufficent from to drive hithout taking up the bike lane.

CLOSS I OWN CYCLING CORREPEOR

MAKE BIGGER SIDEWALKS (FOR SIKES etc) regets feeders from the core neighbourhood to the multicise tails - or preats a crustown lane on Memorial detault design Standards to harrower car ares T inclusion

BETTER CONNECTIVITY BIFE LOWES AND MULTI USE SHOULD ALWAYS BE COWSIDERD IN REPLACEMENT AND CONSTRUCTION OF ROADS

More connected seperatic fike publis from horoly to soudh: - slaw down traffic - 40 km/ly max storeets - Play bull sike pathsin worker

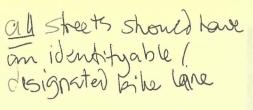
Restore the Oliver Road bille land between Balmorel+ Cynessway-It's at LU. It's Faded + dangerous Wider shoulders on City high ways and city limits. Roads like Maple ward, Rosslyn, Dawson Rd.

John St. Rd. Lakeshore, etc.

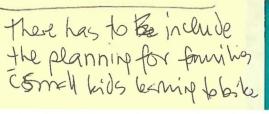
- bille share - separated bike lanes - connectivity of bile lanes across city

a would support a liscense for cyclists, For a fee, to get dedicated, separatel safe' cyclelanes.

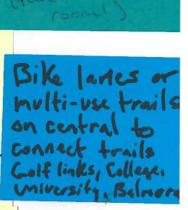
Consistent bike lands - Lames that appear and disappear are difficult for drivers to recognize So not safe for cyclists N

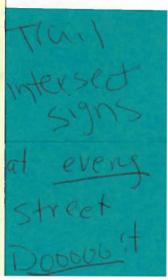


maintain existing bike Lanes









BUILD & CONNUCT MONS BICYCLE RATHS.

- Curbs to separate cars from biter - Cycle Trackse instead of painted Bike Lanes
- Memorial Avenue to connect the Downtown cores -All ages accessible infrastructure.

NARROW ACCESSON MEMORIAC TO AUTOS TO PROVID BETTER ACCESS FOR PEDESTRIANS AWD CYCISTS, WOULD ALMORT CERTAINLY INCREASE BUSINESS.



Plow multi-use trails in the Winter :

Complete the Balmoral trail System. Hook it into Benry Biki land + exsisting

Include more bite lapes 3 Slosh wear alerting People that they are in place.

less bike lanes in high traffic areas

More thought on bicycle lane placement, Not enough use to Justify removing a lare at traffic

Traffic lights High cycling routes and main roads should have lights changing with on a timing system not weight sensors that Skip cyclist.

Dgreed

CYCUNG

seperate bits bridge to access East End.

North South Trailroute Fo aidin the Avoiding of Roads yes

North south

Protected lanes On Major North/ South routes and east luost routes that are all connected

Some how link Valley St. and the trail system near the landmark. In.

40 km/hz max speed limits for Safer streets yes

Bike path Connecting River St and hed River to down town yo

Oliver road needs better seperation for Cyclists.

Oliver and Balmoral would benefit from a ride-able cross walks

Bike lanes on the rest of Ford St. Victoria Ave - Moodie

Love the double white line... Victoria? and the green lanes :

BIKE SHARE

PROGRAM

SEPARATED BIKE LANES o The safe, dedicated Memoria / Route / yesur V CYCLZ DEDICATED BRIDGE OURN NEZBING RIVER CAPRICK-VICK295 Make a multi-use trail in the Carrick St. Dog Park. Great shortcut but awful conditions. (Muddy, icy, wet)

TRANSIT

bus system is inefficient in that it requires users to double back on routes to get to a destination, not very direct routes. Bus running times should be extended to account for the many people working or studying late. Also, to help prevent drunk drivin as a cheaper way home than cas

Fraquencies MUST be 20 MM. or better.

No Graphics Covering Bus Windows - Con't see out and I get Cor SILK

one Centralized Terminal at Man Transit Depot!

more routes and more Stops in key areas of town to Facilitate the optionox Walking

Busies that are not full capacity on some ractes baild use a smaller type of bus for efficiency. Blises more frequent in am z afternoon

smaller buses on low use nortes Istop counting empty basis

Convert All Buses to hybrid power

Ocheaper ticket price. S. !Wake the than -sit system become more environmental friendly

We build Street Cars and subways and used to have them . Why not Again?

Too much

rift-raff on

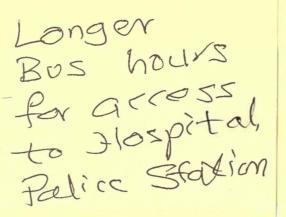
Public transit.

Later times on weekends And Bar Close times

Short Bosses for underused ROUTES or down times

SIMILLER BUSES FOR LESS CONGESTED ROUTES AND WHEN RIDERSHIP IS LOW THAT CAN NEGOTIATE SMALLER STREETS AND CONVENIENT ROUTES ELECTRIC / PROPANE BUSES Have I OF 2 Trans. 4 drivers, Partake in goid's OF thundles bay history & infillstructure

Consider electric car Cabs, only Is it is now being introduced in Montreal



For Buses, More Frequent atleast buses going to and from College and Univerity.

Longer Bus times to worky around Bar hours

SHOVEZ OUT BUS STOPS

IMPROVE HEAD TIMES REDUCE FARES

efectric buses () Bus Service to CanTire Mall area. would be most helpful especially for Seniors.

Charge more for parking. Ewrently Transit costs more than parking down town. Not environmentally-Friendly or financially solutainable

Public rooms Wash stops negos

EDUCATE SCHOOL CHILDREN/TEENS HOW TO RIDE THE BUS 10 INCREASE DENSHIP

Reduce transit costs More routes Some smaller buses

BUS Drivers that Speed are a danger



All routes, run Saltergth of Day. eg cast end Note runs the ends Soul time as other routes

SEXIER BUSES TO ENCOURAGE USERS FROM All BADHICS Demographics

do we need large, half ompty prises Smalles busses, increase access to residential greas in corporate public transport Eschool buses for high schools - will get shulak use to teling transit

LOOK TO IMPLIMENT BRT ON CORE ROUTES (MASINLING, ARTHUR) WITH PRIVEITIZED SIGNALLINGS DEDICATED LANES

BETTER AND MORE Bus SHELTERS Add A -7Airport Express Bus From WaterSt To City Hall To Air Port Great de yes Bus stops: lets TRANSIT us off across from Silvercity but we have to cross A lanes to get to farmers market. Free bus service for people going to Volunteer activities - the more people engaging in activities

that enhance the city,

the more pride in the city

O TRANSIT The buses are dirty and have a smell, poor air circulation

longer Bus hours 10 work around har times

Express runs along major corridors

Make trasit attractive -wifi - express huses - Beitter frequency

hows for buses Inconsistencies in Transit coutes on Northside on Sindays) Holidays Longer bus hows

longer running

Hligh transit routes with where people want to go.

users. More spaces for wheel chairs and // strollers YES // VERSON Frquencie on all routes whether it's 20 above or 40 below

e-E

to benefit

students \$

other transit

-more trequency-20 minutes all day on main arteries -expanded hours - express bus that only stops at terminals -reduce fair costs to alloriate buiden on working class

more side walk! at the bus Stop.

105

w of Kegss Distracted -Disrespector) -Discourteous Admin. Staff

Sensitiventy

for transit

tRAINING

increased service hours on all routes

Love your idea of electric Busses

How do we get from active conridor to Crosswalks to - Fill in existing gaps Better connectivity so you Design buildings access Hillcrest -Sidwalk on both sides Can get places when you and city layart to Parka Jamost. Park downtown with a on Algoma walk, sately. have less trant day - Retrofit existing silvewalls sholler, walkr. party lots. - (Idela hill) to meet current design Ideally separate rooks from Anidelines. New orteral Sidewalks wheelchare? You do 't feely you've walked for In Toronto because of the lack of deal gave On both bides, but vortents built before this anideline us in place only have a sidewalk Sidewalks with boulevards or on-street parling. we love ar Adre corrido?! Should be larger/wider Make Bay Street o A multi-use-or Traffic calmed heighbourhoods yes Level sidewalks Permanent Redestrian (eg maniday Park) at least a walking Street. -walking on a till physical barners + lower trail linking the NE - Bette Quelity of Life! automatic is difficult on older South sides along the Speed limits pedestrian hips ·Inploved watesport. Signals @ - very difficult to steer - More crossovers for it. - Winter maintenance for it. Economic Development! Sagree! all controlled Manage a wheelchair crossings -Bump-outs for safe crossing. pedestrian walking Walking Bay/Ahgome Hedestrian First lakes around - 30 Fm/h residential intersection Zones in downtown neebing/rosslyn - Roundybosts to slow curs left turn is Lots of area areas dangerous Thits néed to be before mitigated before a fatal accient occurs Vedestrian only Stores like superstare Change Zoning were required to plant times in south 40 km/tr max trees and it was never to Allow, New LONGER core enforced by the city Speed Imits more cross overs Construction WALK for safer To allow commercial TIMES streits. yes EResidential like. Europe Four old downown

WALKING Create Emergency Site plan rules PASS BYLAW Academy Drive Plane Walkways respond Center's de that require access MANDATING PROPERTY heeds a sidewalk In high crime areas from the busines to across busy intersection thus stop owners clear on both sides along path ways for roads Side 21 side walks of along the entire emergency Help For Show Night-+ Moretune length People in Grises or for people to medical heed-61955 walk Vie while store the according Cross roads -need Crosswalks -More sidewalks close with lights on -pedestrian lighting High St near Hillcreet Advance hight (lower to road) to Hillcrest park Park and For Pedestrians to -lighting along trails give Walkers a 5 second James St near Soccor field Lend start fabefore - well-maintained - a way to well accors Sidewalks Cars can cut them Hill vest Park Leveling sidewalks CONNECTED 0771 includes Resign of VisionZero! sidenally that 1200 + SIDEWALKS New side walles. CLOSE OFF RED RIVERR grand Parfi allong many A. it to more place BETWEEN COURT ST is hand to wall through the Fix mojor TO CUMBERIAND FOR for those will mobility issues. walking trail PESESTRIANS PUT IN sillewalk levels I want more that ware COBBLE ST. AND TRES complete Side walks to improve with for example van Norman dange. No one traffic = side walks. wats to use a sidewalk from Algoma to Peter St Safer wayk Sidewalks made that has 3" of water. both sides all newly brilt roads should have side wealths -Prioritize areas around to handle weathering schools for connecting existing side walk networks and wheel lines

-fix trail between Hogarth-Westmount and McIntyre floodway up to Ford St.

Use H-Way stops till move cross avers are in place







Fill in sidewach gap Pedestrian Crossosli in busy street (normoule), Arthur)

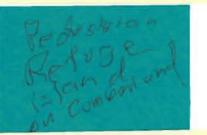
SNake walk thai'l more safe to use 2 Bosier Fo access. Bure Can get

Walking

vays, less

assauts

Safer welle ways -Lighting - Lameras (like Street.)



put crosswalks where people achad bross re. Waverly Park Lew School cross to Regente more it.

Longerwalk times

Some busy road ways and side streets don't have side walks, for example 3 golf links doesn't have a sidewalk on the one side, makes it dangerous when walking to blus stor

Dedicated WALKERY HCROSS MENDORIAL FORERATE FROM BUTINCORPORATED INTO BIKE PATH.

- More people Bibliong, welking

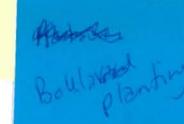
- (rossover Bay st.) Ner Hillcert Pak

Sidewalks in all residential areas

Traffic colming

More sidewall's Encourage planning that integrates connerctel greening + residential all in one

areas / high movement accas No more More crossovers on **Angobas** busy streets. 4 INTERESTING!



AUDMATIC WALK SIGNALS

Advance for Walkers. All Lights Kel for cars Sive Pedestrian Second heal Start

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to makesture

HAVE WALK LIGHTS AUTOMATIC AT ALLINTERELTIONS



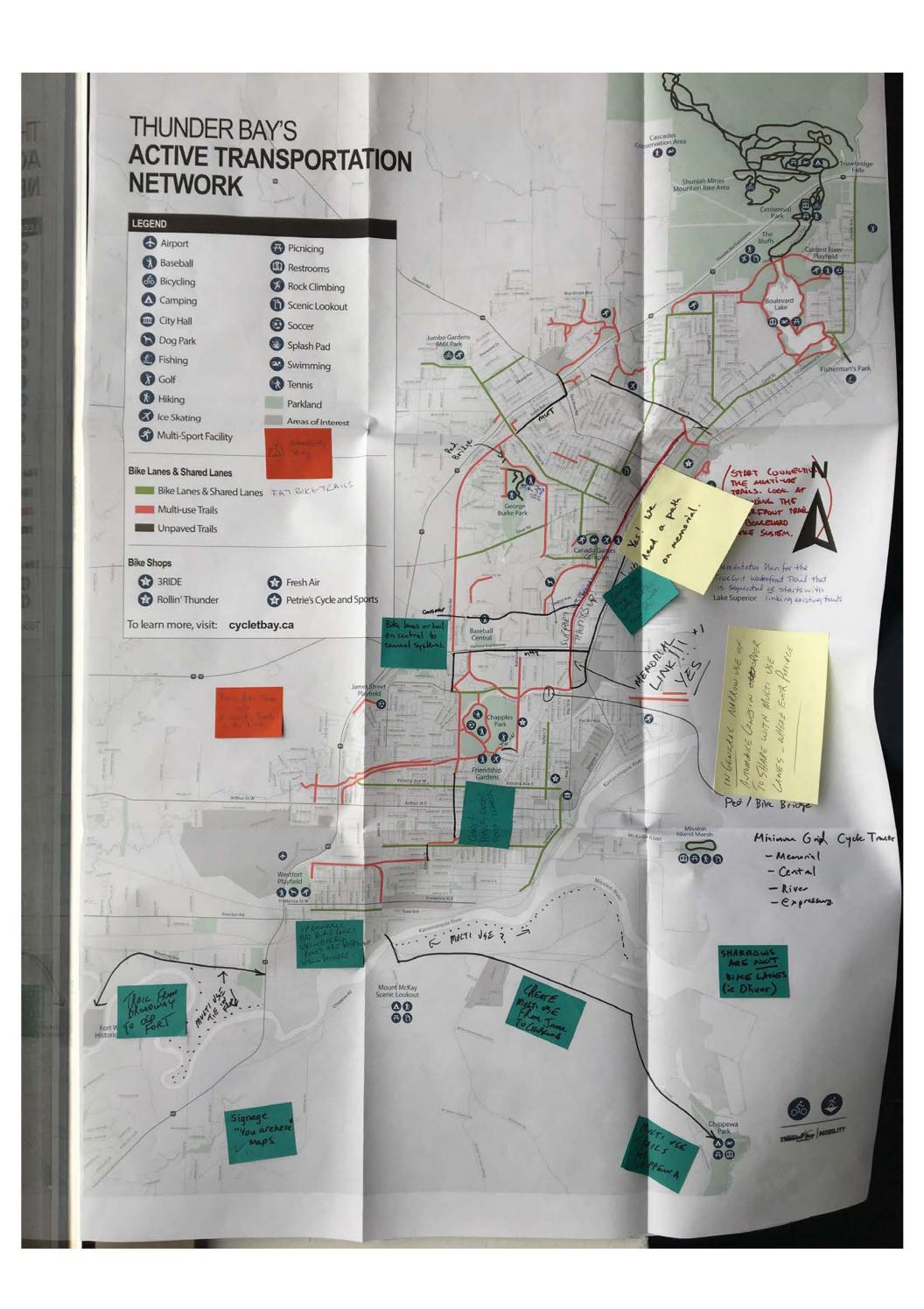
Bridge for pedestrians and cyclists to cross rivers or partner with CN so they can't Charge for truss passing.

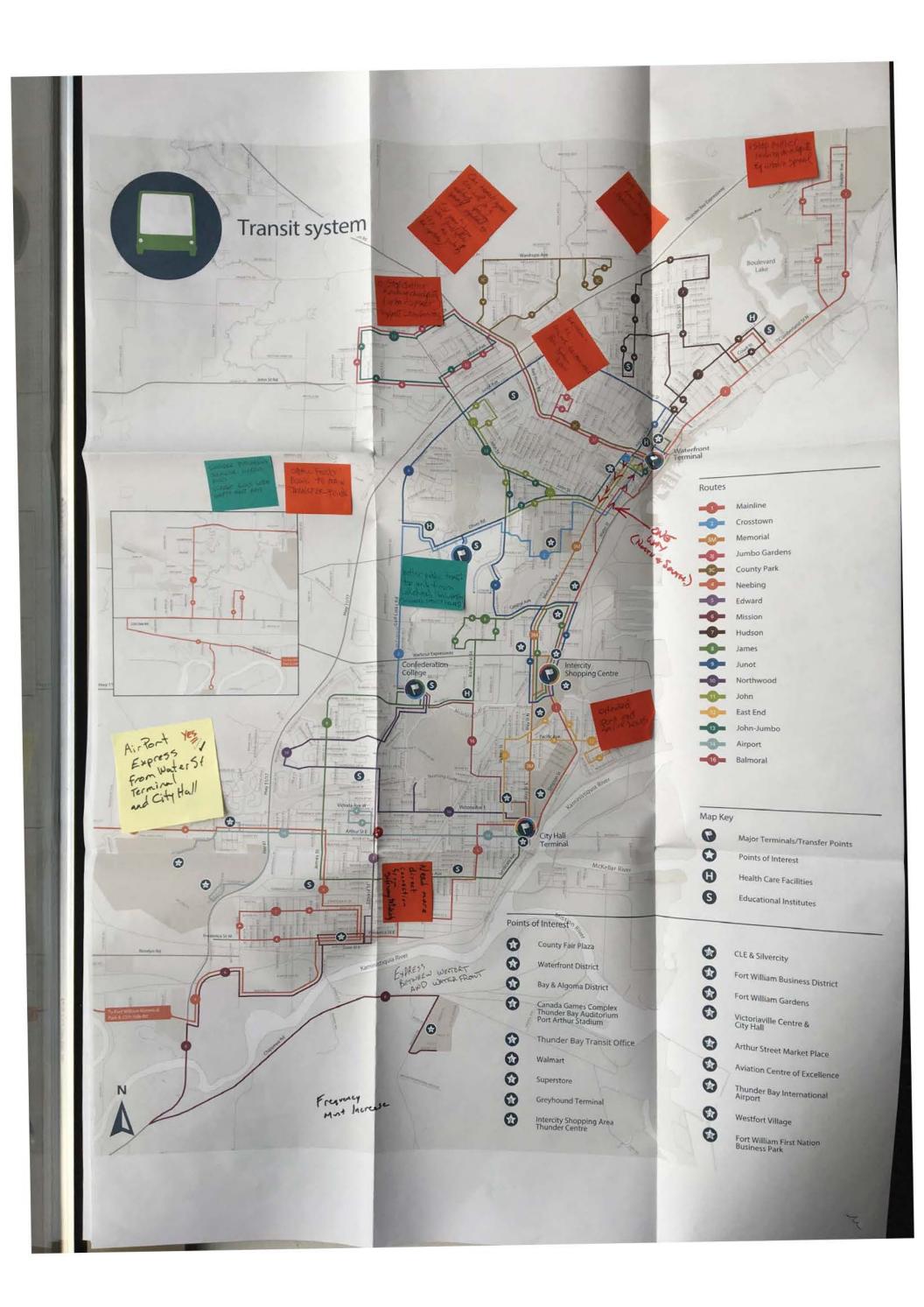
Second between Queen St & Shuppers Ungalart There is no sidewalk connecting alleen St up to shoppers. Nor is there a sate route (espin Winter!!) to Memorial when I travel this route often with children & find it very dangerous. There are Many work trucks - Roberts - and and since there is no sidewalk running up along etther side - 1 m alles left choosing the less dangerous side of the road.

> More benches along side welks shart auts and and trails near Watestate CAY Senior facilities Tungsten + Jaspe

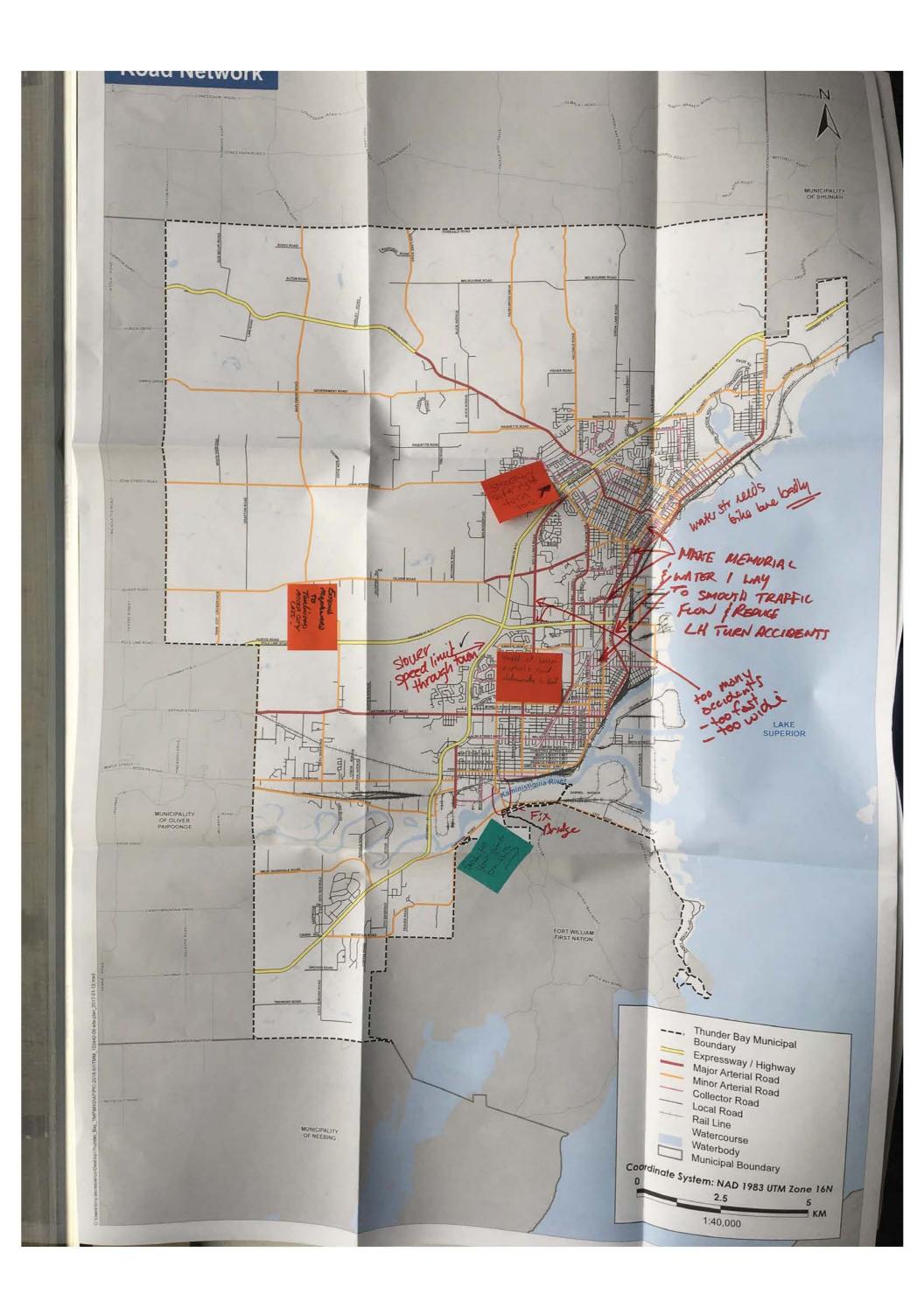
## Appendix D – Comments on Maps











# Appendix E – Comment Sheets and Emails

#### **Thunder Bay Transportation Master Plan** Public Open House #1 – January 25, 2017 Web: ThunderBayTMP.ca Email: contact@ThunderBayTMP.ca **Comments:** CYCLIST INE AVERAGED 2000 KM A As A AROUND KDADS HUNDERBAY RAILS OVER 2004 FRES FINT D 0 100 IMPROVENE WOULD らっと 120R 5 ADDITION INF XISTING D AS 0 OURA WALKING -AND IMPROVEMENTEN 5 HOUGH COURAL SUCHA 5 SSCTW DA din U DWA 05 WIT IVE 5 In INA FTWEF К D REEN AC 150 JSSION WEEN Inl WA 6 04 WE Ē act 1155 IN ð 1000 WCOUR ERTAIN A ON AND OULP. D HED FOR ION, TY OK 60 AN DU Name: Phone: Email:

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Under the Municipal Freedom of Information and Protection of Privacy Act, unless otherwise stated in the submission, any personal information included in a submission will become part of the public record.

Visit ThunderBayTMP.ca to stay up to date on the project.

Email **contact@ThunderBayTMP.ca** to submit any ideas and feedback to the project team.

- paint the road markings in the EARLY SPRING, whenever the snow melts. The markings at specifically the intersections of High & Oliver and Main St & Fort William Road
- The sidewalk maintenance on College St north of River St is horrendous

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- The sidewalk continuity on Dawson St btwn Algoma and High Streets. It changes from both sides from Algoma St west to Jean St, only on the south side til Peter St then flips to the north side from Peter St to Prospect St. And then there is no sidewalk on Dawson St west of Prospect St until Madeline St.
- Another sidewalk on Ray Blvd. There is no sidewalk on the east side of Ray St from Whitney St to Cornwall St.
- Bay Street is the only street that has sidewalks (east/west) from Red River Rd to John street
- From Rockwood St to Hill St there are no North/south sidewalks between Red River Rd & Beresford St
- There should be a sidewalk on Rockwood St from Van Norman St to River St....the 55+ Centre, Grandview Arena, Volunteer Pool, Grandview Mall are all accessible from Rockwood St / River St
- When building a sidewalk build it ABOVE GRADE so it isn't flooded and or a skating rink to walk on
- Sidewalk width should be WIDER (the width on Clarkson St in front of Hammarskjold is adequate) City Council discussed making sidewalks narrower which is ridiculous
- The traffic lights at Golf Links and Sunrise Cres. You need to cross over to access the recreational trail and if you cross one way, there are no crosswalk lights so you can see if it is safe to cross or not.
- When Golf Links / Junot was widened / improved why were the manhole covers situated exactly where a vehicle wheel would drive over it? Why isn't it situated between the vehicle wheels? As the cars drive over them, the area immediately surrounding the manhole cover is now a prime location for POTHOLES!!! The manholes eventually sink anyways which is a drop on the traffic deck.
- Why was the Whalen St area given GOLD STAR treatment when they needed new sewers? Which included new water sewers, new water service, new curbs, completely new paved roads, new streetlights BUT when sewers were needed in Robinson / Lyle / Jewell Street area they had them reclined with concrete. No new curbs, no new pavement, no new streetlights and this area was developed at least 10 years before the Whalen area.
- Improve / widen Balmoral St to 4 lanes from Oliver Rd to John St

- EDUCATE the public how to walk on the recreational trails. Reign in those retractable dog leashes, stick to one side of the trail, strollers NOT 2 abreast. Have volunteers out at high traffic times educating the public. Students who need volunteer hours, your safe cycling instructors, Fresh Air / Metre Eater Run groups
- Children over a certain age should NOT be allowed to cycle on SIDEWALKS

 In Southern California there are designated lanes for bikes right beside a lane for walkers, roller bladers, people pushing strollers. If two separate lanes are cost prohibitive, in Hawaii there are markings on the trail designating one side of the lane for bikes, the other side for walkers. The following are copies of the emails received through February 20, 2017 that include ideas or suggestions for the TMP. Procedural emails have been omitted. In some cases, consecutive emails from the same person have been grouped into one. All personal information has been removed.

### ID Emails Received

1	Hi, could you please reinstate bus service to the Grandview area. Currently the bus stops only on River Street. It is at least a ten minute walk from my home on []. At the far end of Crescent Avenue it is a fifteen minute walk to River Street. At night this is too far for teens and pre-teens to walk from their activities, and not even possible for many seniors or people with disabilities living in this area to walk to or from the nearest bus stop. I have a disability that leaves me with limited energy and at any time of day it is not always possible to walk that far to get to the bus. This area was previously serviced by a bus on Crescent Avenue. Please consider returning this area as part of the upcoming master transportation plan. I would like to thank you for considering the public in developing a master transportation plan for Thunder Bay.
2	I'm interested in the design of the busses to wit accessibility needs the seating for all of the public when purchasing bussing in the future. I would like for the seating to all be connected via track system whereby seating can be easily moved and stowed in the event of space is required eg. Accessibility needs. Think simple works best. I want to attend the meeting on the 25. And looking forward to see what comes.
3	Thunder Bay has a long history or producing LRT cars through the former Can-Car plant, now Bombardier.
	Thunder Bay has an existing Rail route that bisects the city from Neebing to Current River
	Thunder Bay has a storied past relating to Electric Street Cars.
	Thunder Bay should propose to provide Light Rail Transport using this existing Rail space
	Fuel for the LRT system could be a variety of environmentally plausible options
	Depots would be in Neebing, Westfort, Arthur/Waterloo, City Hall (miles/simpson), Intercity/Thunder Centre, Walmart, Bay Street, Prince Arthur's Landing, and Cumberland/Grenville (these are all currently part of the existing Rail line through the entire city).
	Passenger Bus vehicles would then be better equipped to run shorter more effective routes within these feeder neighbourhoods. There would be a significant savings in fuel costs due to shorter transit routes to and from the LRT depots. Bus Transit vehicles could run shorter routes more frequently than the current 40 minute to 70 minute wait for some routes.
	LRT would be an image boost for the city. Local residents who manufacture the cars feel civic pride riding in the vehicles they built rather than sending the result of their labour to the Eastern Ontario markets.
	Vehicular "Park and go" would be a viable option using such a LRT system, which is better for the environment. Drive your car to a parking lot near the LRT and use the LRT to access your daily needs, and use the LRT to get back to your car.

	LRT connecting our shopping district with our marina district, with our residential areas, and have terminals at or near major manufacturing factories in the city.
	Seems Thunder Bay has the infrastructure in place already (the land is already sequestered for rail traffic for over 100 years). Already builds the LRT cars. Thunder Bay seems to require a LRT system - other cities of comparable size offer LRT.
	Light Rail Transport would provide users of Bicycles better access to areas away from their homes. Getting a family from Westfort to Centennial park, for a Sunday outing on bicycles would be much easier to achieve using LRT and better for the environment.
	Drawing more lines on the road and putting up more flashy signs for drivers to ignore will not amount to anything more than creative pile moving.
	Thunder Bay is 26 km across. Toronto is 46 km across. Thunder Bay is not suffering from urban sprawl.
	Waterloo has a population of 97,000 and yet, after a successful municipal vote in 2011, will be building its LRT system in 2017, this year.
	http://www.millerthomson.com/en/publications/communiques-and-updates/education- law-newsletter/april-2012-education-law-newsletter/the-municipal-conflict-of-interest-act- and/
	LRT routes are being approved all across the entire province, some with 100% provincial funding provided as part of Move Ontario Forward campaign.
	Ottawa is proposing LRT in Kanata (population 87,000)
	http://www.cbc.ca/news/canada/ottawa/kanata-light-rail-study-1.3622270
	Halifax on LRT
	https://www.halifax.ca/transit/documents/CommuterRailPresentationSlides.pdf
	St. Albert in Alberta population 60,000
	https://stalbert.ca/cosa/consultations/Irt-consultation-planning-study/
	https://dr6j45jk9xcmk.cloudfront.net/documents/4584/moving-forward-report- accessible.pdf
	11.5 billion dollars of infrastructure money is allocated to projects OUTSIDE the GTA/GTHA
	Why is Thunder Bay excluded from such infrastructure provisions?
	We need a new vehicular bridge to meet the needs of 40,000 Fort William First Nations residents, as well as a high volume of Thunder Bay residents who make retail purchases on the FWFN lands.
	Seems to me, a new vehicular bridge, and a LRT are both projects that will help Thunder Bay "move ontario forward"
4	Other cities of comparable size in ontario, Kanata, and Waterloo, have Light Rail Transport systems. 100% funded through the Move Ontario Forward program established under Wynne.
	I have low faith in bicycle lanes as an answer for transportation issues. Lines for bicycles, that thwart existing use reasons (2 lanes each way facilitates ease of travel, allowing vehicles a lane dedicated to turning into businesses) now being threatened of being replaced by bike lanes makes driving more hazardous.
	·

	I ride a bicycle each year. I used to build and repair bicycles at Petries Cycle (2010-2013). I am well familiar with bicycle travel in the city of Thunder Bay, and I do not see added bike lanes to existing city streets as viable.
	I would like to see bicycle lanes make use of the "fire access lanes" frequently called "backlanes" throughout the city, which can provide pedestrian crossings at intersections of lanes - the lanes are seasonal and would require only an asphalt path, once a major bike path route is established. Vast entire neighborhood routes can be established using the existing "backlanes" system in the city
	Winnipeg has paved backlanes. Ours are gravel.
	But a continuous path of backlanes in neighborhoods could be used to facilitate more pedestrian traffic rather than angering drivers by reducing their drive lanes and routes to destinations.
	in 2005, if you were to ask, which roads in thunder bay, have one continuous sidewalk connecting the two former towns you'd say Memorial. That was it. just one sidewalk spanning the entire city.
	12 years later, we now have plans for a path down golf links, down balmoral, and what thats it right? And the paths are not technically sidewalks, which would require the road speed limits be reduced from 60 to 50 km/h, but are instead active pathways, strangely circumventing the highway act provisions for speed control in urban areas. If there is a pedestrian path adjacent to a highway, the highway speed must be reduced to a maximum of 50 km/h.
	The trans canada trail, the bike paths as they are known, are viable i have taken them from westfort to centennial park frequently on a bicycle, as well as a pedestrian, and planning to connect Chapples Park to Confederation College is exciting news.
	but painting lines on a road, and erecting signs with flashing lights, and changing posted speed limits, all seem like bandaid solutions.
5	Good Afternoon,
	I see you are doing the open consultation and I thank you for giving me an opportunity to comment.
	One small thing I was hoping you may consider when planning transportation in Thunder Bay is to add stop light counters to the stop lights on the Expressway. I'm not sure if that is Thunder Bay property or belongs to the MTO, but they would be very useful. Usually when cruising down the expressway I always see a green light in the distance, but I'm not sure how much longer it will stay green. So do I slow down prematurely just in case it changes? Or do I maintain a speed of 100km/h and hope it doesn't change by the time I reach it, causing me to either slam on my brakes or sail through a yellow/red light?
	I have seen light counters in other countries such as Cuba and India and I think that, particularly for the Thunder Bay expressway between Red River Road and Arthur street, they would be very helpful in allowing for proper speed adjustment.
	I've attached some example pictures.
	Thank you very much and have a great day,

6	In response to the request in today's newspaper: I live in [near the Oliver Road Community Centre]. I walk with a cane and no longer have a car. There are several other residents in the same situation as well as other seniors. I would love to take the bus but crossing the Oliver Rd. is suicidal. 50k speed limit means nothing.
	The Oliver Rd bus takes a circular route which means walking across 4 lanes of traffic twice.or exiting the bus at the corner of Ray Blvd and Oliver Rd where it turns. Walking the block is OK in good weather but not in winter.
	I have never seen a crowd of people come out from the Centre and take the bus,
	cars are parked for most events.
	How about a survey by the bus drivers? The bus rarely picks up riders there.
7	How about sky train?
	Like they have in Vancouver
8	Hi I could not attend last nights meeting I had to work, but I have tried in the last couple of years to get some sidewalks extended in areas that have safety issues around the new high school, Superior on High Street.
	There seems to be a lot of new areas with sidewalks, surrounded by older areas where there are no sidewalks.
	I know that with new housing the lot has a certain amount of money attached to sidewalks based on frontage. This is great but with older housing the owner would have to pay for a sidewalk out of pocket and it is very hard to convince people to pay for



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	air for pedestrians and bike pedallers alike. They also use sidewalks for both pedestrian and bicycles and have millions of bicycles en route every day. I spent two weeks cycling around Germany, 4 years ago and it was an eye opener. Also, they have large licensce plates on cars and if somenone comes within one meter of a pedestrain or cyclist then the vehicle licencse plate number is phoned in and the vehicle owner is automatically sent a 60 Euro fine. It sure changes driver behaviour. Further, wind mills everywhere! Do we need an additional column in the transportation study to accommodate vehicle new technology?
10	Sidewalks in the winter and summer where torn up repairs are left unfinished+ Downtown P.A. sidewalks are an uneven mess of paving stones that are dangerous in the summer and due to being uneven causes snow removal issues also very unsafe
	Driving when you spend millions tearing up a road to put in new infrastructure, spend a bit more care in understanding winter conditions, and apply that knowledge ( maybe better insulated pipes etc. ) so these nicely paved roads do not have to be torn up and roughly patched every 200 feet or so to repair them and killing the effect of the resurface and those repairs ( poorly executed repairs linger and detract ) eg. Shuniah St
	Ensure that we keep planting trees and adding green infrastructure as we develop areas because you cannot do it after the fact Remember our community is not growing and we are relying more and more on visitors. A clean, green, accessible, and visually appealing community infrastructure attracts and retains a repeat visitor
	Get a functional and visible green corridor between the north and south for walking, biking, etc Look at one ways that make sense like the Algoma stretch between Bay and John.
	Cheers
11	Would like to add one more Infrastructure in the core with respect to maintenance
	Shops and business in the core I am sure would appreciate getting rid of the parking meters and have a central ticket system This would also allow the removal of all snow( without meters in the way) so that their customers can easily park and have access to their businesses Perhaps these businesses would be willing to pay for it if approached properly
12	Good Day,
	Further to your invitation for suggestions for the Transportation Master Plan, here are some things I think should be considered:
	Active transportation trails:
	<ul> <li>Extend the existing trail that runs along the CN Railway from the Mary JL Black Library along Empire Ave to Kingsway.</li> <li>Build a new trail from the Neebing River foot bridge from Parkway Dr northerly along the western edge of the Sir Winston Churchill high school property through the lane next to Agnew Johnston School and out through to Spruce Court and Pineview Bay</li> </ul>
	Traffic Signals:
	<ul> <li>Fix the existing signals - The city has spent a lot of money installing traffic signals that work off sensors, but it is surprising how many do not operate properly. (For example, green turn arrows illuminating when there are no</li> </ul>

vehicles turning left and signals changing green for cross traffic where there are no vehicles at the intersection.) The city should ensure its existing signals are maintained and operate properly.

- Coordination of signals This should be taken for granted. It is not uncommon to get every red light on Memorial Ave between the Harbour Expressway and Central Ave. The Ville de Levis in Quebec had a system using left turn signal timing to ensure traffic could flow freely without stopping down major corridors. The city must do something to coordinate signals
- Continuous Green T-intersections The City of Saskatoon utilizes these to permit the free flow of traffic on the outside of a T-intersection. The city of Thunder Bay should consider these at the intersections of Bay St and Water St and John St at Water Street.
- The city should start implementing roundabouts at intersections that have the space, such as at Redwood and Edward St. (See attached.)

