



Sudbury Cyclists Union

Submission to the Greater Sudbury 2017 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 the 2017 budget:

- 1. Implement an Active Transportation Coordinator position**
 - 2. Start building a minimum grid of key cycling infrastructure**
 - 3. Implement required policies and strategies to make our city more liveable and sustainable:
Complete Streets, Transportation Demand Management and others**
 - 4. Approve an Active Transportation Plan, with priorities that address key cycling infrastructure deficiencies, timelines, and budgets**
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Our suggested priorities for the 2017 budget reiterate what we proposed for the 2015 and 2016 budgets, as well as the comments we submitted for the draft Transportation Master Plan (TMP). In 2016, Council approved an Active Transportation Coordinator position, continued to fund an \$800,000/year Active Transportation budget, and identified quality multimodal transportation alternatives as a priority in the 2015-2018 Corporate Strategic Plan. You have clearly identified that you want to see a safe and complete network of cycling routes in Greater Sudbury, and we thank you for this vision.

With only two years left in this term of Council, we need to quickly move forward if we are to provide actual deliverables that will begin to fulfill your vision. There have been very few successes that we can celebrate in regards to building an Active Transportation network that will serve not only existing cyclists, but also encourage other residents to get out of their cars and walk or bike to school, to work, to shopping locations, and to other destinations. Our AT Coordinator should be in place shortly, but the delay in hiring this individual has resulted in lost opportunities in 2016.

The SCU would like to see clear deliverables in the 2017 budget that would move your vision forward in a timely manner and provide our community with some successes that will benefit us all.

Our 2017 Priorities

1. Implement an Active Transportation Coordinator position

Thank you for approving a 5-year contract AT Coordinator position. We look forward to working with this individual on the priorities that we have previously identified. We look forward to seeing this individual's priorities and key deliverables/timelines as they relate to cycling.

2. Begin completing our minimum grid of safe cycling infrastructure – start building key cycling infrastructure projects in 2017

Council has a vision of a more liveable city that will attract investment, business, and economic growth. A multi-modal transportation network in Greater Sudbury supports that vision.

With a new AT Coordinator, road infrastructure capital dedicated to new cycling infrastructure (\$800,000/year approved starting in 2015), and policies/strategies to ensure that all roads projects include provisions for all modes of transportation, we will be in a good position to work towards fulfilling your vision.

In order to realize that vision, we need to start planning and building cycling infrastructure as part of the 2017 budget. We had hoped to see some good inroads in 2016, but that did not materialize. Challenges like the Lorne Street reconstruction has highlighted that we need to implement Complete Streets on all of our roads and streets. All future road projects need to incorporate multi-modal infrastructure as per the Ontario Traffic Manual's Book 18: Cycling Facilities, and a full implementation plan needs to be developed to deal with the current multi-modal infrastructure deficit.

The SCU's top priority is to focus on building a minimum grid of safe cycling infrastructure that is connected and that retrofits the roads that are most dangerous for cyclists and pedestrians.

As proposed by the Sustainable Mobility Advisory Panel (SMAP), the minimum grid identifies:

- high-risk dangerous roads that need to be retrofitted to provide safe infrastructure for cyclists of all ages and abilities
- key neighbourhood roads/streets that would allow cyclists to get to their destinations
- community connectors that would allow cyclists in all Greater Sudbury to get to other communities

We suggest that implementation plans for a minimum grid be prepared in 2017 to take advantage of upcoming federal infrastructure funding (\$3.8M received) as well as funding that may soon flow from the provincial government.

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

We support critical policies and strategies that should be developed and implemented in 2017/18 including:

- **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
- **New levels of service based on all modes of transportation and that include metrics and measurement criteria for walking, cycling, taking transit, cars and trucks**
- The **new road classifications** and **new road design standards** proposed in the Master Transportation Plan

4. Approve an Active Transportation Plan

One of the *2015-2018 Corporate Strategic Plan's* priorities is sustainable infrastructure, including a priority to "*provide quality multimodal transportation alternatives for roads, transit, trails, paths and sidewalks, and connect neighbourhoods and communities within Greater Sudbury.*" (p. 11)

The strategic priorities within that priority are to

- Complete a full Multimodal Transportation Plan and
- Implement the policies and strategies identified in an improved and updated full multimodal transportation plan (p. 19)

The *Implementation Plan* for the Corporate Plan notes that the completion dates for these strategic priorities are March 2018. However, the implementation plan is based on using the proposed Active Transportation Plan section within the Master Transportation Plan. The SCU believes that without a proper implementation plan for a city-wide cycling network which includes budgets, timelines and revised priorities, we will not meet the goal to truly provide *quality multimodal transportation alternatives and connect neighbourhoods and communities within Greater Sudbury.*

We ask that you will direct staff to build on the proposed Active Transportation Plan in the Master Transportation Plan and plan/implement timelines and projects that will allow us to more quickly build a complete network. The current plan has timelines that indicate that a safe and complete network can only be completed in 15 to 20 years.

We need an Active Transportation Plan that is not based on our current strategy of implementing Complete Streets only when a road is due for a major reconstruction. We suggest that the AT Coordinator's top priorities is to look at better timelines and priorities so we can more quickly build a network that will meet the needs of our recreational cyclists as well as people who use bikes to get to work, to school, and to other destinations, and people who would otherwise use bikes but are afraid to ride on our existing roads.

Transportation is moving people, not just cars

- A shift to better timelines for critical 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, cycling and pedestrian infrastructure, traffic calming measures are becoming more prevalent 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,



Rachelle Niemela
Chair, Sudbury Cyclists Union