

Budget 2021 Survey

Date of contribution	Login (Screen name)	Survey Response					
		Please provide any additional comments you feel are important to share with the Mayor, Council and senior staff as they prepare the 2021 Budget.	Additional information to share with the Mayor and Council	Which of the following best describes you?	Tell us more! In which Ward do you live?	Tell us more! In which Ward is your business?	Tell us more! In which Ward do you work or own property?
Nov 27 20 02:42:20 pm	Anonymous	When we are on monthly billing for taxes, the rate should stay the same for the whole year.		I'm a homeowner or renter	Ward 3 - Chelmsford, Onaping, Dowling, Levack		
Nov 27 20 02:58:27 pm	Anonymous	Since we have an aging population, it is very important to keep seniors healthy and to have accessible and affordable services such a grocery delivery, home care, senior transportation etc for 50+. Also community support for the Salvation Army, the YMCA for young people, and a new arena! We also need partnership and support programs that will engage young people in the workforce! Education is of the utmost importance here! not sure about the future of downtown, I believe it should focus on being a hub for support services for the marginal population groups such as treatment for addictions, the homeless and repeat criminal offenders.		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		
Nov 27 20 03:04:15 pm	Anonymous	the cost of service should equal the quality of service received. We seem to be paying too much for inadequate services. We spend too much on studies before, during and after a project is completed. Positions at city hall should be streamlined. There appears to be too many cooks in the kitchen, and no one listens to the customers.		I'm a homeowner or renter	Ward 7 - Garson, Falconbridge, Capreol, Skead		
Nov 27 20 03:11:25 pm	Anonymous	There is no reason the city can't operate9n the money are getting now, reduce the office staff, learn to more with less. \$11 million waters because nobody checked to see if owned the land Maley was build on. How much was wasted blasting rock to make the road that completed on budget safe to drive on.. Reduce surplus staff. Item 4. Don't you know mayor doesn't read email, and item 5 does it matter where a taxpayer lives, they are still paying more for less.		I'm a homeowner or renter	Ward 6 - Val Thérèse, Hanmer		
Nov 27 20 05:22:10 pm	Anonymous	Sidewalks need to be better maintained. Barrydowne rd needs to be fixed. Street lights need to be installed on dark roads. The bus schedule needs to be prioritized to sync with businesses closing, not their own. Construction needs to be fixed in a timely manner instead of laziness.		I'm a homeowner or renter	Ward 7 - Garson, Falconbridge, Capreol, Skead		
Nov 27 20 06:30:46 pm	Anonymous	KED is a waste of money and I fear we will be paying for this for years in increased taxes. Also, our current tax increases are unsustainable based on the fact they are much higher than the rate at which incomes have been rising.		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		
Nov 27 20 07:32:26 pm	Anonymous	These increases are pushing so many people out of their homes. Soon council will have a lot of vacant houses for sale and people moving away. I already know of 2 families that have done this.		I'm a homeowner or renter	Ward 6 - Val Thérèse, Hanmer		
Nov 27 20 07:34:35 pm	Anonymous	Happy to see property taxes are goin up again, bought a house 2 years ago one major factor when deciding on one was cost of property taxes. It has gone up substantially. Glad the homeless junkies have a warm safe place to shoot up. People will not be able to afford there home anymore		I'm a homeowner or renter	Ward 6 - Val Thérèse, Hanmer		
Nov 28 20 12:24:34 am	Anonymous	Anything related to youth/teenagers programs is of greatest importance to our community as a whole		I'm a homeowner or renter	Ward 5 - Val Caron, Blezard Valley, Cambrian Heights, McCrea Heights, Guilleville, Notre Dame-Lasalle (west of Rideau Street)		
Nov 28 20 05:59:07 am	Anonymous	Its simple math! Add up all the money spent on bilingual signs and divide them in half by ONLY HAVING ENGLISH SIGNAGE.		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		
Nov 28 20 06:10:07 am	Anonymous	Better services to needed essential services like winter road maintenance , yr. round road maintenance & seniors services. Way better city communication with tax payers, 311 passing the message is not working well.		I'm a homeowner or renter	Ward 7 - Garson, Falconbridge, Capreol, Skead		
Nov 28 20 06:59:53 am	Anonymous	KED needs to be reconsidered since basic services are considered being cut.		I'm a homeowner or renter	Ward 8 - New Sudbury (east of Barry Downe Road)		
Nov 28 20 07:41:37 am	Anonymous	Reducing garbage pick up while increasing taxes makes no sense		I'm a homeowner or renter	Ward 6 - Val Thérèse, Hanmer		
Nov 28 20 08:00:01 am	Anonymous	The police service should not be our #1 community service we spend the most money on. Nor Fire shouldn't be #3. Move these to 4 and 5 respectively and move the rest up and you'll start seeing changes.		I'm a homeowner or renter	Ward 8 - New Sudbury (east of Barry Downe Road)		

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Nov 28 20 08:01:57 am	Anonymous	The people paying property tax cant afford any increases. Maybe look at hiring more volunteers? Stop trying to spend money on a injection site and put it towards a rehab.		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		
Nov 28 20 08:41:50 am	Anonymous	1.Reduce the number of senior staff. They are overpaid and underworked. We continue to pay consultants for work the city is capable of doing. Lay-off from the top down. 2. Decentralize public works and allow the outlying areas to manage their own services. This will give councillors the ability to represent their constituents more affectively. 3. Wages for public sector are too high with respect to the quantity and quality of work performed. Bargaining practices with unions, and negotiated wage contracts must be managed more effectively.		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		
Nov 28 20 08:42:47 am	Anonymous	Effective Utilization of current municipal resources labor and equipment would be a good start to reducing cost. City being sued by Dalron who is held accountable? Sending the Mayor and others to France to attract tourism? (Seriously) Regina does not use salt on their roads consider salt on hills only? If transit is not self supporting look at empty or near empty bus runs? Road maintenance? Best joke in Sudbury. The arts center downtown and the New arena proposal are perfect examples of wasted money.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Nov 28 20 09:38:30 am	unclestu	stop the ked. it is a waste of money and will kill the city.		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		
Nov 28 20 09:45:50 am	Anonymous	Pay taxes for things I don't use I'm in a rural area don't feel it's right to pay for things I don't really use or have access too such as pool and meuseum		I'm a homeowner or renter	Ward 2 - Lively, Naughton, Whitefish, Copper Cliff, Worthington		
Nov 28 20 09:48:53 am	Anonymous	The police budget should be reduced. Taxes on the rich should be raised during pandemic, especially on large corporate box stores and restaurants.		I'm a homeowner or renter	Ward 2 - Lively, Naughton, Whitefish, Copper Cliff, Worthington		
Nov 28 20 09:54:22 am	Anonymous	The Mayor's invitation to citizens to provide ideas and opinions is hypocritical. On the one hand, he wants citizens input but he still hasn't implemented the Open Mic sessions he promised back in 2014 and 2018. Unfortunately, he can't be trusted.		I'm a homeowner or renter	Ward 5 - Val Caron, Blezard Valley, Cambrian Heights, McCrear Heights, Guilleville, Notre Dame-Lasalle (west of Rideau Street)		
Nov 28 20 10:19:54 am	Anonymous	It is important to address the ballooning number of staff that work for the city. I have come to understand that increasing the number of people within any organization does not necessarily mean an increase in the quality of efficiency of work		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		
Nov 28 20 12:08:15 pm	Anonymous	Any projects to do with new library or museum construction should be reconsidered		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		

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Nov 28 20 12:25:01 pm	Anonymous	During Covid-19, I do think it is important that parks and trails be maintained, as people especially children need access to the outdoors. But it is possible that the very large inside gathering spaces (arenas, sports facilities, community halls) could be put on maintenance until the vaccine is widely available unless they can serve a larger social function like warming stations, dining stations for homeless.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Nov 28 20 12:42:43 pm	JSElliott	Expenditures on all services should be to meet requirements - not add frills. I believe that we are overburdened with senior management personnel and they are paid above the average for cities of our size. I expect that this is also true of many staff positions. Consideration should be seriously given to Salary freezes/staff reduction by attrition/Hiring freeze - appoint from within. Prioritize spending on citizen used services and infrastructure maintenance. Choose the most economical path to required improvements (i.e. - we don't need the KED and a 90 million to 100 million dollar arena.Give the taxpayers a break.		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		
Nov 28 20 01:10:16 pm	Anonymous	You are top heavy. Too many managers and assistant managers. Compared to other similar size population municipality we have too many employees at the top.		I'm a homeowner or renter	Ward 6 - Val Thérèse, Hanmer		
Nov 28 20 06:45:48 pm	rahbth	All city services are important. I'd rather see Council change "how" they spend money on services, vs "whether" they spend money on services. Council should use funds in ways that reduce costs in other categories. For example, by increasing social services funding, can Council reduce spending on emergency services? By investing in a Housing First program, can Council reduce the cost of shelters, emergency services, and social services? Or by investing more in public transit, can Council reduce the cost of road maintenance? Next, taxes and fees paid by those with privilege should be designed to offset the social and economic costs of pervasive income inequality. The economy is healthier when everyone is prospering and spending locally at small- and medium-sized businesses. Maintaining pervasive income inequality is expensive. Make the rich pay their share, so the poor can afford to pay theirs. Any tax savings for the wealthy should free up money for reinvestment in the community -- not for them to hoard for interest or for investment elsewhere. The cap on property tax increases, then, should be an average -- higher for those with more and lower for those with lower incomes. Where taxes are reduced (in actual dollars or in terms of the ratio between contribution and cost), the reduction should be achieved through credits for responsible and sustainable business practices, such as paying workers a living wage, providing benefits, buying supplies from other local businesses, supplying other local businesses and the city at a favourable price, etc. Some services can be paid per use, or annually. A portion of these revenues should be dedicated to reducing income inequality. Likewise, a portion of tax revenues should be dedicated to reducing inequality. If there are increases in fees, users should be informed of what fee-supported privileges cost, financially and socially, and how their fee is being used to offset that cost (e.g., an account of spending supported by increased parking fees might show how the fee offsets not only the cost of operating the parking lot and roads, but also environmental cleanup, and funding public transit for those who do not drive yet pay the price of car culture nonetheless).		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Nov 28 20 07:07:47 pm	Anonymous	Defund the police and divert those funds into social programs. The safest communities have the most resources, not the most police. This is a global movement and call to action and Sudbury can be a leader in investing in care, not cops.		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		
Nov 28 20 07:44:04 pm	Anonymous	Public service wages need to be cut by 25% across the board. We can not afford to be paying inflated wages and pensions when the city is falling apart. You can not raise taxes to pay for these bloated wages. Now is the time to act, cut the police budget, fire budget and spend on infrastructure and paying down debt. Stop with the ridiculous vanity projects. Purse strings Must be tightened		I'm a homeowner or renter	Ward 4 - Azilda, Elm West, Donovan		
Nov 28 20 07:47:25 pm	Anonymous	Please reconsider all the large projects (KED, Junction, new library ect...). We can renovate our existing arena downtown and save up to \$40 Million in costs right there! With the uncertainty still surrounding the COVID pandemic now is not the time to be spending money on "wants". The KED will cost taxpayers Millions that we can't afford, not to mention additional infrastructure costs associated with this project (road improvements, water/sewer, traffic control ect...). Let's take advantage of our existing infrastructure and infill instead of trying to create new areas further contributing to urban sprawl.		I'm a homeowner or renter	Ward 5 - Val Caron, Blezard Valley, Cambrian Heights, McCreagh Heights, Guilleville, Notre Dame-Lasalle (west of Rideau Street)		
Nov 28 20 07:52:29 pm	Anonymous	Winter road safety needs to take priority so those who work and pay taxes can continue to get to work and back safely. The burden of those on social assistance should not interfere with quality of life for hard working individuals (childcare spots) Those who live in Sudbury housing should not be permitted to have dogs/pets as they are often destructive and not tied therefore a threat to public safety. This could also minimize repair costs.		I'm a homeowner or renter	Ward 2 - Lively, Naughton, Whitefish, Copper Cliff, Worthington		

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Nov 28 20 07:57:40 pm	Anonymous	Payroll for city employees - sunshine list		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		
Nov 28 20 08:49:41 pm	Anonymous	Fix the road sell Pioneer Manor also sell the arena and the ski no reason why the city should be involved in either of those businesses use the money and redirect them to the roads also get out of the museum business another useless endeavour		I'm a homeowner or renter	Ward 8 - New Sudbury (east of Barry Downe Road)		
Nov 28 20 09:26:00 pm	Anonymous	<p>Please, please please - Kill the KED.</p> <p>The Casino is intended to be conveniently placed at the front doors of a new arena (of approximately the same seating capacity but set beside the city dump on the city's outskirts,) to purposely take 75 million out of Greater Sudburians' "disposable" income each year and give back a measly 5 million.</p> <p>Building a money-losing \$100 million dollar arena beside such a money-stealing casino is beyond foolish. It is inane, idiotic, bonkers, and reprehensible.</p> <p>You are worried about raising taxes but want Greater Sudburians to increase their present gambling losses from \$50 million a year to \$75 million a year. TWENTY FIVE MILLION MORE!</p> <p>Just so the city can snag an extra million and a half? That's all that would be added to the city coffers compared to existing slots. Cray-Zee!!</p> <p>And on top of it you want to build a hundred million dollar arena to help get citizens to go to the casino!?!?</p> <p>And the Hundred million dollar money-losing arena will cost \$150 million with the financing!!!! BONKERS!! Absolutely reee-dic-u-lous!!'</p> <p>And to do it all you also need about a thousand citizens to become problem gamblers, risk their mortgages, forgo home repairs, embezzle here and there, to lose about ten to twenty thousand bucks a year, to account for 10-20 million of that \$75 million.</p>		I'm a homeowner or renter	Ward 5 - Val Caron, Blezard Valley, Cambrian Heights, McCrea Heights, Guilleville, Notre Dame-Lasalle (west of Rideau Street)		
Nov 28 20 09:30:48 pm	Anonymous	We need our roads and infrastructure repaired before any art		I'm a homeowner or renter	Ward 6 - Val Thérèse, Hanmer		
Nov 28 20 09:55:34 pm	Anonymous	Should not build a new library downtown as they already have a lot of them across the City. Also, they should offer the same Services across the board.		I'm a homeowner or renter	Ward 4 - Azilda, Elm West, Donovan		
Nov 28 20 11:04:49 pm	Anonymous	Please fix our roads permanently and not band aid the pothole problem. Decrease taxes.		I'm a homeowner or renter	Ward 2 - Lively, Naughton, Whitefish, Copper Cliff, Worthington		
Nov 29 20 07:38:39 am	Anonymous	Keep the garbage at weekly pick ups. My garage is going to stink so much if it's every other week!!		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		
Nov 29 20 08:55:49 am	Anonymous	If my survive are Dean not important it mainly means user fee should cover the cost. Also I was really disappointed with the 911 service center when I had to call a few weeks ago. So disappointed that it should be can or left to the private sector. Let's say people could die because of inefficiency. Being transfer from the main department to the ambulance department for dispatching to the re-explain the situation twice then to be asked questions that only forensic people should determine. Just get rid of the service please if you want me to answer your forensic question I instead of sending help when people die		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		
Nov 29 20 09:33:09 am	Anonymous	Funding to police services needs to be decreased or at very least, not increased.		I'm a homeowner or renter	Ward 4 - Azilda, Elm West, Donovan		
Nov 29 20 10:12:51 am	Anonymous	<p>I feel the police budget is too high, and should be re-directed into social services and upstream health and wellbeing services.</p> <p>Additionally, more needs to be done to help the City's homeless population, especially in the downtown.</p>		I'm a homeowner or renter	Ward 4 - Azilda, Elm West, Donovan		

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Nov 29 20 10:27:04 am	Anonymous	Cut police funding		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Nov 29 20 10:32:09 am	Anonymous	with water- if we had a grey water program there would be less wear and tear on existing structures. If we considered proper water conservation there would be less risk to the system. Economic development needs to be "green" and thus sustainable long term. With garbage and recycling there needs to be more composting and more economic development through reusing. The city could look at what other northern cities do that works well. For profit long term care should not be allowed. All parks could be covered with clover(a carbon sink and mowing less often) Look to Europe to see what they do with their roads. In Calgary homeowners are responsible for the snow removal on the sidewalk in front of their homes after a snowfall. Big developers should pay huge taxes if they do not develop "green"		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Nov 29 20 10:41:26 am	Anonymous	Try not to close small rec centers in outside areas. The economy will definitely pick up after Covid 19 and tax base will increase. Please try to treat as a blip and cover some of the shortfall with capital or reserves.		I'm a homeowner or renter	Ward 7 - Garson, Falconbridge, Capreol, Skead		
Nov 29 20 11:33:59 am	Anonymous	Reduce staff/salaries at TDS desk jobs which have negible effects and benefits for population at large. Concentrate on core services and in-the-community leisure services that have tangible everyday benefits for citizens, such as pools, ice rinks, parks, police/community support. The Health Unit is important but salaries and staff there are bloated compared to the private sector doing similar work or research.		I'm a business owner		Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)	
Nov 29 20 01:26:26 pm	Anonymous	Improve the snow budget. There is no reason that any one individual should wake up to a 3 foot tall snowbank at the end of the driveway because the "Tom Tom tells the plow driver where to go." An individual should not be punished for living on a corner lot by having a streets worth of snow dumped at the end of the driveway. Especially in a community with seniors. Also, there should be an amendment to how water usage is calculated. I live in a house that is almost 100 years old with no water meter. I'm a single person house hold - it's just me. My water rate is based on the usage of those around me because I don't have the meter. I am surrounded by houses with families - pools, washing machines, dishwashers, 4+ people living in them. I don't have a pool or a dishwasher or a washing machine. Why am I paying the same amount? Why is there no calculator for this? As for the meter, I would have to rip my kitchen apart and redo the plumbing. I have already been visited by someone from the city who took a look at my plumbing and told me this.		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		
Nov 29 20 01:38:25 pm	Anonymous	Cut out the fat for Pete's sake. There's more than enough tax money to run this city in a more efficient mannrr. There are too many cushy jobs down at city hall that don't get us (taxpayers) any bang for our buck. We need a new mayor and almost complete overhaul of council except for Vagnini. Straighten out your affairs! Signed, Concerned Copper Cliff Resident		I'm a business owner		Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)	
Nov 29 20 04:52:28 pm	Anonymous	Home owners can't continue seeing these large property tax increases that are double the average wage increase. Property tax increases should be in line with inflation. It is unacceptable to have 5% tax increases.		I'm a homeowner or renter	Ward 4 - Azilda, Elm West, Donovan		
Nov 29 20 06:03:18 pm	Fed-Up!	Stop plowing sidewalks where it is not important (ie.) sidewalks on side streets where the residents don't even want the plowing		I'm a business owner		Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)	
Nov 29 20 07:47:56 pm	Anonymous	Am not pleased that My taxes will be funding an arena that I do not own. If a hockey team wants an arena, token the owner should pay for it, not me. The city's complete lack of responsibility to its citizens is disgusting,you have show a consistent lack of accountability regarding expeditures and foresight. Try cleaning up this garbage dump of a city. Mabel when you do the tax payers of this cess pool might begin to take you seriously.		I'm a homeowner or renter	Ward 5 - Val Caron, Blezard Valley, Cambrian Heights, McCrea Heights, Guilleville, Notre Dame-Lasalle (west of Rideau Street)		

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Nov 30 20 06:43:31 am	Anonymous	Low income people, whether seniors or not, simply cant afford the rate at which property taxes and other taxes/fees continue to escalate each year. The city must raise the tax credit for low income seniors each year in relation to the escalating tax increases each year; otherwise low income people won't be able to afford to own a home in the city limits. I know for a fact that road maintenance is way overdone as I see sanders and salters and plows come by more than once a day over the past winter and also on days where there is very little snow or ice accumulating and they are not needed. The city does not need to plant annuals every year all over..... plant some shrubs/perennials and that is it. The city does not need to own a ski hill or similar sporting facilities. Also, stop spending all kinds of money on the Kingsway arena/gaming/hotel development, when a revamp of the current arena is all that is needed. Building fancy library buildings when our current library system is working fine is ridiculous. Let Mr. Zulich use his own money to build this. He does not speak for Sudbury. How about reducing or capping salaries on all city officials including your own pay, all of whom are well overpaid. Very few people use twitter so spread your news and messages in other ways so older people who don't use social media can read what is going on in the news or online news that is not social media.		I'm a homeowner or renter	Ward 7 - Garson, Falconbridge, Capreol, Skead		
Nov 30 20 07:18:04 am	Anonymous	End the shift work being forced onto linear infrastructure employees. End the unnecessary spending on vehicles for foremen. End the unnecessary wear and tear on public works vehicles. Stop paying municipal employees to sit around and do nothing for 40 hours per week in the name of "covid cleaning". There are dozens of employees who make over \$30/hr to wipe door knobs. Stop using covid as an excuse to spend money and raise taxes.		I'm a homeowner or renter	Ward 8 - New Sudbury (east of Barry Downe Road)		
Nov 30 20 07:23:29 am	Anonymous	Sudbury needs to focus on the services that impact the largest number of residents i.e. roads are used by everyone an art centre or arena are used by only certain segments of the tax payer base. Hard decisions mean that not everyone is going to agree so we need to focus on essentials that will benefit the majority and services that are mandatory such as fire and police. There are provincial services in place in Sudbury that focus on employment and economic development so the city needs to clearly identify expenditures that are duplicating provincial services and find ways to leverage these existing services to reduce city expenditures.		I'm a homeowner or renter	Ward 4 - Azilda, Elm West, Donovan		
Nov 30 20 07:23:42 am	Anonymous	Do not build the arena beside the landfill. Reduce spending on special interest groups Reduce the number of councillors to six. Require more Police presents in the city. Privatize arenas and Sport Facilities		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		
Nov 30 20 07:37:01 am	Anonymous	-Pioneer manor could be sold to third party for profit and less cost to city. -need more ambulances in valley/hamner too long has family waited for ambulances because there's only one stationed there at a time. City of greater Sudbury should realize that ambulance paramedics save lives and fire dept save buildings. We now pay full compliment of taxes for fire dept in valley but have had no increase for ambulance service. - Transit are some of the highest paid transit workers in the province...cap off their percentages untill Provincial average meets Sudbury Transit. -vote to have a 1cent tax on fuel sales which would go towards roads and winter road maintenance. Virtually un noticeable at the pumps yet would help float the road fees.		I'm a homeowner or renter	Ward 5 - Val Caron, Blezard Valley, Cambrian Heights, McCreah Heights, Guilleville, Notre Dame-Lasalle (west of Rideau Street)		
Nov 30 20 07:58:02 am	New leadership needed	Hold back on large spending projects. Unfortunately now is not the time, stick to getting the city back on track. Snow removal done more effective as every year they seem to go way over budget. Cut one of the ski hills. Increase price for us to go to the dump, as your pricing is already really cheap. Go virtual on all museums or as best as possible. Put your chief administrators to task, as they should be able to figure this out without going to the public. This idea of ask the community means they lack the ability to generate the vision from themselves or gain it from the community through their engagement with others. Get out of their cubicles or offices, talk to the city workers and the citizens. Surveys or good for opinions, but to get solutions, get engaged within the community. They are stagnant, time for them to move on. It happens.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Nov 30 20 07:59:23 am	Anonymous	Nobody cares about the art gallery		I'm a homeowner or renter	Ward 5 - Val Caron, Blezard Valley, Cambrian Heights, McCreah Heights, Guilleville, Notre Dame-Lasalle (west of Rideau Street)		
Nov 30 20 08:10:25 am	Anonymous	Fleet costs... Why is every city employee driving around in a \$50,000 pick up truck by them self? I get it for road/construction crews, but why for everything else. They should have a small economy car if any... Also why are they allowed to take them home?		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		

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		Please provide any additional comments you feel are important to share with the Mayor, Council and senior staff as they prepare the 2021 Budget.	Additional information to share with the Mayor and Council	Which of the following best describes you?	Tell us more! In which Ward do you live?	Tell us more! In which Ward is your business?	Tell us more! In which Ward do you work or own property?
Nov 30 20 08:10:49 am	Anonymous	Taxes and gsu rates are slowly pushing us out of our home		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		
Nov 30 20 08:13:54 am	Anonymous	Complete comitted projects, stall upcoming legacy projects to devote more funds towards road/infrastructure that is in dire needs, and improved mental health support facilities/anything that can be done with property taxes towards these services		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Nov 30 20 08:25:48 am	Anonymous	Obviously, if we have a 14M dollar deficit, status quo is not going to work. It's time to re-do a strategic plan, ask the community what we should be working towards, get rid of a handful of the old cronies and get some young blood in. Even if they're inexperienced... They can't mess up more than what's going on now.		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		
Nov 30 20 09:18:58 am	Anonymous	<p>Please please please stop spending on legacy projects during a pandemic. Many people have lost their jobs or are on reduced salaries. There have been very few city services available... and very few services (besides 311 and garbage/recycling) that have been available in a timely manner. There should be a ZERO percent increase for property tax this year.</p> <p>All city employees should have taken a pay cut during this pandemic. City services were not available. The Prime Minister of New Zealand and all government employees took a 20% pay cut for 6 months to help those who were struggling. THIS IS REAL LEADERSHIP.</p> <p>No new firefighters should have been hired. There needs to be real oversight on this. Many of them have second jobs and this is not an efficient use of our tax dollars. Especially since the number of fires has decreased.</p> <p>If we are implementing a new system where health care professionals attend service calls with police, then the number of police officers should be reduced.</p>		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Nov 30 20 09:25:49 am	Anonymous	The winter is going to be very long without being able to enjoy many of the hobbies and activities I have in the past, and I would be very disappointed if the libraries were to close down in the interim. They offer a means to travel (sometimes to new worlds!) and go on adventures without leaving the safety and comfort of my home during the pandemic. The library staff provide essential reader advisory, and I feel that adequate COVID precautions have been taken by the staff to make me feel safe when I visit.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Nov 30 20 09:52:04 am	Anonymous	Let your employees ride together in the same vehicle		I'm a homeowner or renter	Ward 2 - Lively, Naughton, Whitefish, Copper Cliff, Worthington		
Nov 30 20 09:54:23 am	Anonymous	City needs to find areas to save money. Lets be honest with ourselves and perform a thorough investigation into the amount the Fire department is paid for the work that they do. They continue to strike fear into citizens and then council bends the knee to them. Year after year we increase their budget while the actual need for them declines. Recently approved for a FT compliment in the valley yet they Hardly ever left the station. In the wake of the Covid pandemic they cowarded away from the job they claimed they were required for; Medical first response to hurry and do nothing. (REMEMBER when they wanted to attend more medical calls because they claimed THEY were the ones performing life saving skills) WELL!! Since the start of the pandemic the amount of medical calls they've responded to has decreased because they refuse to attend(Glad we pay them so much money) ; perfectly showing just how useful they really are(which is not at all). Increase budget for PD, EMS and social services. The city could increase the amount of ambulances on the road or increase social services for those who are fighting homelessness and addiction for a fraction of what the FD gets paid. The city could easily cut half the FT compliment of fire fighters in this city with no issues to public safety. Time to open your eyes council. The FD is playing you.		I'm a homeowner or renter	Ward 5 - Val Caron, Bleazard Valley, Cambrian Heights, McCrear Heights, Guilleville, Notre Dame-Lasalle (west of Rideau Street)		
Nov 30 20 10:41:13 am	Anonymous	I feel that while fire and paramedic services are important, some of the police budget could be diverted to improving social conditions in the poor neighborhoods -this will have better outcomes for the region.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		

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Nov 30 20 11:01:59 am	John	Put a stop to KED, only benefits one person. Nothing that was promised is going to happen. There is no hotel partner. You will kill the downtown and all its long time businesses.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Nov 30 20 11:54:15 am	Anonymous	Stop with the Junction, art galleries, libraries, Le Ledo projects. I do not want or need them. They are a waste of tax payer money. Cut costs at TDS (let go employees who are not working, cut back on upper management, settle all early retirement of staff who are only working a few months per year) Stop using the lowest contractors for infrastructure if they cannot or will not warranty their work. Sell off unused or barely maintained properties. When they are sold, we can use the money and new taxes for "wants". All projects should be based on NEEDS not wants. Once they are justified as needs further categorize them and bring forth to the public BEFORE they are put into motion.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Nov 30 20 12:13:44 pm	Anonymous	I've filled these out over the past 5 years now and I have noticed how these surveys impact decisions at the city. Thank you for adding side walks and adding brighter street lights. I think bus stops also need to be updated. Some don't even have cement pads and therefore they don't get cleared in the winter, causing people to stand on the road. The bus stop at the south end walmart should be made into a proper terminal. They should use the parking spots along the road to create an indented terminal for the busses to sit, because right now the traffic can't go around and it's dangerous. The other thing I think is important especially during covid, is that we help protect the downtown core. It doesn't feel as safe as it once did and that is affecting businesses. The crime rate, drug use and homelessness is becoming a large problem. I don't have a solution to this but keeping the public informed on the actions of the task force will be important.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Nov 30 20 12:21:08 pm	Anonymous	If we reduce the number of councillors serving a larger area, could that save money?		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Nov 30 20 12:54:20 pm	Anonymous	Stop wasting our money!!!! I thought our Mayor was previously an auditor there? Go through this thing line by line and stop taxing us to death!		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		
Nov 30 20 01:50:28 pm	taxpayer	The most important thing is to control expenditures. Cut services, cut non-mandatory services. Concentrate on the basics i.e. roads, fire and police. It is not the municipality's function to enhance my social life.....THAT is MY job!!		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Nov 30 20 02:39:05 pm	Anonymous	5 trucks for 5 workers... let your employees ride together in same vehicle.... maddening to see as a tax payer		I'm a homeowner or renter	Ward 2 - Lively, Naughton, Whitefish, Copper Cliff, Worthington		
Nov 30 20 03:55:39 pm	Anonymous	Too many employees. Covid19 has provided us with the evidence that the city and its citizens can fully function without so many people on the payroll. Time to cut the fat and at least make it seem like you actually give a [REDACTED] about the taxpayers that put food on your table. Cut us a break for once, we can't afford yearly tax increases. Municipal governments need a reminder that they do not exist without the taxpayers they serve, not the other way around. Dr Sutcliffe over at PHSD is way overpaid for the service her position provides to citizens and many believe the purge should start there. A 10% pay reduction across all municipal positions would go a long way in helping people keep their heads above water. Is anybody at TDS listening? Are you all oblivious to the fact that massive layoffs and pay cuts have devastated people's lives and that we cannot afford to keep your nests feathered?		I'm a homeowner or renter	Ward 6 - Val Thérèse, Hanmer		

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Nov 30 20 04:25:55 pm	Anonymous	<p>My wife and I moved to Sudbury in 1991 and have raised our family here. In the last 29 years we have never used the Sudbury Area (with the exception of Remembrance Day services). My family will not benefit from the \$100M KED. Although we are regular library users, we primarily use it on-line and the S.End Branch. We are also unlike to use or benefit from the Place des Arts, although I expect we will be subsidizing its construction and operating cost for the foreseeable future.</p> <p>Sudbury recycles a lot of materials that other communities do not. I think waste disposal could be streamlined. I would also support paying for every bag of waste, as other communities do. I think snow plowing is more frequent than it needs to be and I would support a lower standard on sidewalks and residential streets. Sidewalk plowing could be scaled back to major arteries only - residents should be responsible for shovelings the sidewalk in front of their property (as many other communities do).</p> <p>We are active XC skiers and use several clubs within the city. We are supporters of RRA and past member of the sailing club. We use the skating path several times throughout the winter. We're active cyclists and welcome the expanding cycling routes. We have never been members of the Canoe Club, but we have looked into this and are looking forward to joining next year.</p> <p>The former St. Joseph Hospital is an eyesore and an embarrassment. I'm hoping the City has revised demolition permit requirements to ensure that this does not happen again. Cheers Steve Reitzel, Sudbury.</p>		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		
Nov 30 20 05:10:59 pm	Anonymous	<p>Stop Ked.</p> <p>Sell all arenas and sport facilities to private industry</p> <p>Save downtown</p> <p>Stick to the master plan</p>		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		
Nov 30 20 05:19:27 pm	Anonymous	Fix roads in outskirts areas as well, such as Panache Lake road in whitefish (regional road 10, there was a petition 3 years ago to get our road done), Better snow removal, investing in all LTC homes to attract more staff (psw's)		I'm a homeowner or renter	Ward 2 - Lively, Naughton, Whitefish, Copper Cliff, Worthington		
Nov 30 20 05:45:15 pm	Anonymous	Knowing what I know about bringing utilities through blast rock, I see the arena project going far over budget. All the utility services are already downtown. You should have stuck to the official plan. A downtown arena will likely be half the cost.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Nov 30 20 05:47:12 pm	Anonymous	<p>When building tax-payer funded public buildings.. it would behoove us, Ratepayers, Council, City Department Heads upstairs.....and the Developers, to build such facilities in currently established/serviced areas.. Green Field developments ought only be carried out on by Private Corporations.. with near zero public funds utilized, since these areas require massive new infrastructures, such as water, roads, sidewalks, streetlights, and transit... we as a City of hard earned Taxpayers, sprawled out over a map the size of the nation of Luxembourg, cannot begin to afford to maintain the current infrastructures, adequately, let alone begin to maintain brand new infrastructure in unserviced far flung areas... when the original infrastructure in currently established areas is failing and in major states of disrepair, there are far too many roads, and sparsely low-density underdeveloped established areas ready for upgrade and infill to dare allow the public funds to be utilized in privately owned (and/or formerly privately owned) green fields off of the current infrastructure grid. - This action, BY City Council & the Depts upstairs...and its Lawyers is the height of irresponsible. - It is unfathomable to I, that such highly educated, highly paid Staff and Elected Officials, cannot begin to comprehend just how irresponsible this behaviour is. We are lacking the right kinds of Urban Planning decisions that could truly make our city Greater.....and continue to utilize outdated planning techniques that are clearly meant to solely benefit the top 5 Landowners in the City, their friends.....and the Car manufacturers. - which leads to a whole host of other obvious problems, that The City seemingly refuses to acknowledge and/or purposely encourages, for some seedy, backroom reason... when the obvious better decisions stare us in the face, The City and its Lawyers do the complete opposite.. resulting in a overly sprawled, thinly densified, unsustainable city that simply cannot afford itself enough to maintain itself, let alone grow to the required state it would need to reach to attract the kinds of populations, that Would then allow it to be so sprawled out. - The City operates in a 1975 mindset....in a 2075 world.</p>		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		
Nov 30 20 08:43:01 pm	Anonymous	Fiscal responsibility and accountability. You are entrusted with the taxpayers hard earned money. Spend wisely thinking value for money spent. We need a larger tax base. Should prioritize efforts to attract people to the city.		I'm a business owner		Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)	
Dec 01 20 02:47:08 am	Anonymous	Contracts should be awarded to the second lowest bidder, we are paying for services that are subpar because it's all about the bottom dollar. It would be more competitive if the policy was changed.		I'm a homeowner or renter	Ward 3 - Chelmsford, Onaping, Dowling, Levack		

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Dec 01 20 06:33:41 am	Anonymous	<p>In comparison with other cities - Sudbury is over-staffed.</p> <p>You literally reference it on your website.</p> <p>"The City of Greater Sudbury is one of the largest employers in the city with approximately 3,000 employees. Our employees play a key role in providing essential services to residents across the community."</p> <p>Anywhere else in the world this would be an absolutely stunning red-flag for a full employment review. You're a service; not an economic driver.</p> <p>The municipal government should never be even close to one of the largest employers unless you're in say - Venezuela.</p> <p>Why do we continue to allow police and fire budgets to absolutely devastate our budgets? Incentivize people to install sprinklers in their utility rooms. Fire services, as it is now is unsustainable. ask yourselves - how many other jobs do firefighters have? Everyone knows each and every one of them have a second cash job. How is that possible? oh - 7 shifts a month. disgusting use of taxpayer dollars.</p>		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiitae, Wanup, South End (Broder Township)		
Dec 01 20 12:30:10 pm	New Sudbury	<p>Stop putting money into large capital projects especially in the downtown core which has challenging foundation conditions due to Junction and Nolin Creek running under the downtown and the massive soft clay deposits between them.</p>		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		
Dec 01 20 02:12:32 pm	Anonymous	<p>Libraries, municipal and leisure services are very important to the mental and physical well-being of Sudbury residents. From the many municipal services we provide for smooth home and city operation to providing pleasurable reading to the avid readers to the mental and physical well-being of leisure services. Library and leisure services promote community and family interests.</p>		I'm a homeowner or renter	Ward 3 - Chelmsford, Onaping, Dowling, Levack		
Dec 01 20 03:05:08 pm	Anonymous	<p>1) The city has a large communication team but all they do is damage control because there is no pro activity amongst councillors and staffers. I am not sure how many of them are actually working at the office during covid. I had three sets of blue boxes delivered in the last few months instead of one set however the original set took 4 months to deliver.</p> <p>2) The director of Leisure services only cares about hockey cause his kids play it. All other sports are not supported in this city which is evidently clear in the case of these covid months.</p> <p>3) The mayor and council is out of touch. During a pandemic especially we do not need taxpayers dollars wasted on KED. Everyone who attends games is there on free tickets sponsored by Desjardins, the Wolves, Zulich and company, grocery store chains. If people already don't want to pay - a bigger facility at the expense of taxpayers won't make the difference. Look at the Soo - new did not mean they are not bailing the arena out year after year. Same goes for Junction project, casino etc.</p>		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		
Dec 01 20 03:13:34 pm	Anonymous	<p>We have no interest in developing the Kingsway Entertainment District. Would support the renovation of the Sudbury Arena.</p> <p>Time to invest in road construction that will last past two years. Do we have the right company providing this service?</p> <p>Increase bylaw services and officers.</p>		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Dec 02 20 07:46:55 am	Anonymous	<p>Salaries at city too high. Management staff levels bloated.</p> <p>Basic municipal responsibilities are being cut to fund administration.</p>		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Dec 02 20 08:19:39 am	Anonymous	<p>The fat needs to be trimmed at TDS. Does it really take 3 employees in 1 pickup to collect garbage from city garbages? That should only be a 1 man operation. Why are there 2 extra people being paid to do the job of 1? How much of our taxes, that are paying these "extra" employees, can be redirected to areas that are always in the red? Also, why is our winter road budget always operating in the red? The GM has never stayed within his budget. Why is this allowed to continue year after year?</p> <p>The budget needs to be looked at like a single parent would look at their own budget. Look at how much the absolute needs will cost (essential services, road repairs, waste management, water, etc.) then, if there is money left over either save it or add a few wants. If there isn't money left over, figure out where the inefficiencies are and fix it. Listen to the people, because we do see a lot of inefficiencies that management or council may not see.</p>		I'm a homeowner or renter	Ward 4 - Azilda, Elm West, Donovan		
Dec 02 20 08:21:41 am	Anonymous	<p>Road Maintenance</p> <p>Nursing homes</p>		I'm a homeowner or renter	Ward 7 - Garson, Falconbridge, Capreol, Skead		

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Dec 02 20 08:23:19 am	Anonymous	<p>Significant and radical cuts to policing are necessary, and redirect those funds to social services & harm reduction, including mental health & rehabilitation services.</p> <p>A transformation of LTC should be considered, with facilities offloaded to the private sector and public home care services taking their place. This will encourage a more comfortable end-of-life period and decrease costs, especially in regards to overhead, physical infrastructure, and maintenance of facilities. Furthermore, the initial sales of these facilities can offset the temporary budget shortfall caused by COVID-19.</p> <p>Hire additional bylaw enforcement officers and increase patrols of side streets for street parking and speeding infractions to further balance the budget, increase revenue, and increase actual public safety.</p> <p>Repurpose Capreol Ice Rink #1 with turf as an indoor soccer/football field. As it is currently set on maintenance due to insufficient ice bookings, this will increase revenue and make better use of facilities currently available.</p>		I'm a homeowner or renter	Ward 4 - Azilda, Elm West, Donovan		
Dec 02 20 08:40:14 am	Anonymous	<p>This survey is very one sided all of these services are important. How about a survey on how much the mayor and council should make instead of cutting services for their fat paycheques. Or how about a survey on how well the mayor has handles this pandemic since he only comes out of his hobbit hole once every 3 months just to tell is what the health unit already told us. Oh and what about the homelessness in the city, why isn't there anything about that on this survey?</p> <p>In conclusion, this survey is lipstick on a pig. Get rid of self entitled council who are in it for the pay and get people who don't care about the pay and care about this city and its citizens.</p>		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		
Dec 02 20 09:24:34 am	Anonymous	Please allow for proper snow removal. Waiting a day or 2 oafter a storm to have side streets cleared is unacceptable. You create hazardous conditions		I'm a homeowner or renter	Ward 7 - Garson, Falconbridge, Capreol, Skead		
Dec 02 20 09:38:32 am	Anonymous	I don't like that this grouped "emergency services" together. I have different opinions of the importance of police and paramedic services (very important, underfunded) vs. fire services (less important, grossly overfunded.) The city needs to take on the fire union and cut the waste there, could save at least a million or two just by cracking down on staffing games.		I'm a homeowner or renter	Ward 4 - Azilda, Elm West, Donovan		
Dec 02 20 09:41:47 am	Anonymous	I believe the overall state of our city would attract new business and tourist. Meaning our roads and overall aesthetics of the city. More trees, flower gardens parks.		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		
Dec 02 20 10:04:53 am	Anonymous	Very few go to the library and we need to sell pioneer manor have someone look into the fraud that comes with social services.		I'm a homeowner or renter	Ward 2 - Lively, Naughton, Whitefish, Copper Cliff, Worthington		
Dec 02 20 11:29:51 am	Anonymous	Stop raising property taxes. Cancel spending on the KED prior to reducing services or raising taxes.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Dec 02 20 11:30:02 am	Anonymous	We are the fifth highest taxed city in Ontario. Every year our tax increase is above the cost of living. This discourages people from living here thus decreasing our tax base. Our yearly tax increase should never be above the cost of living, especially this year when we are hurting economically.		I'm a homeowner or renter	Ward 2 - Lively, Naughton, Whitefish, Copper Cliff, Worthington		
Dec 02 20 11:32:30 am	Anonymous	The city has been underfunded by the province since amalgamation. Now is the time to push back, not to own this structural shortfall. We have the mineral wealth to keep the economy moving, even in COVID. The province needs us on board.		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		
Dec 02 20 12:10:11 pm	Anonymous	<p>Consider reviewing and streamlining the process required for new businesses to conduct their business in Sudbury. The complaints voiced by new/existing entrepreneurs with ideas for businesses in Sudbury concerning the many obstacles and road blocks encountered when dealing with the city are real and legitimate. Businesses (and tax dollars) are going to neighbouring municipalities that are actively encouraging and helping business owners navigate their processes. If we ever hope to keep municipal tax increases to at or below inflation rates without losing services, the city needs to do a better job at attracting business tax dollars.</p> <p>Another idea to consider to increase ridership on municipal transit would be to approach the School Bus Consortium to develop a partnership in which secondary school students take city transit as opposed to school buses. This both increases ridership among youth and creates established habits which last into adulthood to encourage the use of transit over personal vehicles where possible. This is done in other municipalities, such as Ottawa, with great success.</p>		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		

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Dec 02 20 12:31:19 pm	Anonymous	Home owner and retired. With virtually zero return on investments, retirement income is declining. More effort needs to be done to keep property tax increases low. 3.9% is far too high. Last years was far too high. It doesn't sound like much but when home assessments are increasing too, this increase in tax cash out the door is very hard. I would like to know how much of the 3.9% or whatever the final number is contributed to pay raises for city staff.		I'm a homeowner or renter	Ward 2 - Lively, Naughton, Whitefish, Copper Cliff, Worthington		
Dec 02 20 01:08:24 pm	Anonymous	Can save money by: reduce snow plows scraping bare roads, stop installing sidewalks that have no pedestrian usage, monitor police inactivity - they should be patrolling neighbor hoods at night instead of being parked hiding, repair potholes more efficiently without being filled with water, reduce staff at city hall by eliminating duplicate functions by finding efficiencies and through attrition, wage freeze, better planning (one example: road resurfacing on Brady / Douglas St. then tear it up to replace the bridge at Douglas St., stop wasting money on the KED,		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Dec 02 20 01:46:34 pm	Anonymous	Social services are of great importance to our community (affordable housing, mental health and addiction issues, homelessness...). We need to deal with the inequalities that exist in our city. Therefore transit services, affordable housing, clearing of sidewalks, resident engagement should be top of list. Climate change will only exacerbate these inequalities, therefore the climate lens should guide all decisions (CEEP implementation!). Finally, in fairness to our downtown (and other...Donovan?) business owners who rely on street parking (unlike the Costcos and Walmarts of this world), please ensure that the downtown streets are cleared quickly after snowstorms and that snowbanks are not left to accumulate.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Dec 02 20 03:36:04 pm	Anonymous	There are only 12 questions and 4 options per question, perhaps the responses could be... "on a scale of 1 - 10 how important is...." The "weighted" results might be more meaningful. Each of the 12 categories should also included sub-categories. It's not as simple as "Road Maintenance and Construction...Yes /No/Maybe/Don't care". Saying Yes because you think maintenance is important does not mean that you agree we need a new by-pass.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Dec 02 20 09:14:57 pm	Anonymous	The City really needs to look at restructuring its management structure.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Dec 03 20 06:59:50 am	Anonymous	Okay...here's the dish. I'm sick and tired of our city council raising my property taxes EVERY year way beyond the cost of living! This year you are seeking an unreasonable percentage hike due to COVID. WE ALL HAVE TAKEN A HIT with COVID. Prices for food, goods and services have increased. Hydro rates INCREASED stupid high! Carbon tax went up. And now you clowns want to jack up property taxes!! I'm retired!!!! How do I make ends meet when you ignoramuses put the screws to me year after year? My pension is NOT indexed to the cost of living, thereby decreasing my yearly sustainability to survive. But you don't give a rat's ass! Property taxes in this city are among the highest in Canada, and don't tell us otherwise. I was born at night, not last night! Then you implement user rate fees such as water with fixed rates, further screwing us! You people think this is some kind of joke? It won't be long before I will be forced out of my house because I will not be able to keep up with all of these increases. Thanks for nothing! I suggest you sit down and discuss reducing wage salaries of city staff who are overpaid starting with the mayor and the CAO. A couple of fat cats feeding at the taxpayer trough. Yeah, I'm pissed!		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		
Dec 03 20 09:02:40 am	Anonymous	Would like to not see new arenas built, especially the one in the Valley. The green space is too important.		I'm a homeowner or renter	Ward 6 - Val Thérèse, Hanmer		
Dec 03 20 11:26:10 am	Anonymous	I think emergency services are important, but I also support defunding the police. I think funds could be better directed to support community needs. I think we need to identify the opioid crisis as a PUBLIC HEALTH CRISES it is, and prioritize problem solving this for our community.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Dec 03 20 03:34:50 pm	Anonymous	It may be time to consider closing some remote streets and roads where very few people reside, and relocate people to other more populated areas.		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		

Budget 2021 Survey

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Dec 03 20 04:46:18 pm	Anonymous	See attached	https://33.ca-central-1.amazonaws.com/vbq-production-canada/00ea120086026611809a475bdc089c238a40d6eaf1607021935/Budget_Summission_2021.pdf_9be9424e105c70e1d5c4611948d8e71607021935	I'm a business owner		Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)	
Dec 03 20 06:12:46 pm	Anonymous	I am so fed up with municipal government in Sudbury. I have lived all around the world including in the former Soviet Union and South America and Sudbury has the least effective city government of anywhere I've lived. Overt conflicts of interest and shady deals are the norm. I wish the city would invest in the downtown core, parks, and services to attract families and immigrants to our community instead of a white elephant of an arena next to the city dump. But instead city government is just a vehicle for counselors to enrich themselves.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Dec 03 20 07:38:22 pm	Anonymous	It looks like arts & culture is missing from this list.		I'm a business owner		Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)	
Dec 03 20 08:21:11 pm	Anonymous	-Not crazy about the above form. Too much lumping some items together and missing others completely. -I'm concerned that with the constant raising of property taxes as well as other costs, I will eventually will not be able to remain in my home, feed myself properly, or clothe myself. -Moving to a seniors building or residence is already too costly for folks on a limited pension and even worse for those who don't have a pension or other source of income at all. -----We cannot continue to live on the way things are going, there has to be better control of the city's spending. -It's no good thinking that taxes are raised only a small amount, like 3.9%, when pensions for most of us have been stagnant for many years. -Get out of the building & development business. Learn to re purpose, renovate,. We don't need a junction nor do we need any more losses to water sheds and forested areas. -Speed up plans to rid ourselves of fossil fuels including, along with internal combustion engines and projects that use large diesel consuming engines along with concrete. -No more tails wagging the dog, your responsibility is to us, the residents of this city and the voters. Voters need to be engaged in this budget process more than they are now. Too much apathy out there, folks are thinking that they have now power and that Council will do what they want. KED, the Junction, and unwelcome twin pad arenas are examples. -And finally I see nothing here that is addressing Climate Change. Arenas and Casinos will not do anything to save ourselves from this.		I'm a homeowner or renter	Ward 5 - Val Caron, Blezard Valley, Cambrian Heights, McCrea Heights, Guilleville, Notre Dame-Lasalle (west of Rideau Street)		
Dec 04 20 11:01:32 am	Anonymous	Do not spend any more money on the Kingsway Entertainment District project. If a developer wants to put money into building an arena/casino let them do it. No more of our public money should be wasted on this white elephant. There are far more important things for the City to use its scarce resource for such as homelessness, sustainable transportation, the opioid crisis, recreation facilities, seniors services and libraries.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Dec 04 20 05:20:02 pm	Anonymous	Indicating a service is important does not mean I feel that is where tax dollars should be spent. Due to COVID it is even more important to have a zero tax increase (I realize you have a cap at 3.9% for 2021 however I feel this is not realistic for the average tax payer in any year, let alone this year). I feel for this year all departments should be required to do more with less so I suggest reducing all budget allocations by 1% (or freeze them) and have the people who work in those departments (as they know best how money can be saved) find the savings. If this is a requirement -not an option, they will find the savings. I also feel that my family priorities should not be the cities' priorities this year; the priority must be for those in greatest need - low income housing, homelessness, addictions and mental health issues, etc., and for environmental protection initiatives. I suggest not spending ANY money on 'beautification' this year as that is not essential. I also think events (such as closing Maley dr so pedestrians and cyclists could use it) should not be in the budget this year. While my family and I would definitely bike Maley that day, the \$10 000 for staffing that day is not money well spent. That \$40 000 should be used for something that is permanent (such as towards the city bike lanes). I am not a fan of user fees however I feel it is more appropriate for the user to pay than for the cost to be shared by all taxpayers. I saw in the news that Science North is asking the city for \$500 000 and again I suggest, this is not the year. This is the year to think differently about how taxpayer dollars are spent and how to do more with less. When we all learn to do this we will all feel a great sense of pride and accomplishment. Thank you for asking for input.		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		
Dec 05 20 10:36:36 am	Anonymous	Living in the country these services are far and few between		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		

Budget 2021 Survey

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Dec 05 20 01:07:48 pm	Anonymous	The drug issue in the city		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Dec 05 20 05:59:52 pm	Anonymous	I think more money needs to be put into mental health and addiction services. We have lost more people this year from opioid overdoses then covid 19. This is an epidemic in sudbury and it needs to be address. Someone should not have to wait months to access services to help deal with mental health issues or addiction.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Dec 06 20 09:57:23 am	Anonymous	Taxes are too high in this city compared to services. Garbage collection not acceptable		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Dec 06 20 10:25:46 am	Anonymous	It's crucial to support active transportation, and the ability to get out and about during these times of COVID and social distancing. Clearing sidewalks of snow early is essential, and maintaining recreational trails is also important for both physical and mental well-being. Keeping main bike ways clear is also something we should be starting to think about.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Dec 06 20 12:04:19 pm	Anonymous	Shoveling of sidewalks in those areas where there are seniors needs to be a focus		I'm a homeowner or renter	Ward 8 - New Sudbury (east of Barry Downe Road)		
Dec 06 20 12:31:19 pm	Anonymous	<p>To begin, what I don't want is to have my friends, family, and loved ones, memorialized at a makeshift site with a white cross because of how badly Sudburians, from all walks of life, are continuously overdosing and dying in homes and on the streets of our City.</p> <p>I don't want to buy a home in Sudbury to find within 10 years I cannot afford it any longer because property taxes have risen 50% due to the City's continuous misapplication of public funds in their nonsensical pursuits to increase tourism, to paint buses, build a bike path, or paint a few buis to look pretty instead of actually dealing with the City's problems in a truly meaningful way.</p> <p>Meanwhile, simultaneously, the City is also, in my opinion, of course, inappropriately allocating funding via increases in salaries for public servants to the affect that our police chief now makes over \$180,000 a year (if I am not mistaken). This to me simply doesn't make sense, as it is moderately unethical, in my opinion, to say the least...</p> <p>Police should make, perhaps, a little more than a teacher at an elementary school. However, the police unions have the strength to lobby aggressively hard and they also have the numbers to push for continuously increased funding nation-wide via lobbying parliament for increases to their own budgets.</p> <p>I want the City to do its job as our government and to end these municipally funded painted-PR campaigns.</p> <p>I want ZERO wait-lists for Sudburians seeking addiction, and mental health treatment. In conjunction with this, I also want to see a municipal transitional housing team built, and utilized effectively, to ensure that once treatment is completed, if persons are homeless, they will get the housing they need to reduce repeat incidents into the foreseeable future.</p> <p>I want to see many more treatment centers built quickly, and properly, including a safe-use site.</p>		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Dec 06 20 06:47:11 pm	Anonymous	The homeowners, the property tax payers are not idiots as your council seems to think. Many of us are seniors barely making ends meet and I'm living in small house that needs siding because stucco is cracked and water is leaking in house. Now I have mold! And you want me to pay more for KED???? and Twin Pads???? and new library???? What is wrong with you people? Do you all make so much money that you have lost touch with reality? Do you have renovations grants to help me pay the \$\$\$\$ for siding? Through no fault of my own I lost \$40,000 in last 5 years from tenants. I have no savings and at 64 have to borrow money for siding, soffit facia, and I still have a mortgage that is \$40,000 more than it should be I hope you are all in same position at my age. Drop the WANTS you fools. Fix the roads, clean the city, we don't need all these idiotic projects. Oh and I heard a world trading centre?? This is Sudbury! These are EGO spending. This Mayor and council will go down in history as liars and thieves. Increase the waster rates and tell me again how it's for infrastructure when nothing is getting done. I'm afraid to flush the toilet!!! IT'S NOT YOUR MONEY!!!!!!!! IT'S THE PROPERTY OWNERS' MONEY. WE CAN'T AFFORD IT!! Wake up and smell the coffee, COVID 19 has cost ALL CITIZENS OF SUDBURY money. And you got money from province. How about a freeze on all raises, stop replacing employees and make them work a little harder. Nobody seems to be suffering there. And where were you Mr Bigger during Covid? We sure didn't see much of you. DO NOT increase the taxes. I would be very surprised if most of you do no get re elected!		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		