### Traffic Calming:

• The city should consider alternatives to four-way stops. They are inefficient and noisy as drivers accelerate away from them. Rather use roundabouts, which require vehicles to slow but not stop unless necessary. The City of Fredericton has used them extensively in residential areas

Bicycle Lanes. I don't find bicycle lanes necessary (even though I bike daily). Rather I suggest the following:

- Keep the pavement condition along the edge of roadways in better condition. I bike James St daily and the pavement condition is poor requiring continual swerving.
- Catch basins should be set back from the curb so they are not a hazard to cyclists.
- Paint "fog lines" (the white line along the curb lane) to denote the lane width as the same as the centre lane. This would allow the space used for snow bank storage to act as a bicycle lane without actually being one.
- Wider roads. There was a proposal (I thought put in place) to require any new construction to have wider roads to accommodate cyclists. However when various sections of James St were reconstructed, the curbs were reinstalled in the same place.

Harbour Expressway: There should be overpasses for through traffic on the Harbour Expressway. Surely there are examples in the world that use minimal property. Arlington Virginia has such things right in their downtown core. Traffic along the Harbour Expressway is so inefficient - underpasses or overpasses would eliminate having to stop for red lights and encourage the use of the Expressway.

Thank you for taking time to consider this suggestions.

## Appendix F – Facebook Comments

The following is a record of comments received in response to the advertisement for the Open House promoted on Facebook. Personal information has been removed. Irrelevant comments have been removed.

ID	Emails Received
1.1	Here is one idea have a shuttle busthat shuttles from South side bus terminal to North side terminal and back again with no stops in between.
1.2	Great idea!!
1.3	That's called an "express bus". Many cities have them. The downside would be that it cannibalizes riders from the existing Mainline and Memorial routes, leading to either service cuts on those routes, or enough of a reduction that the express bus gets considered a failed experiment and gets cancelled. Saskatoon and Kingston, both bigger than Thunder Bay, experience the latter situation and eliminated the express buses.
1.4	We need to couple of express busses. I live in Westford and it takes me an hour to get tolet's say Bay and Algoma. It's ridiculous.
1.5	you could do like what Toronto does where their express bus costs more. So if the regular one is \$2.50 then the express could be \$3.50 or even \$4. You pay extra for the convenience of speed which could help with the reduction of a potential cannibalization.
1.6	Would people be willing to pay extra to save 15 minutes? Most transit users now board with cards, how will two different fares affect the pricing of cards?
1.7	An express bus is an idea that should be considered.
1.8	I have ridden the trains in 4 different cities. No street lights, very fast. It would take like 16 minutes to go half way across Edmonton. If you want a fast way across town, trains are better.
	One issue with express busses is if you need a connection at the end, you're probably not synced with any schedules
2.1	Is there any plan to synchronize the traffic lights downtown?
2.2	They cascade, north-to-south in the AM and south-to-north in the PM. I've driven across town many, many times without having to stop. It's all about maintaining the speed limit and timing when you depart. Synchronized traffic lights cause more traffic to stop than cascaded lights which is why cascading is preferred.
2.3	The expressway lights are particularly well done, I almost never have to stop on the expressway.
2.4	None of those are synchronized or cascading. I go to the gym late at night and sometimes have to stop at both Northern and Southern because one is green while one is red, even though they are only a block apart and not synchronized with the lights whe
3.1	Will this plan fix the fact that I had to wait 18 minutes for a late bus today and missed the intro to my class?
4.1	Just biked on the sidewalk problem solved
4.2	Technically, it's illegal to ride a bike on the sidewalk depending on the tire size.
4.3	Yea there's a few rediculous laws out there
4.4	There's too many cons about cyclist travelling with motor vehicles
4.5	If you want to see better cycling infrastructure, you'd better go out and have your voice heard. Facebook comments won't help.

4.6	Most of the time when a car hits a cyclist, it's because the cyclist was riding on the sidewalk and the car turned and drove over them.
4.7	Bikers cannot accelerate as fast as vehicles or do the speed limit of the road. I don't think it is fair when people are trying to get somewhere on time to be slowed down by a cyclist. If there is an accident what is the success rate of safety for the cyclist. If a cyclist causes an accident who insures the liability cost. When I was a child I got around just fine all over town biking on the sidewalk never hit no one walking or caused a vehicle collision. People get frustrated when travelling especially in this town (if you know what I mean. Thunder bay drivers) our town can't handle regular driving. Weather it has to do with a high population of bad drivers (old people, blind people, the inexperienced, road ragers and morons who slipped through the transportation program.) Or poor infrastructure. Bikers piss off drivers drivers piss off bikers they both. They don't get along on the road, that is a fact and that in itself could cause an accident. There's too many cons for bikers to travel with vehicles
4.8	That's why we create bike lanes to separate them from pedestrians AND vehicles.
4.9	Whether you realize it or not, you are stating that drivers lives are more important than those of cyclists'. You don't think it's fair when people are trying to get somewhere on time to be slowed down by a cyclist. Do you think it's fair when a cyclist, who is required by law to bike on certain roads instead of sidewalks, has to fear for his or her life on their commute? By the way, not just drivers have to get to places on time. You're basically saying that since there's a problem with a high population of drivers or infrastructure we should just not have bikers commute on roads. This is the type of closed minded thinking that keeps us from working together and figure out how to make roads more accessible for EVERYONE. By the way, if you're offended by this comment, maybe you should think twice before grouping "old people and blind people" with the inexperienced, road ragers and morons who slipped through the transportation program, together. These people are part of your Community. Just like you and I, they have families and loved ones. I bet that like me, you were once an inexperienced drivers, and I hope that like me, you will become an old person driving one day. My hope is that our roads become friendly for all of us so that when We're well in our senior years, We can share the roads safely with other seniors, adults and children.
5.1	I find it interesting that the needs of motorists, who provide most of the funding for roads through gasoline taxes, are listed last.
5.2	City of Thunder Bay - Municipal Government, Ontario, Canada The City will provide a record of the comments on this post to the consultant team - but please do come to the Open House and share your views during this beginning phase of the study. Your expressed concerns can help shape the principal areas to be examined.

5.3	History has shown most of us, that a plan is not perfect, and after having completed it, we can learn from the actual design, compared to the expectations of the design. Let us remember, let us not forget the 'consultants' with the waterfront, REDEVELOPMENT, where after serious challenges, serious concerns the plan, little IF ANY CHANGES WERE MADE TO THE OFFICIAL PLAN to accommodate the concerns, many of which are now irreversible. Concerns such as: 1. Lack of consistency with original plan? 2. Change of plan from public parkland tourist to commercial ? 3. Lack of parking spaces ? 4. Building new condo's directly in front of private condos, across the street; a serious lack of respect ? 5. Congestion of the development ? 6. Big boat pier, the best element of the new plan, placed in the last stage, while the skateboard park, was the first thing built, too close to the memorial, and in conflict with the overall priority of the waterfront ? 7. Lack of attention to tourist RV's? 8. A LIGHT HOUSE, we overlooked instead of those LIGHTED BEAMS. 9. Conflict of interests ? Government FOR THE PEOPLE or government over the people ? Has the city critically reevaluated the waterfront redevelopment to tell us how the plan is doing relative to expectations ? Unfortunately i have to work on this day so i cannot attend the event, i would love to. However i will say, that the entire country is in need of this reform but i guess the federal government only supplies these municipalities for enough to do some nice things, they may not be great at first but they will be nice, rumor has that they have received around 6 million for the project. I personally would love to see a rail system here in Thunder Bay, and i also think that this city has strategic value in means of the Canadian Economy, especially when we discuss trade. All things must move through this city by the main road, rail and our ports. It has potential to become a thriving capital of the north, well NW ON anyway. So why not install a massive transit system into the pr
E E	around, not to mention their time.
5.5	Wondering if 'our expressed concerns' will have stoplights every couple kilometres?
6.1 7.1	Sky train Monorail!!!!
8.1	Is the draft master plan available online in advance so that people can read it before they provide comments? It isn't obvious on your microsite for this plan.
8.2	City of Thunder Bay - Municipal Government, Ontario, Canada Hi. The study for the Plan is just beginning, so there is no Draft Plan yet. At this point the study team is looking for direction from the public to help guide important areas of study. There are two more Open Houses planned through this year.
8.3	maybe some topic areas at least that you are looking at covering with ppl in these consultations to help ppl organize thoughts?

<ul> <li>8.4 City of Thunder Bay - Municipal Government, Ontario, Canada Yes, there will be display boards at the Open House that outline some intended areas of study, and an opportunity to comment or suggest additional.</li> <li>8.5 Imeant on your microsite so ppl can read and think in advance. Will you be doing surveys too?</li> <li>8.6 Typically the display boards aren't finalized until just before the open house. They will most likely be on the website afterwards.</li> <li>8.7 If d be interested to know more about the turn out demographics at these open houses.</li> <li>8.8 Those statistics are usually presented alongside the report to council which comes at a later date. But you can also physically go to the open house and see for yourself. In my experience, they're attended by mostly older people at the start, but they leave early and by the middle of it, it's just people who are truly invested in these kinds of things who chat with city staff and tell them things like "build bike lanest" and "most people wont mind tax increases as long as there is something to show for it', which is why city council says people want those things "it's what the people who bother to stick around tell them. They're the ones who truly make an impression.</li> <li>8.9 thanks I figured as much. It doesn't sound like the set-up is particularly accessible.</li> <li>8.10 If you think there is a way to make it more accessible, they have feedback forms at the event that specifically ask that question. You can also email the city.</li> <li>8.11 City of Thunder Bay - Municipal Government, Ontario, Canada the Online Survey is available now at http://thunderbaytmp.ca, under "Latest News."</li> <li>9.1 Have service roads off main arteries to access business, thus letting traffic flow better, when we only have four lanes, example: Arthur Street</li> <li>9.2 Where would the service roads og? We'd have to tear things down to fit them in.</li> <li>10.1 How about a transit system thas a slight rail system at its core. The city is 30km ac</li></ul>		
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another crush at the turn off	11.4	
13.1 Will discussions include Lift Buses as well?	12.1	
	13.1	Will discussions include Lift Buses as well?

13.2	If you bring it up as a specific issue and it falls into a dominant theme, then yes.
14.1	They wouldnt like what i have to say about the transportation situation in this city. Would be an interesting thing to look in on though
14.2	Same here. They wouldn't want me there.
14.3	Unless you're just going to scream a bunch of obscenities at people, I think they so want you there.
15.1	<ul> <li>KEEP IT SIMPLE !</li> <li>i WOULD STRONGLY SUGGEST YOU LISTEN TO YOUR FRONT LINE</li> <li>WORKERSthey are in the best position to tell us all what the simple solutions are; often overlooked because they are merely front line workers - bad attitude.</li> <li>In today s technological world, an internet site to discuss options, and priorities would be ideal.</li> <li>Feedback is key to this; the logical question is simple, what do most people want, or need, where are they going and why ? Answer these questions, and you will get your solution.</li> <li>These meetings, tend to not offer most people the opportunity to engage in a critical discussion of ideas.</li> <li>What are the cities options ?</li> <li>Here are some basic observations.</li> <li>Remove the city bike lanes, and replace that system with a walking/bike path system, that which was mentioned in one election, NOT BIKE LANES, a bike/walking path.</li> <li>Might consider a 'matrix' busing system, instead of the system we have, that might make it better.</li> <li>Improve the light sensor systems, if we can.</li> <li>Neighborhood smaller schools, would decrease the need for some traffic, and increase teaching jobs.</li> <li>To borrow the idea from [], a shuttle bus services with three stops, the former two down towns, and intercity, non-stop, might he</li> </ul>
15.2	The website literally has an email address where you can send this. The people working for the city are too busy to check and re-check Facebook comments.
15.3	Thanks
16.1	I think I might go to this.

# Appendix G – Questionnaire

# Thunder Bay Transportation Master Plan

Public Open House #1 – January 25, 2017

### Questionnaire

The City of Thunder Bay is in the process of developing a Transportation Master Plan (TMP), a long-term visioning and planning process that will examine the future of the transportation network in the City. The TMP will look at all modes of transportation: walking, cycling, public transit, driving, and goods movement and determine a course of action to strive to meet the goals and visions that will be set out in the TMP.

Please take a minute or two to help us out by answering the questions below. This will help us understand the transportation issues that are important to you and what your vision is for the long-range future of transportation in the City. **Submit this form at the Public Open House or visit us at** <u>www.ThunderBayTMP.ca</u> to submit your feedback online. We appreciate your input!

1. In your vision for the future of Thunder Bay's transportation network, rank the following statements from 1 to 6 in order of importance to you: (where 1 is the most important and 6 is the least important)

A transportation system that supports the City's economic productivity, local businesses and potential investors, and encourages greater prosperity

A transportation system that is affordable, efficient, and fiscally sustainable

A transportation system that provides a suite of convenient and reliable options (walking, cycling, taking transit, driving, etc) for each trip

**2. Please rank the following potential actions from 1 to 5:** (Where 1 is your highest priority and 5 is your lowest priority)

Improving or expanding walking and cycling facilities

Improving the road network

Improving accessibility

3. Do you currently experience any challenges getting around Thunder Bay when using the following types of transportation? (please circle one response for each type)

Walking:	Yes	No	I don't walk
Cycling:	Yes	No	I don't cycle
Public Transit:	Yes	No	I don't take public transit
Driving:	Yes	No	I don't drive

4. If you answered "Yes" to any of the options in Question 3, please describe these challenges:					
5. What would encoura	ge you to walk more frequently?				
6. What would encoura	ge you to cycle more frequently?				
7. What would encoura	ge you to take public transit mor	e frequently?			
8. Do you have any big	ideas for the future of Thunder E	Bay's transportation system?			
9. How did you hear ab	out this Public Open House? (che				
	□ Twitter □ City Website				
10. Do vou have anv ad	Iditional comments? (Additional c	omment forms are available)			
,					
Ontional					
Optional: Name:	Phone:	Email:			
	f Information and Protection of Privacy Act, u	www.ThunderBayTMP.ca to complete survey online.			



Thunder Bay Transportation Master Plan

# Public Open House #2 Summary



Prepared for City of Thunder Bay by IBI Group

July 19, 2017

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# 1 Background

### 1.1 Introduction

This report summarizes the second Public Open House (POH) for the Thunder Bay Transportation Master Plan. This public meeting was held on Tuesday, June 6, 2017 from 4 pm to 7 pm at the Victoria Inn Hotel and Convention Centre at 555 W Arthur St.

The purpose of the POH was to update residents on the progress of the study, solicit feedback on that progress, and to inform the future direction of the study.

One final open house is planned for the fall.

### 1.2 Notification of Public Open House

The POH was promoted through a variety of media, beginning on May 10, 2017 with first announcement on the TMP's official website. The first print notice followed on May 15, 2017 in Wawatay News. The POH and subsequent online survey were promoted in the following ways:

- Print advertisements
  - Wawatay News May 15
  - The Source May 25
  - Chronicle Journal May 27
  - The Walleye June 1
- Online advertisements
  - TBNewsWatch May 29 to June 5
  - Paid Facebook posts June 5, June 6 to 18
  - Print ads from The Walleye, Chronicle Journal, and Wawatay News also appeared in the respective digital versions.
- Social media
  - Multiple posts made to the City of Thunder Bay Facebook and Twitter pages, and shared by Active Transportation Thunder Bay and Walkability Thunder Bay through their own social media pages
- Websites
  - Dedicated page on the City of Thunder Bay website
  - Dedicated Thunder Bay TMP website

- Newsletters / Emails
  - City of Thunder Bay internal employee E-News June 8 and June 15
  - Email to list of residents who attended first Thunder Bay Public
     Open House and signed up for mailing list May 24
- Events Calendars
  - The Walleye Events Calendar
  - City of Thunder Bay Online Community Events Calendar
  - TBNewsWatch Community Calendar
- Other media
  - Media Advisory and Media Release June 1

See Appendix A for examples of advertising materials used.

### 1.3 Proceedings

The public event was held in the Embassy Ballroom at the Victoria Inn Hotel and Convention Centre at 555 West Arthur Street. Thirteen display boards on easels were set up along the west wall of the room, with three stations set up in across from the display boards, where residents could provide feedback directly on the maps provided, complete a paper copy of the survey or comment form, or complete a digital copy of the survey on an iPad.

City and consultant team members were available to engage with residents and interested parties.

The display boards were arranged as follows:

- 1. Welcome and Study Process
- 2. What We've Heard Summary of Open House #1
- 3. Problems and Opportunities Map highlighting items defined from the first Open House and from preliminary work on the study
- 4. Alternative Solutions Four alternative planning solutions identified for review
- 5. Transportation Vision Draft vision, objectives, and principles for the TMP
- 6. Safety for All Road Users Safety by design, complete streets, and traffic calming
- 7. Cycling Network Plan development and impact analysis
- 8. Cycling Impact Analysis Preliminary cycling impact scores of potential corridors
- 9. Transit Network How the TMP will impact transit in Thunder Bay

- 10. Roads Network Summary of the tasks being undertaken to improve the road network
- 11. Transportation Budget The City's 2017 transportation budget, capital vs. operation, and life-cycle approach
- 12. Budget Priorities Recent and ongoing capital projects, and typical capital and operating costs
- 13. Next Steps and Contact Information

A copy of the display boards are included in Appendix B.

Feedback was solicited from attendees through an interactive survey available to be taken on iPads provided or on paper, by marking up maps provided, filling in comment forms, or by talking directly to project staff.

The survey was designed to gather feedback on the content of the display boards. Participants were asked to rank the alternative solutions, provide their feedback on the draft vision, rank the criteria used for the cycling impact analysis, and comment on the City's transportation budget and spending allocation making trade-offs between pairs of potential improvements. The survey was available online through the study website until Saturday, June 24, 2017. The survey details and results can be found in Section 3.

Tables were set up where large-scale maps were provided for attendees to mark up with their feedback. There were two map stations. The first showed the Problems and Opportunities map, as shown on display board #3, and attendees were asked to point to anything that was missing. The second map station had maps of the existing cycling infrastructure and asked attendees to draw their favourite local routes, point out gaps that should be filled or identify trouble areas that need to be addressed.

Finally, comment sheets were available for attendees to submit their thoughts, and members of project team were available to discuss any issues and answer any questions related to the study.



## 1.4 Attendance and Participation

Attendees were asked to sign in, but it was not mandatory. Forty-five people signed in to the event.

During the Open House, 37 surveys were completed including 21 digital versions using the available iPads and 16 hard copy submissions.

## 1.5 Online Impressions

122 additional surveys have been collected through the project website, and through July 7, 2017, 15 residents provided feedback via the contact@ThunderBayTMP.ca email address.

Between May 10, 2017 (the day the first advertisement was posted online) and July 6, 2017, the project website had 1,239 unique visitors (2,556 visits).

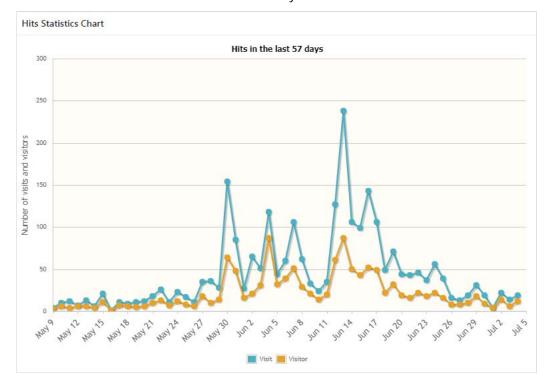


Exhibit 1: Visits and visitors to www.ThunderBayTMP.ca

# 2 Open House Feedback

### 2.1 Comments on Maps

Five large-scale maps were available for attendees to draw and write on. These maps depicted the following:

- 1. Problems and Opportunities based on the feedback received at the first Open House
- 2. Four cycling maps
  - South Core existing cycling network
  - Intercity existing cycling network
  - North Core existing cycling network
  - City-wide Cycling Impact Score

### 2.1.1 Problems and Opportunities

This map was available to show problems and opportunities identified through background research and the initial round of public consultation, as well as to provide an opportunity for attendees to point out areas that may have been missed.

Attendees identified the following on this map:

- A series of one-way routes along major streets, intended to speed up traffic and use leftover lanes for transit-exclusive lanes as well as cycling infrastructure
- Ford St is identified as a potential cycling and transit connection with a new bridge and re-alignment in certain sections
- The existing rail corridor that bisects the City is identified as a future LRT corridor
- Memorial Ave is identified as a potential cycling link
- Potential Northwest Arterial is noted as being "insane."

### 2.1.2 Cycling Maps

Similar to the Bike Summit (see Section 4.1), attendees were invited to draw their favourite local routes between major corridors onto the maps provided. A series of three maps showed the existing cycling infrastructure by area of the City: South Core, Intercity, North Core areas. A fourth map showed the draft Cycling Impact Scores for all potential corridors using the methodology explained on display board 7.

### Cycling Network Maps

While residents drew many different local connections on these maps, highlighting routes that would connect them to existing major corridors, they also took the opportunity to highlight gaps, new major connections, and other needs and desires for the active transportation network. These items included:

- Trail along the Kaministiquia River
- A cycling bridge from Parkdale to Confederation Drive
- Crossings of Arthur St and Victoria Ave along Ford St
- Missing connections along James St and Ford St
- Crossing of Central Ave at Riverside Dr
- Missing connection between Balmoral St trail and Victoria Ave bike lanes
- A cycling bridge from Vickers St to Carrick St
- Missing connection along Cameron St between Vickers St and Balmoral St
- Paving the existing Carrick St trail between 8<sup>th</sup> Ave and Winnipeg Rd
- Opening the Court St right-of-way to active transportation, connecting to Court St cycling facilities
- Better connection between Golf Links Rd trail and Confederation College, William St, and Ford St trails
- Need for a safe route to the waterfront and Marina Park
- Connection from the Golf Links Rd trail to the Hospital
- New safe cycling route along Dawson Rd
- May-Memorial Algoma major cycling corridor
- Improving sidewalk connectivity on Algoma St
- Adding curb cuts where trails cross streets
- Adding safer crossings for cyclists at the Thunder Bay Expressway
- Closing Bay St and St Paul St to vehicles full time or during spring and summer
- Improving sidewalk networks near schools

### Cycling Impact Score Map

Attendees took the opportunity to make several notes regarding the City's potential cycling network on the Cycling Impact Score map. These comments included:

- No cars at Boulevard Lake
- Oliver Rd sharrows should not be considered cycling infrastructure
- Better lighting is desired along trails and sidewalks, including Balmoral St
- Court St was identified as having many pot holes

All comments can be viewed on the marked up maps included in Appendix C.



### 2.2 Comment Sheets and Emails

### 2.2.1 Comment Sheets

A total of 14 comment sheets were submitted at the second Public Open House. Topics discussed included:

- Excellent winter maintenance at Boulevard Lake
- Sensors that do not detect cyclists
- Sidewalks on Oliver Rd feeling unsafe due to being so close to a high-speed road
- Large number of gaps in the sidewalk and cycling networks
- A desire to curb urban sprawl
- Street lighting that does not illuminate the sidewalks (Algoma is cited as an example)

- Improving overall walkability between key destinations
- Confusion about merge lanes and channelized turn lanes
- Encouraging buildings that are built to the sidewalk rather than behind parking lots
- Desire for a more straightforward way to access Lift+
- Protected bike lanes on Carrick St and Memorial Ave
- Maintain existing roads instead of building new roads
- Improve and expand bike paths separate from the roadways
- Need for a north-south active transportation link separated from traffic
- Improving cycling crossings of major streets
- Strategically reducing the kilometres of paved lanes while still increasing traffic flow
- Adopting a complete street model
- The lack of bicycle parking at the open house
- Making Boulevard Lake car-free
- Converting certain streets to one-way operation and utilized extra space for cycling routes

All comment sheets are attached in Appendix D.

### 2.2.2 Emails

The study mailbox (<u>contact@thunderbaytmp.ca</u>) has received emails from 15 residents as of July 7, 2017. Comments were provided on the following topics:

- Implementing late night transit service
- Adding Wi-Fi to transit terminals
- Reducing the size of the road network and lane widths where there is excess capacity
- Implementing bus/bike or carpool lanes
- The pressing need for the Northwest Arterial
- Paving back alleys to be used as pedestrian and cyclist pathways
- Reducing the speed limit City-wide
- Eliminating curbs where multi-use trails meet or cross roads
- Implementing a safe cycling route along Simpson St/Fort William Rd/Water St/Cumberland St

- Introducing more trails that function as sidewalks and bike paths, as is often done in Europe
- Implementing bicycle friendly drainage
- Synchronizing traffic signals
- Constructing interchanges along the Thunder Bay Expressway
- Centralizing the bus depot to one location instead of the current two terminals
- Ideas on how to improve transit service
- Consideration for overnight flashing traffic signals
- Phone applications tracking transit vehicles
- Improving maintenance of roads

All emails are attached in Appendix D.

# 3 Survey

A two-page survey was made available at the Open House for attendees to fill out. An online version of the survey was made available on the study website. The online survey was available on the study website from Thursday, June 8 through Friday, June 23, 2017.

The survey focused on questions regarding the information presented on the display boards, including questions regarding alternative solutions, the draft vision statement, the cycling impact analysis, the City's transportation budget, and the trade-offs between various potential transportation projects.

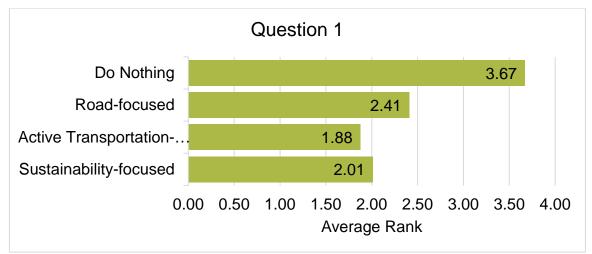
The survey results are summarized below and the original questionnaire is attached in Appendix E.

### 3.1 Questionnaire Results

A total of 159 surveys were completed, of which 16 were collected in hard copy at the Public Open House.

1. Four alternative solutions have been proposed to address the needs, problems, and opportunities of the transportation system. Please order the alternative solutions from your most preferred (#1) to your least preferred (#4).

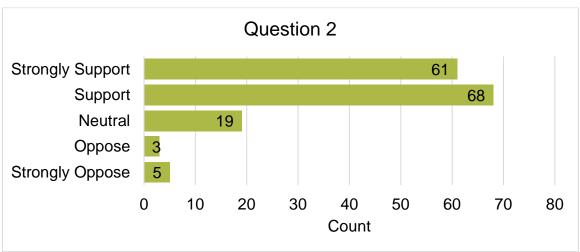
RESPONSE	AVERAGE	RANK COUNT				
RESPONSE	RANK	1st	2nd	3rd	4th	
Do Nothing	3.7	4	8	20	114	
Road-focused	2.4	38	32	65	18	
Active Transportation- and Transit-focused	1.9	69	46	32	9	
Sustainability-focused	2.0	47	67	35	7	



### Note that a lower score represents a higher average rank.

### 2. Do you support the TMP's draft vision statement?

Of the 156 respondents, 129 either support or strongly support the TMP's draft vision statement (81.1%). Conversely, only 8 either oppose or strongly oppose (5.1%).



### 3. Is there anything missing from the vision?

Fifty-two responses were received for this question including 5 responses of "no", indicating there was nothing missing from the vision.

Those who did have suggestions for improvement varied in their feedback. Some offered specific words that should be added, while others offered their thoughts on different aspects of the City's transportation system, or specific modes of transport, rather than commenting on the vision itself.

Of those comments that offered insight into what was missing from the vision, several ideas emerged as concepts that should be incorporated. These included safety, sustainability, cost-effectiveness, affordability, accountability, efficiency, multi-modal, accessibility, resiliency, and connectivity.

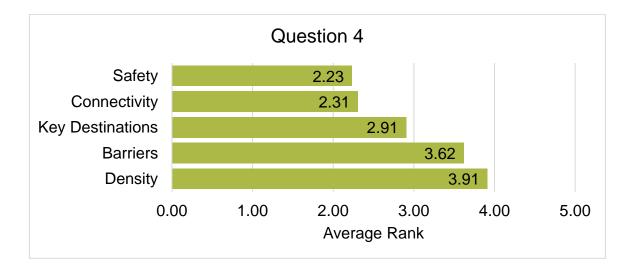
Some respondents chose to focus on which mode(s) should be prioritized, but this varied. Mentions included all four major modes of transportation – walking, cycling, transit, and driving.

Electric vehicles were also mentioned as something that should be included in the vision several times.

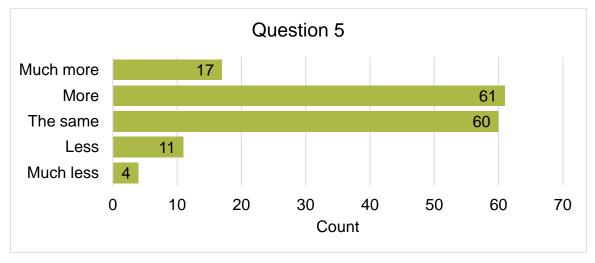
Full responses to this question can be found in Appendix E.

# 4. Potential cycling corridors are being evaluated based on 5 criteria. Please order the criteria from most important (#1) to least important (#5).

RESPONSE		RANK COUNT					
		1st	2nd	3rd	4th	5th	
Connectivity - how well the corridor connects to other cycling network pieces	2.31	55	35	32	15	13	
Density - the concentration of population and employment in the neighbourhoods surrounding the corridor	3.91	7	12	23	53	55	
Key Destinations - how well the corridor serves key destinations	2.91	16	44	44	26	18	
Safety - collisions involving cyclists have occurred in the corridor	2.23	59	37	24	23	8	
Barriers - corridor crosses a barrier such as a major road, railway, or waterway	3.62	14	22	26	32	55	



5. The 2017 City Budget allocates \$43 million to transportation capital projects and operating expenses as described on Panel #11. Should the City be investing more or less in the transportation budget?

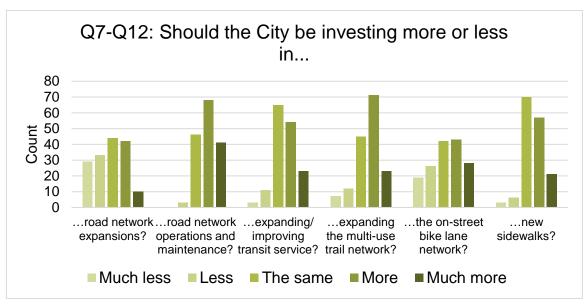


# 6. If you indicated more or much more, do you support a tax increase to fund this?

RESPONSE	COUNT
Yes	66
No	12

### Questions 7 through 12:

RESPONSE	MUCH LESS	LESS	THE SAME	MORE	MUCH MORE
7. Should the City be investing more or less in road network expansion (e.g. new roads or widen existing roads)?	29	33	44	42	10
8. Should the City be investing more or less in road network operations and maintenance (e.g. repairing pot holes, street cleaning, snow plowing, maintaining culverts and ditches, etc)?	0	3	46	68	41
9. Should the City be investing more or less in expanding/improving transit service?	3	11	65	54	23
10. Should the City be investing more or less in expanding the multi-use trail network?	7	12	45	71	23
11. Should the City be investing more or less in the on-street bike lane network?	19	26	42	43	28
12. Should the City be investing more or less in new sidewalks?	3	6	70	57	21



Views on road network expansion varied considerably, with a relatively even spread of responses between much less, less, the same, and more. A small number of respondents (9, 6%) indicated much more spending should be undertaken.

The biggest point of agreement is that the City should be spending more or much more on road network operations and maintenance, with 69% in favor of some degree of increased spending. Only 3 respondents (2%) indicated the City should be spending less.

Decreasing transit funding was not a popular idea with only 14 respondents (9%) indicating the City should spend less or much less on transit service. Maintaining existing spending was the single most popular response at 42%, however the combined responses to increase spending to some degree totaled nearly half at 49%.

Multi-use trails are more popular than on-street bike lanes with 60% of respondents indicating the City should increase spending on expanding the trail network, compared to 45% for the on-street bike lane network. More people were also opposed to on-street bike lane spending, with 29% indicating it should be decreased to some degree, as opposed to just 12% for multi-use trails.

Only 9 respondents (6%) indicated that less money should be allocated towards expanding the sidewalk network, while 45% indicated funding should remain unchanged, while 50% indicated funding should increase by some degree.

### 13. Which would you prioritize?

RESPONSE	COUNT	%
Expand the road network (e.g. new roads, adding lanes, etc.)	55	35.3%
Expand the cycling network (e.g. widen roads for bike lanes, separated facilities, new trails, etc.)	101	64.7%

#### 14. Which would you prioritize?

RESPONSE	COUNT	%
Improving traffic signal coordination along the corridor	46	29.5%
Improve maintenance standards (e.g. repairing pot holes, snow plowing, etc.)	110	70.5%

### 15. Which would you prioritize?

RESPONSE	COUNT	%
Modifying intersection configurations (e.g. additional turn lanes, roundabouts, etc.)	62	44.0%
Modifying downtown core streets to improve walkability (e.g. pedestrian precincts, one way streets with expanded sidewalk, etc.)	79	56.0%

The 16 responses from the paper survey have been excluded in the above tally. An error in the paper survey resulted in a mismatch between the question and response options.

### 16. Which would you prioritize?

RESPONSE	COUNT	%
Smaller network of protected cycling facilities (e.g. cycle tracks, multi-use trails, etc.)	77	49.7%
More extensive network of various facility types (e.g. painted bike lanes, quiet street routes, etc.)	78	50.3%

### 17. Which would you prioritize?

RESPONSE	COUNT	%
Building multi-use trails through natural areas	69	44.5%
Building protected bike lanes in urban areas	86	55.5%

### 18. Which would you prioritize?

RESPONSE	COUNT	%
Improving frequency of buses	101	67.3%
Extending transit service hours	49	32.7%

### 19. Do you have any other comments?

Note that this question was not included on the paper survey as participants at the Open House had the option to submit comment forms separately, and were directed to do so if they had any additional comments. Those comment forms are summarized in Section 2.2.

Of the 143 surveys received electronically, 68 respondents provided a response to this question. Responses covered wide variety of themes from all over the transportation spectrum and across all modes.

Pedestrian issues were raised by a number of respondents, pointing out certain gaps in the sidewalk network that should be addressed, as well as commenting on the long wait times for pedestrians at certain intersections or the fact that one must press the button to activate the walk signal instead of simply being able to cross on the green with through traffic. Additionally, it was pointed out that the open house and survey did not focus enough on walkability in general.

Comments regarding cycling were both favourable and otherwise. Many respondents made comments urging the construction of more cycling infrastructure, particularly separated lanes and trails for safety reasons. Several respondents shared their hope that the City would become truly bike-friendly and multi-modal.

On the other hand, a number of respondents commented that cycling on the streets should be limited or not allowed entirely, including one respondent asking that cycling be banned during winter months. Others commented that bike lanes are underused and that we should not be funding them.

Many submissions also discussed the public transit system. Several people commented that the system hours should be expanded – earlier, later, and on weekends. Others commented that the system as it currently exists is inefficient and wished routes could be more direct, including the provision of express routes. Major destinations not being served, like Old Fort William, was another topic that was commented upon.

The topic of roads also received comments from differing viewpoints. Some respondents suggested the TMP should be analyzing areas where reducing the size of the road network may be appropriate while others focused on maintaining or expanding the network. Some respondents are happy with the existing conditions about being able to drive relatively quickly across town and to major destinations and do not want that to change going forward. One area of

general agreement, however, is the condition of some roads. Both cyclists and drivers made mention of the number of potholes they encounter on a daily basis.

Full responses to this question can are attached in Appendix E.

# 4 Other Consultation Efforts

In the days leading up to the formal Public Open House, the study team participated in other events around the City in an attempt to solicit feedback from as wide a range of residents as possible.

The study had booths set up at the Thunder Bay Bike Summit and the Kite Festival, and held an additional consultation event with local youth.

# 4.1 Thunder Bay Bike Summit

The second Thunder Bay Bike Summit was held on Saturday, June 3, 2017. It was held at Confederation College from 9 am to 3 pm with a range of activities and events aimed towards local cyclists.

The TMP project team had a booth set up with the cycling-related display boards and a general display board explaining the TMP process.

Feedback was solicited by asking attendees to draw their favourite cycling routes on large-scale maps, and to point out any problem areas or corridors they wished they could cycle on more safely.

Additionally, a cycling-specific survey was available to be taken on the iPads provided or on paper. Comment sheets were also provided, as well as a sign-up sheet for the project mailing list. TMP project staff were available to discuss the ongoing Active Transportation Plan, TMP and other transportation issues.

### 4.1.1 Maps

Three maps were provided, one for each of the South Core, North Core, and Intercity areas, showing the existing cycling network. Bike Summit attendees were asked to mark up their favourite local routes between major corridors.

While many people did draw local routes onto the maps, there was also a lot of emphasis on missing major corridors and gaps in the existing network.

### Local Routes

Attendees drew their favourite local routes on the map for virtually every neighbourhood in the City.

### Major Corridors and Missing Connections

While not necessarily local connections, a number of specific locations became recurring themes amongst the attendees throughout the day as trouble spots, missing connections, or new major cycling corridors. These included:

- Crossing of Central Ave at Riverside Dr was mentioned as been difficult for cyclists this is an important connection between the trails around Confederation College and those around Lakehead University and beyond.
- Crossing of Arthur St at several locations was noted as being difficult due to the long distance between existing traffic lights.

- Harbour Expressway and Golf Links Rd is missing a connection to the Confederation College trails several potential connections were suggested
- Major north-south corridors suggested included both May St/Memorial Ave/Algoma St and the Simpson St/Fort William Rd/Water St corridors

A copy of the marked up maps can be found in Appendix G.

### 4.1.2 Survey Results

A total of 72 surveys were collected including two paper surveys, and 16 iPad surveys completed at the Bike Summit. The remaining 54 surveys were completed online in the weeks following the event.

The responses received are summarized and analyzed below. The original survey is attached in Appendix F.

