



Sudbury Cyclists Union

Written Submission – Greater Sudbury 2015 Budget

To: City of Greater Sudbury Council

The Sudbury Cyclists Union (SCU) is a grassroots organization formed in 2010. Our mission is to connect cyclists and improve Greater Sudbury's cycling culture.

The SCU is a voice for cyclists of all ages and abilities. We are recreational and commuter cyclists. For some, cycling is a primary mode of transportation. For others, it's an occasional use. For many, it's something they would like to do more of. Our mission is to tackle these barriers.

Our request:

We are recommending three top priorities for 2015.

- **Implement a Complete Streets Policy**
- **Implement Transportation Demand Management Strategies**
- **Begin funding a minimum grid of safe cycling infrastructure, with an annual allocation of \$800,000 per year (approximately 2% of our roads capital projects dollars). This is not an add-on to the existing budget, but rather a reallocation of funds from projects that support and prioritize vehicular traffic to projects that will support cycling traffic.**

We are also recommending enhanced consultation with the community and with engaged groups, early in the planning process of road construction projects, to optimize and enhance improvement initiatives. The SCU has hands-on user experience to assist the City in creating liveable communities and a cycling culture.

Rationale: Transportation is moving people, not just cars

- **A shift to funding cycling infrastructure will bring: increased personal and environmental health and economic advantages to the City through cycling tourism, jobs that support cycling, and increased local spending.**
- **Cycling is transportation, and our lack of cycling infrastructure is part of our transportation deficit.**
- **Integrated solutions make our transportation systems better for everyone – car drivers, transit users, cyclists, pedestrians, and residents alike.**
- **We have a fiscal responsibility as well as a social responsibility towards all residents (1/3 of our population does not drive).**
- **Building more road lanes doesn't solve congestion. Road diets are increasingly popular across North America.**
- **Attracting additional businesses, professionals, and families to Greater Sudbury depends on our ability to offer active, healthy and liveable communities.**

Key strategic directions:

- **Implement plans, priorities, and budget to ensure all citizens are serviced equitably.**
- **Focus on fixing roads first; revisit plans and standards for new road construction, widening, and intersection improvements.**
- **Ensure all road projects conform to Complete Streets policies.**
- **Re-evaluate all roads projects with new standards of service that don't prioritize cars.**
- **Complete a comprehensive cost/benefit analysis of all projects.**
- **Begin allocating funds to sustainable transportation projects, including cycling, as recommended by the Sustainable Mobility Plan.**
- **Implement strategies that focus on reducing car traffic, to reduce the unsustainable practice of adding lanes, and to increase the return on investment in transit, walking, cycling and carpooling.**
- **Bring additional transparency to our capital projects by clearly identifying and monitoring cycling infrastructure projects.**
- **Improve community consultation to eliminate missed opportunities.**

We invite you to read the additional information provided, obtained from various sources that demonstrate that other cities are increasingly implementing these strategies across North America. Also enclosed is additional information about the Sudbury Cyclists Union.

Thank you for this opportunity to present some recommendations on how we, as an engaged community, can change our city for the better. We welcome the opportunity to discuss the information provided and the immediate need to enhance Greater Sudbury's cycling culture.

Sincerely,

Rachelle Niemela
Chair, Sudbury Cyclists Union

Dan Barrette
Vice-Chair, Sudbury Cyclists Union

Encl (3)
Sudbury Cyclists Union Top Priorities
Sudbury Cyclists Union Profile
Presentation to Council

Background and Supporting Information

Cities world-wide are moving towards more sustainable transportation options and practices. A great example close to home is the City of Thunder Bay. We believe that the City of Greater Sudbury should be a leader and at the forefront of this unavoidable and necessary cultural shift.

The Ontario Coroner's Report on Cycling Deaths¹, the #CycleON Strategy² and its accompanying Action Plans 1.0³, the proposed Safer Roads Ontario Act (Bill 31)⁴, and other numerous reports from the medical community and local Health Units⁵, all highlight that we need to do more to encourage safe cycling in Ontario.

The #CycleON strategy clearly identifies the major benefits of encouraging cycling in our community:

- Improved personal and public health
- A cleaner environment
- Economic benefits in cycling tourism dollars, local jobs for cycling-related industries, and economic benefits for local businesses

The Ontario #CycleON Strategy does an excellent job of describing these benefits, and provides source links to studies and supporting documents.

