



Bike Sudbury/Vélo Sudbury

Submission to the Greater Sudbury 2023 Budget

Thank you for the opportunity to submit comments on the 2023 municipal budget. There are two strategic priorities that are top of mind for cyclists:

- **Prioritizing strategies, policies and investments that will help us move towards CEEP goal #8: Achieve 35% active mobility transportation mode share by 2050.**
- **Community engagement on cycling projects and directions.**

Climate Change

While we watch what is happening across Canada and the world, and with the recent focus on COP27 (United Nations Climate Change Conference 2022), it is evident that dealing with climate change is urgent. Our city must move more aggressively forward on CEEP and other initiatives. Increasing the number of people who bike in Greater Sudbury **directly relates to CEEP goal #8: Achieve 35% active mobility transportation mode share by 2050**. With transportation being one of our top GHG emissions sectors, we need to invest more in active transportation, even if that means shifting dollars from other service areas.

We are proposing 4 directions in 2023:

- A minimum grid of protected bike lanes on all major roads within 5 years. In order to increase the share of people who replace car trips by bike trips, we need safe, connected, and comfortable/accessible continuous bike infrastructure across the city. That means building a “spine” or minimum grid of separated infrastructure on our major urban and rural arterials that connect all of our neighbourhoods.
- Complete a Non Motorized Trails Master Plan that identifies critical trails that are part of the City’s Active Transportation Network and the Lake Huron North Channel provincial cycling route; identifying and implementing policies to expand and maintain them; and include this plan into the next Transportation Master Plan.
- Complete the Complete Streets Guidelines and implement other clear guidelines for operating and maintaining cycling infrastructure. We currently do not have a year-round active transportation maintenance policy (only winter maintenance which indicate there is no maintenance), no multi-modal service levels for roads, no policies to deal with micro-mobility devices, and no prioritization of spring work on the infrastructure that serves our most vulnerable road users.
- Develop a strategic and holistic community “Bike Master Plan” that prioritizes increasing the modal share of cycling to reach the CEEP Goal 8; that identifies clear timelines for constructing cycling infrastructure; and that identifies how the community will implement the programs that are needed to encourage more people to bike safely and comfortably. This plan should address the 5 “E’s” of a great cycling city, that will move us to a higher level within Ontario’s Bicycle Friendly Community designations.

Community engagement

Since the sunset of the Sustainable Mobility Advisory Panel, there has been no official mechanism to gather strategic priorities from the community for active transportation, in particular as it relates to town centres, connections between communities, and the priorities of our community of communities. Community engagement is project based, is sporadic due to staffing issues, and information on the website is out of date and lacking in depth.

The City needs to implement better methods of involving the community, and addressing the issues they identify in a timely manner.

Guiding principles

Budget and operational decisions around cycling should be driven by sustainable and equitable transportation choices for all residents. Specifically, the following principles were identified during the community engagement for the province's #CycleON: Ontario's Cycling Strategy. Although this plan seems to have been abandoned by the current government, the principles driving the plan are still very relevant: climate change, safety, comfort and accessibility, continuity, connectivity, and equitability should apply to all transportation projects and active transportation decisions.

Investments should also be measured against the 5 "E"s recently adopted by the League of American Bicyclists, who dropped the "E" of enforcement and replaced it with the "E" of equitability and accessibility. The Share the Road Coalition is currently evaluating its 5 "E"s and has also dropped the enforcement category. We are anticipating updated information from STR in the near future. Bike Sudbury endorses the new 5 elements that drive great cycling cities. They are: Equity and Accessibility; Engineering; Education; Encouragement; Evaluation and Planning.

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.

Sincerely,

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BIKE SUDBURY VÉLO SUDBURY

2023 BUDGET SUBMISSION

Strategic Priorities

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Community Energy and Emissions Plan Goal #8

Achieve 35% active mobility transportation mode share by 2050

Community engagement on cycling projects and directions

Minimum grid of protected bike lanes on all major roads within 5 years

Non Motorized Trails Master Plan that integrates with on-road routes (Master Transportation Plan)

Complete Streets Guidelines Policies and guidelines for operating and maintaining cycling infrastructure

Strategic Bike Master Plan that details how to reach CEEP goals, including the five elements of great cycling cities

5 "E"s

- Equity and Accessibility
- Engineering
- Education
- Encouragement
- Evaluation & Planning

Climate Change



Enable commuter cycling

Safety



Improve safety - appropriate infrastructure, routes, signage

Comfort and Accessibility



Appeal to cyclists of all ages and abilities

Continuity



Continuous routes that bridge gaps

Connectivity



Connect key destinations and communities

Equitability



Cycling for all members of our community