



# Sudbury Cyclists Union

**Connecting Cyclists  
in Greater Sudbury**

2016 City of  
Greater Sudbury  
Budget



**SHARE  
THE ROAD**

# How do we implement our vision of a more liveable city in 2016?



Bike parking at a local school

**Implement dedicated cycling capital projects and operational policies, plans and strategies**



# How do we shift from being car-centric to people-centric?



Bike valet  
parking at  
Northern Lights  
Festival Boréal

**Like Thunder Bay, provide leadership and innovative solutions via plans and programs implemented by an Active Transportation Coordinator.**



# How do we become Northern Ontario's most bike friendly city?

**Develop and approve policies to guide 2016 and 2017 budget decisions:**

- **Complete Streets**
- **Transportation Demand Management**
- **Cycling Infrastructure Priority Index**
- **New levels of service, road classifications, and design standards**



Bike Fest

# How do we develop our capital priorities?

**Build on the proposed TMP: develop a comprehensive Active Transportation Plan, complete with priorities, budget, and timelines in coordination with SMAP and our Active Transportation Coordinator**



Share the Road  
Rides



# What are our priorities for capital \$?

## 2015: \$500,000 + 2016: \$800,000

**Implement priority cycling infrastructure to start creating a minimum grid – retrofit our most dangerous roads and create more transportation options – include creative solutions**



Paris and Larch

# We can make it happen!

## Greater Sudbury: A Bike Friendly City



**A good return on investment: we can make  
Greater Sudbury a safer and more liveable city  
with resulting economic and health benefits**

## **Presentation to Finance Committee, September 16, 2015:**

### **Slide 1:**

Good evening. I'm Rachelle Niemela, Chair of the Sudbury Cyclists Union. Thank you for this opportunity to comment on the 2016 budget on behalf of Greater Sudbury cyclists. You're not going to hear anything radically new this evening. Our suggestions for the 2016 budget reiterate what we proposed for the 2015 budget and echoes our comments on the draft Transportation Master Plan. Tonight, we're going to ask you not to wait for a final TMP – let's move forward now.

### **Slide 2:**

Council has a vision of a more liveable city that will attract investment, business, and economic growth. You supported this vision by identifying capital dollars for cycling infrastructure in the 2015 budget, monies that were not spent. Please direct staff to plan and implement dedicated cycling infrastructure capital projects in 2016 that will retrofit some of the roads most dangerous to cyclists. From an operational perspective, please direct staff to implement policies, plans and strategies that will make our city more liveable.

### **Slide 3:**

To become more people-centric, we need to provide the leadership that is required to implement our vision. The draft TMP identifies the need for an Active Transportation Coordinator. This coordinator would ensure that recommendations in the TMP and in the Sustainable Mobility Plan are implemented, not sometime in the future, but starting now in the 2016 budget.

### **Slide 4:**

We've already identified strategies that are critical to making our city more bike friendly. A Complete Streets Policy and accompanying Guidelines. Transportation Demand Management strategies that are critical to solving congestion, gridlock and ballooning road expenses. A cycling infrastructure priority index that identifies required road cycling retrofits. And other operational policies suggested in the draft TMP, including new levels of service, new road classifications, and new road design standards. Please direct staff to work on implementing these strategies within the next 1-2 years.

### **Slide 5:**

The draft TMP also suggests an Active Transportation Plan. However, there are some weaknesses in this plan. The SCU recommends that the Sustainable Mobility Advisory Panel and an Active Transportation Coordinator work with Roads and Transportation, Leisure Services and Parks to develop a more comprehensive Active Transportation Plan that will meet the needs of recreational cyclists as well as people who use bikes to get to work, to school, and to other destinations.



**Slide 6:**

We thank you for our vision of a multi-modal transportation network in Greater Sudbury. Let's use the dollars that were identified last year and that will be provided this year to start implementing our vision – let's start building a safe, minimum grid of cycling infrastructure in 2016. Our final Active Transportation Plan will not be ready in time for the 2016 budget decisions. So, in the interim, let's work with SMAP to identify creative and innovative solutions that are fiscally responsible and that can be implemented in 2016.