Budget 2021 Survey

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Dec 06 20 08:49:52 pm	Anonymous	Mental health, addictions, homelessness		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		
Dec 07 20 10:07:20 am	Anonymous	This was not a very useful survey.		I'm a homeowner or renter	Ward 2 - Lively, Naughton, Whitefish, Copper Cliff, Worthington		
Dec 07 20 01:22:56 pm	Anonymous	Start cutting services that at a small percentage but takes a huge amount of money to run. Start making business help out and volunteer their profits to pay for services. IE grocery stores and run food banks.		I'm a homeowner or renter	Ward 6 - Val Thérèse, Hanmer		
Dec 08 20 05:31:15 pm	Anonymous	Getting the homeless off the streets along with treatment centres for addicts that don't take months to get into.		I'm a homeowner or renter	Ward 3 - Chelmsford, Onaping, Dowling, Levack		
Dec 09 20 08:39:33 pm	Anonymous	Addressing our Homeless population and how to better serve poverty in our community. Opioid addiction/pandemic, mental health and addiction services. Shelters, safe place for youth, men, women and families that have survived abuse.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Dec 10 20 10:43:00 am	Anonymous	Look at reigning in Fire Department costs (i.e over time). Actually working only 6-7 hours of each 24 hour shift is not financially sustainable. Close leisure facilities that have poor utilization and run large operating deficits (i.e. Levack		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Dec 10 20 01:59:40 pm	Anonymous	Though I view "emergency services" as very important, it must be said that I view the fire and paramedic services as a vital part of our city's health and future. The police service, however, is far less important, and frankly, way over budgeted. I would like to see the majority of GSPS reallocated to services that actually help the community feel safe and help crime prevention. I would like to see the police force defunded, reimagined, and better serve the people of greater sudbury. The GSPS seem to prefer tactics of bullying, intimidation, and seem to prefer to react to crime rather than do anything of real substance to prevent crime or help the community feel safe. Please allocate much of the GSPS funding to mental health awareness, social workers, and community crime prevention programs that do not result in further violence or dehumanizing behaviour. Please use some of the GSPS budget to create a safer community as opposed to funding a bloated group of soldiers who have little to no oversight, who serve themselves and business concerns, rather than the community.		I'm a homeowner or renter	Ward 8 - New Sudbury (east of Barry Downe Road)		
Dec 10 20 02:13:21 pm	Anonymous	If it doesn't benefit a very large portion of the population it's not really that important. Focus on the things that are NEEDED rather than wanted. And for goodness sake fix the roads! I'd rather have a \$300 increase to my property taxes than spend another \$1000 on vehicle repairs for your negligence!		I'm a homeowner or renter	Ward 6 - Val Thérèse, Hanmer		
Dec 10 20 02:13:52 pm	Anonymous	Onaping Community Centre is in terrible shape and needs to be repaired. The roof is leaking, the windows need to be updated and the outside of the building needs to be painted.		I'm a homeowner or renter	Ward 3 - Chelmsford, Onaping, Dowling, Levack		
Dec 10 20 02:14:07 pm	Anonymous	I would like to see the GSPS defunded to some extent, and other orgs funded to do work that Police Services should not be doing. We spend too much money expecting police to do social service work and they are not the right people for the job. I would also generally like to see this city take better care of it's most vulnerable, and worrying less about those that HAVE. As a middle class family we would be happier knowing that our taxes are helping others, not servicing people who can help themselves already. Also, please stop this foolishness with KED. It's a sinkhole for tax dollars and is not needed by any Sudburians except for the developers. KED is an embarrassment.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Dec 10 20 02:42:15 pm	Anonymous	I would love to see a tax reduction. We could all use that this year. Also, I'm generally very disappointed with the road maintenance and snow removal considering how much of the budget goes to those pockets...		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Dec 10 20 03:05:16 pm	Anonymous	Please stop wasting our tax money!		I'm a homeowner or renter	Ward 3 - Chelmsford, Onaping, Dowling, Levack		

Budget 2021 Survey

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Dec 10 20 03:26:26 pm	Anonymous	It is not necessary to plow every sidewalk Levack. I live on a dead end street & certainly do not need a plowed sidewalk - a waste of time & money.		I'm a homeowner or renter	Ward 3 - Chelmsford, Onaping, Dowling, Levack		
Dec 10 20 03:32:33 pm	Anonymous	The mayor is useless. Very disappointed in the way he handles things. He does like publicity though, you usually see him when there's a photo opportunity. Can't wait to vote!		I'm a business owner		Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)	
Dec 10 20 03:40:58 pm	Anonymous	do not change the garbage limit to every 2 weeks the garbage in the bush has gotten worse.		I'm a homeowner or renter	Ward 3 - Chelmsford, Onaping, Dowling, Levack		
Dec 10 20 03:45:49 pm	Anonymous	You spend way too much time and effort dissecting my garbage. If I put it out on the street...it's garbage or recycling. Stop leaving little notes about how much, or what shouldn't be in there, or how it's divided, or if it has to be in a bag, or can't be in a bag. If you want to stop picking up my garbage, just tell me and I'll take it myself.		I'm a homeowner or renter	Ward 8 - New Sudbury (east of Barry Downe Road)		
Dec 10 20 05:08:06 pm	Anonymous	Please look at restricting hiring of replacement workers' and possibly reducing some of the people on payroll now. I AM not talking about the hands on staff but the paper pusher in the office. Make people do more than one job.		I'm a homeowner or renter	Ward 3 - Chelmsford, Onaping, Dowling, Levack		
Dec 10 20 05:10:48 pm	Anonymous	I'm in ward 3 so I'm a bit of a drive to the city. My children are almost grown and may not use the arena and daily trips to the library like when they were young but the city has tried to close both facilities in the Levack/Onaping area. These facilities are a necessity and must stay open. In doing so you cut down on gas emissions and wear and tare of our roads. People meet at these places for activities and interaction. And the families that are doing their best to make it by can continue to have their children have access to the library and arena. If there was nothing local they may not have that chance to do so because of the cost of gas.		I'm a homeowner or renter	Ward 3 - Chelmsford, Onaping, Dowling, Levack		
Dec 10 20 05:11:18 pm	Anonymous	Please don't forget about our outlying cities in ward 3		I'm a homeowner or renter	Ward 3 - Chelmsford, Onaping, Dowling, Levack		
Dec 10 20 06:31:11 pm	Anonymous	You should reconsider, making a pool at the dowling leisure center and closing onaping pool. It doesn't make sense having them in 2 different areas. And Dowling has the fitness centre as well!		I'm a homeowner or renter	Ward 3 - Chelmsford, Onaping, Dowling, Levack		
Dec 10 20 07:29:45 pm	vandenb	homeless - we can't continue to ignore them - they are humans		I'm a homeowner or renter	Ward 4 - Azilda, Elm West, Donovan		
Dec 10 20 08:22:28 pm	Anonymous	I fail to see how you can be millions over budget for 2020, most people at city hall did not work, libraries, pools, playgrounds and beaches were closed. Transit routes were shortened or altered, and you still overspent! Shame, shame, shame! Never mind the dog parks and keep our sidewalks clear!		I'm a homeowner or renter	Ward 8 - New Sudbury (east of Barry Downe Road)		
Dec 10 20 08:59:58 pm	Anonymous	Consolidation of recreational facilities such as pools into updated more effective, energy efficient and first class facilities are much needed. Consolidation of recreational staff, monitoring of recreational staff and accountability of budgets in leisure services. Currently many staff are employed but work minimal hours and when they are working they are making over double minimum wage and are not working. These employees should be constantly busy or their roles should be consolidated to larger facilities with less staff required.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Dec 10 20 09:24:55 pm	Anonymous	Do not raise my property taxes again!		I'm a homeowner or renter	Ward 3 - Chelmsford, Onaping, Dowling, Levack		
Dec 10 20 10:52:36 pm	Anonymous	I think it is time to complete a proper organization review to determine # of staff actually needed and where they are needed. Conduct service delivery reviews and actually listen to what the consultants have to say. Stop making excuses about why cuts and/or service realignments can't be made. I would be happy with reinvesting savings from service reductions or realization of efficiencies to other areas of need (eg road upgrades). I do believe we need a new arena facility but are we making the right decision considering current economic climate? If it is to still be built, do all you can to minimize the cost. I think we may have passed the point of no return with KED so please try to get most of what you can out of Zulich (eg should he be paying for more as his teams will be main user. If council reconsiders and builds downtown do not do so at the expense of parking. The cost of parking downtown is outrageous and those who work downtown and have to pay for parking can't afford the steep hike in the cost if a parking structure has to be built. Think about the full time workers downtown too. We don't just need parking for the arena users. I do not mind small tax increases annually but I want to see progress.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		

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Dec 11 20 01:00:21 am	Anonymous	Road maintenance and Winter side walk cleaning and in the winter lower snow banks to see when turning onto streets.		I'm a homeowner or renter	Ward 3 - Chelmsford, Onaping, Dowling, Levack		
Dec 11 20 01:15:29 am	Anonymous	Please bring back the 301 Lasalle Madison and 182 Ramsey View Algonquin.	https://s3.ca-central-1.amazonaws.com/velq-poc-production-canada/0077a5105b7ede532a1bc7b2c40a0c50a095cd8/origin/1f16076973244A4D3D52C7C0446-461E-RD1F-E038A1248231_image_84c3a2a46a5b016f8c0fa6b726a7b365718a726a72a4	I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Dec 11 20 07:58:02 am	Anonymous	Road conditions should be #1 priority		I'm a homeowner or renter	Ward 2 - Lively, Naughton, Whitefish, Copper Cliff, Worthington		
Dec 11 20 10:36:45 am	Anonymous	Other programs that should be included in the list above: Environmental restoration and conservation, and climate resilience and mitigation. These programs are very important.		I live out of town but work or own property in Greater Sudbury			Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)
Dec 11 20 12:25:24 pm	Anonymous	The garbage change is ridiculous		I'm a homeowner or renter	Ward 3 - Chelmsford, Onaping, Dowling, Levack		
Dec 11 20 12:27:40 pm	Anonymous	Why is it even a thought to give Science North \$500,000 to expand when we are \$14 million short? That's ludicrous! Also worried about the amount of garbage that's going to start getting dumped in the bush come Feb 2021 when you change garbage pick up. Is it possible to get extra funding from our province? People are struggling enough already and you want to tax us more. 2020 has been hard enough. Maybe politicians should take a pay cut? Or don't pay city workers so much money. Ask large companies operating here that are making huge profits to chip in some of the money we are short. Tax them. They can afford it. You will have to figure something out that doesn't gouge the citizens. Remember we vote you in. If you like your jobs my personal suggestion is to not screw the people you work for.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Dec 11 20 05:40:42 pm	Anonymous	All these services are important. But raising taxes for services we don't even receive most of time, makes no sense to me. There's so much chlorine/fluoride in my tap water i can't drink it. You're cutting garbage services, making us pay EXTRA for tags, if we need ambulance/fire services we get a bill in the mail, snow plow service is hardly EVER done- I've seen a plow once over 5 years ago, half the time its us and the neighbours plowing and shoveling our road. As for social services(welfare) they don't even give you enough to pay your rent and bills and that's WITH kids. Road maintenance is TERRIBLE! You need a truck to drive Sudbury roads. And when the people petition for road repairs because we can't even drive the speed limit, instead of repairs YOU DROP THE SPEED LIMIT! We buy a house, don't upgrade it or make repairs but you keep jacking up the taxes and value of our homes! You politicians should be utterly ASHAMED of yourselves. You do nothing for your people and keep wanting more from them. Stop lining your pockets and start taking care of your people. You are SUPPOSED to work for us, not yourselves!		I'm a homeowner or renter	Ward 4 - Azilda, Elm West, Donovan		
Dec 11 20 06:00:09 pm	Anonymous	At this time we DO NOT need to add extras into the budget. Seniors and fixed incomes are already taxed to the limit. Just maintain. Quit spending useless money on surveys and get rid of the dead wood in the white elephant (Tom Davies)		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		
Dec 11 20 08:27:50 pm	Anonymous	I feel that it's not very fair to place "museums and libraries" alongside necessary services like "clean drinking water" when you're asking us to rate the importance of services. Drinking water is a basic necessity that residents shouldn't even need to vote on - it's not optional.		I'm a homeowner or renter	Ward 4 - Azilda, Elm West, Donovan		
Dec 12 20 01:06:26 am	Anonymous	Stop hiking taxes if you're not prepared to dish out the services. Terrible road maintenance, terrible snow removal and salt/sanding. Neglect or to bring or allow new businesses to develop big or small. Too many cut backs and too many tax hikes.		I'm a homeowner or renter	Ward 6 - Val Thérèse, Hamner		

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Dec 12 20 01:31:24 am	Anonymous	Our part of Beatty St NEVER gets a plow or a salt truck, as a result I have fallen multiple times on the roadway due to the amount of ice and snow,		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Dec 12 20 09:38:04 am	Anonymous	Would like to see increased maintenance of sidewalks during winter months. Increase use of social media platforms to communicate with residents A review of costs associated with the Kingsway Entertainment District. Is this project still relevant? If so, why? Follow Sudbury's urban master plan, and work to revitalize our downtown.		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		
Dec 12 20 11:01:42 am	Anonymous	The natural environment is incredibly important. This survey is far too short and imprecise to be of any value to anyone		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Dec 12 20 07:26:27 pm	Anonymous	the budget needs to be split into 5 areas priority 1 -would be the approximately 8 legislated responsibilities as set out by Ontario laws priority 2 -would be changes to Police and Fire administration -such as massive increase video surveillance for the downtown and major shopping/industrial areas being fed into a central dispatch area which would then dispatch appropriate staff as deemed necessary . For example- there is absolutely no reason for fire trucks to be sent to scenes of most auto collisions-this is a total waste of money, manpower and equipment Get the Fire department to release the last 10 years of stats on attendance and for what reason at all dispatches and and the post dispatch/follow up reviews - you will be shocked that up to 50% where not needed/required Remove the defibs from the Fire trucks and put them in the ambulances where there are Medically trained staff to use them Add video cameras to all stop lights and photo all speeders/light jumpers and issue tickets as needed		I'm a homeowner or renter	Ward 5 - Val Caron, Blezard Valley, Cambrian Heights, McCreagh Heights, Guilleville, Notre Dame-Lasalle (west of Rideau Street)		
Dec 13 20 12:01:05 am	Anonymous	The outlying communities need services and should keep their services. We need to deammalgamize.		I'm a homeowner or renter	Ward 3 - Chelmsford, Onaping, Dowling, Levack		
Dec 13 20 08:13:03 am	payinggattenti on	We need to do better on snow plowing and clearing sidewalks during and shortly after winter storms. Our roads need a lot of repair year round.		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		
Dec 13 20 11:14:21 am	Anonymous	Stop lining your pockets with our money, and actually put it where it's needed before our city falls apart further.		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		

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Dec 13 20 04:45:12 pm	Anonymous	Council members and the mayor taking a pay cut would help fix gaps in the budget.		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		
Dec 14 20 02:48:44 pm	Christinacroteau	The sidewalks in winter are usually dangerous and impassable. Please allocate more money to sidewalk maintenance in winter.		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		
Dec 15 20 05:32:09 am	Anonymous	Winter sidewalk maintenance is very important. The most vulnerable people of our community have difficulty using the sidewalks and risk injury trying to get around or catch a bus in winter.		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		
Dec 15 20 07:22:15 am	Anonymous	doesn't matter..you don't listen to us anyway!!		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		
Dec 15 20 08:08:39 am	Anonymous	I believe that the time has come to reallocate some of the budget from policing services to social services. We need to be more proactive in preventing harm and crime than in punishing it and better social services can do just that.		I'm a homeowner or renter	Ward 4 - Azilda, Elm West, Donovan		
Dec 15 20 08:20:25 am	Anonymous			I'm a homeowner or renter	Ward 3 - Chelmsford, Onaping, Dowling, Levack		
Dec 15 20 09:04:20 am	Anonymous	In the survey you ask if the service such as winter maintenance is important but the sidewalks are very done. Road maintenance-apparently there was no budget for this for years. Communication and engagement with residents ,when does that occur. Not everyone has Twitter!! Mayor wouldn't take a moment to talk with me. Ward councillor doesn't help solve problems		I'm a homeowner or renter	Ward 7 - Garson, Falconbridge, Capreol, Skead		
Dec 15 20 10:18:17 am	Anonymous	The tax increases are out pacing our salaries every year. You need to work with less.		I'm a homeowner or renter	Ward 8 - New Sudbury (east of Barry Downe Road)		
Dec 15 20 11:01:11 am	Anonymous	Winter sidewalk clearing could be much improved. They are often difficult and sometimes dangerous or impossible to use.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		

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		Please provide any additional comments you feel are important to share with the Mayor, Council and senior staff as they prepare the 2021 Budget.	Additional information to share with the Mayor and Council	Which of the following best describes you?	Tell us more! In which Ward do you live?	Tell us more! In which Ward is your business?	Tell us more! In which Ward do you work or own property?
Dec 15 20 12:30:38 pm	Anonymous	Sidewalk snow clearing is sadly very poor		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Dec 15 20 12:50:45 pm	Anonymous	Too much money wasted on administration and contracting out. Very inefficient.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Dec 15 20 12:59:03 pm	Anonymous	Clean sidewalks and clear snowbanks from bus stops.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Dec 15 20 02:02:51 pm	Anonymous	Sidewalk and road maintenance should be continuously maintained at 2 cm! We will not allow you to continue to erode our services!		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Dec 15 20 03:40:06 pm	Anonymous	Surely money can be found for snow removal on at least that small portion of the sidewalk on the north side of Bancroft running west from Second Avenue North to the bus stop just east of First Avenue.		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		
Dec 15 20 07:35:12 pm	Anonymous	I am 75 yrs old and my main form of exercise in Winter is walking. Keeping the sidewalks walkable is important to me. I live in Val Caron and must often walk along Hwy 69 N. Sidewalk cleaning has improved somewhat over the last few years but there is no coordination, or so it seems, between snowplows on the road and the little sidewalk plows. The road plows often dump 4" to 6" of snow onto the sidewalk which remain unwalkable for hours after, sometimes until the next day. Can there not be better coordination between road plows and sidewalk plows?		I'm a homeowner or renter	Ward 5 - Val Caron, Blezard Valley, Cambrian Heights, McCreagh Heights, Guilleville, Notre Dame-Lasalle (west of Rideau Street)		
Dec 15 20 07:52:45 pm	Anonymous	The city shouldn't be in the housing business. Get rid of all subsidized housing. Let's go back to the days where the property owner had to shovel/plow the sidewalk in front of their residence rather than have our tax dollars go to a subcontractor who over charges and does a crap job. Look within for other useless spending.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Dec 15 20 08:48:48 pm	Anonymous	- Defund the police to fund the other services. - Way too much (and too fast!) Traffic on Frood rd since Mayley dr was extended. We need speed bumps near schools and parks - Sidewalks need to be better maintained. The street plows throw the snow back on them making them unusable with a walker, a stroller, a cane, etc.		I'm a homeowner or renter	Ward 4 - Azilda, Elm West, Donovan		

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Dec 16 20 04:50:41 pm	Olathe	I walk to work to reduce my carbon emissions and stay fit, but I find it difficult in the winter due to poor sidewalk maintenance. I am often forced to walk in the road by deep snow or ice. If that is too dangerous, I am sometimes left trudging through the snow the plough has moved from the road to the sidewalk (e.g. York St. and Paris St.). The boardwalk in Bell Park is beautifully maintained - so I know what is possible when resources are allocated. Please invest in maintaining the sidewalks.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Dec 17 20 12:06:42 pm	Anonymous	Money towards the economic recovery of the city is critical as we work through the pandemic. Tourism will be a critical component of the recovery for the hospitality and tourism sector and funding needs to be maintained at prior levels and should be increased. Additionally, funding towards revitalizing the downtown is also important - the downtown has the ability to be a stronger core for our cities arts and culture sectors, as well as attracting investment through residential development in vacant office buildings. This will help increase foot traffic (a more pedestrian friendly downtown is also a tourist attraction), allowing for restaurant's to increase outdoor patio space, allow for small retail shops to expand beyond the confines of the interior walls of their outlet again to encourage pedestrian traffic. These types of changes can be transformational as well.		I'm a homeowner or renter	Ward 2 - Lively, Naughton, Whitefish, Copper Cliff, Worthington		
Dec 17 20 01:41:11 pm	Coalition for a Liveable Sudbury	Our two highest priorities for this budget are: (i) effectively implementing the Community Energy and Emissions Plan; and (ii) health and wellness, especially for those residents most in need. Please see out letter, attached.	https://s3.ca-central-1.amazonaws.com/vbq-product/canada/8e2d560a61ba51182a094de4c4d658c8eb0a720c0ria.html?token=20241212%2005%30%3D&get_CLSubmission.pdf_eb984c27acbb41d659a6d4c131641056e1165a6c30442				
Dec 18 20 01:11:32 pm	Anonymous	Stop approving subdivision with more roads that require maintenance. The city needs more middle density.		I live out of town but work or own property in Greater Sudbury			Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)
Dec 18 20 05:08:04 pm	Anonymous	Too large a portion of the budget is going to police services by a large factor		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Dec 18 20 11:44:31 pm	Anonymous	It is unacceptable that policing currently takes up 21% of the municipal budget. Much of these funds should be reinvested into social development including: community led programs and services, long term housing for the homeless community, food security programs, supports for the city's most vulnerable. The city should especially redirect funds toward community organizations like the Sudbury action centre for youth and Independent Living, organizations which support at risk populations and help to further social development in Sudbury.		I live out of town but work or own property in Greater Sudbury			Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)
Dec 19 20 10:06:07 am	ontario	This survey is completely ridiculous- all of these services are needed. What needs to be understood is that they all need to be BALANCED. Asking only if a service is important/not important will not give you an accurate depiction of which services hold a higher priority over others. Additionally, police should NOT be in the same group as fire and paramedic services. They are vastly different services and should be grouped on its own.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Dec 19 20 11:29:39 am	Anonymous	Please allocate funds from the Police budget to other services. The city would do much better with more social services to help those in need and less 6 figure police salaries. Also please hold the companies that fix our roads, services accountable. For example; If a road has maintenance done it should have a warranty of a minimum of 5 years and if repairs need to be done before then they will Have to be done at the cost of the company who had originally done it.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		

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Dec 21 20 11:08:24 am	Anonymous	Stop wasting money & revitalize & clean up the downtown core. Forget the over-budgetted casino on the outskirts of the city.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Dec 21 20 12:49:42 pm	Anonymous	Please cut some of the Police's large budget and redirect funds into other areas that could help (ie housing, addictions access, etc)		I'm a homeowner or renter	Ward 6 - Val Thérèse, Hammer		
Dec 21 20 09:16:21 pm	Anonymous	Some groupings make answering difficult. I want to support libraries, but I am less concerned with museums. I think paramedic services are important, but think we should allocate police funding towards mental health and paramedical services.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Dec 22 20 06:43:49 am	Anonymous	Please continue to invest in cycling infrastructure in the city.as covid continues, having a reliable and safe network of bike lanes and trails allows people of all income levels to easily get across the city		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Dec 22 20 10:16:54 am	Anonymous	<p>This city needs to shift from car culture to active transportation. So many streets don't have sidewalks or sidewalks don't get plowed in winter; people parking on sidewalks; awful public transit offer; very low density of central neighborhood caused by excessive parking; KED; texting while driving and drunk driving (I live in the Donovan and so, so many people drive through stop signs and drive erratically). This is not what a healthy city looks like.</p> <p>Another shift we need to make is from policing to helping and supporting. Police presence do not help homeless people find shelter, places to live and food, they just scare/intimidate them. Less police, more money towards housing, shelters, safe injection sites (yes, plural). We need to build the solidarity because right now Sudburians are being very selfish and shortsighted and this is caused by financial, emotional distress.</p>		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		
Dec 22 20 06:17:41 pm	Anonymous	<p>For every dollar spent in the former city of Sudbury, one dollar should be spent in the outlying communities. We have been getting ripped off since Amalgamations.</p> <p>Why is centralized services no longer important? When Mayor Rodrigues planned to build a new Arena, it was in a centralized location. A new arena by Chateau Guay and a dog pound in Wahnapelei are not centralized.</p> <p>The city of Sudbury should embrace our natural resources and invest more in outdoor activities that make Sudbury great to live in. Such as a biking and hiking trail system, more disc golf locations, etc. We are never going to be Toronto, but we can be theOutdoors persons paradise.</p>		I'm a homeowner or renter	Ward 3 - Chelmsford, Onaping, Dowling, Levack		
Dec 26 20 09:49:23 am	Anonymous	Where do I even begin...		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		
Dec 26 20 10:40:47 am	Anonymous	The most important thing to me is sidewalk safety especially in the winter months. In addition, road maintenance and construction is of high importance to me regarding the creation and construction and maintenance of sidewalks and roads that are LESS HILLY, and instead are made more level or flat, without steep inclines. This is very important for people who live with disabilities.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Dec 26 20 12:41:49 pm	Haxel	Pleas stop all these grand projects like the KED. These project will drain the tax payers year after year.		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		

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Dec 26 20 01:18:22 pm	Anonymous	We need better snow removal on residential streets both for vehicles and pedestrians. We shouldn't be forced to walk on snow packed roads with vehicles.		I'm a homeowner or renter	Ward 5 - Val Caron, Blezard Valley, Cambrian Heights, McCre Heights, Guilleville, Notre Dame-Lasalle (west of Rideau Street)		
Dec 26 20 01:31:04 pm	Anonymous	<p>Municipal taxes continue to increase at an alarming pace, services have decreased rather than increased over the years and wages and salaries are not even keeping up with inflation. I'm concerned that our city will eventually become an unaffordable place for our children to live, resulting in their moving somewhere else. This saddens me since I was born and raised here and loved this city. I do not love what is happening to it.</p> <p>In light of the pandemic, it is time to put money in the most important areas like services and road maintenance. I will say it again...the Kingsway Entertainment District is not a priority! Unfortunately, it is likely too late to withdraw from the contract which we (the residents Sudbury) were never consulted about. Perhaps, it should be up to the individuals who made this decision to pay for the shortfall that this is causing (this includes the hand-full of wealthy individuals who seem to be pushing for things the average resident resident like myself doesn't need or want).</p> <p>Im hoping that you REALLY consider what the citizens of Sudbury are sharing in this survey and that this is not just an attempt to appease them.</p>		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Dec 26 20 02:59:39 pm	Anonymous	No spending on KED!		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		
Dec 27 20 04:35:26 am	Anonymous	However the budget looks, I hope that honoring the calls to action through the Truth and Reconciliation Commission are given their due weight beyond simply paying lip service to it; back our environment, peoples, and waters with dollars. Please treat your indigenous residents and staff better and diversify your management and leadership to be a true reflection of the peoples you serve and the lands you are tasked to care for.		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		
Dec 27 20 09:24:06 am	Anonymous	Freeze wages and reduce the number of staff at city hall. This includes senior staff. Stop the practice of employment contracts for senior staff. Stop building these legacy projects that the large majority (90%) of the population won't use or benefit from.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Dec 27 20 10:17:46 am	Anonymous	Suggest review of privatizing some facilities.		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		
Dec 27 20 10:46:09 am	Anonymous	<p>Decrease police funding and redistribute money into community services</p> <p>Make city accessible in the winter for people who are strictly pedestrians/heavy sidewalk users!</p>		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		

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Dec 27 20 07:23:35 pm	Anonymous	It is important to remember that Sudbury is not just downtown and smaller communities should not be forgotten.		I'm a homeowner or renter	Ward 2 - Lively, Naughton, Whitefish, Copper Cliff, Worthington		
Dec 28 20 05:04:42 am	nancylbrown	I feel that expanding the sewer/water and hydro to areas that are not already serviced should wait - do not extend the service area any further at this point in time. Use up all the existing service areas before building any new areas up or expanding in any way. We need more people coming into the city of Sudbury and willing to buy properties within the city and pay the extra taxes in order to extend the existing infrastructure at some point.		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		
Dec 28 20 09:21:53 am	Anonymous	The KED represents fiscal recklessness of the highest degree. WE CAN'T AFFORD IT. Also, it's an antiquated idea from a world that no longer exists. Maintain our infrastructure, with an emphasis on pedestrian and public transit accessibility - ESPECIALLY DURING COVID. Address our homeless crisis. Redirect funding from GPS to social services and community-based programs.		I'm a homeowner or renter	Ward 6 - Val Thérèse, Hanmer		
Dec 28 20 09:34:44 am	Anonymous	STOP the KED. Massive waste of tax dollars. Focus on basics - road and sidewalk maintenance. Invest in social services. We need those supports more than ever. Spending \$100 million on an arena was a stupid idea before and it's downright irresponsible now.		I'm a homeowner or renter	Ward 5 - Val Caron, Blezard Valley, Cambrian Heights, McCrea Heights, Guilletville, Notre Dame-Lasalle (west of Rideau Street)		
Dec 28 20 09:44:43 am	Anonymous	Given the circumstances we now find ourselves in (globally pandemic) we as a city must do some difficult reevaluations of our priorities. The KED is now an unrealistic idea. I don't want my tax dollars spent on a project that centers around activities that may take years, or simply may never, bounce back (i.e large indoor gatherings, casinos). We need to take care of our vulnerable citizens and focus on the basics of making our city livable 12 months of the year (roads, snow removal and outdoor activities).		I'm a homeowner or renter	Ward 5 - Val Caron, Blezard Valley, Cambrian Heights, McCrea Heights, Guilletville, Notre Dame-Lasalle (west of Rideau Street)		
Dec 28 20 10:59:16 am	Anonymous	Stop wasting the money on entertainment, (arenas, libraries, etc) we don't need new or updated centers we cannot visit, even after covid is over there will still be too little demand for these places that it is just a waste.		I'm a homeowner or renter	Ward 3 - Chelmsford, Onaping, Dowling, Levack		
Dec 28 20 02:55:02 pm	Anonymous	Go where the money is. Wages and benefits. Freeze wage increases and negotiate reasonable cost increases. Police and fire need to be reigned in. Their growth rates are unsustainable		I'm a homeowner or renter	Ward 5 - Val Caron, Blezard Valley, Cambrian Heights, McCrea Heights, Guilletville, Notre Dame-Lasalle (west of Rideau Street)		
Dec 28 20 07:39:34 pm	Anonymous	Safe injection sites are a 100% waste of money. The addicts don't want to change let them choose to change or go away..		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Dec 29 20 01:58:33 am	poortaxpayer	City should no longer be in the long-term care home business they should also sell off the ski hill no reason for the city to be in that business either and then the same thing with the daycare too much money wasted on non-essential Municipal services take the money that is wasted away and apply to road maintenance		I'm a homeowner or renter	Ward 5 - Val Caron, Blezard Valley, Cambrian Heights, McCrea Heights, Guilletville, Notre Dame-Lasalle (west of Rideau Street)		

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Dec 29 20 09:49:03 am	Anonymous	need better earlier transit service so people can get to work before 7am		I'm a homeowner or renter	Ward 8 - New Sudbury (east of Barry Downe Road)		
Dec 29 20 10:12:46 am	Anonymous	Please ensure that transit gets proper funding to improve services. The new changes are not enough.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Dec 29 20 10:27:09 am	Anonymous	The GOVA transit depot downtown is NOT a shelter for the homeless population. Whoever is reading this right now very likely does not take the bus and will likely not even pass this comment along. I pay \$5500.00 property taxes. I take the bus, and it is the worst part of my day having to wait for my connecting bus due to the homeless shelter it has become.		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		
Dec 29 20 01:24:00 pm	Anonymous	More funding to gova. Buses need to run until 1am to accommodate shift workers!		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Dec 29 20 03:33:15 pm	Anonymous	Transit definitely needs improvement as does the plowing and sanding of sidewalks in winter. I also think councillors should respond to email concerns.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Dec 29 20 03:40:09 pm	Anonymous	I think overall the residents of Sudbury are never REALLY heard at the end of the day, if anything you'll just shrug off anything we have to say and focus on different agendas to suit your needs. Just my own standing on the matter!		I'm a homeowner or renter	Ward 4 - Azilda, Elm West, Donovan		
Dec 30 20 06:47:44 pm	Anonymous	A hiring freeze should be implemented immediately! Run the city like a business to balance the budget. And no summer students should be hired for 2021! Citizens cant continually pay higher taxes year after year for less and less services, especially in outlying areas.		I'm a homeowner or renter	Ward 3 - Chelmsford, Onaping, Dowling, Levack		
Dec 31 20 07:17:28 pm	Anonymous	A way to save money. Use casuals as intended and not 40 hours a week when not needed. When you have full complement, there is no reason to have casuals working. Some casuals have been working 2.5 years straight not being on postings. Departments are over budget for no reason. Covid is/was here, most of the full time staff for outside unit are working regular hours there is no need to have all casuals working. As tax payers, this is ridiculous and not needed. If it is needed then hire more full time staff. Obviously we need more boots on the ground than managers		I'm a homeowner or renter	Ward 8 - New Sudbury (east of Barry Downe Road)		
Jan 02 21 04:50:53 pm	Anonymous	Maintenance and creation of SAFE bike roads/trails! Living in London ON, I enjoyed 16+km of paved bike trails by the river front for daily exercise! This can be similarly found in other cities. Here, especially in New Sudbury, there are short gravel (often not quite well kept) trails or biking on the very rough roads (with drivers who don't care for cyclist), and limited long distance cycling for conditioning :(I'm a homeowner or renter	Ward 8 - New Sudbury (east of Barry Downe Road)		
Jan 04 21 09:52:03 am	Anonymous	Growth, development and research in local sustainable agriculture through education in regenerative techniques and available funding. By investing in local regenerative agriculture we can make Greater Sudbury the capital in northern agriculture, leading the way in climate change, sustainable food production, and education.		I'm a business owner		Ward 5 - Val Caron, Blezard Valley, Cambrian Heights, McCrea Heights, Guilleville, Notre Dame-Lasalle (west of Rideau Street)	
Jan 04 21 10:55:49 am	Bike Sudbury / Vélo Sudbury	Bike Sudbury has been hearing from our members since 2010 that they want to see the City invest in making cycling safe, comfortable and accessible, and equitable, with cycling routes that are connected and continuous. Now, dealing with climate change is also an urgent situation. These priorities are reflected in our submission, which is why we have not answered any of the other questions. This survey is directed towards individuals not groups. We respectfully suggest that there should be something next year that provides groups with a better way to submit their feedback.	https://s3.ca-central-1.amazonaws.com/vbco-production-canada/3456578e7d68186a4d1d9e34a25122bedc5e1cb36c0e9a61609774683/Bike_Sudbury_2021_Budget_Submission.pdf_a7c78082e492ae9e2e1e93dc350946b771609774683				
Jan 04 21 11:44:58 am	Anonymous	My priority is to make sure CEEP reaches its overarching goal of net zero emissions by 2050. Reducing emissions this decade is by far the most important step towards that end goal. And to that end I feel it urgent that one person have their sole job be to coordinate efforts across all departments. Please either reorganize staff's job descriptions or simply add in a totally new position of COORDINATOR.		I'm a homeowner or renter	Ward 3 - Chelmsford, Onaping, Dowling, Levack		

Budget 2021 Survey

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Jan 04 21 12:26:33 pm	Tabbyrono	I looked at the summary of the budget. As a trained budget facilitator I notice the budget is not sufficiently informative and palatable for the local resident. It would be important to see comparative analysis of the previous budget performance, linkage of the budget to the a strategic plan and an annual plan. I note that water and waste management is under performing yet there is a planned increase. Could there be a quality improvement model to address the root cause of this and find an efficient way of improving this service without increasing cost but generate more revenue. As a resident I am not sufficiently confident of the budget and I note there are many areas of improvement. Being a mining community how do we benefit from this resource? I may not be able to contribute effectively and holistically as I do not have access to the detailed budget that would enable a robust conversation and positive contribution. It would be great to have the residents have a public interaction with the budget and also civic education to help residents appreciate the budgeting process.		I'm a homeowner or renter	Ward 4 - Azilda, Elm West, Donovan		
Jan 04 21 02:07:30 pm	Anonymous	Clearing of snow from bike lanes and recreational walking paths should be done. Winter doesnt curb these recreational facilities, maintenance should be done year round.		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		
Jan 04 21 04:46:43 pm	Anonymous	I believe the decision to build a new arena out in the east end of the Kingsway was a planning and an economic development mistake, as well as financial foolishness. Renovate the old barn. I also believe that the climate plan is too conservative - the goal posts are still moving. Let's have rapid action now on electric busses and eliminating the use of gas heating in all municipal buildings.		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		
Jan 04 21 08:42:48 pm	Anonymous	'Bolster food security by: - reallocating portions of existing parks, or negotiating for space with private landholding industry, for low-cost leasable allotments in the fashion of garden allotments in England - investing in large-scale agricultural production of cold-hardy crops and families who want to grow them - permit backyard chickens--the budget item here is establishing policies and education to ensure food safety, animal welfare, and nutrient management practices		I'm a homeowner or renter	Ward 2 - Lively, Naughton, Whitefish, Copper Cliff, Worthington		
Jan 05 21 10:16:16 am	Anonymous	There are more important issues to spend money on besides building the KED. We all need to ensure job security and that our small businesses thrive and that the homeless are well taken care of. COVID-19 should have taught us that material things are not as important as people who work hard to support their families and our community		I'm a homeowner or renter	Ward 4 - Azilda, Elm West, Donovan		
Jan 05 21 11:20:35 am	Anonymous	Forgo the wage increase to non-union City employees. Conduct a serious review of all positions - City is too top heavy and positions can be combined or responsibilities bumped down to union staff. No need to hire outside consultants, have everyone account for what they do every minute of their time on the job and go from there. Stop all the meetings and 'team' building. Enforce job responsibilities and requirements of unionized staff and terminate those employees who take advantage of their position and do not give 100% while on the job.		I'm a homeowner or renter	Ward 4 - Azilda, Elm West, Donovan		
Jan 05 21 11:39:44 am	Anonymous	Look to cut on services we offer but perhaps shouldn't. (Ex. new subdivision tree planting, adding sidewalks everywhere on the guise of active transportation, plowing every sidewalk in the winter on low traffic roads)		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		
Jan 05 21 02:56:23 pm	venny	I really think that if Dario Zulich wants a new arena,that the city should let him build it at HIS OWN COST AND OPERATE IT PRIVATELY ALONG WITH GATEWAY CASINO,keep our arena downtown,I am retired and walk through our downtown on a regular basis and I can say that our downtown is DYING,I also believe that the city should look at the amount of people we have employed as city employees and start trimming the FAT CATS from top management on down to workers that you standing around on job sites leaning on shovels,also I don't understand our winter snowplowing the sidewalks are terrible,the sidewalk plow goes by knocking blue boxes,green bins and garbage all over the place then the street plow comes by and fills the sidewalk again,I also would like to say that I am fortunate that I can get out and walk every day but I certainly feel for the disabled and seniors because of the way our sidewalks are maintained in both summer (very rough and uneven I seen that before the snow started the city tried to repair uneven sidewalks with asphalt come on that was as bad as the pothole patrol removed the first tie the plow went by ,grown over walk down Lorne St. when there is no snow on the ground the amount of garage is disgusting)and in the the way they are ploughed it is very difficult to get around without having to walk on the streets.Also how do city officials expect people on fixed incomes to remain in their homes with taxes and water costs going up every year,my last water bill,WATER USAGE \$25.33 TOTAL BILL \$102.95 "COME ON" Its sure is a good thing that we are getting a rebate on electricity bill to help out those on fixed incomes.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		

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Jan 06 21 10:33:47 am	Anonymous	Accross many provinces, we're witnessing a larger movement towards focus to wealthier populations, while providing less opportunity than we've seen in generations, to anyone with financial resources to have any sort of realistic future. We see this is rental rates that demand cohabitation, increasing dependence on the progress of previous generations for young people to stay alive, and more opportunities being presented to anyone with money, while our own residents have been dying en masse in attempts to relieve the suffering actively occurring in our city. We will continue to see things like increased crime, increase in discarded needles and litter, and movement of gang violence in the city to support the realities our community was not prepared for. If we don't provide opportunities for our own citizens to find peace, meaning and purpose to those around them, we will continue to see symptoms of human suffering impacting those who are ignored, as well as the community that surrounds them. I am neither homeowner, or renter, or business owner. Options such as rental within my means equate to being cast to the depths of hell in the current market, with most affordable options essentially being black market, unsafe, illegal units (Ledo hotel for all it's benefits and faults, was one of the only options available to many). I am a homeless resident of Sudbury, born and raised here, working full time. I don't appreciate that feedback from home owners, business owners, or non-residential workers are the only residents that this survey was meant to value and bring forth.					
Jan 06 21 09:44:41 pm	Anonymous	New Bike lanes and clearance of roads on winter is essential for commuting everyday all year round. Merci pour votre engagement. Céline Kerampran		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		
Jan 07 21 12:11:37 am	Anonymous	The city needs to look at decreasing their yearly raise. Most citizens have been negatively impacted by Covid economically and the city staff and counsellors shouldn't be putting the deficit on the residents. Sudbury homelessness has been on the rise and if the city continues to increase taxes it will continue to rise.		I'm a homeowner or renter	Ward 4 - Azilda, Elm West, Donovan		
Jan 07 21 07:59:01 am	Anonymous	I feel that raising our taxes isn't the answer. Try cutting your \$250,000 salaries first.		I'm a homeowner or renter	Ward 3 - Chelmsford, Onaping, Dowling, Levack		
Jan 07 21 08:11:35 am	Anonymous	The Recreation Programs and Facilities items should probably be split into 2 areas: Arenas, Pools, Sports Facilities, Ski Hills in one and Parks, Community Halls, and Community outreach in the other. My scoring for Arenas, etc would be even further below the current option of this service is not important. My scoring for Parks, etc would score as somewhat important, an option curiously left off of this survey.		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		
Jan 07 21 09:26:09 am	Anonymous	Freeze your wages. Take a pay cut		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Jan 07 21 01:38:31 pm	Anonymous	When looking at the 2020 budget, I see that there is a large proportion of our budget allocated to policing. This amount is almost identical to our road budget. I notice that this survey links together policing under emergency services but I would appreciate to be able to weigh in on them all separately. While I do believe that policing is important in this community, I think it would be great for the municipality to review funding provided for these purposes as it does seem to be inflated. It would be ideal if we could allocate funds from the police budget towards social services & recreational programs.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		

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Jan 07 21 02:14:22 pm	Anonymous	In light of the COVID-19 pandemic and devastating impacts on our economy--local, provincial, national and international--it is unconscionable that Council would plunge ahead blindly with KED, creating another townsie essentially which will require more infrastructure that will need to be supported. We already have an incredible infrastructure deficit. Use the \$200K you've borrowed to catch up on that. People would understand that their taxes would need to increase to cover the payments, but at least it's something we need. Also, the recent Star article revealing the casino is in no way ready to move forward plus the lack of any hotel commitment (other than Zulich's "promise") should be enough to allow Councilors to extricate themselves while saving face. Add to that the HUGE issue of what has been permitted to happen in the Downtown with vagrants and homeless people destroying property, driving out TAXPAYING businesses, and it's time to get real. You had an expense problem and now with COVID, you have added a revenue problem to it. It's insanity to think you can do the same things over and over again and get a different outcome. The world has changed. Not only is it no longer the 1970's/80's when malls were "the" place, but it's not even 2017 (when Council voted for KED). Time to take off the rose-coloured glasses and do the responsible thing. If we need a new Arena, we don't need it to be in a new location. At least do a serious re-think on a reno or rebuild on existing site. You need to fix the infrastructure in the Downtown core anyway and will need to maintain it going forward...why add to a footprint you already cannot manage? I note the same councilors who say the structure isn't sound enough to be renovated think it IS sound enough to put vulnerable people there. A huge inconsistency. I am horrified that Senior staff are apparently afraid to tell the Emperor (Council/Mayor) that they have no clothes. It's like your accountant not telling you that you are headed for bankruptcy as you gaily spend above and beyond your capacity to cover the debt. Stop being Yes men and tell the truth. Staff all know it. They are smart and highly educated. And Council...stop thinking you know everything and ignoring expensive consultants reports and staff advice. When you ask experts, actually heed them. You do not know better. Stop gambling with our money.		I'm a homeowner or renter	Ward 2 - Lively, Naughton, Whitefish, Copper Cliff, Worthington		
Jan 07 21 03:32:29 pm	Anonymous	I'd like to encourage the continued focus on climate action. With C-19 so much of the environmental issues are being buried under health and safety and it's so important to keep it on the table so we can all move forward in a good way.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Jan 07 21 06:20:29 pm	Anonymous	Climate change is real and we must react now. It is necessary to make as many changes as possible as quickly as we can. Incentives to build small homes, revisiting zoning bylaws to allow for different types of builds, encouraging passive and net zero housing, etc., cycling lanes and walkways, etc. This should be a priority for the sake of the generations that will follow us. The City of Sudbury can be leaders here.		I'm a homeowner or renter	Ward 4 - Azilda, Elm West, Donovan		
Jan 08 21 09:12:04 am	Anonymous	Climate change initiative should be front and centre!.. Arena rebuild should be put on hold till after the pandemic.		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		
Jan 08 21 01:45:55 pm	Anonymous	Affordable housing is a priority.		I'm a homeowner or renter	Ward 4 - Azilda, Elm West, Donovan		
Jan 08 21 04:12:32 pm	Anonymous	More education and encouragement is required to the citizens to understand the importance of re-greening our region. We need people to understand that smoke from burning wood, using gas powered useless tools such as blowers to blow leaves, idling cars and trucks and not having efficient catalic converters creates emission that enters our homes and affects our health. It's unbelievable that I cannot open a window without my air filtration machine registering higher chemical levels. I wake up at night and my bedroom smells smoke or gas if my window is opened. After years of exposure, I have now a respiratory illness. We owe it to our children to provide cleaner air. Our city could ban wood burning outdoors and fireplaces. After all, why burn a tree when the tree is there to clean our air?		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		
Jan 08 21 11:23:32 pm	Anonymous	Pay rises for council and management should be way down the list compared to PSWs and transportation workers. Zero carbon needs to be a priority in all decisions. E.g. Charge developers who don't build net zero homes enough to offset development of green energy projects such as solar panels on the roof of schools and malls.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Jan 09 21 08:41:21 am	Anonymous	Plow ALL of Skead Our property taxes ahve skyrocketed and are becoming unaffordable		I'm a homeowner or renter	Ward 7 - Garson, Falconbridge, Capreol, Skead		
Jan 09 21 09:17:33 am	Anonymous	Make Sudbury more bicycle friendly.		I'm a homeowner or renter	Ward 8 - New Sudbury (east of Barry Downe Road)		
Jan 10 21 08:46:22 am	Anonymous	Put in place the freeze on non-unionized payroll, Council needs to show every penny counts and put their money where their mouths are. Make better use of Staff reports and stop hiring outside consultants to do what Staff has already done. Stop voting down the continuation of Council meetings to enable all matters on the Agenda to be handled at the meeting - it costs money to delay, stop wasting that money on the feeling that you've done enough. Review all positions of employment, thoroughly and fire those who are not performing at 100%, reduce the number of GMs and other top management - there are a few too many of those and stop all the meetings and HR type info on dealing with employees, too much time is spent on fluff and 'political correctness'. Staff is not involved in politics, if Council wants to take part in such fluff, do so on your own time.		I'm a homeowner or renter	Ward 4 - Azilda, Elm West, Donovan		

Budget 2021 Survey

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Jan 10 21 06:30:09 pm	BAM	Recently, a group of residents came together in an effort to request that Council make better winter maintenance of sidewalks a priority in the coming budget. We represent homeowners, students, seniors, disabled - a good cross section of people who live in Greater Sudbury. On behalf of the Greater Sudbury Safer Sidewalks group, attached is our information sheet supporting our request. Making sidewalks safer in our community will allow for everyone to safely get around whether it be for work, school, or general well being.	https://s3.ca-central-1.amazonaws.com/ehq-production-canada/3abe861643d23185b673d8524c1865b3ec167935/original/1610320859/2020-12-Info_Sheet.pdf_1330bd26042a3b99cd62b51ea9e14c2f71610320859				
Jan 10 21 07:00:12 pm	BAM	1. The above rating of municipal services should have been expanded. As it stands, a resident is only able to say - "yes, this is important" or "no, it's not". For a true indication, there should have been a range. 2. City spending needs to get back to basics - we need to be able to move around the City easily (12 months of the year), count on our water being safe, rely on our Police Services, take care of our vulnerable, and be able to easily access information on what is being done. 3. Less City funds need to be used to support niche private groups. This would include actions such as forgiving city taxes, providing city services to the site, and bail out funds. There are exceptions, of course, but where a group is charging a fee to join, their first option should be to increase that fee. 4. City funds should be withdrawn from activities that are not core services (eg. trailer park serving a very small number of residents). 5. Changes to how the City provides services need to be better screened against the impact to the various groups of residents. Seniors, disabled and low income residents need to be considered. Examples: internet only voting; online communication only. Long time residents are being left behind! Possible solution: better use of inserts with the hydro/water bill. 6. Municipal facilities need to take into account that they have to be accessible 12 months of the year and should be built accordingly so as to minimize maintenance requirements - especially in winter. No outdoor staircases that need to be shoveled in winter - rather, covered staircases. 7. Municipal facilities need to take into account that they have to be accessible to everyone including those with mobility issues - covered pick up and drop off spots that are not open to the elements in bad weather; clear access paths for those using canes and or walkers. 8. Getting back to basics should include better winter maintenance of sidewalks in our community. Residents count on the sidewalks in our neighbourhoods to get to the bus stop, walk to work, walk to school, and getting around to shop, and getting around for general well being. As a result of COVID, sidewalks have become critical to getting around close to home and with the recent freeze they are dangerous to walk on again forcing people to walk unsafely on the street itself. I support the Greater Sudbury Safer Sidewalk proposal (attached).	https://s3.ca-central-1.amazonaws.com/ehq-production-canada/3abe861643d23185b673d8524c1865b3ec167935/original/1610320859/2020-12-Info_Sheet.pdf_5585b7d142e11b038e9ab6c0477d8ac71610320859	I'm a homeowner or renter	Ward 8 - New Sudbury (east of Barry Downe Road)		
Jan 10 21 07:26:10 pm	BAM	Sidewalks are critical to get around. I support the Greater Sudbury Safer Sidewalks proposals. More needs to be spent to keep our sidewalks safe. Information Sheet attached. City spending needs to get back to basics - roads, sidewalks, safety, take care of our vulnerable, garbage collection, safe drinking water and communicating with citizens. Savings could be had by not supporting groups that serve small groups that should be increasing user fees to continue to operate. No more passes on paying City taxes to these groups. There is very little benefit to the majority of residents in these cases. Access is usually limited because of the fees for the average family. The needs of seniors and low income groups needs to be taken into account when changes to how the City operates are made. Saving money by going to only online voting and leaving out a large portion of seniors is not the way to save money. Core services should be clear and current activities that are not should be cut and funds used for those services. For example: trailer parks, ski hills. Build municipal facilities that do not create additional maintenance challenges in winter. We have snow 8 months of the year - this has to be a priority when designing buildings, etc. This goes hand in hand with making sure that accessibility are taken into account. Entrances should be close to drop off locations - close to the sidewalk where one is to be dropped off. At Pioneer Manor specifically, priority needs to be given to a lowered curb where people are accessing services offered there - whether it be the Day Program at the Alzheimer's Society, the doctors' offices, etc. This allows for easier access and less winter maintenance requirements. Better communication with residents is required. More posts on Facebook and website about what's going on (eg. when the plows are being dispatched - all the time, not just for storms), use the inserts in GSU bills to communicate so people not online are aware (allow for email updates for those using e-bills). Keep improving the 311 services - they're	https://s3.ca-central-1.amazonaws.com/ehq-production-canada/3abe861643d23185b673d8524c1865b3ec167935/original/1610324117/2020-12-Info_Sheet.pdf_283ac6b1400ca8c0b03ac38ad6044eef1610324117	I'm a homeowner or renter	Ward 8 - New Sudbury (east of Barry Downe Road)		
Jan 11 21 07:44:40 am	Anonymous	Everyone in the private sector workers OT and had nominal or no pay increases. Why is the city still giving large pay increases to employees making well above the average way. Non unioned employees making 6 figures do not need a scheduled raise, when others working just as hard if not harder cannot get them. It's already a very comfortable wage, well above the average. If you compare hours and how hard other occupations work compared to the city employees, they should be counting their lucky stars. Everyone knows if you get in with the city your workload decreases and your pay will substantially increase. Ed archer has a joke of a salary and it goes to show he is there for the money, not the community. Especially with his recent comments.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		

