



# Sudbury Cyclists Union Top Priorities for Council in 2014-2018

Information for  
Candidates

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## 1. A Complete Streets Policy

"A Complete Street is designed for all ages, abilities, and modes of travel. On Complete Streets, safe and comfortable access for pedestrians, bicycles, transit users and the mobility-impaired is not an afterthought, but an integral planning feature."

<http://completestreetsforcanada.ca>

In 2010, Council adopted the Sustainable Mobility Plan, yet there has been little movement on its cycling infrastructure recommendations. Required policies, guidelines and budget were never implemented.

The SCU recommends a Complete Streets policy that is entrenched in our Official Plan and that will guide the implementation of strategies and goals to build a grid of safe cycling infrastructure in Greater Sudbury.

Many Canadian cities have implemented or are in the process of implementing Complete Streets policies and practices.

In order to be effective, 10 elements should be included in the policy:

1. The wording must include strong policy language (eg "must" vs "may").
2. It must address all users, including pedestrians, bicyclists and transit users of all ages and all abilities. Yet current practice for road construction in Greater Sudbury targets as a priority motorized vehicles.
3. It must apply to new, retrofit/reconstruction, repair/maintenance, and other projects for the entire right of way. Yet most of our recent road projects do not include safe cycling infrastructure.
4. Exceptions to the policy are clear and require a procedure for approval. Currently, staff determines the scope of projects without accountability to anyone.

### **We need to start NOW!**

**Greater Sudbury's Bicycle Advisory Panel's Technical Plan and the Sustainable Mobility Advisory Panel's Sustainable Mobility Plan made recommendations in 2010. Yet very little has been done. And decisions have been made in isolation.**

**Let's make sure that we consult with all stakeholders and include strategies and funding for cycling infrastructure in the 2015 budget.**

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Before and After Complete Streets Application:

1. Buskers
2. Pedestrian street lights
3. Curb extensions
4. Dedicated bus lanes
5. Separated bike lanes
6. Raised, textured sidewalks
7. Traffic lights with a leading pedestrian interval
8. Bollards
9. Street trees and plantings
10. Speed bump

Source:  
Complete Streets for Canada  
<http://completestreetsforcanada.ca/>

5. It must aim to create a comprehensive, integrated and connected network. Our current infrastructure is isolated and disconnected.
6. It should cover all roads within Greater Sudbury, which means working with the province to deal with the provincial roads that bisect our community.
7. It should follow the latest and best design criteria and guidelines. We should be using as a minimum the Ontario Ministry of Transportation's Book 18: Cycling Facilities.
8. The context of the roadway and surrounding community should be taken into account. Consultation with the community should help determine appropriate direction for special circumstances. For example, special consideration should be given with roadways that serve both as neighborhood access streets as well as arteries for travelling through the city.
9. It should establish performance standards with measurable outcomes. We currently have no strategies, no goals, and no timeframes for the completion of a safe cycling grid in Greater Sudbury.
10. It should include specific next steps for policy implementation. The SCU recommends that the City develop a Cycling Strategy with corresponding Action Plans, similar to the process adopted by the Province of Ontario. These documents could be stand-alone, or part of an enhanced, revised Sustainable Mobility Plan.

## 2. Annual Budget for Cycling Infrastructure



Transportation Study Proposed Greater Sudbury Active Transportation Network

Source: City of Greater Sudbury, 2013

The Sustainable Mobility Plan recommends the implementation of a Priority Indexing System for cycling to create priorities for cycling infrastructure improvements, installations, traffic calming, and maintenance.

The SCU endorses this commendation which should be an action plan coming from our Complete Streets Policy.

In order to fund these priorities, dedicated dollars need to be approved. This is the only way that we will develop a minimum grid that will ensure that cyclists can safely and comfortably travel throughout the city.

As part of the Transportation Study (part of the currently-underway Official Plan Review), the City has proposed a map of streets and roads that will include cycling infrastructure. The proposed list needs to be confirmed and prioritized, and then timelines and budget dollars need to be provided. If appropriate guidelines are not developed in time for the 2015 budget process, priorities for 2015 should be developed with the cycling community and funding should move forward to implement these priorities.

Greater Sudbury currently implements safe cycling infrastructure only as part of current road projects. This approach has created isolated, disconnected infrastructure (example: Regent Street sharrows). And no transparency exists to identify why important projects like the Lasalle/Notre Dame intersection do not include cycling infrastructure. This lack will eventually mandate expensive retrofits in the future.

The SCU recommends that annual cycling budget dollars be allocated and identified in two ways:

1. All existing planned road projects need to be re-evaluated in order to determine what cycling infrastructure will be incorporated, as guided by our Complete Streets policy, and resulting prioritized cycling infrastructure requirements. The costs of these projects should be adjusted to include the appropriate cycling infrastructure if it is not already included.