### 1. What type of cyclist would you describe yourself as? (Check all that apply)

RESPONSE	COUNT					
I ride a bike to run errands or go to work or school	46					
I ride a bike for leisure primarily on trails or through natural areas						
I ride a bike primarily for exercise						
I don't ride a bike but I am interested in riding one	7					
I don't ride a bike and I'm not interested in riding one	5					

### 2. What types of facilities do you feel comfortable on? (Select one)

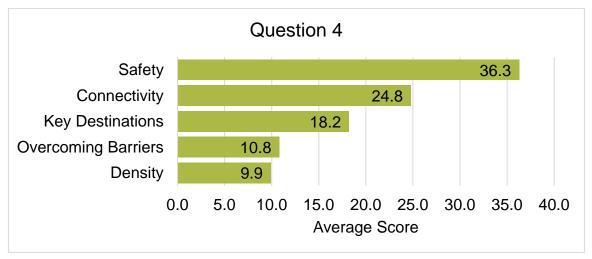
RESPONSE	COUNT					
I am only comfortable cycling on quiet streets or on trails, away from traffic.	10					
I will cycle on roadways if they have protected bike lanes or cycle tracks.						
I will cycle in mixed traffic if I have to, but I prefer bike lanes or other separated facilities.						
I am comfortable cycling in traffic on almost any road, without any cycling facilities.	12					

# 3. We want to help make cycling irresistible. Compared to the cycling trips that you do now, which facilities would attract you to cycle more often and for more types of trips? (Check all that apply)

RESPONSE	COUNT
Shared bike routes on quiet streets	28
Wide paved shoulders	41
Wide paved shoulders with bollards	36
Bike lanes	36
Buffered bike lanes	38
Protected bike lanes	47
Cycle tracks (different elevation from the road)	33
Multi-use trails	50

4. The cycling network plan is being developed with the help of a cycling impact tool which evaluates potential links based on five criteria: connectivity, number of collisions (as a measure of the need for safety improvements), overcoming barriers (such as waterways, rail lines or highways), population & employment density, and access to key destinations (refer to display boards for more detail).

How would you divide up the weighting of these criteria? Assign each criteria a percentage of the circle to make up 100%.



5. Managing the cost of infrastructure is challenging in Thunder Bay. If you were setting priorities for investment in cycling facilities how would you divide your investments between the following (out of 10 points total)?

### 5a. Upgrading existing facilities or investment in expanding the network:

RESPONSE	AVG	0	1	2	3	4	5	6	7	8	9	10
Upgrade existing network	4.60	1	3	3	16	15	12	6	4	4	0	4
Expand the network	5.40	4	0	4	4	6	12	15	16	3	3	1

# 5b. Building a smaller network of protected bike lanes or building a more extensive network of various facility types (e.g. bike lanes, quiet street routes, etc.):

RESPONSE	AVG	0	1	2	3	4	5	6	7	8	9	10
Fewer protected facilities	4.15	6	2	8	18	7	11	3	4	4	1	4
More extensive network	5.85	4	1	4	4	3	11	7	18	8	2	6

# 5c. Building multi-use trails through natural areas or building protected bike lanes in urban areas:

RESPONSE	AVG	0	1	2	3	4	5	6	7	8	9	10
Multi-use trails	4.81	5	4	6	11	5	14	4	3	4	4	7
Protected bike lanes	5.19	7	4	4	3	4	14	5	11	6	4	5

5d. Building new facilities or improving the maintenance of existing cycling facilities (e.g. more frequent sweeping, pothole repair, improved snow clearing):

RESPONSE	AVG	0	1	2	3	4	5	6	7	8	9	10
Build new facilities	5.01	7	1	3	6	5	20	9	4	7	2	4
Enhance maintenance	4.99	4	2	7	4	9	20	5	6	3	1	7

5e. Adding facilities along corridors or upgrading existing intersections (e.g. providing signal detection for cyclists, adding bike boxes or two-stage left turn boxes, enhanced pavement markings to improve visibility):

RESPONSE	AVG	0	1	2	3	4	5	6	7	8	9	10
Facilities along corridors	4.46	6	1	4	8	5	24	8	5	2	2	0
Improve intersection treatments	5.54	0	2	2	5	8	24	5	8	4	1	6

### 6. Do you have any additional comments?

Thirty-seven of the surveys included a response to this question and these responses varied considerably. Comments included (note that some items below were mentioned in more than one response):

- North-south cycling route, particularly Memorial Ave
- Education of cyclists and drivers
- Intersection improvements for bicycle lanes
- Safety concerns
- Aggressive drivers and aggressive cyclists
- Lack of drivers and cyclists following the rules of the road
- Better maintenance of cycling facilities
- Reducing speed limits
- Planting trees
- Bike lanes open year round
- Better wayfinding
- Fewer gaps in the cycling network
- Sensors that detect cyclists at intersections
- More bike lanes
- More protected bike lanes
- Bike share
- There are not many cyclists, so there should be no funding for cycling
- Consistent cycling treatments across the city
- Remove the bike lanes on Victoria Ave
- No bike lanes are required on quiet residential streets like Leslie and Shuniah, etc
- Disallow distractions such as headphones when riding a bike
- Focus on completing the city-wide trail system
- Cycle tracks on Memorial Ave, Arthur St, Oliver Rd
- Difficulty choosing between expansion vs improvement (question 5) as we should be focusing on both
- Connectivity and safety, especially where trails/routes cross busier streets
- Route along the water to connect the two cores

• A partnership with Fort William First Nation to open a bridge

### 4.2 Thunder Bay Kite Festival

The City's Kite Festival is an annual award-winning event, held this year at Chippewa Park on Sunday, June 4, 2017 from noon to 4 pm. The event was aimed towards families and featured giant kites, carnival rides, food, music, and information booths.

The TMP project team had a booth set up showing three display boards outlining what a TMP is, what we had heard from the previous Open House, and the Problems and Opportunities map. Comment cards and a sign-up sheet for the project mailing list were also available. Staff was also on hand to talk about transportation with festival attendees.

More than 25 festival-goers stopped by the booth to chat about the Transportation Master Plan, including two who submitted comment sheets.

Discussions and comments included:

- Desire to implement interchanges on the Thunder Bay Expressway
- Dislike of plan to implement interchanges on the Thunder Bay Expressway
- Implementation of a crosswalk on Arthur St near Leland Ave
- Cycling trails and separated lanes are better than painted bike lanes, and more green paint should be used
- Fix advanced greens (left turn lights) that activate when they are not needed
- Fix potholes
- Dislike the Victoria Ave road diet
- Dislike curb extensions (particularly along Algoma St)
- Crossing Central Ave as a cyclists is challenging (where the College and University trails meet)
- More bus service down Broadway Ave
- More transit on holidays
- More transit to new communities
- Plan for aging population, improving transit
- Bike lanes should be better connected
- Develop trails along the waterfront and the Kaministiquia River from Port Arthur to Westfort

- Improve Water St/Fort William Rd for drivers while improving Memorial for cyclists, transit riders, and pedestrians
- Separated bike lanes along Memorial Ave should be a priority
- Keep up the good work improving the transit schedules
- Central Ave cycling connection from Golf Links to Balmoral and Memorial (future) cycling routes
- Smaller traffic lanes
- Oliver Rd bike lanes to connect the hospital and university
- Better walking infrastructure and more benches for seniors

### 4.3 Youth Consultation

A separate consultation event aimed at the City's youth was held at the Kinsmen Youth Centre at 595 North James Street on Monday, June 5, 2017 from 4 pm to 6 pm. Invitations were sent to local youth groups inviting their members to come and discuss their thoughts about transportation with members of the project team. Pizza and refreshments were served.

A questionnaire was handed out to all in attendance, who were also invited to write their ideas on the large maps and comment sheet provided, and to design their own street cross-section using iPads provided. Additionally, several display boards were shown and attendees were able to interact with project staff.

Fifteen young people attended, with ages ranging from 13 to 29, including nine who were aged 21 or under.

### 4.3.1 Maps and Comments

Attendees were encouraged to write their ideas on a large sheet of paper.

Comments included:

- Downtown Port Arthur pedestrian-only streets (i.e. Bay St)
- Reasonable cab fares and wait times
- Uber
- Bike paths all around the city
- Better bike path between Lakehead University and the Red River area
- Cheaper taxis and buses
- Continue the recreation trails to connect through the whole city
- Vigilance in fixing potholes
- No bike lanes

- Better parking downtown (i.e. Red River Rd/Park Ave area)
- Highway without stop lights!

Additionally, the cycling network maps were available to be marked-up. Attendees pointed to three key locations where they would like to see improved cycling infrastructure:

- James St south from the Kinsmen Centre then west along Arthur St
- Better connection between Lakehead University and the North Core
- Improvements to the existing bike lanes along Valley St, Pioneer Dr, and Fassina St

#### 4.3.2 Questionnaire

A questionnaire aimed at youth and students was developed to solicit feedback. All 15 participants completed the questionnaire. The results are summarized below.

1. Tell us a little about yourself.

#### 1a. How old are you?

RESPONSE	COUNT
13 – 17	3
18 – 21	6
21 – 29	6
Average Age	20.3

#### 1b. If you are 16 years or older, do you have a driver's licence?

RESPONSE	COUNT
Yes	12
No	1
Under 16	2

#### 2. How do you currently travel to school?

RESPONSE	COUNT
Drive a car	11
Get a ride from a parent, guardian, friend, etc.	1
Ride Thunder Bay Transit or Lift+	2
Ride a school bus	3

Walk	0
Ride a bike	3
Other	0

#### 3. If you could travel to school using another type of transportation, would you?

RESPONSE	COUNT
Yes	5
No	10

#### 3a. If yes, what other form would you choose?

RESPONSE	COUNT
Drive a car	1
Get a ride from a parent, guardian, friend, etc.	1
Ride Thunder Bay Transit or Lift+	1
Ride a school bus	0
Walk	2
Ride a bike	1
Motorcycle	1

#### 3b. Why do you want to make this change?

#### Responses included:

- Save money on insurance and gas, but won't make the change because pf public transport's inefficiency
- So I can leave at lunch

#### 4. How do you usually travel to meet up with your friends?

RESPONSE	COUNT
Drive a car	11
Get a ride from a parent, guardian, friend, etc.	5
Ride Thunder Bay Transit or Lift+	1
Ride a school bus	0
Walk	2
Ride a bike	4

#### Other

0

#### 5. What kinds of things would you do more of if you were able to travel around more easily?

RESPONSE	COUNT
Visit friends	8
Join after-school clubs and activities	5
Play on sports teams	1
Have a part-time job	2
Other	0

#### 6. What would make you want to walk more to get around the City?

Responses included:

- Nicer looking paths
- Safer walkways crossing the highway
- Proximity
- Online list of walking trails, more nice, well-kept paths
- Better, upgraded sidewalks, improved recreation trails
- Feeling safer, more places like Boulevard Lake (more options), more dog parks like the on one Central Ave
- More walking and hiking trails
- More paths, safer ways to cross, and flowers
- More paths, safer places to cross streets
- If events were close to me (i.e. work)
- More walkways
- More to see
- More crosswalks near the Kinsmen Youth Centre for kids coming to YouthMove

#### 7. What would make you want to take the bus more to get around the City?

Responses included:

- Buses running later, more buses
- If I didn't hear such terrible things about it

- Efficiency
- Easier to use system, hard to find routes, better security, plus I live in the country
- Bus transit offered at my house
- More convenient times/routes, having a bus monitor on board for safety at some times
- Easier system to use, it is hard to find where the bus is going
- Nothing, I don't take the bus because of cost, it's scary, and routes are not direct
- Safer buses (an attendant maybe)
- Nothing
- I would rather walk
- If I didn't have a ride
- More frequent buses, 40 minutes is a long time to wait if I miss the bus

#### 8. What would make you want to ride a bike more to get around the City?

Responses included:

- Better dedicated paths, dedicated path down Oliver Rd
- Pretty paths like George Burke Park
- Safety
- Well-kept paths
- Improved recreation trails
- I love riding my bike, but having more educated drivers and better bike lanes on the roads
- Safe drivers, more trails with good lighting
- More bike paths and lights, just for bikes, make sure they are wide
- More paths, bike racks with locks
- Nice weather, easy route without traffic
- More trails and bike paths

The original questionnaire can be found in Appendix H.

#### 5 Summary

The second round of consultation events for the Thunder Bay TMP was wellattended and generated a significant amount of feedback. Between the Bike Summit, the Kite Festival, the Youth Consultation, and the formal Public Open House, three separate surveys were completed, many insightful conversations between residents and project staff were held, and several maps were marked up with preferred routes and ideas for the transportation system.

The main open house survey received 159 responses, the Bike Summit Survey received 72, and the youth survey received 15.

Additionally, nearly a dozen maps had routes drawn and ideas written on them on the topics of the secondary cycling network and existing needs and opportunities.

A wide range of viewpoints were reached and heard.

All of the comments received have been reviewed and will be taken into consideration in the upcoming stages of the study and ultimately the development of the Transportation Master Plan.

A third and final round of consultation is planned for Fall 2017, with the exact timing yet to be determined.

#### Appendix A – Notice of Public Open House



#### The study is progressing!

The City of Thunder Bay is developing its Transportation Master Plan (TMP) study which will guide the City's transportation infrastructure investments for the next 20 years and beyond. The study is developing a practical, long-term plan for the City's transportation system to meet the needs of pedestrians, cyclists, transit riders, and motorists. The study is being conducted in accordance with the Municipal Class Environmental Assessment process.

Since the first Open House, the project team has progressed on defining the vision and objectives of the TMP, active transportation analysis, traffic modelling, signal system review, intersection reviews, and more.

#### Have your say!

Public input is essential to the success of the TMP. For updates, to review the study progress, or to submit your ideas and feedback, visit: **ThunderBayTMP.ca** 

#### Come out and meet us!

The second of three formal Public Open Houses is being held on June 6, with study team members available to discuss your ideas and answer your questions. You can also find us at the **Bike Summit** at Confederation College on June 3, and the **Kite Festival** at Chippewa Park on June 4.

#### PUBLIC OPEN HOUSE

When: Tuesday, June 6, 2017 | Drop in: 4 - 7 pm Where: Victoria Inn Hotel and Convention Centre, 555 Arthur St W (Bus routes: 4 Neebing, 5 Edward, 14 Airport)

#### Questions? Ideas? Contact us!

Email the project team at contact@ThunderBayTMP.ca

Kayla Dixon, P.Eng., MBA City Project Manager City of Thunder Bay 111 S Syndicate Ave, PO Box 800 Thunder Bay, ON P7C 5K4 807.625.3022 Suzette Shiu, P.Eng. Consultant Project Manager IBI Group 55 St Clair Ave W Toronto, ON M4V 2Y7 416.596.1930 ext 61447

This notice first issued on May 8, 2017. Under the Municipal Freedom of Information and Protection of Privacy Act, unless otherwise stated in the submission, any personal information included in a submission will become part of the public record.

Figure 2 Official Notice of Open House for the TMP. Versions appeared in the Chronicle Journal, Wawatay News, the Source, and the project website.

#### **IBI GROUP**

THUNDER BAY TRANSPORTATION MASTER PLAN PUBLIC OPEN HOUSE #2 SUMMARY Prepared for City of Thunder Bay



Figure 3 Advertisement that appeared in the June edition of The Walleye.

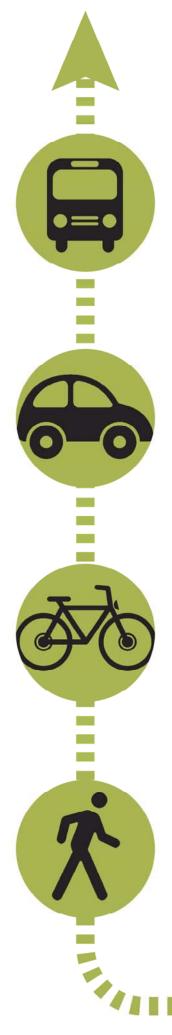


Figure 4 Advertisement that appeared on www.tbnewswatch.com from January 20 to January 25.



Figure 5 Advertisement as it appeared in the print and digital versions of the June edition of The Walleye.

### Appendix B – Display Boards



## Welcome

Thank you for attending the second Public Open House for the **Thunder Bay Transportation Master Plan!** 

## **At This Session**

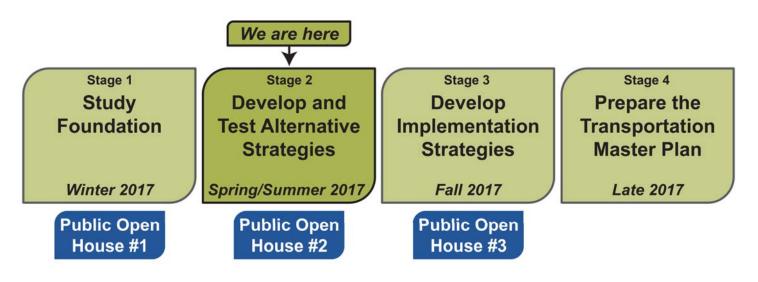
#### We are presenting:

- ✓ A review of what you told us at the first Open House
- ✓ Alternative solutions
- ✓ The draft vision for the TMP
- Work to date
- **Budget priorities**
- ✓ The next steps

#### Take this opportunity to:

- Review the display panels
- Chat with project staff
- ✓ Complete the survey
- Provide your comments and feedback

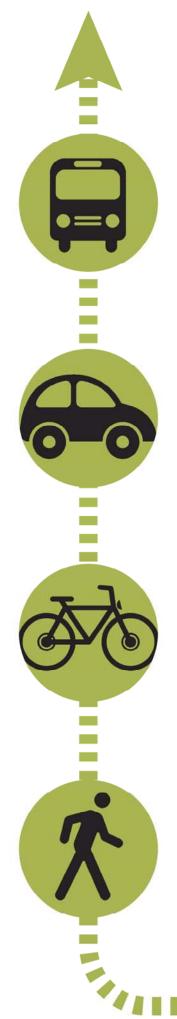
## **Study Process**



Email the project team at any time at contact@ThunderBayTMP.ca and stay tuned to our website ThunderBayTMP.ca for updates!

We look forward to hearing from you!





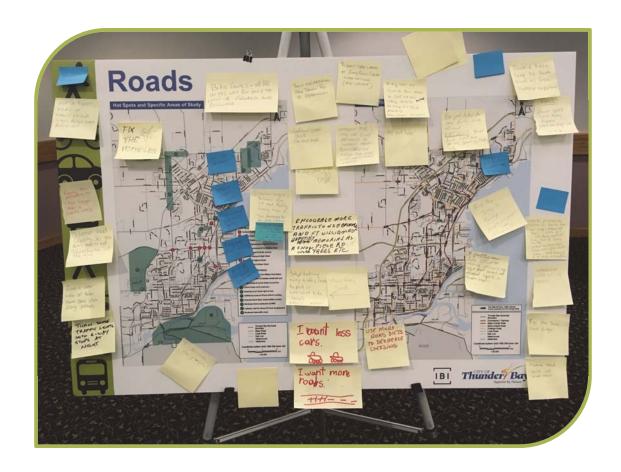
## What We've Heard

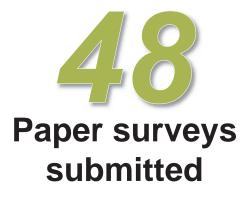
## Public Open House #1 By the Numbers



## **Recurring Themes**

- Improve road network operations by reviewing signal timing and synchronization
- Improve road network conditions with more frequent maintenance and rehabilitation
- Improve safety for all street users
- Create a connected and continuous cycling network, including a north-south link between the north and south downtown cores
- Improve pedestrian facilities by increasing crossing locations and filling in gaps in the sidewalk network
- Improve public transit's attractiveness as an alternative to driving with more frequent service, more direct service, and express routes
- Build a financially and environmentally sustainable transportation future

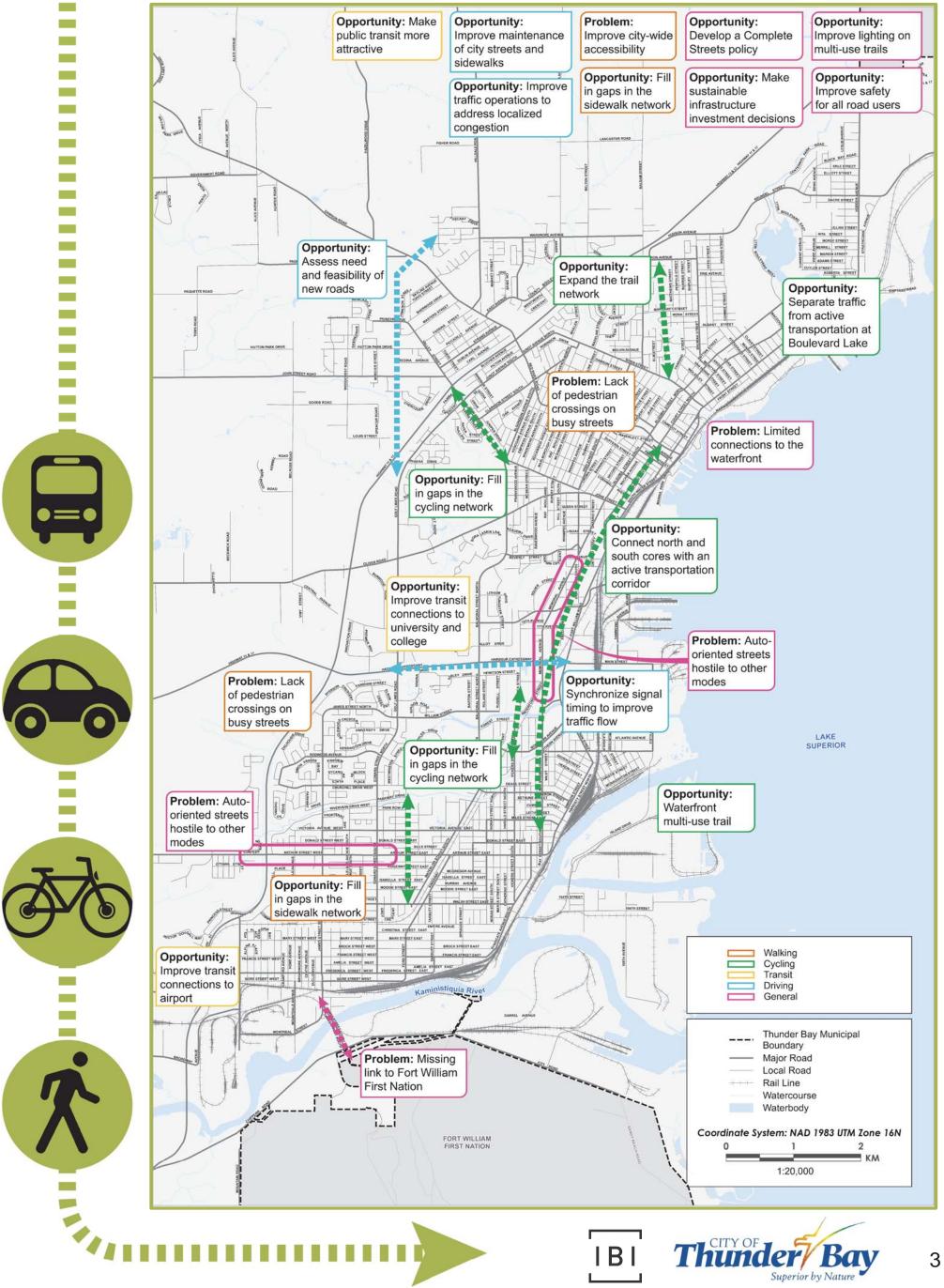






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# Problems and Opportunities



## **Alternative Solutions**

To address the transportation needs and opportunities identified in Thunder Bay, four alternative planning solutions are identified:

## 1. Do Nothing

Maintain status quo - assumes no major infrastructure investment beyond currently funded projects.

## 2. Road-focused

Proactively expand existing roads and build new roads, with minimal investment in other modes.

## **3. Active Transportation- and Transit-focused**

Proactively expand and connect existing cycling, trails, and sidewalk networks and improve transit, with minimal investment in roads.

### 4. Sustainability-focused

Strategic investment in road, transit, and active transportation networks in a financially and environmentally sustainable manner.

## **Draft Evaluation Criteria**

Alternatives will be evaluated based on the following criteria:

- Costs

## Which alternative solution do you prefer?

Please fill in our survey or complete it online at ThunderBayTMP.ca.

Mobility impacts: transportation service, network efficiency

Community impacts: health, equity

Economic impacts: goods movement, City image

**Environmental impacts** 

**Climate adaptation impacts** 





## **Transportation Vision**

## **Draft Vision**

In 2038, the City of Thunder Bay will have an integrated and seamless transportation system that offers inclusive mobility for individuals and families, supports a healthy, vibrant, and prosperous community, and is delivered in a responsible and accountable manner.

## **Objectives**



Offer inclusive mobility for individuals and families



Support a healthy, vibrant, and prosperous community



Deliver in a responsible and accountable manner

- Safety



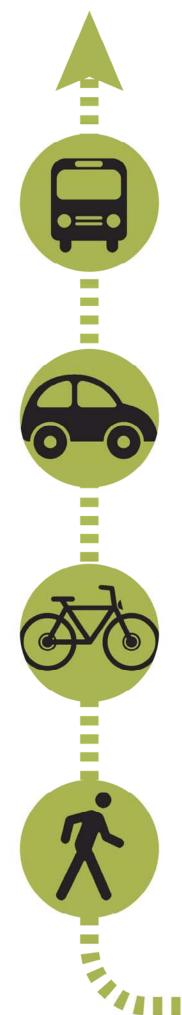
## **Principles**

**Efficient Operations** Choice Competitiveness ✓ Accessibility Managing Demand

Streets as Public Spaces Neighbourhood Connections Equity and Opportunity **Environmental Health Climate Adaptation Economic Growth** 

Policy Alignment ✓ Land Use and Transportation ✓ Fiscal Responsibility **Prioritizing Investments** Innovation Performance Measurement





## Safety for All Road Users

## Safety by Design

Better design can lead to safer streets for all road users.

Design interventions, when used in the appropriate context, can improve safety.

#### **Design interventions can** include:

- Complete streets balancing the needs of all road users
- Traffic calming slowing traffic through residential areas
- Road diets reducing the number of lanes, typically without sacrificing capacity
- Lane diets reducing the  $\checkmark$ width of travel lanes
- **Intersections** protected turning phases, bicycle boxes, longer pedestrian crossing times, and more

## **Complete Streets**

Complete streets are designed to balance the needs of all road users – drivers, transit riders, cyclists, and pedestrians.

The level of accommodation for each mode depends on the local context and stated purpose of the street.

#### **Complete streets are:**

- ✓ Safer
- ✓ Healthier
- ✓ Greener
- ✓ More livable

#### **Complete streets can:**

- ✓ Foster economic growth
- Promote active transportation
- ✓ Improve traffic flow

### Traffic Calming Potential applications include:











Raised crosswalk

#### Curb **Extensions**

Diversion



Pedestrian Refuge Island

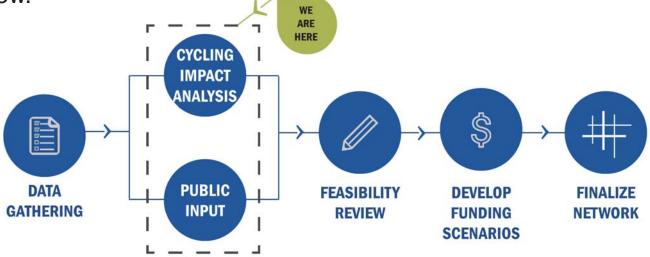




## **Cycling Network**

#### **Cycling Network Plan Development**

Part of the work for the Transportation Master Plan involves refining the existing 2025 Active Transportation Plan to identify a cycling network that is *connected*, *achievable*, *attractive*, and *focused* on the areas where corridors will have the most benefit. The network will be updated using a multi-stage process which includes impact analysis, feasibility, and funding review.



CYCLING NETWORK PLAN DEVELOPMENT

### **Cycling Impact Analysis**

The cycling impact analysis evaluates five criteria - *connectivity, key destinations, overcoming barriers, density, & safety.* The higher the score of a corridor, the higher the potential impact of the link.

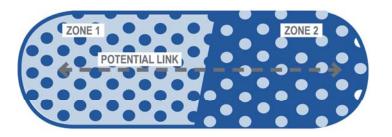
**Connectivity** – How many network pieces will the corridor connect to? Improving network continuity is a key strategy for the cycling plan



**Key Destinations** – How many destinations would be served by the corridor?



**Density** – What is the concentration of population & employment in the neighbourhoods around the corridor? Areas of higher density are likely to support more walking & cycling trips.



**Collisions** – How many collisions involving cyclists have occurred in close proximity to the corridor? Locations with higher numbers of collisions may indicate that cycling facilities could improve the corridor or that many cyclists are already using these routes and would benefit from cycling facilities.

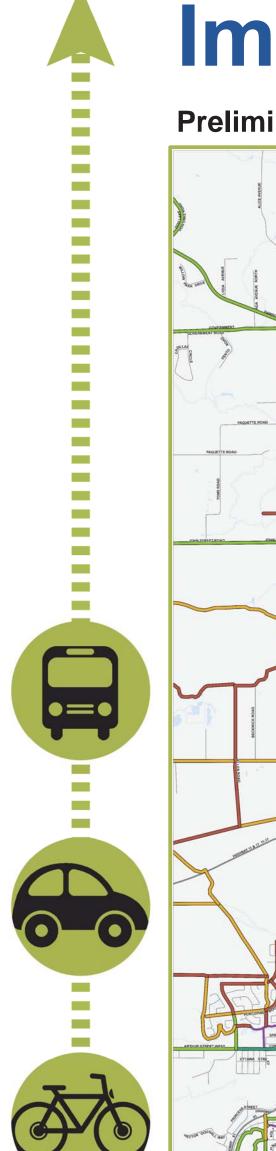
**Overcoming Barriers** – Does this corridor cross a barrier such as a major road, railway, or waterway? Facilities across barriers may be more costly, but can provide critical connections to the network.

POTENTIAL LINK

+ 10 PTS

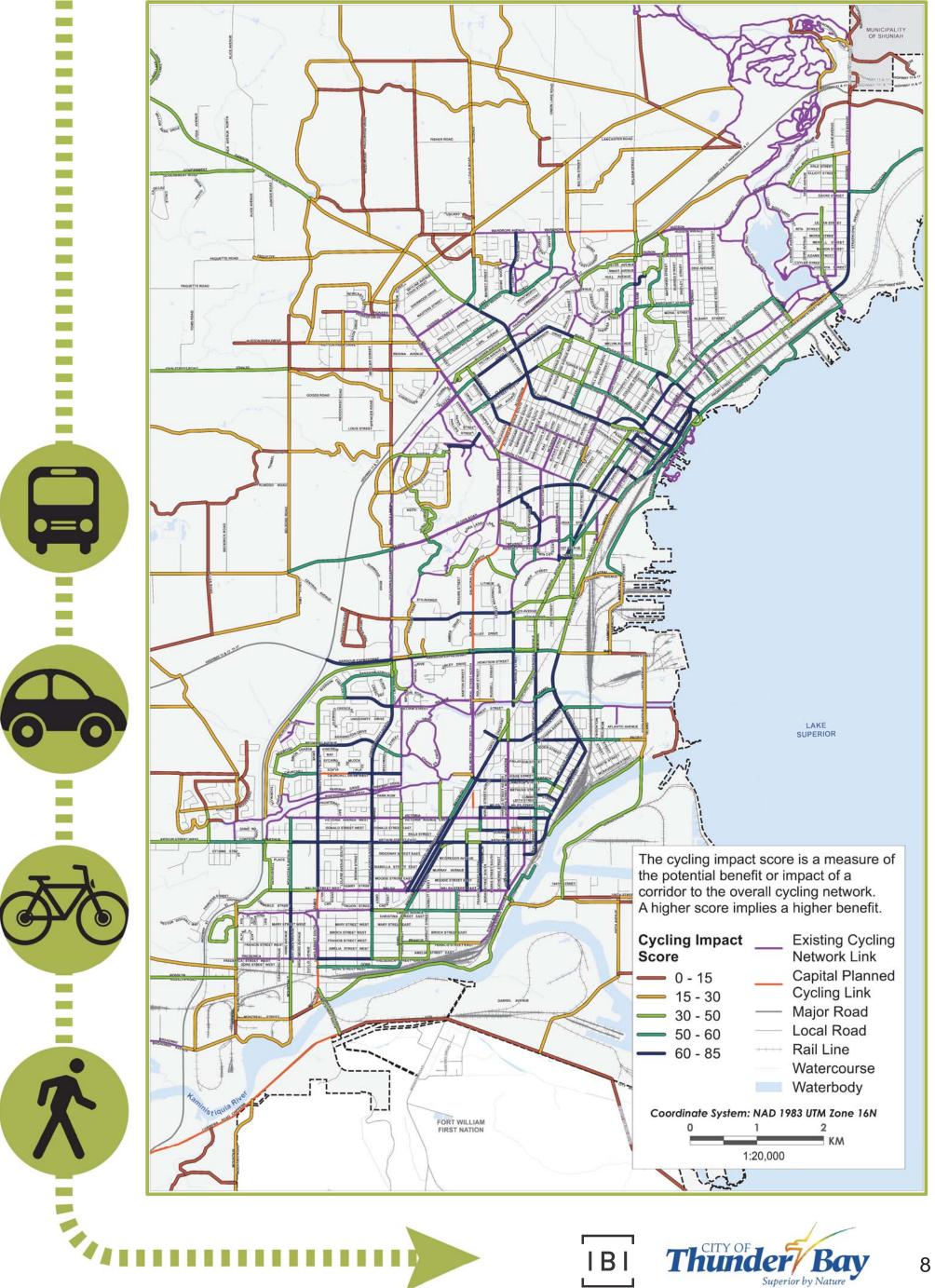


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## **Impact Analysis**

#### **Preliminary Cycling Impact Scores of Potential Corridors**



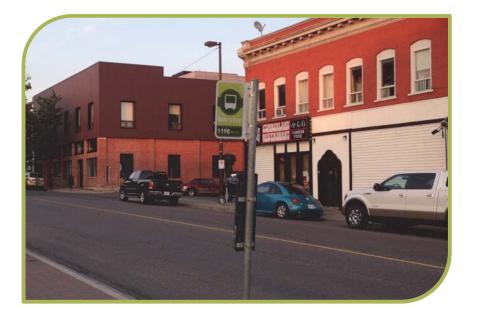


## **Transit Network**

### How the TMP Will Impact Transit

The TMP will recommend improvements to the road network, sidewalk network, trail network, and cycling network. These recommendations will all potentially have impacts on the transit network.

Recommendations for potential road improvements will take transit routes into account, which will improve traffic flow and keep buses moving. Sidewalk, trail, and cycling network improvements will make getting to the bus stop easier, safer, and more direct.



## **Thunder Bay Transit Facts** 42



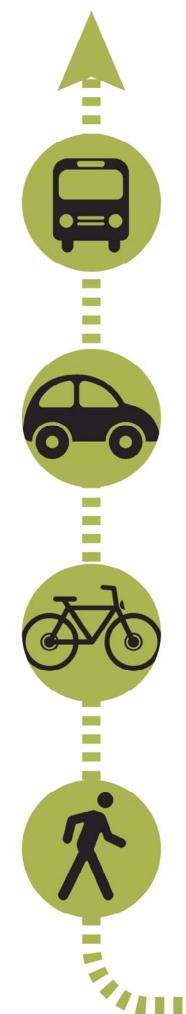
#### **Boardings in 2016**

#### **Fixed routes**

#### **Diesel buses**

#### **Biodiesel buses**





## **Roads Network**

### **Traffic Operation Model**

A model has been built and calibrated to simulate existing and future traffic conditions. We will be able to test and evaluate different scenarios by varying the future road network, transit network, and population and employment projections.

This tool will help us provide recommendations on what the transportation network should look like in 2038.

## **Network Improvements**

Impacts of network improvements are being reviewed to provide recommendations and priorities. Improvements include:

- ✓ Key intersection reviews
- ✓ Signal timing coordination on key routes
- Specific area reviews
- ✓ Roundabouts
- ✓ One-way streets
- Closing streets to vehicles for a pedestrian precinct





## **Transportation Budget**

### **Capital vs. Operation**

The **capital budget** plans for the City's purchase and financing of assets or improvement of existing infrastructure (e.g. libraries, storm sewers, recreation centres, parks, roads, traffic signals, trails, sidewalks, and street lights).

The **operating budget** plans for the City's day-today expenditures (e.g. snow plowing, repairing potholes, other infrastructure maintenance, and the staff to undertake the work).

## Life-cycle Approach

The **life-cycle** approach is a method of cost analysis that examines the expected capital costs of construction, the ongoing costs of operation and maintenance, and the end-of-life rehabilitation or replacement.

Understanding the ongoing operational costs and replacement costs is a requirement for effective decision-making.

**Capital Budget:** 

- ✓ Roads:
- ✓ Transit:
- ✓ Active Transportation:
- ✓ Multi-use Trails:
- ✓ Sidewalks:

### **Operating Budget:**

✓ Roads:

✓ Transit:

## **2017 City Transportation Budget**



\$12,800,000 \$960,000 \$260,000 \$1,000,000 \$1,360,000



\$15,150,000 \$11,500,000\* \* Municipal contribution



## **Budget Priorities**

### **Recent and Ongoing Capital Projects**

#### Balmoral Ave (Floodway to Beverly St) \$16,200,000

- Major 4-phase, multi-year reconstruction
- Includes multi-use trails

## Golf Links/Junot (Harbour Expy to\$18,000,000Walkover St)

- Major 4-phase, multi-year reconstruction
- Includes widening from 2 to 4 lanes and multi-use trail

#### Valley St (Pioneer Dr to John St)

- Reconstruction and widening from 2 to 4 lanes
- Includes on-street bike lanes

#### Golf Links-Confederation College Trail

- New multi-use trail between Confederation College and Golf Links Rd/ Harbour Expy
- Includes a pedestrian/cycling bridge over McIntyre River
- 2-year construction project

#### **Bus Stop Improvements**

• Program to improve bus stops with concrete pads and/or bus shelters

## **Typical Costs**

### **Typical Capital Costs:**

- ✓ 4-lane road minor rehabilitation (per km):
- ✓ 4-lane road major rehabilitation (per km):
- ✓ New or reconstructed 4-lane road (per km):
- ✓ 4-lane bridge rehabilitation (50 m span):
- ✓ Widen road to add bicycle lanes (per km):
- ✓ Re-painting road to add bike lanes (per km):
- ✓ New multi-use trail (per km):
- ✓ New sidewalks (per km, one side):
- New Thunder Bay Transit bus (each):
- New bus shelter (each):

#### **Typical Annual Operating Costs:**

- Road maintenance (per lane-km):
- Multi-use trail maintenance (per km):
- ✓ Sidewalk maintenance (per km):

## How would you prioritize the City's transportation budget?

Please fill in our survey or complete it online at ThunderBayTMP.ca.

