



Bike Sudbury/Vélo Sudbury

Submission to the Greater Sudbury 2020 Budget

To members of Council:

Since 2010, Bike Sudbury (formerly the Sudbury Cyclists Union) has been working with community partners to make Greater Sudbury a safe, healthy and vibrant cycling city. We support cycling in all its forms, and for all ages and abilities. We connect people who bike in order to build a strong cycling culture in our city. We work to celebrate the joy of cycling and its power to bring communities together.

Our over 680 supporters have told us their priority is to have **safe, comfortable, convenient, and connected cycling routes in all of our city's communities**. Whether they bike for recreational or commuting purposes, more and more people are using our roads and trails in all areas of the city. We need to ensure their comfort and their safety.

Council has recently committed to a target of net zero greenhouse gas emissions by 2050, and to moving forward with a Community Energy and Emissions Plan (CEEP) which contains strategies and goals to meet that target. **Goal #8 is to achieve a 35% active mobility transportation mode share by 2050.**

Our city is already working on building a cycling network, and is actively encouraging cycling with the cycling programs that it supports. This is integral to the CEEP goal.

We have a full-time permanent Active Transportation Coordinator who works on implementing our approved cycling-related policies and plans, including a Complete Streets Policy, a Transportation Demand Management Plan, and a Transportation Master Plan that contains proposed cycling network segments and timelines for implementation. It is important that we continue to fund the recommendations in these initiatives.

If we are to achieve goal #8, we need to move more quickly to implement a safe cycling network, and we need to support more programs and events that will encourage more people to bike.

Our priorities for the 2020 budget:

1. Quicker timeframes for completing a minimum grid of connected safe cycling infrastructure, especially on our main arterials, including those that connect all of our communities.

The Transportation Master Plan proposes a cycling network, with full implementation timelines of 20+ years. We need to be more aggressive in connecting the segments that have already been built, and we need to re-evaluate the gaps in the TMP proposed network. As supported by our Complete Streets Policy, all future road reconstruction projects must include safe, appropriate cycling infrastructure, in particular on our arterial roads, including those that connect all of our communities. Even if that means putting a priority on cycling over motor vehicles. We cannot afford to lose opportunities that will not reoccur for decades.

We support the first priority of completing the Paris/Notre Dame Bikeway, which will transform our city. We expect to see appropriate cycling infrastructure on the entirety of Lorne Street, and MR35. We look forward to a quick implementation of dedicated, separated infrastructure on Lasalle Boulevard, now that Maley Drive is in place. There are also other roads that require separated cycling infrastructure, with priorities that include among others, Barrydowne Road, the Kingsway, Falconbridge Road, and sections of MR80 and MR55. We look forward to discussions on how we can more quickly implement our cycling network.

2. Cycling Infrastructure Capital

We support the \$750,000 that is proposed in the budget for new cycling infrastructure. We also hope to see the implementation of the expected bike parking program in 2020, and the installation of bike parking at all City facilities and parks.

3. Trails Master Plan

The Transportation Master Plan shows trail segments that are included in the proposed cycling network. It is critical that we quickly address the need for a plan that will inventory and classify our existing trail system; that will define the levels of service for ensuring trails identified for cycling are safe and well maintained; that will identify existing deficiencies on the trails and at trail entrances that must be addressed; and that proposes timelines for addressing deficiencies and connecting our trail system. It is also important to work on enhancing our provincial cycling routes within the city, which are a combination of on-road and off-road infrastructure, to ensure they are safe and comfortable for cycling tourists.

4. Complete Streets Guidelines

We look forward to the completion of Complete Streets Guidelines, which were to be completed in 2019, but were delayed due to staffing constraints.

5. Transportation Demand Management Strategies

We support allocating \$50,000 from the \$800,000 yearly cycling fund that was part of the base budget in previous years. While not wholly directed to cycling, TDM funds can support a host of cycling programming that will get more people on bikes. It can assist in supporting cycling education, bike rodeos, bike exchanges, Bike Month activities, trip planning, integration with transit, and other strategies to encourage cycling in Greater Sudbury.

Our membership is especially interested in having an Open Streets event in 2020.

6. Community Engagement

Now that the Sustainable Mobility Advisory Panel no longer exists, it is important that the City continues to engage with cycling stakeholders and residents who bike. We support the stakeholder sessions and other community engagement opportunities that have been done for major cycling projects (eg the Paris/Notre Dame bikeway), and hope to see more for all important road projects. And we look forward to participating in the important partnerships that have been built with the City and other local and provincial partners. Together, we can make Greater Sudbury the best cycling city in the North.

Thank you for your previous and continued support for cycling in Greater Sudbury, and for your ambitious goal in the 2019-2027 Strategic Plan to achieve Silver Bicycle Friendly Community status. We look forward to working with you towards that goal.

Sincerely,



Rachelle Niemela
Chair, Bike Sudbury



Bike Sudbury Vélo Sudbury

Community Energy and
Emissions Plan Goal #8

Achieve 35% active
mobility transportation
mode share by 2050

2020 Budget

Accelerated
Minimum Grid

Cycling Infrastructure
Projects Funding

Trails Master Plan

Complete Streets
Guidelines

Transportation Demand
Management Strategies

Community
Engagement