

# 2011 City of Greater Sudbury Municipal Budget



*Thank-you for the opportunity to  
provide input*



***...rethink, refocus and rebalance...***

*to achieve sustainability*

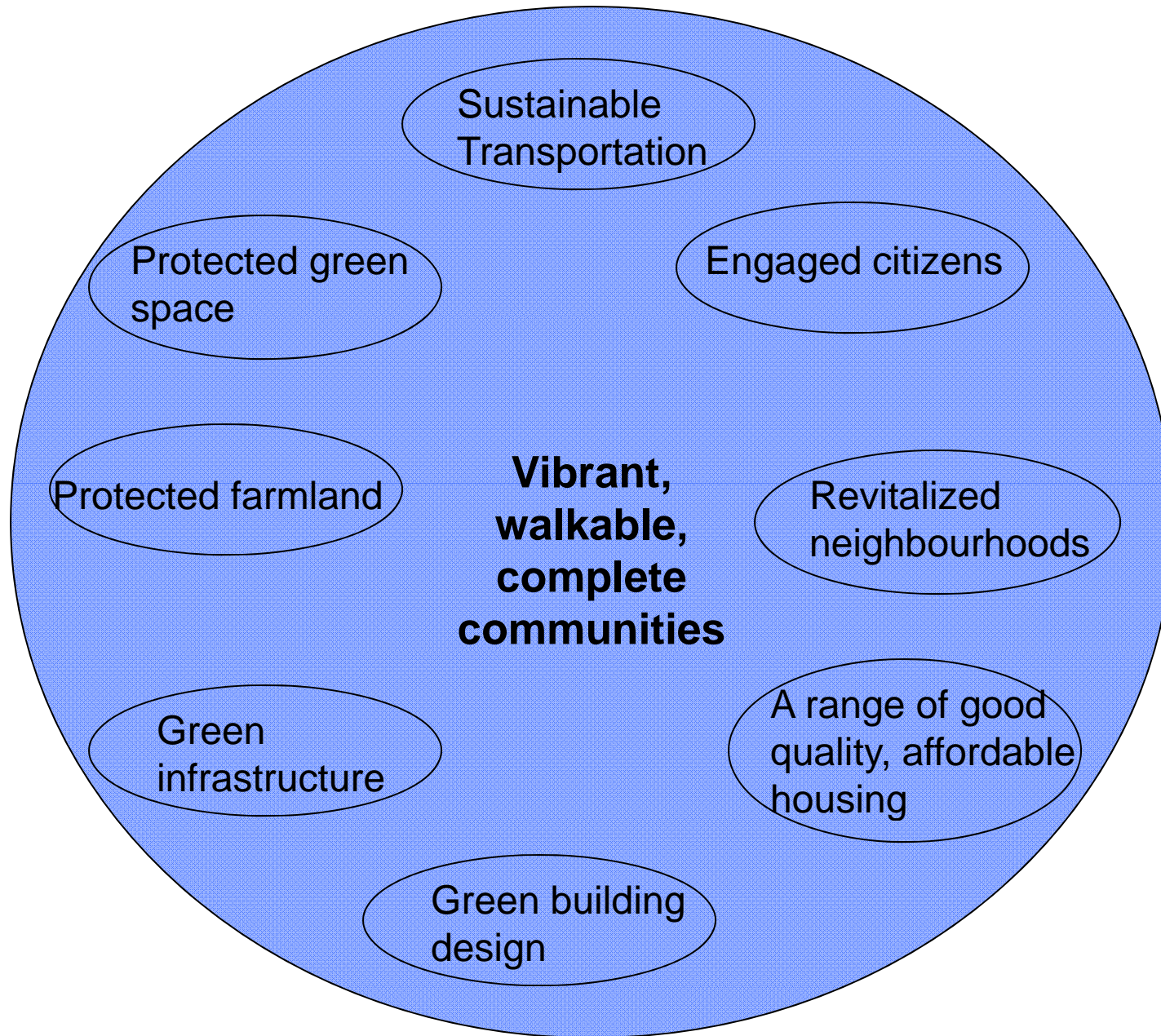


***Smart Growth gives us the roadmap***

Municipalities implementing Smart Growth principles have experienced significant benefits to their bottom line:

- higher public revenue
- higher levels of investment
- lower infrastructure costs

*Some of these results are documented in the January 2011 report, "Growing wealthier: Smart Growth, Climate Change, and Prosperity."*



For each budget deliberation, the question becomes, “does this choice promote long-term environmental and economic health in an equitable way?”



**Invest in sustainable transportation** – *Investing in sustainable transportation is much more cost effective than investing in new roads.*

**Make the best use of existing road and water infrastructure and invest in green infrastructure -**  
*Lessen infrastructure costs*

**Conservation** – *benefit from savings*

**Protect our natural assets** – *benefit from natural services and community attractiveness*

**Building community capacity** – *empowering citizens to contribute to their community*

# **Invest in sustainable transportation**

- **Support funding for painting and signage for cycling infrastructure, as outlined in the September 23, 2010 Manager's Report, "Pavement Markings and Signing for Paved Shoulders and Wide Curb Lanes for use by Cyclists".**
- **Support the Rainbow Routes Association submission**
- **Support the Connect the Creek Partnership submission**
- **Support the Sudbury Cyclists Union submission**
- **Support the Green Sudbury submission**

# Invest in sustainable transportation

## Cycling Infrastructure

### #1 Traffic lanes as traffic calming

Bike lanes have been shown to be effective in calming traffic, and are much more economical than traditional traffic calming.