\$740,000

\$70,000

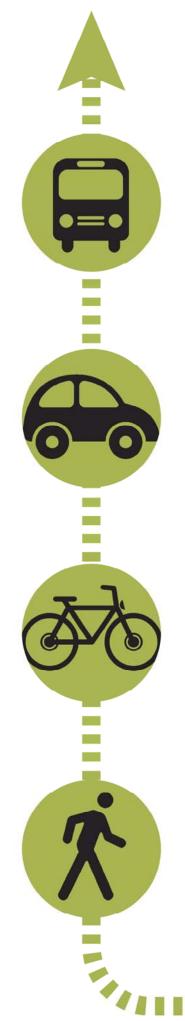
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## **Next Steps**





### After this meeting, we will:



3

- Review and consider your feedback
- Evaluate the alternative solutions and their abilities to address the needs of the transportation system
- Develop draft recommendations and hold the final Public Open House in the fall
- Prepare the draft TMP, draft Active Transportation Plan, and develop implementation strategies

### **Stay Connected!**

Stay up to date by visiting our website at ThunderBayTMP.ca

### **Questions? Ideas? Contact us!** Send us an email at contact@ThunderBayTMP.ca

#### Or contact the project managers:

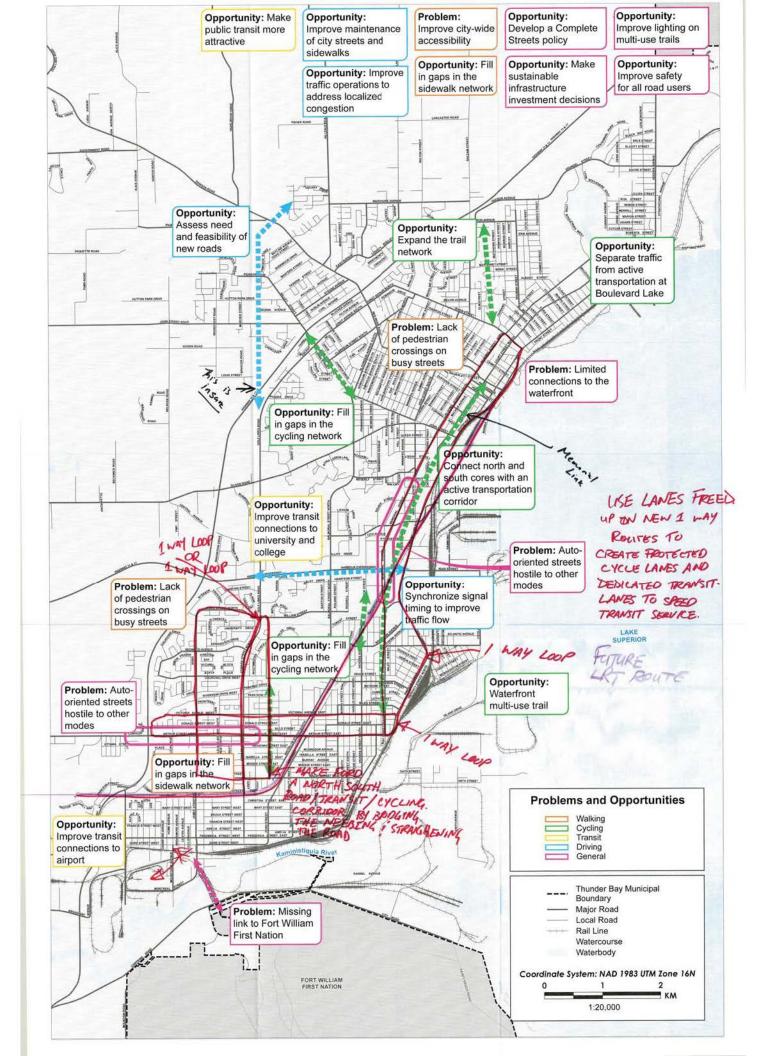
Kayla Dixon, P.Eng., MBA **City Project Manager** City of Thunder Bay 111 S. Syndicate Avenue PO Box 800 Thunder Bay, ON P7C 5K4 807.625.3022



Suzette Shiu, P.Eng. **Consultant Project Manager IBI** Group 55 St. Clair Avenue West Toronto, ON M4V 2Y7 416.596.1930 ext 61447



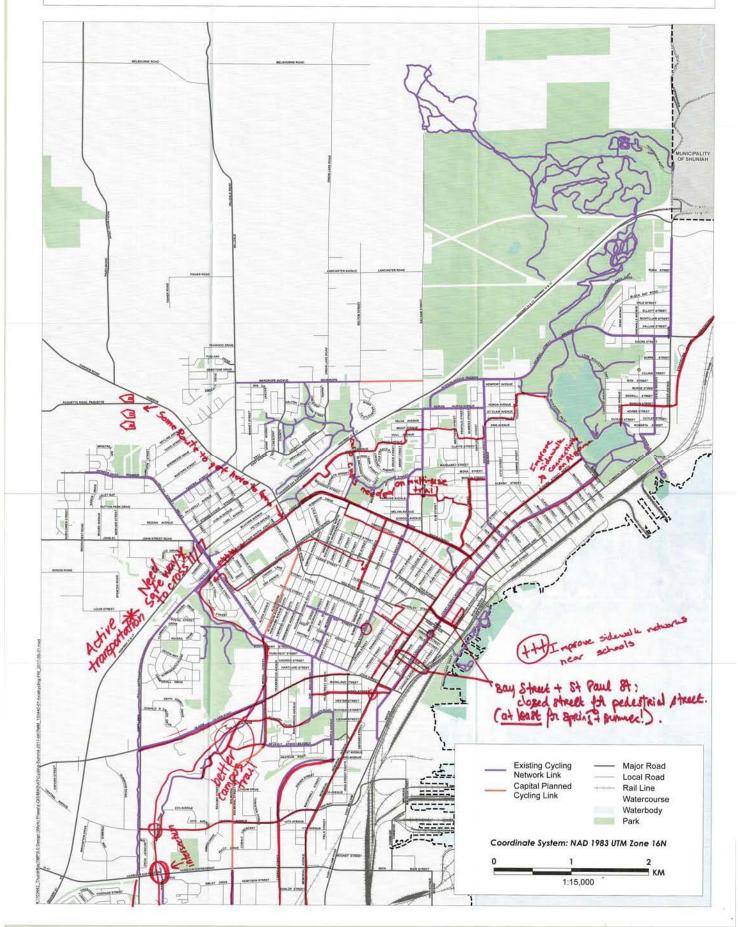
### Appendix C – Comments on Maps

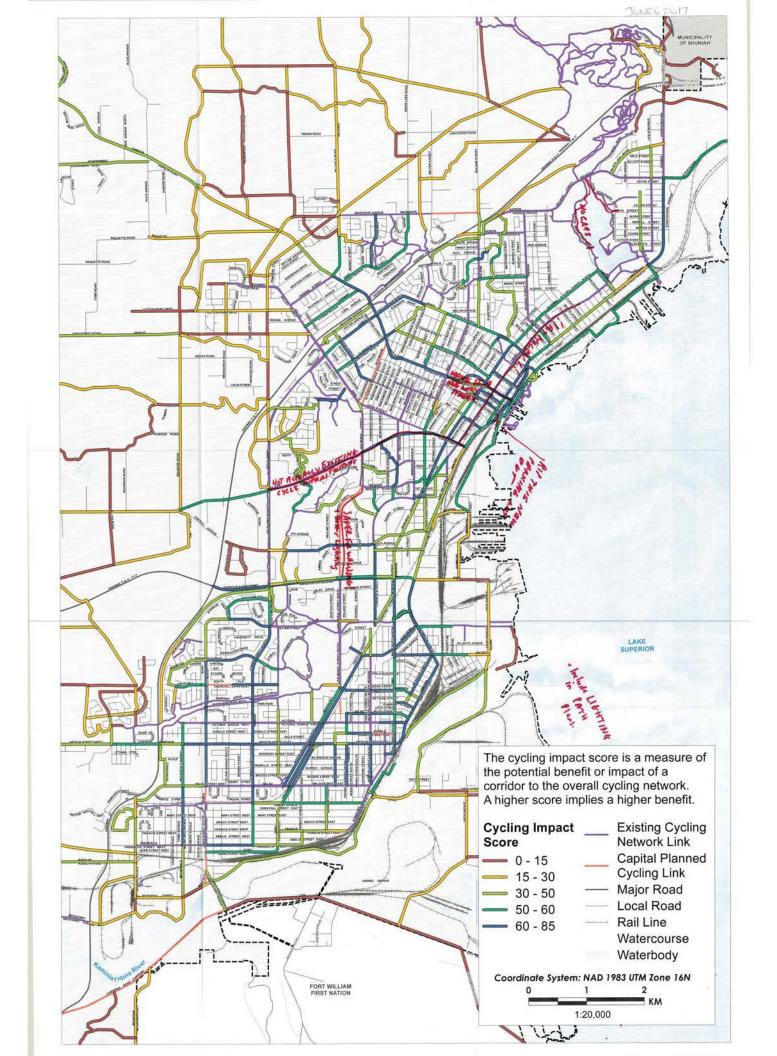


The cycling impact analysis focuses on major cycling corridors, however the full cycling network will also include secondary connections through neighbourhoods. These will be the quiet street bike routes that connect to collectors, arterials and major trails.

Map III Port Arthur N

Mark up your favourite local routes between major corridors on the map below!





The cycling impact analysis focuses on major cycling corridors, however the full cycling network will also include secondary connections through neighbourhoods. These will be the quiet street bike routes that connect to collectors, arterials and major trails. JAE6, ZOTT

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Map II

Intercity

Mark up your favourite local routes between major corridors on the map below!



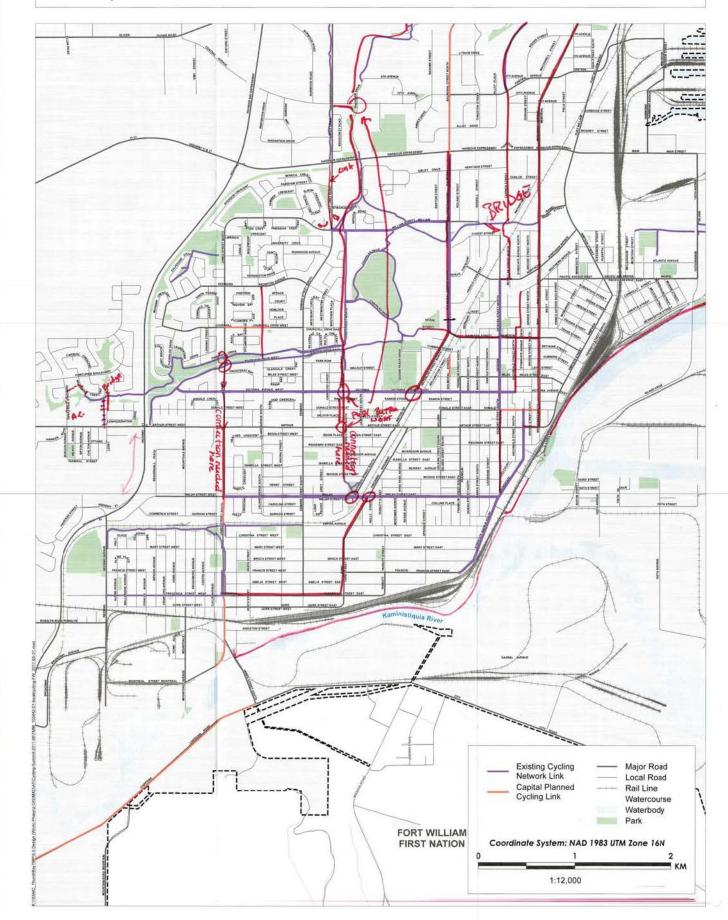
The cycling impact analysis focuses on major cycling corridors, however the full cycling network will also include secondary connections through neighbourhoods. These will be the quiet street bike routes that connect to collectors, arterials and major trails.

#### Map I Fort William

JUNE 6, 2017

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Mark up your favourite local routes between major corridors on the map below!



# Appendix D – Comment Sheets and Emails

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Public Open House #2 - June 6, 2017

Web: ThunderBayTMP.ca

Email: contact@ThunderBayTMP.ca

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**Thunder Bay Transportation Master Plan** Public Open House #2 - June 6, 2017 Web: ThunderBayTMP.ca Email: contact@ThunderBayTMP.ca Comments: biking than driving (we have My Tami More 4 Ca dines se are Vech 5A-SA b wh 6 hs 0 Ary ٢ urruina 20 60 er. < 20 DAS 10 10 Charg dr 5 ILLE do nou 2 614 ho SLASO C Ger 0 rimari ь 0 0 (.AA per, enc 40 4 b 0 e 4 0 ß 11.4 8n Nel 0 (DA 200 ሰን С 0 5 100 5 N 1 DA Name: Phone:

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Public Open House #2 - June 6, 2017

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Public Open House #2 - June 6, 2017

### Web: ThunderBayTMP.ca

Email: contact@ThunderBayTMP.ca

### Comments:

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Public Open House #2 - June 6, 2017

### Web: ThunderBayTMP.ca

Email: contact@ThunderBayTMP.ca

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Public Open House #2 - June 6, 2017

Web: ThunderBayTMP.ca

Email: contact@ThunderBayTMP.ca

Comments:

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Public Open House #2 - June 6, 2017

### Web: ThunderBayTMP.ca

Email: contact@ThunderBayTMP.ca

### Comments:

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### Email:

Name:

Thunder Bay Transportation Master Plan Public Open House #2 – June 6, 2017
Web: ThunderBayTMP.ca       Email: contact@ThunderBayTMP.ca
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Name: Phone:
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## Thunder Bay Transportation Master Plan

Public Open House #2 – June 6, 2017

### Web: ThunderBayTMP.ca

Email: contact@ThunderBayTMP.ca

### Comments:

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Public Open House #2 - June 6, 2017

Web: ThunderBayTMP.ca

Email: contact@ThunderBayTMP.ca

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## Thunder Bay Transportation Master Plan Public Open House #2 – June 6, 2017

Web: ThunderBayTMP.ca

Email: contact@ThunderBayTMP.ca

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Name: Phone:
Email:

Information included in a submission will become part of the public record.



Public Open House #2 - June 6, 2017

Web: ThunderBayTMP.ca

Email: contact@ThunderBayTMP.ca

### Comments:

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Under the Municipal Freedom of Information and Protection of Privacy Act, unless otherwise stated in the submission, any personal information included in a submission will become part of the public record.

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### **Thunder Bay Transportation Master Plan**

Public Open House #2 - June 6, 2017

Web: ThunderBayTMP.ca

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Under the Municipal Freedom of Information and Protection of Privacy Act, unless otherwise stated in the submission, any personal information included in a submission will become part of the public record.

Visit ThunderBayTMP.ca to stay up to date on the project.

Email contact@ThunderBayTMP.ca to submit any ideas and feedback to the project team.

The following are copies of the emails received through July 7, 2017 that include ideas or suggestions for the TMP. Procedural emails have been omitted. In some cases, consecutive emails from the same person have been grouped into one. All personal information has been removed.

ID	EMAILS RECEIVED
1	Have you guys thought of a late night run for University/ college students to get to and from bars on weekends. This will reduce drinking and driving and be good for business.
2	Have you thought about adding Wi-Fi at the city hall and waterfront terminals?
	It would be nice to have while you are waiting for your transfers.
3	Hello,
	I had a couple questions pertaining to the transportation master plan which is underway. I am not sure if these questions would be within your mandate or not.
	1) In your research are you planning on recommending any areas where streets are below their expected capacity and during renewal recommended for downgrading (4 lanes to 3) or would you be recommending areas where Thunder Bay could reduce the road network?
	2) Would you be recommending potential updates to road size (lane width)? I don't know the specifics of Thunder Bay's standard for road design but growing research is being done show that wider roads lead to higher speeds, more pedestrian fatalities and increased costs (Emergency services, insurance etc).
	3) Would you be looking into areas where bus lanes could be introduced or areas be recommissioned for bus/bike or carpool lanes?
	4) This may be more planning then this scope but would your study be recommending a standard road size/set and design for future residential uses (ie. introducing bike lanes etc)
	Thank you for your time,
4	One of the most congested and risky routes in the city of Thunder Bay has to be the route entering Thunder Bay from highway 102. Almost every vehicle travelling across the country uses this route on a daily basis, most of which being heavy truck traffic. Vehicles during rush hour are consistently back up at the lights along the route. With many vehicle entering the East Ave intersection at high rates of speed, there are frequent accidents, along with many many unreported close calls. This area is also a very busy area for pedestrian crossings as there is a large

ID	EMAILS RECEIVED
	shopping mall, major bus route and grocery stores along the current route. The Northwest Arterial Corridor is a long overdue improvement to the City of Thunder Bays roadway infrastructure that needs to happen now. This has been sitting on the back burner for far too long and now is the time to make it happen. Thank you,
5	Pave back alleys for new path ways and put barricades or archways at the mid-block point to keep cars from using them as roads.
6	It was very nice speaking with you at the Bike Summit earlier today. I'm very pleased to learn the City is looking for options to link the north and south cores using alternative modes of transportation.
	Attached is an info graphic illustrating the probability of a fatal injury from a collision between cars and pedestrians (and one might argue cyclists). I'm also including a link to the report (Speed management: a road safety manual for decision-makers and practitioners). From which this graphic was taken, sponsored by the World Health Organization. I realize reducing speed limits throughout the City of Thunder Bay may be an unpopular decision. Change is always a tough sell! Well, perhaps a compromise can be struck and certain routes, like Golf Links and Fort William
	roads might retain the higher 60 km/hr limit to permit motorized commuters to speed to their destinations, but other arteries, such as Balmoral and Memorial would have their speed limits reduced to 50 km/hr. The routes I am proposing for speed reduction are heavily lined by businesses, which cyclists and pedestrians would want to frequent.
	An added benefit to lowering the speed limit is that traffic lanes could be slightly narrowed, making more room for alternative modes of transportation (i.e. bikes).
	I would be one of the citizens who would hop on my bike or walk to those businesses if the route were direct, safe, and attractive. Coincidentally, I live between the two arteries suggested for reduced speed limits.
	Thanks again for your time!

ID	EMAILS RECEIVED
7	Hello. I was, and am, unable to attend the bike summit and open house public consultations, but would like to provide this input regarding the new Active Transport Plan.
	I strongly recommend that the entrance to bike paths, especially ones where bicyclists are likely to enter at high speeds, be standardised using safe design features. The accesses should be free of any obstructions, especially segments of curbing.
	One example of a very dangerous situation is at the trail entrance access at the southern intersection of Riviera Dr. and Junot Ave. on the recently completed new bike path. If I recall correctly, all other accesses are safely designed with full curb cuts where this bike path begins from a street, but at this location there is, for some reason, a small section of curb near the middle of the entrance, flanked on either side by curb cuts. This "obstacle" has caused at least one accident that could have also resulted in serious injury (or worse), when a southbound cyclist entered the bike path from Junot Ave and collided with the curb, resulting in significant damage to the bike. This isolated section of curb can be somewhat difficult to notice from a distance, especially due to the distracting effect of traffic lights, as well as visibility issues during darkness/poor weather conditions, or partial coverage with snow, leaves etc.
	This hazard has been reported in writing to City staff as well as in the local newspaper, but no action has been take to date to rectify this very dangerous design oversight.
	I hope that in the new plan, implementation strategies will require that all new bike path entrances be designed so that cyclists can enter these trails safely.
8	Would you consider developing the following route which I see many cyclists using and there are not many pedestrians:
	Sidewalk and roadside from north to south on the west side along Cumberland, Water and Fort William Road connecting to Simpson Street. Parts of the route along Cumberland are dirt but the deep drainage swales are obstacles.
	While there is the odd brave cyclist on the road the posted traffic speeds of 60 and the actual speeds of 70 plus kms p/hr make it dangerous on the pavement. I notice in Germany and many European cities both pedestrians and cyclists share divided sidewalks.
	I checked with MPP Gravelle's office and they advised a municipality may declare a sidewalk as a bicycle pathway. We also need a route along Memorial which I see is designated for development.

Hopefully, we may eventually see a route along the entire waterfront.

### ID EMAILS RECEIVED

Master planners:

	The municipality has the power to make cycling on sidewalks legal. In areas of high traffic (along Memorial, Water, Cumberland, Fort William Road, etc.), where there is no bicycle lane or there is no connector than cycling on sidewalks or the side of the road should be legal. Regardless, it would only be a recognition of what is now happening except making it legal would reduce aggressive attitudes of car drivers and pedestrians to cyclists. If a million cyclists in Berlin can peddle on the sidewalks then it should be legal here. Regardless of your study, implementation might be years off and cyclists need relief now.
	Come up with bicycle friendly drainage. There are swales like ditches that drain off Dawson Road and Cumberland Street. It makes cycling along the side of the road difficult. Also, fix up and keep the sides of the roads clean and free from glass. Get the cycle lanes up and running much earlier in the spring.
	What about the names of streets? Another initiative that would help drivers find their way around Thunder Bay would be to simplify the multiple names for one, long continuous route, to one street name. For example, Hodder Avenue, Cumberland Street, Water Street, Fort William Road, Simpson Street, Arthur Street, finally becoming Highway 130. Maybe seek public selection of the name (s)? Also, some streets have the same name on both the north and south sides.
	Appreciate your efforts,
	Merci
9	Please would you seriously consider synchronizing the traffic lights in Thunderbay so that when people travel they don't waste gas hitting red light after red light after red light and also please would you seriously consider fixing left turn signal that indicate when there's nobody there and also consider going back to the old days of flashing amber and flashing red after midnight for key intersections. I am also in favour of more roundabouts in the city. And how about some accountability in the traffic department for when citizens report defective lights and the response we get is there's no mechanism or system in place for them to track the calls. Lastly as an avid biker I would love to have a bike trail that would take me from the North Core to the South Core safely. Thanks! Good luck.
10	To whom it may concern,
	One large item I feel isn't being addressed is the Thunder Bay Expressway. It desperately needs clover leaves or some sort of on off ramp system. If space is an issue the Hunt club and airport parkway

ID	EMAILS RECEIVED
	intersection in Ottawa is an example of a ramp system that doesn't require a lot of space. Making improvements such as these would save motorists time, fuel, and wear and tear on their vehicles. It would also reduce emissions as people would spend less time on the road, and not have to repeatedly accelerate after multiple stops.
	Thanks for your time,
11	I feel that our city should have one city bus depot, not two. It should be located on the property on Fort William Road with the bus maintenance building. This is a central location, the property appears large enough, and security should not be an issue.
	In a majority of cities, city hall is a show piece of the community. I feel that idling buses detract from this.
12	Thank you for the opportunity to contribute to the TMP for Thunder Bay. I was not able to attend the sessions to date but I would like to add a suggestion that I did not see mentioned in my cursory review of the reports from the public input sessions.
	There was a request for ideas on how to enhance public transport ridership as this will help to fund better service (frequency, equipment, etc.). I would like to suggest that city administration approach all school boards within the city to work on a plan that would see high school aged students be provided transit passes for their day-to-day commute to school. I suggest this to replace the current school bus service that is in operation for this group. Instead of each school board paying for this service to the current provider(s), they could use these funds to purchase transit passes (perhaps this could be partially subsidized by the city). Justification:
	<ul> <li>The current school bus network and city transit are duplicating many efforts and this redundancy could be eliminated.</li> </ul>
	- It may be more cost effective for the boards to provide student transport in this manner (costs for both alternatives should be compared).
	- High school aged students are mature enough to use public transport.
	- With regular public transit use, this group of users might also use this mode for their other transportation needs and this would further enhance ridership.
	- High school students often have extra-curricular activities that are scheduled outside of 'typical' school bus transport times. Using public transit makes their commute to and from school more accommodating of these needs as well.

ID	EMAILS RECEIVED		
	- City buses seem to operate more reliably in inclement weather.		
- City buses are more modern, more comfortable, safer?, and can accommodate more rider needs ('kneeling' buses, bike racks, etc.).			
	- This method is in use in many other areas of the province, country, and internationally as well. This is not a new idea; it is only new to Thunder Bay.		
	Concerns to be addressed:		
	- Student safety on public transit might need to be enhanced by having on-board monitoring systems in place (electronic or human) during school hours.		
	- Rural public transit may not be available immediately to allow this to be implemented for those students. The current system could remain for this group until public transit is available (hopefully this would arrive sooner with an increase in overall ridership).		
	- This is not recommended for elementary aged students at this time but it may be possible also for older, elementary aged children with certain provisions.		
	- While the primary focus is for the school year, it may be advantageous to make the transit passes year-round in order to continue the ridership momentum over the summer months as well.		
	- Some transit routes might need to be modified to provide better service for this group and make it more attractive to use.		
	Thanks again for the opportunity to input. For any further details on my suggestion, please don't hesitate to contact me by email.		
	Best regards,		
13	Well I see from some of the responses that some of my questions were covered (i.e. traffic lights not synched and on timers for intersections seldom with traffic). But what I've always wondered is why we don't have traffic lights on low traffic volumes late at night on flashing red/yellow like I see in many cities in Canada and the US. For example, and I'm sure there are many more, Red River Rd at Algonquin/Windermere/Pine St. I don't see any reason those intersections shouldn't have alternate red/yellow flashing lights after say, 9pm nightly.		
	Well using that logic, and I don't disagree with the safety aspect, but I think traffic flow is also important so the lack of synchronized lights is a real problem here. If you have traffic flowing down Red River Rd as an example, that thoroughfare should have precedence so traffic at side		

ID	EMAILS RECEIVED
	streets should have to wait longer to access Red River. As far as the drag strip theory, that's what we have the police for. Besides, many other cities have successfully used flashing lights at night with little issue. And if synchronizing lights is a problem, maybe use of one way streets is a more viable approach seeing that 2 way streets are a little more challenging to synch. When I was in LU many years ago, we had a group of civil engineers approach the city to volunteer working on synchronization as a student project. Unfortunately they were turned down but it's obvious nothing has been done to address this in over 40 years. And yes, I completed the survey.
14	Hello!
	Just a suggestion for us bus riders: reinstate whatever technology enabled the various bus schedule apps like "Next Bus" to work. These apps were great, just open them on one's phone, see where you are on the route and find out when one's bus comes. These apps were available in any app store and ready to use with I'm guessing no cost to the city.
	The "NextLift" the city spent money developing is next to useless. One has to open a web browser on a small screen, get to the website, know the route or stop namesjust confusing and WAYYY too many steps involved. I gave up trying to use it. "Next Bus" was simple and quick. I wish transit would make their system compatible with these user friendly, free apps again. Most cities are using them.
	Thanks!
	Frustrated bus rider,
15	Since so much transportation depends on our roads, maybe we should invest in improvements to what we have now. Our roads are horrible, so bad it makes me wonder if the city has shares in all the local auto parts companies. If you don't, you should because our roads are costing us a fortune in tires and suspension parts and maybe you'd make enough to repair the roads properly
	By properly I mean NOT using the lowest bidder. We get what we pay for!?
	I try to ride my bike and it is not safe because most of our residential streets are so full of holes you have to be continually swerve to miss the bone breakers and so create more chances to fall or get hit by a car coming behind you.
	I think you can detect my frustration. 10 years ago I talked to the then head of the Rods Department who told me the streets were on a 20 year

ID	EMAILS RECEIVED
	cycle for repaying, I'd been living here for 30 then and NOTHING had been done in except to dig up a third of the street for new sewers.
	I have been here for 41 years now and still NOTHING NOTHING NOTHING !
	Is there a plan to replace the excessively holey [redacted] block of North Marks before my bike or car and I get lost in one of the craters????
	Sincerely

### Appendix E – Open House Survey

Public Open House #2 – June 6th, 2017

The City of Thunder Bay is in the process of developing a Transportation Master Plan (TMP), a long-term visioning and planning process that will examine the future of the transportation network in the City. The TMP will look at all modes of transportation: walking, cycling, public transit, driving, and goods movement and determine a course of action to strive to meet the vision and goals that will be set out in the TMP.

This survey is intended to gain feedback on the information presented at the Public Open House #2. Reviewing the display panels prior to completing this survey is recommended.

Please take a minute or two to provide your input by answering the questions below.

#### Alternatives Solution (Panel #4)

1. Four alternative solutions have been proposed to address the needs, problems, and opportunities of the transportation system. Please order the alternative solutions from your most preferred (#1) to your least preferred (#4).

- \_\_\_\_ Do Nothing
- Road-focused
- \_\_\_\_ Active Transportation- and Transit-focused
  - \_ Sustainability-focused

#### Transportation Vision (Panel #5)

In 2038, the City of Thunder Bay will have an integrated and seamless transportation system that offers inclusive mobility for individuals and families, supports a healthy, vibrant, and prosperous community, and is delivered in a responsible and accountable manner.

2. Do you support the TMP's draft vision	statement? (Circle one answer)

Strongly Oppose	Oppose	Neutral	Support	Strongly Support

#### 3. Is there anything missing from the vision?

#### Cycling Network (Panel #7)

4. Potential cycling corridors are being evaluated based on 5 criteria. Please order the criteria from most important (#1) to least important (#5).

- Connectivity how well the corridor connects to other cycling network pieces
- \_\_\_\_ Density the concentration of population & employment in the surrounding neighbourhoods
- \_\_\_\_ Key Destinations how well the corridor serves key destinations
- \_\_\_\_ Safety collisions involving cyclists have occurred in the corridor
  - \_\_\_\_ Barriers corridor crosses a barrier such as a major road, railway, or waterway

#### **Budget Priorities (Panel #11)**

5. The 2017 City Budget allocates \$43 million to transportation capital projects and operating expenses as described on Panel #11. Should the City be investing more or less in the transportation budget? (Circle one answer) Much less The same More Much more Less 6. If you indicated more or much more, do you support a tax increase to fund this? Yes No 7. Should the City be investing more or less in road network expansion (e.g. new roads or widen existing roads)? (Circle one answer) Much less Less The same More Much more 8. Should the City be investing more or less in road network operations and maintenance (e.g. repairing pot holes, street cleaning, snow plowing, maintaining culverts and ditches, etc.)? (Circle one answer) Much less Less The same More Much more 9. Should the City be investing more or less in expanding/improving transit service? (Circle one answer) Much less Less The same More Much more 10. Should the City be investing more or less in expanding the multi-use trail network? (Circle one answer) Much less Less The same More Much more 11. Should the City be investing more or less in the on-street bike lane network? (Circle one answer) Much less Less The same More Much more 12. Should the City be investing more or less in new sidewalks? (Circle one answer) Much less The same Much more Less More Making Trade-Offs (Panel #12) Managing the cost of infrastructure is challenging in Thunder Bay. For each of the pairs below, which would you prioritize? (Circle one answer for each pair) Expand the road network (e.g. new roads, Expand the cycling network (e.g. widen roads for bike lanes, **13.** adding lanes, etc.) OR separated facilities, new trails, etc.) OR Improve maintenance standards (e.g. repairing pot holes, snow Improving traffic signal coordination along the 14. corridor plowing, etc.) Modifying intersection configurations (e.g. Modifying downtown core streets to improve walkability (e.g. OR 15. additional turn lanes, roundabouts, etc.) pedestrian precincts, one way streets with expanded sidewalk, etc.) Smaller network of protected cycling facilities More extensive network of various facility types (e.g. painted bike 16. OR (e.g. cycle tracks, multi-use trails, etc.) lanes, quiet street routes, etc.) **17.** Building multi-use trails through natural areas OR Building protected bike lanes in urban areas **18.** Improving frequency of buses OR Extending transit service hours

19. If you have additional comments, please use a comment sheet or you can submit comments to <u>contact@ThunderBayTMP</u>.ca at any time.

### 3. Is there anything missing from the vision?

ID	RESPONSE
1	You might want to include in a more obvious way the business community focus. Your comments about many goods, getting people to business.
2	More safe bike lanes separated lanes for bikes, walking jogging. Safe way across Hwy 11/17 @ John St.
3	Accessibility for handicap/special needs persons
4	Ensure that the costs of our infrastructure burden are shared in an equitable manner which reflects the true costs incurred servicing individual properties.
5	Pedestrians, or those willing to park their cars and walk from store to store (anywhere from bay/algoma, to the thunder centre) should be part of the vision
6	No
7	Detail - the vision is great, but we need details of how to put it in place
8	Include more information relating to active transportation.
9	Safety
10	Monorails
11	City needs to stop expanding and focus on improving the original city. More bike and walking lanes are needed as tbay is such a beautiful city, with clear breathable air. Utilize what you have. Roads are bad and need attention, but the more roads you build more money will be put into that ignoring safe bike and walk lanes.
12	Vehicle Flow- making transportation more efficient by having synchronized lights, and light sensors, making traffic flow better and saving the environment with stop and go.
13	The vision needs to include introducing a more environmentally sustainable way of transportation rather than the majority of people driving their own vehicles
14	Cost effective
15	Money, common sense and leadership
16	the how

ID	RESPONSE
17	keep the bus schedule the same at all timesalso start the buses earlier on a Sunday. It's hard to get to work for 7 am when the first bus doesn't arrive to my stop at 9:12 am
18	Not let some suits in Toronto make the decisions for Thunder Bay
19	no matter what season/weather
20	Delivered in a responsible, and accountable manner focussed on safety.
21	A system that's safe for its users
22	Electric cars.
23	Paved roads and infrastructure, overpasses,
24	I see nothing in there about supporting students and with the college and university tbay is now effectively a college town!
25	Include long term sustainability with resiliance to energy cost spikes in mind. (I.e. Less dependence on environmentally damaging energy sources/foreign oil)
26	More money for roads, less for bike lanes
27	Efficient Connectivity
28	Get a better manager who is not looking at his job as a legacy project and actually has the people's safety in mind.
29	no
30	Reality
31	There has to be a way for cyclists to be on the road without disturbing people who are in vehicles. Whether this means making bike lanes beside sidewalks instead of on the streets or just making roads wider so nobody feels unsafe.
32	The roads are barely drivable for vehicles keep the bikes off. If people want exercise and recreation they can go do it at a fitness centre, not on the streets of Thunder Bay.
33	Charging stations for electric vehicles. Self-driving vehicleswhat possible infrastructure challenges might be required?
34	No, sounds good!

ID	RESPONSE
35	Safety on trails, buses, taxis, bus stations.
36	Safety needs to be part of the vision. No death on our roads is acceptable.
37	Efficient/speedy transportation system.
38	I don't know what integrated and seamless system is supposed to mean.
39	Progressive vision - People over cars
40	Put your vision and drawing of what you think the transportation will look like in 2038 in 2017 into a time capsule to be opened in 2038 and compare your 2017 view with the system in 2038. See how close they are.
41	Do not forget: clean, green + beautiful Also, financially balance: continue improving at an appropriate pace.
42	I don't think the vision needs to have a year of achievement, but rather an ever evolving desire to continually work for a system that will offer inclusive mobilitywhat happens after 2038? The City will no longer seek to pursue it? Or if it falls short, will it be a failure? I think the timeline, even a far out one is too limiting
43	Multi-model
44	No
45	a seamless active and transit transportation system. What is missing is articulating active transportation within the City it should not be assumed the reader will know this.
46	Add the word sustainable!
47	No
48	I would prefer a shorter time horizon. What is the plan fo the next five to ten years? I think you need to add a statement re "year round", given our long winters.
49	Costs to taxpayers
50	Affordable, renovable
51	2038?!?!

### 19. Do you have any other comments?

ID	RESPONSE
1	Allow large well behaved dogs on buses as long as they are on a leash
2	I like that I can drive across town in 15 minutes. I don't want this to change. I'm happy to have additional bike and pedestrian facilities to encourage active transportation and recreation, but a <10 minute commute time is one of the top reasons I live in Thunder Bay.
3	We are spending way too much on cycling lanes and paths. The amount being spent does not match the use. Use is sparse during tradional cycling season and almost non-exsistent during late Fall, Winter and early spring.
4	1.Maintained downtown sidewalks, suitable for wheelchair access, all year. 2. Plow the streets including sidewalks, without leaving snow piles between.
5	Synchronize the bloody lights! Less lights! Add overpasses to the so called expressway. Speed up traffic flow partic w better light controls at intersections. I am so sick of constant repetitive red lights one after the other and almost at every corner!
6	a good bike lane between "cities" exists along GolfLinks Rd between John St. and the Harbour Expwy. Continue it along Edward St.
7	Transit needs to ensure access to important stops and better timeframes to ensure efficient usage. It takes to long to get to certain places or can't access adequately. ie: a senior in Northwood (Edward St.) unable to get to Evangel Penticostal Church or the Credit Union on Edward St. When there is diversions or timeshifts it's not adequately communicated to people without access to internet leaving them to find out too late that they cannot reach their normal stop or timeline.
8	Happy to read city is working on becoming world class. Seasons are the affect cyclists and roads the most, which is why I believe a greater focus needs to be put on building and maintaining better roads and transportation networks.
9	Perhaps smaller buses with increased frequency would be adequate. Also adequate and suitable places for bikes to be parked & secured are essential where needed.
10	Really need to start enforcing traffic laws so that people feel safe. Bike lanes are useless if people are too afraid to use them.

ID	RESPONSE
11	Improve transit efficiency: north-south express route, express route to airport.
12	This survey seems focused less on walkability than I would have expected, and more heavily focused on cycling as active transportation. Walking is more accessible for young families (especially big ones) and seniors in particular. The idea of one-lane streets to improve walkability concerns me, but I'm open to being convinced. Having lived in downtown Hamilton with lots of one-way streets, my experience was they were not pedestrian friendly. Drivers entering the one-way streets at intersections often looked only for cars and frequently forgot to look for pedestrians. Drivers drove faster on one-ways too. Vancouver, which is very pedestrian friendly, has fewer one-way streets, and where they exist they're so well-used by pedestrians and busy with traffic that the cars move slowly and remember to look for pedestrians. My guess is that Thunder Bay would end up more like Hamilton than Vancouver. That said, if there is research showing one-way streets are consistent with pedestrian safety and improve walkability, I'm all for it. I would also urge against half-measures, like poorly marked, unprotected bike lanes on major roads (eg High Street). My own observation is that they've only given drivers a sense of a wider road to drive faster on, and I've not seen them well used, nor would I use them.
13	The area with Walmart and winners is not accessible by bus currently. Neither is the area with old navy and Home Depot. One has to travel across a main intersection to get to old navy. This is stupid and could easily be fixed by running a bus line through that area. Also there are no side walks in those areas at all. It is not wheel chair friendly or pedestrian friendly. Stop putting in bike lanes and fix those areas walk ability. Because right now it's ridiculous, and new and bigger stores are being added and there is no safe way to get to them with no sidewalks.
14	We need to create an environment in the city where more active transportation is possible and accepted. Educate citizens that distance isn't really an issue - while educating drivers on how to share the road
15	Thunder bay is a big small town with limited tax base and population. Spend wisely and dont revisit the new convention center idea without a public vote.