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Jan 11 21 02:21:14 pm	Anonymous	city clean up. Sudbury is one of the most beautiful places in Ontario. Yet it is treated like a trash bin.		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		
Jan 11 21 09:38:19 pm	Anonymous	<p>2020 has been a difficult year for everyone. I do not believe that the city should increase property taxes because so many people are struggling financially to keep themselves and/or their businesses above water. I believe that it would wrong for the city to increase taxes. Mayor, Council and Staff need to come up with different measures to balance their expenses and spending. Look at suspending certainly projects or putting others on hold for the year. 2021 seems like more of the same or worse than 2020. Please don't put more on people then they already have to deal with.</p> <p>Increasing the property taxes yearly by approx. 4 percent is not a sustainable way to run our city's finances and it is hard on the average person to absorb this increase year after year after year. Take our property taxes for example. Our house has not grown in size, been modified nor have we built a garage etc...to increase the value. In 2009, we paid 2700 for property taxes and in 2020 it was 4200! To us, that is a large increase and I know we are not alone. Our wages do not go up 4 percent per year so why should are taxes?</p> <p>If anything in the 2020 budget should get extra funds, it should be Police Services. With the significant increase in drug activity, drug related crimes, downtown issues etc..., our Police Services need more funding to keep working well and keep us all safe. There is a noticeable decrease in Policing our roadways because there is just too many calls and not enough officers on duty to which has led to faster vehicle traffic and more and more drivers pushing their luck with red lights, etc...</p>		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		
Jan 12 21 08:59:26 am	Anonymous	Stop giving more money to the police. Invest that money in social programs. Be a pioneer. Stop giving money to the people with guns it obviously doesn't solve anything. Listen to young people		I live out of town but work or own property in Greater Sudbury			Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)
Jan 12 21 10:17:09 am	Anonymous	Please do not increase police budget -- consider reducing and investing in more social programs that support homeless initiatives, poverty, equity, and the environment. Investments need to be made in a housing first philosophy and social housing. I implore you to not to build an arena on the outskirts of town. This money would be better spent supporting our vulnerable pops as well as investing in environmental programs that will reduce our impact. Fix the arena if needed. My main message is that the arena needs to stay downtown to reduce tax load (infrastructure already in place) and support economic/cultural activity in our city's core.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Jan 12 21 10:17:55 am	Anonymous	<p>There needs to be a shift in thinking as you distribute my taxes. No amount of investment in casinos and arenas will trickle down to the homeless and lowest income earners. We MUST invest in affordable housing and the social services to help people become healthy in body and mind.</p> <p>Investments have been made on an extensive trail system but the actual NEEDS of the citizens have been ignored by very poor plowing of our sidewalks, leaving many seniors and others with great difficulty getting around in the winter. Walking to a community mail box or to a bus stop should not be a highly dangerous or impossible situation! Sidewalks should be flat, not sloped to accommodate cars. I have witnessed people using walkers or scooters or pushing a stroller having difficulty at every driveway. I have witnessed people lose their balance on the slope and fall and need help to get up.</p> <p>Snow banks must be removed on residential streets when they reduce site lines or narrow the lanes to a dangerous level.</p> <p>There must be a redistribution of some of the police budget to help fund mental health services. It is not realistic to expect our police force to respond appropriately to people in a mental health crisis.</p>		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Jan 12 21 10:47:30 am	Anonymous	<p>Keeping the Climate Emergency in mind, it is important to invest in retrofitting buildings to reach net zero, and making our community livable and walkable. It would be nice to pull funding out of the KED, as it seems rather unimportant in these times, and is not located close to the bus station or local downtown businesses. It really seems like it would only worsen our reliance on personal vehicles.</p> <p>Make our city more livable and walkable should be a high priority, and anything that compromises our natural environment should be avoided.</p> <p>We can all see the science on where climate change is taking us, and it is time to rise to the challenge to meet our goals of 50% reduction of emissions below 2005 levels by 2030. We need to electrify our bus fleet as fast as possible and it would be good to have some incentive programs to retrofit our homes.</p>		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		

Budget 2021 Survey

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		Please provide any additional comments you feel are important to share with the Mayor, Council and senior staff as they prepare the 2021 Budget.	Additional information to share with the Mayor and Council	Which of the following best describes you?	Tell us more! In which Ward do you live?	Tell us more! In which Ward is your business?	Tell us more! In which Ward do you work or own property?
Jan 12 21 11:15:01 am	Anonymous	The police budget needs to be revisited with more focus on rehabilitation and prevention.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Jan 12 21 12:37:29 pm	Anonymous	I support the abolition of the police. I do not trust the police and I am a white person so I can only imagine how people of colour feel in this city. When I first moved here I watched as police were called to a local business because a white woman was intoxicated and then when the police arrive they harassed the only indigenous woman in the business before asking staff who they had called the police about. The police force is racist. I support removing the police entirely. They do not serve or protect anyone. They only show up after a crime has been committed. The police budget should go to social programs that actually help people and make our community better. Police only make the community worse.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Jan 12 21 01:05:32 pm	Anonymous	Defund the police. I have called them on situations for them to not even show up. Meanwhile I see 8 squad cars sitting in parking lots leisurely chatting. Paramedics + Fire are more important. Social workers on duty are more effective in most cases as well.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Jan 12 21 01:29:33 pm	Anonymous	I left the emergency services column neutral, as I feel differently on the need for police services, than I do for paramedic and fire. I feel that the police budget does not need to be increased, but rather the funds diverted into social programming that prevent crime. I will feel safer in my neighborhood if others in the community are provided supports such as affordable housing, shelters, safe-injection sites and counselling services. There have been situations in my personal life where I felt unsafe however could not call the police because I felt that their intervention would worsen the situation, not help. I would appreciate more funding in emergency mental health resources, such as mobile crisis units, to assist with unstable family members and loved ones in crisis.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Jan 12 21 01:43:18 pm	Anonymous	The police budget must be reallocated in part to other front-line mental health, homelessness and/or addictions services.		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		
Jan 12 21 03:33:30 pm	Anonymous	This survey seems to be a gross over simplification to be useful in any way to the planning of the 2021 budget. It is quite disappointing to fill out. Much more information as to how the budget is actually executed from the previous year would be useful to guiding informed opinions of how the City of Sudbury spends money.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Jan 12 21 07:36:12 pm	Anonymous	Police services do not need to be increased		I'm a homeowner or renter	Ward 8 - New Sudbury (east of Barry Downe Road)		
Jan 13 21 04:55:28 pm	Anonymous	How are you integrating a climate change lens to ensure you can continue to deliver these services at the same level? Just like CoVid19 - the municipality needs to plan for more service interruptions, higher energy costs, more property damage because of an external, eminent factor - climate change. Taxes and costs will continue to rise for your residents unless you do something bold to curb the impact of climate change. This survey does not touch on climate change and some funds should be set aside from each of these keys services to fund climate mitigation and adaptation initiatives.		I live out of town but work or own property in Greater Sudbury			Ward 5 - Val Caron, Blezard Valley, Cambrian Heights, McCrea Heights, Guilleville, Notre Dame-Lasalle (west of Rideau Street)
Jan 13 21 06:25:28 pm	Anonymous	All of these services are important. However, I want to see a major budget cut to GPS and reallocate that money to social services - specifically addressing homelessness, addictions/mental health. Do not approve the budget increase for GPS, they should not be responding to opioid overdoses, mental health crises, or policing homeless people anyways.		I'm a homeowner or renter	Ward 7 - Garson, Falconbridge, Capreol, Skead		

Budget 2021 Survey

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Jan 14 21 01:07:17 pm	Anonymous	1) Please stop combining all emergency services together into one bundle. I want to see more funds to community services and less to police. The police budget has continued to grow as crime rates drop to historic levels. Sudbury and area has never been this crime free. It's time to reduce funds to police and increase funds to social services. 2) The KED will cost lots of money and bring no benefit. Don't do it. This was a bad idea from the get go and COVID has only made that more obvious. The entire plan is as odious as a landfill in the summer. 3) Safe injection sites save lives. The sooner safe injection sites in all of Greater Sudbury's communities are opened, the more lives will be saved. 4) De-Amalgamation needs to happen. The grand Harris Era experiment has failed. Regional government made the most sense. There are some services that should be shared for cost cutting. However, being 'Greater' hasn't been very good. Can we go back, please? 5) Start weighing Vale and Glencore's slurry trucks! They are ruining our roads without accountability. Run a blitzes on a regular basis pulling trucks over to check that their weight does not exceed what is permitted on the road. There isn't a Truck Scale at Garson mine. That ore is weighed at North Mine. No one knows how heavy those trucks are while they are driving through the city.		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		
Jan 14 21 01:14:42 pm	Anonymous	Give us a over view list of the services and budgets and let us see where you can trim the budget this website is a joke. Please send me more detailed information at [REDACTED]@hotmail.com and I'll go through the budget and give you some actual places to look. Instead of us BS and complaining. Give us something to work with. We are all guessing where to trim budgets. Gezz any amateur accountant would tell you this. How much did we pay for this Sh\$t website where we can't even give you educated help? trim that budget.		I'm a homeowner or renter	Ward 6 - Val Thérèse, Hanmer		
Jan 14 21 01:32:14 pm	ande	The number of staff that the city employs is very unnecessary. We have too many top heavy managers and council is not willing to freeze wages amidst the pandemic. Please reconsider this as MANY people are suffering financially the past year, have lost jobs, businesses and their homes. We cannot afford to increase property taxes yet again, some are already struggling to pay what they are now.		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		
Jan 14 21 01:57:51 pm	marc705	cut the foolish spending. Art gallery, KED, and especially the library		I'm a homeowner or renter	Ward 6 - Val Thérèse, Hanmer		
Jan 14 21 02:38:53 pm	Anonymous	First, let's us assume COVID is here for most of 2021 Any projects or programs that accommodate groups should be put into limbo until it is safe to consider proceeding. Focus on maintaining services and infrastructure to keep the population safe. Maintain parks trails playgrounds etc. to provide the population a place to recreate while maintaining COVID protocols. A cost saving measure to consider is NOT running campgrounds. Having these areas revert to green space will benefit more of the population.		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		
Jan 14 21 03:05:41 pm	Anonymous	Lower funds going to the police force! There are many other ways of helping the homeless who struggle with addiction and law enforcement is NOT the answer. I would recommend reaching out to the architecture school about coming up with creative solutions... we have lots of ideas just need an outlet to let us be heard!		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Jan 14 21 03:15:05 pm	Anonymous	Do not increase the police budget - consider decreasing and making more investments in homelessness/poverty/social programs. Invest in environmental programs such as transit initiatives, bike trails, energy reduction initiatives and ways to protect watersheds/drinking water. Do not spend millions on a new arena! Do spend on arts and culture groups who knit the fabric of our society together and bring visitors to our city.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Jan 14 21 03:15:56 pm	Anonymous	We can not take another tax hike, we need to come up with a viable solution instead of increasing taxes every year. Most of us have not seen a raise in over 3+ years but everything goes up (water, hydro, gas, taxes...). I and many people like me are scrapping bottom just to survive and pay all the bills. There will come a time very soon that people will not be able to pay anymore. That being said, since I have had no raise in over 3 years, I am also not spending money on purchases or memberships for me and my family to enjoy as we simply can't afford it, there for I am not giving back to the community by spending money in it. It comes down to a roof over our head, food on the table and utilities and even then I am left in the red every month. Stop with the tax hikes, make some cuts and decisions as the people can no longer afford it especially during a pandemic.		I'm a homeowner or renter	Ward 5 - Val Caron, Blezard Valley, Cambrian Heights, McCrea Heights, Guilleville, Notre Dame-Lasalle (west of Rideau Street)		
Jan 14 21 03:51:24 pm	Anonymous	Defund the police and use that money to actually support more organisations that's do more goodness in the community than the police ever will. I have no intentions of voting for any of the current city council council mayor because th et are absolto absolutely useless. Time for the new generation to take over		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		

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Jan 14 21 05:07:30 pm	Anonymous	Defund the GSPS. Provide more shelter and care to the homeless population. Do a better job at snow and ice clearing paths and sidewalks, they are often very dangerous Downtown and in the neighbourhoods surrounding Downtown. Pedestrians matter too.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Jan 14 21 05:18:49 pm	Anonymous	The fact that the GSPS' budget is over 90% paid out to salaries is alarming. Please, I beg you, this money needs to go towards more outreach programs and less police salaries. It is evident that this is a waste of taxpayer's dollars		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Jan 14 21 05:39:45 pm	Anonymous	Reallocate funds from the police to social services. That is the only way this city is going to thrive. Please do better for your residents. Please protect the youth of our town and allow more opportunities for the homeless.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Jan 14 21 05:58:50 pm	Anonymous	I answered neutral on emergency services because paramedic and fire services are extremely important, but police services should be defunded and budget allocated to social services, libraries, and paramedic services. Our communities are suffering and marginalized peoples are being unfairly treated at the hands of our racist police force, especially our homeless indigeneous peoples.		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		
Jan 14 21 06:00:33 pm	Anonymous	The GSPS budget needs to be cut at least 10%. This money is needed much more for other services.		I'm a homeowner or renter	Ward 2 - Lively, Naughton, Whitefish, Copper Cliff, Worthington		
Jan 14 21 06:03:00 pm	Anonymous	I said neutral on emergency services. This is because I think that the police budget should be reduced in order to better fund mental health services.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Jan 14 21 06:04:14 pm	Anonymous	I feel fire and emergency services are important (ambulance and paramedics) and should be separate from police. Less funding should go toward police.		I'm a homeowner or renter	Ward 3 - Chelmsford, Onaping, Dowling, Levack		
Jan 14 21 06:18:43 pm	Anonymous	Please provide more help for homeless and poor, and more budget for the small towns' recreations for all ages.		I'm a homeowner or renter	Ward 3 - Chelmsford, Onaping, Dowling, Levack		
Jan 14 21 06:22:49 pm	Anonymous	<p>The police budget should be cut down and more money should be given to mental health services.</p> <p>We had a case where my husband was assaulted by my brother who was suffering from a mental health issue. Instead of taking my brother to the hospital the police dismissed our case completely and said they would only bring him to the hospital if he was suicidal.</p> <p>The rules for bringing someone to the hospital for mental health reasons is if they are a danger to themselves or others.</p> <p>My family did not deserve that and the police officers offered to press charges against my brother rather than dealing with the issue properly and bringing him to the hospital where mental health professionals could take care of him.</p> <p>We don't need the police to make mental health situations worse by criminalizing sick people.</p>		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		

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Jan 14 21 06:57:10 pm	Anonymous	<p>The increase in wages for City Hall is hotly debated. Council feels that nonunion employees should get a raise, well how about council themselves? Maybe council should set an example by not taking their planned raise. Can Mr. Bigger not survive on his high salary now? Can council, with their part time jobs not afford to forego this raise? So set an example. Give up on a raise that could easily make a difference in the lives of many seniors and homeless alike. If you feel that nonunion employees should get a raise, fine. Why do you feel that council should lead with their paychecks?</p> <p>These many high end projects could wait a year or two. Yes inflation will cause higher costs and yet putting your citizens into financial strangleholds will cause a much greater hardship. So just table the KED, table some of these amazing projects for a year or so until we can get a handle on things.</p> <p>Where is the travel budget that the city always has put aside? No one is travelling at this time so let's throw the savings from the non travelling into the budget.</p> <p>Demand better services from outside contractors. The waste of time I see on the roads from both contractors and city employees is costing 100's of thousands in waste. Demand fair services for fair pay. Where is the accountability of the road and outside workers? Trim the fat.</p> <p>Make all employees and contractors of the city account for waste. I have personally seen city employees with several pair of gloves and sunglasses, supplied by the city, in their personal cars. Start accounting for the waste. Mr. Bigger was so strong on accounting back in the day, well it's time to shine. Let's clean up the waste.</p>		I'm a homeowner or renter	Ward 4 - Azilda, Elm West, Donovan		
Jan 14 21 07:03:26 pm	Anonymous	funds from the gpsps budget should be relocated to social services to aid the opioid crisis in this city.		I'm a homeowner or renter	Ward 2 - Lively, Naughton, Whitefish, Copper Cliff, Worthington		
Jan 14 21 07:12:49 pm	Anonymous	Please use the increased funding allotted for the police service for community and other services (like mental heath, housing, and addicition help)		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		
Jan 14 21 07:26:09 pm	Anonymous	<p>*- all sectors are important in their own right but it's how we organize our city that promotes different forms of day to day activities that impact budget.</p> <p>- local ban on sales of single use plastics (reduce waste generated and need to management)</p> <p>- city transit only lanes with city wide bike lanes with safety barriers. (Encourage transit and bike use year round)</p> <p>-</p> <p>- increase social services funding to prevent homelessness (will attract more business in our core, as many people have a stigma towards our downtown)</p> <p>- Decrease significant funding to GSPS and allocate to social services (additions, mental health, food security, transit)</p> <p>- cancel KED and any decision on any future large scale development in the entertainment / leisure sector. Use funds for large scale food security initiatives instead.</p> <p>- incentivize household / front yard gardening, rainwater collection, and composting; this will aid in reducing waste collection, decreasing waste water treatment of run off water.</p> <p>- add small emergency response Support vehicles for EMS rather than sending large fire trucks to cardiac arrests and other non-fire services.</p> <p>- revise policy on wages for non-active police officers (suspended)</p> <p>- plant edible perennial native plants in all community garden beds and harvest for impoverished citizens as well as reduce the need to plant/purchase new flowers for beds each year</p> <p>- find a business plan for year round operations at adanac (downhill mountain biking)</p>		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		
Jan 14 21 07:32:29 pm	Anonymous	Defund the police.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Jan 14 21 07:47:39 pm	Anonymous	Stop the KED		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Jan 14 21 08:14:57 pm	Anonymous	Make the downtown safe again to walk the streets day & night. Bring back police foot patrols all year around. Bring the downtown back to it once was - thriving and alive.		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		

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Jan 14 21 08:20:22 pm	Anonymous	Stop spending taxpayer dollars on legacy projects. The CGS has indicated COVID has left a deficit. Ignore the projects that are "wants" and focus on the needs.		I'm a homeowner or renter	Ward 5 - Val Caron, Blezard Valley, Cambrian Heights, McCre Heights, Guilleville, Notre Dame-Lasalle (west of Rideau Street)		
Jan 14 21 08:22:02 pm	Anonymous	Sudbury's biggest municipal service expense is policing at 21%. The city's current budget funding shows a lack of prioritization on community wellbeing, with an extraordinary lack of focus on Black, Indigenous, and communities of colour. Defund the police and reinvest funds towards: community-led programs and services, long-term housing for homeless communities, food security programs, Covid-19 support for vulnerable populations.		I'm a homeowner or renter	Ward 2 - Lively, Naughton, Whitefish, Copper Cliff, Worthington		
Jan 14 21 08:37:50 pm	Anonymous	I feel the mayor and majority council are too concerned with big projects, and when they make a decision after spending large amounts of money on boards and committees to assist in making the decision they plan another committee to revisit and debate the decision further. Focus my tax paying dollars on essential services (drinking water, waste water, storm water, road maintenance, snow removal and POLICE, FIRE, and EMS services).		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		
Jan 14 21 08:59:53 pm	azm	Re-distribute funding away from police and towards mental health and social services.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Jan 14 21 09:12:57 pm	Pierre lapensee	Hello, first off thank you for everything you do for our beautiful city which I'm able to call home for all of my life. I am a very proud to be from Sudbury. But I'm very disappointed with the increase of my property taxes at my commercial property. Please help me understand why they made this change without any notification and support to me. My property taxes were increased by over a \$1000 a MONTH! The explanation I have received is this, prior to the tenants I have in the facility the building was classed as a commercial property, and since I've took ownership of the building It has converted to a industrial class which increased the percentage times the value of the property. PLEASE I'm asking for help, we are manufacturing products locally and I'm being charged more because we are manufacturing in house then elsewhere, it just doesn't add up. Thank you for all the help, I would love to hear from you [REDACTED]		I'm a business owner		Ward 5 - Val Caron, Blezard Valley, Cambrian Heights, McCre Heights, Guilleville, Notre Dame-Lasalle (west of Rideau Street)	
Jan 14 21 09:24:34 pm	Anonymous	Please consider re-distributing policing funds to other community services.		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		
Jan 14 21 09:44:22 pm	Anonymous	While the essential emergency services (Paramedic and Fire) absolutely qualify as important (as I have indicated in Question 2, to include Police at the same level of importance is duplicitous. For the amount of harm they cause the community, and for the historical lack of support (indeed, blatant suppression and harassment) for whistleblowers, they rank the very bottom in qualification for city funds/taxpayer dollars. The history of violence towards a community they are hired to protect, and subpar emergency response/training exemplified by the police department over the years has invalidated any application for funds they may have made.		I live out of town but work or own property in Greater Sudbury			Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)
Jan 14 21 09:44:53 pm	Anonymous	Having alternatives to calling the police, especially for mental health checks.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		

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Jan 14 21 09:44:55 pm	Anonymous	<p>As you all are very aware, this past year has been a long strange trip.</p> <p>You all know the revenue shortfalls the city is facing due to Covid-19 pandemic. While it is not an easy decision to make and a number of households are currently going through financial hardship, I believe it would be imprudent not to consider raising city taxes. I believe that you could do so a significant amount more than usual. Why not raise it 10% this year while offering some sort of relief to those households whose revenue has been negatively impacted by the pandemic? The exceptional circumstance that is this year warrants this extreme measure. Even after doing so, our city would likely remain among those with the lowest municipal tax rates in Canada.</p> <p>When looking at the breakdown of costs on my 2020 taxbill, one service sticks out above all the rest: the police service. I surely am not teaching you anything new here. However, I think we would be hard pressed not to reallocate some of this police budget to less expensive and more efficient social services in its place. I believe that such a decision would not only help the homeless population get the help it needs, but it would also help address the opioid crisis hitting our city particularly hard in recent months.</p> <p>In a recent report for Employment and Social Development Canada, "The long-term impact of the COVID-19 Recession on homelessness in Canada" Calgary-based researcher Nick Falvo makes the point that the full impact the Covid pandemic will have on homelessness may only be felt in five years. In other words, the homelessness situation in this city will likely worsen if nothing is done to prevent it.</p> <p>Luckily, Falvo also explains that "Well-designed prevention efforts can be more cost-effective than emergency responses after the fact." While the scope of this report is for provincial and federal levels of government, the same logic also applies to the municipal level. I believe that reallocating some of the police budget to more social/public health services would be a step in the correct direction. The police are simply not an efficient means of preventing homelessness or drug use in our city. But adequate social/public health services are. And, they cost less.</p>		I'm a homeowner or renter	Ward 4 - Azilda, Elm West, Donovan		
Jan 14 21 09:55:38 pm	Anonymous	I wish to move forward with plans to defund the police. I am against the KED project and believe that an arena downtown is best for Sudbury's future and downtown development.		I'm a homeowner or renter	Ward 4 - Azilda, Elm West, Donovan		
Jan 14 21 10:12:28 pm	Anonymous	I think it's absurd to add more funding to the police budget especially when they are already incapable of effectively doing their jobs. Instead of putting money towards more body cams the money should be for those in need and services accessible by those in need. What should be happening is more screening for appropriate officers as well as more training to make sure they are able to do their jobs effectively. And also providing services from mental health professionals to handle mental health crises appropriately.		I live out of town but work or own property in Greater Sudbury			Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)
Jan 14 21 10:12:52 pm	Anonymous	The pairing of police with paramedic and firefighter services is fundamentally flawed. The police are inherently the same as the other 2 and should be provided with its separate category as well as defunded if not entirely abolished!		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		
Jan 14 21 10:13:15 pm	Anonymous	While Fire and Paramedic services are hugely important, the budget for Police however might have become too bloated, especially under current information for what it costs the taxpayer. While police are important, we could adopt a European model to procurement. Reasonably priced Canadian made cars (Honda Civics, Toyota Corollas) instead of hugely expensive SUVs. Car sharing so that backup arrives in the same car instead of two different ones is something that can happen today. The motion to introduce Body Cams is also good in theory, but it requires Police to always keep it running and charged, no suspicious shut offs (and if it happens there should be an inquiry) as well as stronger use of public footage as hard evidence instead of something on the side. I believe gps can be effective if there's better training, and understanding of mental issues instead of just tools.		I live out of town but work or own property in Greater Sudbury			Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)
Jan 14 21 10:18:31 pm	Anonymous	There isn't enough support to mental health services and providing more money to the police won't help, body cams won't help, training won't help. You can't change how power corrupts the mind and makes the police think they're nothing bad could ever happen to them. There is either a more rigorous training that involves post-secondary like schooling or police have to take social service courses before they're police.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Jan 14 21 10:23:41 pm	Anonymous	We cannot continue to expect residents to absorb nearly 4% yearly property tax increases. We cannot sustain this and our residents cannot continue to afford increases at more than twice the rate of inflation. We will be pricing many people out of their homes especially our seniors on fixed incomes. We need to reconsider or cancel the KED and seriously look at renovating our current rink downtown which can save taxpayers \$40M or more. All large projects need reconsideration during this time due to a drastically different economic climate we now face due to COVID.		I'm a homeowner or renter	Ward 5 - Val Caron, Blezard Valley, Cambrian Heights, McCreagh Heights, Guilleville, Notre Dame-Lasalle (west of Rideau Street)		

Budget 2021 Survey

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		Please provide any additional comments you feel are important to share with the Mayor, Council and senior staff as they prepare the 2021 Budget.	Additional information to share with the Mayor and Council	Which of the following best describes you?	Tell us more! In which Ward do you live?	Tell us more! In which Ward is your business?	Tell us more! In which Ward do you work or own property?
Jan 14 21 10:38:02 pm	Andrew H	Having police, fire and paramedic in the same question ignores the fact that fire and paramedic are vital to the community while the police budget should be redistributed to social services to better help community members in need without persecuting them.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Jan 14 21 11:01:53 pm	Anonymous	In times like these, it is crucial that small and local businesses, community, artistic and cultural organizations are given the means to survive, if we want our sens of community to survive and keep striving.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Jan 14 21 11:35:10 pm	Anonymous	Please ask for more money from the share of mining revenues. Repurpose/close underutilized arenas and pools and build parks or multi use complexes that house all of our different municipal services from arenas to libraries to snowplowing in their place. Sell Adanac or go 4 season with a private operator.		I'm a homeowner or renter	Ward 4 - Azilda, Elm West, Donovan		
Jan 15 21 12:07:53 am	Anonymous	This was a really poorly conducted survey that didn't ask the proper questions. We don't need higher taxes we need better distributions of the current earnings especially towards housing, mental health, addictions, child care, social workers, nurses and so on.		I'm a homeowner or renter	Ward 5 - Val Caron, Blezard Valley, Cambrian Heights, McCre Heights, Guilleville, Notre Dame-Lasalle (west of Rideau Street)		
Jan 15 21 12:24:29 am	Anonymous	I would like to see a reallocation or a reassignment of police funds, and tasks and functions that we recognize that the police aren't performing very well. Let's boost mental health services. Redirected police funding could go to boosting supports for mental health and creating a new type of emergency service used in times of mental health crises. There should be another number to call, rather than 911, so properly trained social workers and mental health care workers can intervene in cases involving people in crisis. I'd like to see community safety reimaged with police only intervening during criminal situations. Police officers and even police leadership agree that they're not well equipped to perform the function of social worker and they would like to see some of these roles and responsibilities given to other organizations and agencies.		I'm a business owner		Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)	
Jan 15 21 07:02:08 am	Anonymous	If you keep raising taxes every year most of us will eventually fail financially. Please don't resort to taxe hikes because of poor budget spending and city officials pay increases.		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		
Jan 15 21 07:50:34 am	Anonymous	I feel that the bi-weekly garbage pick up change is NOT a good plan.		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		
Jan 15 21 08:18:13 am	Anonymous	Just because you group POLICING WITH FIREFIGHTING AND PARAMEDICS DOESNT MEAN POLICING IS IMPORTANT OT RELEVANT IN THE MANOR THAT THEY ARE. Especially with our twisted and corrupt law system in Sudbury		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		

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		Please provide any additional comments you feel are important to share with the Mayor, Council and senior staff as they prepare the 2021 Budget.	Additional information to share with the Mayor and Council	Which of the following best describes you?	Tell us more! In which Ward do you live?	Tell us more! In which Ward is your business?	Tell us more! In which Ward do you work or own property?
Jan 15 21 08:22:45 am	Anonymous	Stop raising our taxes, we are not getting raises.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Jan 15 21 08:50:52 am	Scott Hancock	Be courageous; it is not about grandiose buildings and traditional. The pandemic has shifted priorities from the era of rinks, concert halls and galleries.		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		
Jan 15 21 09:35:10 am	Anonymous	It is completely absurd that the police budget it set to increase given how useless they are and how desperate other services need funding. The council and mayor clearly don't care how affected communities feel despite BLM Sudbury sitting down with the privileged white men and women "working" for the city. Also stop selling off undesirable parts of downtown as if that will fix the homelessness problem - it will only worsen it. Past and future deaths are on the hands of Brian Bigger.		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		
Jan 15 21 10:00:59 am	Anonymous	Wondering why drinking water, wastewater is in municipal taxes questions above when we are paying for it through GSU?		I'm a homeowner or renter	Ward 8 - New Sudbury (east of Barry Downe Road)		
Jan 15 21 10:04:31 am	Anonymous	We need projects in the outlying areas as well as within the city. We need to go back to the Constellation Report, which took into account centralized locations for services. Big projects should be close to the geographic or population centres of the city, not the outskirts. CGS should be an outdoors persons' paradise. We need more offroad bike paths and trails throughout the city, and they should connect. Dirt bikes like quads should be allowed on the shoulder on their way to the trails. The trails need to be better thought out. I.E. there are two trails going from the South End to Lively, but not one single trail connecting Rayside Balfour (Azilda & Chelmsford). Property Tax rates should also be based on services. For Example: If you do not get Sudbury transit in your community, there should be a discount. Lesser services deserve lesser fees.		I'm a homeowner or renter	Ward 3 - Chelmsford, Onaping, Dowling, Levack		
Jan 15 21 10:06:42 am	Anonymous	<p>-police services -add more video cameras at stop lights and auto generate tickets to red light runners/fender benders</p> <p>-increase video cameras in high crime areas/high gathering areas</p> <p>-revamp 411 to hone services deployed so that fire trucks are not being sent to minor fender benders, or anywhere there are no fires or where extraction services are not required</p> <p>-redeploy defib machines from fire services to ambulances</p> <p>-publish full stats every 3 months as to what the calls to 411 are for and what resources where sent and what was needed and hone service as applicable</p> <p>-utilize video testimony from police/fire services in court cases</p> <p>-stop police services for traffic control for social/construction -they should be hiring private security services</p> <p>-stop having closed budgets for police services- taxpayers want full disclosure at all levels</p> <p>H2O</p> <p>-publish every 3 months how much H2O was generated versus what was billed for</p> <p>-identify where the leaks are and fix them -stats currently show that 1/3 of H2O is wasted/not billed</p> <p>-change H2O billing system so that fixed service charge/waste water service charges are based on actual H2O consumption not a flat rate</p> <p>Grants</p> <p>-put a 1,3,5 year limit on Grants and then cut them off-if organizations cannot generate enough revenue from their supporters then they have no reason to exist</p> <p>-emergency funding should not be repeated-ever</p> <p>Bldgs</p> <p>-sell off vacant bldgs/lots unless identified for municipal service expansion in an approved budget item</p> <p>-transfer/lease vacant/surplus buildings to services such as homeless, drug intervention/injection sites etc</p> <p>-demolished buildings must be harvested to reclaim all functional aspects and donated to Habit for Humanity/or sold</p>		I'm a homeowner or renter	Ward 5 - Val Caron, Blezard Valley, Cambrian Heights, McCreagh Heights, Guilletville, Notre Dame-Lasalle (west of Rideau Street)		

Budget 2021 Survey

Survey Response							
Date of contribution	Login (Screen name)	Please provide any additional comments you feel are important to share with the Mayor, Council and senior staff as they prepare the 2021 Budget.	Additional information to share with the Mayor and Council	Which of the following best describes you?	Tell us more! In which Ward do you live?	Tell us more! In which Ward is your business?	Tell us more! In which Ward do you work or own property?
Jan 15 21 10:25:18 am	Anonymous	Police services. The only time I see the police is driving around. Usually from the parking garage to Tim Hortons in downtown Sudbury. Less police, more social workers, outreach services. Stop building roads and adding additional water/sewer infrastructure. Road maintenance is the biggest cost for taxpayers. Why would we build more roads when we can't maintain what we have. Build in spaces and build up. Get rid of parking minimums. Build the arena downtown to use existing infrastructure and attract new businesses to the Greater City of Sudbury. People move to cities that have things to do. With them comes revenue. Don't build for cars! Built for people walking and cycling! 15 minute cities. What happened to documents From the Ground Up and Downtown Improvement Plan? Let's build a city to be proud of. This idea of building on the periphery, like the KED is archaic and backwards. We should be the hub of the North. North Bay and Sault are more progressive and open to new ideas. Allow lane house. Provides places to live and revenue. See City of Toronto for ideas. Check out www.strongtowns.org Now is the time for change.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Jan 15 21 10:45:01 am	Anonymous	I live in Chelmsford and our side streets have not been touched in YEARS. They are falling apart and to be frank, they are pathetic. I am paying a lot of taxes yet the city can't even fix our side streets! I won't have a front end left on my brand new truck in just a few year. Complete incompetence if you ask me. Erroneous on all accounts for our services!		I'm a homeowner or renter	Ward 3 - Chelmsford, Onaping, Dowling, Levack		
Jan 15 21 11:36:30 am	Anonymous	Over 20% of our budget going to police services is too much. The disproportionate increase they are requesting is insulting to citizens. We need to invest in communities and services for the most vulnerable to reduce crime instead of enforcement.		I'm a homeowner or renter	Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)		
Jan 15 21 12:02:41 pm	S.gagnon	Fire and paramedic services continue to be vital, and critically underfunded. Grouping them with police services, as though they are all given the same budgetary consideration and carry the same importance for community health, is dishonest. Defund the GSPS and reinvest in other emergency services and social programming. According to GSPS' own budget presentation for the year 2021, 80-85% of calls are not crime related. And mental health related calls are on the rise. It is time to invest in services that are trained to intervene in crisis situations with minimal trauma to the service recipient. Police are incapable of achieving this. Offsetting income inequality, investing in housing first services, approving and funding a safe consumption site, and adequately funding accessible youth programming are all shown to reduce crime and make cities healthier and safer. Further, body worn cameras have proven to be far too costly for their benefit and are a distraction from the real reform and decolonization that are necessary for a truly equitable society.		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		
Jan 15 21 12:42:31 pm	Anonymous	User fees should be charged for recreational services- not funded by taxes		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		
Jan 15 21 01:33:18 pm	Museum Supporter	I know many museums are understaffed and have very small budgets to work with. I do not think that a decision to cut museum budgets or amalgamate museums with libraries is a good idea. I know that many cities (including Sudbury) love to boast about their local history and culture, but do not necessarily reflect that in their financial budgets and decisions. Museums are one of the few places where the City of Greater Sudbury can express it's local history, community, and culture in an informed and educational way. So, why would one want to endanger that by cutting already small budgets? COVID-19 has made it so people cannot physically visit many museum sites, but I think there are many creative ways to engage museum supporters online! I bet a discussion with local museum workers would allow for a better understanding of museums in Greater Sudbury, the role of museum workers, and how museums can engage the community in our current times.		I'm a homeowner or renter	Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)		
Jan 15 21 01:43:58 pm	Anonymous	Take BLM Sudbury's recommendations to heart and invest in our community, not in the police - and ESPECIALLY not in expensive bodycam technology that has proven itself useless in curtailing problematic or criminal police conduct.		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		

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		Please provide any additional comments you feel are important to share with the Mayor, Council and senior staff as they prepare the 2021 Budget.	Additional information to share with the Mayor and Council	Which of the following best describes you?	Tell us more! In which Ward do you live?	Tell us more! In which Ward is your business?	Tell us more! In which Ward do you work or own property?
Jan 15 21 03:22:28 pm	Ward 8 Community Action Network	We are submitting under the behalf of the Ward 8 Community Action Network and none of these survey questions apply to us because we are not an individual. It would be good if next year you can build in a process that welcomes community group submissions on this page.	https://s3.amazonaws.com/ehq-production-canada/5af41e4085e087358fca08aca7b127ebbd04f130/original/1610742123/Ward_8_CAN_2021_Budget_Input.pdf_d770bca5b6d667be3a7d8fa4c36041dc?1610742123				
Jan 15 21 03:54:13 pm	Anonymous	The City should support the arts, culture and heritage according to their own Cultural Plan and should make sure the arts, culture and heritage programs etc. managed by the municipality receive the same support as outside organizations.		I'm a homeowner or renter	Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)		
Jan 15 21 04:01:23 pm	Anonymous	Rather than allocating so many funds to the GSPS, it would be a good idea to move funds over to help with climate change action and to fund a safe injection site. The police budget is far too large and those funds should be used to help our at-risk communities in the city, including those living without shelter and racialized folks in the community.		I'm a homeowner or renter	Ward 5 - Val Caron, Blezard Valley, Cambrian Heights, McCre Heights, Guilleville, Notre Dame-Lasalle (west of Rideau Street)		
Jan 15 21 04:28:17 pm	Anonymous	the emergency services should be split. Fire and paramedics are important while the police have a bloated budget and do less for the community.		I'm a homeowner or renter	Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)		
Jan 15 21 10:15:42 pm	Anonymous	I do not agree with the proposed tax increase. While balancing a household budget, if there isn't enough revenue to cover the expenses then cuts need to be made. Maybe that means some "wish list" items don't happen (like Reno's) or some expenses are sacrificed (downgrading tv package). Sure you can try to work overtime or get a 2nd/3rd job to make up the shortfall however when there are increases every year, you will eventually run out of hours in a day. Same can be said about taking more and more money from taxpayers. Eventually they will be tapped out and the budget will need to cover all the issues with homelessness. The city should tasks each of its 58 services/departments with finding a way to make cuts in order to balance the budget. If we have too much staff then a wage freeze should be considered since we are in a pandemic (exceptional circumstances). Also, how many libraries does GS need and how many people actually frequent these libraries? Especially the ones in the city which are easily and quickly accessible by transit (for those who don't drive)? Most information/books are located online. In addition, this pandemic has taught us a lot about thinking outside the box. Certain jobs can be done from home (maybe cutting back on space required for employees), things can be done using different online tools which could streamline some processes (might not need as much staff as before), etc. Instead of trying to figure out how to increase the revenue to pay the "projected" expenses, figure out a way to make the current revenue cover the expenses. If it doesn't then cuts need to be made. As a last thought, I believe this city really needs to start focusing on prioritizing "needs" versus "wants" when deciding the future of the city. Legacy projects are nice if we are in a position to find them but if not, too bad. How much money did the new "bike path" cost taxpayers and how many people have or will actually use it? Under 100 for sure. Things like that should be paid for by special interest groups or through fundraising. This did not make Viking possible along Notre Dame, it just made it more comfortable for the few that will actually bike that path.		I'm a homeowner or renter	Ward 5 - Val Caron, Blezard Valley, Cambrian Heights, McCre Heights, Guilleville, Notre Dame-Lasalle (west of Rideau Street)		
Jan 15 21 10:42:41 pm	Anonymous	I don't think the city should be running a long term care home or worrying about libraries and museums this year. Some money should be put toward fighting the opioid crisis and homelessness		I'm a homeowner or renter	Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)		

It is not “business as usual” and Council needs to recognize that the pandemic is having a negative effect on our local economy. Some of our citizens have lost jobs and several businesses have shuttered their doors, in some cases forever. The number of business locations now vacant has continued to increase over the past year.

Homeowners with young families and seniors on fixed incomes are struggling just to meet current property tax obligations. How can we make certain that home ownership remains affordable? Long term solutions to homelessness and addictions are needed. Should these not be priorities of our Council?

Everything has changed. No one has any idea what our local economy will look like post-pandemic. We honestly have no idea what the long-term effects will be on city revenues and expenses.

Now is not the time to proceed with the Big Projects and any money that has been borrowed should be used to cover operating expense shortfalls.

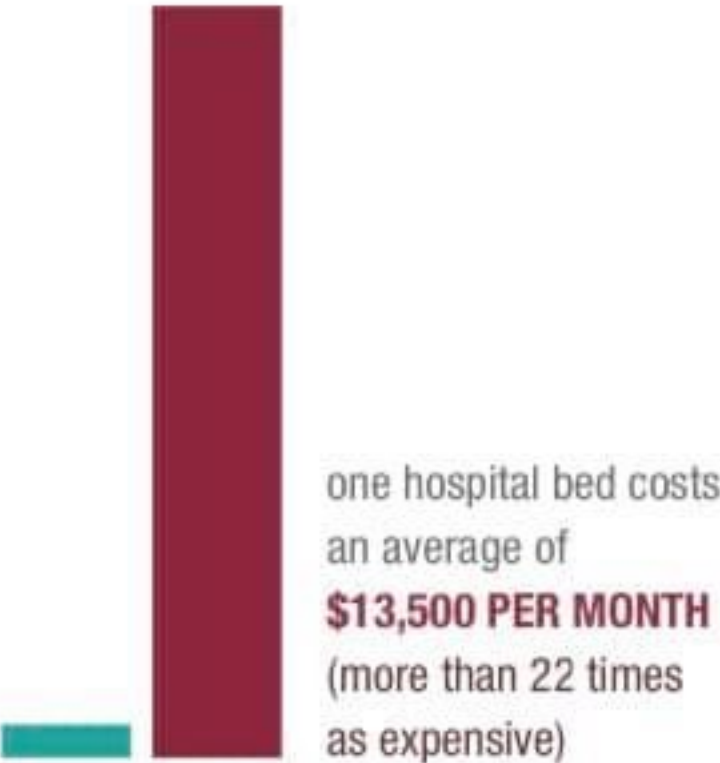
There is growing opposition to the Kingsway Entertainment District but support for upgrades to the present downtown arena. Most citizens are satisfied with the present central library and few feel the need for a new art gallery. Both these locations have free parking. There is no perceived need for a convention centre or new hotel downtown. Also questioned is the need for a new twin pad arena in the valley to replace local arenas.

If there was even a time for a “pause” this is it. Perhaps in a year we will have a better idea as to “where we stand”. In short, no reduction in service levels that benefit the majority and put “Legacy Projects” on the “back burner” at least until 2022 when a better evaluation of needs vs wants can take place.



The average cost of providing social housing to one household

IN COMPARISON:





December 17, 2020

City of Greater Sudbury 2021 budget – written submission from Coalition for a Liveable Sudbury

1. Priorities

Our two highest priorities for this budget are: (i) effectively implementing the Community Energy and Emissions Plan; and (ii) health and wellness, especially for those residents most in need.

This includes:

- Incorporating CEEP actions into existing budgets.
- Shifting resources where necessary to support key CEEP actions.
- Being ready to take advantage of funding opportunities. The federal government has released their climate action plan and funding can be expected for key areas such as active transportation infrastructure, transit, electrifying fleets, EV infrastructure, building retrofits and low carbon buildings, and greening. We must do the groundwork quickly to be ready to seize these opportunities.
- A full-time climate change coordinator position to effectively coordinate CEEP implementation, tracking, and engagement across the community.
- Supporting wellness opportunities during COVID, and existing and new housing options (affordable, transitional, shelter).

Note that building climate resiliency is also very important and we look forward to the Climate Adaptation Plan moving forward (funds previously allocated).

2. Specific business cases

Some specific business cases to date that we would like to highlight are:

-Improved sidewalk winter maintenance (motion for a business case on the agenda at the Dec. 21 Finance and Administration meeting): Improved winter sidewalk maintenance supports the CEEP goal of more people walking, while also addressing wellness and equity. Outdoor activity and COVID-safe social activities (which for many people means walking around their neighbourhood), and active transportation options are especially important this winter.

-Annual funding for Sudbury Shared Harvest: annual funding will provide much needed stability to continue to leverage funding for greening, food security, and employment of local youth.

-Plan to electrify transit by 2035 consistent with CEEP goals.

-Increased resources for greening consistent with CEEP goals, with additional benefits for stormwater management, habitat, cooling/shade, and enjoyment of greenspaces and natural views.

-**Transit:** continue pilot for Sunday service and earlier start times (no additional 2021 budget dollars being requested).

-**EV charging stations:** EV infrastructure supports the shift to electric vehicles, an important CEEP goal.

-Other business cases supportive of climate adaptation and/or mitigation include: Nodes and Corridors Land Use Study Phase 2 (make consistent with goal 1 of CEEP); Enhanced catch basin cleaning; Bus pass subsidy – Children’s Aid Society.

-**Basic maintenance and comfort in social housing:** Roof replacement for 1960 Paris; 1920 Paris heating and hot water boiler replacement.

-For larger key projects: focus on **AT infrastructure** (e.g. Paris Notre Dame Bikeway and shovel ready design for Lasalle Bikeway), and Housing (necessary maintenance and repairs). Active transportation infrastructure supports CEEP goals, has many equity and health benefits, and is also especially needed during COVID restrictions. We would like to draw special attention to the next segment of the Paris-Notre Dame Bikeway. Although the importance of this project is recognized (ranked #7 on the capital priority list), it currently remains unfunded in the 2021 budget.

3. Implementing CEEP and being ready to take advantage of federal funding opportunities

The CEEP **target for 2025 is a 25% reduction in GHG emissions**. In meeting this target, financial savings will surpass costs by 2026, and many good jobs will be created in our community. In effect, we must invest now to save later. Funding opportunities, especially at the federal level, will be available and we must also position ourselves to apply for funding opportunities as they arise.

To effectively implement CEEP, we are looking for:

-Incorporating CEEP actions into existing budgets.

-Shifting resources where necessary to support key CEEP actions.

-Doing the groundwork necessary to be ready to take advantage of funding opportunities.

	Within existing budget	Ensure resources are available	Be ready to take advantage of funding opportunities
Climate Change Coordinator position		x	x
Complete foundational actions: a climate lens and frameworks for tracking progress and for collaborative implementation. <i>We look forward to a community-wide plan for CEEP. Integrating local organizations in the implementation plan (through plan development, execution and funding support)</i>	x		x

<i>will assist in accessing other funding streams for community-based CEEP goals.</i>			
Review land use policies and set higher intensification targets	x		
Develop a Greater Sudbury Green Standard and rezoning energy efficiency requirements. Develop a deep energy efficiency retrofits program.	x		x
Update City engineering staff and building inspector skillsets with step code and Passive House knowledge.	x		
Develop a prioritized list of City buildings to retrofit and perform energy audits (align asset management). Be ready to accelerate retrofit schedule as funding becomes available.	x		x
Ensure RFP requirements for new City facilities are consistent with the CEEP goal to achieve net-zero emissions in City buildings by 2040. View new city facilities as opportunities for demonstration sites.	x		x
Align water treatment and distribution upgrade schedules with the CEEP goal to decrease energy use in the potable water treatment and distribution system by 60% by 2050. Be ready to accelerate upgrades as funding becomes available.	x		x
Align the waste diversion plan with the CEEP goal to achieve 90% solid waste diversion by 2050. Be ready to accelerate diversion schedules as funding becomes available.	x		x
Update the Transit Action Plan and Transportation Master Plan with with increasingly ambitious mode share targets, consistent with CEEP goals to achieve 25% transit and 35% active transportation modal shares by 2050. <i>Supported by an updated active transportation implementation plan (updated TMP, coordinated with a Trails Master Plan).</i>	x		
Update active transportation plan for faster implementation of a complete network. Be shovel ready for core AT infrastructure projects (such as safe walking and cycling on Lasalle, Lorne, and Barry Downe) to take advantage of funding opportunities as they arise.		x	x
Develop a plan to electrify transit and the city vehicle fleet by 2035. Be ready to accelerate the schedule as funding becomes available.		x	x
Develop a plan and schedule for EV infrastructure. Be ready to accelerate the schedule as funding becomes available.	x		x
Develop a green energy procurement strategy.	x		x
Develop a Regreening Master Plan. Increase resources for regreening and urban forest management.	x	x	x

4. Better engagement

As stated in the budget documents, “public engagement is essential in building trust and confidence with the community.” We would like to see significant improvements in how the public and community stakeholders can engage on the municipal budget.

Thank you for consideration of this input.

Contact:

Naomi Grant

Co-chair, Coalition for a Liveable Sudbury

clsudbury@live.com

Co-signatories:

Junction Creek Stewardship Committee

Bike Sudbury



Bike Sudbury/Vélo Sudbury

Submission to the Greater Sudbury 2021 Budget

Thank you for the opportunity to submit comments on the 2021 municipal budget.

Budget decisions around cycling should be driven by sustainable and equitable transportation choices for all residents. All road projects need to incorporate multi-modal infrastructure. Specifically, principles of climate change, safety, comfort and accessibility, continuity, connectivity, and equitability should apply to all active transportation decisions.

Our two highest priorities for this budget are:

- **Actively work towards goal 8 of the City's Climate Energy and Emissions Plan: achieve 35% active mobility transportation mode share by 2050**
- **Continue to invest capital and operational dollars into projects and initiatives that builds more and better cycling infrastructure and that encourages more people of all ages and abilities to bike.**

1. Working towards the Climate Energy and Emissions Plan Goal #8: Achieve 35% active mobility transportation mode share by 2050.

Through the Climate Change and Emissions Plan (CEEP), we need to identify measurable cycling priority goals for the City and for the community, that include interim targets for Year 5 of the CEEP. This will require additional outreach and community engagement on cycling priorities and directions, and identifying what can realistically be done by the City, and what can be done by community partners. A good outcome would be a strategic, comprehensive bike plan like the plan that was recently released by the City of Edmonton. Such a plan would detail how the City plans, designs, implements, operates, and maintains bike infrastructure and programs. We currently don't have one plan that aggregates how all City departments participate in building a great cycling community. Responsibility, goals and timeframes are fragmented between departments (examples: the Transportation Master Plan, the coming Trails Master Plan, the Tourism cycling strategy, Recreation programming).

The City's Corporate Strategic Plan also supports cycling as a priority under goal 6. Create a Healthier Community:

6.2: Invest in Infrastructure to Support Community Recreation with Focus on Quality of Life

- Following review of the feedback report accompanying the City's Bronze award, attain "Silver Bicycle Friendly Community" status from the Share the Road Cycling Coalition

A holistic approach across departments is needed to identify and work towards CEEP goals - a plan that will also ensure we fulfill all of the requirements for reaching a silver status community.

Edmonton's Bike Plan is attached.

2. **Continuing to invest capital and operational dollars into projects and initiatives that builds more and better cycling infrastructure and that encourages more people of all ages and abilities to bike.**

Specifically:

Accelerate the implementation of safe cycling infrastructure projects on major arterials and build connectors that connect all of our communities

Our priorities for 2021 are to see a quick implementation of the rest of the Paris/Notre Dame Bikeway and to start working on the design for the Lasalle Bikeway that was promised once Maley Drive was built and diverting traffic from Lasalle Boulevard. And to look at opportunities for more connectivity between all of our communities.

Increase the capital dollars allocated to cycling

In 2015, we asked the City to provide an annual allocation of \$800,000 dedicated exclusively to new cycling infrastructure on existing roads that were not scheduled for expansion or rehabilitation in the foreseeable future – eg roads like Paris or Lasalle that were a priority for a good cycling network but weren't scheduled for major work for many years. Previous to 2015, similar requests were not approved because they were classified as a budget add-on. In 2015, we suggested a reallocation of funds from projects that support and prioritize motorized traffic, and a cycling infrastructure budget line was created. \$300,000 was allocated to a Barrydowne expansion project that is still outstanding, and the remaining \$500,000 was allocated to a new Cycling Infrastructure budget line.

At that time, the \$800,000 reflected approximately 2% of our Roads Capital dollars (final 2015 approved Roads budget was \$38,462,438), and was the amount recommended by the Sustainable Mobility Plan in 2010. We respectfully submit that the % of new cycling projects capital dollars has not kept pace with the growth of capital dollars that has been directed to projects that prioritize motorized vehicle traffic. We have been lucky to received significant external funding for cycling projects, but that funding may or may not be available moving forward. Bike Sudbury would like see more dollars allocated this year and in the coming years to expedite building cycling routes that will allow all residents of Greater Sudbury to chose riding a bike over driving a car or truck.

We also support using capital dollars to build bike parking infrastructure and applaud the initiative to install bike corrals in the downtown in 2021. We would like to see additional bike parking installed in all of our neighbourhoods and parks.

Complete a Trails Master Plan

The Transportation Master Plan shows trail segments that are included in the proposed cycling network. It is critical that we quickly address the need for a plan that inventories and classifies our existing trail system; that defines the levels of service for ensuring trails identified for cycling are safe and well maintained; that identifies existing deficiencies on the trails and at trail entrances that must be addressed; that proposes measures to control motorised traffic on our trails; and that proposes timelines for addressing deficiencies and connecting our trail system.

The Trails Master Plan may identify opportunities to connect communities using off-road infrastructure that could be significantly cheaper to build than on-road infrastructure. Both on-road and off-road infrastructure should be planned together to provide the safe connectivity that cyclists want.

It is also important to work on enhancing our provincial cycling routes within the city, which are a combination of on-road and off-road infrastructure, to ensure they are safe and comfortable for cycling tourists.