In accordance with the #CycleON strategy, and in coordination with Mayor Bigger's #GS2025 vision, we would like Greater Sudbury to set and act on the following goals:

- That Sudbury be recognized as the Northern Ontario centre for cycling tourism
- That Sudbury has an integrated and connected cycling network that allows cyclists of all ages and all abilities to cycle to work, school, home and key destinations
- That Sudbury become the safest city in Ontario for vulnerable road users (pedestrians and cyclists)

There will be opportunities to get funding for this through the #CycleON proposed municipal infrastructure funding program. We need to be prepared and ready to sell our plan to obtain this funding.

We also have the opportunity to create a vibrant cycling tourism industry, growing substantially across the province⁶. The Great Lakes Cycling Route, which is being developed by the Waterfront Regeneration Trust⁷, includes cycling infrastructure between Sault Ste. Marie and Sudbury, including a loop around Georgian Bay. Funding has already been secured for this initiative. A feasibility study on a cycling route between Sudbury and Ottawa is currently being planned. Sudbury is a key destination in all routes.

¹http://www.mcscs.jus.gov.on.ca/english/DeathInvestigations/office_coroner/PublicationsandReports/CyclingDeathReview/DI_Cycling_Death_Review.html

² <http://www.mto.gov.on.ca/english/pubs/cycling-guide/pdfs/MTO-CycleON-EN.pdf>

³ <http://www.mto.gov.on.ca/english/pubs/cycling/pdfs/ontario-cycle-action-plan.pdf>

⁴ http://www.ontla.on.ca/web/bills/bills_detail.do?BillID=3057

⁵ <https://www.oma.org/Mediaroom/PressReleases/Pages/CyclingSafetyandBetterInfrastructureGoHandinHand.aspx>

⁶ <http://www.manitoulin.ca/2014/12/10/chi-cheemaun-statistics-confirm-cycling-tourisms-island-growth>

⁷ <http://www.waterfronttrail.org>

The strategic directions that Greater Sudbury should take:

- Policies and guidelines that enhance our infrastructure for cyclists (a Complete Streets Policy⁸)
- Policies and guidelines that encourage the use of cycling as a sustainable method of transportation (Transportation Demand Management⁹)
- When designing road infrastructure, use consultation and progressive design guidelines for all projects (Ontario Traffic Manual, Book 18: Bicycle Facilities)¹⁰
- Allocate yearly dollars to building a safe cycling infrastructure network
- Become a Bicycle Friendly¹¹ and Walk Friendly Community¹²
- Promote awareness and behavioural shifts in Greater Sudbury
 - safe cycling education courses and workshops (thanks to the Greater Sudbury Recreation department, which has started doing this)
 - driver/cycling public education awareness campaigns
- Provide additional infrastructure like bike racks
- Promote Greater Sudbury as a premier cycling tourism destination



The City of Ottawa is now Bike Friendly and Walk Friendly.
This could be Sudbury!

What's to understand about cycling in Greater Sudbury?

- Cycling is a valid mode of transportation.
- Cycling is traffic.
- Cycling infrastructure is part of our **infrastructure deficit**. This infrastructure should not be an add-on or an after-thought to road projects.
- People cycle not only for recreational uses, but also as a **means of transportation**. People use bikes to commute to work, to get to school, to shop, to get to their destinations.
- Many **people want to cycle** but are afraid to do so, believing it to be too dangerous.
- **Not everyone drives**. According to the Sustainable Mobility Plan¹³ (2010), 1/3 of the City's population does not. For many, cycling is not just an option; it's their primary mode of transportation. We have a **social responsibility** to ensure that they can cycle safely on our roads.
- We don't adequately service other modes of transportation outside of car drivers who are generally prioritised in road design and spending considerations. Cyclists, pedestrians, and transit riders receive a lower level of service and are often serviced as an afterthought or add-on. **Pedestrians and cyclists are often left feeling vulnerable to cars**. More support for vulnerable road users is necessary.