ID	RESPONSE
16	I would love to see Thunder Bay bring back passenger trains and to limit their expansions into our wooded and wildlife areas for future projects. We have so much potential in Thunder Bay to lead the way in shifting towards a greener, more sustainable standard of living, from transportation to health to social services. Not to mention the Tourism industry, and it's importance to our development as the NW ON hub, holding true to our slogan "Superior by Nature".
17	The cycling network priorities overlap quite a bit and also miss the mark. I found it hard the rank them. Safety doesn't just mean collisions, it also means visibility, cleanness or streets, lack of potholes, separated lanes and or not close to major busy roads. And density and key destinations mean the same thing to me, and how can a path be connective without going over a barrier?? I think it would also be helpful to look into increasing bicycle uptake - find a way to incentivize biking, especially among groups with reduced access to independent vehicles (young people going to school, older adults). Bike paths should be equally conducive to leisure and commuting needs. Fixing potholes is also huge. On the map it says Court Street has a cycling path It is covered in potholes and completely useless and I end up riding in the middle of the road anyways. But then there are beautiful paths like connecting lake head to confederation. Or along balmoral!! Let's get more of those!!! (Also pleaaaassee but a sidewalk between Oliver and harbour expressway on balmoral. It makes me so nervous to see people walking there everyday). And improved transit between Fort William and LU could open up that side of the city to more students to live there.
18	The more pedestrian- and bicycle- friendly the community is the more people will opt to NOT drive. Cars should be a necessary evil, not the main priority.
19	Side note, but the intersection at Balmoral and Academy is an issue for pedestrians. Sometimes it takes 5 minutes for the light to change so pedestrians can cross. As a result, most people press the button, become impatient, and j-walk. Especially since there is often no vehicle traffic while the light is still red Could be a safety issue, also the vehicles then end up having to stop when the pedestrian has already illegally stopped.

ID	RESPONSE
20	Make sure that adequate operating dollars are budgeted to cover maintenance of Any new development eg sweeping sand off bicycle lanes at start of cycling season It was very late this year. Also make sure road surfaces are maintainedpot holes in cycling lanes are a real danger for everyone. a Also please do not cut back on existing maintenance activitieswhoever is responsible for snow clearing on the trails around Boulevard Lake does an amazing job all winter Lots is us really appreciate that.
21	Transit needs to replace or compliment it's fare system with a smart card or some other electronic pay system. Current fare distribution system is a barrier to developing additional ridership.
22	The fact that you have to put out a survey to figure something out is embarassing. It doesn't take a genius to look at our roads and see that they need to be fixed and that we need a different approach towards the cyclist issue.
23	We need to extended the bus service hours so people can go to work and back even on Sundays.
24	As a person who doesn't drive and is dependent upon city transit, It would be nice if transit had bus travel to The Old Fort during it's special eventssummer and winter.
25	Love the trail along Golf Links. It would be nice if there was trail along Harbour Expressway. Otherwise road maintenance and sinking traffic lights would be handy
26	Regarding question number 6, i clicked "Yes" but with hesitation. The type of tax that I WOULD approve of here would be a added city wide gasoline tax on all gasoline sold inside city limits. Not a property tax increase, just an added gasoline tax for the city.
27	I would like to see a protected bike route from downtown PA to intercity. This is a high flow area with no safe bike route at present. I understand it will be a difficult/expensive route but I feel it should be prioritized and done ASAP because it is such a huge gap in the cycling infrastructure in the city. People are missing out because they can't safely bike to the buisinesses in this area. I would love to see some action on this issue!
28	An opportunity to open up a corridor with a multiuse trail in McIntyre/North McIntyre. Perhaps connect North McIntyre Community Centre with a trail leading to Jumbo Gardens Community Centre to allow for rural adventures. Also safer cycling into town not to rely on Dawson Road.

ID	RESPONSE
29	Bikes should be banned during the winter months. No cyclist can control their bike on ice and snow yet motorists must avoid them during rush hours on busy streets. If they want to help the environment, they should take a bus and be safe.
30	Bike lanes that sit directly beside a parking lane for cars is a huge safety hazard for cyclists it does not allow for cyclist to react to pedestrians walking out between cars or to drivers opening their doors when parked. There is no sense making bike lanes when they are filled with potholes and sunken sewer grates makes it impossible to ride in these lanes and when there is a bike lane and the cyclist is not riding in it because it is unsafe it just escalates the animosity between cars and cyclists. Basically don't create these types of unsafe lanes.
31	Bike lanes are very much underused by my observation and observation of those living along these routes. What are the actual NUMBER of users - not the year-to-year percentage increases. An unwarranted use of taxpayer dollars to satisfy a very small minority. What is wrong with using existing sidewalk networks to accommodate bikes and pedestrians? Screwing up roads to accommodate the very few bikers who use bike lanes for only 6 months of the year makes no sense whatever.
32	Transit really needs both increased frequency between 9am-9pm and extended hours to better enable working class citizens more options for working hours. There also needs to be an express route that runs north to south to better enable cross city transit.
33	It would be helpful to include considerations for short-term, intermediate and long-term goals for the transit system. For instance, I think that an expanded network of various facility types is a good short/intermediate term goal while having a large network of protected cycling facilities as the long term goal, to be phased in as major roads undergo renovations. I would put many of my answers on this survey as short-term planning, with the long-term vision for the entire city involving a transition away from a car focused design to one involving more and better quality active and public transit services. I would also like to see consideration for low- income people at the forefront and evidence of what efforts have been made to engage indigenous communities within the community to assess their transportation concerns.
34	thanks for the opportunity to express thoughts and concerns!

ID-	
ID	RESPONSE
35	I find it interesting that the cycling network is undergoing an impact analysis, but the vehicle network is not. Can we do a vehicle network analysis to identify areas that can get road and lane diets. Also, Our town is so small that people can easily cycle from one Cluster of services to another. We need to identify destinations and then figure out the best most direct route between them for cyclists. And invest in grade separated or protected bike infrastructure.
36	More efficient buses instead of More buses + Closed street for pedestrian streets (Bay street and St. Paul street) increase tourism, quality of life and economy for businesses +More walk side and bike side in main road (red river, river) and local (farrand) and close to schools Promote More walking and biking close to schools and businesses for a healthy city
37	Use the TMP to help focus development inward with the aim being to rehabilitate, redevelop and reconnect downtown Port Arthur and Fort William.
38	synchronize the traffic lights
39	The survey results will be overrepresented by cyclists. Safegaurds should be in place so you dont have one organization skewing the results. How many drivers vs cyclists, what about handicapped etc. This survey is unscientific and essentially useless to make such a important decision.
40	It was surprising to me that the traffic density overview did not indicate overcapacity being achieved on Red River Road from Fassina to Algonquin. I also find during business hours that it is not unusual to sit through multiple cycles of red lights to make a left turn from the west bound lanes of the Harbor Expressway to southbound on the expressway. Is it really necessary for Oliver Rd speed limit in the area of the university to drop below 690 km/hr?
41	Road diets should be a priority; and reducing traffic speed while also decreasing stop-time (i.e. Traffic signals)
42	As a person with mobility challenges I can not express enough the absolutely terrifying experience of crawling through snowbanks for roughly a week after a snowfall to use transit.
43	Around schools enhance:traffic calming measures, more sidewalks, safer intersections, build park and walk to school areas.
44	we need more buses with better seating. the ones we have now can't hold many people and they seem to be always full

ID	RESPONSE
45	Roundabouts! Like Carmel, Indiana Traffic Signal coordination is so important - it is a rare day I don't get every red light, block and block.
46 concur with necessity of improved synchronization of traffic signals! please consider re-setting (?) traffic signals that stay red when there cross traffic - why is there only one left turn lane from Athletic Club Arthur St which has two la	
47	More bike paths separate from the street, less bike lanes on streets.
48 Look at reducing the road network where possible. One mean of addressing infrastructure deficit while also not needing more money could Oliver road be a 3 lane road instead of 4 or is the standard ro width proper or could it be smaller.	
49	Vision zero should be the standard we strive to at any cost. Cars don't kill people, terribly planned infrastructure makes it inevitable that they will kill people.
50	As a student studying in Toronto, I am disappointed in the transit system in Thunder Bay compared to that of Toronto. The most important issue for me is that of time of travel. To get from one side of the city to another in Thunder Bay can take over an hour on a bus compared to half of that in Toronto, which is a larger city. I believe that more bus routes and an increased frequency of bussing would encourage more people to take the bus as opposed to driving their own car.
51	Transit24 hrsat least 1 mainline busat least during winter. Otherwise how can you even call this a city????
52	Get the Hudson Rte on a schedule that makes sense and meshes with times of the other buses
53	Street trees everywhere
54	The plan must be combined with city planning that disallows geographical expansion; we can't afford expanding suburbs or new subdivisions in undeveloped areas. The plan must be inclusive of restored Fort William First Nation access from the south, not limited to Highway 61!
55	I'd like to see more green boulevards, trees along main corridors and consideration towards stormwater runoff in engineering design standards for all new roads or major resurfacing/ construction projects. Could we look at smaller busses for city transit? Have capacity or usage studies been undertaken. Most busses I see are sparsely used.

ID	RESPONSE
56	We need a mainline bus that runs after bars close. Transportation options after a night on the town are not practical and encourage drinking and driving.
57	I feel it's important to remember how many people own vehicle in Thunder Bay. This is not a major metropolis. We need our current roads repaired and maintained well. We need our bike paths connected and safe quiet streets to ride on. Taking safety one step further, please get the transports off Dawson and Arthur Street. Why on earth was the new Hwy 11 built, if not for that.
58	I think we should look seriously at connecting the north and south core along the memorial ave. corridor
59	Although combination bike lane-vehicle traffic lane(s) between downtown cores is neededeg Memorial/May, it is necessary to keep one route for traffic alone eg Water/Ft. William Rd and widen the latter to 4 lanes beyond Intercity.
60	Transit needs to be expanded. Currently on Sundays if someone has to work past 10pm they have to walk home from the waterfront terminal to current river! Sane with Sunday mornings. It is ridiculous.
61	Walk signals should come on automatically (no buttons) - when the light turns green, pedestrians should be able to walk. Get rid of sensors for traffic lights - this technology often doesn't work for bikes. It is very frustrating to see the walk signal on a cross-street go from walk to flashing hand, to solid hand and back to walk when you are stopped with your bike at the stop line. For those intersections where it doesn't make sense for timed traffic light series during off-peak hours, go to flashing red and amber lights. Make the speed limit for all streets that do not have sidewalks on both sides and frequent safe pedestrian crossings 30 kph. City should lobby and encourage Provincial government to eliminate tinting on cockpit windows in motor vehicles. Communication between drivers, cyclists and pedestrians is of utmost importance and this becomes impossible when you can't see where drivers are looking.

## ID RESPONSE

62	I understand that this is extremely complicated because of the diversity of the city; many different demands from many different usersall within a sustainable tax base. What is challenging is the shifting demographics that will be totally different by 2025 much less 2038the more roads that are built the more money that will go to maintenance but tax loads can't support this indefinitely. The transportation plan must go with making this city more "friendly" to business and its citizens to facilitate commerce and get to work in appropriate manner. It's a key facilitator and has to work in concert with school board transportation and other methods that marginalized and the working poor must contend with. There's no quick fix and spreading the focus too broadly will leave us with a poorly maintained system that serves no one well. Let's take care of the basics really well and then slowly build from that. If we, as the city, can't build reliable base infrastructure of roads and sidewalkshow can it build more advanced models? Not easy for sure, but it begins with doing the basics well and don't over promise anyone anything. Be clear in the expectations but legitimatize all comments as being valuable.
63	There is a major gap in late-night options- there are more people needing to get from the entertainment district after midnight than can be supported by taxis. Expanded hours for bus service on Friday and Saturday nights would reduce impaired driving.
64	More frequent but smaller buses
65	Wonderful that the city is moving towards a sustainable future that is multi mode friendly. Investments in a bike friendly city will pay back in the future by taking cars off the road and making our citizens more active.
66	Transit doesn't suit my needs any longer so I'm glad to hear about the efforts and think it's very important to listen to those who use transit to figure out the best changes to be made. After 20 some years riding transit

I just have to invest in a vehicle. It's time.

## ID RESPONSE

67	When it comes to the taxation and budget questions, I am only opposed to increasing it because I am concerned that so much of it would go towards roads servicing low density development and new suburbs rather than going to improve our streets in urban areas so that they are safer and more inclusive for multiple modes of transportation. I am concerned when I see budget priorities that include widening roads. Thunder Bay has a stagnant, if not receding, population. Why are we widening roads? Our roads need a diet if anything. Further commentary: Official bike lane season should start April 1st at a minimum. Many of us bike year round and and even those who don't are able to start by April 1st. John street bike lanes weren't swept until June 05/17 - more than 1 month after officially open. We need cycle routes that allow people to safely and conveniently access areas of commerce. Memorial Ave needs a protected bike lane for this reason. The indicator species of a healthy cycling city are kids and seniors. When regular citizens (non cyclists) are comfortable enough to bike in their city, then that is a victory. We won't get there without infrastructure though. Infrastructure is key.
68	Cut money to fund this dept all together. Fund meals on wheels or disable or health initiatives for seniors and children more than this.

# Appendix F – Bike Summit Survey

Thunder Bay Bike Summit – June 3rd, 2017

The City of Thunder Bay is in the process of developing a Transportation Master Plan (TMP), a long-term visioning and planning process that will examine the future of the transportation network in the City. The TMP will look at all modes of transportation: walking, cycling, public transit, driving, and goods movement and determine a course of action to strive to meet the vision and goals that will be set out in the TMP.

Please take a minute or two to help us out by answering the questions below. **Please return this form to the TMP booth at the Bike Summit.** We appreciate your input! To stay up to date on the TMP, visit us at <u>ThunderBayTMP.ca</u>

#### 1. What type of cyclist would you describe yourself as? (Check all that apply)

- I ride a bike to run errands or go to work or school
- I ride a bike for leisure primarily on trails or through natural areas
- □ I ride a bike primarily for exercise
- □ I don't ride a bike but I am interested in riding one
- I don't ride a bike and I'm not interested in riding one

#### 2. What types of facilities do you feel comfortable on? (Select one)



□ I am only comfortable cycling on quiet streets or on trails, **away from traffic.** 



I will cycle on roadways if they have protected bike lanes or cycle tracks.



I will cycle in mixed traffic if I have to, but I prefer bike lanes or other separated facilities



□ I am comfortable cycling in traffic on almost **any road**, without any cycling facilities

3. We want to help make cycling irresistible. Compared to the cycling that you do now, which facilities would attract you to cycle more often and for more types of trips? (Check all that apply)



Shared bike routes on quiet streets



Buffered bike lanes



□ Wide paved shoulders



Protected bike lanes



Wide paved shoulders with bollards



Cycle tracks (different elevation from the road)



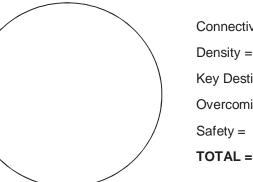
Bike lanes



Multi-use trails

4. The cycling network plan is being developed with the help of a cycling impact tool which evaluates potential links based on five criteria: connectivity, number of collisions (as a measure of the need for safety improvements), overcoming barriers (such as waterways, rail lines or highways), population & employment density, and access to key destinations (refer to display boards for more detail).

How would you divide up the weighting of these criteria? Assign each criteria a percentage of the circle to make up 100%.



Connectivity =	%
Density =	%
Key Destinations =	%
Overcoming Barriers =	%
Safety =	%
TOTAL =	100 %

5. Managing the cost of infrastructure is challenging in Thunder Bay. If you were setting priorities for investment in cycling facilities how would you divide your investments between the following (out of 10 pts total)?

Upgrading existing facilities or investment in expanding the network:

Upgrade existing network: pts	VS	Expand the network: pts	=10 pts	
-------------------------------	----	-------------------------	---------	--

Building a smaller network of protected bike lanes or building a more extensive network of various facility types (e.g. bike lanes, quiet street routes, etc.):

Fewer protected facilities: pts	VS	More extensive network: pts	=10 pts
---------------------------------	----	-----------------------------	---------

Building multi-use trails through natural areas or building protected bike lanes in urban areas:

Multi-use trails: pts	VS	Protected bike lanes: pts	=10 pts	
-----------------------	----	---------------------------	---------	--

Building new facilities or improving the maintenance of existing cycling facilities (e.g. more frequent sweeping, pothole repair, improved snow clearing):

Build new facilities: pts	VS	Enhance maintenance: pts	=10 pts
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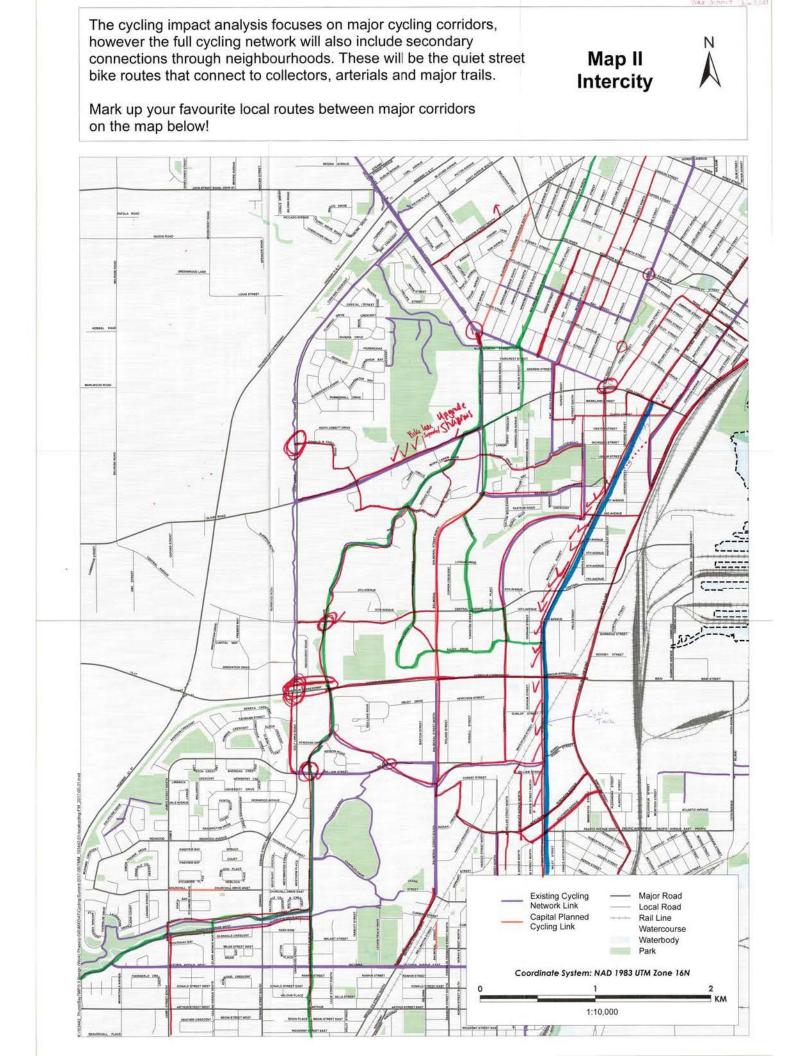
Adding facilities along corridors or upgrading existing intersections (e.g. providing signal detection for cyclists, adding bike boxes or two-stage left turn boxes, enhanced pavement markings to improve visibility):

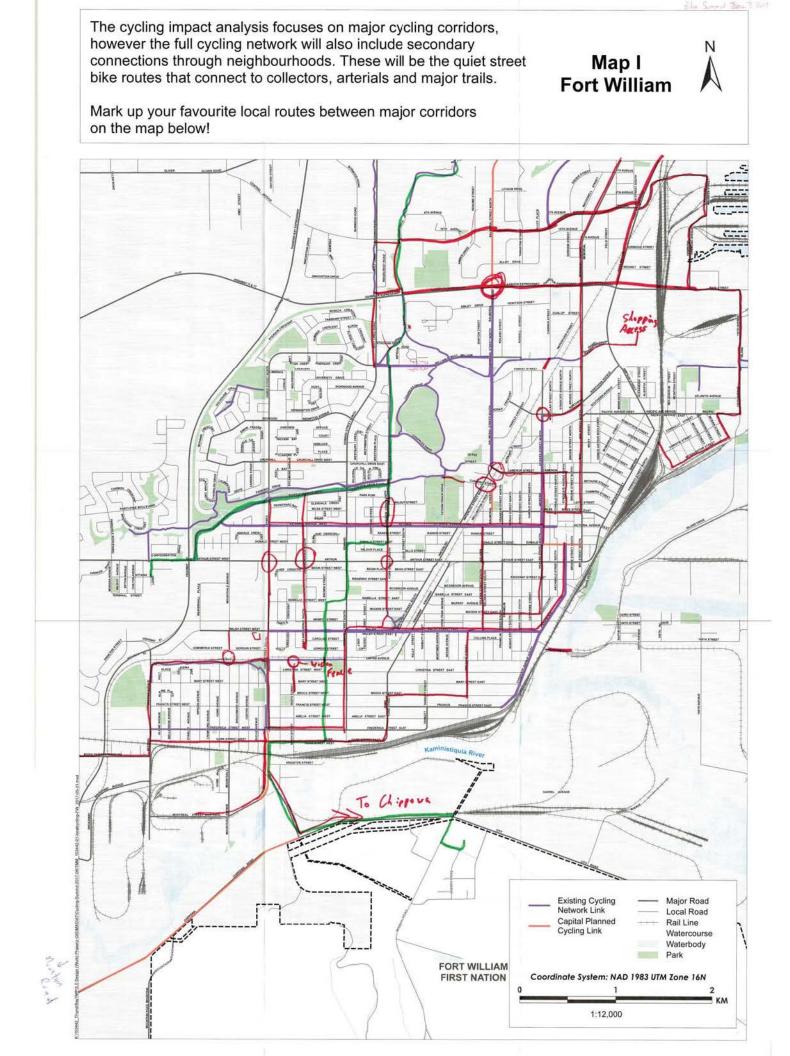
Facilities along corridors: pts	VS	Improve intersection treatments: pts	=10 pts
---------------------------------	----	--------------------------------------	---------

#### 6. Do you have any additional comments?

Submit this form at the Bike summit or visit us at www.ThunderBayTMP.ca to provide on-going input into the TMP.

# Appendix G – Bike Summit Maps



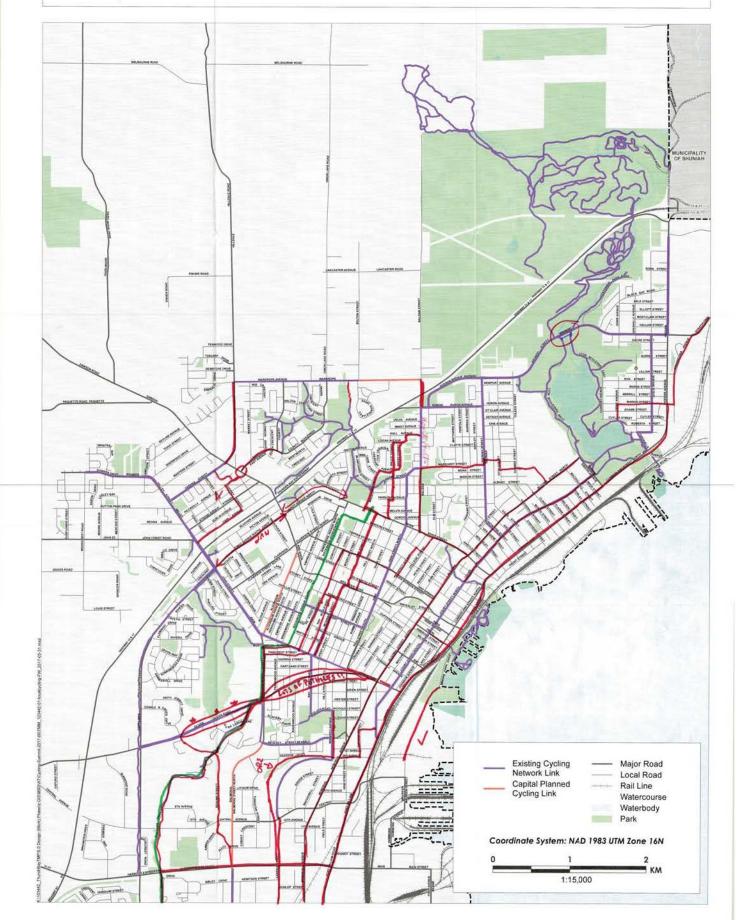


N

The cycling impact analysis focuses on major cycling corridors, however the full cycling network will also include secondary connections through neighbourhoods. These will be the quiet street bike routes that connect to collectors, arterials and major trails.

Map III Port Arthur

Mark up your favourite local routes between major corridors on the map below!



# Appendix H – Youth Questionnaire





#### ......

# Welcome!

Tonight's open house is a special event to engage with young people in Thunder Bay on the future of transportation in the City.

# What can you do at this event?

- Learn about the Transportation Master Plan from the Public Open House display panels and from the study team.
- Fill in our questionnaire to tell us how you travel today and what could make it easier or better.
- Show us your favourite local cycling routes on the cycling maps.
- Show us your ideal street using Streetmix.
- Share your ideas on what would make getting around in Thunder Bay great.
- Talk to the study team and ask us questions.

# What is a Transportation Master Plan?

A Transportation Master Plan (TMP) will guide how the transportation system will develop and change over time.

TMPs help a city make sure that its transportation system will meet the needs of the people who live and work in the city. TMPs also consider changing ideas on the best ways to travel around the city.

TMPs often include recommendations for:

- New bike lanes and trails
- New sidewalks
- Changes to transit services, routes or connections
- New or wider roads
- Changes to traffic operations
- Allocating roadway space for cars, buses, cyclists, pedestrians, wheelchair users, and others



# Why should you care?

The recommendations from the TMP will guide the transportation system in Thunder Bay for the next 20+ years. It will affect:

- How you get around for school, work or fun
- How you can reduce your travel impacts on the environment
- How Thunder Bay adapts to a changing climate
- How Thunder Bay handles more people living or working in the City
- Where you want to live or work in the future

# **Stay Connected!**

Stay up to date on the progress of the TMP by visiting our website at ThunderBayTMP.ca

# **Questions? Ideas? Contact us!**

Send us an email at contact@ThunderBayTMP.ca





7	QL	JEST	IONNAIRE		
<b>N</b>	this	short of	nderstand how and why you travel questionnaire. Your feedback will h n the future.		
XX	1.	Tell ເ	us a little about yourself.		
90		a.	How old are you?	_ years	6
<b>—</b>		b.	if you are 16 years or older, do yo	ou have	e a driver's licence?
			Yes		No
•=•	2.	How	do you currently travel to schoo	ol?	
<b>T</b>			Drive a car		Walk
			Get a ride from a parent, guardian, friend, etc.		Ride a bike
0			Ride Thunder Bay Transit or Lift+		Other:
Ŧ			Ride a school bus		
T.	3.		u could travel to school using a d you?	nother	type of transportation,
Λ			Yes		No (skip to Question 3)
Ι		If yes	s, what other form of travel wou	ld you	choose?
The			Drive a car		Walk
9.0			Get a ride from a parent, guardian, friend, etc.		Ride a bike
			Ride Thunder Bay Transit or Lift+		Other:
			Ride a school bus		
		Why	do you want to make this chang	ge?	
1					
T					
0-0					



4.	How o	do you usually travel to meet ι	ıp with	your friends?
		Drive a car		Walk
		Get a ride from a parent, guardian, friend, etc.		Ride a bike
		Ride Thunder Bay Transit or Lift+		Other:
		Ride school bus		<u> </u>
5.		kinds of things would you do ad more easily?	more o	of if you were able to trav
		Visit friends		Play on sports teams
		Join after-school clubs and activities		Have a part-time job
		Other:		
6.	<b>What</b>	would make you want to walk		
7.	What City?	would make you want to take	the bus	s more to get around the



# Public Open House #3 Summary



Prepared for City of Thunder Bay by IBI Group

November 7, 2017

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## APPENDICES

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Appendix B – Display Boards	
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Appendix D – Comment Sheets and Emails	

# 1 Background

# 1.1 Introduction

This report summarizes the third Public Open House (POH) for the Thunder Bay Transportation Master Plan (TMP). This public meeting was held on Tuesday, October 17, 2017 from 4 pm to 7 pm at the Italian Cultural Centre at 132 Algoma Street South. A presentation was delivered at 5:30 pm by project staff.

The purpose of the POH was to present the study's key recommendations and policies and to solicit feedback on those recommendations.

No further public events are planned for the study. For the purposes of this report, correspondence was accepted until November 4, 2017.

The public will have one additional opportunity to comment on the TMP, after the final draft is accepted by City Council and it enters its mandatory public review period.

# **1.2** Notification of Public Open House

The POH was promoted through a variety of media, beginning on October 3, 2017 with first announcement on the TMP's official website. The first print notice followed on October 7, 2017 in the Chronicle-Journal. The POH were promoted in the following ways:

- Print advertisements
  - Wawatay News October 15
  - The Source October 12
  - Chronicle Journal October 7 & 14
- Online advertisements
  - Boosted Facebook post
  - Print ads from The Walleye, Chronicle Journal, and Wawatay News also appeared in the respective digital versions.
- Social media
  - Multiple posts made to the City of Thunder Bay Facebook and Twitter pages
- Websites
  - Dedicated page on the City of Thunder Bay website
  - Dedicated Thunder Bay TMP website
- Newsletters / Emails

- City of Thunder Bay internal employee E-News October 12
- Email to list of residents who attended first Thunder Bay Public
   Open House and signed up for mailing list October 3
- Other media
  - Media Advisory October 13
  - Media Release October 16

See Appendix A for examples of advertising materials used.

## 1.3 Proceedings

The public event was held in the Mediterranean Room at the Italian Cultural Centre at 132 Algoma Street South. 17 display boards on easels were set up along the outside of the room, with tables on the inside with large-scale maps available for residents to examine and comment on.

City and consultant project team members were available to engage with residents and interested parties.

The display boards were arranged as follows:

- 1. Welcome and Study Process
- 2. What We've Heard Summary outreach and engagement efforts to date
- Transportation Vision Draft vision, objectives, and principles for the TMP
- 4. Alternative Solutions Four alternative planning solutions first presented at Open House #2 and the evaluation of these strategies leading to the selection of the preferred strategy (sustainability-focused).
- 5. Key Community Outcomes Connection and Opportunity and Public Health
- 6. Key Community Outcomes A Greener City and Good for Business
- 7. Active Transportation What we've heard and proposed strategies and policies
- 8. Walking Draft pedestrian priority corridors and neighbourhood greenways
- North-South Cycling Route Two approaches to connecting the two cores by active transportation, a shorter-term concept, and an ultimate long term route
- 10. Draft 2038 Cycling Network
- 11. Transit What we've heard and a the future of transit in Thunder Bay

- 12. Road Network What we've heard and proposed strategies and policies
- 13. Complete Streets Approach and examples
- 14. Roundabouts and Road Diets
- 15. Traffic Calming Proposed process and toolkit
- 16. Draft 2038 Road Network and key recommendations
- 17. Implementation and Next Steps

A copy of the display boards are included in Appendix B.

Feedback was solicited from attendees through direct discussions with members of the project team, by marking up maps provided, or by filling in comment forms.

Tables were set up where large-scale maps were provided for attendees to mark up with their feedback. These maps were the Draft 2038 Road Network, the Draft 2038 Cycling Network, the North-South Cycling Routes, and the Draft Pedestrian Priority Corridors.

# 1.4 Attendance and Participation

Attendees were asked to sign in, but it was not mandatory. 56 people signed in to the event.

Nine attendees submitted comment forms during the event.

# 2 Open House Feedback

## 2.1 Comments on Maps

Five large-scale maps were available for attendees to draw and write on. These maps depicted the following:

- 1. Draft 2038 Road Network
  - a. Full limits of the City of Thunder Bay
  - b. Close-up of the urban area
- 2. Draft 2038 Cycling Network
- 3. North-South Cycling Route
- 4. Pedestrian Priority Corridors

Comments were received on all maps regarding a number of issues. The comments for each map are summarized below. The scanned maps, including all comments received, can be found in Appendix C.

## 2.1.1 Draft 2038 Road Network

- Proposal for a new road between the future Thunder Bay Expressway and Northwest Arterial interchange to Belrose Road
- Request for signal coordination between the Algoma Street and Court Street intersections with River Street
- Request for extended late night bus service along the main northsouth corridor
- Request for a traffic signal sensor at Churchill Drive and Edward Street
- Request for bus service between Northern Avenue and the East End in the evening and on Sundays
- Idea for the creation of a roundabout suggestion list for public input
- Comment that it is very good to see roundabouts in the plan
- Note that pedestrian and bicycle access to Nor'Wester View School is poor

## 2.1.2 Draft 2038 Cycling Network

- Suggestion that John Street and Oliver Road should be candidates for cycle tracts to connect the university to the north core, and there is already a high volume of cyclists
- Suggestion that cycling access from the marina to Intercity is critical
- Suggestion that a cycling connection along Edward Street is missing
- Question regarding a plan for south Neebing (which is not shown on this map)
- The icon for intersection improvements shown at the intersection of Balmoral Street and Oliver Road was circled
- Comment of "good idea" added to the potential trail between Wardrope and the parkland north of the City

## 2.1.3 North-South Cycling Route

- Suggestion that the north-south link is critical and another suggestion that it be a big priority
- Question regarding the proposed path along the Carrick Street right of way, whether it will be paved and if the existing dog park can be maintained
- Comment questioning the viability of using the CN Rail bridge at the Floodway

- Comment that the proposed Ultimate Route needs to consider the accommodation of buses and potentially bus-only lanes
- Comment that the Ultimate Route should be the immediate priority as it connects cyclists with commerce and entertainment
- Suggestion to utilize parking-protected bicycle lanes
- Suggestion for a cycling connection between the Express and the Ultimate Routes at Camelot Street

## 2.1.4 Pedestrian Priority Corridors

- Suggestion that St. Paul Street be pedestrianized
- Comment that the traffic signal at Pearl Street and Water Street takes too long to change for pedestrians crossing to the waterfront
- Suggestion that safety should be increased along the riverside trails
- Suggestion that Bay Street between Secord Street and Algoma Street be convertible to pedestrian-only
- Suggestion to add sidewalks to Water Street south of John Street
- Comment that the crosswalk at John Street and Marlborough Street needs curb ramps
- Suggestion that Camelot Street east of Algoma Street needs sidewalks on both sides
- Comment that sidewalks have reduced speeds on Farrand Street
- Suggestion that speed limits be lowered in the older neighbourhoods with narrower streets
- Comment regarding a sidewalk gap near the Theresa Street and High Street intersection
- Comment about continuity in implementation, consistency between all departments, consistent metrics, standards for each classification of road
- Request for a sidewalk on at least one side of Balmoral Avenue
- Comment regarding the lack of safety for pedestrians and cyclists in the area of Mountain Road

## 2.2 Comment Sheets and Emails

## 2.2.1 Comment Sheets

A total of 9 comment sheets were submitted at the third Public Open House. Topics discussed included:

• Deficiencies in the design of the Court Street cycle track

- Uncomfortable bus rides (noisy and jerky)
- Lack of bus access to Thunder Centre shopping area
- Lack of bus service to Hilldale Road, Vickers Street/Northern Avenue
- Suggestion of a new road west of the Thunder Bay Expressway that connects to the Northwest Arterial
- Positive comments regarding the proposed cycling network and north-south route
- Negative reaction to expanding Harbour Expressway intersections
- Desire to continue to plant street trees
- Signal coordination
- Need for protected bicycle lanes on busy streets
- Potential for bus lanes on Memorial Avenue
- LIFT+ specialized transit customer logistics
- Request to allow cycling on the sidewalk

All comment sheets are attached in Appendix D.

#### 2.2.2 Emails Received

The study mailbox (<u>contact@thunderbaytmp.ca</u>) has received emails a total of 20 emails from 14 residents between July 8, 2017 and November 4, 2017.

Six residents submitted comments regarding the area of Mountain Road and 15<sup>th</sup> Side Road. These submissions commented on the state of walking and cycling infrastructure in the area, particularly leading to the local elementary school. There is also a neighbourhood community centre, a large sports facility, and a hotel nearby. Several of the emails included a screenshot of correspondence with the City dated July 24, 1991.

Other submissions provided comments on the following topics:

- Conflicts created by narrowing of Algoma St at Bay St
- Suggestion of advanced left turn lanes at the intersection of John St and Memorial Ave
- Malfunctioning advanced left turn arrows
- Bus bays, particularly on busy corridors
- Highway 61 as it relates to proposed provincial highway expansion, and the safety concerns at Chippewa Rd
- Support for expanded and improved cycling infrastructure, particularly the Ultimate North-South Route, and for traffic calming measures
- Potential widening of 25<sup>th</sup> Side Road

- Support for urban cycling improvements including the north-south connection and the waterfront trail as well as pedestrian improvements, suggestion that better attention be paid to providing adequate paved shoulders in rural areas, and support for roundabouts
- Allowing left turn along the Harbour Expressway through the entire green light cycle
- Support for Complete Streets

All emails are attached in Appendix D.

# 3 Summary

The third and final Public Open House for the Thunder Bay TMP was wellattended and TMP staff heard a wide array of voices offering a large amount of feedback.

All of the comments received have been reviewed and will be taken into consideration the final stages of the development of the Transportation Master Plan.

The public will have one final opportunity to comment on the Transportation Master Plan, once the final report has been passed by City Council and the TMP enters its mandatory public review period.

# Appendix A – Notice of Public Open House

### **IBI GROUP** THUNDER BAY TRANSPORTATION MASTER PLAN PUBLIC OPEN HOUSE #3 SUMMARY Prepared for City of Thunder Bay

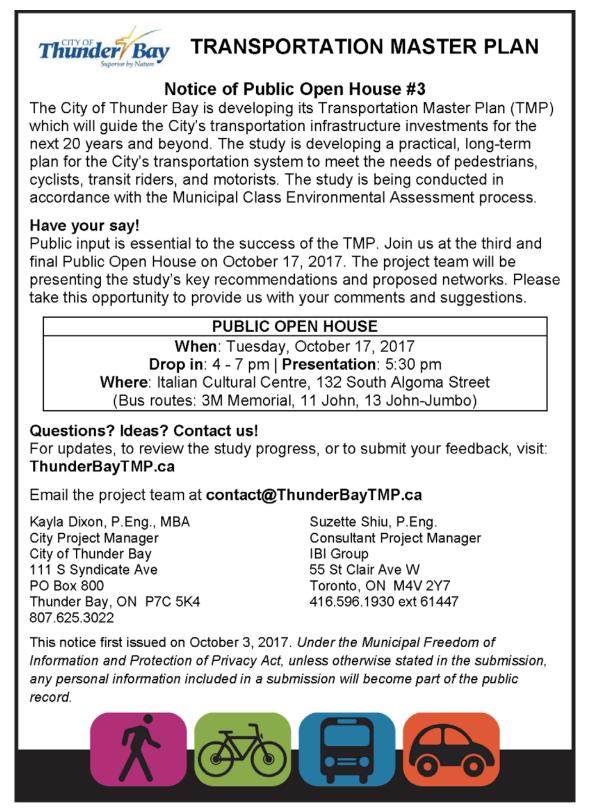


Figure 1 Official Notice of Open House for the TMP. Versions appeared in the Chronicle Journal, Wawatay News, the Source, and the project website.