Complete the Complete Streets Guidelines

The guidelines have been delayed because of staffing and other challenges. We look forward to seeing them completed as part of the current 2021 projected Roads and Transportation Department workplan.

For a number of years, we have been looking for the implementation of new levels of service for roads based on all modes of transportation and that include metrics and measurement criteria for pedestrians, cyclists, transit, cars and trucks. We hope to see this initiative in either the Complete Streets Guidelines, or some other guiding document in 2021.

Continue funding Transportation Demand Management

In 2019, we supported taking \$50,000 from the yearly \$800,000 cycling capital dollars and redirecting it to Transportation Demand Management initiatives. We encourage the City to continue this allocation in 2021 to continue working on implementing the measures identified in the 2018 Transportation Demand Management Plan.

Finally, we encourage stakeholder sessions and other community engagement opportunities through the CEEP, as well as through specific cycling projects that are being implemented by the City. We look forward to participating in the important partnerships that have been built with the City and other local and provincial partners. Together, we can make Greater Sudbury the best cycling city in the North.

Thank you for your previous and continued support for cycling in Greater Sudbury.

Sincerely,

A handwritten signature in cursive script that reads "Rachelle Niemela".

Rachelle Niemela
Chair, Bike Sudbury



BIKE SUDBURY VÉLO SUDBURY

2021 BUDGET SUBMISSION

Strategic Priorities

\$\$\$

Community Energy and Emissions Plan Goal #8

Achieve 35% active mobility transportation mode share by 2050

Additional outreach and community engagement on cycling projects and directions

A strategic Bike Master Plan that details how the City plans, designs, implements, operates, and maintains bike infrastructure and programs.

Accelerated work on a minimum grid of cycling routes with priority on the Paris/Notre Dame and Lasalle Bikeways

More funding for new cycling infrastructure on existing streets and roads (currently \$750,000/year)

A Trails Master Plan that will integrate with on-road routes

Complete Streets Guidelines

\$50,000 for Transportation Demand Management funding

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

The Bike Plan

**Making Cycling Inviting for
All Reasons in All Seasons**

September 2020



SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton



Indigenous Acknowledgements

The lands on which Edmonton sits and the North Saskatchewan River that runs through it have been the sites of natural abundance, ceremony and culture, travel and rest, relationship building, making and trading for Indigenous peoples since time immemorial. Edmonton is located within Treaty 6 Territory and within the Métis homelands and Métis Nation of Alberta Region 4.

We acknowledge this land as the traditional territories of many First Nations such as the Nehiyaw (Cree), Denesuliné (Dene), Nakota Sioux (Stoney) and Niitsitapi (Blackfoot). The city owes its strength and vibrancy to these lands and the diverse Indigenous peoples whose ancestors' footsteps have marked this territory as well as settlers from around the world who continue to be welcomed here and call Edmonton home. Together we call upon all our collective honoured traditions and spirits to work in building a great city for today and future generations.



Thank You!

This document is the culmination of two years of engagement with residents of Edmonton. Through 62 public events including workshops, pop up events, drop in sessions, surveys and community conversations, just over 11,500 Edmontonians gave us their feedback about biking in Edmonton. Thank you to everyone who helped us create the Bike Plan and who supports safe, convenient cycling in Edmonton.

We heard from so many people – those who are avid cyclists and those who don't support bike lanes. Those who would love to bike more but are nervous and those who will probably never ride a bike. All of their comments were considered as we developed the Bike Plan, and a few of the stories we heard are included in this plan. Thank you Edmontonians!

Table of Contents

1.0 Introduction	7
2.0 Bike Plan Foundation	8
3.0 Why Biking Matters	13
4.0 Developing The Bike Plan	20
5.0 Biking in Edmonton Today	25
6.0 Setting Direction	32
7.0 The Future Bike Network	34
8.0 What Does All Ages and Abilities Mean?	44
9.0 Program Areas	53
+ 9.1 Integration with Transit	55
+ 9.2 End-of-Trip Facilities	56
+ 9.3 Bike Share and Shared Micromobility	58
+ 9.4 Wayfinding	60
+ 9.5 Lighting	61
+ 9.6 Maintenance	62
+ 9.7 Education	64
+ 9.8 Encouragement	66
+ 9.9 Laws and Policies	69
10.0 Implementation	71
11.0 Glossary and Acronyms	82





1.0 Introduction

The Bike Plan is a plan for all Edmontonians. Edmonton can become a place where biking is practical and inviting for people of all ages and abilities and where people can choose to bike for any reason, and in any season. This represents a transformational change for our city, one that is both exciting and essential.

The Bike Plan lays the foundation for a network that is accessible, predictable, and clear for the inexperienced rider and the most experienced rider alike and supports active transportation as an integral part of Edmonton's mobility system. It supports safe and direct routes for people commuting to work or running errands, strong connections to the River Valley for recreational trips, and improved neighbourhood networks to connect people to local destinations.

The Bike Plan is an update to the 2009 Bicycle Transportation Plan and provides strategic direction for how the City plans, designs, implements, operates, and maintains bike infrastructure and programs. The Bike Plan is based on learnings and advancements from the past ten years, including recent changes to Edmonton's bike network and the rapid evolution of bike planning best practices. Alongside these learnings, the plan is informed by extensive engagement with Edmontonians, who shared their rich experiences, their ideas and their vision for the future.



The City Plan’s five “Big City Moves” define bold, transformative priorities for Edmonton. They set the direction for change as the city welcomes one million more people.

1 Greener As We Grow

sets environmental goals around carbon emissions budgeting and net-zero greenhouse gas emissions per person relying in part on increasing the importance of active transportation including cycling.

2 Rebuildable City

encourages the rethinking and reuse of existing land and infrastructure assets (like road rights-of-way) in order to adapt to a changing future. Being a rebuildable city means that efforts are always moving towards a better and more efficient city.

3 Community of Communities

calls for a structure of compact districts and sets a goal of 50 per cent of all trips to be made by transit and active transportation (up from 23 per cent today).

4 Inclusive and Compassionate

sets a target for a reasonable level of household expenditure on transportation (with transit and active transportation positioned as cost-effective modes of transportation for households).

5 Catalyze and Converge

is about attracting talent and supporting businesses by continually creating the conditions and places that improve competitiveness. Improving greater opportunity of access to various locations and businesses helps facilitate this Big Move.



2.0 Bike Plan Foundation

2.1 The City Plan

Communities that are bike, walk and roll-friendly result in greater joy, fitness and a wider range of transportation options.

Mobility is a foundational system in The City Plan and provides direction to the development of three networks: active transportation, transit, and roadway and goods movement. The plan states that the active transportation network will “create critical connections using walking, wheeling, or biking that allow people to access amenities, daily needs, and recreational opportunities.”

The active transportation network is integral to achieving the overall goals of The City Plan by facilitating a broader array of mobility options. This is achieved by improving and creating new opportunities for active mobility “through the provision of high quality infrastructure” to “reduce traffic congestion, create better environmental outcomes, and improve public health.” Biking is identified as an important way to support the system of nodes and corridors as places with a strong convergence of transit, walking and cycling. The Green and Blue Network (of parks, ravines, and the river valley) is also identified as a place for people to bike and walk, connecting them to destinations, and to recreate and relax.

Specific policies aimed to improve access directly address the development and enhancement of biking and active transportation infrastructure and programs and are further supported in the Bike Plan.

The Bike Plan will provide a strategic planning framework to support the implementation of The City Plan’s intentions and directions related to cycling by outlining actions that invite Edmontonians to cycle for all reasons, in all seasons.





2.2 Community Energy Transition Strategy

Edmonton's Community Energy Transition Strategy aims to address and mitigate climate change through the reduction of greenhouse gas emissions, increasing energy efficiency and promoting renewable energy systems. Actions are required across all sectors and addressing future transportation development is necessary to ensure Edmonton is resilient and sustainable in the long-term.

The strategy calls for Edmonton to:

- + Expand on-street biking facilities to make active transportation safer and more convenient.
- + Assess the costs and benefits of a bike sharing program in high density areas as well as to and from transit centres and LRT stations.
- + Significantly increase biking infrastructure beyond what is currently planned.

2.3 WinterCity Strategy

Edmonton's WinterCity Strategy sets the stage to take advantage of our northern location, transforming Edmonton into a more inviting, vibrant and prosperous place for Edmontonians, business, industry and tourists throughout the winter months. Similar to bike planning, this change in outlook around winter requires a cultural shift.

The WinterCity Strategy emphasizes the City's commitment to **"Improve Winter Transportation for Pedestrians, Cyclists and Public Transit Users."**

The strategy calls for Edmonton to:

- + Implement best winter snow removal and transportation practices
- + Explore innovative, barrier-free ideas to ease the challenges, inconveniences and dangers of winter mobility.



ENGAGEMENT PROFILE: Putting my bike to work, for work by Nadia Berg

Nadia Berg uses her bike and trailer year-round for her landscape maintenance business here in Edmonton.

I'm the sole proprietor of a successful landscape maintenance business here in Edmonton, and whether I'm clearing snow or mowing lawns I use my bicycle for every job.

Despite what some people think, it's not difficult to do my work without a vehicle. Hauling all my lawn maintenance and spring/fall cleanup equipment around with my bicycle trailer does not feel heavy; I just use different gears and accelerate more slowly. In the winter I do snow removal, but without the trailer. I attach a shovel to the frame of my bike, have a blow-pack on my back (resting on a shelf in my basket while I ride), studded tires, and the gas can in the basket. Adding a minute onto some of my commutes is no big deal since the properties I maintain are all less than 1km away from my home. Also, properly dressed winter cyclists are never cold – we have to dress so that we don't sweat instead, even at -40C!

If I owned a truck to do my job I'd have to work more to pay for it, and of course for the gas, insurance, maintenance, and repairs as well. Doing business on my bike allows me to work less and have more free time.

I'm very grateful that my parents taught me the value of active living, respecting the environment, living within my means, and having a good work ethic. Using a bike for work allows me to work less, save more, and have a higher quality of life. I only need enough money to have financial security, but I don't need much for that because I keep my expenses low. I don't even have or want a smartphone because my nine-year-old, \$20/month cell phone works just fine and only needs to be charged once or twice a week, even when I'm outside in the cold all day.



2.4 Safe Mobility Strategy

The Safe Mobility Strategy 2021–2025 is Edmonton's new approach to advancing Vision Zero. Ensuring safe mobility is a mechanism for supporting a healthy city, liveable urban places, climate resilience and a prosperous regional economy. This supports that the Bike Plan holds safety as an overarching, uncompromised, foundational aspect of bike infrastructure and programming.

The initial principles of the Safe Mobility Strategy include explicit recognition that everyone “moves,” and that we all deserve to move safely.

2.5 Live Active Strategy

The Live Active Strategy is a collaborative strategy to encourage Edmontonians of all ages, abilities and interests to enjoy the benefits of physical activity. Living active is an essential component to a healthy lifestyle and contributes to many long-term and short-term physical, emotional and mental health benefits.

The development and creation of biking infrastructure in Edmonton supports a broader active transportation outcome of the Live Active Strategy.

- + Having safe and designated infrastructure provides more opportunities for Edmontonians to build active travel into their daily lives and continues to support healthy city outcomes.



| 3.0 Why Biking Matters

Action on Climate Change

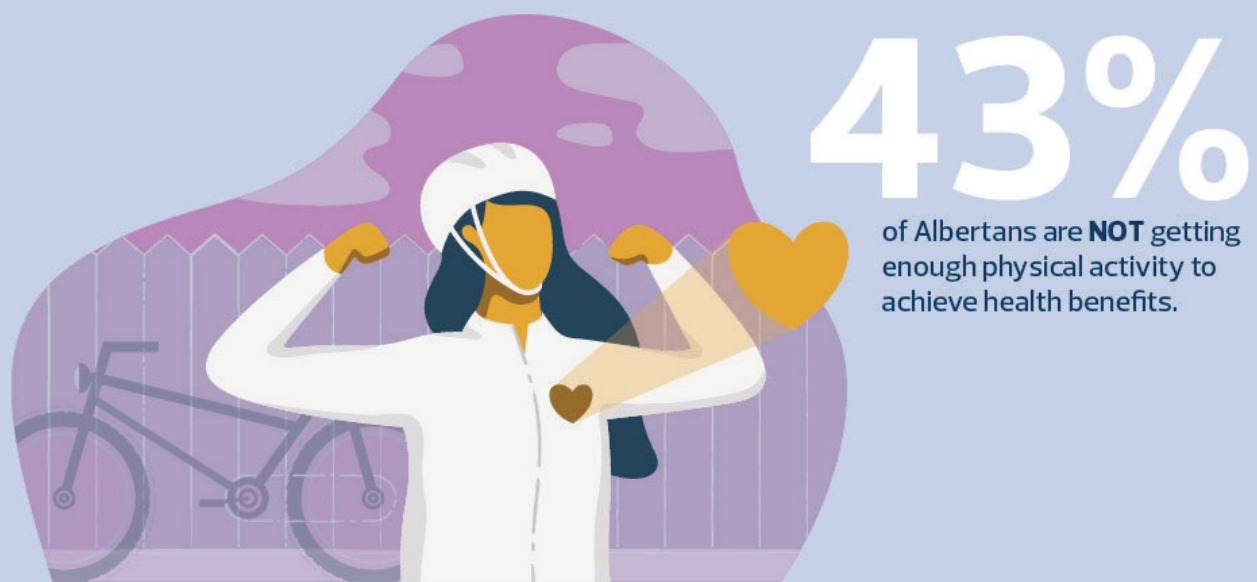


Increasing the number of people biking and the number of biking trips advances our contribution to reducing the global greenhouse gas impact. In 2018, vehicles in Edmonton emitted 5.73 megatonnes of greenhouse gases, which constituted 31 per cent of the city's total emissions. Vehicle emissions need to be reduced by 50 per cent by 2030, and by at least 95 per cent by 2050, if the city is going to do its part in keeping global temperature rise to 1.5 degrees Celsius.

Shifting trips from auto to biking trips eliminates the greenhouse gas emissions associated with those trips and is an effective way of achieving some of the necessary reductions. Cities in locations as diverse as Winnipeg, Göteborg (Sweden), and Xiamen (China), are dedicating significant funds to large-scale bike infrastructure projects, regulatory changes and marketing programs to help achieve climate change goals.

Creating a Healthy Community

Increasing biking is an important way to improve the health and wellbeing of residents. Currently, 43 per cent of Albertans do not achieve the minimum daily recommended levels of physical activity. Active lifestyles have always been promoted for healthy living. Health advocates and local governments have realized that the built environments can influence people's everyday choices for active living. Changes in neighbourhood, street and building design can encourage regular daily physical activity, such as biking. These opportunities to encourage increased activity can be a part of the solution to reduce risk factors and incidence of chronic disease and illness.



ENGAGEMENT PROFILE:

Growing a New Generation of Riders: Ever Active Schools

Part of creating a positive bike culture in Edmonton is empowering children and youth to ride freely and safely – for transportation, for exercise and for fun. Ever Active Schools, a provincial initiative, works with Edmonton students to do just that. Through bike and scooter rodeos and City Cycling Strategies clinics, they are helping to grow riding skills – including road safety, route mapping and bike maintenance – and building community around safe mobility. Most importantly, they are creating enthusiasm and passion amongst youth to advocate for and promote cycling in their city – and growing a new generation of riders.

“Nellie Carlson School has held a bike rodeo for our students the last couple years and as a parent I have really enjoyed watching the kids practice the skills they need to be safe on their bikes while still having fun. Even better is seeing very little vehicle traffic on those days at the school – the bike racks are spilling over with bikes and families riding to school together.”

– Shauna Shaker, Nellie Carlson School parent

Supporting Vibrant Urban Places

Vibrant urban places have transportation options that connect people and places. While land use factors play an important role in influencing how people travel, vibrant urban places are only possible where a range of transportation options are accessible and comfortable.

Many of the daily trips made in Edmonton are shorter than 5 km. And these trips are not just in Edmonton's core zone, they occur throughout the City as illustrated in **Figure 1: Vehicle Trips Shorter than 5 km**. While a distance of 5 km can be walked and biked by most people, most of these short trips continue to be made by driving. For a person travelling by bike, these short trips take about 15 to 25 minutes.

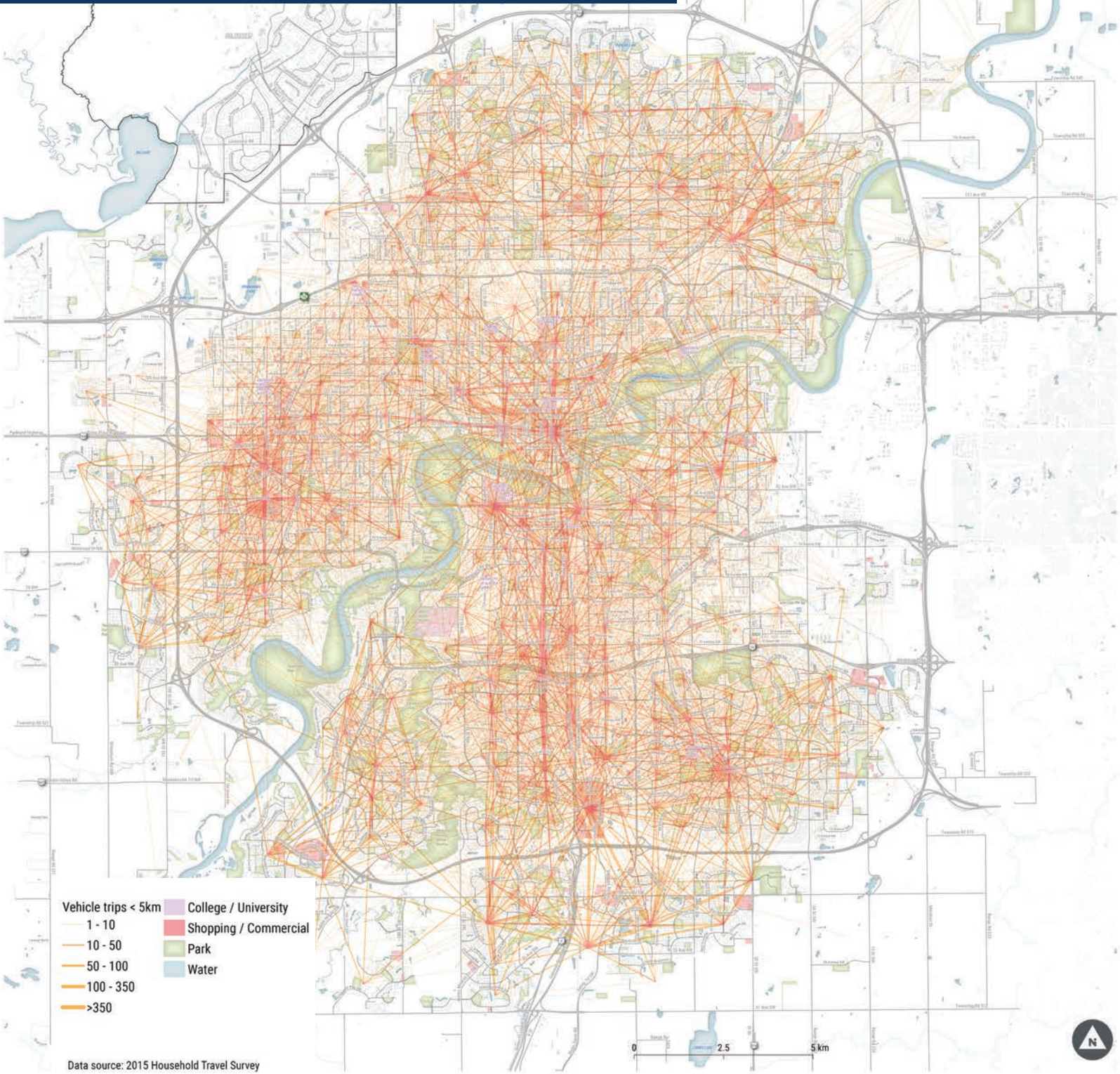
And to support a population of 2 million people, Edmonton needs more space-efficient mobility solutions. Streets can generally accommodate five people biking in the same space that a single car takes up. Coupled with the fact that over half of Edmonton households have at least one bicycle, providing space for biking can contribute to creating a more efficient transportation system and supporting urban vibrancy throughout the entire city.

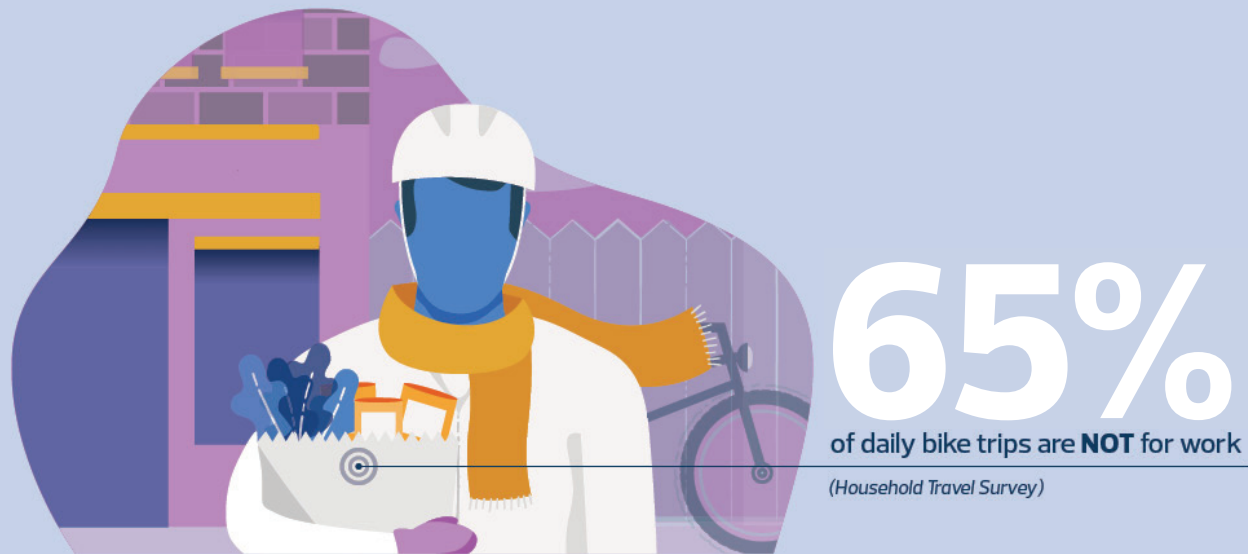


Edmonton's investment in biking infrastructure and supporting programs has increased the number of people riding a bike for transportation and recreation. Daily bike trips have more than doubled since 2005, growing from 25,300 daily trips to 54,800 in 2015. This is 227,100 km ridden each day by Edmontonians.

Winter cycling continues to grow in popularity with approximately one out of six people who ride in the summer continuing to ride throughout the winter.

Figure 1: Vehicle Trips Shorter than 5 km
Many short car trips occur in neighbourhoods across Edmonton, investing in cycling has the potential to reduce the number of these vehicle trips.





Edmontonians ride bikes for many reasons. The 2015 Edmonton and Region Household Travel Survey reported that about 35 per cent of bike trips were to and from work and about 50 per cent of bike trips were categorized as commuting trips when school trips are included. People bike as their primary mode of transportation for many reasons including enjoyment, environmental stewardship, fitness and health outcomes, and cost.

While commuting trips might be focused more in central areas, recreational and social trips occur across the city. Also, many households in Edmonton are car-free, whether by choice or by circumstance. This highlights the need to plan a bike network that considers more than just the central areas.



Biking is a Low-Cost Transportation Option

Cars are a relatively expensive way to move around in big cities. Nationally, spending on transportation is the second highest household expense after housing. The Alberta Motor Association estimates the annual cost for operating a mid-size car, including the cost of the vehicle, fuel, maintenance, and insurance, can be \$9,500 per year.

Overall, suburban and rural commuters have higher transportation costs than commuters who live closer to downtown. And commuters who rely on transit and active modes have the lowest transportation costs. Biking provides a low-cost transportation option with an estimated annual operating cost of around \$350.

Safety

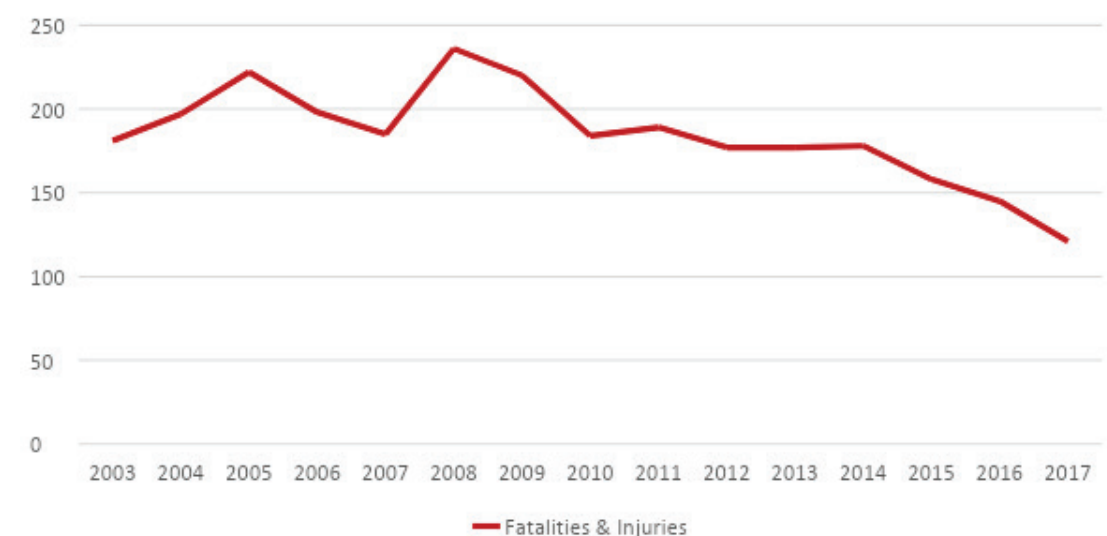
Edmonton's bike network has changed a lot over the past few years with the implementation of the protected bike lane network including the Downtown bike network, the southside bike routes and the west-central bike routes. These routes represent a new direction for Edmonton's bike network by providing specially designed, physically separated bike lanes suitable for riders of all ages and abilities.

The 2018 *Annual Vision Zero Report* identifies a 27 per cent decline in bicycle collisions and a 29 per cent decrease in cycling injuries since 2015. While the number of cycling injuries and

fatalities in Edmonton are trending downwards, as illustrated in **Figure 2: The Annual Number of Cycling Injuries and Fatalities in Edmonton**, the data still indicates that incidences happen approximately every third day.

To ensure these incidences continue to decline, improved safety for people cycling will remain a top priority. Delivering high quality bike infrastructure and programs supports fewer fatalities and injuries. We all—elected officials, transportation professionals and road users—have a responsibility in achieving Vision Zero of eliminating fatal and serious injury collisions.

Figure 2: The Annual Number of Cycling Injuries and Fatalities in Edmonton





The Bike Plan supports the implementation of The City Plan policies related to cycling. It was developed through an evidence-based, data-driven approach, which was informed by broad public engagement.

Community and stakeholder engagement provided critical input to the development of the Bike Plan. Through three engagement phases and a diversity of in-person and online engagement opportunities, community members helped create key elements of the plan:

- + Aspiration and Values
- + Network Map
- + Refinement of the Network Principles
- + Program Area Actions

The public engagement process was designed to reach diverse Edmontonians and specifically hear from both people who ride a bike and those who don't. Engagement opportunities included registered public workshops, drop-in and pop-up sessions at busy public places (including recreation centres, festivals, parks, farmers markets and bike routes), community conversations, ride-alongs, online surveys and interactive maps. Joint engagement was also coordinated with other City projects.

In all, over 11,000 Edmontonians and 34 organizations participated in the project.

4.1 Setting the Stage

The Bike Plan considers the experiences of other cities and leading research about biking as a component of city building. These considerations have shaped plan recommendations with an aim to increase all types of bicycle trips, the proportion of trips taken by bicycle, and overall safety.

The Bike Plan engagement and survey results showed differences in attitudes about biking, which influence people's decisions about whether or not to ride a bike. The Bike Plan describes people's attitudes about biking by considering four different population segments:

- + **Champions** are generally active riders themselves, and are often well-connected community advocates for biking.
- + **Supporters** understand and promote the benefits of biking to the wider community, and includes people who are active riders and those who don't ride.
- + **Concerned** are people that appreciate the benefits of biking but they also express some concerns about the potential impacts of bike infrastructure on other modes of transportation.
- + **Non-supporters** are people that do not see the value of biking and would prefer that the City not prioritize spending on bike infrastructure and programs.

4.0 Developing The Bike Plan

The Bike Plan was developed in two steps:

- + **Setting Direction:** Aspiration + Values + Network Principles
- + **Identifying Actions:** Future Bike Network Map + Supporting Program Areas



Although the segments may have different opinions about biking in Edmonton, they all provide valuable insight into opportunities to improve cycling and concerns that need to be addressed or mitigated.

The recommendations of the Bike Plan were informed by approaches of other best-in-class bike plans from communities across Europe and the United States, broader national Danish and Dutch approaches, and public engagement. This work confirmed three fundamentals for success:

A High Quality Bike Network

This includes considerations of infrastructure development and changes to the built environment. Recommendations include bicycle routes, secure bike parking, transit integration, land use policies, and speed limit reductions.

Support of Biking Culture

These recommendations include promotional /encouragement programs that support the development of biking culture including initiatives such as safe routes to school, individualized marketing, open streets and bikeshare.

Strong Implementation

This includes recognition that infrastructure and cultural initiatives must be supported by a strong implementation strategy identifying priorities and funding.

In addition to these fundamentals, making biking easy and practical requires the development of a future bike network map to envision the future state of biking in Edmonton. It also requires strong program areas that show a commitment to issues such as maintenance, integration with transit, wayfinding and encouragement to establish a strong biking culture. These supportive program areas are detailed in Section 9.

Edmontonians also stressed that the Bike Plan should address biking both for transportation and recreation. The Bike Plan will focus on connections to and from the River Valley and parks and trails in the rest of the city. Breathe (Edmonton's Green Network Strategy) and Ribbon of Green address specific bike routes and facilities within the River Valley and parks and trails system.

4.2 Learning From Our Past

Biking in Edmonton has evolved since the 2009 Bicycle Transportation Plan Update .

The City of Edmonton and community organizations have expanded the bike network, developed and started operating a range of programs, and evolved the way bicycle routes are implemented. This also included enhanced public engagement.

The following practices evolved since the adoption of the 2009 plan:

- + The scope of decisions the public and stakeholders are involved in during the planning and design of bicycle routes expanded to include supporting decisions related to route location, facility type, and design details.
- + Research and evaluation confirmed that protected bike lanes, shared pathways, and quiet streets are the preferred bicycle facility types for Edmontonians, which is consistent with international best practices.
- + New approaches to public engagement emerged, such as pop-up activities and using pilot projects to test ideas.
- + Experience has indicated that physically separated infrastructure, such as protected bike lanes and shared pathways, is easier and more efficient to maintain in winter.
- + Bicycle infrastructure design practices changed to focus on facilities that are safe and comfortable for people of all ages and abilities, and to emphasize supporting all types of trips, maximizing use, and minimizing collisions.
- + Emphasis on education efforts aimed at drivers, cyclists and pedestrians is effective in improving understanding of how to operate on streets with bicycle facilities, as well as improving path user etiquette.





ENGAGEMENT PROFILE:

Helping Businesses Adapt to New Bike Infrastructure

Photo Credit: thenorthedge.ca

As new bike lanes emerged in downtown communities, businesses adapted to some significant changes. This included impacts to parking and access for customers and deliveries. Bike lanes are a game changer for the development of healthy, vibrant communities and for businesses and while many are enjoying the benefits of the new bike lanes, for some, it has been a challenging transition.

Whether it's providing supporting bike facilities, such as bike racks, or sharing stories from other businesses about the challenges and benefits of being bike friendly, it's important for the City and business associations to set businesses up for success as biking evolves in our community.



5.0 Biking in Edmonton Today

5.1 Edmonton's Bike Network

Since 2009, bikeability in Edmonton has improved. Edmonton's existing bike network by facility type is illustrated in **Figure 3: Edmonton's Existing Bike Network**. Edmonton's bike network includes several types of facilities including:

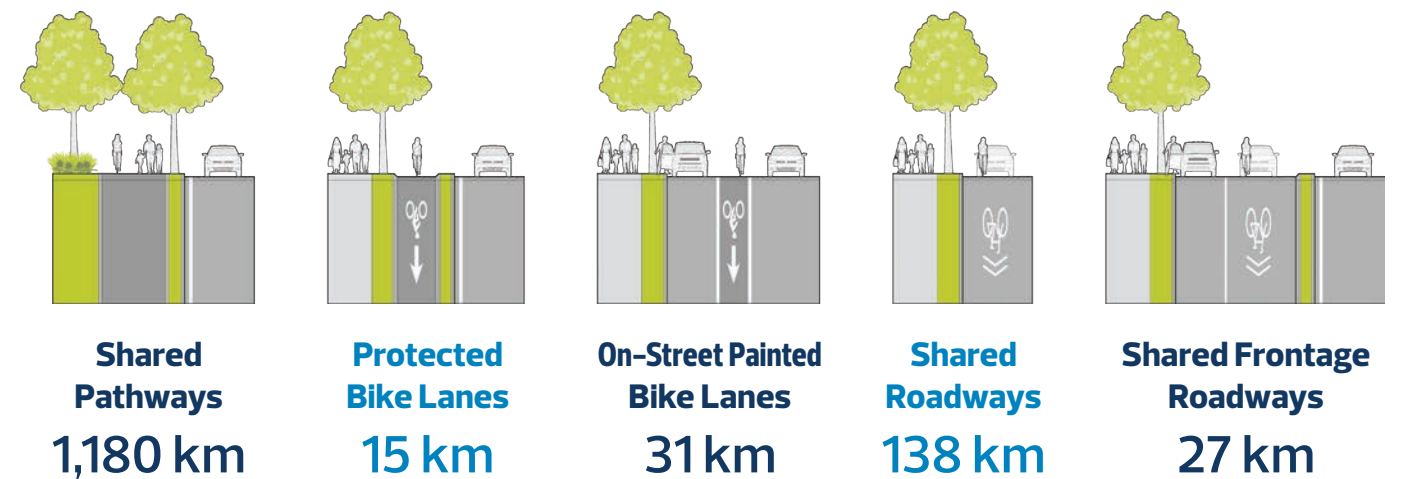
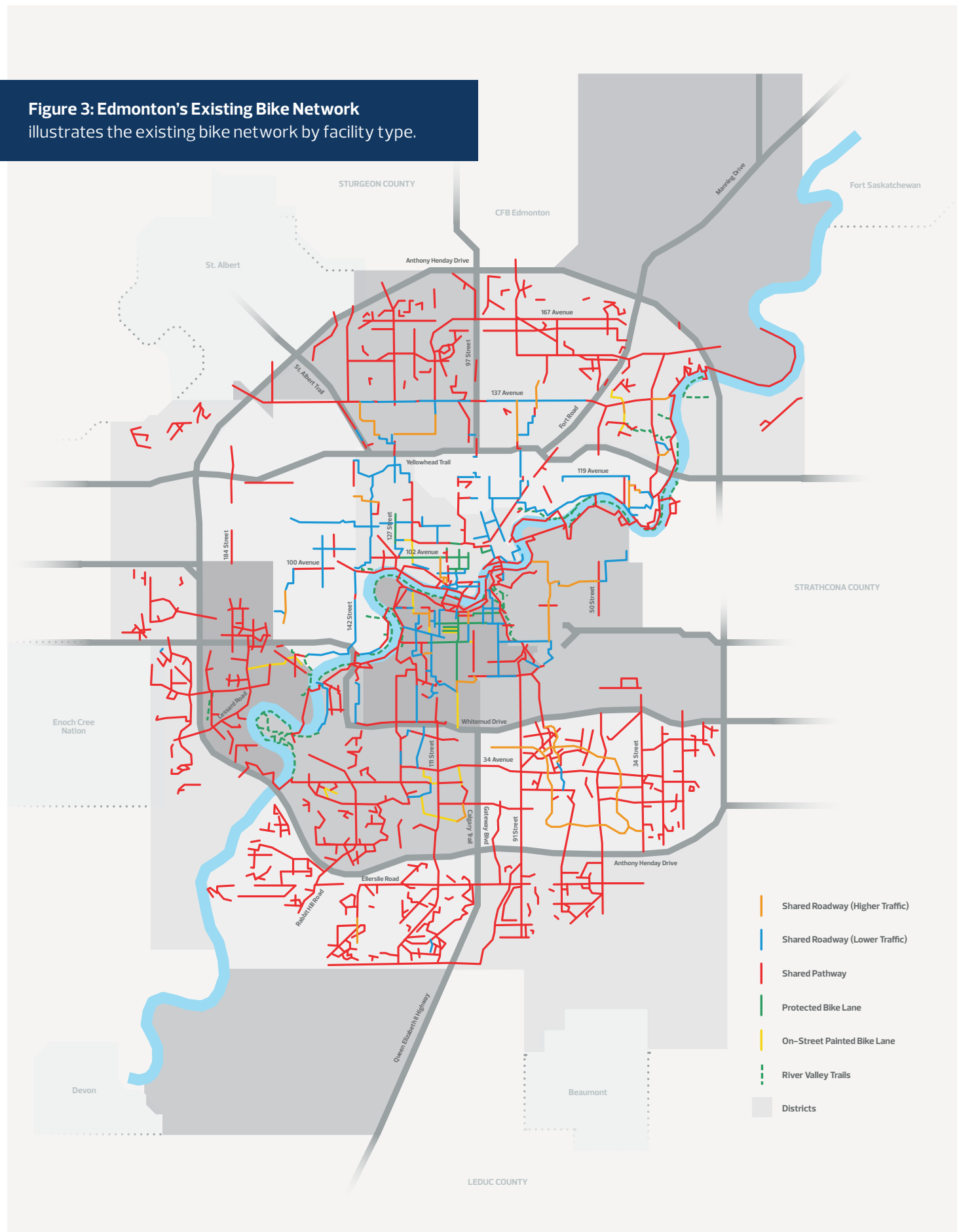


Figure 3: Edmonton's Existing Bike Network
illustrates the existing bike network by facility type.



Edmonton's existing bike and transportation network was evaluated to consider bikeability and identify areas with higher potential to generate bicycle trips. The analysis was completed considering:

1. **Level of Traffic Stress (LTS)**
2. **Bike Network Analysis**
3. **Bike Trip Potential**



This analysis provided insight on current network characteristics and the need for future network implementation and actions.

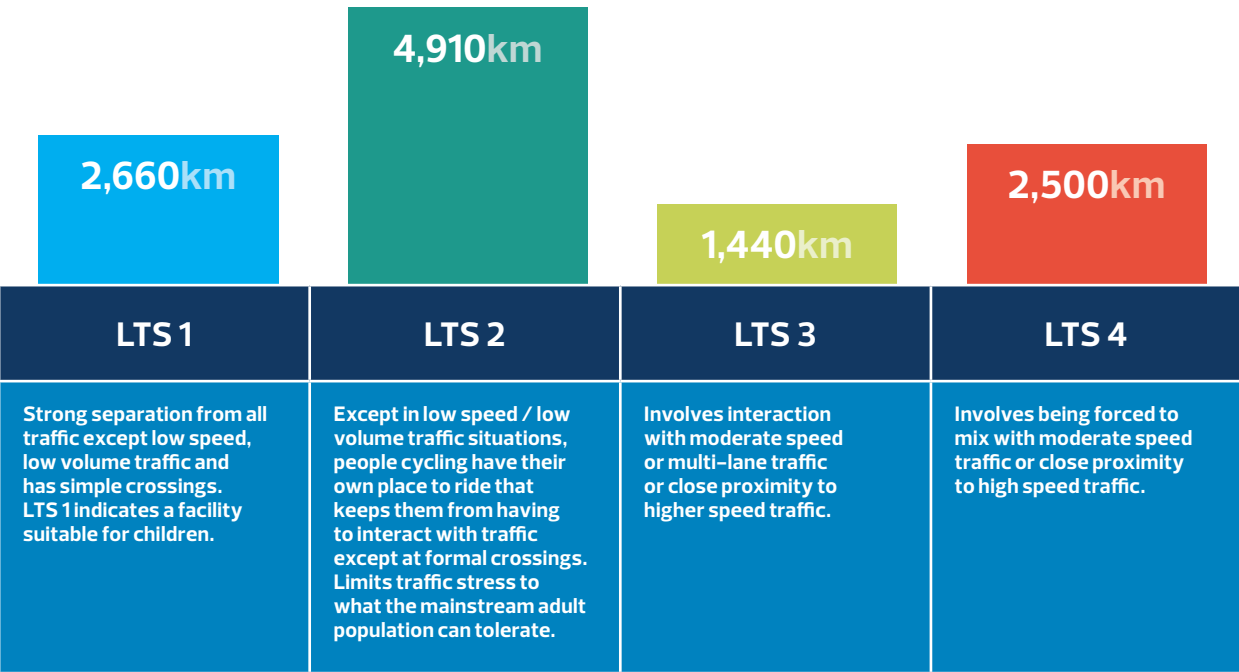
5.2 Level of Traffic Stress

Level of Traffic Stress (LTS) is a measure of how stressful an environment is for someone biking based on interactions with vehicle traffic. LTS tries to assess the quality of a bike route and/or network and its ability to serve the diverse needs of all its users.

LTS is evaluated based on the 4-point LTS scale and focused on the following aspects of Edmonton's transportation network:

+ bike routes + streets without bicycle infrastructure + intersections and mid-block crossings

Edmonton's transportation network includes:



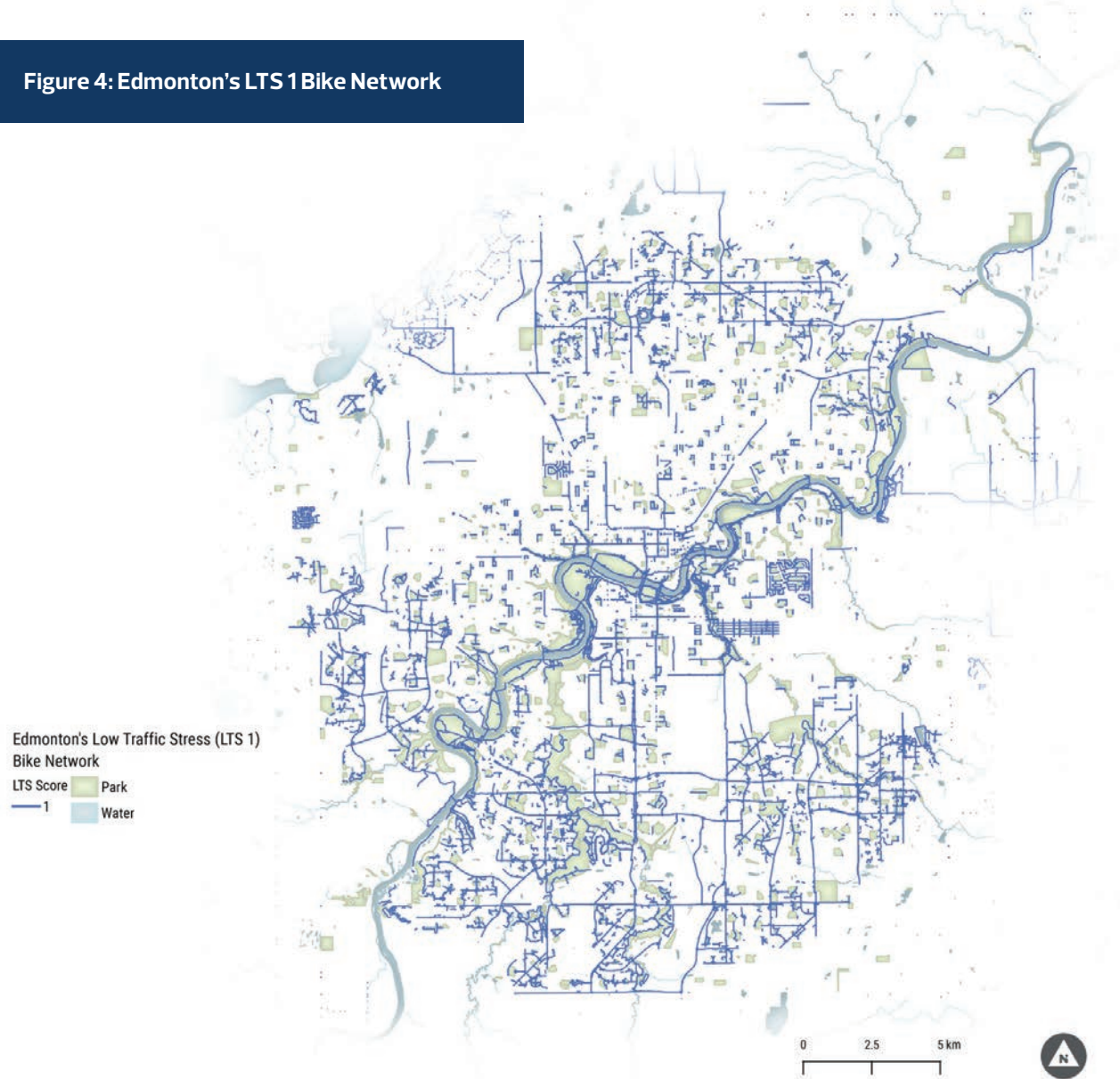
¹Furth, P. G. (2017). Level of traffic stress criteria for road segments, version 2.0. *Northeastern University College of Engineering*.

5.2.1 Edmonton's LTS 1 Network

Creating a less stressful bike network can help to make bicycling more appealing to more people which would result in more trips by bike and an increased diversity of users. Edmonton's LTS 1 bike network is illustrated in **Figure 4: Edmonton's LTS 1 Bike Network**.

There is a reasonably well-connected LTS 1 network in south, west and north Edmonton. This network is made up of shared pathways along arterial streets, through parks, and along utility corridors. There are significant gaps between central and north, west, and south Edmonton. The LTS 1 network in southeast Edmonton is fairly comprehensive in the Millwoods–Meadows area, but has little connectivity through the Roper and Pylypow Industrial Areas to the north. There are also LTS 1 routes along the River Valley with connections along many of the ravines. LTS 1 routes also exist in neighbourhoods with lower residential speed limits (e.g., King Edward Park, Ottewell), along light rail lines that include shared pathways, and the Downtown Bike Network.

Figure 4: Edmonton's LTS 1 Bike Network

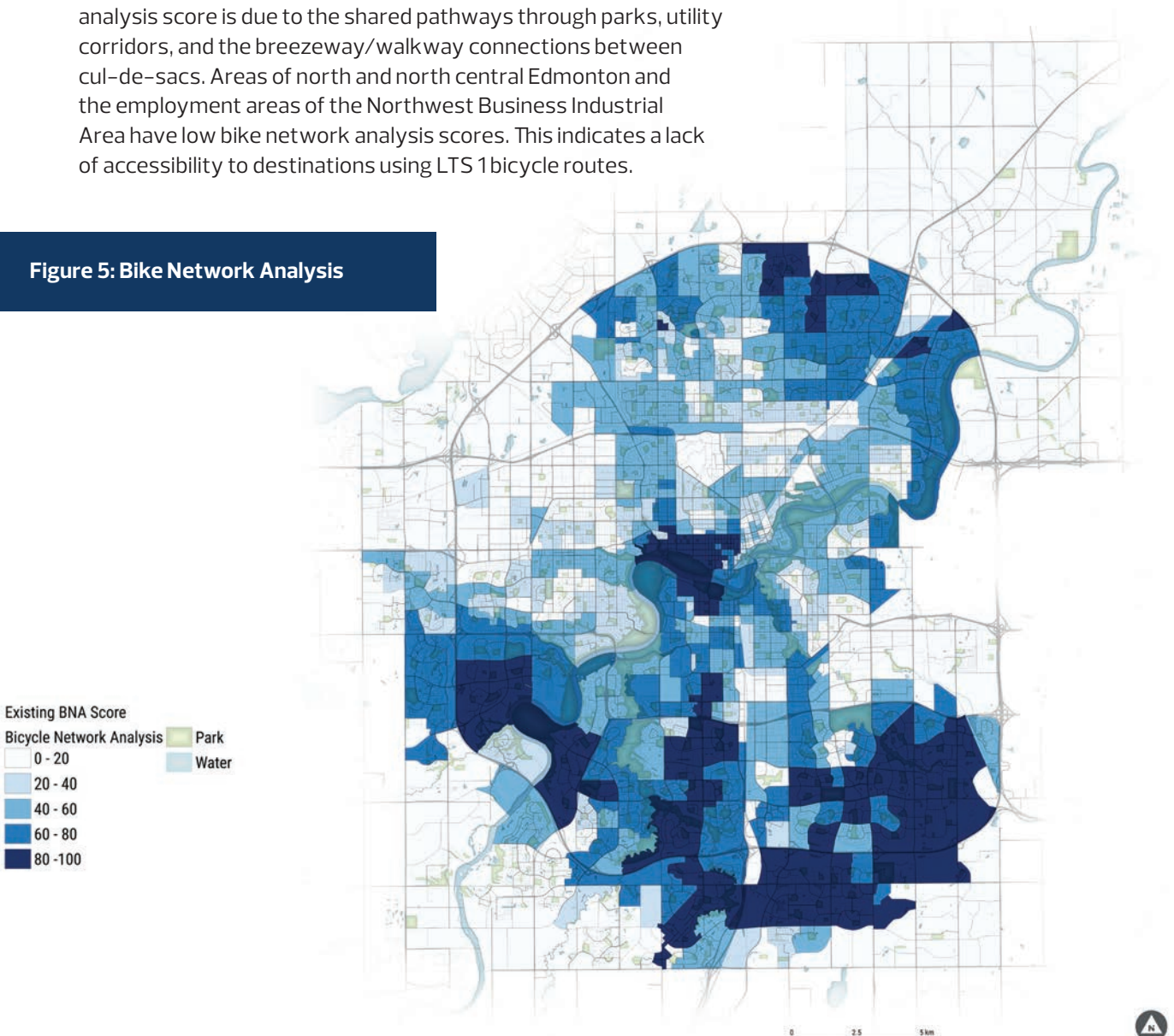


5.3 Bike Network Analysis

A continuous low-stress network is essential to make biking practical and comfortable for users of all ages and abilities. Bike network analysis is a tool that measures how accessible area destinations are by bike on the low-stress network. Bike network analysis is not a measure of the number of destinations in an area, only how accessible the destinations are by way of low stress routes. A high bike network analysis score indicates an area that is very accessible by bike on LTS 1 routes. As an example, areas with connecting pathways tend to have higher bike network analysis scores. Areas that are very accessible by bike on LTS 1 routes are shown in dark blue in **Figure 5: Bike Network Analysis**.

Central Edmonton, including downtown and the University of Alberta, and neighbourhoods with access to shared pathways and bicycle lanes along the South LRT have high bike network analysis scores. Suburban areas including Millwoods, areas south of Anthony Henday Drive, and some west Edmonton areas also have high bike network analysis scores. This high network analysis score is due to the shared pathways through parks, utility corridors, and the breezeway/walkway connections between cul-de-sacs. Areas of north and north central Edmonton and the employment areas of the Northwest Business Industrial Area have low bike network analysis scores. This indicates a lack of accessibility to destinations using LTS 1 bicycle routes.

Figure 5: Bike Network Analysis



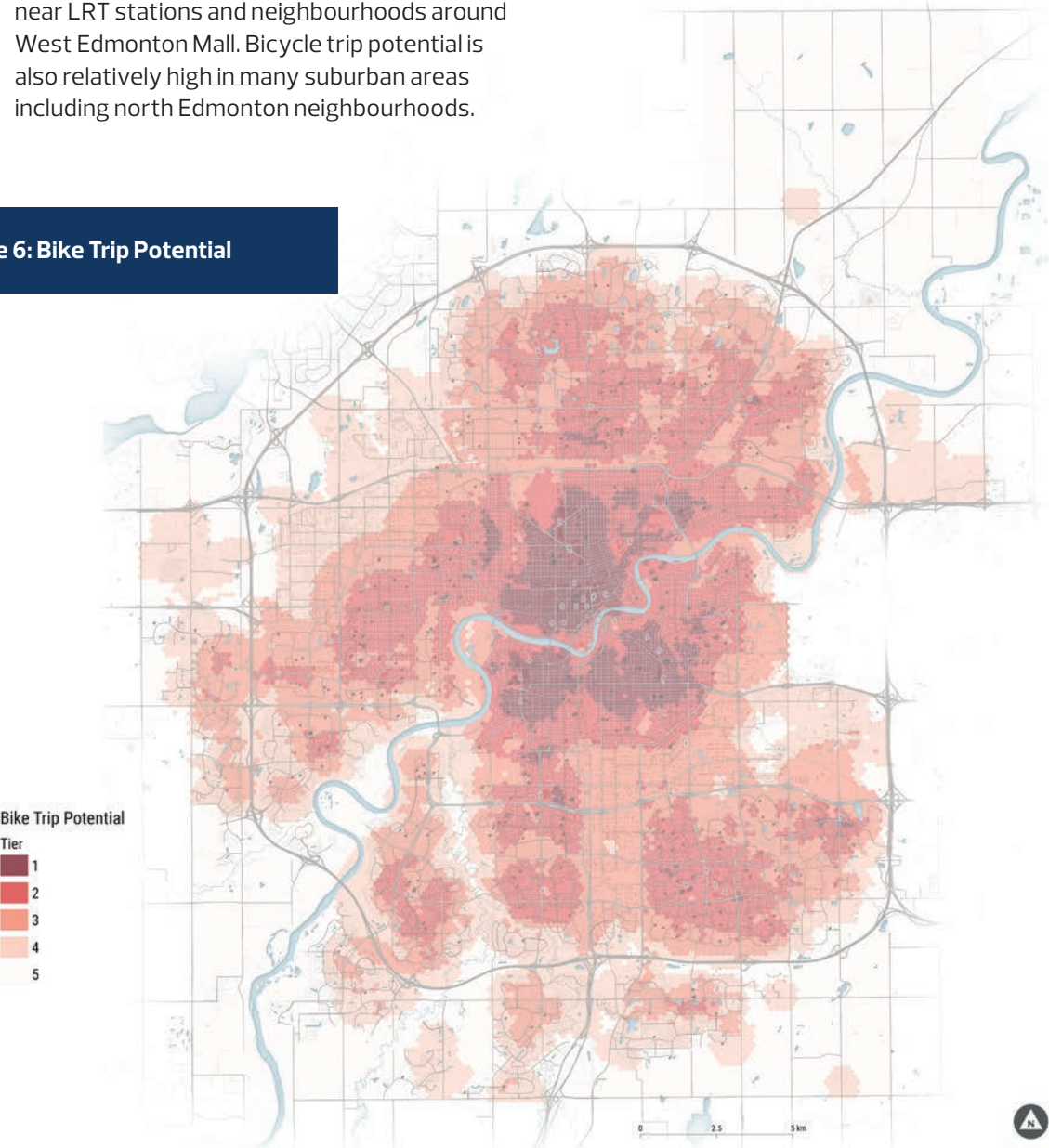
5.4 Bike Trip Potential

Bicycle trip potential analysis determines which areas of a community are more likely to generate cycling trips for transportation, such as commuting, school or shopping.