⁸ <http://completestreetsforcanada.ca>

⁹ http://www.fcm.ca/Documents/tools/GMF/Improving_Travel_Options_with_Transportation_Demand_Management_EN.pdf

¹⁰ http://www.cwats.ca/en/about-CWATS/resources/Book_18_-_Bicycle_Facilities.pdf

¹¹ <http://www.sharetheroad.ca/bicycle-friendly-communities-p138264>

¹² <http://walkfriendly.ca>

¹³ <http://sudburycyclistsunion.ca/wp-content/uploads/2014/03/susplan.pdf>

Understanding the implications of continuing to build new road infrastructure

- We are currently heavily subsidizing car drivers. Contrary to public opinion, the gas tax does not pay for building and maintaining our roads. Of the \$38M projected for 2014 on roads capital projects, only \$7.7M is funded by the gas tax (20%). Approx. \$27M (or 70%) comes from property tax.¹⁴ This is not economically or socially responsible.
- The 2014 budget indicates that we will be spending over \$32M on capital road projects, which is 40% of our total capital budget for the whole city. We are told that we should be spending closer to \$80M a year to close the “infrastructure deficit” gap. These kinds of dollar amounts merit a complete re-evaluation of what we really need to do in the next 4 years.
- 23% of our 2014 house taxes are going to the roads budget for roads, bridges, culverts and sidewalks. That's more than any other area (police, health and social services, emergency/fire etc.).¹⁵ Building and maintaining roads are our most expensive municipal cost.
- For every lane kilometer that we build, we increase the maintenance costs of our roads in the next year. The 2013 Ontario Municipal CAO's Benchmarking Initiative (OMBI)'s Performance Measurement Report figures identify road maintenance costs are \$18,792 per lane kilometer¹⁶.
- Section 11.0 - Transportation of the current Official Plan states that “Priority will be given to the maintenance of the existing road infrastructure over the construction of new roads.”¹⁷ Yet we continue to fund new infrastructure, while our existing infrastructure continues to crumble. In 2015, the list of new road construction projects totals approx. \$11M.
- We need to start asking questions about how we pay for roads. Economists in North America are starting to question who pays for roads and why.¹⁸ City Council is already discussing the issue of tax base funding vs user based funding; this is an issue that could significantly impact road construction.
- The Government of Canada has just announced that they will not release their budget until April 2015. There are doubts that they will be able to deliver a balanced budget. We need to manage our expectations of potential funding that we're seeking both federally and provincially.

We need a shift in planning, implementing, and maintaining our transportation network

- Transportation is moving people, not just cars.
- Re-evaluate previously identified road expansion projects or outdated design practices.
- Building more road lanes doesn't solve congestion. We're spending millions of dollars to deal with the symptoms and not the root cause, which is that we encourage the use of single passenger cars by continually responding to demands for quicker traffic flow and for solutions to what is perceived as congestion. We are not saying this – the rest of the world is.
- Let's start adopting other options to reduce the use of single passenger car trips by promoting walking, cycling, transit, car pooling, or a combination of these.
- Integrated and efficient systems make our transportation better for everyone – car drivers, transit users, cyclists, and pedestrians.
- Section 11.0 - Transportation of the current Official Plan has the objective “ensure that the transportation network provides safe, convenient and efficient movement for all people and goods in Greater Sudbury”. That objective has not been met when it comes to road users who don't drive. Many of the other

¹⁴ <http://www.greatersudbury.ca/sudburyen/assets/File/capital.pdf>

¹⁵ <http://www.greatersudbury.ca/inside-city-hall/budgetfinancial-reports/2014-budget/your-municipal-property-tax-at-work-what-you-received-for-1000-in-2013>

¹⁶ [http://www.greatersudbury.ca/sudburyen/assets/File/2013%20Performance%20Measurement%20Report\(3\).pdf](http://www.greatersudbury.ca/sudburyen/assets/File/2013%20Performance%20Measurement%20Report(3).pdf), p. 150

¹⁷ <http://www.greatersudbury.ca/?LinkServID=F59E4B65-E5EF-85B0-6135D11DFD2BC05F>, p. 112

¹⁸ <http://bikeportland.org/2015/01/09/guest-column-portland-pay-streets-130772>

objectives that speak to our most vulnerable road users are also not being met.

