

October 17, 2018

To all municipal election candidates:

The Sudbury Cyclists Union has been doing outreach to local cyclists over the past few years to identify issues that are important to them. This outreach has identified the priorities that cyclists feel are most important for the next term of Council. Moving forward, we expect that our new Council will continue to support the good work that has been done over the past few years to make Greater Sudbury more bicycle friendly.

Please see enclosed the highlights of the accomplishments that have occurred over the past few years, and our priorities for the next term of Council. Our priorities for 2018-2022 are:

- **Make the City's current Active Transportation Coordinator's position a full-time permanent position.**
  - Currently held by Marisa Talarico, this position is a 5-year term position. Having this position dedicated to active transportation has resulted in some great strides towards making Greater Sudbury a more bicycle friendly community. We received a Bronze Bicycle Friendly Community Award from Share the Road Coalition in 2018. This would not have been possible without the AT Coordinator's focus on active transportation priorities, and the partnerships she has developed with the community over the past few years. A permanent position is needed to ensure that the needs of active transportation users are met in the future.
- **Continue to fund our cycling transportation network.**
  - The City currently allocates \$800,000 per year in its base transportation budget for new cycling projects. It is critical that a minimum of this amount continues to be allocated on a yearly basis so we can continue to build safe cycling infrastructure for everyone who needs to bike to where they need to go. With the uncertain status of provincial funding for the priorities of the provincial #CycleON Strategy, it is important that the City complete the projects that have started including the Paris/Notre Dame Bikeway, the recommendations in the Lasalle Corridor Study, and the numerous cycling routes that are now being established across our Greater Sudbury neighbourhoods.
- **Fund the Complete Streets Guidelines in the 2019 budget.**
  - The Complete Streets Policy, which was approved by Council in 2018, ensures that the needs of all road users are addressed in all road projects. We are the first community in Northern Ontario to adopt such a policy, and we join over 100 communities across Canada who have implemented similar policies. It is critical that we now fund the guidelines for the policy, which will ensure the consistent application of the policy across all departments and all road projects.  
<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=2&id=1256>
- **Fund recommended strategies in the Transportation Demand Management Plan.**
  - The Transportation Demand Management Plan, which was approved by Council in 2018, lays out strategies and programs that have been proven to reduce single occupant vehicle travel. It is important that we now fund the initiatives that have been recommended for 2019, and then continue to fund additional initiatives in the future. Reducing single occupant vehicle travel results in savings in building and maintaining roads. <https://www.greatersudbury.ca/live/transportation-parking-and-roads/roads/traffic-and-transportation/transportation-demand-management/>

- **Quicker timelines to complete a safe, accessible, convenient and connected cycling network.**
  - The Pedestrian and Cycling Master Plan, as recommended in the City's currently-approved Master Transportation Plan, identifies timelines for completing a city-wide network of cycling routes. A "minimum grid" of cycling routes on our core roads is required to ensure that people can safely cycle to all destinations in Greater Sudbury, whether for recreation or commuting. The Pedestrian and Cycling Master Plan has timelines of 11-15+ years for some of the critical corridors. Most of these are high-volume and high-speed roads that are most dangerous for cyclists. We need to complete our safe cycling network in a shorter timeframe. This will ensure the safety of all of our current cyclists, encourage more people to bike, and will attract the people and businesses who are looking to move to and to invest in a more liveable, bicycle-friendly city.  
[https://www.greatersudbury.ca/sudburyen/assets/File/Comms/2\\_Cycling%20and%20Pedestrian\\_Greater%20Sudbury%20Transportation%20Study%20Report%20December%202016%20Chapter%209.pdf](https://www.greatersudbury.ca/sudburyen/assets/File/Comms/2_Cycling%20and%20Pedestrian_Greater%20Sudbury%20Transportation%20Study%20Report%20December%202016%20Chapter%209.pdf)
- **A Trail Master Plan.**
  - Our trails are identified in our Master Transportation Plan as being integral to the transportation system that serves pedestrians and cyclists. However, our current trail system is not connected, we do not have standards to ensure safe access for cyclists, and we have no plan for the vision of a connected trail system that will connect all of the communities in Greater Sudbury. We need a Trail Master Plan to ensure that we develop and properly maintain a trail system that will serve the needs of pedestrians and cyclists.
- **Continue to work collaboratively with the community.**
  - The City has been working with the Sustainable Mobility Advisory Panel and with cycling groups and stakeholders for a number of years. This has resulted in recent cycling infrastructure projects that meet the needs of cyclists of all ages and abilities, and effective cycling programming to educate cyclists and vehicle drivers and to encourage more people to bike. Our Bicycle Friendly Community Award acknowledges this City-community collaboration. We need to continue and build on this community engagement so the needs of all cyclists are met when the City moves forward with initiatives and projects that affect cyclists.