**Slide 7:**

One of Council's priorities is to grow our beautiful city and to draw new businesses and new residents here. We need to capitalize on strategies and amenities that will give our city an edge on other cities - our parks, our lakes, our festivals and enhanced transportation options. Being bike friendly is a priority for other cities. This year, Thunder Bay joined the ranks of many Ontario cities who are designated as "Bike Friendly" and was the 1<sup>st</sup> Northern Ontario city to do so. The SCU would like to see Greater Sudbury become the second Bike Friendly City in Northern Ontario. This is something that we can easily do by moving now on cycling priorities, starting in 2016. Thank you.



# Sudbury Cyclists Union

## Written Submission – Greater Sudbury 2016 Budget

---

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. We work to promote safe and convenient cycling for everyone in Greater Sudbury.

### **Our priorities for 2016:**

- **Implement an Active Transportation Coordinator position**
  - **Start building a minimum grid of key cycling infrastructure**
  - **Implement required strategies to make our city more liveable and sustainable: Complete Streets, Transportation Demand Management**
  - **Approve an Active Transportation Plan, with priorities that address key cycling infrastructure deficiencies, timelines, and budgets**
- 

Thank you for your support of safer cycling in Greater Sudbury. With your help, we are building a more liveable community for all residents, and are providing safer and convenient transportation options for everyone.

Our suggested priorities for the 2016 budget reiterate what we proposed for the 2015 budget and echoes the comments we submitted for the draft Transportation Master Plan (TMP). Let's not delay any further. Let's start implementing right now the suggestions of the Sustainable Mobility Plan and the key priorities identified in the draft Master Transportation Plan.

In 2014, we proposed shifting dollars from exiting capital and operational budgets in order to accomplish our vision. You approved \$800,000 in annual capital funding as proposed in the Sustainable Mobility Plan for major cycling infrastructure projects (\$300,000 for the Barrydowne project and an unallocated \$500,000 in 2015). That demonstrates that our shared vision can be accomplished. If we shift our priorities from car-centric to more sustainable options, we can implement safe and convenient cycling infrastructure as well as other transportation options including pedestrian and transit enhancements. We can incorporate strategies and programs that encourage and promote cycling into our departmental business plans. We can accomplish the goals that we set.

In 2016, let's begin implementing our vision and our new priorities.



### 1. Implement a Transportation Coordinator position

To become more people-centric, we need to provide the leadership that is required to implement our vision. The draft TMP identifies the need for an Active Transportation Coordinator. This coordinator would ensure that recommendations in the TMP and in the Sustainable Mobility Plan are implemented, not sometime in the future, but starting now in 2016.

An Active Transportation Coordinator would work not only on ensuring that we begin building our required key cycling infrastructure projects, but would also help coordinate active transportation programs, events and education campaigns.

### 2. Begin completing our minimum grid of safe cycling infrastructure – build key cycling infrastructure projects in 2016

Council has a vision of a more liveable city that will attract investment, business, and economic growth, and a vision of a multi-modal transportation network in Greater Sudbury. You supported this vision by identifying capital dollars for cycling infrastructure in the 2015 budget, monies that were not spent. Let's use the dollars that were identified last year and that will be provided this year to start implementing our vision – let's start building a safe, minimum grid of cycling infrastructure in 2016.

Staff will be working on plans for 2016 construction priorities as soon as the 2016 capital budget is approved. Please direct staff to plan and implement some dedicated key cycling infrastructure capital projects that will retrofit some of the roads most dangerous to cyclists. We know what we need to retrofit – core roads like Lasalle, Paris, Notre Dame, Barry Downe, and others that provide access to key destinations like schools, workplaces, and shopping; and key connector roads like MR 80, MR 55, and MR 35 that provide access to outlying neighbourhoods.

Our final Active Transportation Plan will not be ready in time for the 2016 budget decisions. So, in the interim, please ask staff to work with the Sustainable Mobility Advisory Panel to identify creative and innovative solutions that are fiscally responsible and that we can implement now.

### 3. Implement the policies, plans and strategies that will make our city more liveable

We've already identified key strategies that are critical to making our city more bike friendly. A **Complete Streets Policy** and accompanying **Guidelines. Transportation Demand Management strategies** that are critical to solving congestion, gridlock and ballooning road expenses. A **cycling infrastructure priority index** that identifies required road cycling retrofits. And other operational policies suggested in the draft TMP, including **new levels of service, new road classifications, and new road design standards.**

Our hope when the draft Transportation Master Plan was finally released was that some or most of these policies and strategies would be in place for the 2016 budget decisions. Since this will probably not happen, please direct staff to work on implementing these strategies in time for the 2017 budget and to use their principles when planning the 2016 capital and operational budgets.