- Most of the recommendations of the Sustainable Mobility Plan¹⁹ have not been funded.
- Our current way of defining the quality of roads is an engineering standard called Level of Service (LOS). LOS measures vehicle delay at intersections and on roadways, is represented as a letter grade A through F, and fails to consider social and environmental impact. Roadway widening is often the preferred option to make those lower-graded roads better. However, wider roads can result in adverse environmental, public health, and fiscal impacts and make our neighbourhoods less liveable. Wider roads are more expensive to maintain and enable driving at faster speeds and higher risks to cyclists and pedestrians. This is counter-intuitive to the City's traffic calming efforts.
- The LOS approach is not sustainable. Many jurisdictions, including the State of California, are seeking to stop using the current LOS standards for all of its roads because they've realized that no matter how many new roads you build, that approach will never solve congestion problems. Different rating standards are becoming increasingly popular and adopted²⁰. We need to start adopting these practices.
- Increasing the use of public transit is not being considered as an alternative to building more roads. In fact, the Roads and Transportation staff and the Transit staff report to different departments. We are very concerned that the yet to be released Transportation Study will not include traffic mitigation options other than new or widening roads. How will this study provide us with a fair and complete picture of our transportation network?
- We need to encourage alternative modes of travel to reduce single passenger trips through Transportation Demand Management (TDM). This professional discipline has been in existence since the 1970's, and is now being used in many cities as an alternative to building more roads.
- Many cities are implementing 'road diets' consisting of a reduced number of lanes and narrowings. They are not building new widened roads.²¹
- The City of Thunder Bay has been using creative, progressive, and sustainable transportation policies and practices. We should be looking at what they and other Ontario cities are doing to help guide our shift to more sustainable transportation.

Questions to ask

- Are our roads really that congested? Many other cities have much higher levels of congestion than we do, yet the perception of some residents is that our current traffic volumes are unacceptable. Are we willing to further our infrastructure shortfall to build and expand new roads to meet unreasonable expectations without recognizing the current global transportation shifts?
- Most of our heavy traffic is at rush-hour. Should we evaluate options for this short duration scenario?
- Will our projected population growth, expected to be moderate for the next few years, really translate to the need for more roads?
- Can we better plan new subdivisions to minimize an increase in car traffic?
- How will the impact of our aging population affect the need for more lane construction and expansions?
- We should focus on improving our city's health and liveability. A more progressive and liveable community will attract more businesses, professionals, and families, which will spur economic growth. How do we move these priorities forward when we're spending so much on asphalt?

¹⁹ <http://sudburycyclistsunion.ca/wp-content/uploads/2014/03/susplan.pdf>

²⁰ http://www.opr.ca.gov/s_sb743.php

²¹ <http://www.citylab.com/design/2014/09/so-what-exactly-is-a-road-diet/379975>

CONCLUSION: What can we do in 2015?

- A shift in focus: plan to move people not just cars. Treat all modes of transportation equitably.
- Re-think roads projects with a new high-level perspective and more progressive level of service standards.
- Re-evaluate all road projects with new standards of service – do cost/benefit analyses considering social and environmental impacts such as greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.
- Start adequately funding sustainable transportation options: walking, cycling, transit. The Sustainable Mobility Plan recommends \$800,000 annually to build a minimum grid for a safe and connected cycling network, which represents approximately 2% of the 2014 roads capital budget. \$700,000 should be directed to priority infrastructure projects, and \$100,000 to pave additional shoulders on roads that connect our communities. The SCU and other community groups have been asking Council to fund new cycling infrastructure projects for a number of years, with very little success to date.
- Implement additional transparency. Begin tracking cycling infrastructure projects on our roads capital projects list.
- Implement a Complete Streets Policy and Transportation Demand Management, coordinated by qualified staff.
- Implement better community consultation. Infrastructure spending dollars are not being well spent and consultation could lead to better, more cost effective solutions. Involving actual users simply makes sense. This could include meetings, round table discussions, town halls, and the use of social media. More importantly, consultation should take place early in the planning process, with true dialogue and accommodation in mind.



Sudbury Cyclists Union Top Priorities for Council in 2014-2018

Complete Streets
Transportation Demand Management
Shift to Funding Cycling Infrastructure

Web: sudburycyclistsunion.ca
Email: info@sudburycyclistsunion.ca
Twitter: @scu3

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. A Shift to an 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.