- **We recommend that bike lanes be used in lieu of traffic calming on all routes identified for traffic calming, that are also identified in the Sustainable Mobility Plan, and wherever else would be appropriate.**

***This recommendation requires no additional funding, will provide effective traffic calming where needed in a timely manner, and will increase cycling infrastructure.***

The annual capital budget for traffic calming is \$150,000. This can fund 1 large, or 2 smaller traditional traffic calming projects

Of those streets identified for traffic calming, 15 are recommended for cycling infrastructure in the Sustainable Mobility Plan.

Bike lanes could be added for 54% of one year's traffic calming budget.

Traditional street calming on these same fifteen streets is twenty times the expense and eleven years worth of funding.

# Invest in sustainable transportation

## Cycling Infrastructure

### #2 Bicycle parking at public facilities

Bicycle parking at public facilities encourages cycling.

- We recommend an annual budget of \$10,000 to ensure bicycle parking at all public libraries, community centres, community parks, and neighbourhood parks.

*This will allow the installation of ~ 20 additional bike racks per year.*





# Invest in sustainable transportation

## Cycling Infrastructure

### **#3 A percentage of the capital roads budget devoted to cycling infrastructure**

- **We recommend that 1% of the annual Capital Project Costs for roads be devoted to cycling infrastructure: bike lanes, sharrows, paved shoulders with accompanying signage, and multi-use trails, as appropriate to the location.**

*This recommendation will have negligible impact on roadwork, while allowing Greater Sudbury to significantly grow its cycling infrastructure each year.*

The return on investment for cycling is greater than the return of any form of transportation (Portland Development Commission 2009).

Building and maintaining roads is a huge cost for the city.

Every additional kilometre of road adds an annual maintenance cost of \$8369 in 2008 numbers (OMBI benchmark report): 8 times the maintenance cost of bike lanes.

# Invest in sustainable transportation

## Transit

### #4 Maps and schedules posted at every stop

Maps and schedules at transit stops are consistently raised as a need by transit users. In addition, they allow casual or infrequent users to navigate the system, and help to increase ridership by advertising the service.

- **We recommend that transit timetables and maps be installed at all transit stops.** As an example, Mountain Shelter Solutions (Barrie, ON), produce transit map/timetable holders that can be mounted on poles, or on bus shelters, at a cost of \$119.00 each. With 1450 transit stops in Greater Sudbury, this would be a one time cost of approximately \$173,000, with low annual maintenance costs thereafter.



# Invest in sustainable transportation

## Transit

### **#5 More bus shelters**

Bus shelters are also an important service for transit users, especially in poor weather, and for children and seniors.

- **We recommend that a minimum of 10 additional shelters be added annually, targeting schools, shopping areas, community and recreational centres, and major intersections. This would be a total cost of \$50,000 per year. However, this cost will be offset by advertising revenue.**

### **The big picture – increasing transit ridership**

Increasing transit ridership through increased conveniences, E-pass programs with employers, and increased education are relatively small investments that lead to saving costs in road maintenance, while improving air quality, reducing congestions, and improving mobility for citizens.

# Protect our natural assets

- **Support funding for acquisition of green space, as outlined in the Green Space Advisory Panel Final Report.**
- **Support grants for lake stewardship committees, as submitted by Chris Nash, former chair of the Greater Sudbury Lake Improvement Advisory Panel.**

Green spaces work for free: storing and filtering storm water, reducing energy needs, preventing flooding and erosion, giving us our sources of drinking water, and providing a whole suite of services that must be replaced by expensive built infrastructure if the green space is lost or degraded.

Green spaces also define our community and make it attractive to newcomers, investment, and visitors alike: a city of lakes, a city of trails, a city embedded in the beauty of nature.

# Strengthen community capacity

## CAN's

### #6 Additional Resources for Community Action Networks

Community Action Networks lead many community improvements and events. They are also responsible for communicating with residents in their area.

- We recommend that an annual fund of \$16,000 (an average of \$1000 per CAN) be established, from which CAN's can apply for additional funding for larger community improvements.





# Strengthen community capacity

## Neighbourhoods

### **#7 Neighbourhood Improvement Fund**

Informal neighbourhood groups are often responsible for significant neighbourhood improvements and events. These informal groups are often ineligible for funding, without partnerships with the city or other organizations.

- **We recommend that an annual fund of \$12,000 (an average of \$1000 per ward) be established, from which neighbourhood groups can apply for funding for neighbourhood improvements and events. Further, we recommend that the city partner with these neighbourhood groups to enable them to leverage additional funding and offer charitable receipts.**

Greater Sudbury is known for its committed volunteers. Throughout the city, people are working hard to make their community a better place.

Supporting their work leverages outside funding and further donations in-kind, producing community improvements of far greater value than the municipal price tag. It also strengthens sense of community, which is linked to a community's economic success .

## Summary

- #1 Traffic lanes as traffic calming – no additional cost**
- #2 Bicycle parking at public facilities - \$10,000 annually, until complete**
- #3 A percentage of the capital roads budget devoted to cycling infrastructure – no additional cost**
- #4 Maps and schedules posted at every stop – estimate: \$173,000, one time cost**
- #5 More bus shelters - \$50,000 annually, until complete**
- #6 Additional Resources for Community Action Networks - \$16,000 annually**
- #7 Neighbourhood Improvement Fund - \$12,000 annually**

## **Support for other budget submissions:**

- Pavement Markings and Signing for Paved Shoulders and Wide Curb Lanes for use by Cyclists (staff)
- Funding for acquisition of green space (staff)
- Rainbow Routes Association submission, Sudbury Cyclists Union submission, Connect the Creek Partnership submission, Green Sudbury submission
- Submission regarding support and funding of Lake Stewardship Committees (Chris Nash)