The analysis is based on data for current population, employment, and important destinations (e.g., schools, shopping, transit, and universities). **Figure 6: Bike Trip Potential** illustrates the results of the bicycle trip potential analysis. Areas with high bicycle trip potential (i.e., tier 1 and tier 2) are shaded darker, while areas of low potential are white.

The bicycle trip potential analysis highlights a number of areas with high potential for generating bicycle trips such as Central Edmonton, including Downtown and the University areas, and areas near LRT stations and neighbourhoods around West Edmonton Mall. Bicycle trip potential is also relatively high in many suburban areas including north Edmonton neighbourhoods.

Figure 6: Bike Trip Potential



ENGAGEMENT PROFILE: The Existing and Growing Potential of Year-Round Riding

“Cycling year round is easy, fun, and extremely rewarding. I wish more people gave it a try.” – Sheldon Bauld

Sheldon doesn't consider himself an avid cyclist but now that his family sold one of their two cars he commutes from the southwest to downtown by bicycle year-round. Sheldon says riding year-round is not difficult. Winter requires preparation and a bit more gear but he insists it's not hard, or even expensive. Sheldon rides the same bike throughout the year which means he has to go a bit slower in the snow but says that uncleared paths are still rideable, even with skinny tires. During the winter, Sheldon adjusts his route to accommodate his bike and sometimes includes the LRT to lessen his commute time because of a slower pace.

Sheldon's taken a few tumbles in the winter but never anything serious. His biggest concern is cars as visibility is low given there is no sunlight during rush hours and drivers don't seem to expect people biking during the winter. His other concern is fear of returning after work only to realize his bike has been stolen after locking it up at the LRT station.

The benefits of cycling are life changing for Sheldon. He feels healthy and energized, he enjoys the sights and sounds around him, he saves money and he feels good about reducing vehicle emissions. Sheldon adds that it's also incredibly relaxing, especially in the winter time, when it's dark outside and you're all bundled up.



6.0 Setting Direction

6.1 Aspiration

“Edmonton: Where biking is inviting for people of all ages and abilities, for all reasons, in all seasons.”

INVITING

Creating an environment where biking is a safe, enjoyable and a practical option for people of **all ages and abilities**.

ALL REASONS

There are a lot of reasons to travel by bike, and those reasons are different for each person. People make choices based on where they are biking to, when they are biking, who they are biking with, and their abilities and comfort levels.

ALL SEASONS

Increasingly people ride their bikes through the winter. The bike network needs to be designed to accommodate year-round riding.

6.2 Values

Each value is a lens through which we examine our actions and make our decisions. They guide our thinking and are foundational to all aspects of the plan.

FUN AND FUNCTIONAL

Biking enriches the lives of Edmontonians and sparks joy by being a safe, enjoyable and practical way to get around.

URBAN VIBRANCY

Weaving biking into our city-building and design makes Edmonton a vibrant, attractive city that we're proud of and that others are drawn to.

EQUITABLE

Biking is a valid and practical option for people of all ages, abilities, backgrounds and walks of life.

CULTURE SHIFTING

Biking is a highly-valued part of Edmonton's mobility system and is welcomed as an everyday way to move around and enjoy our city.

6.3 Network Principles

Network principles guide planning and design decisions related to Edmonton's bike network:

HEALTH AND COMFORT

Providing a bike network grounded in safety provides people with a comfortable and secure way of getting around by bike. The network minimizes stress, anxiety, or concerns over personal safety and security and other health and safety-related issues such as noise, vehicle pollution, headlight dazzle and spray from passing vehicles.

NETWORK DENSITY

Grid size (distance between parallel routes in a network) is dependent on demand—higher demand areas have higher density.

CONNECTIVITY

The cycling network provides access to places where people want to bike without gaps or missing links. The network provides a diverse range of route options and experiences for users and opportunities to link to other modes of transportation.

ATTRACTIVENESS

The cycling network is composed of routes that are aesthetically attractive, interesting, or pass through sociable places.

DIRECTNESS

The cycling network prioritizes direct and straight routes and minimizes out-of-direction travel and unnecessary stops.

INTEGRATION

The function, design and use of a bike route is carefully considered so that it provides added value to the neighbourhood and users from an economic, social and safety perspective. Bike routes fit into an area's and/or street's context and are integrated into the road network in a way that makes sense to people who walk, roll, bike, take transit or drive.



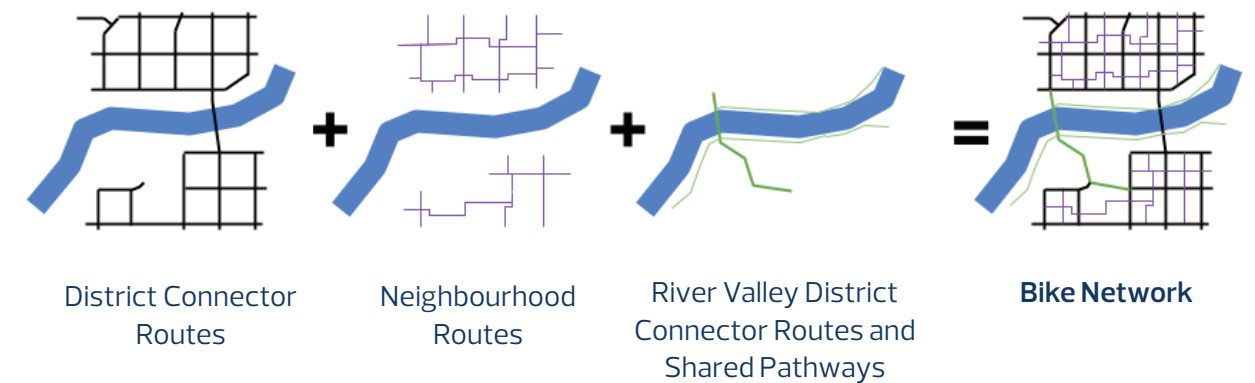
7.0 The Future Bike Network

The future bike network map will guide the expansion of Edmonton's bike network by identifying the general location of future bike routes in the city. The future bike network is guided by the network principles and will continue to adapt and expand over time in response to community feedback, empirical evidence and changes to demographics or technology.

While some routes and missing link connections may be location-specific, many will require further review, analysis and engagement with the community and stakeholders. The location and alignment of many routes and missing link connections are considered preliminary at this stage and further refinement may be explored during the visioning and design stages.

7.1 A Network of Networks

The future network will have different types of routes:



No one route type is more important than another, instead all route types must be considered as important pieces of a holistic bike network. All route types will exhibit the features of the network principles, but the application and prioritization of the principles may vary based on route type and local context. The result is that each type of route will provide a different riding experience--district connector routes might be more direct but located on busier streets while neighbourhood routes might be more attractive but less direct. For most bike trips, people will likely ride on a combination of these route types.

7.1.1 District Connector Routes

District connector routes are bike routes that serve as cycling arteries extending across multiple neighbourhoods, connecting districts. District connector routes generally prioritize directness. The type of infrastructure provided may vary, but because they are often located along corridors with higher vehicle volume and speeds, district connector routes are often separated from vehicle traffic (i.e., protected bike lanes or shared pathways). District connectors also provide access to major city-wide and regional destinations.

When a project is planned along or in the vicinity of a future district connector route, the project should endeavour to confirm the location of the bike route, and complete the infrastructure changes as required. The local context should be reviewed to assess what connections are needed in the area and consider how network principles can be applied. Alternative routes may be considered and include connections through neighbourhood streets, green spaces, utility rights-of-way or along arterial or collector roadways. However, alternative routes should not be moved too far as to substantially alter bike network spacing or aligned such that its role within the network is substantially compromised (ie. considering a parallel route for a district connector through a neighbourhood could impact its directness).

The district connector network map does not identify the facility type for future bike routes. Similar to the alignment of the bike route, the facility type considerations for a particular route should be evaluated through further technical analysis and input from the community and stakeholders.



7.1.2 Neighbourhood Routes

Neighbourhood routes provide local access, opportunities for recreational cycling and connections to destinations outside of the district connector network. These routes will be focused on local connections and are best planned and designed at a local neighbourhood level. Unlike district connector routes, neighbourhood routes may not be continuous across multiple neighbourhoods. The infrastructure for neighbourhood routes will vary depending on the local context.

Neighbourhood routes may be planned through local or district-level planning. Neighbourhood routes serve a more localized role in the bike network and therefore the application of network principles may be slightly different than for district connector routes. It is necessary to ensure that neighbourhood routes connect to other routes across neighbourhood boundaries and to work with local communities to identify neighbourhood destinations that need to be considered.

The general location of neighbourhood routes may be identified through the application of the network density principle. As part of local/neighbourhood review, route spacing can be used to identify how many additional routes are required within a neighbourhood. If the existing network already meets density targets, stakeholders may still consider additional routes that will serve the needs of local residents and provide important connections to neighbourhood routes.

7.1.3 River Valley District Connector Routes and Shared Pathways

River Valley district connector routes also provide important bike network connections. These routes typically operate as shared pathways and fall under the planning framework of the Ribbon of Green Plan. Because these routes also provide valuable connections as part of the district connector network, they are identified to highlight their role in the connectivity of the urban bike network.

Edmonton's River Valley also includes shared pathways (paved) that extend from the northeast to the southwest. The network of shared pathways in the River Valley play an important role as part of a comprehensive recreational network and to provide active transportation connections such as commuter routes and links across the river and ravines. Similar to district connector routes in the River Valley, these routes fall under the planning framework of the Ribbon of Green.

7.2 Regional Network

7.2.1 Regional Connections

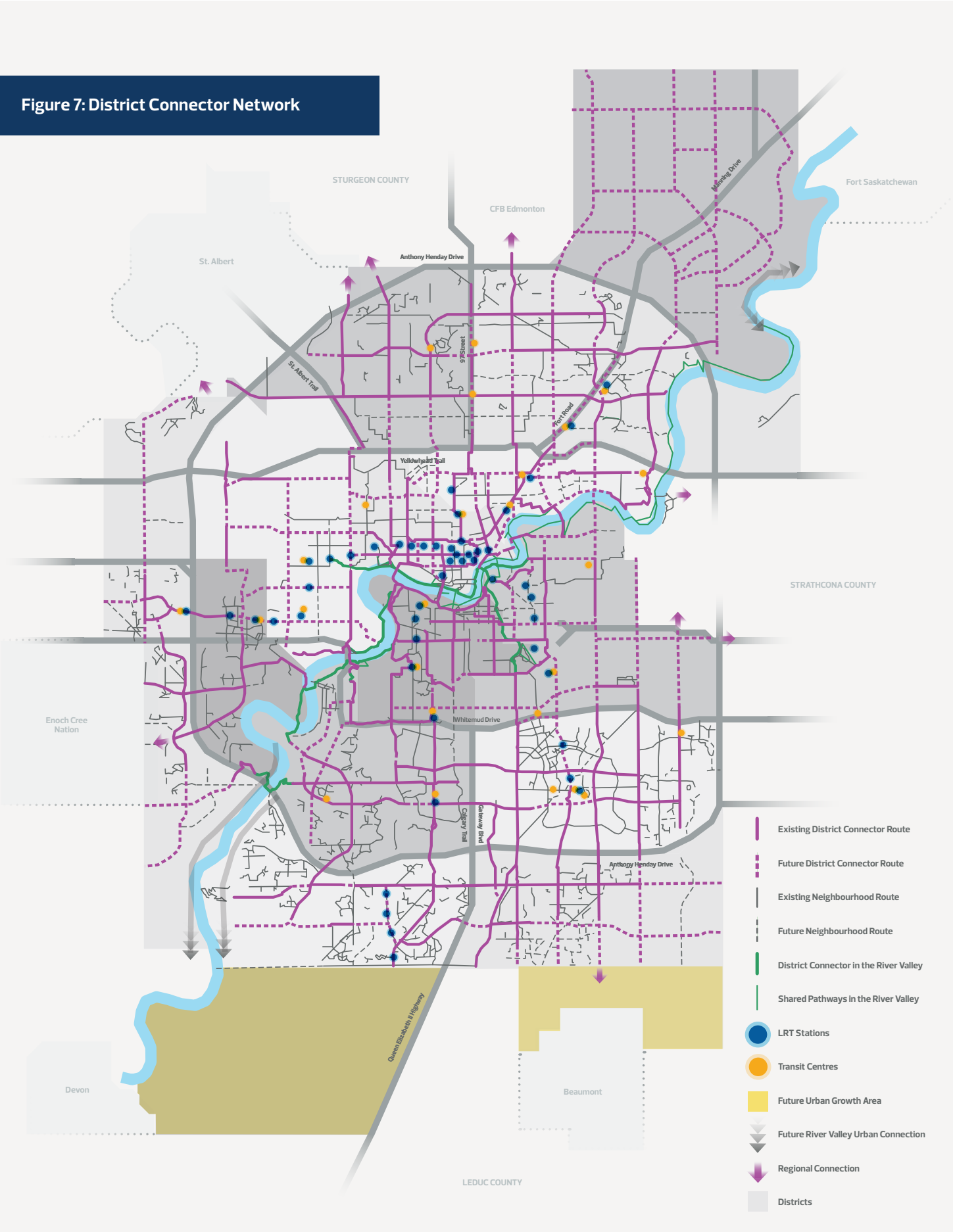
Regional connections represent conceptual opportunities to ensure that the bike network provides access not only within Edmonton, but also includes broader connections to form a regional network. Regional connections allow users to access regional destinations, expanding the reach of bicycle trips for both recreation and transportation. Regional connections are shown based on apparent opportunities where the bike network may align across jurisdictional borders while also considering opportunities to traverse some of the most significant barriers between the City of Edmonton and adjacent municipalities and counties.

7.2.2 Future River Valley Regional Connections

Future River Valley regional connections describe planned future trails that will provide bike network connections to adjacent communities and into the region.



Figure 7: District Connector Network



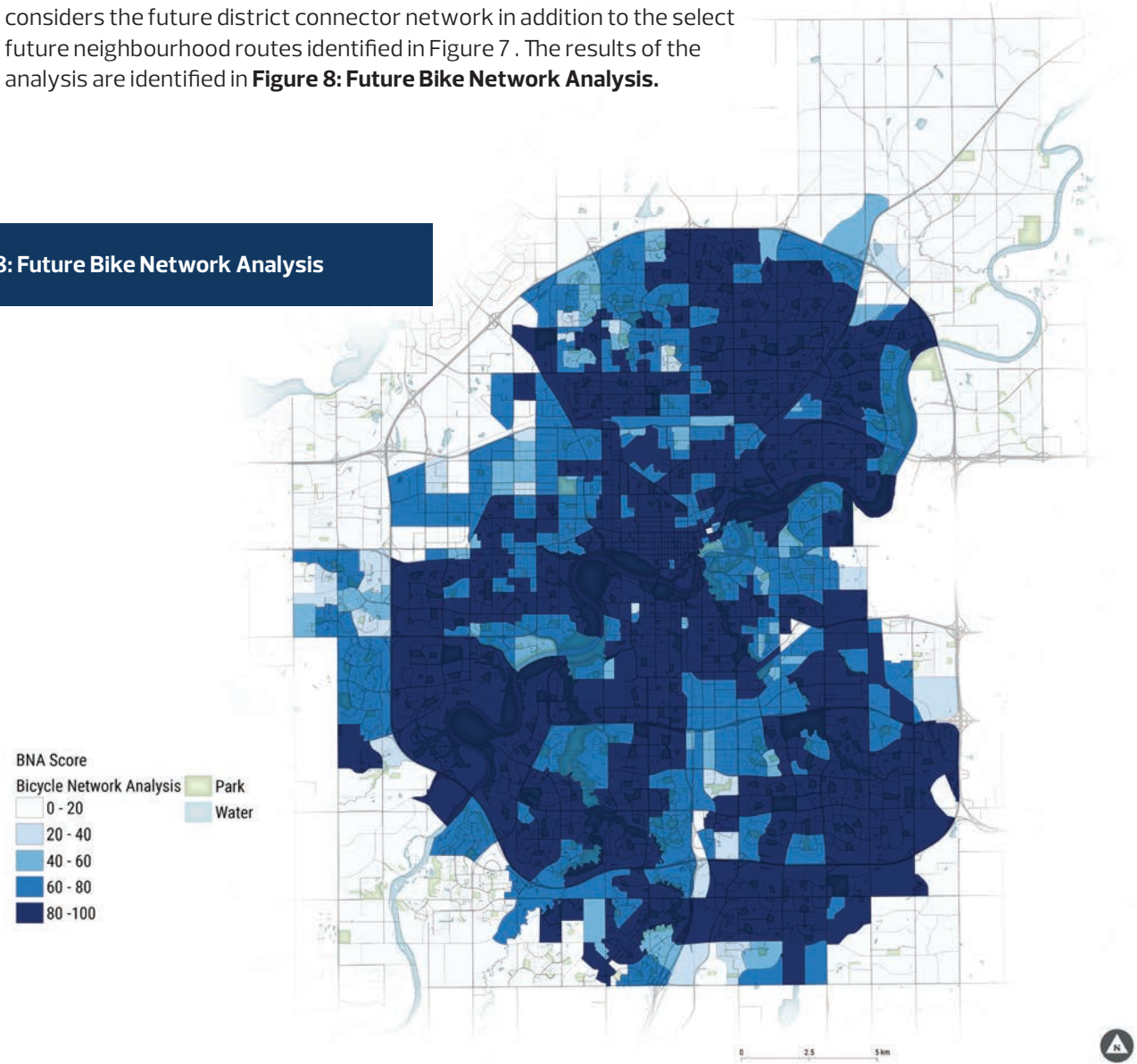
7.3 District Connector Network

Figure 7: District Connector Network highlights existing and future district connector routes along with existing neighbourhood routes to illustrate connectivity between the neighbourhood routes and district connectors. The majority of future neighbourhood routes are not shown as they will be planned and designed at a local level based on network spacing requirements and input from residents. Potential future neighbourhood routes are identified where they provide continuous biking opportunities across neighbourhood boundaries.

7.3.1 Future Bike Network Analysis

A bike network analysis was applied to the future bike network to understand the effects of an expanding bike network. The analysis considers the future district connector network in addition to the select future neighbourhood routes identified in Figure 7. The results of the analysis are identified in **Figure 8: Future Bike Network Analysis**.

Figure 8: Future Bike Network Analysis



Given that the future bike network does not identify many of the future neighbourhood routes, the analysis is considered conservative. The inclusion of neighbourhood routes would increase neighbourhood scores.

Areas outside Anthony Henday Drive have low bike network analysis scores as current land uses (i.e., population density and the number of destinations) were not changed. This means the minimum number of destinations threshold of 10 used in the analysis was not met in many developing neighbourhoods. Extensive bicycle facilities are planned in new neighbourhoods, particularly in northeast and southwest Edmonton, and it is expected that high comfort biking accessibility will be achieved as these areas are developed. This will happen in particular with the application of *Complete Streets Design and Construction Standards*.

Compared to the bike network analysis of the existing network (Figure 5), the accessibility to destinations by bicycle on high comfort routes across Edmonton is significantly increased in the Future Network. With only a few exceptions, all neighbourhoods within Anthony Henday Drive have a high bike network analysis score. The exceptions are usually in areas with a low density of streets and some industrial areas.

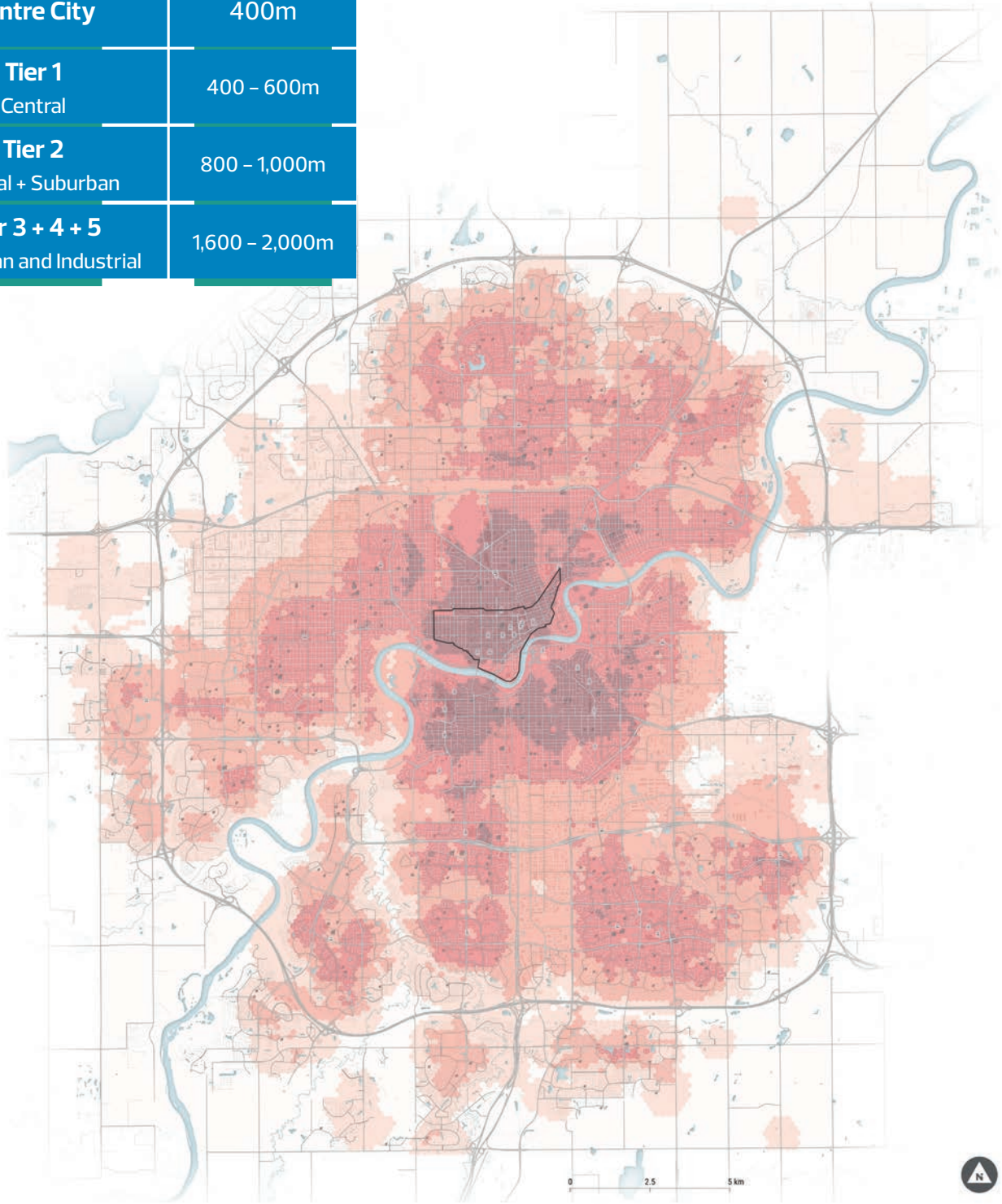
7.4 Bike Route Spacing

The Bike Trip Potential analysis serves as the basis for establishing recommended network density. **Figure 9: Route Spacing and Bike Trip Potential** identifies the recommended route spacing.



Figure 9: Route Spacing and Bike Trip Potential

	Area	Route Spacing
	Centre City	400m
	Tier 1 Central	400 – 600m
	Tier 2 Central + Suburban	800 – 1,000m
	Tier 3 + 4 + 5 Suburban and Industrial	1,600 – 2,000m



7.5 All-Seasons Network

Ensuring that a bike network is available in all seasons is a vital part of achieving the aspiration of Edmonton's bike network. Additional resources are required to ensure bicycle routes remain inviting for users of all ages and abilities in all seasons. The all-seasons network is developed as part of the implementation approach.

Identifying an all-seasons network signals prioritization for snow clearing and removal to ensure a reliable level of connectivity is maintained in the winter season. The all-seasons network identifies a subset of the bike network and associated standards for winter maintenance. As the network continues to expand the all-seasons network will continue to be updated alongside the future bike network map, or when significant new routes are added. Identification of the all-seasons network will help inform discussions of detailed corridor selection and facility type by ensuring that all-seasons routes are planned and designed with extra emphasis on accommodating winter maintenance.

7.6 Building Biking for a Future of 2 Million

7.6.1 Network Map Updates

The future bike network map presents a network based on the current attributes of Edmonton. As the city continues to grow, population densities, destinations, and demographics will continue to change. The future bike network map will receive appropriate and regular updates to respond to these changes.

Regular updates will allow the network map to be continually refined with additional routes added to address changes in the growing city. For example, as some areas continue to develop higher population, employment, and destination densities, it may be necessary to add additional routes to maintain network densities. Completing an updated Bicycle Trip Potential analysis based on updated destination/demographic information prior to each update may be necessary to inform how the map may need to evolve.

7.6.2 Planning for Redeveloping Areas

In areas where the City of Edmonton is focused on supporting urban growth, it is important to plan the bike network in advance of urban redevelopment. As planning and investment advances in priority growth areas, bike network planning ensures that infrastructure planning and investment provides appropriate connections to district connector routes and access to area destinations with neighbourhood routes. Future land use plans, including population and employment targets, can be used to adjust required network densities and identify when additional routes should be considered.

7.6.3 Planning for Developing Areas

The standard for arterial roads includes shared pathways on both sides of the street which supports a basic network of district connector routes in developing areas. These areas will include both neighbourhood and district connector routes provided through pipeline corridors, stormwater management facilities, and top-of-bank river valley trails. Any revisions to neighbourhood plans should ensure that the active transportation and bike network is aligned with network principles, including consideration of additional neighbourhood routes in road right-of-way to ensure connectivity.

7.6.4 Planning for Future Growth Areas

The bike network in future growth areas will be established through the land use and transportation planning process for new neighbourhoods. Bike network principles, including route spacing recommendations and bicycle facility types, should be used to inform the planning and development of the network in these areas. This applies to district connector routes, neighbourhood routes, and River Valley and ravine shared pathways.





8.0 What Does All Ages and Abilities Mean?

During the development of the Bike Plan, input received from Edmontonians, stakeholders, City of Edmonton staff, and partner agencies highlighted the need to provide bicycle infrastructure that is comfortable for people of all ages and abilities. Designing for all ages and abilities requires an approach that considers both the safety and comfort of a broad range of potential users.

8.1 Who are we planning for?

Many existing bicycle facilities do not feel safe for people who might otherwise ride. An all ages and abilities network and associated programs must consider the unique circumstances and needs of a broad range of potential users. The following list of potential users is based on the *Who is the "All Ages & Abilities" User?* developed by the National Association of City Transportation Officials.



Children

Encouraging and enabling children to ride is especially important as it helps create habits of sustainable travel at an early age and makes it more likely they will continue these behaviours later in life. School-age children are an essential biking demographic but face unique risks because they are smaller and less visible to driver's and often have less ability to detect risks or avoid conflicts. School transportation can play an important role in increasing a child's physical activity levels, but the journey to school has changed significantly over the past generation. Encouraging active school travel can help students become more physically active and will encourage them to develop good habits for an active lifestyle.

Seniors

The population of Edmontonians aged 65 and older is expected to increase by 55 per cent over the next decade. With the increasing senior population, an increasingly age-friendly transportation system is required to allow seniors to maintain a greater level of mobility. As a low impact activity, seniors often see positive impacts from cycling but they are also greatly affected by the quality of cycling infrastructure. Seniors may require bicycle facilities designed for riders with slower riding speeds and that have a harder time seeing people, signs and movement outside of their direct line of sight. Safe and comfortable cycling infrastructure designed for people of all ages and abilities allows community members both young and old to access the services and social networks that are essential for maintaining both physical and mental health.



Women

Increasing the proportion of female cyclists is important. Women are consistently under-represented as a share of total bicyclists in Edmonton and other cities. Concerns about personal safety including and beyond traffic stress are often particularly relevant for women. Research from other cities shows that enhanced cycling infrastructure such as separated bike lanes can increase the proportion of female cyclists.



Racialized People

Racialized people often face unique barriers to cycling. A recent study in the United States found that fear of exposure to theft or assault, fear of traffic collisions, or being a target for enforcement are barriers to bicycling for some visible minority populations. In Edmonton, more work needs to be done to understand the unique barriers faced by people of minority ethnocultural communities, and to provide safe access for newcomers.



People Riding Bike Share or E-Scooter Share

Riders often use bike share or e-scooter share to link to other transit or make spontaneous one-way trips. Riders that move in this way place a premium on comfortable and easily understandable bike infrastructure. Bike share users range widely in stress tolerance, but overwhelmingly prefer to ride in high-quality bikeways. All ages & abilities networks are essential to bike share and e-scooter share viability.



People with a Low Income

Affordable and accessible transportation choices for youth, seniors and others who may not have access to an automobile can be provided by building safe and comfortable bicycle facilities for all ages and abilities. According to the *2015 Edmonton and Region Household Travel Survey*, about 11 per cent of Edmonton households are zero-vehicle households. While some of these households could purchase a vehicle but voluntarily choose not to, others simply cannot afford to own or lease a vehicle and are reliant on other modes of transportation. In addition, basic infrastructure is often lacking in low-income neighborhoods, increasing safety concerns.



People with Disabilities

People with disabilities may use adaptive bicycles including tricycles and recumbent handcycles. These often operate at lower speeds, are lower to the ground, or are wider than other bicycles. High-comfort bicycling conditions provide mobility, health, and independence but often require a higher standard of bike infrastructure.



People Moving People, Goods or Cargo

Bicycles and tricycles outfitted to carry multiple passengers or cargo, or bicycles pulling trailers, increase the types of trips that can be made by bike, and are not well accommodated by bicycle facilities designed to minimal standards.



Confident Cyclists

The small percentage of the bicycling population who are very experienced and comfortable riding in mixed motor vehicle traffic conditions are also accommodated by, and often prefer, All Ages & Abilities facilities, though they may still choose to ride in mixed traffic.



8.2 What does All Ages and Abilities design look like?

Comfort and safety on bicycle infrastructure is impacted by the volume and speed of the various types of traffic making use of a corridor. As the volume and speed of motor vehicles increases, separation between bicycles and motor vehicles needs to increase to ensure the route is safe and comfortable. Interactions with larger vehicles, including buses, also contributes to the need to separate bicycles from vehicle traffic.

In locations where the speed and volume of motor vehicles can be limited, a shared roadway may be an appropriate design. In higher speed, higher volume corridors greater degrees of separation may be required. Similarly, shared pathways may not be appropriate in locations with high pedestrian volumes, a high density of intersections/accesses or adjacent on-street parking.

Guidance on types of bike routes as it relates to all ages in abilities is currently provided within the *City of Edmonton Complete Streets Design and Construction Standards*.

8.3 Elements of Bike Design for All Ages and Abilities

All ages and abilities design parameters should be considered as part of future bike facility implementation, and should guide future updates to *Edmonton's Complete Streets Design and Construction Standards*.

1. Design so that everyone will enjoy biking

- + Designing for all ages and abilities requires an approach to design that considers both the safety and comfort of all users by applying Gender-based Analysis Plus (GBA+) and other inclusive practices
- + The type of bike facility aligns with the roadway operating characteristics
 - separation where required, shared streets where appropriate
 - on higher speed/higher volume streets, focus on separation
 - on lower speed/lower volume streets, focus on target motor vehicle volume and target motor vehicle speed
 - consider the impacts parking may have on bicycles
 - provide smooth and paved travel surfaces
- + Bike route design should be consistent based on roadway type to allow all road users to better understand how they should operate and behave
- + Consistent bike facility design along bike route corridors provides a better riding experience

2. Design for interactions with other transportation modes

- + Create separate spaces for walking and cycling when pedestrian and cycling volumes warrant
- + Reduce speed at points of conflict, for both people driving and biking, and provide adequate sight lines

2. Design for interactions with other transportation modes *continued*

- + Bus stops are designed so most conflicts between transit vehicles and bicyclists are reduced or eliminated and typically include refuge areas for transit users to provide a comfortable experience for boarding and alighting
- + Strive to reduce clutter and confusion from excessive signing of bike facilities

3. Design considering all users

- + Consider the operating characteristics of different types of bikes (e.g. e-bikes, cargo bikes, tricycles, quadricycles, recumbent bikes, bikes with trailers)
- + Consider the needs of users beyond people who bike (e.g., people using powered micromobility devices)
- + Provide opportunities for people biking to pass other users
- + Provide opportunities for social riding (side-by-side)

4. Design for effective maintenance

- + Simplify designs for snow removal and sweeping, acknowledging that snow removal and sweeping may require special equipment
- + Design bike lanes such that debris deposits caused by vegetation and drainage is minimized wherever possible, and recognize the impact debris accumulation has on bicycle operations (e.g., routes that have a higher potential to collect debris are designed wider)

5. Designing intersections

- + Design intersections to reduce conflicts, increase visibility and provide clear direction of movement
- + Make large intersections more manageable by breaking them into smaller parts by way of medians and/or refuge islands that contribute to an improved crossing experience for people walking and biking (channelized right turn islands may provide a refuge island but allow cars to turn at high speeds creating an unsafe condition for people crossing)
- + Traffic signals that prioritize biking and walking can make users more visible and provide conflict-free crossings
- + At smaller intersections, calm motor vehicle traffic so that cycling with motor vehicle traffic is comfortable, albeit with prioritization techniques (providing specialized facilities for all bike movements may overly complicate intersection operations)
- + Maximize opportunities for unhindered through travel by bicycle by providing a clear view of the road or bike route to be crossed so that they can proceed without having to stop. If stopping is unavoidable, minimize wait times.



ENGAGEMENT PROFILE:

Bikes of All Shapes and Sizes: Accommodating Non-Conventional Bikes

The Paralympic Sports Association is a local non-profit organization that promotes physical activity and recreation, and gives people with disabilities the opportunity to be active in the Edmonton River Valley and neighbouring communities.

With a fleet of 10 handcycles of various styles available for anyone interested in riding, they lead weekly rides for both beginners and more experienced riders. Members ride for lots of reasons: for exercise, to socialize and enjoy the outdoors, to push themselves, for good mental health and for the pure enjoyment of riding. They need to choose their routes with care to avoid overly steep inclines, construction and trails in poor condition. They stress the importance of accessible access to the River Valley from the rest of the city's bike network.

“I first tried biking out of curiosity. I was able to test drive a bike from a local shop and fell in love. I like being able to physically challenge myself and really push my body to the limits. There’s nothing like conquering a big hill although going down that hill at ridiculous speed may be a close second. It’s something I can do independently or as a group and helps me stay active and control my weight. I love being able to get out on a sunny day and just enjoy the local trails by myself or with friends.”

– Paralympic Sports Association member

8.4 Other Considerations: Sharing Space

Communities are experiencing an evolution in the types of people who use bike routes. Those using bicycles, in-line skates, skateboards, and scooters are being joined by those using powered micromobility vehicles such as e-bikes, e-scooters, and power-assisted cargo bikes. Considering how people rolling and walking share space will ensure the safety and comfort of both groups.

8.4.1 Sharing Bike Lanes

During engagement, many Edmontonians shared positive aspects of using an e-bike including that they are fun for the user and enable people of all abilities to ride more often and for longer trips. In addition, goods delivery is evolving with many international shipping companies starting to use cargo bikes for urban freight delivery. In communities across Europe and North America, including Edmonton, the use of bicycle routes by users of e-bikes, e-scooters, and cargo bikes is on the rise.

People using manual wheelchairs, electric wheelchairs, and electric mobility scooters also use protected bike lanes at times. Based on engagement, some of the reasons people choose to use these devices in protected bike lanes include smoother pavement surface, fewer ramps to navigate, operating at higher speeds than people walking, and clearance of snow and ice to a better standard than sidewalks.

Planners, designers, and operators of bicycle infrastructure need to consider the impacts of their design on many users operating in bicycle facilities. In the case of bicycle facilities operating in both directions such as shared pathways and protected bike lanes, passing impacts with oncoming users must be a consideration. The mix of a variety of users, including those on foot, those on wheels and those with disabilities must also be a consideration in the design of shared pathways. Of particular concern is mixing people on wheels with people who have visual impairments.

The evolving mix of active transportation, powered micromobility, and shared mobility is starting a conversation about the best way to manage and regulate these interactions. Those conversations include consideration of laws and bylaws that would accommodate a diversity of users to use bike lanes.





8.4.2 Sharing Sidewalks

Sharing space also includes bikes on sidewalks. While riding a bike on a sidewalk in Edmonton is restricted to bikes with a wheel diameter of 50 cm or less, people sometimes violate this bylaw and choose to ride on the sidewalk because:

- + They perceive riding on the sidewalk as a safer option
- + Sidewalk riding is the only alternative to riding on a road where high traffic volumes and/or speeds create an uncomfortable riding experience
- + The sidewalk provides a hard, even, and often cleared surface in the winter allowing people to avoid riding on snow-rutted streets

It is important for people who bike, as well as planners and designers, to understand and appreciate the risks associated with riding on the sidewalk. Without appropriate design treatments, intersection crossings from a sidewalk may result in limited visibility for people riding and people driving. This condition can be exacerbated by vehicle turning speeds. Sidewalk riding can also degrade the pedestrian experience by compromising the safety and comfort of people walking along a corridor.



| 9.0 Program Areas

The physical bike network is supported by program areas that help make biking an easier, safer and more enjoyable option. The program areas of focus include:



9.1 Integration with Transit

Biking and public transit have a complementary relationship. Transit can increase the distance of trips that can be accomplished using a bicycle. Biking can connect transit users to origins and destinations at both ends of a trip. This is known as the “first and last kilometer” of a transit trip

Integrating biking and public transit can include:

- + Support for people to park their bike at the LRT Station/Transit Centre.
- + Support for people to access a bike or other transportation mode at the destination end of their transit ride. This could involve bike share, ride-hail, or walking to the destination.
- + Support for people to take their bike on the transit vehicle (bus or LRT).

The Bike Plan calls for a balanced approach to integration with transit, encompassing all of the inter-related elements listed, rather than just one approach.

9.1.1 Accommodating Bikes on LRT

(a) Consider initiating a pilot project to allow bikes on the LRT at all times, including weekday peak hours. A pilot project could help to better understand uptake, challenges and consequences by measuring impacts to ridership and collecting feedback from Edmontonians and operators. Feasibility of this pilot project could be assessed by:

- + identifying an appropriate study period and time of year in which to conduct the pilot project (e.g., during periods of lower ridership)
- + identifying resources and costs required to complete the pilot project (e.g., sign replacement, operator training)
- + identifying potential impacts of accommodating bikes on the LRT and at LRT stations/transit centres during peak hour operations and revise if needed (e.g., bike placement within each car or train, potential physical changes to create space for bikes, mitigating conflicts with other users in areas that experience above-average crowding)
- + developing a communications approach outlining purpose, target audiences, messaging, tactics and resources

(b) Review how other municipalities accommodate bikes on LRT trains in terms of seat configurations, boarding requirements, bike placement and supporting equipment.

9.1.2 Accommodating Bikes on Buses

- (a) Continue the current program of bike racks on all full-sized buses.
- (b) Monitor advancements in bike rack design, or cost-effective modification, to accommodate a broader range of bikes such as fat-tire bikes or cargo bikes.
- (c) Investigate the potential for using higher-capacity racks on high-demand routes.

9.1.3 Accommodating Bikes at LRT Stations/Transit Centres

- (a) Re-establish a program to provide secure and well-designed bike parking at LRT stations and transit centres.
- (b) Develop a hierarchy of bike parking configurations to be implemented in stages according to bike parking demand, including bike lockers and secure parking structures. These should be integrated with transit smart card payment systems when feasible.

9.1.4 Accommodating Bikes at Bus Stops

- (a) Update the Complete Streets and Design Standards to require high quality design configurations, such as the floating bus stops and raised bike lanes, where bike lanes traverse bus stop locations.
- (b) Pilot the incorporation of bike parking (basic racks, weather-protected racks) at selected transit stops to support first/last-kilometer accessibility, particularly along frequent transit network bus routes.

9.2 End-of-Trip Facilities

End-of-trip facilities refers to amenities, physical features and sometimes services, at bike trip destinations. These amenities make cycling more convenient and feasible for a broad range of trip purposes. Often these facilities are provided by employers or in commercial buildings.

An exemplary set of end-of-trip facilities could include many or most of the following attributes:

- | | | |
|----------------------------|------------------------------|---------------------------------|
| + proximity to destination | + showers and changing rooms | + mechanical services |
| + good wayfinding | + towels | + water fountain/refill station |
| + good security | + drying room | + charging station for e-bikes |
| + bike parking | + bike repair stand | |
| + lockers | | |

The recommended approaches for program elements related to end-of-trip facilities include:

9.2.1 Streamlining and Managing Bike Parking

- (a) Update design standards for on and off-street bike parking to accommodate a range of bicycle types.
- (b) Bike parking program alignment/consolidation:
 - + Determine program ownership within the City of Edmonton and collaborate to consolidate internal resources to support interim activities
 - + Align the operating budget to support program management and maintenance activities for bike parking facilities on City-owned land
 - + Establish capital funding to support the ongoing procurement and installation of bike parking infrastructure
- (c) Develop guidelines and specifications to support the provision of bike parking equipment on City-owned land, including:
 - + Incorporate bike rack standards in the City's Design and Construction Manual
 - + Update bike rack installation guidelines
 - + Establish prioritization and evaluation criteria (allowing for possible relocation of under-used racks).
 - + Finalize Downtown Streetscape Manual
 - + Incorporation of bike parking in the City's Transit Passenger Facility Design Guidelines

9.2.2 Increasing Public Access End-of-Trip Facilities

- (a) Continue the Bike Rack Request program
 - + Continue support for programs associated with bike parking on road right-of-way in business districts, main streets and transit centres
 - + Explore options for expanding existing programs through sponsorships or partnerships
- (b) Continue provision of bike parking facilities with capital projects:
 - + Continue to deliver bike parking elements in Transportation, Facility, Open Space, and LRT capital projects
 - + Align bike parking specifications in capital projects with City of Edmonton standards once they are available

- (c) Expand the Bike Corral program which installs bike parking on-street in areas of high demand, typically in the space of one or two motor vehicle parking stalls.
- (d) Assess the feasibility of expanding public bike parking facilities to include secure parking and maintenance services for bikes, as well as showers and changing facilities for riders, including gender-based analysis of appropriate design features.
- (e) Explore provision of secure bike parking facilities within the city's transportation network.
- (f) Explore opportunities for operation of secure bike parking facilities through third-party relationships.

9.2.3 Increasing Private Access End-of-Trip Facilities

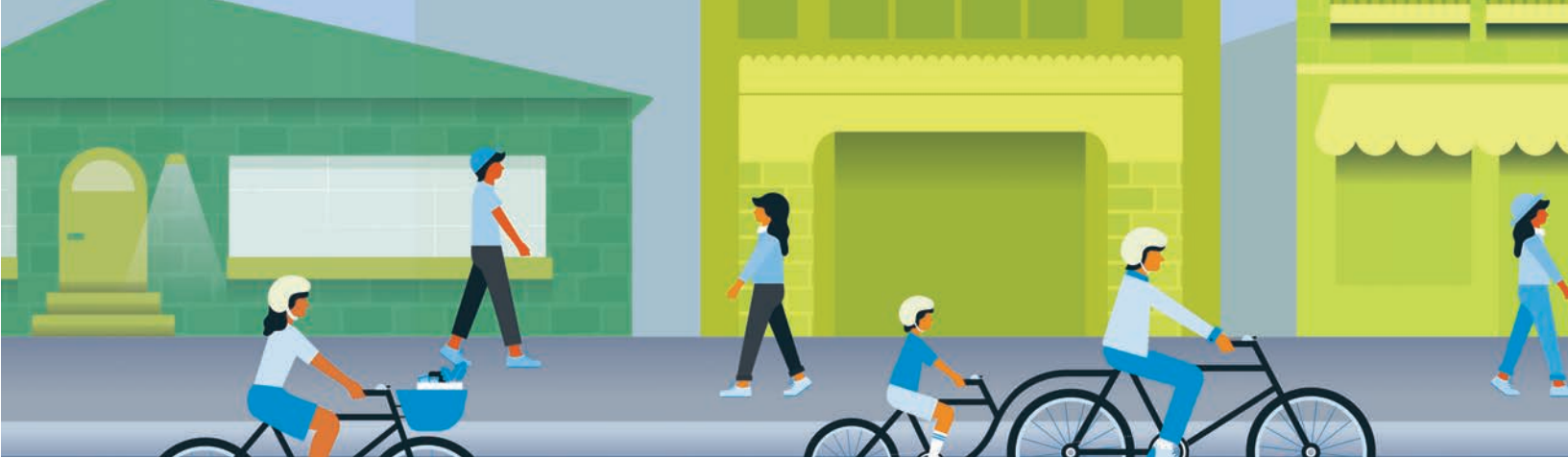
- (a) Revise the Zoning Bylaw to update the quantity, location, and design of bicycle parking required in private developments to support City strategic objectives such as mode shift. Increase enforcement and encouragement of implementing such parking, including design and installation guidance to make it easier to provide suitable parking.
- (b) Revise bylaws to require private non-residential buildings to provide secure bike parking and amenities such as changing rooms, lockers, and showers.
- (c) Pilot a retrofit program to support, encourage, and facilitate the creation of secure bicycle parking and end-of-trip facilities in existing non-residential developments to meet the updated bylaws and design standards.

9.3 Bike Share and Shared Micromobility

Bike share or bike sharing refers to a system in which a user has temporary access to a bicycle in locations distributed across a specified geographic area. More specifically, it allows users to make short trips at low cost by picking up a bicycle at one location and dropping it off at another. The user accesses the bicycle through a payment system, which unlocks the bicycle directly in a dockless system or at a designated location in a station-based (docked) bike share system.

Broadly speaking, the objectives of bike share systems are to:

- | | |
|---|---|
| + Improve transportation choice and lower the cost of transportation | + Reduce greenhouse gas emissions and traffic congestion |
| + Support multi-modal transportation by providing an important connection option for the first and last kilometre of trips | + Improve people's health by being more physically active |
| + Provide cycling opportunities to those who do not feel comfortable bringing their bicycle into an urban area due to fear of bicycle theft | + Support local tourism |
| | + Increase demand for more dedicated cycling infrastructure and improve cycling culture |

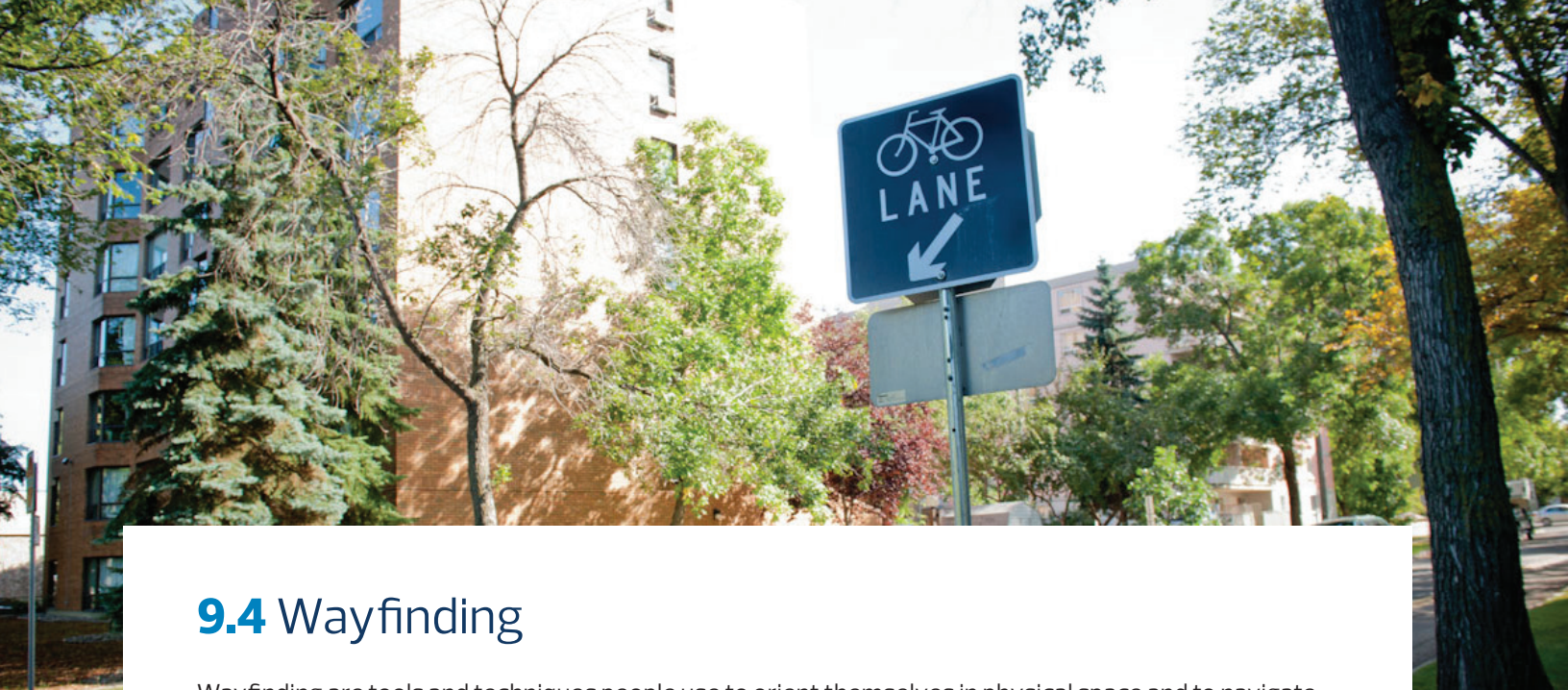


In addition to bike share systems, the Bike Plan addresses shared micromobility more broadly, which encompasses shared fleets of vehicles such as e-bikes and e-scooters. Shared micromobility is a rapidly evolving industry, which has the potential to increase demand for bike routes and provide more affordable alternatives to trips by car.

The recommended approaches for program elements related to bike share and shared micromobility include:

9.3.1 Developing Parameters for Bike/Micromobility Sharing

- (a) Assess bike share and e-scooter share services for their ability to improve transportation access and support city-building goals.
- (b) Conduct a feasibility study to understand:
 - + the specific type of shared systems (e.g., docked vs. dockless)
 - + the costs versus benefits of each system
 - + how ownership and operations could work
 - + the overall scale of the system including the number of pedal bikes, e-bikes, and e-scooters along with how many docking stations (if that is the chosen system)
 - + payment methods and service areas to support equal access to residents
 - + data sharing requirements
- (c) Establish principles of what bike/micromobility sharing should broadly deliver to Edmontonians.
- (d) Establish role and degree of direct involvement of City of Edmonton in relation to implementing bike/micromobility sharing.
- (e) Develop specific parameters for bike/micromobility sharing, including:
 - + Fleet size for each system (e.g., bike, e-bike, e-scooter)
 - + Desired parking areas including the designated parking zones, signage and pavement markings.
 - + Criteria for where to site bike share docking stations.
 - + Safety criteria, such as where to operate within the street cross-section, operating speed.



9.4 Wayfinding

Wayfinding are tools and techniques people use to orient themselves in physical space and to navigate in places they are not familiar with. The term wayfinding is often used interchangeably with signage, but is much broader and includes maps, signs, web applications and even the design of buildings and spaces.

It is important that wayfinding provides simple, clear and intuitive information to help people navigate spaces effectively. It helps people identify how they can navigate a city, neighbourhood, or active transportation network from their present location to their destination.

The objectives of wayfinding include:

- | | |
|---|---|
| + Familiarizing users with the bike route network | + Passively marketing the bike network by providing unique and consistent imagery throughout the jurisdiction |
| + Identifying the best routes to destinations | |
| + Overcoming a “barrier to entry” for infrequent cyclists | + Helping make biking appealing as a convenient, effective mode of transportation |
| + Reducing the tendency to overestimate the amount of time it takes to travel by bicycle | + Guiding recreational users to explore and access desirable destinations |
| + Helping to alert people driving that they are near a bike route and may encounter people riding | |

The recommended Bike Plan approach for program elements related to wayfinding are:

9.4.1 Signing Bikeways

(a) Develop and implement a bicycle wayfinding system, integrated with other City wayfinding systems, that includes bikeway network signing with information on destinations, distances or travel times, and route orientation.