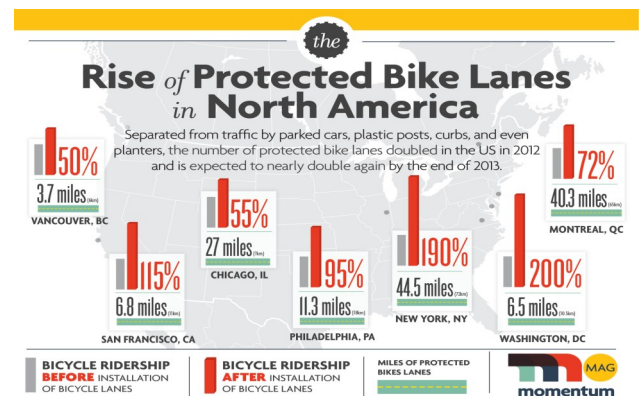
2. New cycling-specific projects that address connectivity need to be included in the 5-year roads projects planning process in order to retrofit existing roads that are not on the current priority list. A priority needs to be made for those roads that are dangerous to cyclists, in particular high-speed,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

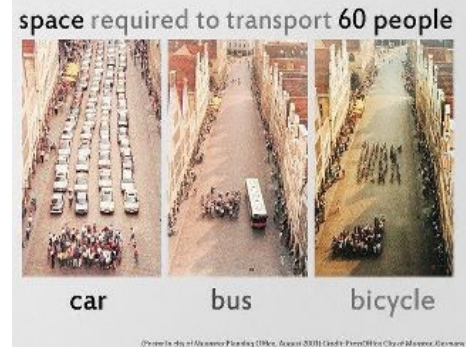
Source: City of Halifax website, 2014

“... 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



Credit: PressOffice City of Munster, Germany

*“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

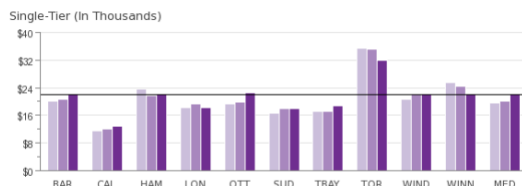


Roads	23.7%
Greater Sudbury Police Service	18.1%
Health and Social Services	13.3%
Emergency Medical/Fire/Emergency Preparedness	13.1%
Citizen and Leisure Services	11.1%
Growth and Development	5.4%
Administration	4.8%
Greater Sudbury Transit	4.7%
Garbage and recycling	3.5%
Other outside boards (including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



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	\$17,285	\$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

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. Older populations will also be downsizing their current housing needs.

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.

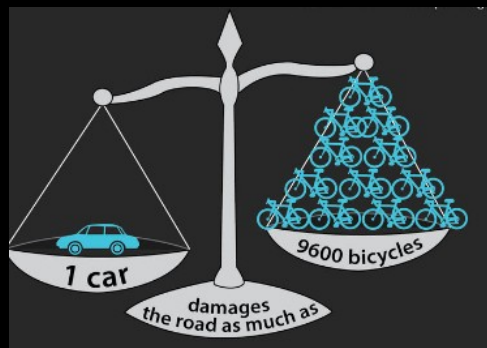
We need to look at a coordinated effort across multiple departments to properly and cost-effectively plan and implement our entire transportation requirements. This process is TDM.



