

## Request for Decision

### Bicycle Path and Ontario Strategy

Presented To:	Community Services Committee
Presented:	Monday, Jan 20, 2014
Report Date	Thursday, Dec 19, 2013
Type:	Managers' Reports

#### Recommendation

WHEREAS the City of Greater Sudbury has identified the benefit of supporting the Sustainable Mobility Plan presented to Council in 2010 which was highlighted within the Corporate, Healthy Community and the Leisure Services Strategic Plan 2010-2014 and;

WHEREAS cycling is a recognized method of sustainable transportation which given the appropriate focus and investment can contribute to the quality of life within the community impacting on personal health, reducing health care costs, reducing traffic congestion and contributing to a cleaner environment, and;

WHEREAS the CycleON Strategy (2013) developed by the Ministry of Transportation identifies 5 strategic directions which support the priorities of the Sustainable Mobility Plan;

THEREFORE BE IT RESOLVED THAT the City of Greater Sudbury support the cycling priorities as identified through the consultation process, and;

THAT cycling priority initiatives be considered as part of future funded capital projects.

#### Finance Implications

Cycling priority projects will be identified in future capital budgets for Council's consideration.

## Background

The Sustainable Mobility Plan (Plan) was presented to Council in 2010. The Plan contained recommendations and actions identified through a community wide consultation process. The consultation focused on what the needs of community residents were in regard to transit, walking and cycling within the City of Greater Sudbury. What did residents feel was required in order to enhance the existing sustainable transportation alternatives and to encourage more people to use the bus, walk or cycle as a regular means

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of transportation. The Plan identified steps to help achieve the goals within the categories of Policy Development, Infrastructure Improvements and Educational requirements related to each of the modes of transportation including transit, walking and cycling.

Within the cycling component of the Plan some of the priorities identified included;

- Equitable consideration for cyclists within the Official Plan review.
- Review of appropriate cycling infrastructure on all new road developments.
- Enhancement of Bicycle parking facilities (bike racks and storage units) at identified locations.
- By-laws prohibiting motor vehicles within designated bicycle lanes or paths.
- Continuation of the installation of paved shoulders on major arterials.
- Expansion of the Rack and Roll program on CGS transit buses.

While most of these priorities have received some attention over the past few years continued focus is required to realize substantial improvements for cycling in Sudbury.

The Sustainable Mobility Plan also recommended the creation of a Sustainable Mobility Advisory Panel (SMAP) which was supported by Council and established in the spring of 2010. SMAP has provided input to the Active Transportation Study within the Official Plan review for the City of Greater Sudbury. SMAP continues to promote cycling as a healthy and environmentally friendly alternative to driving a car. Council has supported the enhancement of cycling opportunities through the development of a more comprehensive trail network within the City of Greater Sudbury and through the provision of capital funds to purchase bicycle racks for use at City facilities. In addition the requirements of cyclists within new site plan design and in road construction and road renewal are receiving greater consideration.

### **CycleON Strategy (Strategy)**

The Strategy introduced this year by the Ministry of Transportation recognizes that more than 1.2 million Ontarians ride a bicycle daily during the spring, summer and fall - link to [CycleON Ontario's Cycling Strategy Report](#). Consistently with the Sustainable Mobility Plan, the Strategy recognizes the health care, environmental, social and tourism benefits which cycling as a mode of transportation and also as a recreational pastime hold for the province of Ontario and all Ontario municipalities.

The Strategy represents a compilation of ideas comments and suggestions drawn from across the province. A draft report was released for public consultation/review in 2012. Following the release of the draft report a one day workshop was convened with representatives from municipalities, cycling organizations, motor vehicle associations, public health units, the Ontario Provincial Police, infrastructure experts and cycling advocates. Among the top areas of concern identified from this diverse group was cycling safety, improvements to cycling infrastructure and road user education.

The Strategy is a long term (20 year) vision which sees cycling in Ontario being recognized, respected and valued as a core mode of transportation that provides individuals and communities with numerous health, economic, environmental and social benefits. The Strategy is based on 5 strategic directions each of which has an identified goal to be attained by 2033.

The 5 strategic directions and associated aspirations for the Strategy are;

- Healthy, Active and Prosperous Communities with a goal of Ontario being the best province in Canada for Cycling and at least one Ontario city being ranked among the 10 most bike friendly cities in the world.
- Improved Cycling Infrastructure with most Ontario communities supporting and promoting cycling for all trips under 5 km.

- Safer Highways and Streets which are safe for people of all ages with a goal of reaching zero fatalities and few serious injuries to cyclists.
- Awareness and Behavioural Shift seeing cities interconnected by safe cycling routes with a focus on better education and awareness for both cyclists and motorists.
- Increase in Cycling Tourism with an integrated province wide network of cycling routes promoting cycle tourism as a premier draw for Ontario communities.

Cycling in the City of Greater Sudbury is improving with more cyclists taking to the roads and trails each year however there is still much to do. In order to continue to develop cycling as a viable transportation alternative and as a safe mode of transportation for residents of all ages the priorities identified locally through the Sustainable Mobility plan and echoed by the 5 strategic directions contained within the provincial strategy need to be kept in the forefront. The strategies presented by the Province in the Strategy are based on collaboration and the development of strong partnerships between all the groups consulted in the development of the report. City of Greater Sudbury staff and council need to continue the dialogue with the community to make the most of partnerships within the community with groups such as Rainbow Routes and Connect the Creek and to look towards other partnerships to continue to make cycling in Sudbury a safer and more enjoyable experience.