(b) Remove existing bicycle wayfinding elements that are not consistent with the system (e.g., potentially remove old bike route signs).



9.4.2 Naming Bike Routes

(a) Establish a practice for naming bike routes in Edmonton, based generally on building cycling culture, by defining a process to accommodate grassroots informal names rather than institutionalizing a formal naming system.

(b) Partner with broadly-established user organizations (e.g., Bike Edmonton, Paths For People) to assist in vetting appropriate informal names and potential ways to incorporate informal naming into bike wayfinding.

9.4.3 Digital Wayfinding

(a) Evaluate the costs and benefits of increasing Edmonton's digital capabilities for bikeway network wayfinding (e.g., trip planning integrated across all modes of transportation; wayfinding integrated in real-time with user preferences or needs such as accessibility).

(b) Ensure that existing digital wayfinding is functioning well (e.g., suitable technology) and kept up-to-date.

9.5 Lighting

Lighting is a critical component of bicycle transportation infrastructure. Lighting can enhance the aesthetics of the built environment, increase comfort and safety, and assist with wayfinding. The most important areas for lighting are intersections which need to be illuminated to allow a person biking enough time to see the intersection and take appropriate action in advance of the crossing. Lighting enables cyclists to be seen, and to see others, while crossing the intersection. Bridges, under and over passes, crossings, and tunnels are other examples of candidate locations for lighting in the transportation network.

The objectives of lighting are to:

- + Enhance both real and perceived comfort, security, and safety
- + Complement and enhance the design of cycling facilities
- + Help improve and complement wayfinding, navigation and observation
- + Improve the character and attractiveness of the public realm that surrounds bicycle facilities

The recommended approach for program elements related to lighting:

9.5.1 Developing Lighting Standards for Bikeways

(a) Assess current lighting for on-street bikeway facilities to understand how they compare to best practices and Edmonton lighting standards.

(b) Assess current lighting for off-street facilities including shared pathways to understand how they compare to best practices and Edmonton lighting standards.

(c) Update the Complete Streets Design and Construction Standards to indicate the specific lighting design standards for all bikeway facility types in the city, including:

- + **Illuminance levels**
- + **Type of lighting (e.g., pedestrian-scale lamps) including location, placement, and height.**
- + **Colour and Uniformity including specific hues of LED lighting for personal safety and maximizing visibility.**
- + **Power sources including potential for solar or renewable-powered lighting.**
- + **Adherence to City of Edmonton energy efficiency policy and principles.**

(d) Establish specific lighting standards for shared pathways and trails that indicate locations and lighting illuminance levels to mitigate adverse effects on wildlife and natural ecosystems.

9.6 Maintenance

Bike routes, whether on-street such as bicycle boulevards, bike lanes, or protected bike lanes or off-street such as shared pathways or trails, require regular maintenance to ensure they provide safe cycling conditions for existing and potential riders. Maintenance is required in all four seasons and includes numerous activities:

- + **Seasonal maintenance activities including:** sweeping and removing gravel, debris, and leaves; trimming adjacent vegetation; and adjusting bollards and other elements related to protected bike lane delineators.
 - + **Strategies for construction zones including:** detour and temporary accommodations through work zone management and temporary traffic control plans as well as maintaining accessibility for people cycling as well as those walking.
- + **Winter seasonal maintenance activities including:** setting up and removing snow fence, clearing and removing snow, and treating and removing ice or slippery conditions.
 - + **Asset management activities including:** repairing pavement surfaces and other road surface appurtenances such as utility covers; replacing worn pavement markings, signs, and signals; mitigating locations with pooling water or drainage issues; replacing broken delineators; replacing and maintaining planters; maintaining street and path lighting; and repairing and maintaining bikeway maintenance equipment.

The recommended Bike Plan approach for program elements related to maintenance include:

9.6.1 Maintaining Bike Routes In All-Seasons

(a) Sweep on and off-street bike routes to remove leaves, gravel, glass, sticks and other debris on a regular basis. Online or 311-system reporting by bicycle users can help the City target sweeping activities.

(b) Trim trees, shrubs, bushes, and other plants to ensure horizontal clearances from the edge of a bikeway and adequate sightlines are provided at intersections.

(c) Create a prioritized network of bike routes for winter maintenance, define maintenance standards, publicize the prioritized bike route locations and when they have been cleared, and report on winter maintenance performance.

(d) Establish a minimum cleared width for bikeway facilities during winter to direct the timing of snow removal operations.

9.6.2 Maintaining Bicycle Facility Infrastructure and Equipment

(a) Establish a long-term asset management program and capital and operating budget to maintain, repair, and replace the bike route surface, medians, adaptable infrastructure (e.g., parking curbs and mini barriers), pavement markings, and signs for both on-street and off-street facilities.

(b) Maintain and repair bicycle signals and actuation infrastructure as part of the traffic signal asset management program.

(c) Maintain, repair, and replace bike facility maintenance equipment as part of the equipment asset management program.

9.6.3 Retaining Access During Construction

(a) Update the On-Street Construction and Maintenance (OSCAM) permitting and temporary traffic control plan requirements to ensure temporary bike routes provide a similar level of comfort, safety, and travel distance to users of the existing facility when construction activities close or disrupt the operation of existing bike routes. This includes on-street and off-street bike routes.

(b) Update reconstruction requirements for restoring bike routes to their full pre-construction condition, including surface materials and pavement markings, when underground work (by City or external agencies) disrupts the bike route surface.



9.7 Education

Bicycles are an increasingly important and prominent part of urban transportation systems. It is important that everyone who uses the transportation system, whether they drive, walk, bike, ride transit, or use other modes, understands how to interact safely with people biking. The regulations and best practices that govern all users can be taught through various education programs, training classes, and awareness campaigns.

Education as part of the Bike Plan is intended to:

- + **Increase knowledge of the safe and appropriate use of bicycles and powered micromobility for transportation or recreation**
- + **Increase knowledge of the safe and appropriate behaviour of people walking and other people using bikeways**
- + **Increase knowledge of the safe and appropriate use of motor vehicles, including interactions with people riding bicycles and along streets with bicycle infrastructure**
- + **Improve bicycle operating skills**
- + **Increase knowledge of bicycle planning, design, and operations practices for City staff and staff of partner agencies**

The recommended Bike Plan approach for program elements related to education include:

9.7.1 Educating Public Users

- (a) Identify agencies and community groups that will collaborate on developing and delivering educational materials, including multilingual materials, where appropriate.
- (b) Expand and support existing and new bicycle education programs for people cycling and driving through partnerships with community organizations such as the Alberta Motor Association and the Edmonton Police Service, to teach defensive driving and cycling techniques and the rules of the road.
- (c) Continue education materials and interactions to support opening new bike routes using a street team and online resources.
- (d) Work with other Alberta municipalities and Alberta Transportation to develop, update, and include educational materials regarding motor vehicles and bicycles in driver’s training and the Alberta Driver’s Guide.
- (e) Develop an enhanced shared pathway and trail etiquette campaign to promote friendly behaviour on off-street paths and trails by all users.

9.7.2 Bicycle Skills Training

- (a) Establish or support in-school resources for elementary school ages covering basic bicycle skills training and safety in partnership with Edmonton school districts or non-governmental organizations.
- (b) Support skills and safety training programs for adults and older adults offered by community organizations.

9.7.3 Educating Staff

- (a) Implement training programs on industry bicycle infrastructure design and operations guidelines and standards (Transportation Association of Canada Geometric Design Guide for Canadian Roads, Transportation Association of Canada Manual of Uniform Traffic Control Devices for Canada, and others) for City staff in planning, design, and operations departments.
- (b) Provide and/or encourage training on bike infrastructure and operations for contractors and consultants involved in the Bike Plan implementation.
- (c) Support City staff in ongoing technical training through low-cost, creative ways such as webinars and courses through transportation industry organizations (e.g. Transportation Association of Canada (TAC), Institute of Transportation Engineers (ITE), National Association of City Transportation Officials (NACTO), Association of Pedestrian and Bicycle Professionals (APBP), Federal Highway Administration (FHWA), American Association of State Highway Transportation Officials (AASHTO)).
- (d) Support City staff in focused technical training to address specific major issues (e.g., potential on-site visits to successful/leading cities for bike facilities, bike share).

9.8 Encouragement

Creating a supportive culture for cycling requires addressing barriers people face and the fears people have of cycling. This has been shown to help normalize riding a bicycle for transportation or recreation for people of all ages and abilities. Encouragement programs and events help create and maintain a strong and fun bicycle culture and community. They are focused on generating enthusiasm and excitement for cycling and often include a social element, such as a community bike ride. Encouragement actions aim to reach all types of potential bicycle riders, but especially those who are interested in bicycling more but currently do not ride regularly.

Encouragement as part of the Bike Plan is intended to:

- + **Provide opportunities for people to see cycling in a new light and possibly change their attitudes toward cycling**
- + **Offer a comfortable, low-stress opportunity for people to try cycling**
- + **Create incentives to ride a bicycle to work, school, or for other reasons**
- + **Offer partnership opportunities with other organizations and groups with common objectives related to health and well-being, safety, economic development, community vitality, and more**
- + **Reinforce the features of and investments in the built environment, for example protected bike lanes, shared pathways, and bike parking, that support riding a bicycle.**

The recommended Bike Plan approach for program elements related to encouragement include:

9.8.1 Developing and Implementing Safe Routes to School Program

- (a) Establish a sustainable transportation mode share goal for trips to and from elementary, junior high, and high schools in partnership with Edmonton-based school districts, Alberta Health Services, and Alberta Education and conduct annual surveys of travel modes for students and staff to track progress toward goals over time.
- (b) Create Safe Routes to School programs for all schools in partnership with School Districts, Alberta Education, Alberta Health Services, Edmonton Police Service, and parent associations. The Safe Routes to School programs would include identifying infrastructure needs and creating and implementing encouragement and promotion initiatives.

9.8.2 Marketing Cycling

- (a) Create targeted marketing, personalized travel planning, and incentive programs with neighbourhoods, businesses, and user groups to increase awareness of and comfort with cycling (e.g., with employers, community leagues, women, older adults). Use available international and

local research (e.g., University of Alberta), to inform the marketing campaigns that speak to all users (people walking, cycling, driving, and riding transit) and support choosing to ride and route choice.

- (b) Organize a program to provide personalized bike travel planning and encouragement.
- (c) Create a Bicycle-Friendly Business Districts Program that promotes cycling and local businesses. Partnering with Business Associations, local businesses that provide amenities in support of cycling, such as bicycle parking, discounts, and rewards for cycling, would be identified and promoted, thus encouraging people to shop at these businesses.
- (d) Support organizations that offer bicycle parking at community events by promoting their services and publicizing cycling as an option to travel to and from events.
- (e) Align the Bike Plan marketing with other City initiatives (e.g., Live Active Strategy, WinterCity Strategy, Child Friendly Edmonton, Wayfinding) which have common objectives and strategies in support of biking.

9.8.3 Hosting and Supporting Bicycle Events

- (a) Implement an Open Streets program of events in partnership with community and business organizations and seek ways to ensure participation from neighbourhoods across the city. Open Streets locations should be chosen based on the popularity of surrounding destinations, ease of controlling access points, street surface condition, and anticipated support from implementing partners.
- (b) Organize, host, and support events to increase people's comfort with cycling to work including events and activities for Bike Month, Bike-to-Work Day, and Winter Bike-to-Work Day.
- (c) Support and promote activities that support recreational riding offered by other community organizations, advocacy groups, and other organizations such as group bike rides for seniors, women, or children, and community bicycle tours of neighbourhoods or areas of the city, all of which can also be targeted to specific demographics, if desired.
- (d) Increase partnerships with community organizations to support coordinated encouragement programs that maximize the impact of each organization's investment, reduce redundancies, and increase efficiency and reach. This could include facilitating and supporting existing bicycle promotion events and activities and creation of new ones.

9.8.4 Establishing the City as a Leader

- (a) Implement and/or continue actions where the City of Edmonton can lead by example in encouraging a bike-friendly culture in its operations and activities, from staff commuting policies and incentives, to policies ensuring good bike facilities at municipal sites.



ENGAGEMENT PROFILE:

Coffee Outside: Get to know your fellow rider

by Glenn Kubish

There's a quiet invitation toward sociability built into the open frame of the bicycle. No windshield or roof. Parking is pretty straightforward. On a bike, it's easy to stop and talk with people you come across.

For more than five years, Coffee Outside has accepted this invitation, and, in the process, built itself into a unique collection of some of the unique people who ride bicycles in Edmonton. Coffee Outside meets once a week on Friday mornings in Constable Ezio Faraone Park at the north end of the High Level Bridge. The idea is to stop, share stories, admire the view, ask how each other is doing, listen, laugh, support charity drives, compare notes on the state of cycling infrastructure in the city—and then head back on the road toward the day. The door is open to all. There is no door. That's the point.

Weather is not a factor. Bring your own coffee in a thermos, maybe bring a little extra for newcomers. The artisanal in the group grind their own beans and brew on the spot. Some people bring tea. Coffee Outside does not screen for tea.

If you're lucky, you'll stop by on a Friday when the Handlebarista is there. The Handlebarista modified a cargo bike into a giant coffee machine from which he gifts coffee until the beans run out. Follow the community at [@coffee_outside](#).

9.9 Laws and Policies

A community's laws and policies can deter or support people who currently bike or would like to bike. Ensuring laws and policies create a supportive environment to ride a bicycle can help reduce barriers to cycling recreationally or for transportation for people of all ages and abilities.

Laws and Policies as part of the Bike Plan are intended to:

- + Regulate user interactions and create a safer transportation system
- + Ensure regulations and laws are known to all road users
- + Ensure land use patterns make cycling a reasonable and desirable transportation alternative for common trips
- + Reinforce the features of and investments in the built environment, such as protected bike lanes, shared pathways, and bike parking, with laws and policies that support bicycle-friendly communities.

The recommended Bike Plan approach for program elements related to laws and policies are:

9.9.1 Updating Traffic Laws and Bylaws

Because some cycling regulations are set by provincial legislation, partnering with Alberta Transportation and other Alberta municipalities will be necessary to update the Traffic Safety Act and clarify the Rules of the Road. Some actions can be taken independently by the City of Edmonton through bylaw updates. The following actions will enhance the regulatory framework regarding cycling:

- (a) Define what constitutes a reasonable passing distance by adopting a minimum passing distance law or bylaw, and address the need to reinforce this.
- (b) Establish lower speed limits to enhance safety for people who bike in accordance with the Vision Zero approach to safe mobility.
- (c) Incorporate crossrides into the Traffic Safety Act and the Use of Highway and Rules of the Road Regulation to explicitly permit cyclists to use crossings without dismounting. Calgary has established a local bylaw to legislate right-of-way at crossrides, which could be an alternative.
- (d) Adopt legislation to allow side-by-side riding to permit social cycling.
- (e) Examine the adoption of an Idaho stop policy, where people cycling can yield at a stop sign rather than come to a full stop.
- (f) Examine the adoption of an anti-harassment bylaw, where fines or other actions can be taken against drivers who harass other people who are using the street.
- (g) Review and define the types of users that can operate in bikeways including powered micromobility devices, wheelchairs, and others and the regulations for their operation, in general.

9.9.2 Increasing Public Awareness and Compliance with Traffic Laws

- (a) Target enforcement campaigns on issues that are more likely to result in collisions or hinder the development of a positive cycling culture. The specific laws and bylaws to be enforced should be determined by analyzing data regarding common infractions and their effect on the safety of people cycling and all road users.
- (b) Develop a holistic enforcement strategy that considers community involvement, driver feedback signs, automated enforcement, and EPS enforcement to support Vision Zero and create a Safe System that manages red light running and speeding.
- (c) Encourage compliance with equipment requirements for people cycling (bells, lights, helmets for children) by distributing free equipment during cycling-related events or offering it at a very low cost, particularly to new riders or Edmontonians with a low income.
- (d) Offer diversion programs in lieu of traffic fines, or in exchange for a lower traffic fine for some bicycle-related offenses, particularly first-time offenders. Diversion programs could include taking a bicycle traffic safety course to increase their awareness of applicable laws and regulations. This approach can also be more equitable enforcement solution for offenders with a low income.
- (e) Maintain or expand the presence of police officers patrolling on bikes to model behaviour and provide positive enforcement and education to people driving and people cycling.

9.9.3 Updating Land Use and Transportation Policies

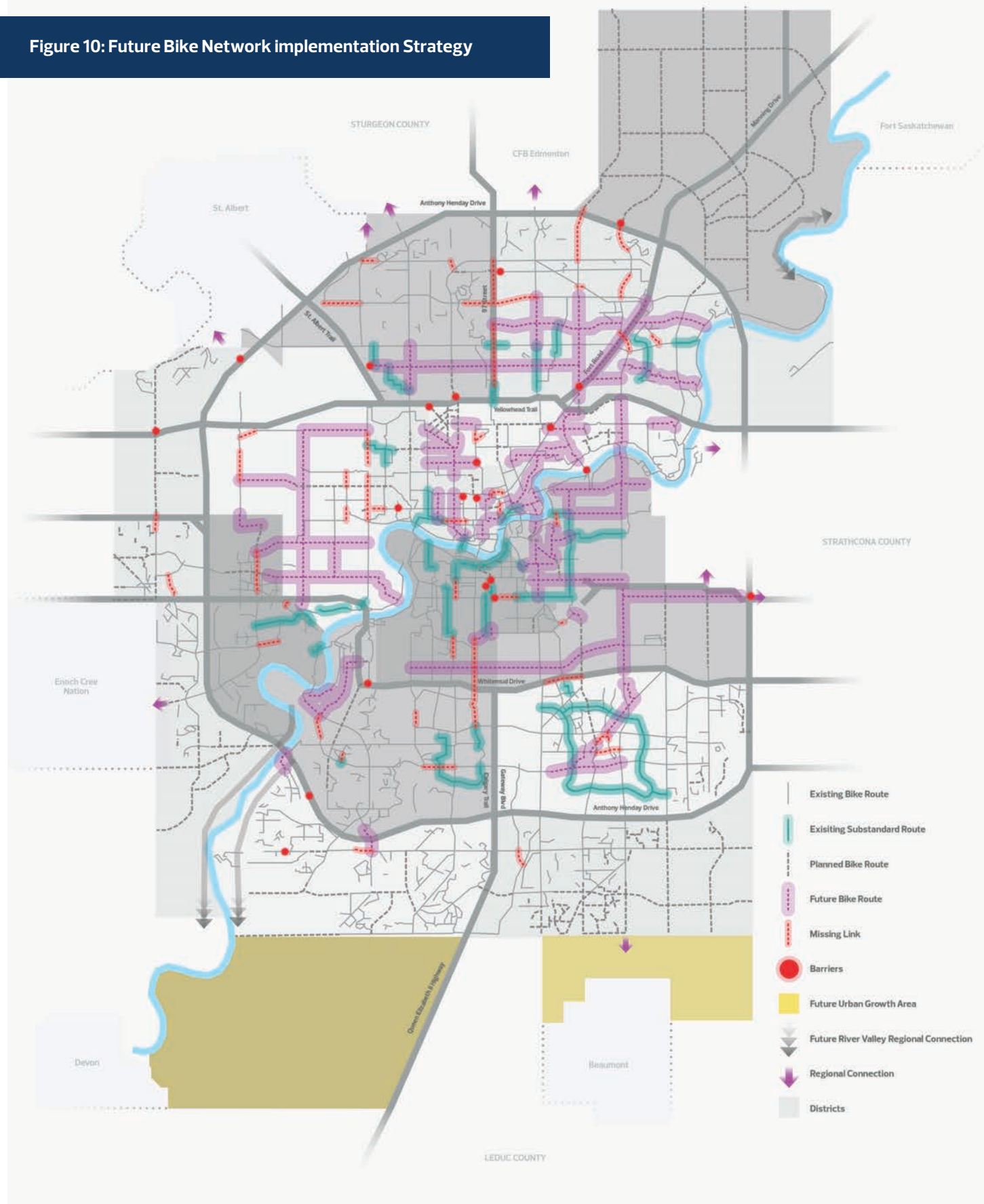
- (a) Review and update policies and guidelines that regulate increasing density and land use mix and in creating welcoming neighbourhoods.
- (b) Apply existing policies, guidelines, and processes in a consistent and rigorous manner to achieve their stated goals, including increasing density and land use mix and creating welcoming streets and neighbourhoods.



| 10.0 Implementation



Figure 10: Future Bike Network implementation Strategy



10.1 Bike Plan to Bike Route

The future bike network implementation strategy guides engagement, planning and the design of future bike routes while recognizing there will be varied opportunities for bike network improvement and expansion.

Implementation of the future bike network may happen as stand-alone bikeway infrastructure projects to improve cycling connections. It may also be implemented in coordination with capital projects such as arterial roadway construction and renewal, neighbourhood renewal, open space projects, and major infrastructure projects like LRT expansion. When a capital project is initiated along or near the bike network, the scope of the project should be reviewed at an early stage to identify the extent to which the project should support the planning and design of bike routes.

Figure 10: Future Bike Network Implementation Strategy identifies which portions of the future bike network are planned and designed, existing but substandard, missing links within existing routes, or new future routes. The Future Bike Network Implementation Strategy also illustrates other aspects of the future network such as substantial barriers and future regional connections. Each of these components of the future bike network requires a different level of detail and approach to planning and design.

The Future Bike Network implementation strategy focuses primarily on district connector routes but it also depicts locations of existing neighbourhood routes to illustrate connectivity between the neighbourhood routes and district connectors. However, the majority of future neighbourhood routes are not shown as they will be planned and designed at a local level based on network spacing requirements and input from residents. Potential future neighbourhood routes are identified where they would provide continuous cycling opportunities across neighbourhood boundaries, and the need for project coordination between adjacent neighbourhoods.



1. Existing Bike Routes

The existing bike network includes bike routes of various facility types that currently exist from shared roadways to protected bike lanes. The existing bike routes are the starting point for the future bike network and provides the base network that can be expanded and improved. Understanding the locations of existing routes highlights where elements of the bike network are already in place. Building on the existing network helps ensure resources can be efficiently allocated and allows the future bike network to incorporate existing bike routes wherever possible.

1

Approach:
When projects are planned on or near an existing bike route, the continued accommodation of bicycles should be included as part of any changes to infrastructure. This is also an opportunity to confirm whether the existing infrastructure is appropriate and meets current standards. If it is determined that the existing route does not meet current standards, the approach for substandard bike routes should be applied.

Engagement may focus on validating existing routes and identifying any refinements or improvements. The location and need for the route are already established but there may be opportunities to consider adjusting route locations if the validation process suggests alternative alignments may better serve the community and broader network.

2. Substandard Routes

Substandard routes are portions of the bike network that currently exist but require upgrades, improvements, or relocation. Not all existing bike routes meet the current City of Edmonton standards. Examples may include:

- | | |
|---|---|
| + shared road – high traffic routes | + narrow shared pathways |
| + painted bike lanes on high volume, high speed roadways | + locations where there are high volumes of people walking and cycling in a shared space |

Routes may also be identified as substandard if there are concerns about the state of the infrastructure, like pavement quality, or the location of the route, such as existing on-street routes that may not align well with the future network.

2

Approach:
When projects are planned on or near a substandard bike route, the project should review the state of the existing infrastructure and its connections with the rest of the bike network. The review will consider how the existing route could be improved/relocated to better achieve the network principles, and identify the steps required to make this change. This may include reviewing potential alternative corridors and infrastructure options similar to the locations identified as future bike routes.

Engagement may focus on the benefits/impacts and preferences related to infrastructure and location options that would bring the route up to existing standards. The need for the route is already established but community input can help inform how the route will change, including discussion of alternative corridors if applicable.



3. Planned Routes

Planned routes include any bike-related infrastructure like shared pathways and on-street bike lanes that are currently planned or designed through the engineering design process. Planned bike infrastructure describes routes that are a part of capital projects or that are currently designed or in the design process. Not all planned bike routes are currently funded and timelines for implementation may vary. Recognizing these projects as elements of the future bike network ensures that other bike routes can be planned to ensure connectivity with planned or designed routes.

3

Approach:
Planned bikeways have alignment and facility type confirmed. As such, the work for these projects is typically already envisioned to be part of an existing capital project. When a project proceeds in the location of a planned bike route, the suitable facility type should be reconfirmed, and any necessary connections to the rest of the network included. The improvements to the bike network that are included as part of planned capital projects should be considered as project benefits to support project funding and prioritization.

Engagement will likely have already occurred as part of the planning and design process. The need for the route, the location, and the majority of the design details will be established through past engagement.

4. Missing Links

Missing links are segments that connect to an existing bike route on one or both ends. Missing link connections are also described as being location specific meaning that the connection should be located along the road specified on the map in order to maintain network principles of directness and connectivity.

4 Approach:

When any projects are planned along a route identified as a missing link, the project should complete the missing link. The completion of missing links should consider the context of the project area as well as the network on either side of the gap. This will include consistent facility types whenever possible and minimizing transitions including switching sides of the street.

Engagement may focus on design, facility type and integration with the existing network. The need for the bike route and corridor location are already established.

5. Future Bike Routes

Future routes are new bike routes that would contribute to creating a comprehensive city-wide bike network. Future routes are mostly new district connector routes in areas currently underserved by cycling infrastructure, but also include neighbourhood bike routes, connections to the River Valley and ravines and routes required to achieve the recommended network density.

5 Approach:

The identification of a future bike route is intended to communicate a need for a connection in the vicinity of the line shown, but the specific alignment for each route is not yet determined. Potential bike route alignments should be explored and constraints identified (e.g., right-of-way constraints) prior to considering bikeway facility design options. Bike route location and facility type options should be evaluated with respect to achieving the network principles using technical analyses to understand and communicate the trade-offs associated with each option. This work will support the engagement with the community and stakeholders.

Engagement starts with developing a vision for the corridor/area by understanding the values of the community and stakeholders, gaining a better appreciation for existing conditions (e.g., travel patterns, desire lines, challenges, nearby destinations) and understanding the role the route has within the overall network (e.g., city-wide travel or neighbourhood travel). Potential alignments and facility design options are shared for validation and feedback. Refined bike route location and facility type options are evaluated and a preferred option is shared with the community.



ENGAGEMENT PROFILE:

Bike Plan to Bike Lane: The Value of Community-Driven Bike Planning

After several months of advocacy from the QA Crossroads Committee of the Queen Alexandra community, in April 2015, the City of Edmonton partnered with seven communities on Engage 106-76. This pilot project explored how 106 Street and 76 Avenue could become walkable, bikeable and livable public spaces. Julie Kusiek, a passionate and energetic community leader and connector, was a major force behind the community-led initiative.

She emphasizes the need for community engagement that brings people with different perspectives together to find common ground, and values the lived experience of Edmontonians. In her mind, success also hinges on mutual respect and trust between City staff and citizens. Engage 106-76 took more than four years from planning to completion, but the community now has raised crosswalks, protected bike lanes and quieter streets: the livable public spaces they envisioned. Perhaps most importantly, the project has strengthened connections between community members, laying a foundation for future conversations.

“As we’re planning for active transportation, we need to recognize that there is a contribution that community volunteers can make that cannot be effectively or efficiently substituted by City staff.”

– Julie Kusiek

6. Barriers

Barriers are locations where there is an obstacle in the way of a well connected network which is unlikely to be overcome for bicycle projects alone. Examples of barriers include railway crossings and bridge/interchange connections. Barriers are noted to ensure that if there are changes in infrastructure, accommodations for bicycle traffic should be included to remove the barrier. While some barriers present an obstacle over an extended distance, such as freeways and ravines, only the locations where bicycle accommodation is needed for connectivity are identified. Smaller barriers such as complex intersections may be identified and mitigated as part of individual infrastructure projects.

6

Approach: When any capital project includes a barrier location, opportunities to accommodate bicycle riders should be prioritized even if the connecting bicycle routes are not yet in place. This ensures that when future or planned bicycle routes are completed, the substantial obstacles have been removed. Examples may include rail crossings and/or rail removal, bridge reconstruction/rehabilitation and intersection reconstruction or reconfiguration.

Engagement should be part of public engagement activities planned for the larger capital project to address the barrier. The identification of a barrier on the bike network confirms the need for bicycle accommodation, even if the route connections on either side are not continuous. Engagement may focus on how best to accommodate bicycle riders as part of the barrier crossing.

7. Regional Connections

Regional connections represent conceptual opportunities to ensure that the bike network provides access not only within Edmonton, but also includes broader connections to form a regional network. Regional connections are shown based on apparent opportunities where the bike network may align across jurisdictional borders while also considering opportunities to traverse some of the most significant barriers between the City of Edmonton and adjacent municipalities and counties.

7

Approach: Regional connections will require ongoing coordination between the City of Edmonton and regional partners. In some cases, the connections are not currently established on either side of the jurisdictional boundary. Any route connecting to a location identified as a potential regional connection should consider how the routes will connect, and ensure that the relevant regional partners are open to ensuring the network will be connected while recognizing that the planning and construction timelines may not always align for all partners.

Engagement will emphasize ongoing coordination with the regional partners to ensure connections are functional across jurisdictional lines.

10.2 Monitoring and Evaluation

The purpose of a monitoring and evaluation program is to determine if changes made in the bike network, supporting infrastructure, or programs are having the intended outcomes on the community conditions. Monitoring and evaluation programs can also gauge the effectiveness of how the plan and its associated programs are being delivered. Two areas must be measured: program outputs and community outcomes. Interim and ultimate goals should be set by the City to allow for learning and adaptation of the policies, procedures, and implementation of the Bike Plan. Implementing a monitoring and evaluation program will result in more effective, deliberate, and impactful interventions and modifications to the implementation of the Bike Plan. The precise measures and methods of evaluation are further explored in the Bike Plan Implementation Approach.

What to Measure

The program outputs and community outcomes associated with the Bike Plan should be measured. Program outputs are associated with the institutional products and activities such as policy, programs, infrastructure operation, maintenance, and construction that the City is responsible for delivering or that are delivered by partner agencies. Community outcomes are related to the performance, behaviour, and perceptions of Edmontonians towards the program outputs that are implemented by the City. Examples of performance measures related to each of these areas are shown below.

Program Outputs	Community Outcomes
+ Amount of bicycle infrastructure constructed	+ Usage of the infrastructure and programs by gender, age, ability
+ Connectivity of the network	+ Lawful behaviours by all transportation users
+ Access and availability to the network by distance and/or time	+ Safety performance (e.g., collision rates)
+ Access and availability to the network by distance and/or time with consideration to equity	+ Comfort levels with cycling for people by gender, age, ability
+ Maintenance and Operation performance	

The performance areas above should be reported on a city-wide scale; however, comparisons and regional analysis (e.g., allocation based on factors associated with equity) can be completed when the performance measures are reported at a city-wide, district, or neighbourhood scale. Measurement can also be done annually as well as over longer periods of time to provide an indication of long term progress/performance.

How to Measure

There are a variety of methods that could be deployed to collect the data that would support the Monitoring and Evaluation Program.

- + **Expand the use of fixed counting devices (inductive loop detectors, motion detection) at key locations within the network to monitor usage year-round**
- + **Develop partnerships with local organizations to conduct a field count campaign to supplement the fixed counting devices (annually or semi-annually) and evaluate the share of men/women/children etc.**
- + **Use in-person and online engagement to obtain qualitative data related to experiences, comfort levels, near misses, perceptions, and behaviours**
- + **Engage local academic institutions to analyze the cycling data and develop insights that could inform future infrastructure deployment**
- + **Leverage and expand citizen reporting of maintenance issues to the 311 system**
- + **Obtain collision and near miss data from various sources (e.g., BikeMaps.org, Alberta Health Services, Edmonton Police Service).**

The methods described above can be deployed to determine the usage of a piece of infrastructure or a specific corridor, or can be deployed in a coordinated manner for evaluation of an area (e.g., cordon counts of key activity areas).

Some aspects of monitoring will correspond to the trial initiatives identified as recommended actions. For example, relative to the Integration With Transit program area, monitoring activities should include:

- + **number of bikes using racks on buses**
- + **magnitude and patterns of bikes passed-up by buses with full racks**
- + **magnitude and patterns of bikes on LRT (during pilot)**
- + **magnitude and patterns of bikes passed-up by full LRT vehicles**
- + **magnitude and patterns of bikes parking at LRT Stations / Transit Centres**



10.3 Other Implementation Considerations

Implementing the Bike Plan, in particular the Program Areas, will seek to establish partnerships with community groups and external agencies. The Bike Plan implementation is addressed under separate cover, and identifies:

- + **Network implementation approach examples**
- + **Future projects including high-level cost estimates**
- + **Project prioritization criteria and results**
- + **The all-season bike network including operations assessments**
- + **Resource requirements, including the potential of designating program managers to implement specific program areas.**

The implementation plan is intended to be updated with each budget cycle.

11.0 Glossary and Acronyms

11.1 Glossary

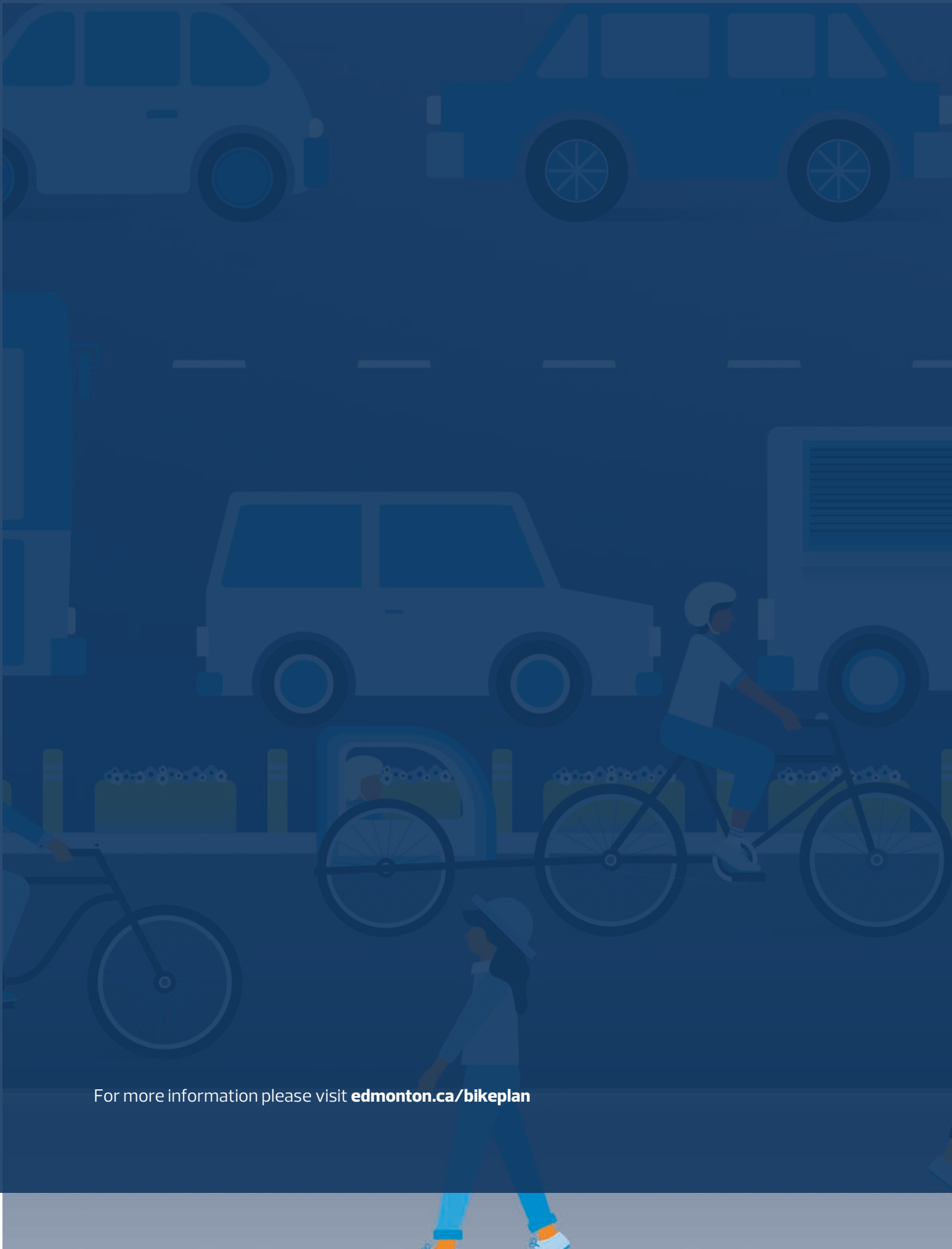
Term	Description
active transportation	Any mode of transportation by which people use primarily their own energy to power their motion.
All Ages and Abilities (AAA)	A benchmark of perceived bike-friendliness applied to a city's bike network to be attractive as a safe, equitable mode for the majority of people (including barrier-free, age-friendly, and universal design).
bike	A vehicle with two or three wheels, operable pedals and brakes, handlebars for steering, and solely human-powered. (Also referred to as: bicycle)
bike infrastructure	Infrastructure supporting biking. (See also: <i>bikeway facility</i> .)
bike network	The set of bike routes in a geographic location such as Edmonton.
bike route	In Edmonton, a designated line of travel between two points, comprised of one or more AAA bikeway facilities.
bikeway	In Edmonton, a thoroughfare for bicycles (and other designated compatible transportation modes), suitable for all ages and abilities of users. (Also referred to as: <i>bikeway facility</i>)
biking, cycling, bicycling	Biking is the use of a bicycle for transport or recreation. Biking is also called cycling or bicycling. People biking are sometimes referred to as cyclists or bicyclists.
crossride	A type of pavement marking showing the intended path of people cycling across an intersection or another zone of potential conflict. A crossride is usually adjacent to a crosswalk where a shared pathway intersects a street. Crossride markings are two parallel square dashed lines, sometimes referred to as "elephant's feet."
gender-based analysis plus	A process of examining how different genders and diverse people experience policies, programs and initiatives. (Commonly referred to as: <i>GBA+</i>)
goods movement	Shipments and services that move on the transportation network, including goods and service movements by people who travel as part of their job.

Term	Description
infrastructure	The physical assets developed and used to support people and activities. Edmonton's infrastructure inventory includes such diverse assets as drainage, roads and right-of-way infrastructure, parks and green spaces, buildings, fleet vehicles, LRT and transit facilities, buildings, traffic control infrastructure, recreation facilities, computer networks, affordable housing and library resources.
micromobility	See: powered micromobility vehicle
mobility aid devices	Equipment to support travel by mobility-impaired people. Primarily refers to manual wheelchairs, electric wheelchairs, or electric mobility scooters.
mode	In the context of transportation, the means by which people or goods achieve mobility. In Edmonton, modes of transportation include walking, biking, taking transit, and driving (with or without passengers), among others.
mode share	The proportion of all trips made by each transportation mode. (Sometimes referred to as: <i>mode split</i>)
powered micromobility vehicle	A category of powered vehicle with weight <227 kg and a top speed of 48 km/h or less, Includes powered bicycles (also referred to as: <i>pedal-assisted or throttled e-bikes</i>), powered non-self-balancing board (also referred to as: <i>e-board, e-skateboard</i>), powered self-balancing board/scooter—with or without a handle (also referred to as: <i>hoverboard, segway, e-unicycle</i>), powered seated scooter (as distinct from <i>electric mobility scooter</i>), powered standing scooter (also referred to as: <i>e-scooter</i>). Reference: SAE International J3194.
protected bike lane	A type of AAA bikeway that is on-street, separated and protected from adjacent motor vehicle traffic by a horizontal and/or vertical delineator designed to minimize or prevent encroachment by motor vehicles.
shared pathway	A type of AAA bikeway that is off-street and shared with pedestrians (either within the same pathway, or segregated in adjoining pathways). (Sometimes referred to as: <i>shared-use path or multi-use path</i>)
shared roadway	A type of AAA bikeway that is located on the street in space shared with low-volume, low-speed motor vehicle traffic, including speed and volume management techniques to maintain an operating environment suitable for all ages and abilities. (Sometimes referred to as: <i>bicycle boulevard or neighbourhood greenway</i>).
sidewalk	An off-street pathway for pedestrians, generally hard-surfaced and parallel to a roadway.

11.2 Acronyms

Acronym	Stands For
AAA	All Ages and Abilities (also see Glossary)
AASHTO	American Association of State and Highway Transportation Officials
APBP	Association of Pedestrian and Bicycle Professionals
BNA	Bike Network Analysis (see Spatial Analysis section)
BTP	Bike Trip Potential (see Spatial Analysis section)
FHWA	Federal Highway Administration (US)
GBA+	Gender-Based Analysis Plus (also see Glossary)
ITE	Institute of Transportation Engineers
LRT	Light Rail Transit
LTS	Level of Traffic Stress (see Spatial Analysis section)
NACTO	National Association of City Transportation Officials
OSCAM	On-Street Construction and Maintenance
TAC	Transportation Association of Canada





For more information please visit edmonton.ca/bikeplan

Greater Sudbury Safer Sidewalks

Everyone has the right to walk around their neighbourhood and get to where they need to go throughout all seasons. Winter sidewalk plowing and maintenance must make that possible.

Clear sidewalks mean quality of life and being able to get to where you need to go

Clear sidewalks mean people are going places! Those places are jobs, local businesses, restaurants, and service agencies – places that people go to get help and feel better about themselves.

When the pandemic hit, most of us experienced being housebound. This is how many residents feel from the first snowfall to the last. They are unable to go out, or they stay home to avoid injuries. Here are some of the stories we collected:

"I'm wheelchair-bound and come winter I'm almost 100% housebound because the city can't or doesn't know how to plow a sidewalk and I'm too afraid to try to maneuver my chair on the road with high snowbanks and ice and slush"

"I broke my wrist and fingers last winter walking on Elm Street by the courthouse. I also bruised my hip and twisted my ankle so bad; I was limping for over a month. I don't have a car, so I have to keep walking all winter despite the pain, and despite the fact I slipped more times reinjuring my hand twice before it was fully

"Leaving my house helps me feel better, but in the winter, I get stuck inside so much, it's so depressing..."

"Sudbury doesn't feel walking friendly"

"I broke my toe last winter when I slipped on the ice. I was pregnant too so it was really scary. Nobody should have to worry about that"

The people most impacted are people who live with disabilities, the elderly, and people with limited access to vehicles, as well as people who care about their physical health who utilise walking regularly. However, we all benefit from being able to get around safely and easily all year round.



Clear sidewalks prevent dangerous falls and permits a healthy lifestyle

The **number one cause** of winter or sport injuries in Canada resulting in hospitalizations is due to falls on ice.¹⁰ Locally, the number of falls reported by patients over 55, resulting in Emergency Department visits, has averaged 2600 annually from 2017 to 2019 (all causes; it should be noted that this only relates to falls that are reported and recorded in the ER and does not capture unreported falls).⁹



Fall prevention is required to maintain and improve the quality of life and well-being of all, which also helps ensure that everyone can continue to contribute and participate in society all year round. In 2016, the Toronto Acting Medical Officer of Health recommended to Toronto City Council that the snowfall threshold for sidewalk clearing be reduced to 2 cm to improve sidewalk safety in winter months.²

Unintentional falls are the leading cause of injury, leading to death for Ontarians aged 65.⁸ Additionally, the elderly who've suffered a hip fracture followed by surgery to repair experience a one-year mortality rate of 21%. Without surgery, the mortality rate is about 70%.¹ Falls and associated outcomes not only harm the injured individuals but also affect family, friends, care providers, and the health care system.

Walking has many physical and mental health benefits and is promoted as an easy, accessible, and economical way to stay healthy. Accumulation of snow and ice on sidewalks decreases walkability and increases the likelihood of injury associated with slips and falls. Walking becomes difficult or impossible for people with strollers or assistive devices, as well as for people who are frail or face physical challenges due to age or disability. All of these factors reduce the likelihood that people will choose to walk as a means of transportation, physical activity, or a healthy lifestyle. People should not have to choose between the health impacts of not walking and risking a dangerous fall.

Safe places to walk are needed even more during COVID-19

Laura Rosella, an associate professor of epidemiology at the University of Toronto's Dalla Lana School of Public Health, stresses the need to create incentives and opportunities for people to go outside since COVID19 will restrict citizens to indoor activities.⁷ Simply encouraging outdoor activity is not sufficient; cities must also ensure that maintenance standards applied to pedestrian infrastructure are at a consistently high level throughout the city. This allows seniors, those with disabilities, and those who use scooters and strollers the ability to get out and about. Psychological wellbeing can be ameliorated by going outdoors and obtaining not just physical exercise but also exposure to nature, sunlight, fresh air, and other people (at a two-metre distance) so it's vital that sidewalks are safe and accessible this winter.

Better winter maintenance of sidewalks is a choice we can and must make

In Greater Sudbury, the plowing of sidewalks begins when 8 cm of snow has accumulated. Then, sidewalks are expected to be cleared within 24 hours, with only the capacity to do a pass on each once per day. This level of service makes it difficult or impossible to walk and use a mobility device on many sidewalks during and after snowfall.

There are other Canadian municipalities that provide a higher level of service during winter sidewalk maintenance. Montréal, with similar weather to Greater Sudbury, begins plowing at **2.5cm**, clears sidewalks within **four hours**, and carries out plowing and sanding operations **continuously** until the streets and sidewalks are cleared and safe.⁴ Sidewalks and streets have the **same** service level.

Toronto begins plowing at 2cm on priority sidewalks.⁵ More Canadian cities that begin plowing at a lower snow accumulation or clear sidewalks in reduced time increments than Greater Sudbury include Winnipeg, Ottawa, Burlington, and Oakville.^{3,5} Providing better winter maintenance of sidewalks is a choice that can and must be made so that residents can get around safely in the winter months.

Our group Greater Sudbury Safer Sidewalks advocates for these immediate improvements to winter sidewalk maintenance in Greater Sudbury:

- ✓ **Increased maintenance standards:** Continuous plowing starting at 2cm (2cm recommended by Toronto Public Health to prevent falls)
- ✓ **Maintenance standards specific to ice:** With climate change, freeze-thaw, rain on snow, and mixed precipitation are more frequent, leading to more frequent icy and hazardous conditions.
- ✓ **Clearing and sanding of intersections:** To prevent falls, ensure sidewalks and intersections are not slippery or icy due to freeze-thaw and puddling. Make sure access to sidewalks and bus stops are kept clear (no snowbanks blocking access).
- ✓ **Information to make informed choices:** Improved communication on the dispatch of sidewalk clearing crews and delays that may be experienced, using all channels available to the City including social media, website updates, and regular media. Real-time GPS mapping of sidewalk plowing.

For continuous plowing on existing sidewalk routes, an operating cost increase of only 2% would be needed (\$500,000 according to a 2017 City staff report).⁶

Diverting a small percentage of the winter maintenance budget to sidewalk winter maintenance is a minor transition and necessary price to pay for all citizens to be able to get out and about in all seasons.

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- ¹⁰ Bresge, A. (2019). *Latest statistics on slips and falls on ice*. <https://www.canadianunderwriter.ca/claims/latest-canadian-statistics-on-slips-and-falls-on-ice-1004160258/>

Contact

Maria Bozzo

Olivia Medeiros

gssafersidewalks@gmail.com





Ward 8 Community Action Network

To members of Council and City of Greater Sudbury Staff:

Since 2011, the Ward 8 CAN has been working with local residents, businesses, schools, churches, and community groups to make Ward 8 a better place to live. Our original visioning session in 2011 identified a number of priorities from community members who attended (not in order of priority):

- clean and well-maintained neighbourhoods, beautification in the ward, and the importance of green spaces and parks
- affordable housing for citizens of all age groups and walks of life
- safe streets to safely get to other neighbourhoods, shops, restaurants, and businesses, including active transportation (bike lanes and sidewalks) and traffic calming
- an arena in our ward
- festivals and events at playgrounds and community centers
- additional leisure facilities and activities for citizens of all ages
- infrastructure enhancements including good sidewalks, storm sewers, ditches
- efficient and effective city services, including snow and roads maintenance
- engaged residents and volunteers
- effective communications so citizens know what is happening in their ward and in the city

It is interesting that the majority of these priorities (with the exception of an arena in our ward) are still top of mind for many of our residents.

We are starting our 10th year of operation, and have been actively gathering feedback from our residents on their priorities since 2011. This has been done through surveys, pop-up engagement activities, community engagement at community activities, social media, and conversations with residents and Councillor Al Sizer.

We've been unable to do our regular outreach during community activities in 2019 because of Covid-19. However, with the challenges that the City will have with the 2021 budget due to Covid-19, we nevertheless would like to highlight what we've been hearing from residents over the past few years. We encourage Council to keep these in mind as we continue to build more friendly, healthy, and vibrant communities in our city.

All of our current priorities tie into the City's priorities of Asset Management and Service Excellence, Climate Change, Housing, Create a Healthy Community, and Strengthen Community Vibrancy.

CAN community priorities identified over the past few years, (not in order of priority):

- affordable housing for all
- food security, especially for our vulnerable populations
- dealing with climate change

- supporting seniors
- maintaining and enhancing our green spaces, our trail system, and our parks so they can be used by residents of all ages and abilities
- dealing with the drug epidemic (and needles in our ward)
- better winter sidewalk maintenance so people can get out and walk in the winter
- safe cycling infrastructure for our families
- safe crossings at intersections and entrances to parks
- more garbage cans emptied throughout the year to deal with litter and dog poop - in our parks, on our trails, on our streets
- more benches, picnic tables and shade in our parks
- more natural beautification in our parks (shrubs, trees, native flowers)
- dealing with motorized vehicles on our trails
- winter maintenance on our trails so we can walk throughout the year
- more City assistance and support for CAN projects
- traffic calming in residential neighbourhoods and the possibility of implementing a 40 km/hr speed limit on residential streets
- more art projects in the ward
- starting work on the Lasalle Bikeway
- more bicycle parking at our parks and local businesses
- neighbourhood safety, especially at our social housing complexes
- keeping people better informed in various ways, and promoting opportunities for engagement on projects and issues right from the start
- getting people more engaged in their neighbourhoods, all of ages, abilities and demographics, and getting people to volunteer more with their CANs

Thank you for the opportunity to provide input into the 2021 budget.

Sincerely,

A handwritten signature in cursive script that reads "Rachelle Niemela".

Rachelle Niemela
Chair, Ward 8 Community Action Network

From: [REDACTED]
To: <budget@greatersudbury.ca>
Date: 11/28/2020 2:20 AM
Subject: Budget items

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Too many contractors dipping into the well.
Delay buying police vehicles by an extra year
Buy Tesla's to save fuel.
Reduces our carbon foot print too.
Stop using oil change shops, hire people to change oils and maintain vehicles.
Cut from police budget. They said they needed all this money once weed is legal. Where is the anarchy they promised. Claw some of the drug enforcement budget back. They don't seem to accomplish anything much but a few big busts once in a while
Increase criminal fines
Weight limits on roads will increase employment in trucking and provide a base for taxpayers to pay the taxes. And the roads will last longer.
No flowers in the flower beds for 1 year. No watering etc.

[REDACTED]

[REDACTED]

From: [REDACTED]
To: <budget@greatersudbury.ca>
Date: 11/28/2020 5:21 AM
Subject: Savings

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

I truly honestly believe that this exercise in requesting budget input is not a serious reach out for community involvement.

I know that budgets are stretched to the limits and that hard choices have to be made as to save us from added financial hardships but here is food for thought.

How does it make any sense to cut back at the service delivery end of our failing infrastructure if you want things to last? How does it make any sense to keep using the same lackluster practices to get less than satisfactory results? How many times do we have to go back to address an issue? Examples abound

How many times must we study and analyze an issue before we apply progressive corrective measures?

How much more in taxes and user fees must we ask people to pay out to get it done and done right?

Is a 1% population growth in 10years worthy of an increase in spending or borrowing for non essential expenditures?

The very basic essential services we need to have for healthy communities are not up to acceptable standards

When do we start accepting the very fact that more and more people are less than one pay check away from serious financial problems?

When do we start factoring that the increase in the price of goods above the rate of inflation is throwing way more people below the poverty line?

When do we start "listening" to made in our community solutions for our community needs and stop paying lip service and really tap into people who know first hand how to deal with issues because they are involved with these issues day after day after day? When do we capitalize on ideas which can save serious dollars? Can some tweaking of current practices, assets and resources give us better cost effective services?

What are the priorities?

Sent from my iPad

From: [REDACTED]
To: <budget@greatersudbury.ca>
Date: 11/28/2020 12:29 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Mismanagement equals cuts to service. The people continue to tell council they are not doing the job! Experts have provided documents to council that go unread on how to be more efficient , delivery decentralized services that would save in the neighbourhood of 27 m annually. Legacy projects spending is out of control, even when public surveys and public input says stop the spending. Yet they continue to spend in the name of economic development, NOT!

Asking for comment about by the public on what to cut in this budget is insulting, patronizing and only proves that this council has not, does not have any intention or inclination to listen to the people.

Parking tickets and traffic tickets are also a good way to raise revenue

budget - Budget

From: [REDACTED]
To: <budget@greatersudbury.ca>
Date: Sunday, November 29, 2020 9:00 PM
Subject: Budget

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Mr. Mayor and Council:

I don't think we should be spending money on dog parks until all homeless people in Sudbury are cared for with shelter and food each day.

[REDACTED]



Virus-free. www.avg.com

From: Greater Sudbury Safer Sidewalks <gssafersidewalks@gmail.com>
To: <budget@greatersudbury.ca>, <clerks@greatersudbury.ca>, <Ed.Archer@great...>
Date: 12/5/2020 12:12 PM
Subject: 2021 Budget Submission - Greater Sudbury Safer Sidewalks
Attachments: 2020-12-Greater Sudbury Safer Sidewalks - Info Sheet.pdf

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello,

Please find attached a written submission to the 2021 municipal budget from Greater Sudbury Safer Sidewalks. Allocating funds to this activity allows seniors, parents with strollers, those with mobility issues and those using a wheelchair, walker or scooter, the opportunity to remain active and independent all year round.