Greater Sudbury and Cycling

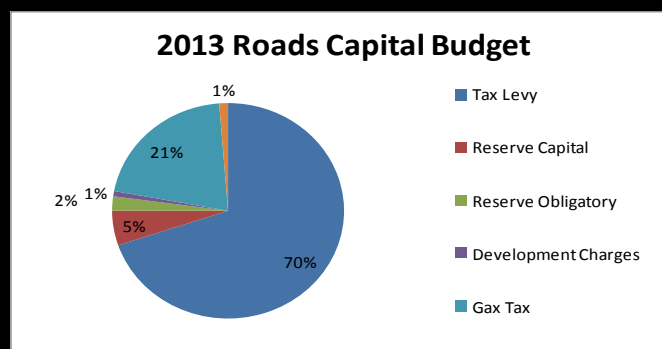
33% of residents do not drive

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

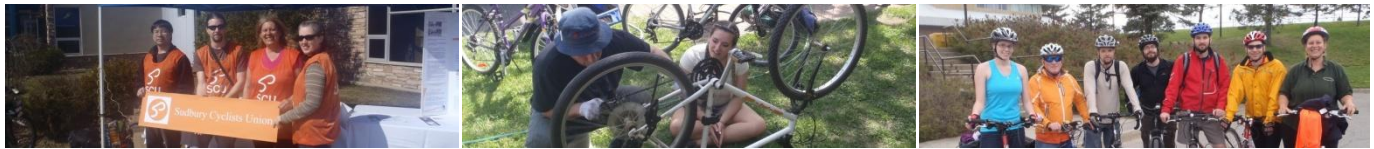


Cyclists want to be involved!

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!



The Sudbury Cyclists Union

The Sudbury Cyclists Union is a grassroots organization, formed in 2010 by a group of cycling enthusiasts who have cycling at heart.

We are:

- People in Sudbury who love to bike, for recreation and transportation.
- People who want to help build a better cycling culture in Greater Sudbury.
- A voice for cyclists of all ages and abilities.

Our main focus is to provide a strong unified voice for cyclists and to facilitate a better urban cycling culture in the City of Greater Sudbury. Our aim is to make cycling safe, accessible, and fun for cyclists of all ages and ability.



Working together with those who share our same values, the SCU lobbies and advocates to make cycling improvements within the city.

Amongst others, we have worked with the City of Greater Sudbury, the Rainbow Routes Association, the Share the Road Coalition, the Sudbury Mobility Advisory Panel, the Coalition for a Livable Sudbury, Community Action Networks, reThink Green, the Greater Sudbury Police Service, the Sudbury Women's Bike Group, the Walden Mountain Biking Club, the Sudbury & District Health Unit, Northern Lights Festival Boreal, and River and Sky Music Festival.

We are a member of the Coalition for a Liveable Sudbury, EarthCare Sudbury, reThink Green, and the Ontario Cycling Advocacy Network.

Our mission is to:

- connect Greater Sudbury cyclists and encourage cycling for people of all ages and abilities who cycle for transportation or recreation
- build a better cycling culture in Greater Sudbury
- advocate for the rights of all cyclists

Our vision:

- Cycling as an important part of Greater Sudbury's transportation network
- Safe, accessible, and connecting cycling routes including designated bike lanes and bicycle paths
- A bicycle infrastructure that includes ample bicycle parking
- Respect for cyclists and motorists alike
- Municipal and budgetary decision-making processes that take into account the needs of our cycling community
- A cleaner, healthier, safer and more liveable community

OUR ACTIVITIES IN 2014

- Social events like Bike Maintenance BBQs
 - Social bike rides
 - In partnership with many of the organizations listed on the first page, we help run and participate in:
 - cycling courses for children and adults (some of our members are Can-Bike certified instructors)
 - bike safety workshops for schools
 - Kids Bike Exchanges
 - events like the Commuter Challenge, Bike/Vélo Fest, the Pinnacle Triple Crown Safety Summit, and the yearly Share the Road Ride
 - bike valet parking at events like Northern Lights Folk Festival Boreal, Earth Day, and the Junction Creek Festival
 - bike rodeos for Community Action Networks
 - Participation in provincial activities:
 - Ontario Bike Summit
 - Georgian Bay Cycling Route Steering Committee
-

OUR ADVOCACY IN 2014

- Submission and presentation to the City of Greater Sudbury 2014 budget public input process
- Provincial elections candidates survey
- Municipal elections candidates survey
- Responses to the Ontario Ministry of Transportation proposed controlled access highways in the City of Greater Sudbury (highways 17 and 69)
- Submission to the #CycleON proposed education funding program
- Submission to the #CycleON proposed municipal infrastructure funding program
- Consultation session with Roads and Transportation re Second Avenue road construction
- Previous advocacy initiatives:
 - Participation in the City of Greater Sudbury budget public input processes, 2011, 2012, 2013
 - Input to Elgin Greenway Project
 - Input to draft Ontario Cycling Strategy
 - Input to draft Downtown Master Plan
 - Submission to City of Greater Sudbury Official Plan Review (2012)
 - Submissions to City of Greater Sudbury Transportation Study (2012, 2013)



