

SUSTAINABLE TRANSPORTATION PRIMER

Coalition for a Liveable Sudbury – January 2015



Residents can move safely & conveniently, whatever their travel mode

MAKING THE SHIFT TO SUSTAINABLE TRANSPORTATION

Sustainable transportation moves people in a way that is socially, environmentally, and economically sustainable. There are many health, safety, environmental, social, and economic benefits.

One third of Greater Sudbury residents do not drive (1).

To retain and attract businesses and professionals, we need an effective transportation system that supports a high quality of life. Greater Sudbury needs to be a walkable city with high quality public transit and safe and convenient cycling infrastructure. Sustainable transportation is integral to a progressive and sustainable city with a high standard of living.

To meet Greater Sudbury's transportation needs in the most efficient, equitable, and cost effective manner, a shift is needed.

THIS SHIFT IS TO FOCUS ON MOVING PEOPLE, NOT JUST VEHICLES.

COST-BENEFIT ANALYSIS

Building and maintaining roads is very expensive. In Greater Sudbury, road maintenance costs in 2013 were \$18,792 per lane-kilometre (2). In the 2014 Capital Budget, ~ \$38 million is devoted to roads, accounting for 40% of the total capital budget (3).

Standard planning tools used by traffic engineers are leading to unnecessarily high costs for road infrastructure. Goals for Levels of Service focus on standards for motorized traffic only, leading to more roads and wider roads than needed, unnecessarily high costs, and conditions that are unfavourable to other forms of transportation like walking and cycling (4). Alternative metrics that encompass all travel modes are needed for service levels, design standards and traffic modeling.

In most cases, widening roads and building new roads does not solve congestion (5).

High quality transit, cycling infrastructure and walkability have all been demonstrated to have measurable financial benefits to cities and local businesses, as well as health, social, and community benefits. Standard of living, business, and tourism are all enhanced by sustainable transportation (6).

The province of Ontario is investing in sustainable transportation. Cities with well developed plans to improve walkability, cycling infrastructure and transit will be positioned to take advantage of funding opportunities.

We need to re-evaluate all proposed new roads and road enhancements with a proper cost-benefit analysis comparing a range of sustainable transportation alternatives.

BUDGET 2015

Taking the time to re-evaluate proposed new roads and road enhancements with holistic cost-benefit analyses will result in considerable savings in road building costs in 2015 and road building and road maintenance costs into the future. **Some of these budget dollars should be shifted to sustainable mobility.** Priority cycling infrastructure, improvements in pedestrian infrastructure, and improvements to transit service have been identified since at least 2010 (1), and have been recognized as priorities by Council. They need to be funded as an integral part of transportation, not as 'extras'.

OFFICIAL PLAN & TRANSPORTATION STUDY

The Official Plan is the guiding document for the vision, strategic directions, and policies of our City. Both the draft Official Plan and the Transportation Study (a background study for the Official Plan Review) are expected to come before Council in March. It is crucial that these guiding documents encompass all transportation modes, support the shift to sustainable transportation, and lead to action plans and budgets so that goals are realized.

HANDI TRANSIT

It is often said that the measure of a community is how it treats its most vulnerable. Some of our most vulnerable residents rely on handi-transit for transportation. We look forward to a review of handi-transit policies in the near future so that those in need, including those who cannot use regular transit due to cognitive difficulties, can access work, medical appointments and other daily needs.

“Public transit is a “service” within the meaning of section 1 of the (Human Rights) Code. The duty to accommodate persons with disabilities is located in sections 11 and 17 of the Code and has been repeatedly upheld by the Supreme Court of Canada under section 15 of the Canadian Charter of Rights and Freedoms” (7)

WHAT IS NEEDED

To make the shift to Sustainable Transportation, Greater Sudbury needs:

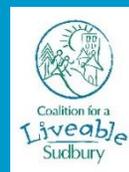
- **Transportation Demand Management (TDM):** “the use of policies, programs, services and products to influence whether, why, when, where and how people travel.... By managing the demand for travel, municipal governments can reduce the need for new or widened roads, diminish the social costs of car use, and increase the return on their investments in transit, walking, cycling and carpooling facilities. “ (8) TDM looks at the big picture, and makes the shift to moving people, not just cars, most effectively.
- **A Complete streets policy:** Complete Streets are designed to be safe, convenient and comfortable for every user, regardless of transportation mode, physical ability or age. There are benefits to health, safety, air quality, CO2 emission reductions, and local businesses. Complete Streets Canada identifies ten policy elements crucial for an effective complete streets policy (9).
- **Improved transit service to meet the needs of residents**
- **A “Minimum grid” of safe cycling infrastructure, for transportation**
- **Improvements in pedestrian infrastructure:** honouring Greater Sudbury’s municipal pedestrian charter (10), and resolution to become the most pedestrian friendly city in Ontario by 2015
- **Measurable action plans and budgets for sustainable transportation**
- **True citizen engagement in transportation infrastructure decisions:** Involving citizens and key stakeholders such as the Sudbury Cyclists Union in transportation infrastructure decisions and projects from the beginning will lead to better decisions and less conflict.

WALKING, CYCLING, AND TRANSIT MUST BE SEEN FOR WHAT THEY ARE –TRANSPORTATION

Coalition for a Liveable Sudbury (CLS) is a grassroots group of citizens and community organizations who share a vision of Greater Sudbury as a green, healthy and engaged community. We support environmental, social and economic sustainability.

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liveablesudbury.org



LOCAL PROPONENTS OF SUSTAINABLE TRANSPORTATION

The Healthy Community Cabinet – The Sustainable Mobility Advisory Panel – The Sudbury and District Health Unit – Sudbury Cycles – Rainbow Routes Association – Sudbury Cyclists Union – Friends of Sudbury Transit – Coalition for a Liveable Sudbury

GUIDING DOCUMENTS (LOCAL)

Official Plan, and Transportation Study (in progress)

Sustainable Mobility Plan <http://hosting.mysudbury.ca/hcgs/pdf/susplan.pdf>

Bicycling Technical Master Plan:

<http://agendasonline.greatersudbury.ca/?pg=feed&action=file&attachment=5844.pdf>

REFERENCES & RESOURCES

1. Sustainable Mobility Plan <http://hosting.mysudbury.ca/hcgs/pdf/susplan.pdf>
2. OMBI 2013 Performance Measurement Report
[http://www.greatersudbury.ca/sudburyen/assets/File/2013%20Performance%20Measurement%20Report\(3\).pdf](http://www.greatersudbury.ca/sudburyen/assets/File/2013%20Performance%20Measurement%20Report(3).pdf)
3. Greater Sudbury Capital Budget Overview 2014
<http://www.greatersudbury.ca/sudburyen/assets/File/capital%20overview.pdf>
4. A Widely Used Planning Manual Tends to Recommend Building Far More Roads Than Necessary. Dec, 16, 2014.
<http://www.citylab.com/cityfixer/2014/12/a-widely-used-planning-manual-tends-to-recommend-building-far-more-roads-than-needed/383759/>
5. "Generated Traffic and Induced Travel: Implications for Transport Planning". Todd Litman. Victoria Transport Planning Institute. 2014. <http://vtpi.org/gentraf.pdf>
6. "Complete Streets: Making Canada's roads safer for all" Transport Canada. 2009.
<http://www.tc.gc.ca/media/documents/programs/cs72e-completestreets.pdf>
7. "Discussion paper: Accessible transit services in Ontario. Part I. Transit and Human Rights" Ontario Human Rights Commission. <http://www.ohrc.on.ca/en/discussion-paper-accessible-transit-services-ontario/part-i-transit-and-human-rights>
8. "Improving Travel Options with Transportation Demand Management." Federation of Canadian Municipalities. 2008.
http://www.fcm.ca/Documents/tools/GMF/Improving_Travel_Options_with_Transportation_Demand_Management_EN.pdf
9. Complete Streets Canada. <http://completestreetsforcanada.ca/>
10. Greater Sudbury Municipal Pedestrian Charter.
http://www.greatersudbury.ca/content/div_councilagendas/documents/Pedestrian%20Charter%20%20June%202006%20final_documentation.pdf

Also see:

- MTO Transit supportive guidelines. <http://www.mto.gov.on.ca/english/transit/supportive-guideline/appendix-b.shtml>
- Safe cycling infrastructure means more people cycling and fewer accidents. Thunder Bay provides a good example of the results: <http://www.cbc.ca/news/canada/thunder-bay/stats-show-bike-lanes-make-streets-safer-city-says-1.1309955>
- Active Transportation Thunder Bay's webpage:
http://www.thunderbay.ca/Living/Getting_Around/Active_Transportation.htm