#### **4. Approve an Active Transportation Plan**

The draft Transportation Master Plan also proposes an Active Transportation Plan. However, there are some weaknesses in this plan. The SCU recommends that the Sustainable Mobility Advisory Panel and an Active Transportation Coordinator work with Roads and Transportation, Leisure Services and Parks to develop a more comprehensive Active Transportation Plan that will meet the needs of recreational cyclists as well as people who use bikes to get to work, to school, and to other destinations.

This plan should include revised priorities, timelines, and budget that address the key cycling infrastructure deficiencies that exist on the roads most dangerous to cyclists.

---

### **Greater Sudbury – Northern Ontario’s second Bike Friendly City!**

One of Council’s priorities is to grow our beautiful city and to draw new businesses and new residents here. We need to capitalize on strategies and amenities that will give our city an edge on other cities - our parks, our lakes, our festivals and enhanced transportation options.

Being bike friendly is a priority for other cities. This year, Thunder Bay joined the ranks of many Ontario cities who are designated as “Bike Friendly” and was the first Northern Ontario city to do so. One of our goals for 2016 or 2017 should be that Greater Sudbury becomes the second Bike Friendly City in Northern Ontario.

This is something that we can easily do by moving now on cycling priorities, starting in 2016.

In closing, we’d like to include the rationale and key strategic directions that we identified in our 2015 budget submission. These continue to be valid for 2016 and beyond, and with your support, we can become Northern Ontario leaders in sustainable transportation!

---

### **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 only cars.
- Complete a comprehensive cost/benefit analysis of all projects.
- Allocate yearly 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.

Sincerely,

A handwritten signature in cursive script that reads "Rachelle Niemela".

Rachelle Niemela  
Chair, Sudbury Cyclists Union

Encl (3)  
PowerPoint Presentation to Council  
Background and Supporting Information  
Sudbury Cyclists Union Profile



# 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 transportation and recreation.
- 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 Sustainable Mobility Advisory Panel, the Coalition for a Livable Sudbury, the Sudbury Road Safety Committee, various City Community Action Networks, reThink Green, the Greater Sudbury Police Service, the Sudbury Women's Bike Group, the Walden Mountain Biking Club and the Sudbury & District Health Unit.

We are a member of the Coalition for a Liveable Sudbury, EarthCare Sudbury, reThink Green, and the OntarioCAN 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: A cleaner, healthier, safer and more liveable community

- Cycling as an important part of Greater Sudbury's transportation network
- A minimum grid of safe, accessible, and connecting cycling routes including dedicated infrastructure on key transportation corridors
- Programs that encourage cycling, including bicycle parking facilities, cycling courses, and safety campaigns for drivers and cyclists
- Respect for cyclists and motorists alike
- Municipal and budgetary decision-making processes that take into account the needs of our cycling community



## OUR ACTIVITIES IN 2015

- Social events like bike maintenance BBQs
  - 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
    - Helping to organize events like the Commuter Challenge, Bike/Vélo Fest, and the yearly Share the Road Ride
    - bike valet parking at events like Northern Lights Folk Festival Boreal, Earth Day, and UpFest
    - bike trailer services for Bike/Vélo Fest and River and Sky Camping and Music Festival
    - bike rodeos for Community Action Networks and other organizations and groups
  - Participation in provincial activities:
    - Ontario Bike Summit
    - Share the Road's OntarioCAN provincial cycling advocacy initiatives
- 

## OUR ADVOCACY IN 2015

- Submission and presentation to the City of Greater Sudbury 2015 budget public input process
- Responses to the Ontario Ministry of Transportation proposed controlled access highways in the City of Greater Sudbury (highways 17 and 69)
- Previous advocacy initiatives:
  - Participation in the City of Greater Sudbury budget public input processes in 2011, 2012, 2013, 2014
  - Provincial elections candidates survey (2014)
  - Municipal elections candidates survey (2014)
  - Responses to the Ontario Ministry of Transportation proposed controlled access highways in the City of Greater Sudbury (highways 17 and 69) (2014)
  - Submission to the #CycleON proposed education funding program (2014)
  - Submission to the #CycleON proposed municipal infrastructure funding program (2014)
  - Consultation session with Roads and Transportation re Second Avenue road construction (2014)
  - Input to Elgin Greenway Project (2013)
  - Input to draft Ontario Cycling Strategy (2013)
  - Input to draft Downtown Master Plan (2012)
  - 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](mailto:info@sudburycyclistsunion.ca)

Facebook: <https://www.facebook.com/groups/111007132266027/>

Twitter: @SCU3



# Sudbury Cyclists Union

## Greater Sudbury 2016 Budget

### 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, who in 2015 became the first Bike Friendly City in Northern Ontario. Greater Sudbury should work towards becoming the second Bike Friendly City in Northern Ontario by 2017!