Greater Sudbury Safer Sidewalks is making this request formally through the 2021 budget process. We can be reached below for further details.

Thank you.

Maria Bozzo

Olivia Medeiros

gssafersidewalks@gmail.com

Greater Sudbury Safer Sidewalks

Everyone has the right to walk around their neighbourhood and get to where they need to go throughout all seasons. Winter sidewalk plowing and maintenance must make that possible.

Clear sidewalks mean quality of life and being able to get to where you need to go

Clear sidewalks mean people are going places! Those places are jobs, local businesses, restaurants, and service agencies – places that people go to get help and feel better about themselves.

When the pandemic hit, most of us experienced being housebound. This is how many residents feel from the first snowfall to the last. They are unable to go out, or they stay home to avoid injuries. Here are some of the stories we collected:

"I'm wheelchair-bound and come winter I'm almost 100% housebound because the city can't or doesn't know how to plow a sidewalk and I'm too afraid to try to maneuver my chair on the road with high snowbanks and ice and slush"

"I broke my wrist and fingers last winter walking on Elm Street by the courthouse. I also bruised my hip and twisted my ankle so bad; I was limping for over a month. I don't have a car, so I have to keep walking all winter despite the pain, and despite the fact I slipped more times reinjuring my hand twice before it was fully

"Leaving my house helps me feel better, but in the winter, I get stuck inside so much, it's so depressing..."

"Sudbury doesn't feel walking friendly"

"I broke my toe last winter when I slipped on the ice. I was pregnant too so it was really scary. Nobody should have to worry about that"

The people most impacted are people who live with disabilities, the elderly, and people with limited access to vehicles, as well as people who care about their physical health who utilise walking regularly. However, we all benefit from being able to get around safely and easily all year round.



Clear sidewalks prevent dangerous falls and permits a healthy lifestyle

The **number one cause** of winter or sport injuries in Canada resulting in hospitalizations is due to falls on ice.¹⁰ Locally, the number of falls reported by patients over 55, resulting in Emergency Department visits, has averaged 2600 annually from 2017 to 2019 (all causes; it should be noted that this only relates to falls that are reported and recorded in the ER and does not capture unreported falls).⁹



Fall prevention is required to maintain and improve the quality of life and well-being of all, which also helps ensure that everyone can continue to contribute and participate in society all year round. In 2016, the Toronto Acting Medical Officer of Health recommended to Toronto City Council that the snowfall threshold for sidewalk clearing be reduced to 2 cm to improve sidewalk safety in winter months.²

Unintentional falls are the leading cause of injury, leading to death for Ontarians aged 65.⁸ Additionally, the elderly who've suffered a hip fracture followed by surgery to repair experience a one-year mortality rate of 21%. Without surgery, the mortality rate is about 70%.¹ Falls and associated outcomes not only harm the injured individuals but also affect family, friends, care providers, and the health care system.

Walking has many physical and mental health benefits and is promoted as an easy, accessible, and economical way to stay healthy. Accumulation of snow and ice on sidewalks decreases walkability and increases the likelihood of injury associated with slips and falls. Walking becomes difficult or impossible for people with strollers or assistive devices, as well as for people who are frail or face physical challenges due to age or disability. All of these factors reduce the likelihood that people will choose to walk as a means of transportation, physical activity, or a healthy lifestyle. People should not have to choose between the health impacts of not walking and risking a dangerous fall.

Safe places to walk are needed even more during COVID-19

Laura Rosella, an associate professor of epidemiology at the University of Toronto's Dalla Lana School of Public Health, stresses the need to create incentives and opportunities for people to go outside since COVID19 will restrict citizens to indoor activities.⁷ Simply encouraging outdoor activity is not sufficient; cities must also ensure that maintenance standards applied to pedestrian infrastructure are at a consistently high level throughout the city. This allows seniors, those with disabilities, and those who use scooters and strollers the ability to get out and about. Psychological wellbeing can be ameliorated by going outdoors and obtaining not just physical exercise but also exposure to nature, sunlight, fresh air, and other people (at a two-metre distance) so it's vital that sidewalks are safe and accessible this winter.

Better winter maintenance of sidewalks is a choice we can and must make

In Greater Sudbury, the plowing of sidewalks begins when 8 cm of snow has accumulated. Then, sidewalks are expected to be cleared within 24 hours, with only the capacity to do a pass on each once per day. This level of service makes it difficult or impossible to walk and use a mobility device on many sidewalks during and after snowfall.

There are other Canadian municipalities that provide a higher level of service during winter sidewalk maintenance. Montréal, with similar weather to Greater Sudbury, begins plowing at **2.5cm**, clears sidewalks within **four hours**, and carries out plowing and sanding operations **continuously** until the streets and sidewalks are cleared and safe.⁴ Sidewalks and streets have the **same** service level.

Toronto begins plowing at 2cm on priority sidewalks.⁵ More Canadian cities that begin plowing at a lower snow accumulation or clear sidewalks in reduced time increments than Greater Sudbury include Winnipeg, Ottawa, Burlington, and Oakville.^{3,5} Providing better winter maintenance of sidewalks is a choice that can and must be made so that residents can get around safely in the winter months.

Our group Greater Sudbury Safer Sidewalks advocates for these immediate improvements to winter sidewalk maintenance in Greater Sudbury:

- ✓ **Increased maintenance standards:** Continuous plowing starting at 2cm (2cm recommended by Toronto Public Health to prevent falls)
- ✓ **Maintenance standards specific to ice:** With climate change, freeze-thaw, rain on snow, and mixed precipitation are more frequent, leading to more frequent icy and hazardous conditions.
- ✓ **Clearing and sanding of intersections:** To prevent falls, ensure sidewalks and intersections are not slippery or icy due to freeze-thaw and puddling. Make sure access to sidewalks and bus stops are kept clear (no snowbanks blocking access).
- ✓ **Information to make informed choices:** Improved communication on the dispatch of sidewalk clearing crews and delays that may be experienced, using all channels available to the City including social media, website updates, and regular media. Real-time GPS mapping of sidewalk plowing.

For continuous plowing on existing sidewalk routes, an operating cost increase of only 2% would be needed (\$500,000 according to a 2017 City staff report).⁶

Diverting a small percentage of the winter maintenance budget to sidewalk winter maintenance is a minor transition and necessary price to pay for all citizens to be able to get out and about in all seasons.

References

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- ³ City of Hamilton. (2019). *Appendix B – Municipal service level comparison*. <https://www.hamilton.ca/sites/default/files/media/browser/2019-02-12/information-update-winter-sidewalk-maintenance-appendix-b.pdf>
- ⁴ City of Montreal. (2019). *Snow removal on sidewalks and streets*. <https://montreal.ca/en/topics/snow-removal-sidewalks-and-streets>
- ⁵ City of Toronto. (2019). *Winter maintenance program review (HDR) IE8.6 – Attachment 2*. <https://www.toronto.ca/legdocs/mmis/2019/ie/bgrd/backgroundfile-138553.pdf>
- ⁶ Greater Sudbury. (2017). *Sidewalk winter maintenance report*. <https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&attachment=20020.pdf>
- ⁷ Pelley, L. (2020). *No one's talking about winter yet. When it comes to COVID-19, here's why we should*. <https://www.cbc.ca/news/canada/toronto/winter-covid-19-indoors-transmission-1.5681175>
- ⁸ Public Health Agency of Canada. (2014). *Seniors' Fall in Canada: Second report*. https://www.canada.ca/content/dam/phac-aspc/migration/phac-aspc/seniors-aines/publications/public/injury-blessure/seniors_falls-chutes_aines/assets/pdf/seniors_falls-chutes_aines-eng.pdf
- ⁹ Public Health Sante Publique Sudbury and Districts. (2017). *Emergency department (ED) visits due to falls among older adults (age 55 and over)*. <https://www.phsd.ca/resources/research-statistics/health-statistics/public-health-sudbury-districts-population-health-profile/injuries-and-poisonings/unintentional-injuries/falls-among-seniors-age-65-and-over/>
- ¹⁰ Bresge, A. (2019). *Latest statistics on slips and falls on ice*. <https://www.canadianunderwriter.ca/claims/latest-canadian-statistics-on-slips-and-falls-on-ice-1004160258/>

Contact

Maria Bozzo

Olivia Medeiros

gssafersidewalks@gmail.com



budget - Opinionative Textual Contribution to the City of Greater Sudbury Budget Conversation

From: [REDACTED]
To: "budget@greatersudbury.ca" <budget@greatersudbury.ca>
Date: Saturday, December 05, 2020 1:52 PM
Subject: Opinionative Textual Contribution to the City of Greater Sudbury Budget Conversation

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello, I send this excerpt from the public forum as my contribution to your discussion regarding the 2021 budget.

Thank you.

“We want to hear from you. Tell us your priorities for public services provided by your municipal government,” said the news release.

“Consider how you want your city to look, feel, and work not just today, but in the years ahead.” -The City of Sudbury

I don't think the City is being honest with all of us, because what I want goes against their well-known status quo, because what I want undermines the importance of their Parks & Leisure budget meeting.

To begin, what I don't want is to have my friends, family, and loved ones, memorialized at a makeshift site with a white cross because of how badly Sudburians, from all walks of life, are continuously overdosing and dying in homes and on the streets of our City.

I don't want to buy a home in Sudbury to find within 10 years I cannot afford it any longer because property taxes have risen 50% due to the City's continuous misapplication of public funds in their nonsensical pursuits to increase tourism, to paint buses, build a bike path, or paint a few buildings to look pretty instead of actually dealing with the City's problems in a truly meaningful way.

Meanwhile, simultaneously, the City is also, in my opinion, of course, inappropriately allocating funding via increases in salaries for public servants to the affect that our police chief now makes over \$180,000 a year (if I am not mistaken). This to me simply doesn't make sense, as it is moderately unethical, in my opinion, to say the least... Police should make, perhaps, a little more than a teacher at an elementary school. However, the police unions have the strength to lobby aggressively hard and they also have the numbers to push for continuously increased funding nation-wide via lobbying parliament for increases to their own budgets.

I want the City to do its job as our government and to end these municipally funded painted-PR campaigns.

I want ZERO wait-lists for Sudburians seeking addiction, and mental health treatment. In conjunction with this, I also want to see a municipal transitional housing team built, and utilized effectively, to ensure that once treatment is completed, if persons are homeless, they will get the housing they need to reduce repeat incidents into the foreseeable future.

I want to see many more treatment centers built quickly, and properly, including a safe-use site.

I want pharmacies that are locally actively or previously have been over-prescribing opiates severely fined, or shut down completely, and anyone found liable of wrongdoing with a medical or pharmaceutical license must have their license revoked.

I want dollars allocated to stronger messaging campaigns to bring awareness to all Sudburians about the dangers and problems with drug addiction. We do not have enough good messaging in the City's various media to inspire adults and children to help others, to get the message out, and to stay away from drugs. We need to protect our kids and educate everyone! Silence and ignorance are not doing anyone any favors.

I want to get to the bottom of this crisis and save as many lives as we can together.

In other words, I want to see a reduction in staff salary increases across the board. GSPS, firefighters, public defenders, stop accepting your abhorrent salary increases when you know the money should be spent elsewhere! Get creative, think about the future, work together, not just for your own team!

You are public servants not royalty in Saudi Arabia!

In my opinion, Sudbury deserves better.

<https://www.facebook.com/groups/sudburysilentnomore/permalink/385122982698565/>

Thank you.

Best,

budget - Fwd: Re: 2031 Budget Consideration - City of Greater Sudbury - multiple savings option

From: Steve Facey
To: budget
Date: Tuesday, December 08, 2020 1:24 PM
Subject: Fwd: Re: 2031 Budget Consideration - City of Greater Sudbury - multiple savings option

>>> clerks 12/8/2020 1:23 PM >>>

>>> [REDACTED] > 12/4/2020 9:11 PM >>>

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.
Good points.

On Fri, Dec 4, 2020, 6:24 PM J [REDACTED] > wrote:

If Toronto can do it Sudbury should certainly be able to do it as well. It would free up more parking for others who use the downtown and reduce traffic congestion at the beginning and end of the work day. We could actually reduce our lane kilometres of road infrastructure if this idea was expanded to other employers in the City of Sudbury. We could save time and money and improve our quality of life.

[REDACTED]

On Friday, December 4, 2020, 11:21:02 AM EST, [REDACTED] > wrote:

Click on link to article describing how the City of Toronto plans to save taxpayer money through a hybrid work model which could be implemented in Sudbury and help reduce budget shortfall, plus reduce travel and require less parking.

<https://www.benefitscanada.com/news/city-of-toronto-pivoting-to-permanent-hybrid-work-model-153884?email>

budget - Fwd: Re: 2031 Budget Consideration - City of Greater Sudbury - multiple savings option

From: Steve Facey
To: budget
Date: Tuesday, December 08, 2020 1:23 PM
Subject: Fwd: Re: 2031 Budget Consideration - City of Greater Sudbury - multiple savings option

>>> clerks 12/8/2020 1:22 PM >>>

>>> [REDACTED] > 12/7/2020 1:12 PM >>>

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Thanks for sharing! Great idea and everyone benefits, taxpayers including.

[REDACTED]

On Fri, Dec 4, 2020, 11:21 AM J [REDACTED] > wrote:

Click on link to article describing how the City of Toronto plans to save taxpayer money through a hybrid work model which could be implemented in Sudbury and help reduce budget shortfall, plus reduce travel and require less parking.

<https://www.benefitscanada.com/news/city-of-toronto-pivoting-to-permanent-hybrid-work-model-153884?email>

budget - 2021 budget input from Coalition for a Liveable Sudbury

From: "Coalition for a Liveable Sudbury ." <clsudbury@live.com>
To: "budget@greatersudbury.ca" <budget@greatersudbury.ca>, "clerks@greatersu...
Date: Thursday, December 17, 2020 1:51 PM
Subject: 2021 budget input from Coalition for a Liveable Sudbury
Attachments: CGS2021budget_CLSsubmission.pdf

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Please find attached Coalition for a Liveable Sudbury's input for the 2021 municipal budget.

Our two highest priorities for this budget are: (i) effectively implementing the Community Energy and Emissions Plan; and (ii) health and wellness, especially for those residents most in need.

To effectively implement CEEP, we are looking for:

- Incorporating CEEP actions into existing budgets.

- Shifting resources where necessary to support key CEEP actions.

- Doing the groundwork necessary to be ready to take advantage of funding opportunities. *Several significant funding opportunities have been lost or declined due to lack of readiness, and it is important to be prepared to take advantage of anticipated funding opportunities with the recent announcement of the federal climate action plan.*

We provide a detailed overview, based on the implementation framework in the CEEP. *Further detail can be viewed [here](#).*

Regards,

Naomi Grant

Co-chair, Coalition for a Liveable Sudbury



December 17, 2020

City of Greater Sudbury 2021 budget – written submission from Coalition for a Liveable Sudbury

1. Priorities

Our two highest priorities for this budget are: (i) effectively implementing the Community Energy and Emissions Plan; and (ii) health and wellness, especially for those residents most in need.

This includes:

- Incorporating CEEP actions into existing budgets.
- Shifting resources where necessary to support key CEEP actions.
- Being ready to take advantage of funding opportunities. The federal government has released their climate action plan and funding can be expected for key areas such as active transportation infrastructure, transit, electrifying fleets, EV infrastructure, building retrofits and low carbon buildings, and greening. We must do the groundwork quickly to be ready to seize these opportunities.
- A full-time climate change coordinator position to effectively coordinate CEEP implementation, tracking, and engagement across the community.
- Supporting wellness opportunities during COVID, and existing and new housing options (affordable, transitional, shelter).

Note that building climate resiliency is also very important and we look forward to the Climate Adaptation Plan moving forward (funds previously allocated).

2. Specific business cases

Some specific business cases to date that we would like to highlight are:

-Improved sidewalk winter maintenance (motion for a business case on the agenda at the Dec. 21 Finance and Administration meeting): Improved winter sidewalk maintenance supports the CEEP goal of more people walking, while also addressing wellness and equity. Outdoor activity and COVID-safe social activities (which for many people means walking around their neighbourhood), and active transportation options are especially important this winter.

-Annual funding for Sudbury Shared Harvest: annual funding will provide much needed stability to continue to leverage funding for greening, food security, and employment of local youth.

-Plan to electrify transit by 2035 consistent with CEEP goals.

-Increased resources for greening consistent with CEEP goals, with additional benefits for stormwater management, habitat, cooling/shade, and enjoyment of greenspaces and natural views.

-**Transit:** continue pilot for Sunday service and earlier start times (no additional 2021 budget dollars being requested).

-**EV charging stations:** EV infrastructure supports the shift to electric vehicles, an important CEEP goal.

-Other business cases supportive of climate adaptation and/or mitigation include: Nodes and Corridors Land Use Study Phase 2 (make consistent with goal 1 of CEEP); Enhanced catch basin cleaning; Bus pass subsidy – Children’s Aid Society.

-**Basic maintenance and comfort in social housing:** Roof replacement for 1960 Paris; 1920 Paris heating and hot water boiler replacement.

-For larger key projects: focus on **AT infrastructure** (e.g. Paris Notre Dame Bikeway and shovel ready design for Lasalle Bikeway), and Housing (necessary maintenance and repairs). Active transportation infrastructure supports CEEP goals, has many equity and health benefits, and is also especially needed during COVID restrictions. We would like to draw special attention to the next segment of the Paris-Notre Dame Bikeway. Although the importance of this project is recognized (ranked #7 on the capital priority list), it currently remains unfunded in the 2021 budget.

3. Implementing CEEP and being ready to take advantage of federal funding opportunities

The CEEP **target for 2025 is a 25% reduction in GHG emissions**. In meeting this target, financial savings will surpass costs by 2026, and many good jobs will be created in our community. In effect, we must invest now to save later. Funding opportunities, especially at the federal level, will be available and we must also position ourselves to apply for funding opportunities as they arise.

To effectively implement CEEP, we are looking for:

-Incorporating CEEP actions into existing budgets.

-Shifting resources where necessary to support key CEEP actions.

-Doing the groundwork necessary to be ready to take advantage of funding opportunities.

	Within existing budget	Ensure resources are available	Be ready to take advantage of funding opportunities
Climate Change Coordinator position		x	x
Complete foundational actions: a climate lens and frameworks for tracking progress and for collaborative implementation. <i>We look forward to a community-wide plan for CEEP. Integrating local organizations in the implementation plan (through plan development, execution and funding support)</i>	x		x

<i>will assist in accessing other funding streams for community-based CEEP goals.</i>			
Review land use policies and set higher intensification targets	x		
Develop a Greater Sudbury Green Standard and rezoning energy efficiency requirements. Develop a deep energy efficiency retrofits program.	x		x
Update City engineering staff and building inspector skillsets with step code and Passive House knowledge.	x		
Develop a prioritized list of City buildings to retrofit and perform energy audits (align asset management). Be ready to accelerate retrofit schedule as funding becomes available.	x		x
Ensure RFP requirements for new City facilities are consistent with the CEEP goal to achieve net-zero emissions in City buildings by 2040. View new city facilities as opportunities for demonstration sites.	x		x
Align water treatment and distribution upgrade schedules with the CEEP goal to decrease energy use in the potable water treatment and distribution system by 60% by 2050. Be ready to accelerate upgrades as funding becomes available.	x		x
Align the waste diversion plan with the CEEP goal to achieve 90% solid waste diversion by 2050. Be ready to accelerate diversion schedules as funding becomes available.	x		x
Update the Transit Action Plan and Transportation Master Plan with with increasingly ambitious mode share targets, consistent with CEEP goals to achieve 25% transit and 35% active transportation modal shares by 2050. <i>Supported by an updated active transportation implementation plan (updated TMP, coordinated with a Trails Master Plan).</i>	x		
Update active transportation plan for faster implementation of a complete network. Be shovel ready for core AT infrastructure projects (such as safe walking and cycling on Lasalle, Lorne, and Barry Downe) to take advantage of funding opportunities as they arise.		x	x
Develop a plan to electrify transit and the city vehicle fleet by 2035. Be ready to accelerate the schedule as funding becomes available.		x	x
Develop a plan and schedule for EV infrastructure. Be ready to accelerate the schedule as funding becomes available.	x		x
Develop a green energy procurement strategy.	x		x
Develop a Regreening Master Plan. Increase resources for regreening and urban forest management.	x	x	x

4. Better engagement

As stated in the budget documents, “public engagement is essential in building trust and confidence with the community.” We would like to see significant improvements in how the public and community stakeholders can engage on the municipal budget.

Thank you for consideration of this input.

Contact:

Naomi Grant

Co-chair, Coalition for a Liveable Sudbury

clsudbury@live.com

Co-signatories:

Junction Creek Stewardship Committee

Bike Sudbury

budget - input for CGS 2021 budget and planning

From: Junction Creek Stewardship Committee <info@junctioncreek.com>
To: <budget@greatersudbury.ca>
Date: Thursday, December 24, 2020 8:27 AM
Subject: input for CGS 2021 budget and planning
Cc: Mayor <mayor@greatersudbury.ca>, <mark.signoretti@greatersudbury.ca>, <m...
Attachments: Input to the 2021 CGS municipal planningand budget_JCSC_24DEC2020.pdf; visual aid_restoring Junction Creek_JCSC2020.pdf

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello,

The Junction Creek Stewardship Committee would like to respectfully submit input for upcoming City planning and 2021 budget (see attachments). In addition, we have recently completed data analysis of Junction Creek research and stream health monitoring programs and would be delighted to make arrangements in the new year to share a summary of our findings and discuss stream conditions, identified impairments, concerns and recommendations.

Thank you for your time and consideration. Have a safe and happy Holiday Season!

Sincerely,

--

Miranda Virtanen
 Executive Director
 Junction Creek Stewardship Committee
 office: [705-525-8736](tel:705-525-8736)
<https://junctioncreek.com/>

Connect with us @JunctionCreek on Facebook, Twitter and Instagram



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December 24th, 2020

Input to the 2021 City of Greater Sudbury municipal planning and budget

We the Junction Creek Stewardship Committee (JCSC) respectfully make the following submission to the 2021 City of Greater Sudbury (CGS) municipal planning and budget.

The JCSC continues to lead the restoration of Greater Sudbury's central urban waterway, Junction Creek, through partnerships with the City, stakeholders and community. We contribute to various City programs, such as Adopt-a-Spot, Frog Find and Greater Sudbury Biodiversity program, and offer valuable services that improve watershed health and management, climate resilience, long-term stewardship and conservation, community image and pride.

We would like to take the time to reiterate our gratitude for the City's ongoing support to the JCSC and commemorate the City for being a leader in environmental innovation - making Greater Sudbury known world-wide for its environmental restoration. In reflection of Sudbury's capabilities and the degraded state we have grown from, we possess the ingenuity and local expertise to develop more ecological approaches as we continue restoration efforts and build climate resiliency.

As the City plans for the upcoming years during these difficult times, it is important to remember that a thriving watershed is the foundation for ecological, economic, and social health. As a northern community, Greater Sudbury has a strong connection with nature. Greater Sudbury's natural assets should be recognized, valued, protected, and integrated into all planning processes to ensure they are not adversely affected.

We submit that the following items, as reflected in the Strategic Plan, Official Plan and most recent Junction Creek Subwatershed Study, be funded as priority projects in the 2021 municipal budget and upcoming planning.

Climate resilience, natural assets and environmental restoration

The natural heritage features of Greater Sudbury have important ecological, economic, and social functions. "The CGS identifies strongly with the lakes and geologic features in the area and requires that these features, as well as forested areas, wetlands, and wildlife habitat, are protected, enhanced, and restored" (Junction Creek Subwatershed Study).

1. Climate Change and Ecological Sustainability

Climate change is a pressing issue that encompasses adaptation of all municipal programs and services, emphasizing ecological approaches that strengthen natural functions for the overall benefit of the community.

Greater Sudbury aims to “demonstrate leadership in the development and promotion of ideas, policies, and actions that positively influence global climate conditions” (Strategic Plan). Effectively implementing the Community Energy and Emissions Plan and building climate resiliency are very important as we try to mitigate climate change and the associated financial and quality of life impacts.

We gladly offer the opportunity to collaborate in a community-wide implementation plan and look forward to providing input in the Climate Adaptation Plan.

2. Natural Assets and Junction Creek Waterway Park Trail

The CGS Official Plan recognizes that “our abundant natural areas offer many possibilities to protect, preserve and integrate these features into the urban form and enhance the visual appeal of the City. Such an approach will further bolster Greater Sudbury’s reputation for environmental action.”

Natural assets such as green spaces, wetlands, waterbodies, and forested areas provide important services such as flood protection, cooling, improvement of water quality, and drinking water sources and source protection that will be even more important as climate change impacts increase, while also being at increased risk from climate change. These natural services should be recognized and taken into consideration as they are extremely expensive to replace with built infrastructure.

With the push for healthier outside activities, prioritizing “green” assets and enhancing trail systems will promote the community’s mental and physical well-being through active transportation and flourishing green spaces. For these reasons, we recommend that:

- “Green” assets, such as parks, trails and other natural features, be included in the Enterprise Management Asset Plan.
- Ensure appropriate and financially sustainable policies are developed to protect and enhance the natural environment, protect natural heritage resources, and promote safe and respectful use of natural resources. (Strategic Plan)
- Elevating parks and natural areas status by maximizing natural opportunities and outdoor experience development. (Strategic Plan)
- Supporting community recreation with focus on quality of life and connection with nature.
- A Trail Master Plan that includes goals and action items to protect the natural environment alongside the trail, and timelines for completing the Junction Creek Waterway Park trail.

4. Environmental Restoration and Conservation

Water quality is vital for drinking water sources, recreation and tourism, and the health of our watershed. “The watercourses and lakes within the Junction Creek Subwatershed provide habitat for a variety of fish and wildlife species. Due to historical land use practices these systems are degraded, with narrow riparian areas, high water temperatures, and poor water quality. It is important to enhance the aquatic habitat to improve water quality and the overall resiliency of these systems.” (Junction Creek Subwatershed Study)

Stormwater and runoff

Stormwater can be a significant problem, posing risks of flooding, erosion and the pollution of river, streams and lakes. “Urbanization increases impervious surface cover, such as roads, driveways and rooftops. These surfaces prevent infiltration of stormwater, which is forced to flow overland, creating significant erosion, pollution, or flooding problems. The purpose of managing stormwater is to control the quantity of stormwater runoff to reduce erosion and flooding, and to improve the quality of runoff to streams, rivers, lakes and groundwater” (Junction Creek Subwatershed study).

Salinity and plastic waste are identified issues in Greater Sudbury with growing community interest and concern. To mitigate and rectify stormwater contaminants, it has been recommended to:

- Ensure water/wastewater infrastructure demonstrates high-quality, progressive policies, compliance with all provincial regulations and a sustainable financing plan. (Official Plan)
- Monitor and improve quality of stormwater to streams, rivers, lakes and groundwater.
- Implement a public awareness campaign to help citizens understand what stormwater is and why it is important to manage it. Alternatively, the CGS could provide funds and resources for individual stewardship and community groups to lead public awareness campaigns. (Junction Creek Subwatershed Study)
- Establish/audit the subwatershed’s current salinity levels and impacts from application of road salt throughout the winter. (Junction Creek Subwatershed Study)
- Use innovative approaches for safe and effective litter capture and removal from waterways.

Vegetative buffers and re-greening

It is well-known that vegetative buffers naturally manage water quality and quantity, and thus have been identified as priorities for environmental restoration. “Planting programs should be encouraged that include woody species and herbaceous vegetation with high root densities (e.g., grasses) along riparian corridors. These plantings will help to address stability and erosion concerns as well as provide shade, food, and woody habitat for fish. Overhanging vegetation will help to lower water temperatures by shielding the surface of the water from solar radiation. This is particularly important for the upper Subwatershed, as water temperatures are currently just above the threshold of tolerance for Brook Trout. Improving riparian conditions may help provide refuge areas for Brook Trout in the upper reaches of Junction Creek.” (Junction Creek Subwatershed Study).

As recommended in the most recent Junction Creek Subwatershed Study, efforts should be focused to:

- Continue re-forestation efforts and increase diversity of planted species, where possible.
- Encourage riparian planting programs for watercourses and lakes.
- Increase the width and natural vegetation within the riparian zone for Junction Creek and its major tributaries.
- The riparian areas downstream of Kelly Lake should continue to be protected based on recommendations provided in the Junction Creek Subwatershed Study and policies under the CGS OP and CS O.Reg 156/06.

It was also suggested in the Junction Creek Subwatershed Study to “consider preparing a Natural Heritage Sensitivity (NHS) Study for the entire Greater Sudbury area that links NHSs for each urban centre to natural features in the surrounding lands and provides a connected and protected system of natural features.”

Thank you for your consideration of this input to the 2021 City of Greater Sudbury municipal budget and planning. We would be happy to provide additional input and an update about recent research and restoration efforts of Junction Creek.

Sincerely,

A handwritten signature in black ink, appearing to read 'Miranda', followed by a stylized flourish.

Miranda Virtanen

Executive Director, Junction Creek Stewardship Committee

Enclosed: Visual aid – restoring Junction Creek

Junction Creek Watershed

The Urban Waterway of Greater Sudbury

A VALUED NATURAL ASSET

- Junction Creek Waterway Park trail & green spaces
- Recreation & connecting with nature
- Flood management & drinking water
- Historical significance
- Habitat & wildlife
- Species at risk

10 Wards

18 species of fish

52km

Drains into the Vermillion River,
then onward to the Great Lakes

Provincially
Significant Wetland

Headwater:
Garson Mine

Garson

Lasalle Blvd

Sudbury

Heart of the city

Ramsey Lake

Copper
Cliff

Kelly Lake

Lively

CHALLENGES

- Historic logging & mining
- Stream bank erosion
- Loss of habitat & wildlife
- Storm water run off
- Litter & plastic waste

Working together to
RESTORE
JUNCTION CREEK



Improving and monitoring water quality



Reintroducing Brook Trout



Creek-friendly practices

Sharing the story and inspiring change



Regreening and stabilizing the shorelines



Cleaning up the creek

Junction Creek has shaped the history of Greater Sudbury

- Junction Creek was used as a traditional travel route for Whitefish First Nations.
- Sudbury was once known as 'Ste. Anne-Amongst-the-Pines' for its large pine forest. Discovered in 1879 with the construction of the railway, logging led to the discovery of nickel, and the beginning of mining in Sudbury.
- The Junction Creek waterway shaped development, and was originally used as a means for transporting sewage, and dumping waste.



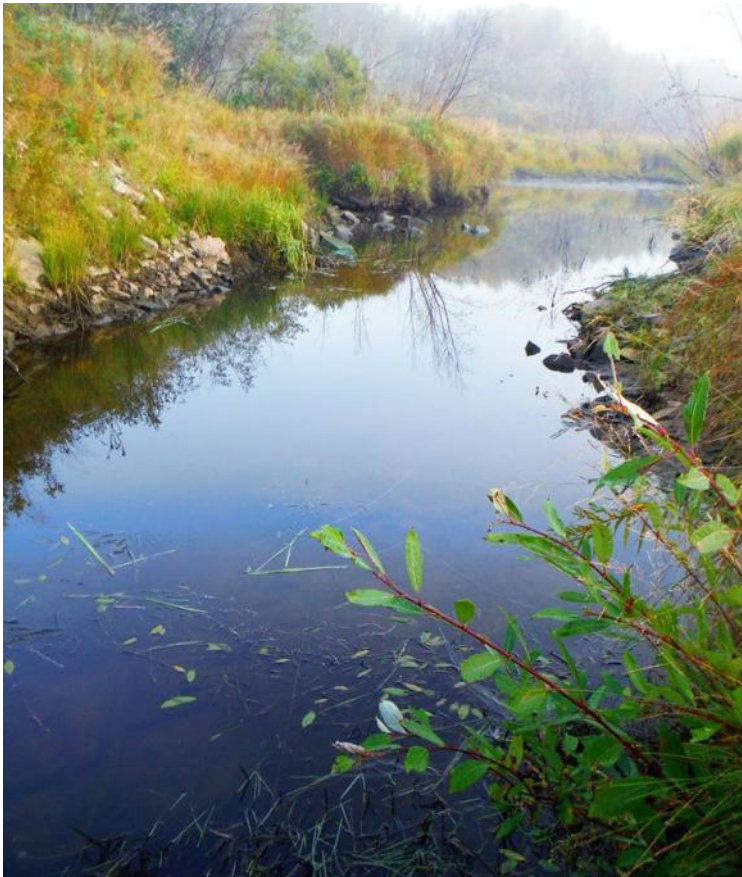
Construct. of Culvert for C. Davis 1939



1953

Junction Creek Watershed - A Natural Asset in Greater Sudbury

- Watersheds are extremely valuable ecosystems that provide many services to the city.
- Wetlands provide biodiversity and special habitat features for waterfowl breeding, fish, and species at risk.
- Wetlands play an important role in flood management, improve water quality, and act as carbon sinks
- They also provide learning opportunities for students, and green spaces for residents and tourists to enjoy.





Junction Creek
Stewardship Committee

Comité d'intendance
du ruisseau Junction

Junction Creek Waterway Park Trails

- Non-motorized trail system that connects urban communities
- 60,000 residents within 10 minute walking distance
- Promotes active living, gateway to nature, corridor for civic engagement
- Route for eco-tourism and economic growth

Services to Greater Sudbury

- ⇒ Partner in 'Connect the Creek'
- ⇒ Provide guided hikes and opportunities to get connected with nature
- ⇒ Encourage active outdoor activities that promote physical and mental health





Junction Creek
Stewardship Committee

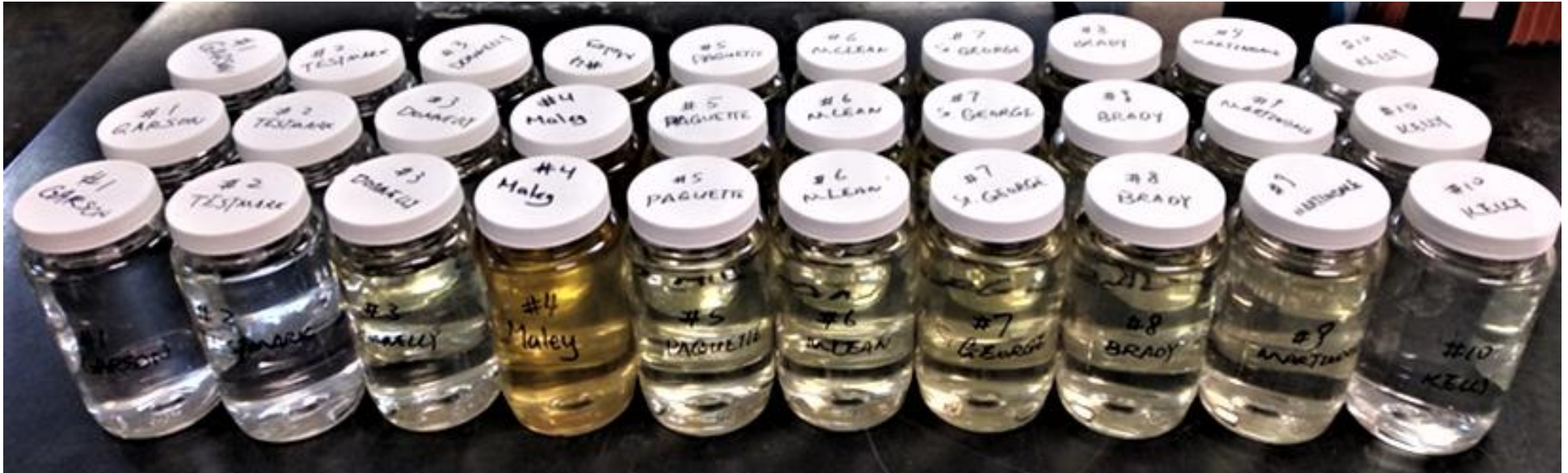
Comité d'intendance
du ruisseau Junction

Monitoring & Research

- Long-term monitoring programs and database
- Knowledge; gain a better understanding of the current state of the water quality and ecosystem
- Identify trends and impairments to stream health

Services to Greater Sudbury

- ⇒ Water chemistry and biological data: fish, aquatic bugs (benthos), citizen science, biodiversity, and wetland assessments
- ⇒ Research opportunities for students and academic institutes
- ⇒ Data, reports, consulting services— used by stakeholders, including the City's 'Junction Creek Sub-watershed Study'



Partners: CGS, Vale Canada Ltd., Conservation Sudbury, Cooperative Freshwater Ecology Unit, Laurentian University, Cambrian College, Collège Boréal, OMNRF, DFO, WWF-Canada



Junction Creek
Stewardship Committee
Comité d'intendance
du ruisseau Junction

Education & Awareness

- Share research findings and local knowledge
- Increase awareness and appreciation
- Encourage citizen stewards of the watershed

Services to Greater Sudbury

- ⇒ School programs, workshops, presentations - Children's Water Festival
- ⇒ Interactive and bilingual programs & resources
- ⇒ Greater Sudbury Biodiversity project, Frog Find project

4,709 students and participants in 2019



Partners: Earth Care Sudbury, Conservation Sudbury, Living with Lakes Centre, various local academic institutes, Plastic-Free Greater Sudbury, Coalition for a Liveable Sudbury

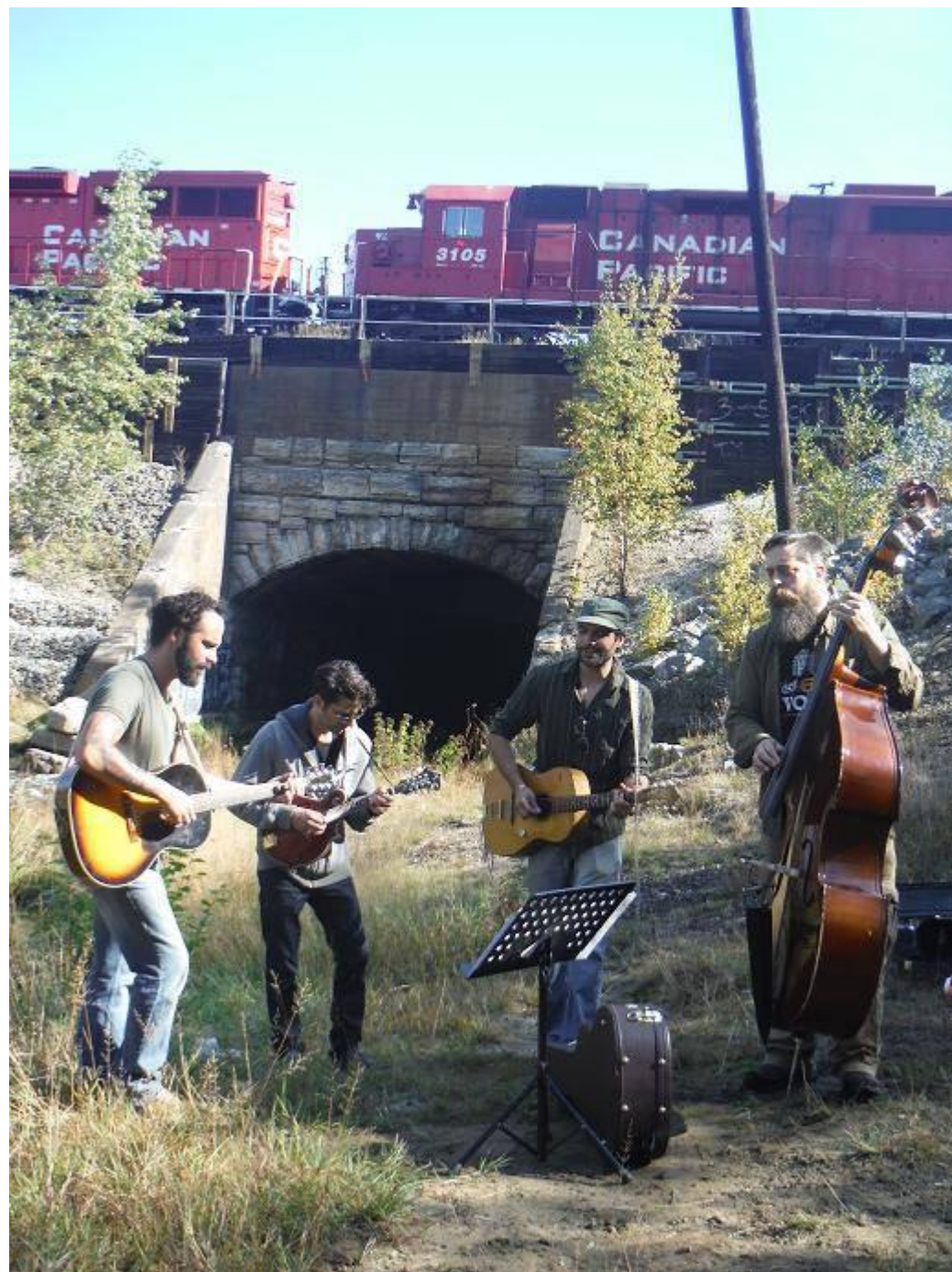


*Junction Creek
Stewardship Committee*

*Comité d'intendance
du ruisseau Junction*

Art & Nature along Junction Creek

- Work with local artists, groups, and students
- Murals and art installations along Junction Creek
- Photography and artwork inspired by Junction Creek
- Live music performances





Junction Creek
Stewardship Committee

Comité d'intendance
du ruisseau Junction

Restoration Activities

- Improve water quality, riparian & stream habitat
- Data-based recommendations and projects
- Volunteer driven, foster community involvement

Services to Greater Sudbury

- ⇒ Garbage clean-ups through Adopt-a-Spot Agreement with City
- ⇒ Tree planting, erosion control, invasive species management, pond construction, fish habitat improvement projects, creosote removal

2,335 kg of garbage removed by over 230 volunteers in 2019



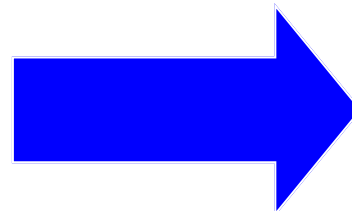
Partners: CGS, Conservation Sudbury, Plastic-Free Greater Sudbury, Coalition for a Liveable Sudbury, Laurentian University, Cambrian College, Collège Boréal, OMNRF, DFO Canada, Adopt-a-Spot groups, Southview Greenhouse Growers, Jane Goodall, local industries, organizations, community groups, school groups, citizens of Greater Sudbury

Enhancing our Community Image and Pride

- Beautifying green spaces and neighbourhoods
- Healthier waterway and community
- Unique natural asset within the city
- Trails system offers opportunities for recreation and to get connected with nature
- Enjoyed by Sudburians and tourists



Planting trees & shrubs



Working with Industries to Improve Water Quality

Diversion of acid drainage 2000/2001



Frood Branch Tributary

1993: no fish

2000-01: diversion of acid drainage

2008: 7 species of fish found

⇒ **From 0 to 7 species**



Removal of Creosote 2007



Copper Street

2004: 1 fish species (*Brook Stickleback*)

2007: removal of creosote

2008: 124 fish, 10 species of fish found

⇒ **From 1 to 10 species**





Junction Creek
Stewardship Committee

Comité d'intendance
du ruisseau Junction

Indicator of Success - reintroduction of Brook Trout in Junction Creek!

- Brook Trout were historically present in Junction Creek, but were no longer found in the creek due to very poor water quality
- In 2000, sections of Junction Creek were clean and healthy enough to re-introduce stock Brook Trout
- Stock Brook Trout have been provided by the Ontario Ministry of Natural Resources and Forestry
- Annual Festival & Trout Release event in May ; over 300 participants help release 3,000 Brook Trout into Junction Creek



Jane Goodall

"What you do makes a difference, and you have to decide what kind of difference to make." - Jane Goodall

budget - Budget

From: [REDACTED] >
To: "budget@greatersudbury.ca" <budget@greatersudbury.ca>
Date: Saturday, December 26, 2020 12:13 PM
Subject: Budget

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello,

It is my firm belief that the councilor position should be made into a full time position with an appropriate salary to go with it. This will ensure the people vying for the position are actually qualified persons. This way we can remedy the stymied and asinine situation we are currently in.

Thank you,

[REDACTED]

Get [Outlook for Android](#)

[REDACTED]
[REDACTED]

Click [here](#) to control the type of email you receive from the College or remove your email address from our lists.

From: [REDACTED]
To: <budget@greatersudbury.ca>
Date: 12/27/2020 10:13 AM
Subject: How to reduce costs

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear budget committee.

Although reading press releases doesn't paint the entire picture of the work and discussions that go into tax planning or savings strategies; as a tax payer looking in, it does create questions on you're actual intent?

For example, lowering the standard of snow removal that will only result in more 911, police, ambulance and EMS calls? Not to mention more injury, possibly death and insurance claims? I would imagine you sent this out waging on the common sense response of the typical motorist in Sudbury.

Why not take a simple yet common sense approach to this. There are MUST HAVE expenses and there are WARM and FUZZY expenses.

Here's one of you're warm and fuzzy's.... while the police budget includes expenses to reduce distracted driving, the city of Sudbury rents trucks and pays staff to plant flowers between the lanes so drivers can look at the flowers?

Make a list of MH and a list of WF.... start by eliminating the WF.

If you really want input. Make a list of all expenses you think are MH and let others categorize them!

Thanks for listening to my humble opinion.

Regards

[REDACTED]
Wahnapitae

Sent from my iPad

budget - 2021 BUDGET ENGAGEMENT

From: [REDACTED] >
To: <budget@greatersudbury.ca>
Date: Thursday, December 31, 2020 12:01 PM
Subject: 2021 BUDGET ENGAGEMENT

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Budget Engagement is a noble gesture. That the taxpayer of Sudbury, actually might have a say on how to spend our money is a lovely gesture.

It just happens that the citizens of Greater Sudbury share the heavy tax burden, and we get that, but why doesn't the city council ...???

I'm very skeptical of any real change. And I am sure Joe Taxpayer has a lot of valid suggestions and most of them will be turned down immediately, because it is in direct opposition to the new elite/s theory on how to manage ***our money***.

SUGGESTIONS

Immediately every Dept cut their work force by 3.9 %

Other easy fixes: ie.:

Some Departments need a total overhaul. and some deep cleaning..

*A new **police force** must include more civil servants.... ????*

1. Administrators-general staff

2. Councillors-properly trained to calm the agitated

3. Traffic Controllers-general traffic duties .Is this a policeman's job..??

4. Radar Controllers-a good job for a few not fit for active duty.

5. Crowd Controllers, not too many required

6. Physiologists

7. Policemen-They carry guns and their very presence brings automatic peace.

NB

3, 4, and 5 could have the same title and pay schedule.

Right now the wages are too high for the so-called Constable...

*You don't need a Swat team either, when **real** policemen are available. Who is on the Swat Team. ??? Is it a aTEAM In waiting.... ???*

Could be other positions, but, the inference is that we don't need a lot of unfit/unqualified people running around with guns.

The Fire Dept. could also face the same stress test. Like when they have saved a building ???

.I would think that in the majority of cases, the building is rebuilt, so, fire control is their main function.... like don't let the neighbours house burn....

*Maybe The **first suggestion** is all you need, and when you're turfed out, let the big people come in and do the real work.*

These are serious ways to address the issues ,not too mention the high salaries of City Elite.

Something else that burns my ass is that we're always promoting and subsidizing too many minorities' interests.

This has to stop.If City Hall and the Sudbury Star can be serious about this venture they'll publish the main issues the folks have raised.....

Let the adult people in the room speak out,,for once.....

Sincerely

██████████

Received Dec 31st then
in quarantine.

Budget 2021

Over To You Greater Sudbury

Budget 2021 Survey

Fill out a short survey to share how you feel about the City Budget and programs and services

How familiar are you with how property taxes work?

(Choose any one option)

- ☒ Very familiar
☐ Somewhat familiar
☐ Kind of familiar
☐ Not very familiar

Please tell us how important the following services and programs are to you and those in your household.

Questions	This service is important	Neutral	This service is not important	I don't know / I don't use this service
Drinking Water, Wastewater and Stormwater	✓			
Communications and Engagement with Residents	✓			
Economic Development (Attracting and Retaining Jobs and Businesses/Attracting Visitors and Tourists)			✓	
Emergency Services (Police, Fire and Paramedic Services)	✓			
Garbage and Recycling	✓			✓
Libraries and Museums	✓			
Long-term Care (Pioneer Manor)				✓
Recreation Programs and Facilities (Arenas, Pools, Parks, Sports Facilities, Ski Hills, Community Halls)		✓		
Road Maintenance and Construction	✓			
Social Services (Children Services, Ontario Works, Housing Services)				✓
Transit				✓
Winter Maintenance (snow plowing, sanding/salting roads and sidewalks)	✓			

Please provide any additional comments you feel are important to share with the Mayor, Council and senior staff as they prepare the 2021 Budget.

TAXES ARE OUT LINE. TAX IS ASSESSMENT
IS 1.50%. OTHER CITIES 1% OR LESS
TOO MUCH STAFF & ARE OVERPAID.
THIS IS A PATHETIC ATTEMPT TO

Note: Answer this question if it applies

SUGGEST THAT MANAGEMENT &
COUNCIL IS EVEN INTERESTED
IN RUNNING THINGS EFFICIENTLY.
SUDBURY IS A POORLY MANAGED
CITY

Budget 2021

Over To You Greater Sudbury

Answer this question only if you have chosen I live out of town but work or own property in Greater Sudbury for Which of the following best describes you?

Tell us more! In which Ward do you work or own property?

(Choose any one option) (Required)

- ☐ Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)
- ☐ Ward 2 - Lively, Naughton, Whitefish, Copper Cliff, Worthington
- ☐ Ward 3 - Chelmsford, Onaping, Dowling, Levack
- ☐ Ward 4 - Azilda, Elm West, Donovan
- ☐ Ward 5 - Val Caron, Blezard Valley, Cambrian Heights, McCrea Heights, Guileville, Notre Dame-Lasalle (west of Rideau Street)
- ☐ Ward 6 - Val Thérèse, Hanmer
- ☐ Ward 7 - Garson, Falconbridge, Capreol, Skead
- ☐ Ward 8 - New Sudbury (east of Barry Downe Road)
- ☐ Ward 9 - Coniston, Wahnapiatae, Wanup, South End (Broder Township)
- ☐ Ward 10 - Lockerby, Lo-Ellen, University Area, Kingsmount, Bell park, Downtown (south of Elm Street)
- ☐ Ward 11 - Minnow Lake, New Sudbury (west of Barry Downe Road, east of Arthur Street, south of Lasalle Boulevard)
- ☐ Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)

DOES THIS REALLY MATTER

What avenues do you use to learn about City programs and services? Click all that apply.

(Choose all that apply)

- ☒ The City's social media channels - Facebook and Twitter
- ☒ The City's website
- ☒ Social media in general - user and community pages/groups
- ☒ News media
- ☐ Friends and family
- ☐ Other

Answer this question only if you have chosen Other for What avenues do you use to learn about City programs and services? Click all that apply.

Please specify

Received Dec 30th then
in quarantine.

Budget 2021

Over To You Greater Sudbury

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Fill out a short survey to share how you feel about the City Budget and programs and services

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Questions	This service is important	Neutral	This service is not important	I don't know / I don't use this service
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Emergency Services (Police, Fire and Paramedic Services)	✓			
Garbage and Recycling	✓			✓
Libraries and Museums	✓			✓
Long-term Care (Pioneer Manor)				✓
Recreation Programs and Facilities (Arenas, Pools, Parks, Sports Facilities, Ski Hills, Community Halls)		✓		
Road Maintenance and Construction	✓			✓
Social Services (Children Services, Ontario Works, Housing Services)				✓
Transit				✓
Winter Maintenance (snow plowing, sanding/salting roads and sidewalks)	✓			

Please provide any additional comments you feel are important to share with the Mayor, Council and senior staff as they prepare the 2021 Budget.

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COUNCIL IS EVEN INTERESTED
IN RUNNING THINGS EFFICIENTLY.
SUDBURY IS A POORLY MANAGED
CITY

Budget 2021

Over To You Greater Sudbury

If you have further information to share with the Mayor and Council as they prepare the 2021 Budget, please attach here. Note: only one file is permitted for upload. Please email any additional files to budget@greatersudbury.ca.

Which of the following best describes you?

(Choose any one option)

- ☒ I'm a homeowner or renter
☐ I'm a business owner
☐ I live out of town but work or own property in Greater Sudbury

Answer this question only if you have chosen I'm a homeowner or renter for Which of the following best describes you?

Tell us more! In which Ward do you live?

(Choose any one option) (Required)

- ☒ Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)
☒ Ward 2 - Lively, Naughton, Whitefish, Copper Cliff, Worthington
☒ Ward 3 - Chelmsford, Onaping, Dowling, Levack
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☒ Ward 12 - Flour Mill, Downtown (north of Elm Street), New Sudbury (east of Rideau Street, west of Barry Downe Road, north of Lasalle Boulevard)

Answer this question only if you have chosen I'm a business owner for Which of the following best describes you?

Tell us more! In which Ward is your business?

(Choose any one option) (Required)

- ☐ Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)
☐ Ward 2 - Lively, Naughton, Whitefish, Copper Cliff, Worthington
☐ Ward 3 - Chelmsford, Onaping, Dowling, Levack
☐ Ward 4 - Azilda, Elm West, Donovan
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Budget 2021

Over To You Greater Sudbury

Answer this question only if you have chosen I live out of town but work or own property in Greater Sudbury for Which of the following best describes you?

Tell us more! In which Ward do you work or own property?