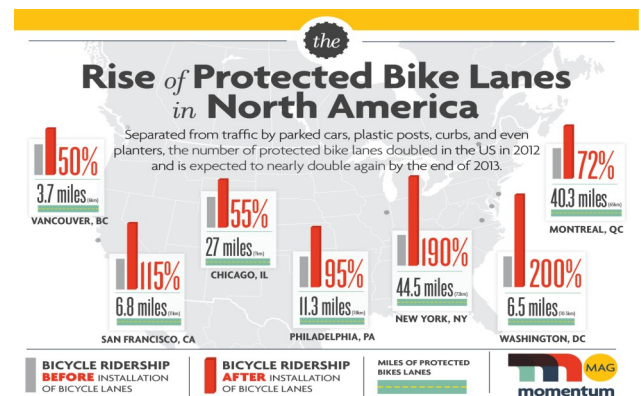
2. New cycling-specific projects need to be included in the 5-year roads projects planning process in order to retrofit existing roads that are not on the current priority list. A priority needs to be made for those roads that are dangerous to cyclists, in particular high-speed, high-traffic roads. See <http://www.greatersudbury.ca/sudburen/assets/File/capital.pdf>

The Sustainable Mobility Plan recommended in 2010 that for 4 years, Greater Sudbury spend \$700,000/year to implement a good "Bicycle Route Network" within neighbourhood cores and \$100,000/year for paving shoulders along major arterial roads connecting outlying communities.

Last year, the SCU asked Council for a more modest investment of the equivalent of 1% of the 2014 roads budget. This translated to approx. \$480,000.

Council expressed support for investing in cycling infrastructure and asked staff to propose implementation strategies. The recommendation from staff was for a budget add-on as part of a larger add-on list that was ultimately defeated in order to keep the tax rate below 4%.

Cycling infrastructure is transportation infrastructure. It is not an add-on. It should be integrated into our current and future road priorities. For transparency, all cycling costs for new projects and for components of existing projects should be clearly identified and itemized, and annual planned vs actual costs should be reported.



Vancouver and Montreal are acknowledged Canadian leaders in building protected bike lanes. Vancouver has 6 kms of protected bike lanes and Montreal has 65 kms.

Source: Momentum Magazine, 2014

*"Cycling generates a wide range of health, economic, environmental, social and other benefits. These include improved personal health, reduced health care costs as a result of lower rates of chronic conditions through active living, reduced traffic congestion in urban areas, a cleaner environment and increased tourism opportunities across the province."*

Source: Ontario Ministry of Transportation: CycleON Strategy, 2013



### 3. Transportation Demand Management

Transportation Demand Management (TDM) is:

*"... a set of strategic initiatives geared at improving the efficiency of the transportation network, encouraging alternatives to the single occupant vehicle trip and encouraging behavioural change."*

Source: City of Halifax website, 2014

*"... the system used by cities to control traffic congestion and capacity while maintaining or increasing mobility. TDM tools include policy changes, physical improvements, programs, and operational changes that reduce the proportion of single-occupant trips and thereby enhance mobility and improve air quality."*

Source: City of Kitchener website, 2014

*"... a wide range of policies, programs, services and products that influence how, why, when and where people travel to make travel behaviours more sustainable."*

Source: City of Ottawa website, 2014

*"Creating safer, more sustainable cities means designing them to **move people, not cars**. One way to achieve this goal is transportation demand management."*

Source: World Resources Institute website, 2014

#### Your 2013 Tax Dollars



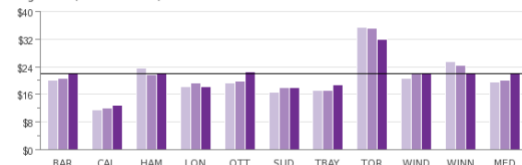
Roads	23.7%
Greater Sudbury Police Service	18.1%
Health and Social Services	13.3%
Emergency Medical/Fire/Emergency Preparedness	13.1%
Citizen and Leisure Services	11.1%
Growth and Development	5.4%
Administration	4.8%
Greater Sudbury Transit	4.7%
Garbage and recycling	3.5%
Other outside boards (including Conservation Sudbury)	23%

Source: City of Greater Sudbury website 2014

#### What is the total cost to maintain our roads per lane Km?

Fig 28.4 OMBI Total Roads (All Functions) Cost per Lane Km (includes amortization)

Single-Tier (In Thousands)



2010	\$20,031	\$11,610	\$23,572	\$18,112	\$19,383	\$16,612	\$17,174	\$35,413	\$20,543	\$25,417	\$19,707
2011	\$20,711	\$12,052	\$21,798	\$19,263	\$19,754	\$17,944	\$17,265	\$35,035	\$22,031	\$24,484	\$20,233
2012	\$21,950	\$12,798	\$22,255	\$18,233	\$22,491	\$18,076	\$18,682	\$31,947	\$22,162	\$22,164	\$22,056

Source: OMBI 2012 Performance Measurement Report

#### space required to transport 60 people



Credit: PressOffice City of Munster, Germany

Many cities in Canada have implemented TDM, including Northern cities like Thunder Bay. Greater Sudbury currently does not look at the "big picture" when it comes to our transportation network. We need to look at new strategies to plan and implement priorities, goals and budgets that will help alleviate congestion, decrease the need to widen and build roads, alleviate parking requirements, and bring other benefits to our residents including less air pollution, and healthier lifestyles for our citizens.