Web: <http://sudburycyclistsunion.ca>
Email: info@sudburycyclistsunion.ca
Facebook: <https://www.facebook.com/groups/111007132266027/> (311 members)
Twitter: @SCU3 (179 followers)



Sudbury Cyclists Union

Connecting Cyclists

For a Better Cycling Culture in Greater Sudbury

Input to
2015
Budget



**SHARE
THE ROAD**

Rachelle Niemela, Chair

Our ask: A **Shift** to More Sustainable Transportation

Cycling is transportation

Lack of cycling infrastructure is part of our infrastructure deficit

Paris and Larch



Benefits

Healthier communities
Economic growth

More cycling =
Less cars on our roads
Less congestion
Cleaner environment
Local jobs
Cycling tourism \$

Kids Bike Rodeo, Bike Fest 2014



A **Shift** in Thinking and Doing



Lasalle/Notre Dame Construction

**Transportation is moving people not just cars
Building more roads doesn't solve congestion**

Integrate cycling :
better for all road
users

Fiscal responsibility:
build a sustainable
transportation
network



Sudbury Women's Bike Club

Social responsibility :
1/3 of residents do not drive

A Shift in Priorities



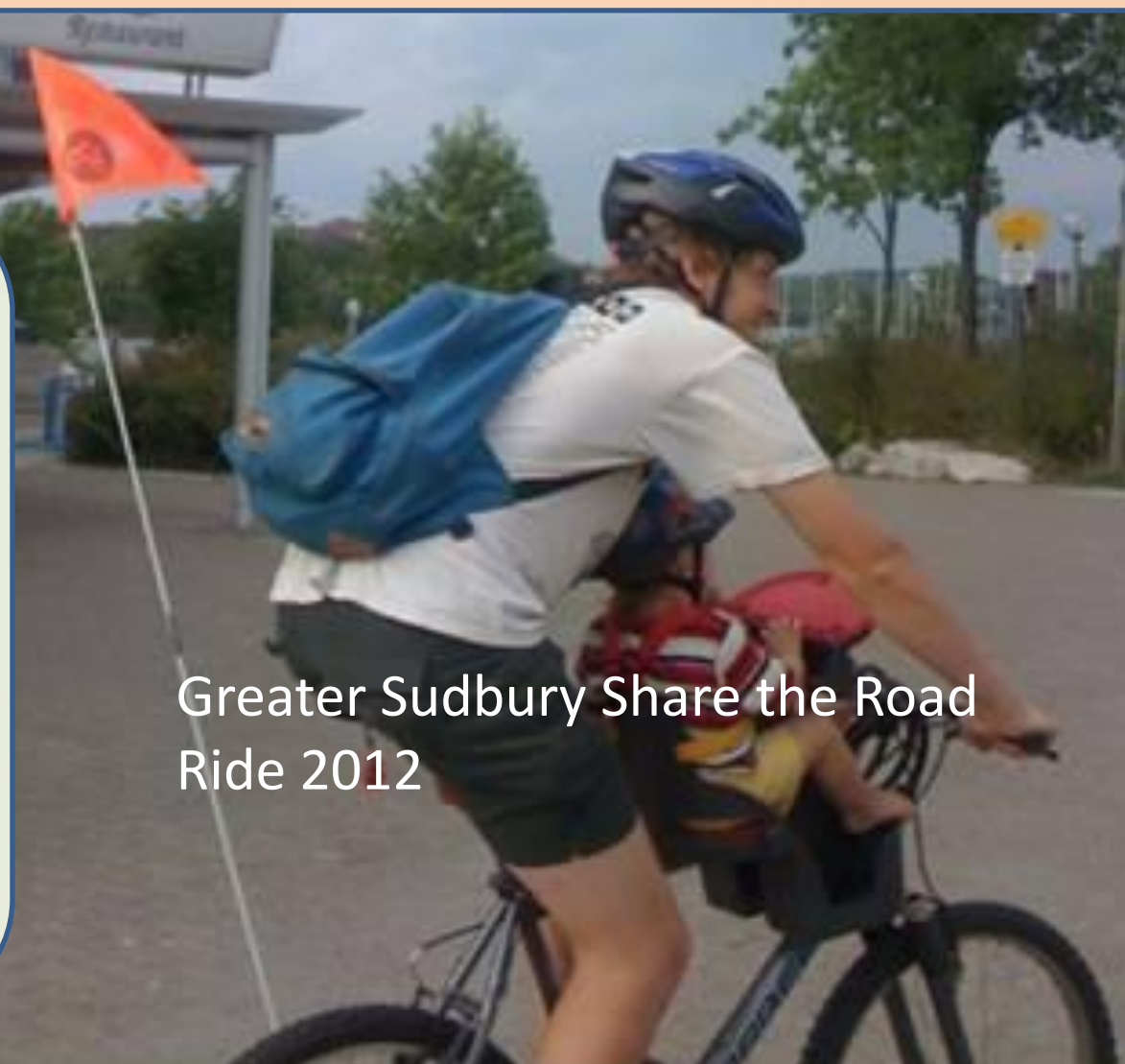
Bike Valet Parking, Northern Lights Folks Festival Boreal 2014