### Appendix B – Display Boards



# Thank you for attending the third Public Open House for the **Thunder Bay Transportation Master Plan!**

# At This Session

### We are presenting:

- A summary of what you told us at the previous Open Houses
- TMP vision, driving forces, challenge and alternative strategies
- Proposed strategies, actions, and proposed strategies.

### We need your input on:

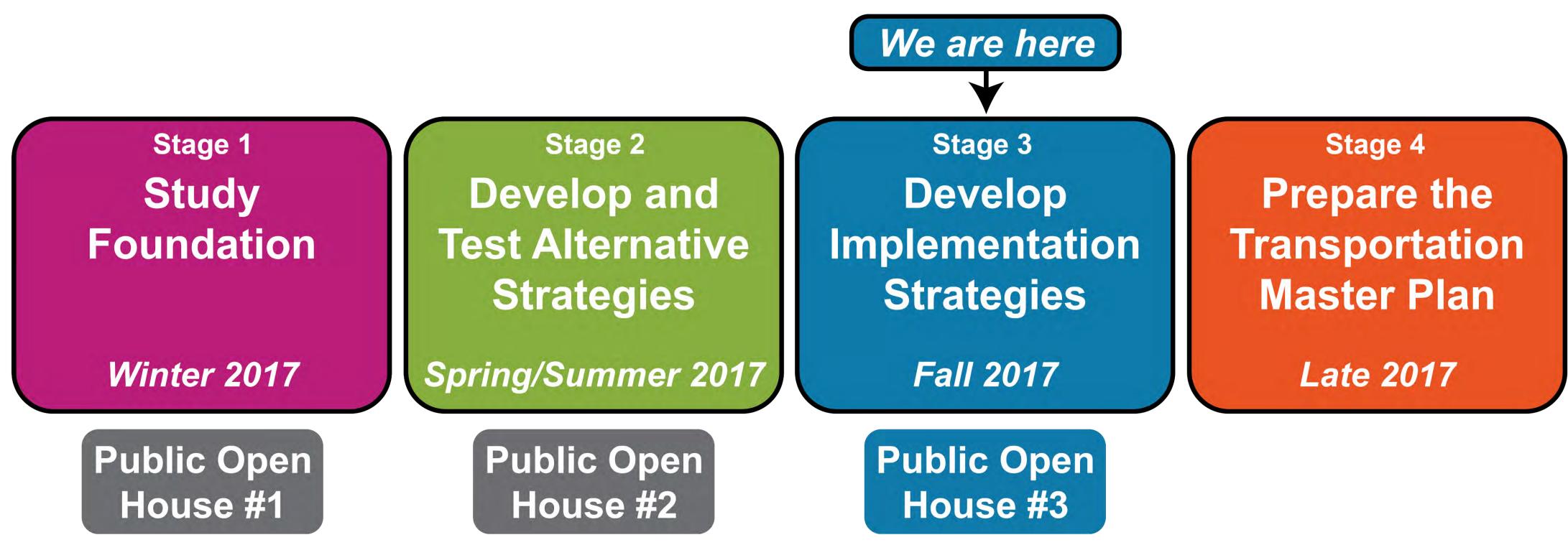
- Proposed strategies and actions for the **Transportation Master Plan**
- Specific transportation improvements proposed in the Plan





# What is a Transportation Master Plan?

e	A Transportation Master Plan document that directs policies system.
es,	This new TMP, which will guid investments for the next 20+ y
rojects	for the City's transportation sy cyclists, transit riders, motoris

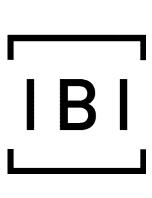


(TMP) is a long-term, strategic planning s and infrastructure for the City's transportation

de the City's transportation infrastructure years, will develop a practical, long-term plan ystem to meet the needs of pedestrians, sts and goods movement.





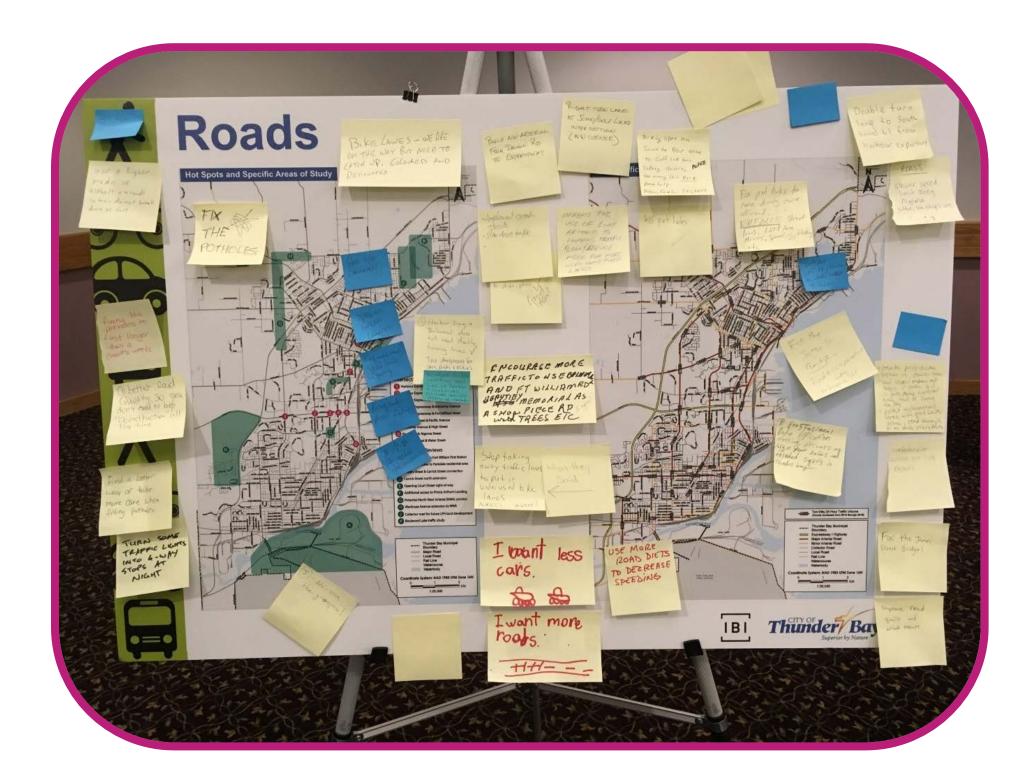




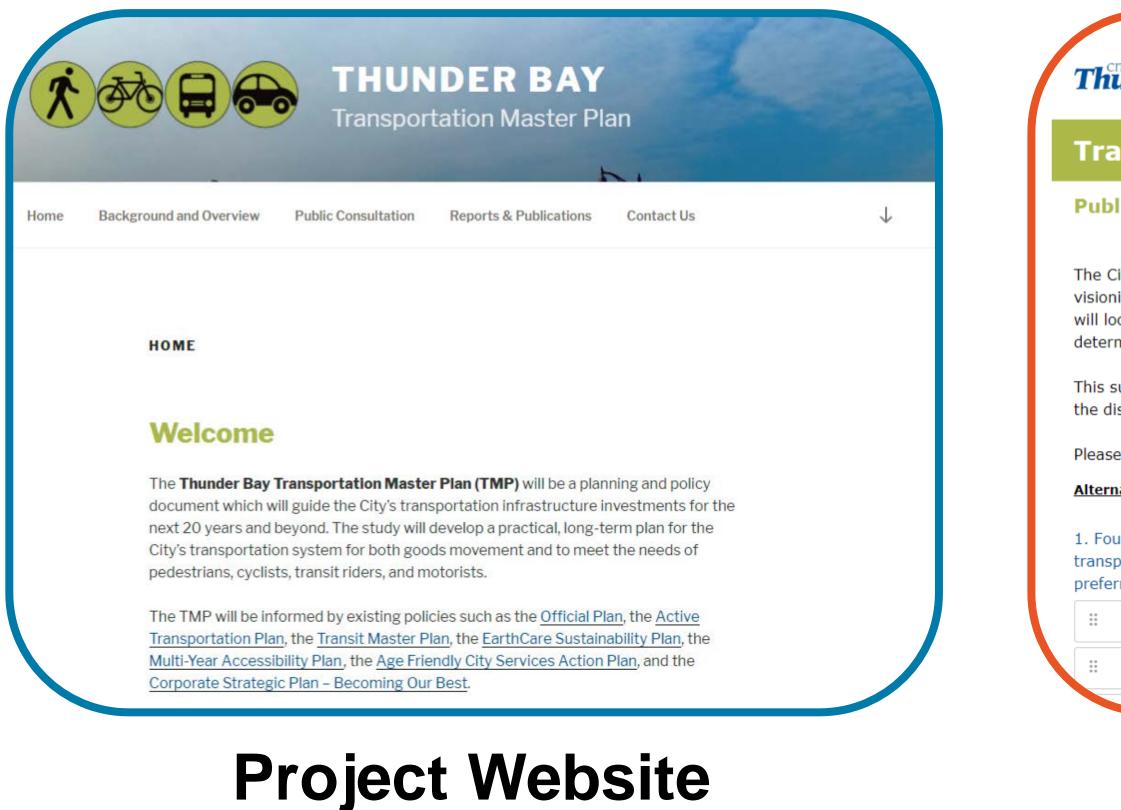
# What We've Heard

# Outreach & Engagement

- 200+ individuals at open houses and events
- > 390 survey responses
- > 3 stakeholders advisory committee meetings
- Meetings with First Nation and Métis



### **Open Houses**



# 





### **Community Events**

### Thunder Bay

### Transportation Master Plan

Public Open House #2

The City of Thunder Bay is in the process of developing a Transportation Master Plan (TMP), a long-term visioning and planning process that will examine the future of the transportation network in the City. The TMP will look at all modes of transportation: walking, cycling, public transit, driving, and goods movement and determine a course of action to strive to meet the vision and goals that will be set out in the TMP.

This survey is intended to gain feedback on the information presented at the Public Open House #2. Reviewing the display panels prior to completing this survey is recommended. They can be found here.

Please take a minute or two to provide your input by answering the questions below.

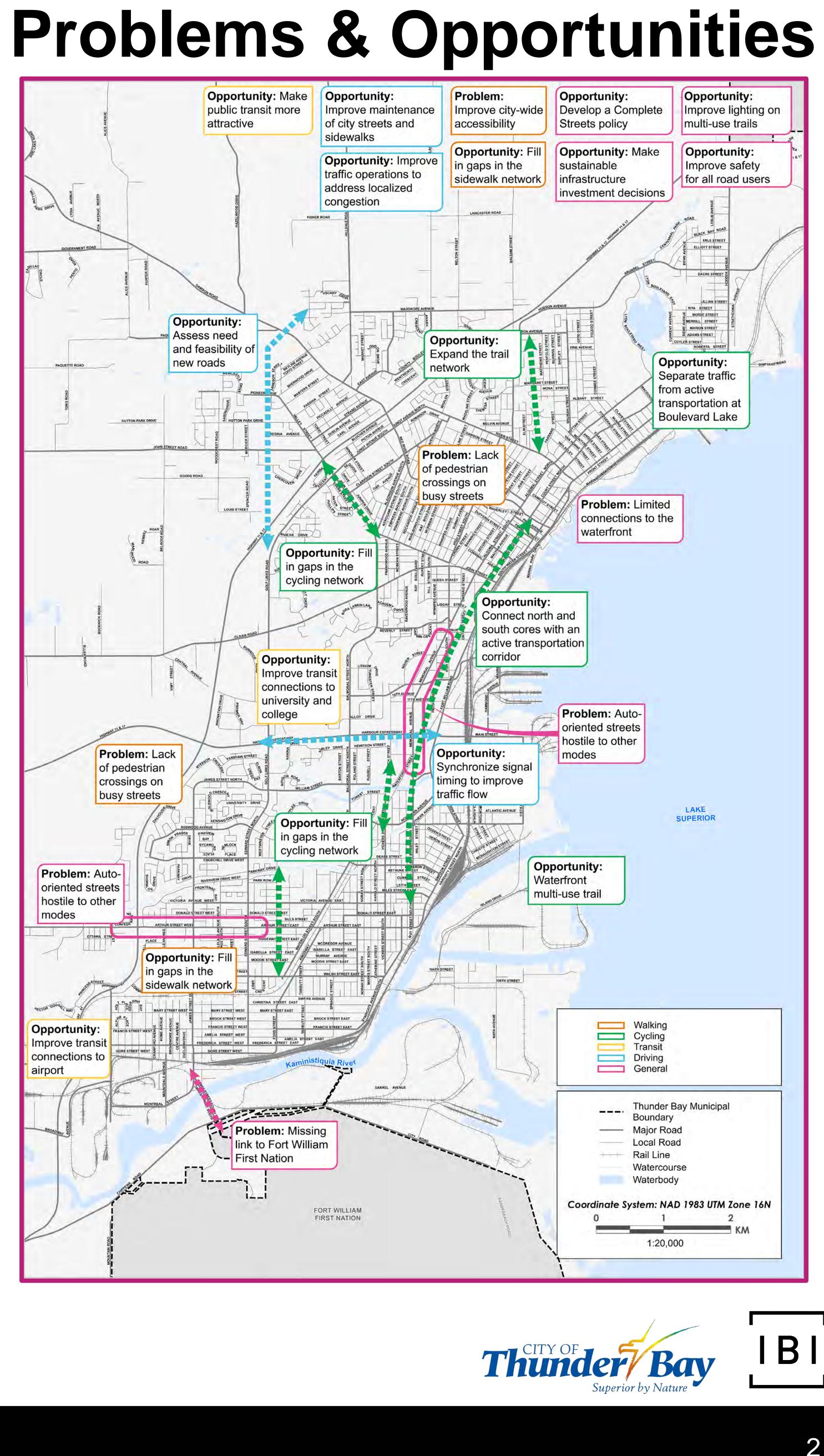
Alternative Solutions (Panel #4)

1. Four alternative solutions have been proposed to address the needs, problems, and opportunities of the ransportation system. Please order the alternative solutions from your most preferred (#1) to your least preferred (#4).

Do Nothing Road-focused

**Online Surveys** 









# In 2038, the City of Thunder Bay's transportation system will:

# Support a healthy, vibrant and prosperous community

### Neighbourhood Connections

Residents will move easily within and between neighbourhoods to reach work, school, health care, recreation, and shopping.

### Healthy Streets

Streets will encourage physical activity and enable people of all ages and abilities to interact.

### Equity and Opportunity

Transportation challenges will not restrict access to opportunity for residents regardless of their age, income, ability or cultural background.

### Environmental Protection

The impacts of transportation on air, climate, land and water will be minimized.

### Economic Growth

The transportation system will support efficient goods movement, airport and port access, tourism, and the development and revitalization of down-towns, the waterfront and employment areas.



# **A Transportation Vision for 2038**

# Offer integrated, seamless mobility to individuals and families

### ✓ Choice

Residents will enjoy an integrated range of choices for getting around, including active transportation, transit, carpooling and driving.

### Competitiveness

Sustainable modes of travel will offer high degrees of convenience, reliability, speed and connectivity.

### Efficiency

Buses, cars and trucks will move across the city without undue delay.

# ✓ Safety

Travel will be made safer, especially for vulnerable road users, through changes to design, operations, maintenance, education and outreach.

### Accessibility

Persons with disabilities will not face barriers to mobility.

### Land Use Support

New developments will support a range of travel choices and effective transportation services.

### Encouragement

Individuals will understand their travel options and enjoy incentives that motivate sustainable choices.

# **Be responsibly** and accountably delivered

### **Policy Alignment**

The Transportation Master Plan will support and guide the City's Official Plan and Strategic Plan, and other plans of the City and its partners including those related to land use, environmental protection, asset management, finance, social services, public health and economic development.

### Fiscal Responsibility

The City will maximize its return on transportation investments, and use partnerships to leverage additional resources.

### Prioritization of Investments

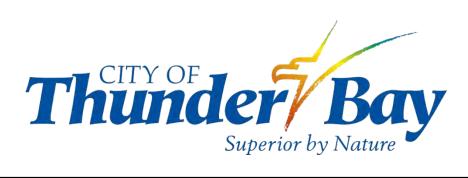
The City will take a pragmatic and transparent approach to investment decisions through the use of asset management, phasing, triggers and benchmarks.

### Resilience $\checkmark$

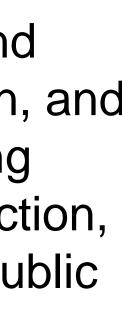
The City will upgrade its infrastructure and operations to prepare for more frequent and intense extreme weather events associated with climate change.

### Performance Measurement

The City will track its progress toward transportation goals, to improve accountability and decision making.





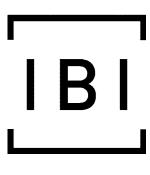














# **Alternative Strategies**

# 1. Do Nothing

Maintain the status quo, do not expand the transportation network beyond what is already funded and committed. No major infrastructure investment is assumed.

# 2. Road-focused

Proactively expand existing roads and build new roads in order to improve the movement of vehicles, with minimal investment in other modes.

# **3. Active Transportation**and Transit-focused

Proactively expand and connect existing cycling, trails, and sidewalk networks and improve transit, with minimal investment in roads.

# 4. Sustainability-focused

Strategically invest in road, transit, and active transportation networks in a financially and environmentally sustainable manner.



# **Evaluation of Alternatives**

The four alternative strategies were evaluated based on the following criteria: How well the strategy aligns with the stated TMP vision, objectives, and

- principles.
- The estimated potential **environmental impacts** of the strategy.
  - Climate change mitigation and adaptation
  - Natural environment
  - Socio-economic and cultural environment.

Strategies were given a relative score of not preferred, acceptable, good, or preferred for each criteria.

		_	-				
	<b>Evaluation Criteria</b>	<b>Alt. 1</b>	<b>Alt. 2</b>	Alt. 3	<b>Alt. 4</b>		
Kes	The transportation system will: Support a healthy, vibrant and prosperous community	Not preferred	Acceptable	Preferred	Preferred		
Objectiv	The transportation system will: Offer integrated, seamless mobility to individuals and families	Not preferred	Acceptable	Good	Preferred		
ЧМГ	The transportation system will: Be responsibly and accountably delivered	Acceptable	Not preferred	Good	Preferred		
ental IS	Climate change mitigation / adaptation	Not preferred	Not preferred	Preferred	Good		
Environme Impact	Natural Environment	Acceptable	Not preferred	Preferred	Preferred		
	Socio-Economic and Cultural Environment	Acceptable	Acceptable	Good	Good		
Alt	Alternative #4, sustainability-focused, is the preferred strategy.						





# **Key Community Outcomes**

# **Connection and Opportunity**

# Linking neighbourhoods

Better connections within and between neighbourhoods make it easier to reach important opportunities like schools, jobs, parks, stores, services, friends, recreation facilities and natural areas.

# Access to opportunity

For someone who is unemployed, their probability of finding a job increases with the number of jobs that exist within a reasonable commute.

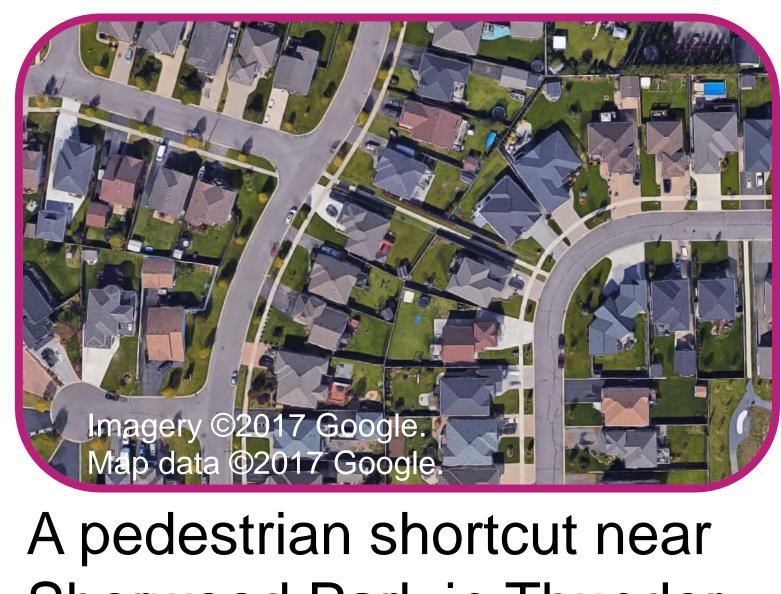
# Improving equity

Improving equity through transportation means making changes that distribute more mobility benefits to those who are most disadvantaged.

The transportation network determines how much of the community can be reached within a reasonable walking distance. Grid networks outperform traditional suburban layouts, but the latter can be improved with pedestrian links. These neighbourhood links connect people to transit, jobs, schools, and shops more easily and quickly on foot or by bicycle. Increasing mobility and access to opportunities is especially important for youth, seniors and those who do not have access to a car.



Different street layouts permit different levels of access to people on foot.



Bay.



Sherwood Park in Thunder

# **Public Health**

**Safer roads** 

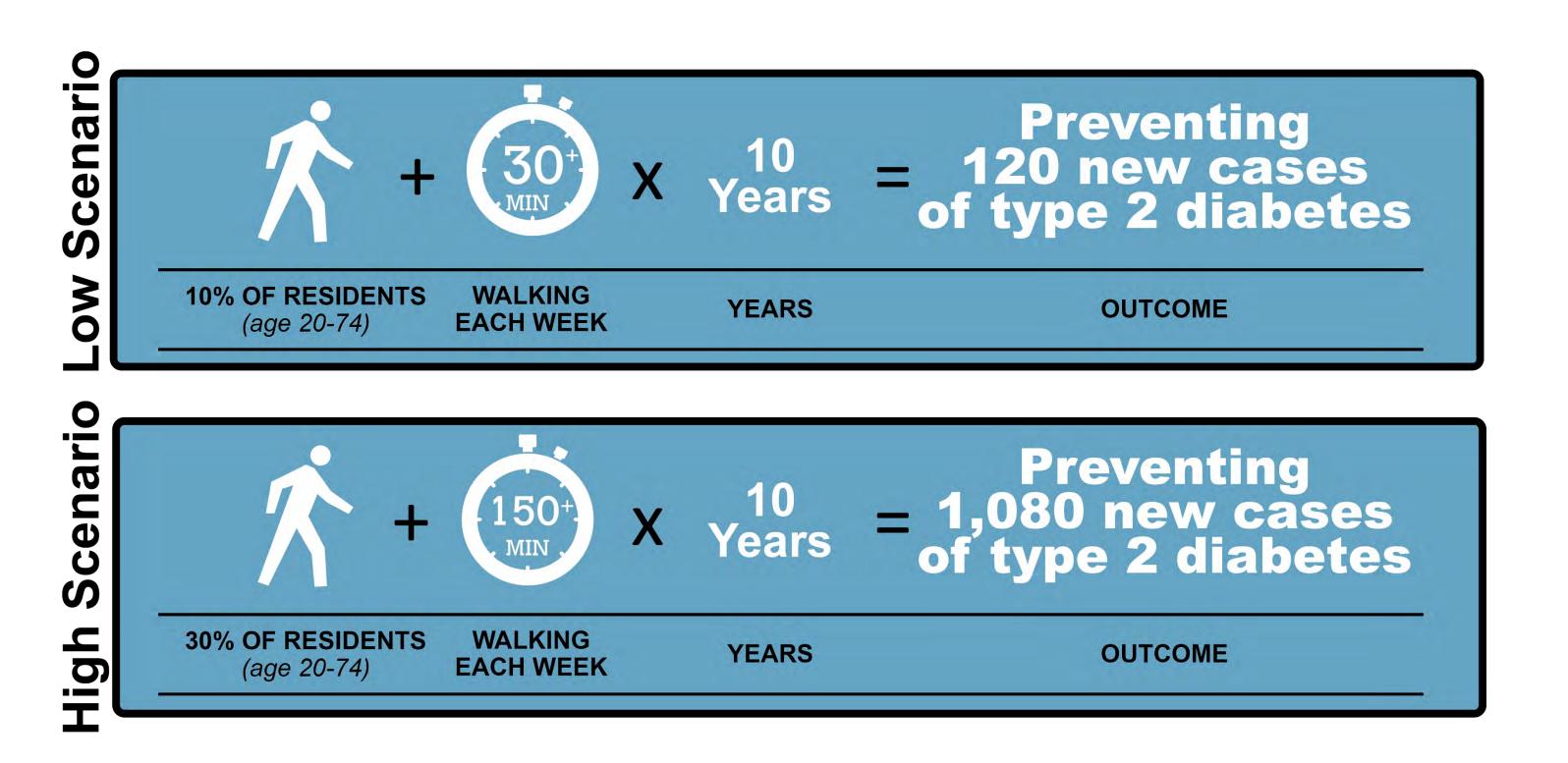
The prevention of death, injury and property damage is achieved through the planning, design and operation of roads, sidewalks, cycle facilities, trails, and through education and enforcement.

Reducing pollution

Air pollutants from vehicle emissions contribute to asthma, heart disease, stroke, lung cancer and other ailments, and children are particularly vulnerable.

Active lifestyles People who live more active lives—such as those who walk, bike or take transit more often—have a reduced risk of developing diabetes, heart disease, stroke, cancer and depression.

A Thunder Bay District Health Unit study examined the impact of increased walking on preventing new type 2 diabetes cases. Using a population health model called the Diabetes Population Risk Tool, the study predicted how many new cases of type 2 diabetes could be prevented by increasing the level of walking activity in the adult population. Those results are shown below.



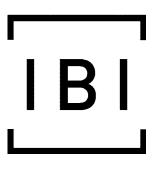


Why











# **Key Community Outcomes**

# **A Greener City**

### Compact development

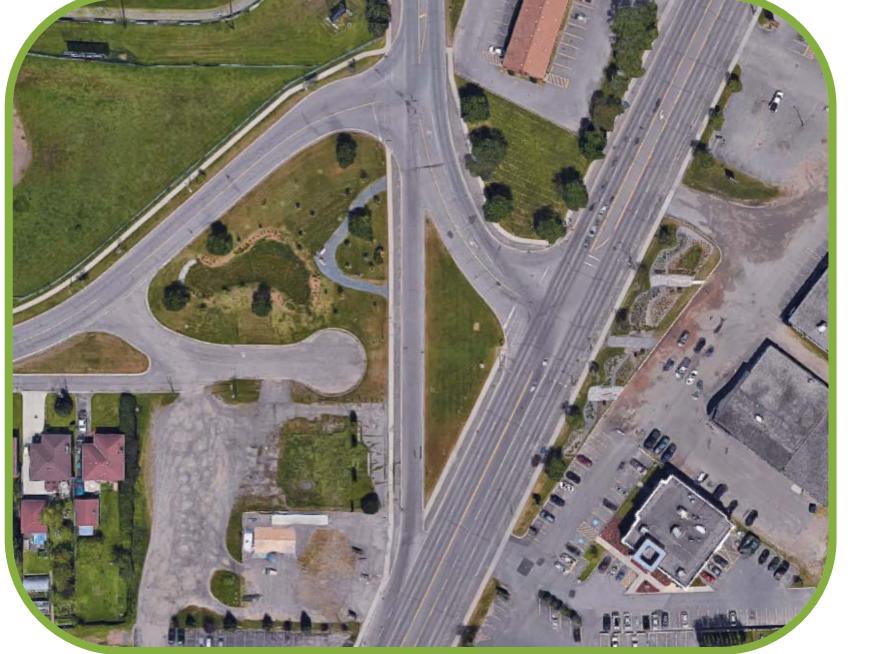
By increasing the effective "people capacity" of the transportation system, cities are encouraging people to drive less often and for shorter distances, and to choose sustainable modes more often.

Mitigating and adapting to climate change While a growing electric vehicle market can help in the long term, more active transportation and transit use will help satisfy shorterterm objectives for reducing emissions from transportation.

### **Green** spaces

The gradual process of rebuilding Thunder Bay's streets will offer an opportunity to improve streetscaping by adding new trees and planting areas and to remove unnecessary paved areas.

# Existing





Imagery ©2017 Google. Map data ©2017 Google.

Source: Image Route Guidelines (2012)

A demonstration plan for the Memorial Avenue/High Street intersection shows the potential to create more green space by removing excess paved areas while maintaining acceptable traffic operations.



# Potential

# **Good for Business**

This plan recognizes that the movement of goods through Thunder Bay is an integral part of the local economy and will preserve the ability to move goods efficiently and effectively.

The city must attract and retain residents, particularly young skilled workers and their families. Surveys show that educated, creative members of the "knowledge economy" seek out established, walkable neighbourhoods with healthy, active travel.

Creating efficient and attractive streets can be a tool to attract new residents and businesses to neighbourhoods which



Photo credit: City of Thunder Bay



### Supporting goods movements

### Attracting tomorrow's workers

### Revitalizing older areas

This plan will help ensure that new developments in the downtown cores and established communities can be accessed readily from elsewhere in the city by a variety of modes.

Photo credit: IBI Group



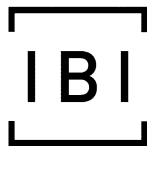




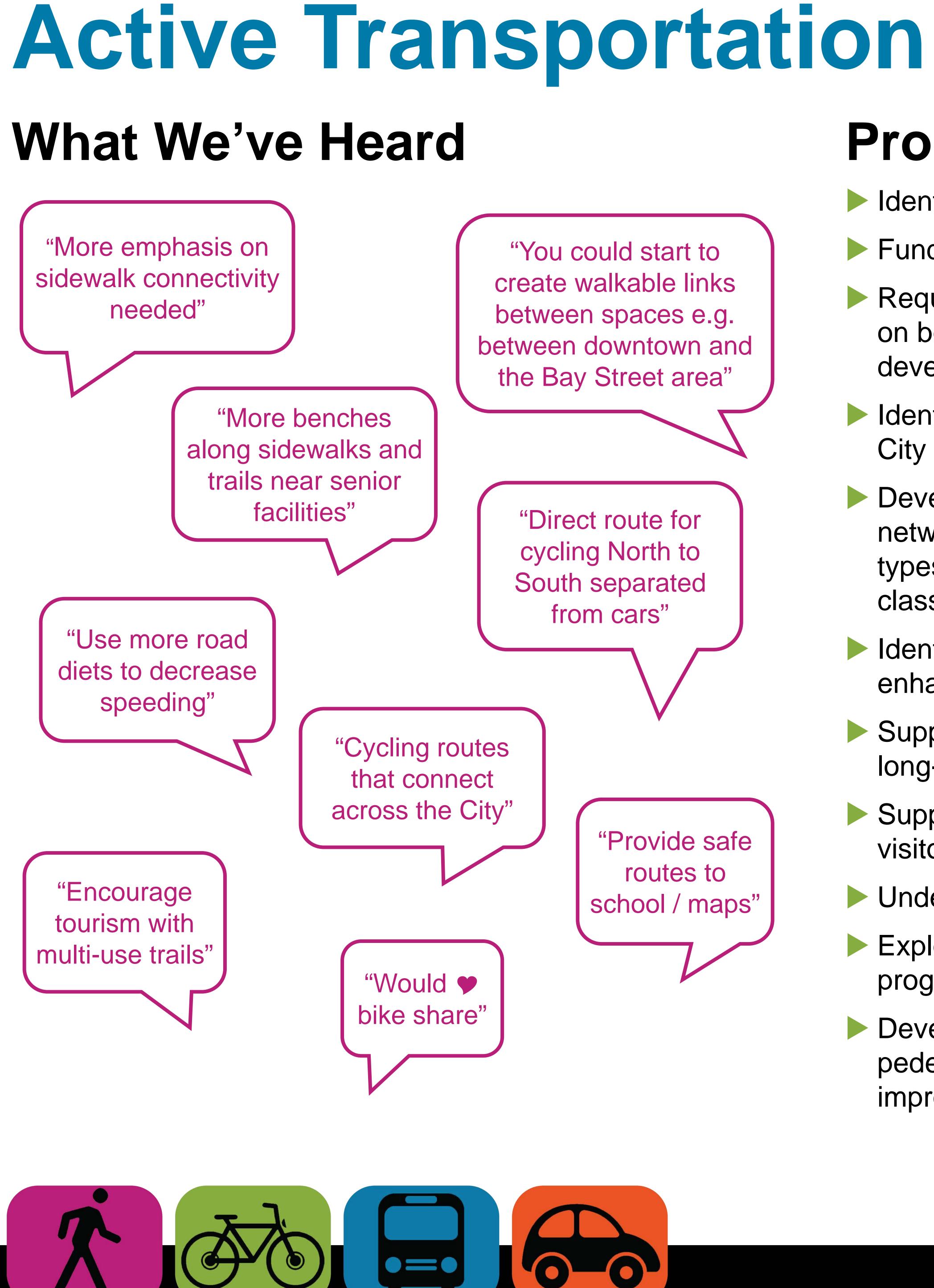












# **Proposed Strategies & Policies**

- City as a priority project
- classification

- visitors to Thunder Bay

- improvements

Identify pedestrian priority corridors

Funding and phasing program to address sidewalk gaps

Require sidewalks on at least one side of local roads and on both sides of collector and arterial roads in new developments within the urban area.

Identify a north-south cycling route to connect across the

Develop a city-wide cycling plan that provides a connected network over the TMP horizon and incorporates facility types that are comfortable and safe for the road

Identify opportunities to implement road diets to provide enhanced walking and cycling facilities

Support end-of-trip facilities by requiring short-term and long-term bike parking in the zoning by-law

Support cycle tourism-related programming to attract

Undertake a feasibility review of bike share in Thunder Bay

Explore the implementation of a safe routes to school program that is municipally supported / administered

Develop a road safety committee to review annual pedestrian and cycling collisions, and coordinate on-going

















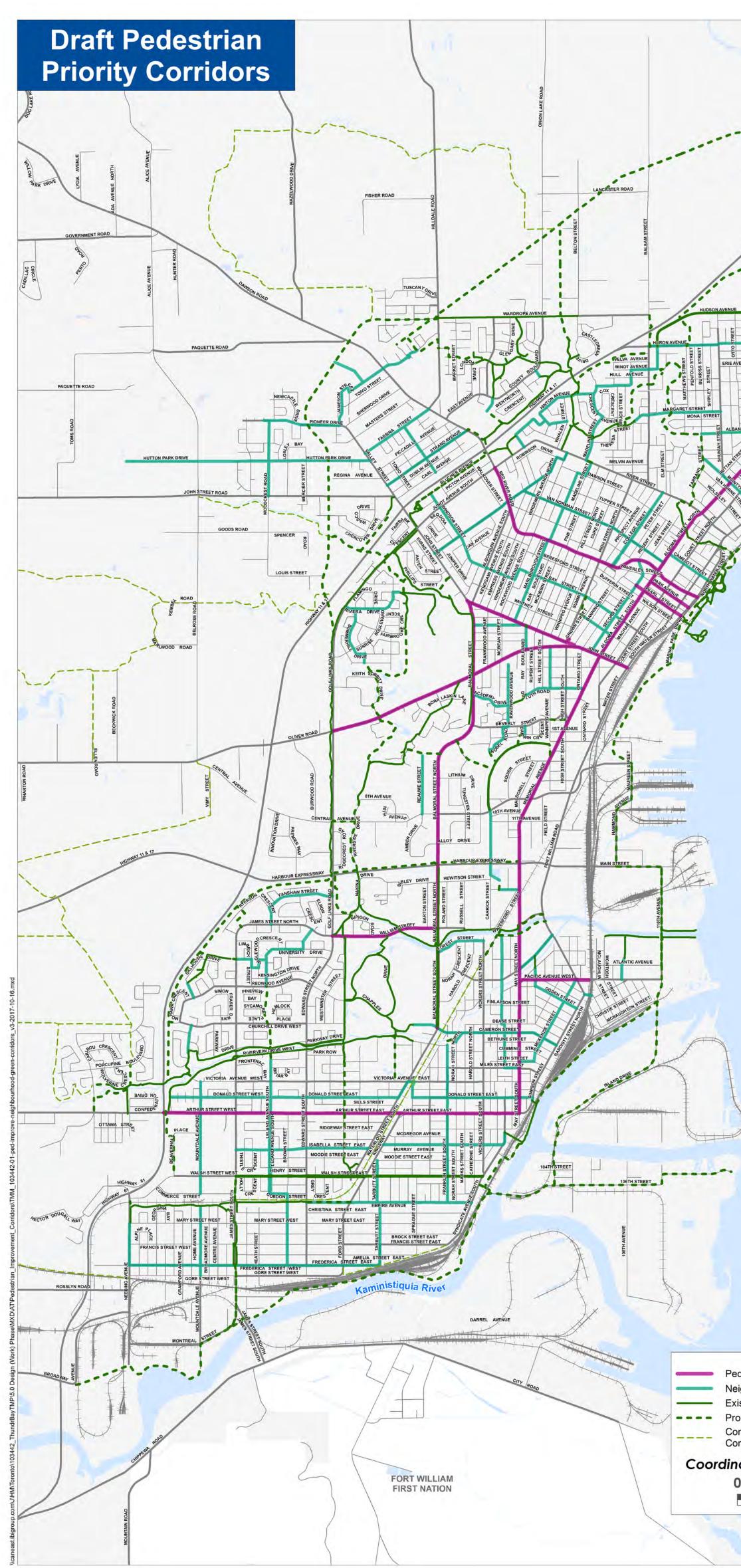








# Walking





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# **Pedestrian Priority Corridors**

Pedestrian priority corridors are proposed based on a number of factors, including access to key destinations, current walking mode share, input from previous public open houses and the Walkability Open House, connections to transit, and support for other City initiatives. One or more strategies will be considered to improve the pedestrian environment along the priority corridors: Increase Permeability

There are many locations where distances between controlled crossings for pedestrians are more than a kilometre apart. Increasing the frequency of controlled crossings is important for these corridors.

Improve Accessibility Many of the City's intersections and corridors require improvements to support accessibility. Investments to upgrade curb ramps, audible signals, or sidewalk width should be targeted in these pedestrian priority corridors.

Improve Safety at Intersections Safety at several key intersections will be reviewed to identify proposed improvements to enhance the visibility of pedestrians, reduce crossing distances and emphasize the safety of vulnerable road users.

Enhance the Streetscape Pedestrian priority corridors are corridors where higher pedestrian volumes are expected in close proximity to major destinations such as transit hubs and schools. Accordingly, these corridors should incorporate pedestrian amenities such as wider sidewalks, shade, and opportunities to rest.

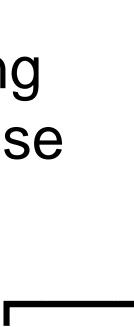
# **Neighbourhood Greenways**

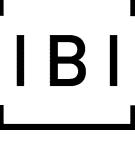
Neighbourhood greenways are intended to highlight a "low-stress" walking network along primarily local and collector road. Coupled with the multi-use trail network, these corridors provide comfortable and safe walking connections throughout the neighbourhoods of Thunder Bay.















