



Bike Sudbury/Vélo Sudbury

Submission to the Greater Sudbury 2024-2025 Budget

Thank you for the opportunity to submit comments on the 2024-2025 municipal budget. With the City working towards CEEP's Goal 8 (Achieve 35% active mobility transportation mode share by 2050), there are currently a number of great initiatives that are moving the city towards that target, including infrastructure changes and transportation demand management initiatives. To build on these accomplishments, Bike Sudbury's priorities for the 2024 and 2025 multi-year budget include:

An Active Transportation Plan and a Trails Master Plan that has an Active Transportation lens

We do not yet have a comprehensive, strategic plan to identify, fund, and implement the initiatives that are needed to reach CEEP's goal #8. While the 2016 Master Transportation Plan contains [Section 6 - Active Transportation: Cycling and Walking](#) and [Section 9 - Cycling and Pedestrian Master Plan](#), there are no concrete timelines or budget attached to those sections. There is very little pedestrian focus. We need to translate the aspirational goals in Section 9 into an actionable Active Transportation Plan with measurable yearly goals, identified multi-year funding, and defined timelines to ensure that we are working on what is strategically needed to increase our city's active transportation modal share. **We need a plan that will guide yearly budget decisions for infrastructure capital improvements as well as other needed strategies that are currently lacking in the community. And we need to evaluate and measure that plan on a yearly basis.**

We also still have numerous gaps that need to be addressed around the "5 E's" (elements) of great cycling cities, namely, Equity and Accessibility, Engineering, Education, Encouragement, and Evaluation and Planning. An Active Transportation Plan will clearly identify the priorities that need to be addressed across the various City departments who would be responsible and accountable for achieving the identified goals.

An example is the long-awaited Trails Master Plan. While the Trails Master Plan is currently a proposed business case (paired with the Parks, Open Space and Leisure Master Plan Study), it is critical that we use a lens that identifies that many trails are important infrastructure for Active Transportation. The Trails Master Plan should be developed in coordination with the Active Transportation Coordinator and other departments that have Active Transportation responsibilities, and should be a deliverable under an Active Transportation Plan.

An Active Transportation plan will identify and prioritize all modes of active transportation, and include initiatives that are not yet included in the Transportation Master Plan, which is not reviewed on a yearly basis. These include changing Transportation Demand Management opportunities, promotion of cycling tourism, cycling education, and equitable/accessible community programs to encourage more people to bike.

Additional investments in active transportation infrastructure

We need to accelerate the completion of a minimum grid of cycling infrastructure on major roads that will allow more people to choose to bike instead of using their cars. Without infrastructure that is safe, it is unlikely the share of cyclists will increase materially. This includes connectors to all of our communities and main arterial projects that have long been prioritized by the community.

It is important to highlight that the budget for cycling infrastructure projects has not increased since it was established, and has remained at \$800,000 per year, all while road projects mainly focused on motorized vehicles has increased substantially. We applaud that Active Transportation infrastructure is now being included on most new roads and on most road reconstruction projects, as part of those project expenses. However, this opportunistic approach results in a disconnected network that won't be complete for many, many years.

There are still a number of important retrofits that are critically needed that depend wholly on the Active Transportation line item, including priorities like the Paris/Notre Dame Bikeway, and cycling infrastructure on Lasalle Boulevard. **We need additional investments in building active transportation infrastructure for all modes of transportation and an increase in yearly funding in the cycling infrastructure line item.**

Complete the Complete Streets Guidelines and implement other needed operational policies and guidelines that prioritize Active Transportation

We need to complete the Complete Streets Design Guidelines in 2024 and develop accompanying policies that also address the operation and maintenance of our roads for all users throughout all seasons. This includes policies and guidelines around maintaining and repairing roads, spring priorities needed for the safety of cyclists, and other transportation infrastructure operational practices.

Thank you for your previous and continued support for cycling in Greater Sudbury. We have seen great strides in the last few years and are looking forward to building on that momentum.

Sincerely,

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BIKE SUDBURY VÉLO SUDBURY

2024-2025 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 - increase dedicated funding

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 Active Transportation Plan that details how to reach CEEP goals, including the five elements of great cycling cities

5 "E"s

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

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