TDM policies, programs and services need to be coordinated by a senior manager who has the vision and the authority to implement them. This does not need to mean additional staffing numbers at the city; positions could be realigned or changed to incorporate this responsibility.

Our current planning practices typically only look at the movement of personal and commercial vehicles. Assumptions are made based on current behaviours, and major, costly decisions are made assuming people will continue to drive in the way that they always have.

We are currently evaluating our transportation requirements as part of the Official Plan Review process. Yet our Transportation Study, due to be released in November, does not factor in directions that other cities have taken to alleviate congestion and improve the road network, namely encouraging public transit, encouraging walking and cycling, and other strategies to reduce the number of cars on the road.

It also does not factor in our changing demographics— there will soon be many more 55+ citizens and we are trying to attract cosmopolitan professionals to the city who demand amenities available in other cities, namely good public transit and safe cycling/walking.

It also assumes that we must build more roads to accommodate major housing developments, yet the forecast for the next few years is for a modest population growth. Our older population will also be downsizing significantly.

Our current roads budget costs us 23% of every tax dollar, more than any other city-provided service. And it costs us over \$18,000 per lane km to maintain our roads.

We need to look at a coordinated effort across multiple departments to properly and cost-effectively plan and implement our entire transportation requirements. This process is TDM.

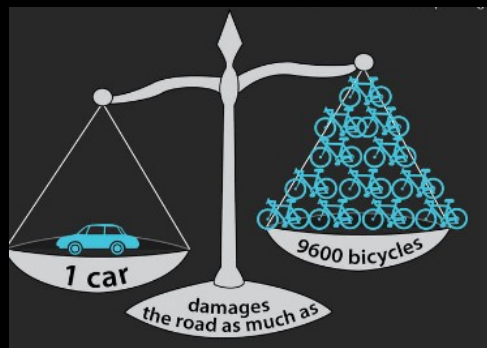




# Greater Sudbury and Cycling

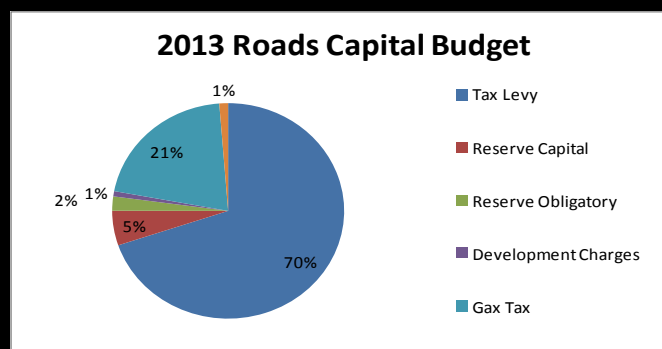
**33% of residents do not drive**

**Walking, cycling, and transit are more important to them than more roads for cars.**



**Bicycles do less damage to roads than motorized vehicles.**

**Most bicycle riders pay road user fees: they pay taxes and they also own cars. The Gas Tax only accounts for 21% of the roads capital budget. The tax levy accounts for 70%.**



**Cycling is important to residents**

**Parks, Open Space & Leisure**

**2014 Survey**

- **53% of households cycle**
- **91% consider Trails and Pathways important**



## **Greater Sudbury Roads vs Cycling Infrastructure Very Little Investment to Date**

- 3,560 lane kms of roadway
- 741 lane kms of arterial roads
- 616 lane kms of collector roads
- 2,204 lane kms of local roads
- 14 lane kms of bike lanes (both sides of Howie/Bellevue/Bancroft)
- 700 meters of cycle track (Paris St. bidirectional track at Bell Park)
- 1.2 lane kms of sharrows (both sides of Regent Street)
- Approx lane 24 kms of paved shoulders (both sides of Regent St., Hwy 69 at Val Therese, Radar Rd., Falconbridge Rd., Elm St., Notre Dame Azilda, Balsam St. Copper Cliff)



### **Infrastructure Costs (from City of Toronto)**

- Protected bike lane using paint & bollards (retrofit): \$125,000/km
- Protected bike lane using hard curbs (reconstruction): \$320,000/km
- Road resurfacing for 4-lane road: \$1,000,000/km
- Road reconstruction for 4-lane road: \$4,000,000/km

### **Cyclists want to be involved!**

We want an open, inclusive and collaborative process that brings stakeholders together to help plan and review our road construction projects.

Attlee Street, Southview Drive, Second Avenue, Notre Dame/Lasalle....

Projects that weren't inclusive or collaborative, and that don't include the infrastructure needed to keep cyclists safe on our roads. Let's change that!