# "Fort to Port"

the need for a connected north-sou 'Fort to Port Route'. consultation for the Transportation One of the major pieces of input received through the

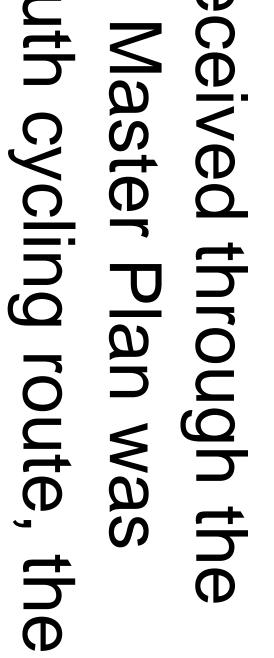
identify two phased routes for implementation: The concept for the north-south cy cling route <u>ເ</u> ð

# **Express Route**

timeline and provides a quick route crossings, intersections and along drawing on many existing pieces of connecting them through key improvements This could be achieved over a five corridors. year to ten year across infrastructure the at City, and

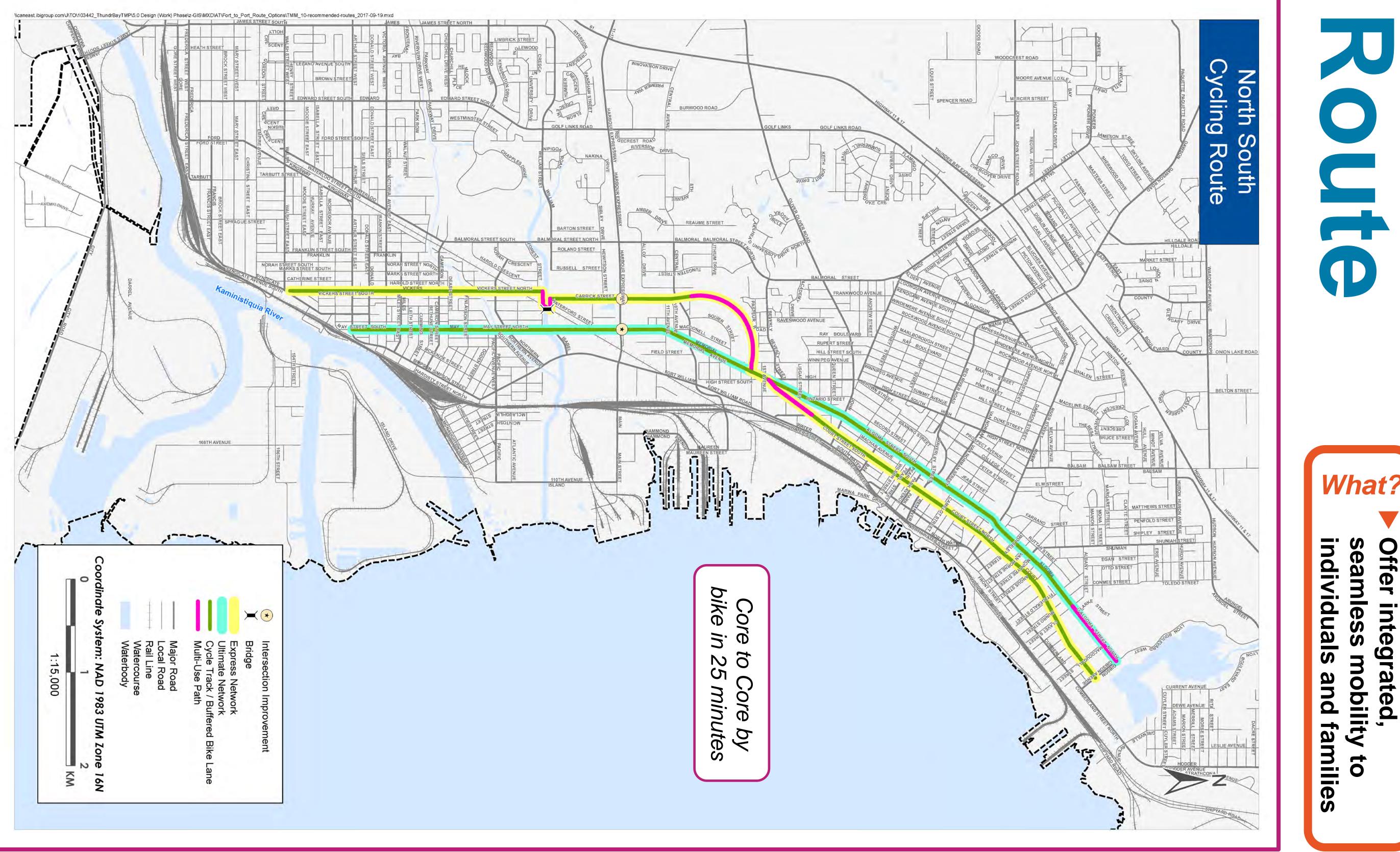
# Ultimate Route

maintenance. protected facilities including multi-u incorporate wayfinding and receive tracks, and buffered bike lanes as that is memorable and intuitive, the It is envisioned that the ultimate co reconstructed to provide high quali be upgraded over time as sections Recognizing the desire for a connection along Thunder Bay's main north-south commercial corridor İt appropriate, use trails, rridor will 0f priority ultimate route will cycling the corridor cycle facilities. provide are





 $(\mathbf{O})$ 







# Cycling Network

A draft cycling network plan has been prepared to identify continuous routes across the City of Thunder Bay. The cycling network is intended to:

- Connect to key destinations
- Serve high demand areas
- Incorporate intersection improvements to ensure safe crossings for cyclists
- Provide a minimum grid of cycling facilities
- Incorporate high quality design

The network will be made up of different facilities types that are appropriate for the street context, including:



**Multi-use Trails** 





**Bike Lanes** 

**Cycle Tracks** 



**Bicycle Priority Streets** 





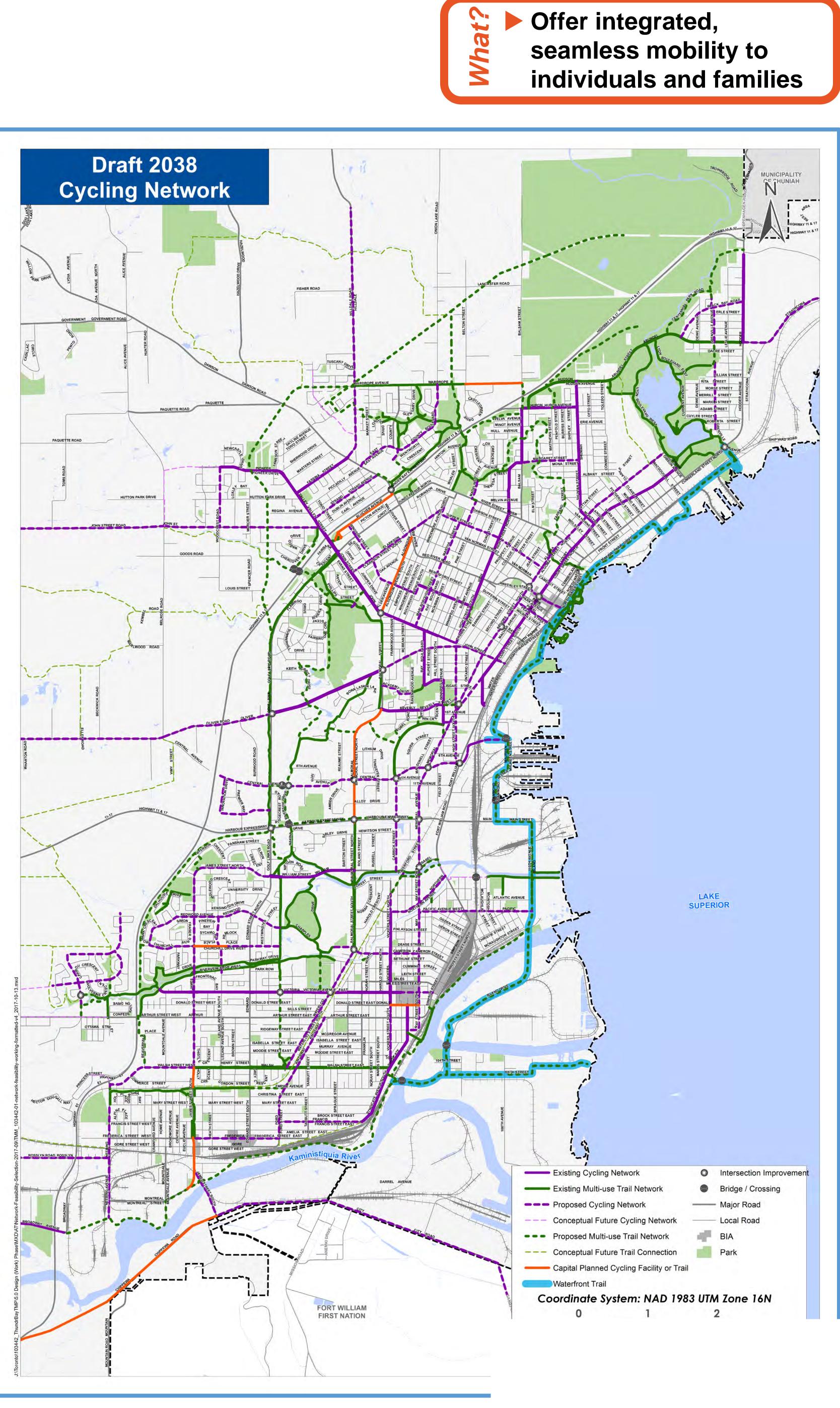








**Paved Shoulders** 







# What We've Heard





In 2012, Thunder Bay completed its Transit Master Plan which identified recommendations for reliability improvements, route network changes, new service standards, accessibility improvements, and fare structure changes.

Thunder Bay Transit has been making steady progress implementing bus stop upgrades (addition of shelters and mobility pads) and route service changes.

With recent Federal and Provincial funding, Thunder Bay Transit is upgrading bus stops, renewing fleet and upgrading the City Hall transfer hub to provide improved accessibility, heated shelters, canopies, and real-time passenger information signs. Studies are also underway to optimize the route network, identify transit hub and terminal infrastructure needs, and identify options for electronic fare payment systems.

# The future of transit in Thunder Bay

- including cyclists.
- Electronic fare payment and collection.
- or autonomous vehicles.
- that attracts ridership growth.



An optimized transit network of efficient transit routes and supporting infrastructure at major transfer hubs and transit terminals.

Accessible bus stops throughout the network that are connected by sidewalks or paths to the surrounding neighbourhood.

Minimized conflicts between transit operations and other road users,

Opportunities to embrace new technologies such as electric vehicles

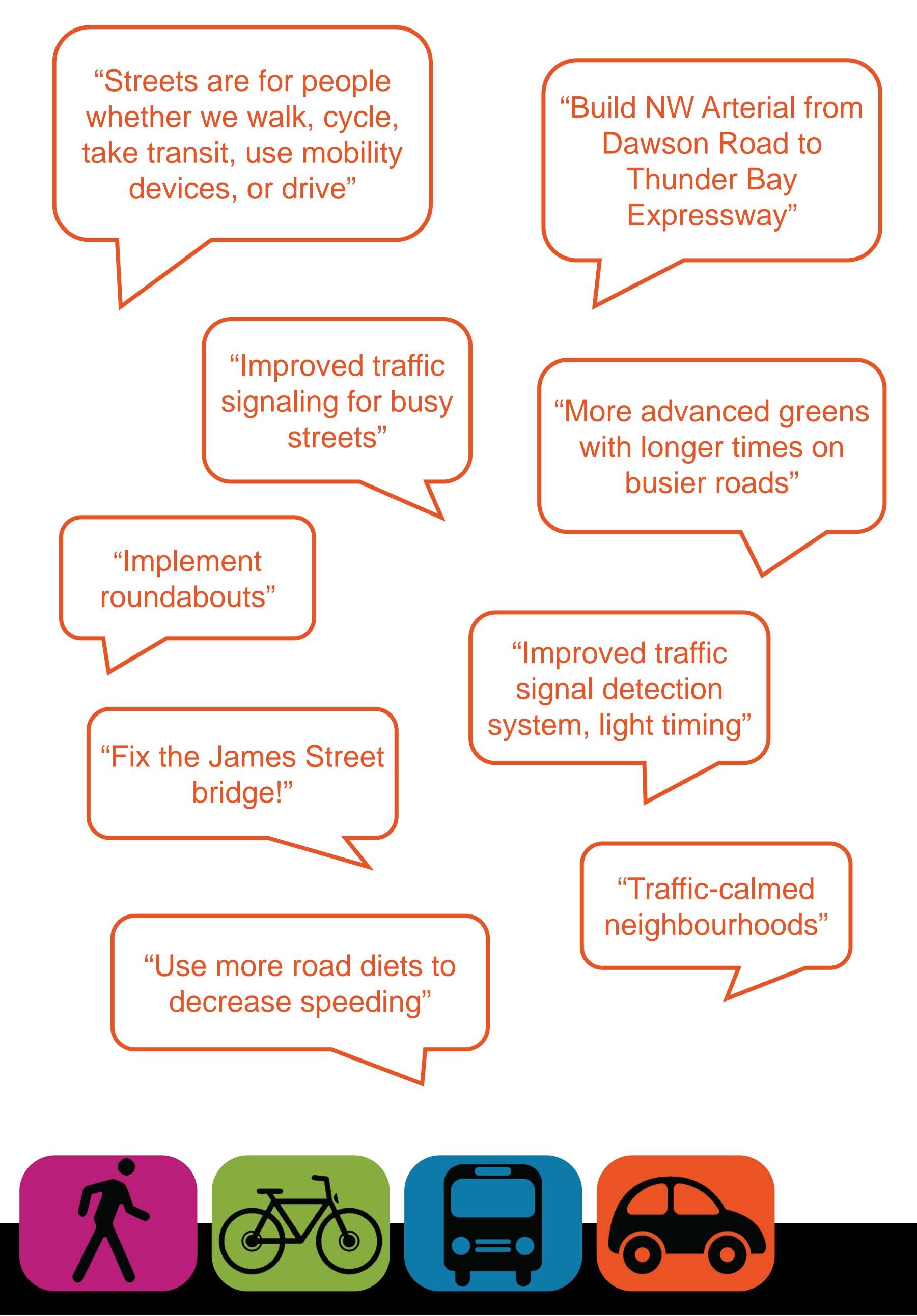
Fiscally-responsible investments that provide a high-quality service







# What We've Heard



# **Proposed Strategies & Policies**

- reconstructed roads

- public realm
- implementation

Adopt a Complete Streets policy to ensure the basic needs of all users are met on all new and

Adopt a Multimodal Level of Service to evaluate corridors and intersections for all modes

Protect corridor for future Northwest Arterial

Upgrade signal communication system city-wide

Improve traffic signal timing at key intersections to increase efficiency of road network

Consider roundabouts as solutions for all new and reconstructed intersections

Implement intersection modifications at key locations to improve network operations

Re-assign existing roadway space where traffic volumes allow to improve walking, cycling and/or

Adopt a traffic calming policy and process for



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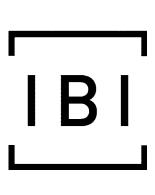














# Road Network

# **Complete Streets**

# Philosophy

A street design philosophy that ensures planning for all modes, all ages, and all abilities is integrated into every phase of planning, design, construction, operation, and maintenance.

# Context-Sensitive Design

Complete Streets are delivered in an adaptable and context-sensitive approach based on the needs of the local community and the intended function of the street. Not every street will be able to accommodate every mode to the highest level of service.

# Approach

Transportation projects strive first to accommodate the basic needs of all users. They endeavor second to further improve conditions wherever possible, and with a balanced consideration of relevant plans and policies.

# Policy Development

The recommended Complete Streets policy incorporates the Ten **Elements** recommended by Complete Streets for Canada and the National (U.S.) Complete Streets Coalition, adapted to Thunder Bay's unique needs and context.

# Prioritization

The implementation framework guides the relative priority of each mode based on the corridor's land use context, road classification, and network designation (i.e. the cycling network, truck route, image route, etc.).

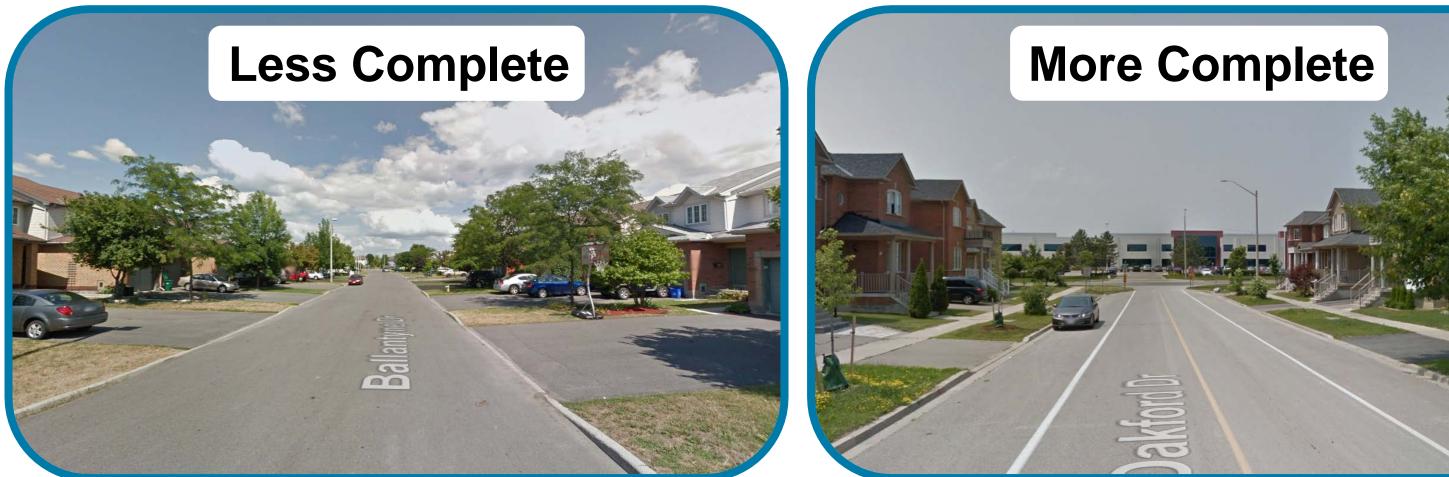
# **Performance Measurement**

The City will adopt a Multimodal Level of Service framework in order to assess the relative performance of its streets for all users – pedestrians, cyclists, transit riders, and drivers.





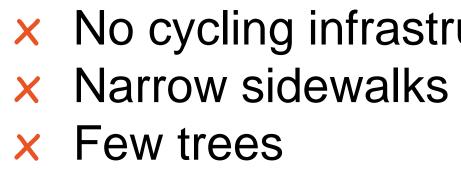
# Examples



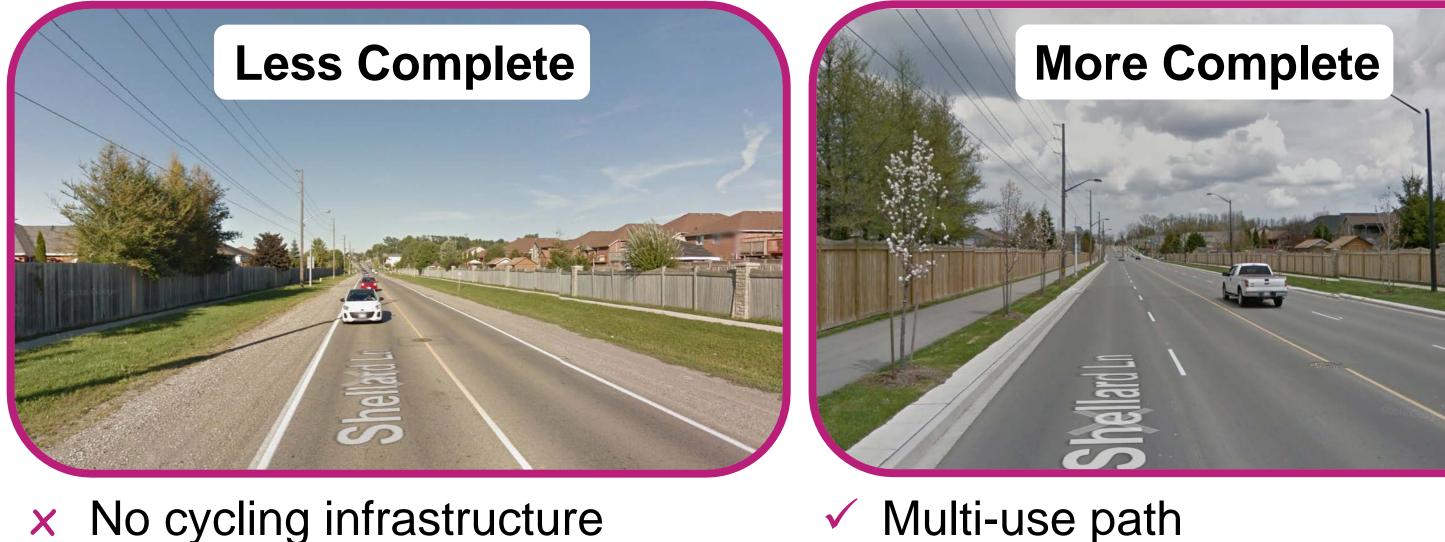
× No sidewalks











Imagery ©2017 Google. Map data ©2017 Google.



Ballantyne Dr, Ottawa ON & Oakford Dr, Markhar

× Wide, high speed travel lanes × No cycling infrastructure

 On-street parking bays Curb extensions at intersed

✓ Narrower travel lanes

× No cycling infrastructure

**Churchill Ave, Ottaw** 

 Cycle track with hi-viz cross On-street parking retained Boulevard trees

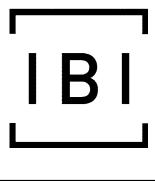
Shellard Ln, Brantfol

× Unpaved shoulders × No boulevard trees

✓ Multi-use path Boulevard trees Streetlighting



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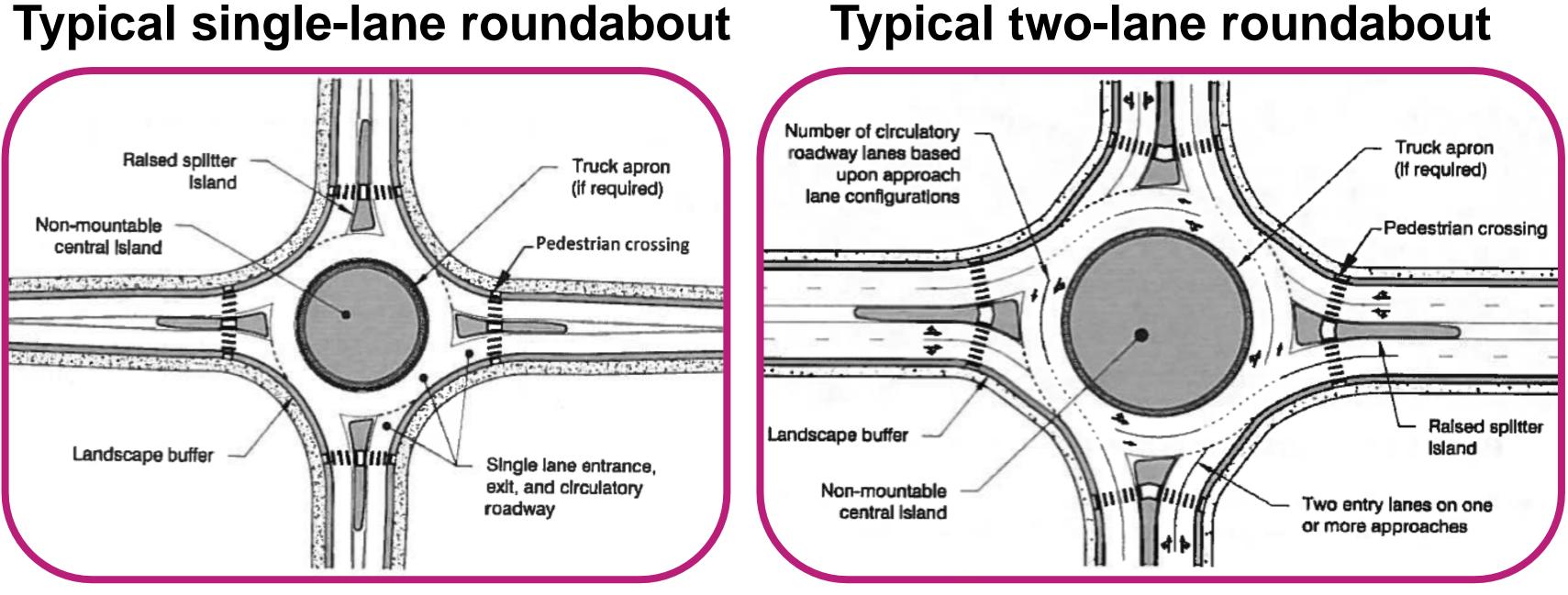




# Roundabouts

**Defining Characteristics** 

**Typical single-lane roundabout** 



Source: TAC Canadian Roundabout Design Guide

- Advantages of Roundabouts Reduced collision frequency < Reduced delay, improved</p> and severity
- Improved pedestrian safety
- Reduced environmental impacts



# Proposed Policy

A roundabout shall be considered and evaluated as standard practice for all proposed new intersections and intersection reconstruction projects.



traffic flow, and increased capacity

Reduced operations cost

# **Road Diets**

A road diet generally removes travel lanes from a roadway and reallocates that space to other uses – wider sidewalks, cycling facilities, transit stops, on-street parking or other public realm improvements.

A typical example is the conversion of a four-lane road to a three-land road made up of two through lanes and one centre two-way left turn lane.

# **Traffic Flow**

- improved.

# **Cost Savings**

Low cost method to reallocate existing roadway space to other uses without investing in additional infrastructure.

# **Safety**

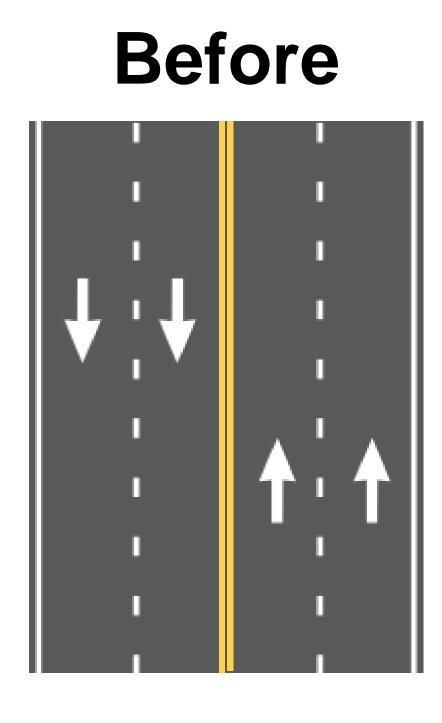
- in key locations.

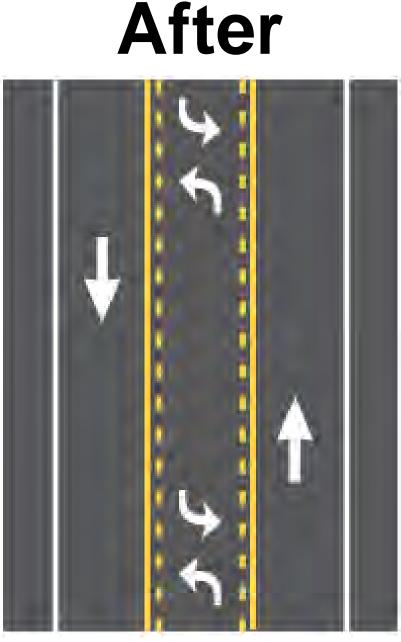
Centre lane removes left-turning vehicles from travel lanes, **improving traffic flow**. Case studies show that travel times are generally maintained and, in some cases,

Fewer conflict points for drivers.

 Decreases pedestrian crossing distance and provides opportunity for refuge islands

Increases cyclist safety and comfort with buffered or protected lanes.





**Image Source: FHWA** Safety Program Road Diet Implementation Guide (2014)

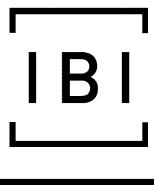














# Road Network

# **Traffic Calming**

# **Purpose**

To provide the City of Thunder Bay with a consistent approach and methodology to traffic calming in response to requests by the public, businesses, schools, or Council.

# Proposed Process

- **1.** Request for traffic calming a) Petition signed by at least 25% of affected residents, b) request by local councillor following a public meeting, c) survey conducted by local councillor, or d) recommendation by city staff.
- 2. Safety and operations review Staff will perform a review of road grade, speed limit, emergency response, and transit impacts.
- **3.** Technical review If the safety and operations criteria are satisfied, a detailed study will determine the actual need for traffic calming and appropriate design elements using the following criteria: observed speed, traffic volumes, collision history, block length, adjacent land uses, and sidewalks.
- **4.** Area resident survey Staff will recommend appropriate traffic calming and survey area residents. At least 60% of area residents must support the proposed measures
- 5. Approval Approval by City Council.
- **Implementation** Traffic calming measures will be 6. scheduled into the City's capital or operations budget forecast based on priority.

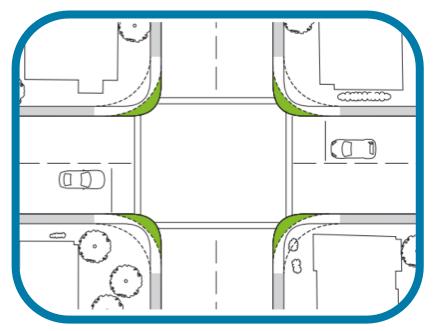


# **Traffic Calming Toolkit**

# **Horizontal Design Elements**



**Curb extension** 



**Curb radius reduction On-street parking** 

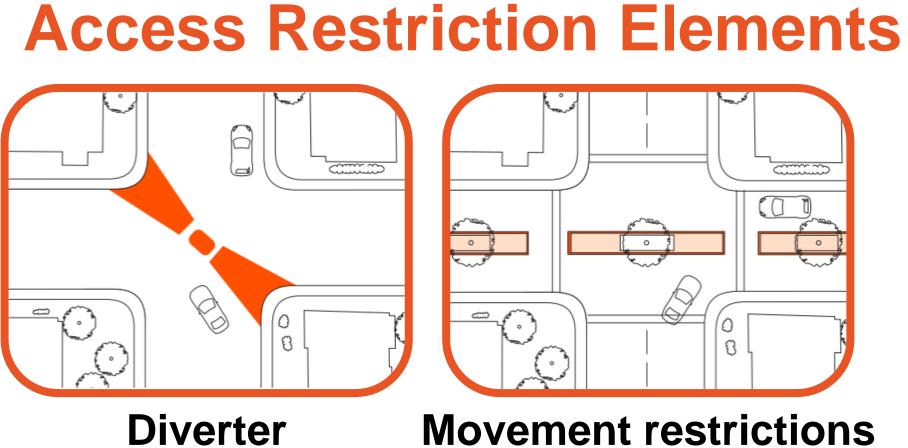
### **Vertical Design Elements**



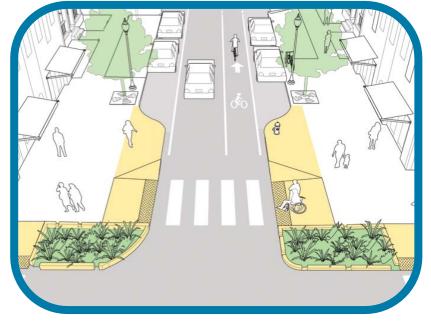
Speed hump



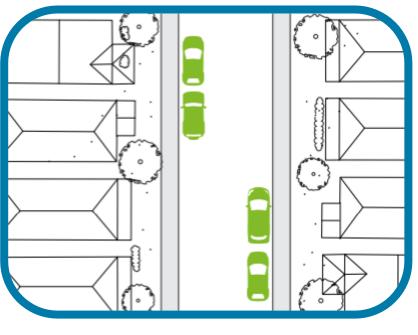
**Raised intersection** 

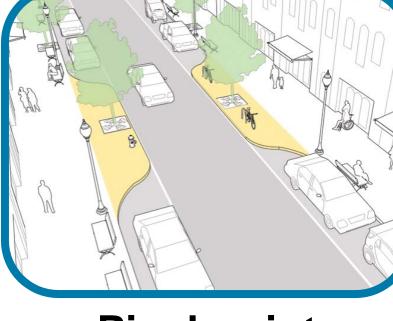




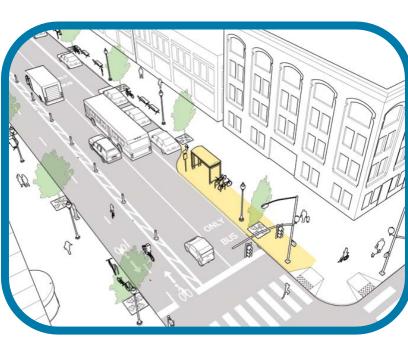


### Gateway

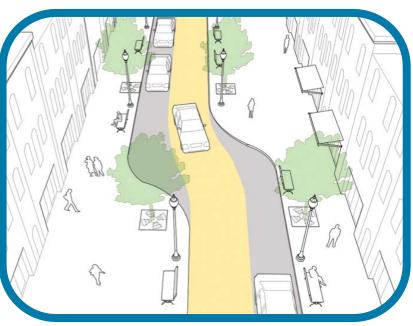




Pinchpoint



**Bus bulb** 



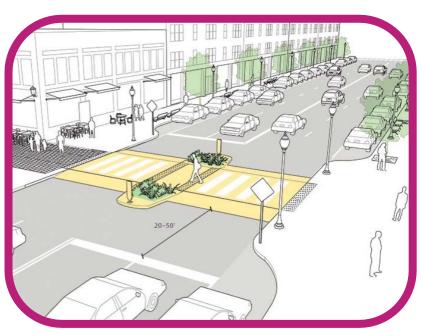
Chicane



### Traffic circle



### Speed table



**Raised crosswalk** 

**Movement restrictions** 



Speed cushion

Image Sources: NACTO Urban Street Design Guide (2013) and Traffic Calming Guide for Toronto (2016)







# Road Network

# Key Recommendations

The TMP recommends the following improvements and modifications in the proposed 2038 Road Network:

- Intersection modifications at key locations
- Signal timing improvements at key locations
- Upgrade signal communication system city-wide
- Road diets to reassign existing roadway space to improve walking, cycling and/or public realm facilities
- Protect corridor for future Northwest Arterial
- Protect corridors for active transportation or future road connections
- Re-establish connection across Kaministiquia River

# **Provincial Improvements**

Improvements initiated and approved by the Province have also been included in the proposed 2038 Road Network:

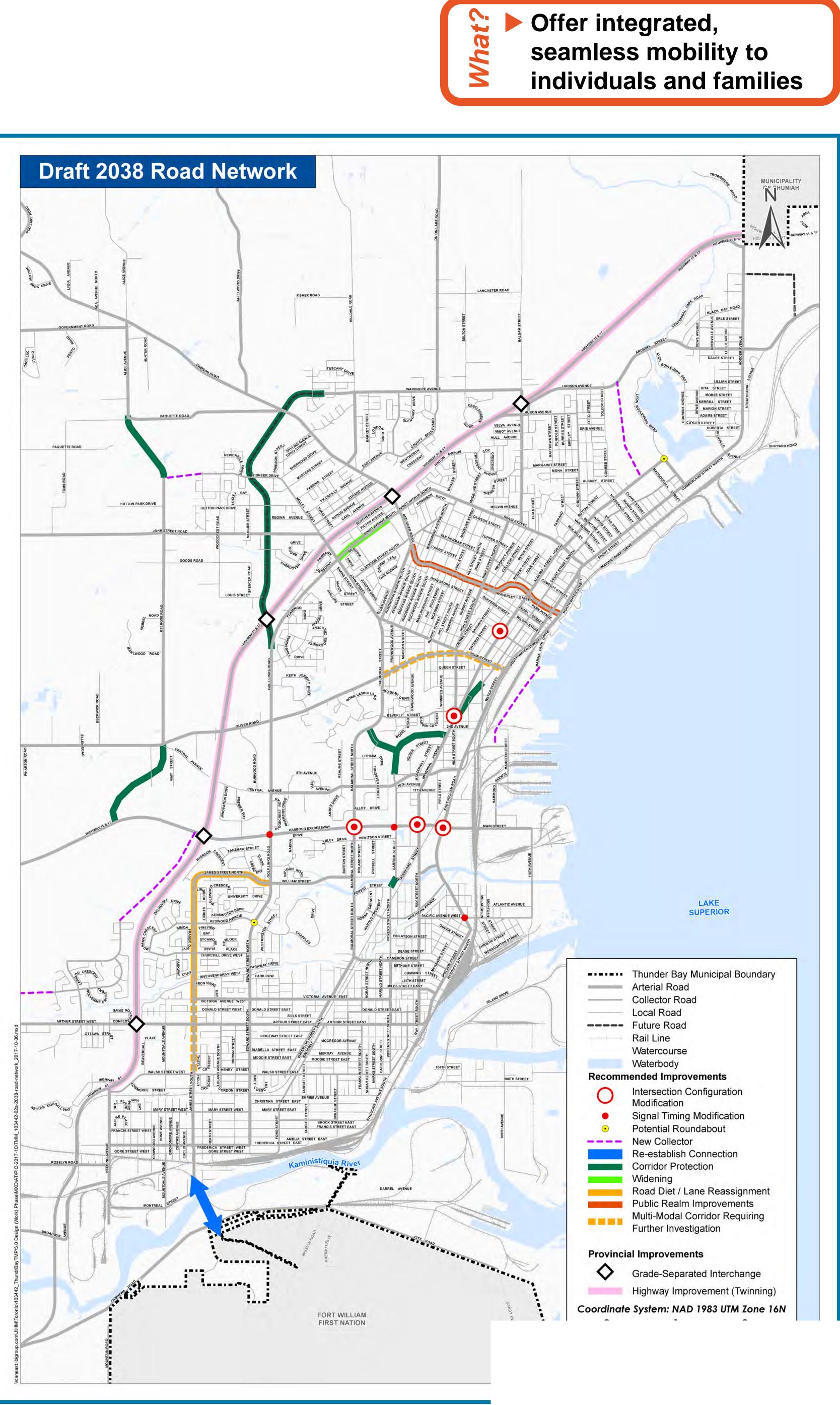
- Thunder Bay Expressway twinning
- Grade-separated interchanges on twinned Expressway

# **Designated Truck Routes**

On-going consultation with MTO, business community and public to identify designated truck routes in Thunder Bay to manage truck traffic on City roads to support economic development and protect residential neighbourhoods.