We can't afford additional spending on our roads
Fix and maintain existing roads first
Re-evaluate all road projects with:

- cost/benefit analysis
- new sustainable standards

A **Shift** To Integrated Transportation Complete Streets

Implement a Complete Streets Policy: ensure that all future road projects will be designed for all ages, abilities, and modes of travel

A person wearing a blue helmet and a white t-shirt is riding a bicycle on a paved road. They have a large blue backpack and a red flag attached to the back of the bike. The background shows trees and a building.

Greater Sudbury Share the Road
Ride 2012

A **Shift** Towards Sustainability

Transportation Demand Management



Implement TDM: reduce the need for new or widened roads, optimize use of current funds, and increase the return on our investments in transit, walking, cycling and carpooling.

A **Shift** to Meet Everyone's Transportation Needs



2012 SCU Bike TuneUp BBQ

Meet ALL needs with new strategies
that accommodate cycling infrastructure project dollars

This is not a budget add-on

A **Shift** to Active Transportation

Build a minimum grid of safe cycling routes



Sustainable Mobility Plan (2010):

- priority cycling infrastructure (\$700,000 annually)
- additional paved shoulders (\$100,000 annually)

A Shift to Action Plans

Cycling Infrastructure Project Tracking

2015 Capital Budget

Arterials - New Construction/Widening/Intersection Improvements

Second Avenue (Sudbury) - Widening from Donna Drive to 100 Metres North of Kenwood Street	E	\$	4,900,000 ^{1,2}					
Maley Drive (Contribution to Reserve Fund)	E	\$	2,284,697	\$	2,284,697	\$	2,284,697	\$ 2,284,697
MR 15 MR 80 Intersection Improvements	E	\$	2,000,000 ⁴					
Crean Hill Road from MR 4 to Victoria Mine	E	\$	1,250,000 ⁵					
Various Arterial Roads	E		\$ 2,000,000			\$	7,000,000	\$ 6,000,000
Elgin Greenway from Nelson Street to Cedar Street	E		\$ 1,000,000					
Moonlight Avenue from Kingsway to Bancroft Drive	E		\$ 3,000,000					
Barry Downe Road from Westmount Road to Kingsway	E		\$ 2,900,000					
MR 35 from Notre Dame West to Highway 144	E			\$	6,200,000			
SUBTOTAL Arterials - New Construction/Widening/Intersection Improvements		\$	10,434,697	\$	11,184,697	\$	8,484,697	\$ 9,284,697

Paris St. bike lanes	\$400,000
Lasalle cycle track	\$300,000
MR 80 paved shoulders	\$100,000

A **Shift** to Community Engagement

Better Community Consultation



Greater Sudbury Can-Bike Certified
Cycling Instructors 2013

Public consultation, not simply public information

Meetings... round table discussions...social media... timely consultation...

3 Shifts to Sustainability

- 
- A background image showing a person wearing a black helmet, goggles, and a red vest with the number 3, riding a red bicycle on a snow-covered street. The scene is a residential neighborhood with houses and trees in the background.
- 1. Complete Streets**
 - 2. Transportation Demand Management**
 - 3. A minimum grid of cycling infrastructure through dedicated funding**