The Ontario Coroner's Report on Cycling Deaths<sup>1</sup>, the #CycleON Strategy<sup>2</sup> and its accompanying Action Plans 1.0<sup>3</sup>, the Safer Roads Ontario Act (Bill 31)<sup>4</sup>, and other numerous reports from the medical community and local Health Units<sup>5</sup>, 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.

A note that funding has been provided by the province for municipal infrastructure projects and the City of Greater Sudbury has submitted a project (Kelly Lake Road). The City is also in the process of applying for cycling education dollars announced by the province. Thanks to the City for doing this.

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

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

Note that we have the opportunity to create a vibrant cycling tourism industry, which is growing substantially across the province<sup>6</sup>. As part of the #cycleON strategy, the provincial government will soon provide the direction

---

<sup>1</sup>[http://www.mcscs.jus.gov.on.ca/english/DeathInvestigations/office\\_coroner/PublicationsandReports/CyclingDeathReview/DI\\_Cycling\\_Death\\_Review.html](http://www.mcscs.jus.gov.on.ca/english/DeathInvestigations/office_coroner/PublicationsandReports/CyclingDeathReview/DI_Cycling_Death_Review.html)

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

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

<sup>4</sup> [http://www.ontla.on.ca/web/bills/bills\\_detail.do?BillID=3057](http://www.ontla.on.ca/web/bills/bills_detail.do?BillID=3057)

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

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

to implement provincial cycling routes across the province. The Great Lakes Cycling Route, which is being developed by the Waterfront Regeneration Trust<sup>7</sup>, includes cycling infrastructure between Sault Ste. Marie and Sudbury, and includes 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.

## **The strategic directions that Greater Sudbury should take in 2016:**

Directions already identified in the Draft Transportation Master Plan:

- Implement policies and guidelines that enhance our infrastructure for cyclists (a Complete Streets Policy<sup>8</sup>)
- Implement policies and guidelines that encourage the use of cycling, walking, transit, car pooling, and other strategies to entrench sustainable transportation as a key direction (Transportation Demand Management<sup>9</sup>)
- When designing road infrastructure, use consultation and progressive design guidelines for all projects (including Ontario Traffic Manual, Book 18: Bicycle Facilities)<sup>10</sup>
- Implement a sidewalk priority index, and add a missing cycling infrastructure priority index; further define and implement the new levels of service, road classifications, and road design standards identified in the TMP
- Provide/encourage additional bike parking facilities at city-owned locations, schools, and businesses; consider implementing a bylaw that mandates retrofitting existing city property and businesses to a set city standard
- Promote awareness and behavioural shifts in Greater Sudbury
  - Additional safe cycling education courses and workshops
  - Driver/cycling public education awareness campaigns

Directions already identified in yearly budget projections:

- Allocate the yearly dollars already identified to building a minimum grid of safe cycling infrastructure

Additional directions:

- Work on become a Bicycle Friendly<sup>11</sup> and Walk Friendly Community<sup>12</sup>
- Promote Greater Sudbury as a premier cycling tourism destination



The City of Thunder Bay is Northern Ontario's first Bike Friendly City! We want Greater Sudbury to be the second Bike Friendly City!

<sup>7</sup> <http://www.waterfronttrail.org>

<sup>8</sup> <http://completestreetsforcanada.ca>

<sup>9</sup> [http://www.fcm.ca/Documents/tools/GMF/Improving\\_Travel\\_Options\\_with\\_Transportation\\_Demand\\_Management\\_EN.pdf](http://www.fcm.ca/Documents/tools/GMF/Improving_Travel_Options_with_Transportation_Demand_Management_EN.pdf)

<sup>10</sup> [http://www.cwats.ca/en/about-CWATS/resources/Book\\_18\\_-\\_Bicycle\\_Facilities.pdf](http://www.cwats.ca/en/about-CWATS/resources/Book_18_-_Bicycle_Facilities.pdf)

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

<sup>12</sup> <http://walkfriendly.ca>



## 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 on our existing roads.
- **Not everyone drives**. According to the Sustainable Mobility Plan<sup>13</sup> (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.