# Implementation

consideration for:

- Thunder Bay's capital budget
- Operations and maintenance (life-cycle) costs
- Potential benefits and cost impacts
- Provincial and Federal funding sources where available

# Next Steps

# After this meeting, we will:

- Refine strategies, actions and recommendations based on public feedback.
- Develop an implementation plan.
- Prepare the Draft Transportation Master Plan.
- Present the Draft TMP to Council.
  - Provide the Draft TMP for public review.

### **Stay Connected!**

1

2

3

4

5

Stay up to date by visiting our website at ThunderBayTMP.ca





# The recommendations for the City's transportation system will be costed and prioritized. A phasing plan will be developed with

# **Questions? Ideas? Contact us!**

Send us an email at contact@ThunderBayTMP.ca

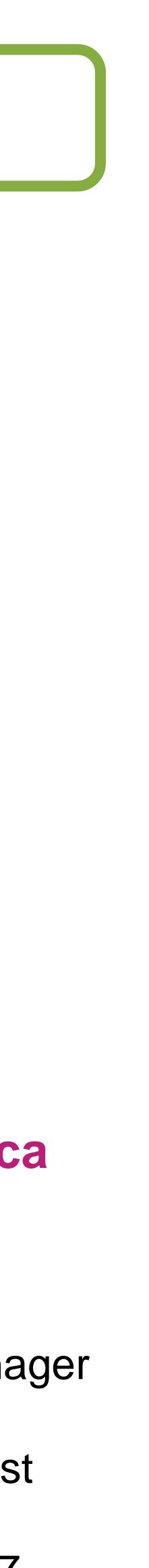
### Or contact the project managers:

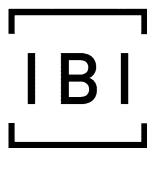
Suzette Shiu, P.Eng. Kayla Dixon, P.Eng., MBA **Consultant Project Manager** City Project Manager **IBI** Group City of Thunder Bay 55 St. Clair Avenue West 111 S. Syndicate Avenue Toronto, ON M4V 2Y7 PO Box 800 416.596.1930 ext 61447 Thunder Bay, ON P7C 5K4 807.625.3022



Be responsibly and accountably delivered





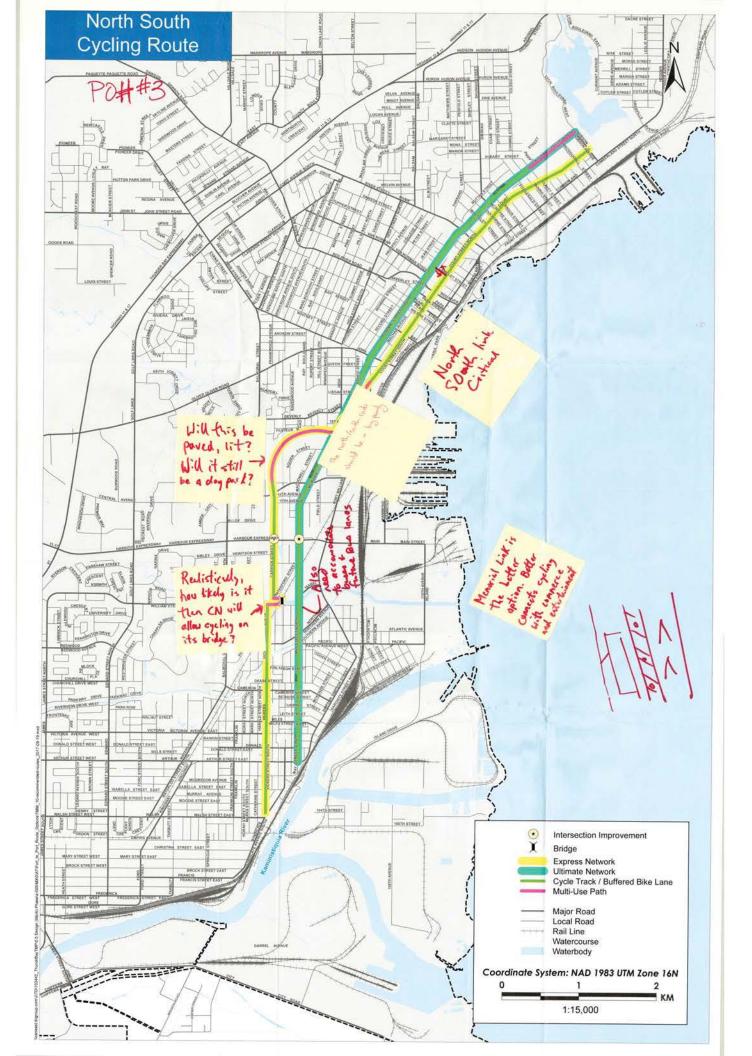


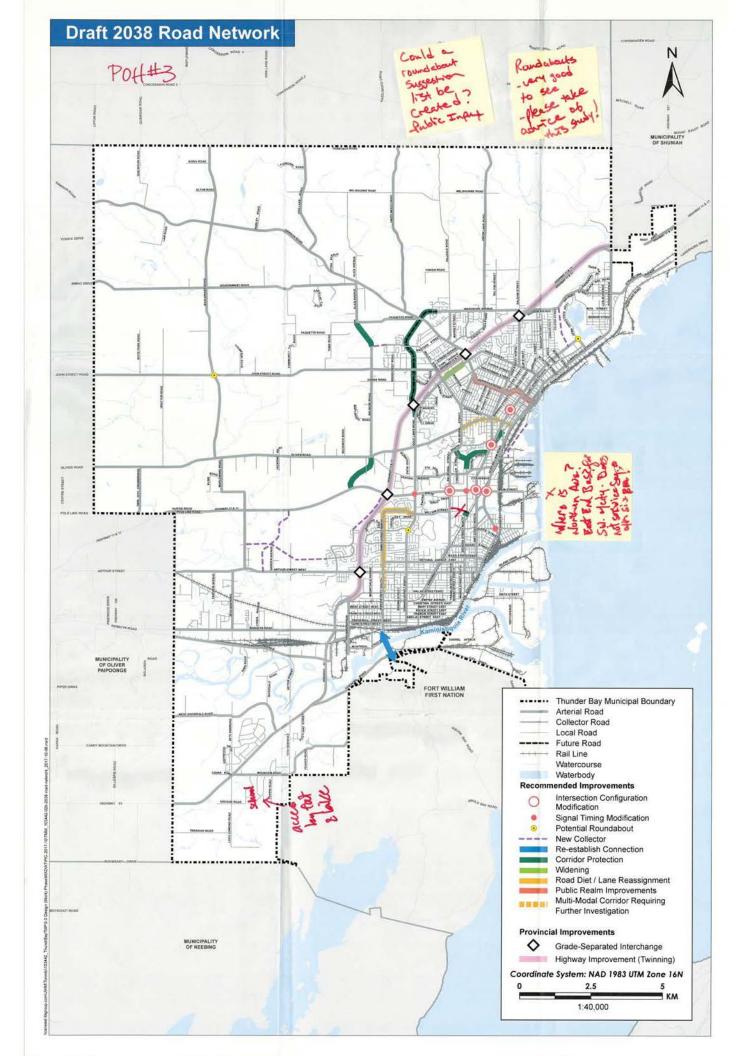


### Appendix C – Comments on Maps











**IBI GROUP** THUNDER BAY TRANSPORTATION MASTER PLAN PUBLIC OPEN HOUSE #3 SUMMARY Prepared for City of Thunder Bay

### Appendix D – Comment Sheets and Emails

Open House #3 – October 17, 2017 Nam Phone: Email: Comments: 100000morer the In 111 Treep Simple from claddering norald ridia) ano parto 0 meno MAIN m stops at M HUDDER DLb Q18

### Web: ThunderBayTMP.ca

### Email: contact@ThunderBayTMP.ca

Under the Municipal Freedom of Information and Protection of Privacy Act, unless otherwise stated in the submission, any personal information included in a submission will become part of the public record.



Public Open House #3 - October 17, 2017

Name:	Phone: _	
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### Email: contact@ThunderBayTMP.ca

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Public Open House #3 - October 17, 2017

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### Email: contact@ThunderBayTMP.ca

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### Email: contact@ThunderBayTMP.ca

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#### Email: contact@ThunderBayTMP.ca



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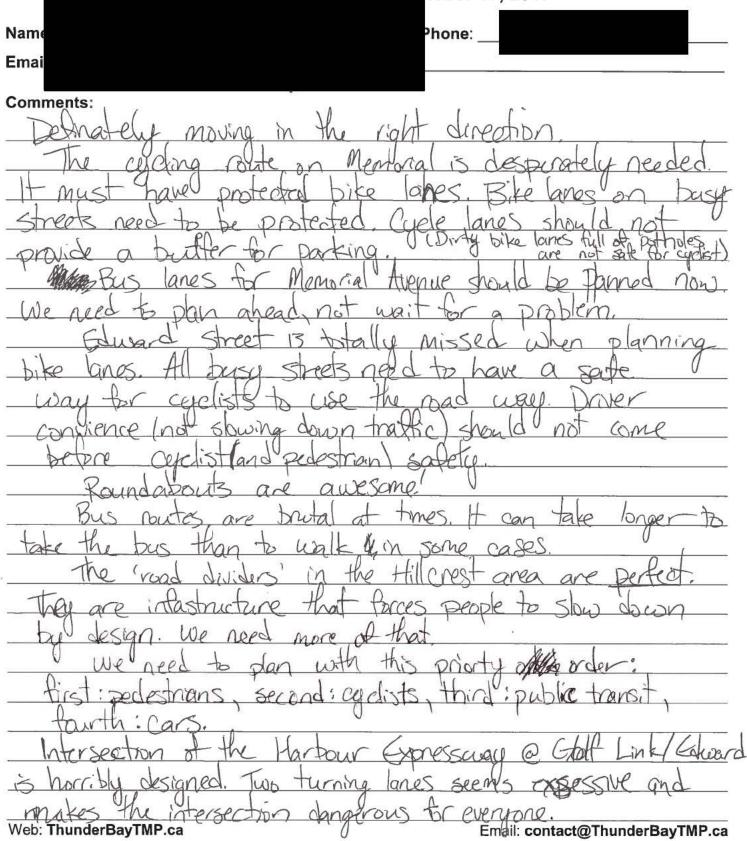
Name: one:	
Email:	-
Comments: - Expanding Balnural o Harbour Expressiony intraction to 2x turn lanes seems like the opposite of Road diet. It is also unnecessary except for brief times of day. Intrastructure could be better spent elsewhere.	
- Signal coordination for left two advanced green when no cars are present should be a privrity. Should only be activated by traffic. - All the newly planted trees are amazing b much appreciated! Please ensure that all streets have many trees.	
- Do urban improvements before twinning huy. priorit Use concrete barriers as a first measure.	
	-

### Web: ThunderBayTMP.ca

#### Email: contact@ThunderBayTMP.ca



Public Open House #3 – October 17, 2017





Public Open House #3 – October 17, 2017

Nam	Phone:	
Email:		

### Comments:

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#### Web: ThunderBayTMP.ca

#### Email: contact@ThunderBayTMP.ca



Public Open House #3 - October 17, 2017

Name: _ Email: _	Phone:
- and transit become a priority to bicycle to and from work on	that I am happy to see cycling, pedestrian for the city of Thunder Bg. I commute by a daily basis all year long. The few times show the put my bicyle on the bus bike
Cycling has never been a pilo <u>I write this I can say that</u> to and from work is so faded the plant this is marked as <u>I'm talking about Oliver Rd.</u> in	prefer not to drive to and from work. city for the city of Thunder Bay. Even as the existing bits lane that I take daily that it is not visible at all. I notiked on an existing route (shouldn't it have been repairted) front of UP and the hospital. salso big priority for me. This is the rute seek and it is very dangerous currently.
We could have a much more if we make these things a pr	beautiful city that enconcorges active transportation

### Web: ThunderBayTMP.ca

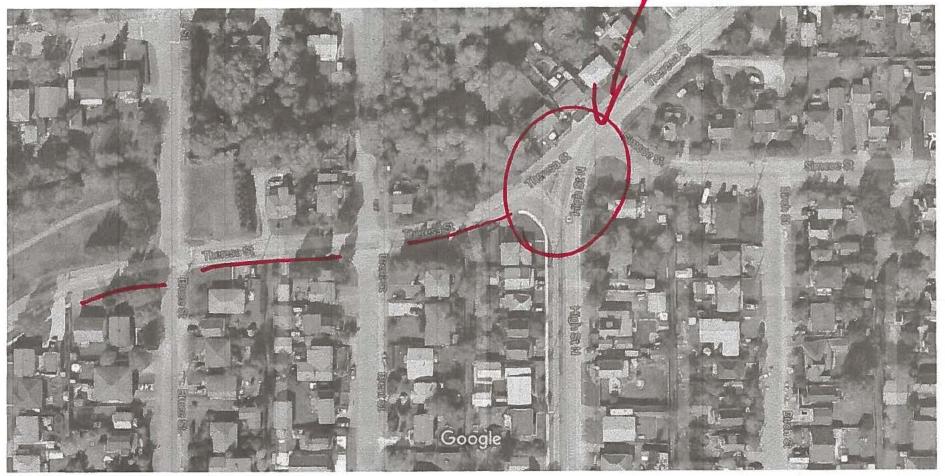
#### Email: contact@ThunderBayTMP.ca



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Google Maps

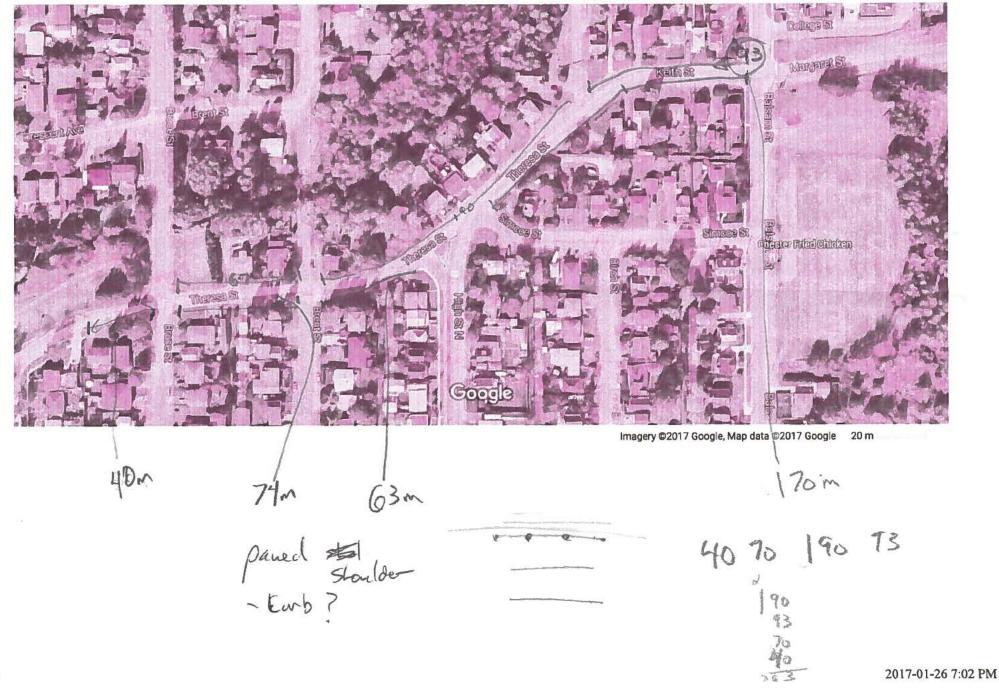


Imagery ©2017 Google, Map data ©2017 Google 20 m

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2017-01-24 1:58 PM

# Go ge Maps



l of 1

The following are copies of the emails received through November 4, 2017 that include ideas or suggestions for the TMP. Procedural emails have been omitted. All personal information has been removed. For emails prior to July 8, 2017, please see Public Open House #2 Summary Report.

ID	EMAILS RECEIVED
1	Good Afternoon:
	As you move forward with the traffic master plan I hope that the city and planners will not make the huge mistake of creating more bottlenecks on traffic corridors.
	I commute from the north end to the south end for work and use Algoma/Memorial street.
	With the changes made along the section of Algoma street from Bay to John the city has created a bottle neck where 4 lanes of traffic need to merge into 2 lanes which creates long lineups for traffic moving both north and south along this section of road. The extended curbs pose a hazard especially the one located adjacent to the southbound lane at Bay and Algoma-it has repeatedly been hit despite traffic barriers, potted plants and a statue. I think the city will continue to spend money to repair this area as many drivers forget there is a lane reduction there. Not sure if there is a solution to this issue other than to remove this boulevard that juts out.
	The road is narrow and visibility poor for pedestrians who want to cross the road between the lights or designated cross walks. Narrow for buses. And not appropriate
	I am certain that the city is unwilling or unable to correct this issue at this time however as you plan for future upgrades or changes to roadways please think about how traffic (vehicles, transit, cyclists, pedestrians) behaves and moves in this city and try to avoid huge lane reductions on major corridors.
	Thank you for your consideration
2	Well since you read my email I would like to comment on the intersection of John and Memorial.
	I think there should be advanced left turn lanes in all directions. It is a bit of a precarious intersection on a slight hill.
	I have seen many near misses for traffic attempting to turn left onto Algoma from John as views are obstructed (there is a short advance left turn) and especially for traffic attempting to turn left onto Memorial from John as there is no advance turn signal or lane.

ID	EMAILS RECEIVED	
	, , ,	to incorporate bike lanes which is am not a cyclist). It helps provide safety for all
	Thanks for your reply.	
3	This is a small issue but it ca aspect of vehicle transportation	auses me more frustration than any other tion within the city.
	arrows that operate even wh result all other traffic sits idli (although there are many m Street and Beverly Street. B least 3 years. The Williams 3 Whenever I contact the traff	advance left hand turn arrows. These are nen there are no vehicles in the turn lane. As a ng and no vehicles move. Two examples ore) are northbound on Balmoral at Williams everly Street has been malfunctioning for at Street intersection was just rebuilt in 2016. ic light department, the response is usually ken and they don't have the budget to repair it.
	My preference for the maste are budgeted for proper mai	r plan would be to ensure that sufficient funds ntenance.
4	Ms Kayla Dixon,	-
	I am writing to give my input into the cities master plan for walking/biking in the city. Unfortunately, this is the first notice that I have seen. I have attached to this letter a paper from the city from 1991 in regards to having a recreation trail down 15th Side Road and Mountain Road and also discusses paving the shoulder of these roads for a walk/bike space. Unfortunately, these plans never unfolded and a walking trail was not made. Since 1991, many more families have moved into this area. Norwester View School is the only public school in Thunder Bay without children	<text><text><text><text><text><text><text><text><text><text><text></text></text></text></text></text></text></text></text></text></text></text>

# ID EMAILS RECEIVED

having the safe ability to walk or bike to school as there is no sidewalk. The paved side of Mountain Road and 15th Sideroad is in disrepair. It is crumbling away and uneven. In the summer, these roads become busy with people coming and going from the golf course. We have heard from our ward counsellor that nothing will ever be done as we are semi rural or because our area is older and has different standards. If it is semi rural, I can assure you I am not paying "semi rural taxes". Also, there are new developments being approved all the time in our area, so it is not clear to me why this area seems to be the only area in Thunder Bay without residents being able to safely walk or bike.

Please let me know if this letter will suffice as my feedback to advocate for residents to have a safe place to walk. As well, if there is anything further that could be done to encourage the city to follow through in ensuring families and children in our area have the same safe ability to walk or bike as every other area in the city of Thunder Bay does.

Thank you for your support.

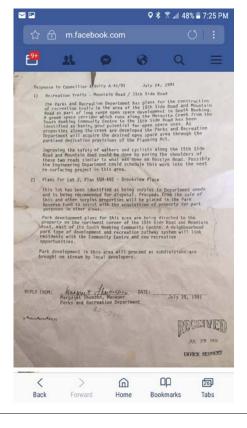
5 Please see the attached information, we are a very large and growing area that has major safety concerns and we need to get our families and children off of the roads out here.

#### Thanks

#### Ms Kayla Dixon,

Thank you for your support.

I am writing to give my input into the cities master plan for walking/biking in the city. Unfortunately, this is the first notice that I have seen. I have attached to this letter a paper from the city from 1991 in regards to having a recreation trail down 15th Side Road and Mountain Road and also discusses paving the shoulder of these roads for a walk/bike space. Unfortunately, these plans never unfolded and a walking trail was not made. Since 1991, many more families have moved into this area. Norwester View School is the only public school in Thunder Bay without children having the safe ability to walk or bike to school as there is no sidewalk. The paved side of Mountain Road and 15th Sideroad is in disrepair. It is crumbling away and uneven. In the summer, these roads become busy with people coming and going from the golf course. We have heard from our ward counsellor that nothing will ever be done as we are semi rural or because our area is older and has different standards. If it is semi rural, I can assure you I am not paying "semi rural taxes". Also, there are new developments being approved all the time in our area, so it is not clear to me why this area seems to be the only area in Thunder Bay without residents being able to safely walk or bike. Please let me know if this letter will suffice as my feedback to advocate for residents to have a safe place to walk. As well, if there is anything further that could be done to encourage the city to follow through in ensuring families and children in our area have the same safe ability to walk or bike as every other area in the city of Thunder Bay does.



ID	EMAILS RECEIVED
6	Good morning,
	I wanted to make my suggestion for the Mountain Road/15th sideroad area, which definitely needs an upgraded rec trail beside the road. The existing pavement is tough to navigate safely, yet so many people use it! Cyclists, walkers, runners and in-line skiers in training all use it regularly and it would be great to support their efforts, as well as to encourage others, especially all the young families out here, to hop on a bike to get to the community centre or school instead of driving. There is room to do it; the original plan just needs follow-through. kind regards,
7	
7	Good morning,
	I am writing to you to give my input on the cities master plan for walking/biking in the city.
	I have attached a document dated from 1991 from the city in regards to having a recreation trail down 15th Side Road and Mountain Road.
	I would like a response as to why this plan has not been implemented.
	This is a neighbourhood with mostly a young family demographic because of Nor'westerview school. Our children should have the ability to walk or ride bikes safely to school, just like any other city of Thunder Bay school in the city limits. The condition of Mountain Road is currently narrow, and the shoulder that does exist is crumbling and heaving, also Mountain Rd and 15th Side Road are very busy roads. The taxes we pay in this area are not reflective of what city amenities we actually have in our area.
	I am very concerned about this safety factor in our neighbourhood, this is not a safe place for our children to live actively outside. Our very own city advocates for active living and quotes these very statements on their website.
	"Recreational trails in Thunder Bay are intended for shared non-motorized uses such as walking, running, cycling and in-line skating - and for use by persons with disabilities using powered wheelchairs. Trails provide a great opportunity to get active."

# IBI GROUP

ID	EMAILS RECEIVED	
	"Thunder Bay's Active Trar	nsportation Plan has one main goal: to help
	"Thunder Bay's Active Tran make Thunder Bay a great place to walk, bike, and roll. To do this, we are building cycling lanes, new multi-use trails, active living corridors, and expanding the sidewalk network." Please let me know if this letter is satisfactory as my feedback for our residents to have a safe place to walk. As well is there anything further that could be done to encourage the city to follow through in ensuring families and children in our area have the same safe ability to walk or bike as every other area in the city of	<section-header><section-header><section-header><text><text><text><text><text><text><text><text></text></text></text></text></text></text></text></text></section-header></section-header></section-header>
	Thunder Bay does. Thank you	OFFICE SEIMIOES
8	To Whom it May Concern,	
	Neebing (specifically Moun School). This neighbourhoo crumble- leaving no safe pa school- and surrounding ar	concern with regards to road safety in South tain Road (surrounding Nor'Wester View od continues to grow- as the roads continue to assage for the children to get to and from their rea. I have seen some terrible near misses traffic and children on this road. There are no is a very busy route.
	I attended a ward meeting could be done out there- as be? Our taxes are compara population is constantly gro just completed a few years for pedestrians and cyclists taken seriously) at this war sidewalk at the entrance of	last week and was told that absolutely nothing s it is classified as semi-rural. How could this able to any of the new subdivisions- and our owing. Broadway avenue (also semi-rural) was ago- complete with safe wide roads and space s? I feel my concerns were not addressed (or id meeting. When I inquired about a possible f the school (this entrance is ALREADY wide ewalk I was told to "contact Bruno's" and see

ID	EMAILS RECEIVED
	"what I could do" (as it is well known that they own the undeveloped property surrounding Nor'wester View school). How am I supposed to contact Bruno's? What does this mean? Do I ask them to build a sidewalk? It all sounded ridiculous to me.
	My suggestions and concerns are echoed by many concerned parents in this neighbourhood. I don't live on Mountain Road- I live on Loch Lomond Road this isn't a selfish "I want a sidewalk" scenariothis is a huge safety concern around a busy public school, a community centre and a large double hockey rink. Most kids aren't allowed to walk or bike to school because their parents are too nervous to let them. This, in a time where the city has campaigns promoting active transportation- and increasing physical activity. This neighbourhood has grown over the years and I hope that it's time to re-visit the transportation plan out there. I can't attend this last TMP meeting- so I'm hoping this letter is a suitable substitute. My attendance at the Ward meeting last week was clearly not the opportunity I had hoped for.
•	Best Regards,
9	Good afternoon
	Great job in your vision for better transportation in our City.
	My only suggestion would be the addition of bus pull-over areas, especially on the busy corridors. Saw this idea in Calgary, many years ago, and it worked beautifully.
	Thanks
10	Greetings City of Thunder Bay Planning Dept. & Council,
	I would like to add my voice to the ongoing request for the Corporation to address the previous recommendation of its own Parks & Recreation Dept. regarding pedestrian, cyclist and other mixed traffic needs. I have lived on Tuxedo Dr. for aprox. 7 years and I continue to witness 'near misses' and other potential accidents involving vehicles and pedestrians. Regardless of the roadway classification (ie." country road") there are several deficiencies that have created an unsafe environment which is not meeting the basic needs of its residents. To add some clarity to the topic, please provide a definition for the term: country road as it pertains to the Corp. along with related guidelines, policies and specifications used to measure and evaluate conditions, etc. I look forward to your response. I have reached out to several departments previously and have yet to receive a response.
	Regards,

ID	EMAILS RECEIVED
11	Thank you for your prompt response and attention to my item. It should be noted that every street that will be covered in your policy document "is not created equally", meaning there is a history of compromises, passivity and even ignorance in some cases. Intended or not. I believe the situation on some of what our Councilor has called "country roads" (this term is an example of the marginalization is excused) has reached a dangerous level and has been there for quite some time. It is therefore my hope that issues and quite frankly deficiencies such as these be addressed in the manner consistant with their degree of danger posed on area residents. I look forward to learning more on the policy and future action items.
12	Hi
	I have previously sent an email regarding a safe space for people to walk/bike on 15th Side road and Mountain Road as well as allow children to bike or walk safely to school.
	I understand traffic lights will also be reviewed. A traffic light may assist at the Chippewa turn off instead of a too short merge lane. There are countless close calls there (not to mention the countless accidents) which has resulted in a concerned citizen Facebook page (Highway 61 accidents and close calls) with almost 240 members so far and the page is less than a month old.
	I would also like the left turn lane reviewed off Harbour expressway turning south on Highway 61. Prior to an alternate highway being made, there were 2 turn lanes south. Now there is one. During heavy traffic times, I can wait to turn 3-4 lights wait. Daily there is a long line of people waiting to turn left on hwy 61 and maybe 2 cars in the 2 lanes going out of town. The line at noon, and between 4-530 is often past the turn lane and people are frequently in the middle of the highway waiting to turn left while the two lanes going west are underused.
	As well, a traffic light has been put on Central/Golf Links. It would again help if there was a light where those turning south could turn first which are many more cars (having a green turn light) before allowing those going east as there are only a few cars but again, this is not a long light and the traffic turning can become quite long.
	Thank you for your assistance. Unfortunately due to family obligations I could not attend tonight's meeting but would like to be informed.
13	I was fortunate enough to meet some of your team at the open house last night. I appreciated their time & interest in all of the thoughts and concerns brought forward (there's a lot of "head scratching" items in this town, lol). The message I would like to convey is the need for continuity/consistency for all road types. Mountain Rd. is a good

# ID EMAILS RECEIVED

example, (but not the only one). Recent traffic reports confirm over 3000 vehicles exited Hwy. #61 at Mountain Rd, there is a community centre, school, park/tennis courts, rink, etc., full service hotel, 2-pad arena, gas/convenience store all within 1 km of each other & Hwy #61. All this without proper shoulders, pedestrian space for safety (if there is heavy traffic & pedestrians need to move further from the road, there's nothing but a deep ditch on either side). Compare this with another "country road", Broadway Ave. which has wide lanes, very wide shoulders and no ditches (storm sewer?) - inconsistent. Thanks again for your attention to this and your response. All the best. 14 Forgive my tardiness in Response to Councillor Equiry A-41/91 July 24, 1991 sending this email I 1) Recreation Trails - Mountain Road / 15th Side Road The Parks and Recreation Department has plans for the construction of recreation trails in the area of the 15th Side Road and Mountain Road as part of long range open space development in South Neebing. A green space corridor which runs along the Mosquito Creek from the South Neebing Community Centre to the 15th Side Road has been properties along the creek are developed the Parks and Recreation Department will acquire the desired open space area through the parkland dedication provisions of the Planning Act. have been out in the Region for work. I am writing to give my input into the cities 'Master Improving the safety of walkers and cyclists along the 15th Side Road and Mountain Road could be done by paving the shoulders of these two roads similar to what was done on Rosslyn Road. Possibly the Engineering Department could schedule this work into the next re-surfacing project in this area. Plan' for walking/biking rails in the city. Unfortunately, the 2) Plans for Lot 2, Plan 55M-492 - Brookview Place notice posted on This lot has been identified as being surplus to Department needs and is being recommended for disposal. Proceeds from the sale of this and other surplus properties will be placed in the Park Reserve Fund to assist with the acquisition of property for park purposes in other aleas. Monday to our Mountain Road Park development plans for this area are being directed to the property on the northwest corner of the 15th Side Road and Mountain Moad, east of the South Neebing Community Centre. A neighbourhood park type of development and recreation pathway system will link residents with the Community Centre and new recreation opportunities. Community group was the first notice I had seen. I have attached Park development in this area will proceed as subdivisions are brought on stream by local developers. to the letter a paper from the city from 1991 in regards to having a Margaret Thomson, Manager Parks and Recreation Department REPLY FROM: recreation trail down July 25, 1991 15th Side Road and 625-234 Mountain Road and s: admin misc Cation RECEIVED also discuss the paving JUL 29 1091 of the shoulder of these roads for walk/bike OFFICE SERVICES space. Unfortunately,

these plans never unfolded and a walking trail was not made. Since 1991, many more families have moved and built in the area. NorWesterview School is the only public school in Thunder Bay without having the safe ability to walk or bike to school as there is no sidewalk. The once paved side of the road on Mountain Road and on 15th Side Road is in complete disrepair, to the point much of it is now gravel only and the sloping to the ditches is significant.

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In the summer months, these roads are quite busy with people coming and going from the golf course, and in the fall through the winter traffic increases with traffic to the Thunder Bay Tournament Centre. We have heard from our ward counsellor that nothing will ever be done as we are semi-rural or because our area is older and has different standards. If it is semi- rural, I can assure you that I am not paying "semi-rural taxes". Also, there are new developments being approved all the time in our area, so it is not clear to me why this area seems to be the only area without residents being able to safely walk/ bike to access our parks.

Please let me know if this letter will suffice as my feedback to advocate for residents to have a safe place to walk. As well, if there is anything further that could be done to encourage the city to follow through in ensuring families and children in our area have the same safe ability to walk or bike as every other residential area in the city of Thunder Bay does.

To that end, I will also add that in your plans and discussions, several city counsellors- Larry Hebert, Joe Virdiramo, Rebecca Johnson and Mayor Keith Hobbs have all taken the time to visit our area and specifically Caspian Street and Cypress Drive to examine the disrepair of the roads themselves. One counsellor stated that driving down the street was similar to navigating through the Panama Canal as the cracks and shift have cause significant heaving. Additionally the sewers over time have raised several inches making it impossible for proper drainage. At one point, there was a pilon placed in the centre of Cypress Drive for 1 and a half summers to indicate a hazard to drivers. A couple of years ago a sink hole appeared on Caspian Street and it took a few weeks to have it temporarily fixed. Counsellors have taken photos and been most willing to examine the issues, sadly the Neebing ward counsellor indicated she is aware of the conditions and her response at one point was if repairs were so desperately required we should determine how to pay for them.

As always, we invite all the city staff and counsellors to our area to see for themselves the challanges that we are facing for the families that live in the area as we truly are concerned for the safety of our children as they try to access the South Neebing Community Centre and Cowan Park as well as the numerous hiking trails up the NorWester Mountains.

Thank you for your support.

15 Thank you for the link regarding highway 61. I am just curious as to why the study is only looking at Arthur street to Balsam? I think it's extremely important that between Chippewa (hwy 61 b) and Arthur street also be studied due to the serious safety concerns. With the CN railbridge closed, traffic is a nightmare and accidents are a regular problem. Or will this concern be included in something else?

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	Thanks
16	Hello,
	Thank-you for providing the opportunity to comment on the TMP. I am an advocate for more liveable cities and neighbourhoods and my first choice for getting around is by bicycle.
	I am happy to see plans for more complete streets as well as a fuller cycling network and especially a north-south dedicated cycling route. As a father of three young children that are also enjoying the benefits of getting around by bicycle, safety is a big concern. Children - especially young children - make mistakes and errors as they learn new things. In our present system of either no bike lanes on streets or bike lanes that are delineated by a painted line on the street, there is no margin for children (or adults) to make mistakes. A mistake made by a kid as he/she learns to navigate his/her city/neighbourhood by bike should not be a potentially deadly one. While painted lines are better than no lines, they do not offer adequate protection for bicycle riders - especially those who are not yet experienced or are not yet confident.
	I want to see the Memorial Link become implemented and I want to see it happen sooner rather than later (while my kids are still young). While the "Fort to Port" route is a big improvement from what we presently have, I think there are some flaws to that option. Starting from the south side, I have little confidence that CN will co-operate with using their bridge as part of the network. We have seen what has happened to the James St. bridge and that alone should be a warning flag about trying to work with CN on using their infrastructure. Next, I take issue with the dog park section of the trail. It is not very direct (arc-shaped). It is not very safe because of interactions between cyclists and off-leash dogs and it is not lit and is secluded which presents a danger to users at nighttime. Even if it was lit, I still believe that its seclusion presents a danger (witnesses help mitigate crime potential). Additionally, almost the entire Fort to Port" route bypasses the commercial hub of Memorial Avenue which misses the mark on getting more people to consider cycling as a viable option to do errands. I feel as though there are three main cycling groups of people - recreation cyclists, commuter cyclists, and utility cyclists. There are overlaps between the three, but I think that without a Memorial route, we are not maximizing the potential for utility cycling (errands, entertainment, dining, etc. by bike).
	My young children bike or walk to school (escorted by parents) and therefore I also want to give my support to the idea of safe routes to school. In our 1km commute to school there are a number of things that could be improved upon to make it safer for children. One of my children is not yet school-age has a physical condition that means she will likely

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	require some form of mobility aid to get to and from school. I think that part of the TMP should involve taking stock of every place where a sidewalk intersects a road and then begin to ensure that they all have proper grades or curb ramps. This should include areas where children need to cross a road to get to school (John at Marlborough for example).
	I also want to support the idea of more traffic calming in residential areas. I see no enforcement of speed limits on my street and I am sure it is low on the priority of the police force - which is fine- but that's where design can help to reduce speeds. On that note, speed limits of 40 or 50km/h is still too high in residential areas. Speed limits should be reduced to 30km/h in residential areas.
	Overall, I am so pleased with the foundations of the plan and I hope that the features of it become mandated and fully implemented in a timeline that is much sooner than 20 years that it is slated for. Good, forward thinking cities (Montreal, Ottawa, Minneapolis, Victoria, and many others) are already way ahead of us in this area and we need to catch-up.
17	I would hope that the city will soon commence work on the widening of 25th sideroad to connect with the newly widened Broadway Ave, failing that a least pave the pot holes and fix the shoulders so that there is no drop off and the pavement will stop crumbling
18	Hi! I was unable to attend the recent Public Open House #3 but wish to provide a few comments for your consideration as you move to the next stage.
	Generally, I found the information on the presentation slides well done and informative and the overall direction excellent. As an avid cyclist as well as city driver and pedestrian, I note the following areas of particular interest:
	<ul> <li>completely support proposed "in town" cycling improvements including a north-south connection and waterfront multi-use trail and "pedestrian" improvements</li> </ul>
	- I note that many cyclists in Thunder Bay ride out to the rural areas on a regular basis and in my case Arthur Street is a main although not very desirable route given heavy traffic including big trucks, poor shoulder conditions, and numerous driveways and side roads; attention should be given to how people can cycle and walk in some cases beside the main roadways out of the City - only Oliver Road feels relatively safe
	- all main connecting roads on the outskirts of the City but part of the City i.e. Mapleward, and Hwy 130 should have paved shoulders - right now some stretches do but there are gaps hopefully to be addressed in future reconstruction

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	- I also support the adoption of roundabouts in the City; your current suggestion of trying on a couple (Boulevard Lake, Redwood/Edward) is good but "underwhelming"; the roundabouts I have driven on in Europe and North America can handle more complex situations and heavier and faster traffic flows; yes it would be difficult for many of our fine drivers to grapple with this concept and no doubt there would be an accident or two but the roundabouts in some key locations would improve traffic flow, get rid of lights, and slow down the many "speeders" in this city and by doing so likely lead to safer roads Anyways, some quick thoughts! Good job and I look forward to the final TMP.
19	Do not include my personal information in the public record.
	Immediate transportation infrastructure investments should include sound barriers (tall berms with trees on them, tall brick walls, etc) along the Thunder Bay Expressway (or whatever the name is) from Arthur street to Balsam street where there are residential areas immediately adjacent.
	To improve traffic flow, on the Harbour Expressway replace left turn-only signals with advanced green signals so that traffic can continue turning left when there is no oncoming/through traffic. If necessary reduce the speed limit on the Harbour Expressway to 60 km/hr (from the current 70 km/hr) if there is a safety concern about left turning traffic.
	To save costs eliminate school crossing guards at all controlled intersections, especially those with traffic lights. There is no need for this duplication of enforcement.
	To improve traffic flow in school zones, remove the 40 km/hr traffic restriction unless there is no sidewalk at the school. At minimum, make the reduced speed in school zones only apply during school hours; for example, not in evenings or on weekends.
20	Thanks for your response. As someone who spent many hours reviewing public comments/input into various plans and proposals when I worked for OMNRF, I appreciate the challenge and effort required to provide a detailed response to all!
	In terms of your points, I definitely would support the Complete Streets concept -thanks for bringing it to my attention. Respecting roundabouts, I appreciate your points. An overall pro-roundabout City policy with supporting framework to guide site specific decisions makes sense to me.
	Regards,