Sincerely,

Rachelle Niemela  
 Chair, Sudbury Cyclists Union

# 2014-2018 CYCLING ACCOMPLISHMENTS



2018 WINNER!

» CYCLING AND PEDESTRIAN MASTER PLAN IN THE  
TRANSPORTATION MASTER PLAN

5 YEAR FULL TIME ACTIVE TRANSPORTATION COORDINATOR  
CONTRACT «

» \$800,000/YEAR CYCLING INFRASTRUCTURE BUDGET  
FOR NEW CYCLING INITIATIVES

COMPLETE STREETS POLICY THAT ENSURES NEEDS OF  
ALL ROAD USERS ARE ADDRESSED IN ALL ROAD PROJECTS «

» TRANSPORTATION DEMAND MANAGEMENT PLAN WITH DIRECTIONS  
/PROGRAMS TO REDUCE SINGLE-OCCUPANT VEHICLE TRAVEL

ROAD SAFETY AUDIT THAT IDENTIFIES  
SAFETY CONCERNS TO BE ADDRESSED ON OUR ROADS «

- ❁ SOON TO BE IMPLEMENTED BICYCLE PARKING PROGRAM
- ❁ COLLABORATIVE RELATIONSHIP BETWEEN CITY, COMMUNITY, AND GROUPS
- ❁ SIGNATURE EVENTS: SUDBURY BIKE MONTH, MAYOR'S RIDE, ONTARIO 150 CELEBRATE BY BIKE RIDE, AND MANY OTHERS
- ❁ \$1.6 MILLION FROM TWO DIFFERENT FUNDS (PUBLIC TRANSIT INFRASTRUCTURE FUND, ONTARIO MUNICIPAL COMMUTER CYCLING FUND)
- ❁ CITY RECOGNIZED FOR ACTIVE TRANSPORTATION WORK, INVITED TO PRESENT AT SEVERAL PROVINCIAL EVENTS
- ❁ CITY AND COMMUNITY SUPPORT FOR SAFE CYCLING: THE SUSTAINABLE MOBILITY ADVISORY PANEL, SAFE CYCLING COURSES AND EDUCATION PROGRAMS FOR CYCLISTS AND DRIVERS, KIDS BIKE EXCHANGES, HEALTHY KIDS COMMUNITY CHALLENGE PROGRAMS, KIDS BIKE RODEOS, ETC.



SUDBURCYCLISTSUNION.CA

# MOVING FORWARD

## 2018-2022 GOALS

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### **MAKE THE ACTIVE TRANSPORTATION COORDINATOR A FULL-TIME PERMANENT POSITION.**

THIS POSITION IS FOCUSED ON THE NEEDS OF OUR MOST VULNERABLE ROAD USERS. IT ENSURES THAT APPROPRIATE CYCLING INFRASTRUCTURE IS IMPLEMENTED ON OUR ROADS ACROSS THE CITY AND THAT POLICIES, PLANS, AND PROGRAMS ARE IN PLACE TO GUIDE TAXPAYER INVESTMENTS IN CYCLING ENHANCEMENTS.

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### **CONTINUE TO FUND OUR CYCLING TRANSPORTATION NETWORK.**

DEDICATED MUNICIPAL CYCLING INFRASTRUCTURE BUDGET TO RETROFIT ROADS THAT NEED SAFE CYCLING INFRASTRUCTURE, AND LOBBYING THE PROVINCIAL GOVERNMENT FOR FUNDING TO REPLACE THE DEFUNCT CAP AND TRADE CYCLING PROGRAMS.

### **FUND THE COMPLETE STREETS GUIDELINES.**

IMPLEMENT THE GUIDELINES PROPOSED IN THE 2019 BUDGET BUSINESS CASE TO ENSURE THE PROPER IMPLEMENTATION OF OUR NEW COMPLETE STREETS POLICY.

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### **FUND RECOMMENDED STRATEGIES IN THE TRANSPORTATION DEMAND MANAGEMENT PLAN.**

IMPLEMENT THE STRATEGIES PROPOSED IN THE 2019 BUDGET BUSINESS CASE AND OTHER PROGRAMS THAT WILL BE RECOMMENDED IN FUTURE YEARS.

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### **QUICKER TIMELINES TO COMPLETE A SAFE, ACCESSIBLE, CONVENIENT, AND CONNECTED CYCLING ROUTE NETWORK.**

COMPLETE A MINIMUM GRID OF SAFE CYCLING INFRASTRUCTURE THAT WILL ALLOW EVERYONE WHO BIKES TO SAFELY AND CONVENIENTLY GET TO WHERE THEY WANT TO GO.

### **A TRAIL MASTER PLAN.**

FUND A PLAN THAT WILL DEFINE CYCLING STANDARDS FOR TRAILS THAT ARE EXPECTED TO SERVE CYCLISTS, AND IDENTIFY SHORT AND LONG-TERM PLANS FOR CONNECTING EXISTING TRAILS AND BUILDING NEW TRAILS TO CONNECT OUR COMMUNITIES.

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### **CONTINUE TO WORK COLLABORATIVELY WITH THE COMMUNITY.**

RENEW THE SUSTAINABLE MOBILITY ADVISORY PANEL, CONTINUE TO PARTNER WITH THE COMMUNITY TO OFFER CYCLING PROGRAMMING, AND CONTINUE TO DO COMMUNITY OUTREACH AND COMMUNITY ENGAGEMENT ON PROJECTS AND PROGRAMS THAT IMPACT CYCLISTS.