## Understanding the implications of continuing to build new road infrastructure

- We are heavily subsidizing car drivers. Contrary to public opinion, the gas tax does not pay for the building and maintenance our roads. Of the \$44.6M projected for 2015 on roads capital projects, only \$9.9M is funded by federal and provincial subsidies, which include the federal and provincial gas taxes and the Ontario Community Infrastructure Fund. That's only 22.5% - 77.5 % of the funding comes from property tax, reserves, financing and third-party recoveries.<sup>14</sup> This is not economically or socially responsible.
- We will spend over \$44.6M on capital road projects in 2014, which is 40.6% of the city's total capital budget. We've identified that need to spend \$80M a year to close our "infrastructure deficit" gap. We need to re-evaluate this direction. For example, we project spending only \$2.6M on transit capital enhancements in 2015, which translates to .36% of the capital budget.
- In 2014, 23.8% of our house taxes went 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.).<sup>15</sup> Building and maintaining roads is 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 kilometer<sup>16</sup>. Note that the 2014 report is not yet available.
- 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."<sup>17</sup> Yet we continue to fund new infrastructure, while our existing infrastructure continues to crumble. In 2015, the list of new proposed 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.<sup>18</sup> We need to discuss tax base funding vs user based funding - an issue that could significantly impact road construction.

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

<sup>14</sup> [http://www.greatersudbury.ca/sudburyen/assets/File/Capital%20Budget\(4\).pdf](http://www.greatersudbury.ca/sudburyen/assets/File/Capital%20Budget(4).pdf)

<sup>15</sup> <http://www.greatersudbury.ca/inside-city-hall/tax-services/what-you-received-for-1000/>

<sup>16</sup> [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

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

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

## **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 objectives that speak to our most vulnerable road users are also not being met.
- 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 adopted<sup>19</sup>. The draft Transportation Master Plan alludes to establishing new standards for transit, pedestrians and cyclists, and we need to finalize and implement these standards not only on new roads, but also on existing roads.
- Increasing the use of public transit is not being considered as an alternative to building more roads. The draft Master Transportation Plan has very little changes in the priorities that list new and enhanced road construction projects. The focus should be on traffic mitigation options rather than new or widening roads.
- 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. The three options examined in the draft Transportation Master Plan does not include TDM options, which makes even the preferred Sustainability Option less fiscally responsible than what we can truly do.
- Many cities are implementing 'road diets' consisting of a reduced number of lanes and narrowings. They are not building new widened roads.<sup>20</sup>
- The City of Thunder Bay has been using creative, progressive, and sustainable transportation policies and practices. They have made tremendous strides in the last 4 years. We should be looking at what they and other Ontario cities are doing to help guide our shift to more sustainable transportation.

<sup>19</sup> [http://www.opr.ca.gov/s\\_sb743.php](http://www.opr.ca.gov/s_sb743.php)

<sup>20</sup> <http://www.citylab.com/design/2014/09/so-what-exactly-is-a-road-diet/379975>

## 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? We need to be leaders and innovators, and not just respond to the naysayers in our community.
- Most of our heavy traffic is at rush-hour. Should we not evaluate other options for this short duration scenario than building more roads?
- 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?

## CONCLUSION: What can we do in 2016?

- 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. Retool the draft Transportation Master Plan, taking into account more progressive and fiscally-responsible strategies and directions.
- 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.
- Adequately fund new sustainable transportation options: walking, cycling, transit.
- Implement additional transparency. Track dedicated cycling infrastructure projects on our roads capital projects list.
- As recommended by the draft Transportation Master Plan, implement a Complete Streets Policy and Transportation Demand Management strategies, as well as new levels of service, road classifications and standards, and priority indexes. Create or adjust appropriate positions so these initiatives are coordinated by qualified staff.
- Implement better community consultation. Ensure that the Sustainable Mobility Advisory Panel has an integrated role in planning and implementing road projects, enhancements to transit and the implementation of programs and initiatives that encourage sustainable transportation. Incorporate participatory planning so citizens are given a better voice in how we move towards a more liveable community. Devise new strategies to get input, including better use of Community Action Networks, neighbourhood 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.