(Choose any one option) (Required)

- ☐ Ward 1 - West End, Gatchell, Copper park, Robinson, Moonglo (south of Ontario Street, west of Regent Street)
- ☐ Ward 2 - Lively, Naughton, Whitefish, Copper Cliff, Worthington
- ☐ Ward 3 - Chelmsford, Onaping, Dowling, Levack
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DOES THIS REALLY MATTER

What avenues do you use to learn about City programs and services? Click all that apply.

(Choose all that apply)

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- ☒ The City's website
- ☒ Social media in general - user and community pages/groups
- ☒ News media
- ☐ Friends and family
- ☐ Other

Answer this question only if you have chosen Other for What avenues do you use to learn about City programs and services? Click all that apply.

Please specify

budget - Ideas to reduce CGS Taxes

From: "[REDACTED]" >
To: <budget@greatersudbury.ca>
Date: Monday, January 04, 2021 4:41 PM
Subject: Ideas to reduce CGS Taxes
Cc: <Joscelyne.Landry-Altmann@greatersudbury.ca>, <Brian.Bigger@greatersudbu...>
Attachments: Compare-govt&private-sector-compensation-in-on-2019.pdf; Municipal Wage Watch.pdf; Toward_more_efficient_municipal(0).pdf

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

To the Mayor and Councillors of Greater Sudbury

Do not be offended if many of us feel your invitation to participate in helping this administration with ideas to reduce taxes is more Optics then substance. This administration has demonstrated an unwillingness to do the right thing on many issues is well documented. Notwithstanding, I can look in the mirror and say "I participated regardless of my perception of this council.

In the spirit of transparency, my sources include, research from Fraser Institute, Canadian Federation of Independent Business (CFIB), a report from the Treasury Board Secretariat of Ontario Finances and various sources from different municipalities in wage and benefit comparisons of the Public Sector vs the Private Sector. For those who are interested in some interesting facts, please see attached some of my findings from these reliable sources.

The average private sector Ontario worker's salary in 2017 was 33.6% lower than the salary for the average Ontario public sector employee.

In the report 2018 Ontario Public Sector Disclosure Reveals Unsustainable Trend Across the Public Sector with the subtitle "Restoring Trust and Accountability in Ontario's Finance" the findings made it clear that municipalities' appetite for more revenue stems from the fact that wages and benefits is the biggest contributor to out of control costs (in the range of approx. 40% to 60% of budget).

As such, I contend that the starting point to controlling costs in the CGS is to begin bringing those wages and benefits MORE IN LINE to that of the private sector. CGS council budgeting process needs a serious rethink on its' approach given the same strategy of slicing and dicing services has not resulted in serious cost controls. Another item in the budget planning process that is never discussed is the Defined Benefit Pension funding costs. Given the persistent low interest rate environment (One prime factor in determining funding requirements for DB Pension plans), the funding liability for these type of plans is considerable. Taxpayers have the right to know how this specific benefit affects our tax bills. Interestingly, Unions are mentioned as a source for pushing unreasonable demands especially during these difficult times. Collective agreements exclude the voice of taxpayers and yet we are the ones on the hook for these collective agreements. This makes absolutely no sense. After all, a Bank will only lend you money on your ability to pay it back. So in the spirit of fairness, the collective agreement process also should be reflective

to today's realities. In the end, the taxpayers' ability to pay for it needs to be ascertained during this process.

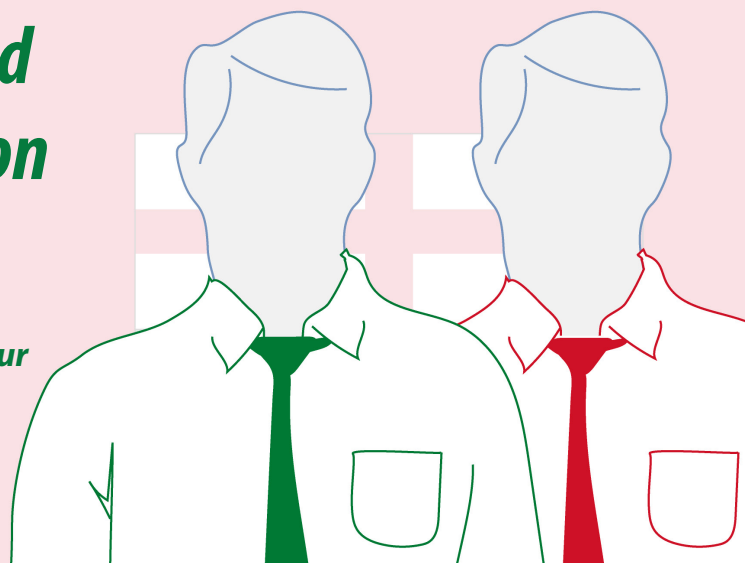
Given the limited time frame, my proposal is simple, straightforward and effective. Speaking for many taxpayers, we are not asking for complete parity to the private sector but at least CGS making some effort in taking a reasonable step in aligning wages and benefits accordingly. The end result is we should be able to enjoy a NO tax increase for at least the next two years or so. And to not lose focus on why this is a reasonable idea, the general public know the employees working for this city do earn an average of 30% more in wages like many other municipalities. The Ontario's Finance position from its findings know that what is happening now is NOT SUSTAINABLE! Please have a discussion on this issue.

- 1. Freeze wages for the next two years.**
- 2. Roll back wages by a reduction of 5%.**

██████████

Comparing Government and Private Sector Compensation in Ontario, 2019

by Milagros Palacios, Nathaniel Li, and Steve Lafleur



MAIN CONCLUSIONS

■ Using data on individual workers from January to December 2018, this report estimates the wage differential between the government and private sectors in Ontario. It also evaluates four non-wage benefits for which data are available to quantify compensation differences between the two sectors.

■ After controlling for factors like gender, age, marital status, education, tenure, size of firm, job permanence, immigrant status, industry, occupation, and full- or part-time status, the authors found that Ontario's government-sector workers (federal, provincial, and local) enjoyed a 10.3% wage premium, on average, over their private-sector counterparts in 2018. When unionization status is factored into the analysis, the wage premium for the government sector declines to 7.3%.

■ The available data on non-wage benefits suggest that the government sector enjoys an advantage over the private sector. For example, 82.7% of government workers in Ontario are covered by a registered pension plan, compared to 24.6% of private-sector workers. Of those covered by a registered pension plan, 94.8% of government workers enjoyed a defined benefit pension compared to 39.8% of private-sector workers.

■ In addition, government workers retire earlier than their private-sector counterparts—about 2.0 years on average—and are much less likely to lose their jobs (2.3% in the private sector compared to 0.5% in the public sector).

■ Moreover, full-time workers in the government sector lost more work time in 2018 for personal reasons (13.7 days on average) than their private-sector counterparts (7.8 days).

Introduction

Ontario faces significant fiscal challenges including a multi-billion dollar deficit and a high government debt burden. In order to begin solving them, the province will need to rein in program spending—a key source of the problem. In these efforts, an important area of spending to scrutinize is the compensation of government employees, which consumes around half of the government's annual program spending.¹

With heightened interest in how wages and non-wage benefits in the government sector compare with those in the private sector, this report builds on previous research by the Fraser Institute comparing government- and private-sector compensation in Ontario (Lammam, Palacios, and Ren, 2017; Palacios, Jacques, Lammam, and Lafleur, 2018). Using data on individual workers from January to December of 2018, the report updates past estimates of the wage differential between government-sector workers in Ontario (including federal, provincial, and local government workers) and their private-sector counterparts. It also evaluates four non-wage benefits for which data are available in an attempt to quantify compensation differences between the two sectors.

At the outset, it is important to emphasize that wages are only one component of overall compensation. Various non-wage benefits such as pensions, health and dental insurance, vacation time, life and disability insurance, and so forth affect overall compensation levels. In this report, we are unable to estimate the overall total compensation premium in the government sector because there is a lack of individual data on

non-wage benefits. However, we do present the data that are available on non-wage benefits to shed some light on the differences between the benefits received in the government and private sectors.

The first section of this report provides some basic statistics on government and private sector employment in Ontario. The second presents the results of calculations used to determine the wage premium in the government sector. The third section compares available non-wage benefits to ascertain the likelihood that there is a premium for non-wage benefits in the government sector compared to the private sector.²

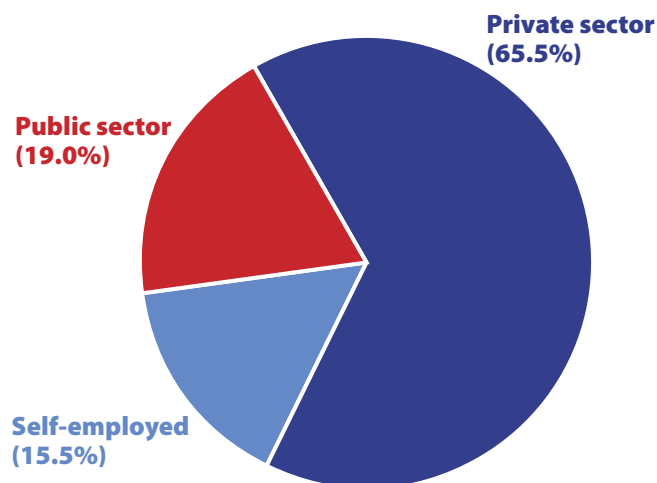
1. Comparing the size of the government and private sectors

Before analyzing compensation in the government and private sectors, it is useful to compare the two sectors in a more general way. [Figure 1](#) displays the composition of total employment in Ontario in 2018. In that year, about 1.4 million Ontarian workers, 19.0% of total employment, were employed in the public sector. This includes the federal, provincial, and local governments, as well as government agencies, crown corporations, and government-funded establishments such as schools (including universities) and

1 For an analysis of how compensation spending consumes provincial government resources in Ontario, see Lammam and MacIntyre, 2015.

2 Lammam, Palacios, Ren, and Clemens (2015b) provide possible solutions to the disparities in compensation between the government and private sectors. The options they propose include: (1) gathering better data on wage and non-wage benefits for government- and private-sector workers; (2) recognizing that total compensation is what matters, not wages alone; (3) ensuring that the information about government-sector wages and benefits is transparent, accessible, and disclosed regularly; and (4) instituting mechanisms for setting compensation such as wage boards. For more details, see Lammam, Palacios, Ren, and Clemens, 2015b.

Figure 1: Components (%) of total employment in Ontario, 2018



Sources: Statistics Canada, 2019a; calculations by the authors.

hospitals (Statistics Canada, 2018).³ In contrast, there were 4.7 million workers employed in the private sector in 2018, 65.5% of total employment (Statistics Canada, 2019a). The remaining 15.5% were self-employed.

Comparing wages in Ontario's government and private sectors

A number of studies have empirically quantified wage differences between similar occupations in the private and public sectors. Nearly all of these studies measure just the wage differences between the public and private sectors; this is a result of the

³ Unless otherwise stated, data used in this section come from Statistics Canada's Labour Force Survey. This is a household survey completed by a representative sample of the civilian population 15 years of age or older. Excluded from the survey's coverage are persons living on reserves and other Aboriginal settlements in the provinces, full-time members of the Canadian Forces, and the institutionalized population (for example, inmates of penal institutions and patients in hospitals or nursing homes who have resided in the institution for more than six months). These groups together represent an exclusion of approximately 2.0% of the population aged 15 and over (Statistics Canada, 2018).

lack of data on non-wage benefits. The Canadian research examining wage differences between the two sectors over the past three decades consistently indicates a premium for government-sector workers.⁴ The specific wage premiums vary depending on the data source and time period. What is clear, however, is that a premium exists.⁵

Methodology and data sources

This report provides new calculations for the government-sector wage premium in Ontario. It uses aggregated monthly data on individual workers from the Labour Force Survey from January to December of 2018 (Statistics Canada, 2019b).⁶ The major advantage of the data from the Labour Force Survey is that public-sector workers are explicitly identified, whereas they are not in the National Household Survey data.⁷ The

⁴ For a thorough review on wage differentials in the public and private sector in Canada, see Lammam, Palacios, Ren, and Clemens, 2015b.

⁵ The reason for the premium in the government sector is twofold. The process of determining wages in the public sector is markedly different from that in the private sector. The wage process in the government sector is largely determined by political factors, while the process in the private sector is largely guided by market forces and profit constraints. These differences are amplified by the monopoly environment in which the government sector operates while the private sector faces a competitive environment. For a more detailed explanation of the causes for the compensation premium observed in the public sector, see Lammam, Palacios, Ren, and Clemens, 2015b.

⁶ The Labour Force Survey is a monthly survey. However, the data used for the empirical analysis in this report is aggregated data over the 12-month period from January to December 2018.

⁷ The Labour Force Survey has a "class of worker" variable that designates whether the employer is a government or privately owned enterprise, whereas the National Household Survey does not have such a variable to distinguish government from private employers.

sample for Ontario from the Labour Force Survey consists 167,964 individuals for whom their hourly wage rate, age, gender, education, marital status, type of work, and other characteristics are available. Our analysis covers paid government- and private-sector employees only (persons 15 years of age and over with employment income). It excludes the self-employed, unemployed persons, and persons not in the labour force. The Labour Force Survey breaks down the data by sector (public and private) but does not provide data for different levels of government. Therefore, the public-sector wage premium in this section contains workers from the federal, provincial, and local governments in Ontario.⁸

2. The public-sector wage premium—results from empirical analysis

The analysis in this section updates the analysis done by Palacios, Jacques, Lammam, and Lafleur (2018)⁹ and follows earlier academic work by

Gunderson, Hyatt, and Riddell (2000). An ordinary least squares (OLS) model was employed to determine if and how much wage premium might exist between the government and private sectors. For details on the methodology used to compute the public sector wage premium in this section, please see Lammam, Palacios, Ren, and Clemens, 2015a.

Table 1 summarizes the results of the analysis of the comparison of public and private wage sectors in Ontario. The column labelled “Model 1” provides the public-sector wage premium calculation without controlling for any factors. In other words, Model 1 represents a calculation that does not account for variables like age, experience, education, and so forth, which we know influence wages. The Model 1 estimate indicates that wages in Ontario’s public sector (including federal, provincial, and local public-sector workers), are 35.5% higher, on average, than in the private sector.

A more appropriate way to determine if there is a wage premium in the public sector is to control for different factors such as gender, age, level of education, tenure, type of employment (seasonal, contractual), part-time or full-time work, establishment size, immigrant status, industry, and occupation, which affect individual wage levels. Model 2 in table 1 controls for these personal characteristics. Controlling for these factors reduces the public-sector wage premium in

⁸ Specifically, the Labour Force Survey considers the public sector as those working for federal general government (i.e., federal public administration), federal government business enterprises, provincial general government, provincial health and social service institutions, universities, colleges, vocational and trade institutions, provincial government business enterprises, local general government, local school boards, and local government business enterprises. Those in the military armed forces are excluded from the survey.

⁹ Palacios, Jacques, Lammam, and Lafleur (2018) use aggregated data from the monthly Labour Force Survey over the 12-month period from January to December 2017 and calculate a public-sector wage premium of 39.1%, without controlling for other independent variables, and 10.6% after accounting for gender, age, marital status, level of education, job status, tenure, size of firm, full-time/part-time, occupation, and industry. When unionization is accounted for, the public-sector wage premium was 7.6%. They do not control for immigrant status in

their model. If we replicate their methodology (excluding immigrant status as a control variable) and use monthly Labour Force Survey data aggregated from January to December 2018, the public-sector wage premium is 10.9% after controlling for different factors. When unionization is included in our model, the premium is reduced to 7.7%. These are similar to results in Palacios, Jacques, Lammam, and Lafleur (2018), implying no major change in wage differential from 2017 to 2018 in the province.

Table 1: Summary of the public-sector wage premium in Ontario, 2017

Dependant variable = log of hourly wage.

	Model 1	Model 2	Model 2 (controlling for unionization)
	Coefficient	Coefficient	Coefficient
(Private)			
Public	35.5	10.3	7.3
N	167,964	167,964	167,964
Adjusted R ²	0.11	0.58	0.58

Notes: [a] The control variables used in the regressions include sex, age, marital status, education, tenure, type of employment (seasonal, contractual), part-time or full-time work, establishment size, immigrant status, industry and occupation. [b] Self-employment is not included. [c] Estimates are significant at 99%.

Sources: Statistics Canada, 2019b; calculations by the authors.

Ontario to 10.3%, on average.¹⁰ When unionization is included in Model 2, the premium falls to 7.3%, which is nevertheless a significant gap.

10 Model 2 also provides details on the differences in wages across various personal and job characteristics (not shown in table 1). For instance, after controlling for other wage-determining factors, men, on average, earn 9.9% more than women. As expected, higher education levels lead to higher wages. In fact, those who graduate from high school earn 5.1% more than those with elementary education or less. A university graduate earns 14.7% more than those with only elementary schooling, on average, whereas those with a graduate degree earn 20.3% more. Recent immigrants, defined as those landed 10 or fewer years ago, and established immigrants (landed more than 10 years ago) earn, respectively, 10.6% and 5.7% less than non-immigrants. Moreover, those with full-time, permanent jobs, and longer tenure, earn, on average, higher wages than those with temporary, part-time jobs, and shorter tenure. On average, those with seasonal, contract, and casual work earn between 5.8% and 7.4% less than those with permanent jobs. The hourly wage of those who work part time is 5.8% less than those with full-time jobs.

3. Comparing non-wage benefits in Ontario's public and private sectors

Although public-sector workers in Ontario enjoy a wage premium, this does not tell us whether their overall compensation is higher than, comparable to, or lower than that of workers in the private sector. That is because wages are only a part of total employee compensation. Unfortunately, individual-level data on non-wage benefits (such as pensions, vacation time, and health benefits) are not readily available in Canada, which explains the lack of research on this aspect of employee compensation. It is critical that Canada's statistical agency, Statistics Canada, augment its current survey in order to begin collecting and analyzing data on non-wage benefits.

Fortunately, there are some aggregated data on non-wage benefits that can be examined to roughly compare how Ontario's public-sector non-wage benefits compare to those of the province's private sector. Four types of non-wage benefits data are examined: registered pensions, average age of retirement, job loss (as a proxy of job security), and the absence rate of full-time employees.

Registered pensions

The pension benefit is the first non-wage benefit to consider. The benefit has two important dimensions. The first is the percentage of workers in both sectors who have a registered pension. The second is the type of pension plan in each sector. Table 2 summarizes the pension data for Ontario and Canada.

There is a dramatic difference between the registered pension coverage in the public and private sectors. In 2018, 24.6% of private-sector workers in Ontario were covered by a registered pension plan, compared to 82.7% of public-sector workers. In other words, while almost 1 of every 4 private-sector workers have a registered pension

Table 2: Registered pension plan (RPP) members in Ontario and Canada, by type of plan and sector, January 1, 2018

	ONTARIO			CANADA		
	Total (public and private)	Private sector	Public sector	Total (public and private)	Private sector	Public sector
Total number of members who have:	2,427,927	1,288,893	1,139,034	6,325,712	2,999,716	3,325,996
<i>Defined benefit plans</i>	1,591,991	512,716	1,079,275	4,240,414	1,219,867	3,020,547
<i>Defined contribution plans</i>	419,170	400,561	18,609	1,161,400	1,009,870	151,530
<i>Other pension plans</i>	416,766	375,616	41,150	923,898	769,979	153,919
Total Employment, 2018	6,622,200	5,245,500	1,376,700	17,113,400	13,322,300	3,791,100
Percentage of employees covered by pension plans	36.7	24.6	82.7	37.0	22.5	87.7
As a % of total number of members						
<i>Defined benefit plans</i>	65.6	39.8	94.8	67.0	40.7	90.8
<i>Defined contribution plans</i>	17.3	31.1	1.6	18.4	33.7	4.6
<i>Other pension plans</i>	17.2	29.1	3.6	14.6	25.7	4.6

Notes: [a] Total employment includes workers in the public and private sector as well as self-employed workers in incorporated businesses (with and without paid help). Self-employed incorporated businesses are included in the private sector because, like their public- and private-sector counterparts, they are able to have a registered pension plan (RPP). [b] The registered pension plan data comes from the annual Pension Plans in Canada Survey (PPIC). Meanwhile, total employment data comes from Statistics Canada's Labour Force Survey (LFS). Although these two data sets (PPIC and LFS) are comparable, there are some conceptual differences that should be pointed out. First, members of Canadian Registered Pension Plans (RPP) living on Indian reserves (in any province or territory) as well as those working outside Canada (less than 1% of total RPP membership) are included in the pension plan membership but these groups are excluded from Labour Force Survey estimates. Second, labour force estimates are annual averages while pension plan membership refers to the number of active, employed participants as of January 1, 2018. Finally, the Labour Force Survey does not cover full-time members of the Armed Forces. [c] Because of some conceptual differences between the PPIC and LFS, the percentage of employees covered by pension plan might be lower than the numbers shown in this table. [d] Numbers may not add up to the total due to rounding.

Sources: Statistics Canada, 2019a, 2019c; calculations by the authors.

plan, more than 8 of every 10 public-sector workers do. This gap between the two sectors is also evident when we consider the second dimension, the type of pension plan in each sector.

A defined benefit plan provides workers with a guaranteed benefit in retirement. A defined contribution plan, on the other hand, provides

employees with a benefit that is based on their contributions, their employer's contributions, and earnings on the pension savings over time.

A defined benefit plan is increasingly scarce in the private sector because of its high costs and risks for employers. Specifically, in a defined benefit pension plan, the employer bears all the

financial risk since the employee is guaranteed the benefit. If returns on the pension's investment fund do not match expectations, the employer must increase the contributions to the plan to fully fund the guaranteed benefit. The comparative data presented in table 2 illustrate the increasing scarcity of defined benefit pensions in the private sector compared to the prevalence of these pension plans in the public sector. In 2018, of the workers in Ontario who were covered by a pension plan, 94.8% of those in the public sector enjoyed a defined benefit pension compared to 39.8% of those in the private sector. While somewhat fewer than 4 out of 10 private-sector workers with a pension have a pension with a guaranteed benefit in retirement, a guaranteed benefit is the norm in the public sector. Public-sector workers in Ontario are much more likely to be in a registered pension plan, and are much more likely to receive a defined benefit pension than their private-sector counterparts.

Average age of retirement

Public-sector employees in Ontario not only earn more and are more likely to be covered by pension plans, but they also tend to retire earlier. Table 3 presents data on the average age of retirement for public- and private-sector workers between 2014 and 2018, for Canada as a whole and for individual provinces.¹¹ On average, Ontario's public-sector employees tend to retire 2.0 years earlier than their private-sector peers.¹²

¹¹ Statistics Canada notes that the data on age of retirement should be used with caution because of small sample sizes, especially for the provinces. Five-year averages were used (2014–2018) to mitigate this problem.

¹² The authors also examined median retirement age. Regardless of whether the average or median age of retirement is used, public-sector workers in Ontario retire at an earlier age than their private-sector coun-

Table 3: Average retirement age (years), 2014–2018

	Total	Public-sector employees	Private-sector employees	Difference (years)
Canada	63.5	61.5	64.0	2.4
NL	62.2	59.7	63.9	4.2
PEI	64.1	62.4	65.7	3.3
NS	63.0	61.1	64.0	2.9
NB	63.0	61.3	63.6	2.3
QC	62.7	60.5	63.5	3.0
ON	63.5	61.8	63.8	2.0
MB	63.5	61.8	64.3	2.6
SK	64.1	62.0	63.9	1.9
AB	64.5	62.8	64.5	1.8
BC	64.0	62.3	64.2	1.9

Notes: [a] Total includes workers in the public and private sector, and self-employed individuals (including unpaid family workers). [b] The difference in years may not equal the difference as displayed by the data because the retirement age years for both the public and private sectors are rounded.

Sources: Statistics Canada, 2019d; calculations by the authors.

Job loss as a proxy for job security

Another way to compare government- and private-sector employees is to consider how likely each group is to experience job losses. Table 4 presents data on job losses in 2018 (excluding those with temporary employment) for Canada as a whole and for the provinces. There are several reasons for job

terparts. If the median retirement age is used, the difference in years is slightly larger. For instance, Ontario's public-sector workers retire 2.7 years earlier than the private-sector employees if the median rather than the average is used.

Table 4: Job loss by sector, 2018

	<i>JOB LOSSES (thousands)</i>			<i>JOB LOSSES (% of employment)</i>			
	Total	Public sector	Private sector	Total	Public sector	Private sector	Difference (percentage points)
Canada	310.3	16.3	294.0	2.0	0.4	2.4	2.0
NL	10.8	0.7	10.1	5.2	1.1	7.1	6.1
PEI	1.5	n/a	1.4	2.3	n/a	3.1	n/a
NS	7.9	n/a	7.5	2.0	n/a	2.7	n/a
NB	9.8	0.5	9.3	3.1	0.6	4.1	3.6
QC	65.3	2.1	63.2	1.8	0.2	2.3	2.1
ON	115.1	7.0	108.1	1.9	0.5	2.3	1.8
MB	9.1	0.9	8.2	1.6	0.6	2.1	1.5
SK	10.3	0.7	9.6	2.2	0.5	2.9	2.4
AB	49.9	2.8	47.1	2.6	0.6	3.2	2.5
BC	30.6	n/a	29.6	1.5	n/a	1.8	n/a

Notes: [a] Total employment includes workers in the public and private sector. Self-employment is not included. [b] Reasons for losing a job include (1) company moved, (2) company went out of business, (3) business conditions and (4) dismissal by employer. Job losses as a result of an end of temporary, casual, and seasonal job are not included. [c] The difference in years may not equal the difference as displayed by the data because the job loss percentages for both the public and private sectors are rounded. [d] "n/a" denotes estimates that are suppressed (cannot be published) because the data is below the confidentiality threshold. This threshold is 1,500 for Canada, Quebec, Ontario, Alberta and British Columbia; less than 500 for Newfoundland & Labrador, New Brunswick, Nova Scotia, Manitoba, and Saskatchewan; and less than 200 for Prince Edward Island. For suppression levels within census metropolitan areas (CMAs), census agglomerations (CA), and economic regions (ERs), use the respective provincial suppression levels above.

Sources: Statistics Canada, 2019a, 2019e; calculations by the authors.

loss, including firms moving location, firms going out of business, changing business conditions, and dismissal. In 2018, 2.3% of those employed in the private sector experienced job loss in Ontario, compared to only 0.5% of those employed in the public sector. That means the rate of job loss was nearly five times higher in the private sector.

Absence rate of full-time employees

Table 5 presents a measure of the absence rate in the two sectors: total days lost per worker in 2018. Among full-time employees, an average of 7.8 days was lost for personal reasons in the private sector in Ontario, compared to 13.7 days in the public sector (5.9 days more).

Table 5: Total days lost per worker, full-time employees, by sector, 2018

	Total	Public sector	Private sector	Difference (days)
Canada	10.0	14.6	8.6	6.0
NL	11.0	15.6	9.0	6.6
PEI	9.5	12.7	8.2	4.5
NS	10.9	15.0	9.3	5.7
NB	10.8	14.6	9.4	5.2
QC	11.8	16.9	10.2	6.7
ON	9.1	13.7	7.8	5.9
MB	10.8	14.5	9.4	5.1
SK	10.2	13.6	8.7	4.9
AB	8.7	12.4	7.6	4.8
BC	10.3	15.1	9.0	6.1

Notes: [a] Absence data are only for personal reasons: that is, illness or disability, and personal or family responsibility. [b] Days lost per worker are calculated by multiplying the inactivity rate (number of hours lost as a proportion of the usual weekly hours worked by full-time workers) by the estimated number of working days in the year (250). The estimated number of working days in the year (250) is in line with other research in the field. This number assumes that the typical full-time employee works a 5-day week and is entitled to all statutory holidays (around 10 days a year). Thus, the potential annual labour supply of a typical worker would be 52 weeks multiplied by 5, less 10 statutory holidays, or 250 days. This allows the days lost per worker in a year to be calculated.

Sources: Statistics Canada, 2019f; calculations by the authors.

Conclusion

In 2018, Ontario's government-sector workers earned a wage premium of 10.3%, on average. When unionization is accounted for, the wage premium declines to 7.3%. These findings are in line with previous research investigating wage differences between the two sectors. While there is insufficient data to make a definitive statement about the differences in non-wage benefits between the public and private sectors in Ontario, the available data suggest that the public sector enjoys more generous non-wage benefits than the private sector, including higher rates of pension coverage, higher rates of defined benefit pensions, earlier ages of retirement, lower rates of job loss, and more days lost per worker.

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Municipal Wage Watch

Municipalities across Canada overspend by \$3.4 billion per year on employee compensation

What is the issue?

Municipalities continue to seek additional revenues and revenue-generating power. Yet, evidence suggests that they do not have a revenue problem, but a spending problem. Employee compensation, making up about half of most municipal budgets, is beyond private sector norms.

Compensation premiums favouring municipal public sector employees across Canada are 22.3 per cent over the private sector.ⁱ On a per-hour basis, the compensation of a municipal government worker is \$6.43 higher than that of a private sector worker in a similar job.ⁱⁱ

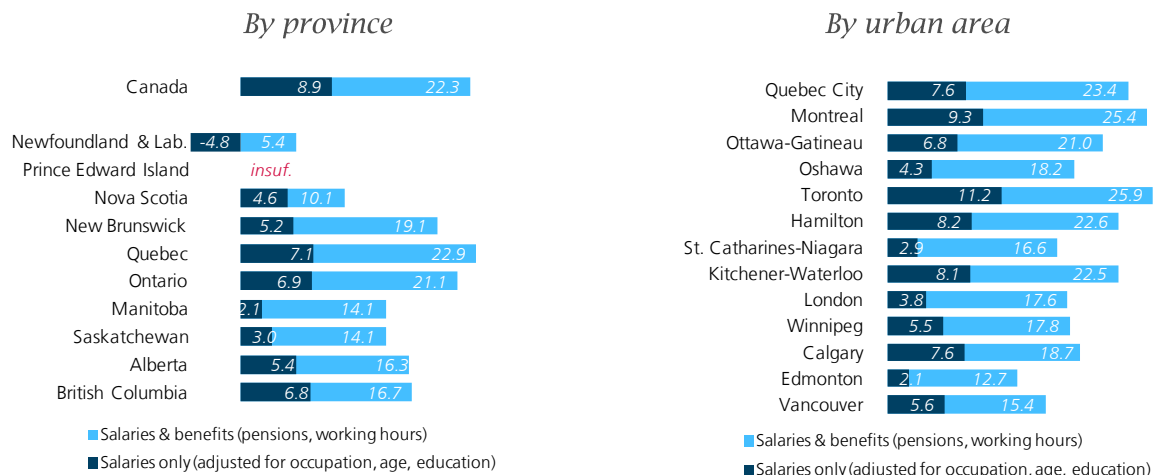
Where are the largest municipal compensation gaps in Canada?

Compensation advantages in municipal governments are highest in Quebec (22.9 per cent), Ontario (21.1 per cent) and New Brunswick (19.1 per cent), while more narrow in Newfoundland and Labrador (6.2 per cent), Manitoba (14.1 per cent) and Saskatchewan (14.1 per cent).

When considering urban areas, the largest compensation premiums exist in Toronto (25.9 per cent), Montreal (25.4 per cent) and Quebec City (23.4 per cent), respectively (see Figure 1).

Figure 1

Municipal Government Salary and Benefits Advantages (Per Cent Above Comparable Private Sector Wages)



Source: CFIB (2015), *Wage Watch: A comparison of public-sector and private-sector wages*.

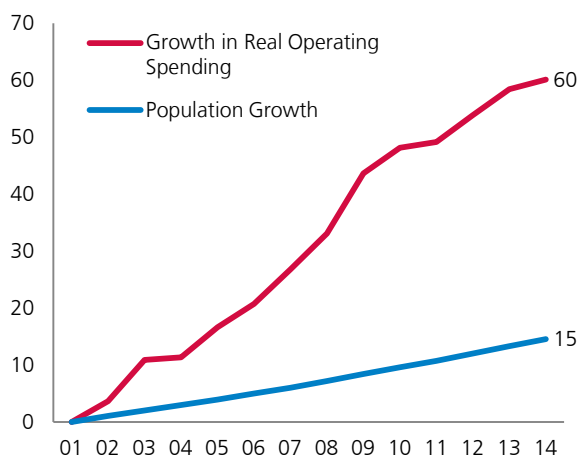
Why should Canadians care?

Municipal spending increases have far outpaced the reasonable benchmark of inflation and population growth for years.

Inflation-adjusted (i.e. real) operating spending by Canadian municipalities increased by 60 per cent from 2001 to 2014— four times the rate of population growth of 15 per cent (see Figure 2).

Figure 2

Cumulative Growth in Population and Real Operating Spending in Canada's Municipalities, 2001-2014 (in Per Cent)



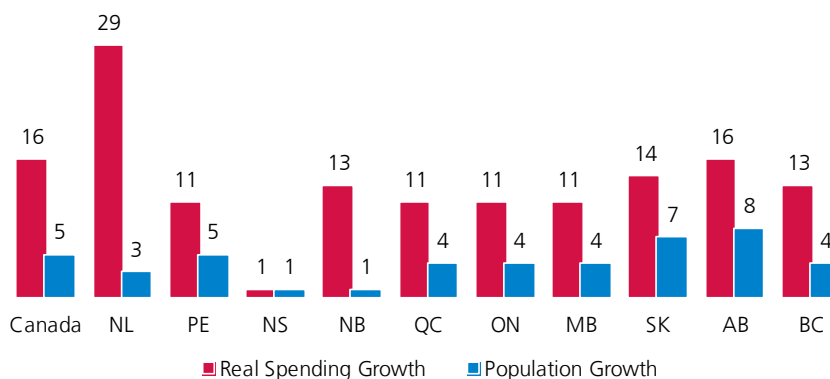
Sources: CFIB analysis of Statistics Canada, CANSIM Tables 380-0080 (expenditure), 326-0021 (Canada CPI) and 051-0001 (population).

Note: School boards are excluded

Looking at the situation by province, municipalities in Newfoundland and Labrador have increased spending by almost 10 times the rate of population growth between 2008 and 2012, whereas local governments in Nova Scotia have controlled spending growth (see Figure 3).

Figure 3

Cumulative Growth in Population and Real Operating Spending in Canada's Municipalities, 2008-2012 (in Per Cent)



Sources: CFIB analysis of Statistics Canada, CANSIM Tables 380-0080 and 385-0037 (municipal spending), 326-0021 (CPI) and 051-0001 (population).

Notes: (1) School boards are not included. (2) The definition of municipalities for Canada and the provinces are not identical. Data for Canada include spending of municipalities, while that for provinces also include other local public administrations (e.g. utilities, housing corporations).

Canadian municipalities spend \$29.5 billion a year on salaries and benefits. In fact, the lion's share of their operating spending goes to compensation. For example, on average, from 2001 to 2012, wages, salaries and benefits, as a share of operating spending in Canada's major cities have varied between 40 per cent (Charlottetown) and 66 per cent (Vancouver).

Overspending has a direct impact on taxpayers as it translates into higher taxes and fees. Whether municipalities raise additional revenues through property tax hikes or receive more funds from senior governments, we must remember that there is only one taxpayer. Tax hikes especially affect small businesses, as they already face disproportionately higher property taxes compared to residents. Better fiscal management by municipal governments would result in lower taxes and fees, allowing small businesses to grow and, in turn, support their communities and benefit the local economy.

How do we close municipal compensation gaps?

Before municipalities ask for more money from senior levels of government, they need to control their own spending. Minimizing compensation differentials between municipal and private sector employees is a good place to start. **Municipalities should:**

- ▶ Compare the combined value of wages, benefits and working hours with relevant local private sector data to establish appropriate compensation levels.
- ▶ Limit compensation increases, particularly where there are significant gaps, until public and private sector compensation levels are aligned.
- ▶ Eliminate early retirement provisions in pension plans.
- ▶ Eliminate banking of sick days.
- ▶ Enrol new hires in defined contribution plans or shared risk models rather than defined benefit plans.

ⁱ As indicated in CFIB's latest Wage Watch report. The study compares wages and benefits (i.e. pensions and the length of an average actual workweek) of 188 similar occupations in the municipal sector versus the private sector. For more information, please visit our website at cfib.ca/wagewatch.

ⁱⁱ Calculated as the difference between the average municipal government workers salary on a per-hour basis—including an excess pension benefit of 2.5 per cent—and the average salary of a comparable private sector worker on a per-hour basis. Only comparable occupations are included.



Part 1: Municipalities a growing force

*Guest Commentary
by Bruce Hollands*

Municipalities – a growing force, a growing concern

In Canada, the power of municipalities continues to grow, something that could have serious effects on taxpayers if left unchecked.

Several landmark court decisions – some that include the Supreme Court of Canada – have granted municipalities greater discretionary authority and operating freedom. Memoranda of Understanding signed by the Union of British Columbia Municipalities and the Association of Municipalities of Ontario with their respective provincial governments have entrenched the principle of consultation in areas of provincial prerogative.

As well, billions of dollars have been transferred from the federal, provincial and territorial governments to municipalities for infrastructure renewal — exceeding \$20 billion since the 1990s. Most taxpayers are unaware of this financial assistance, and rarely are these revenues mentioned in discussions about fiscally strapped municipalities. Instead, we are reminded by organizations like the Federation of Canadian Municipalities (FCM) and the 18 provincial and territorial municipal associations that local governments collect only 8 cents on every tax dollar, and that the provinces and federal government receive the lion's share: 42 cents and 50 cents from every dollar, respectively.

The notion that municipalities need greater revenues from senior levels of government

may appear to have merit. However, municipal spending has not been adequately scrutinized to fully support the concept. Are purchasing processes as competitive as they can be? Could Canadian municipalities operate more efficiently? Have alternative delivery mechanisms been fully exploited? Are municipalities doing too many things, allowing core services to suffer?

This piece, the first in a special three-part series on efficiency in municipal government, tells the real story of growth in local govern-

“Water and wastewater operations, accounting for between 20 and 50 percent of total municipal expenditures”



ment revenues and argues in favour of more competitive purchasing and public-private partnerships. Provincial downloading will not be addressed, since by and large, local governments have been receiving the revenues needed to meet their provincial obligations.

More revenues, more demands, more taxes

The revenue picture for local governments has been steadily improving, and has indeed never been better. In addition to the more than \$20 billion received in infrastructure program funding noted above, in 2004 the municipal GST rebate (a return of GST paid by munici-



Part 1/3 Toward more efficient municipal government in Canada

palities from their purchase of products and services) increased from 57.14 percent – representing \$775 million per fiscal year – to 100 percent, resulting in an extra \$580 million annually for municipalities. Still more revenue has come by way of a share of the federal gas tax under the New Deal for Cities and Communities, worth \$600 million in 2005-2006 and slated to reach \$2 billion annually in 2009-2010. Provincial governments are also contributing significantly to the municipal bottom line through various annual grants and by sharing a portion of their own gas tax revenues.

Yet demands for additional tax revenues continue, and municipalities are getting the authority to raise them. Toronto's new taxation powers granted under Ontario's *City of Toronto Act*, gives the city broad and permissive powers limited only by exclusions, making the list of potential new taxes almost limitless.

Toronto Comes of Age – At Your Expense

Toronto Councillor Shelly Carroll's comment that Toronto "came of age" on October 22, 2007, after city council voted for new taxes on land transfers and personal vehicles is prophetic. Other municipalities in Ontario and across Canada are already clamouring for similar new taxation powers. What does the future hold?

A recent FCM press release suggests that we can expect more of the same: "... until municipalities receive the equivalent of one cent of the GST, property taxes will continue to increase..." (October 11, 2007). The previous

“According to most experts, more competitive purchasing procedures could easily yield \$2 - \$5 billion in savings across the municipal sector. And this is at the purchasing end of the spectrum. Operational savings could also be in the billions.”



FCM demand was for a share of the federal gas tax; now it's for a portion of the GST.

Competition, Competition, Competition

When it comes to purchasing, municipalities can behave like sovereign countries, arbitrarily excluding innovative and efficient products and services, with no recourse for the private sector except through lengthy and costly lobbying efforts. Taxpayers get handed the bill.

For example, a product certified by all required international, national and provincial agencies, and used by other municipalities in Canada, can be excluded from a tender if municipal staff so choose. This means less competition, resulting in higher prices for goods purchased by local governments. And higher front-end costs are only part of the story – tendering that is less competitive has costly cas-

Toward more efficient municipal government in Canada



Part 1: Municipalities a growing force

ading effects further down the line.

Water and wastewater operations, accounting for between 20 and 50 percent of total municipal expenditures, are a case in point. Modern pipe materials, like polyvinyl chloride (PVC) are corrosion proof, giving them superior longevity. As well, their ultra smooth surfaces mean that less energy is needed to pump water through them (which represents as



“Toronto Councillor Shelly Carroll’s comment that Toronto ‘came of age’ on October 22, 2007, after city council voted for new taxes on land transfers and personal vehicles is prophetic. Other municipalities in Ontario and across Canada are already clamouring for similar new taxation powers.”

much as seven percent of Canada’s electricity consumption and accounts for 70 to 90 percent of a municipal water utility’s operating costs). PVC is also less prone to leaks, which average between 20 and 50 percent in most water distribution systems. However, these pipes continue to be excluded from select municipal tenders, even if it would make economic sense to use them, given their lower operating and life-cycle costs.

Collectively, municipalities spend about \$50 billion annually, accounting for about 11 percent of total government spending in Canada. According to most experts, more competitive purchasing procedures could easily yield \$2 - \$5 billion in savings across the municipal

sector. And this is at the purchasing end of the spectrum. Operational savings could also be in the billions.

More Public-Private Partnerships (P3’s)

Although P3’s have multiple advantages, they remain underutilized in the municipal sector. British Columbia has made some inroads in this area by requiring municipalities

receiving provincial funding to tender all infrastructure projects above \$20 million as P3’s. This has helped leverage a great number of projects; however, since they are all designated as design, build, finance and operate (DBFO), only large consortia can compete. If project thresholds were low-

ered to \$1 million and proposal criteria limited to design and build (DB), more local companies could get involved, spurring even more competition and innovation.

An excellent example of how P3’s can leverage public funds is a \$25-million, 5,500-seat arena in Chilliwack, built using only \$6 million in public funds, with the private sector investing the rest. Abbotsford’s 7,000-seat arena, on the other hand, is totally funded from public monies and will cost taxpayers more than \$55 million. And the project is already over budget, because risks have not been properly transferred to the private sector, which would have been the case had a P3 been used. Not surprisingly, Abbotsford’s council just voted for a 16



Part 1/3 Toward more efficient municipal government in Canada

percent tax increase.

A recent poll conducted by the Canadian Council for Public-Private Partnerships, Environics and Research Group shows that 64 percent of Canadians agree that "It's time to allow the private sector to deliver these types of services in partnerships with governments." Yet unions and municipalities remain largely opposed. This position is not in line with voter interests. Perhaps it is all about self-interest.

Infrastructure Crises

The Canadian Water and Wastewater Association estimates that \$60 - \$100 billion will be needed just to refurbish existing water and

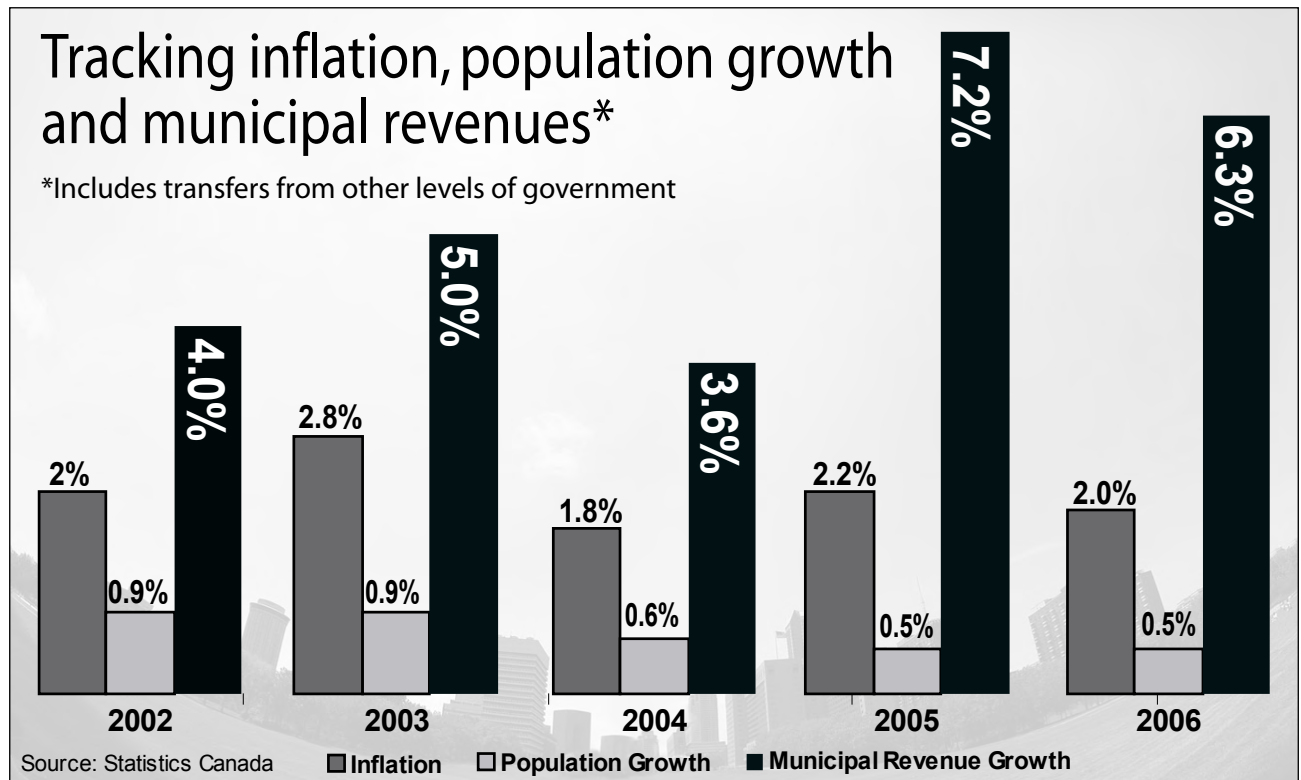
wastewater infrastructure in Canada. Without P3's, competitive tendering and municipalities operating more efficiently, Canadian taxpayers will be stuck footing the bill. Using additional tax dollars to prop up inefficient local governments will only worsen the impending infrastructure crises, because the impetus for change is seldom encouraged when a service is managed by the non-competitive public sector.

Bruce Hollands is president of Innovative Service Solutions. He is a government relations and business development specialist with extensive experience in the municipal sector. Bruce served as vice president at the Federation of Canadian Municipalities and acted as senior advisor to Ottawa Mayor Bob Chiarelli and the Canadian Water and Wastewater Association.

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Tracking inflation, population growth and municipal revenues*

*Includes transfers from other levels of government





Part 2: New Approaches

*Guest commentary
by Bruce Hollands*

New Approaches

In part one of our three-part series, we argued that, left unchecked, the growing power of municipal governments could have deleterious effects on taxpayers' pocket-books. Contrary to the claims of municipalities that they are cash-strapped, their revenues have steadily increased over the last two decades, keeping ahead of inflation and population growth.

The answer to the "woes" of municipalities does not lie with higher property taxes, new municipal taxation powers or a blank cheque from other levels of governments. It lies rather with more competitive tendering, increased operational efficiencies and greater use of public-private partnerships (P3s). Such practices could keep costs under control, while delivering greater value for tax dollars.

For example, through P3s local governments could significantly increase the number of infrastructure projects funded by the federal government's \$33 billion Building Canada Plan. Underscoring the benefits of P3s at a recent conference, federal Finance Minister Jim Flaherty said: "When contributions by other levels of government and the private sector are taken into account ... we should be able to leverage more than \$100 billion in investment in infrastruc-

“Keeping property tax increases in check will require setting priorities, better management and new approaches to service delivery.”

ture over the course of the next seven years in Canada.” This would go a long way in helping alleviate the impending infrastructure crisis we hear so much about.

Political Will

Keeping property tax increases in check will require setting priorities, better management and new approaches to service delivery. However, without political will, the municipal juggernaut will never be brought under control. Nowhere is that will more important than in standing up to civic unions.

The New Rich — Unionized Public Employees

When considering their salaries, benefits and pensions, it would not be far off the mark to say unionized municipal employees are Canada's new rich. For example, the average salary for the City of Ottawa's 16,000 employees is \$80,000 per year, much higher than the Canadian average, which is \$50,000,





Part 2/3 Toward more efficient municipal government in Canada

less the generous pension. To receive a pension similar to that of a municipal employee, the average Canadian would have to save millions of dollars in RSPs. All told, employee salaries and benefits now absorb 50 percent of most municipal budgets.

The only way for municipalities to lower labour costs is to outsource more services and reduce the number of union employees. This will be difficult because the Canadian Union of Public Employees (CUPE), which represents municipal workers across Canada, is a powerful organization that can deploy resources into any municipality. At the time of writing, CUPE is threatening Hamilton with a strike because of the city's demand to double the percentage of casual workers from 10 to 20 per cent. This proposal would help Hamilton reduce a projected 6 to 7 per cent tax increase for 2008.

Examples of how unions distort and undermine municipal budgets include unreasonable overtime benefits and policies like "first-right of refusal (FRR)" – which grants privileges to workers with the most seniority. In some cases, FRR guidelines ensure that seniority determines who is first offered overtime hours. In municipalities this combination, along with poor management, has allowed some bus drivers to earn as much as

\$100,000 per year.

More Outsourcing and User Fees

The Economic Opportunities Commission report from Winnipeg — highlighted in the last issue of *The Taxpayer* — provides good examples of how municipalities can improve their bottom lines through outsourcing and

“When considering their salaries, benefits and pensions, it would not be far off the mark to say unionized municipal employees are Canada’s new rich. For example, the average salary for the City of Ottawa’s 16,000 employees is \$80,000 per year, much higher than the Canadian average, which is \$50,000, less the generous pension.”



the increased use of cost-recovery fees. Tremendous savings could be achieved if municipalities outsourced basic services like issuing permits, information management, street and traffic light maintenance, public works equipment and maintenance, snow plowing and facilities management, to name a few.

And, by outsourcing facilities management, savings in the order of 10% could be achieved. Several public sector organizations have already done so: including, among others, Public Works and Governments Services Canada, Ontario Realty Corporation, British Columbia Buildings Corporation and Canada Post Corporation. For a municipality the size



Part 2: New Approaches

of Ottawa or Edmonton, this would represent about \$10 to \$13 million in annual savings, or the equivalent of a one percent tax reduction.

Studies have shown that contracting out has resulted in few, if any, layoffs of public

Outsourcing has a multiplier effect on the economy as well because it helps strengthen private companies or start new ones, which can then invest locally and create more jobs. In this way, municipal governments could be true enablers of local economic development.

Greater efficien-

cies and revenues could also be realized through increased use of user fees. These minimize the use of some services, thereby reducing consumption and the need for costly infrastructure investments. Even the Institute for Research on Public Policy, which favours greater tax-

“At the time of writing, CUPE is threatening Hamilton with a strike because of the city’s demand to double the percentage of casual workers from 10 to 20 per cent. This proposal would help Hamilton reduce a projected 6 to 7 per cent tax increase for 2008.”



employees and that they receive comparable wages and benefits from private sector employers. Labour costs are reduced over time through attrition, something governments have shown they are not very good at. Where facilities management is outsourced, the municipality would retain control over all assets and continue to exercise all responsibilities inherent to that role. To ensure that the contractor offers the best possible salary and benefits package for affected employees, the Request for Proposal (RFP) should contain a heavily weighted section for salaries and benefits, as well as opportunities for enhanced employee mobility.

ation powers for cities, agrees that municipalities should “increase the use of frequently overlooked revenue sources that are within [their] control, such as user fees, and exploit the cash generating potential of municipal services like water, sewage, garbage disposal and transit.”

Managing the “Infrastructure Deficit”

It has become common currency for local politicians to argue that their federal and provincial counterparts are robbing Peter to pay Paul. To wit: income and consumption tax breaks, they say, are essentially municipal



Part 2/3 Toward more efficient municipal government in Canada

revenues that have been wrongly used to convince citizens they are getting tax relief. This absolves them of any responsibility for increasing property taxes.

All three levels of government will have to work together to deal with the looming infrastructure deficit, which the Federation of Canadian Municipalities (FCM) estimates to be \$123 billion. Contrary to what many local officials claim, municipal revenue shortfalls are not linked to this deficit nor do we know its full extent. For instance, the latest FCM study on the infrastructure deficit admits that the report “does not provide an exhaustive or complete account of the physical condition of municipal infrastructure.” And this study is the basis for the municipal sector’s latest demand for a share of the GST. In fact, only 85 of the 166 municipalities surveyed responded in full or partially, representing only 46 per cent of Canada’s population.

With all the clamour about the infrastructure deficit since the 1980s, the response rate to FCM’s survey should have been much higher. More importantly, was such a survey needed? Shouldn’t municipal authorities know the state of infrastructure within their jurisdictions? Their failure in this regard is proof positive that they are inadequately managing their assets and cannot be trusted with federal and provincial revenues without stringent spending guidelines.

Municipalities Must Get Their Houses in Order

Experience in many municipalities over the last three decades confirms that municipal governments could collectively save billions through better management and improved service delivery. Clearly, the union genie must be put back in its bottle. More services need to be outsourced to the private sector and greater use of user fees must be considered. However, little will change unless voters get more involved in local affairs and elect politicians who are prepared to implement long-term so-

“Clearly, the union genie must be put back in its bottle. More services need to be outsourced to the private sector and greater use of user fees must be considered.”



lutions that will keep taxes under control and tackle the infrastructure deficit in a rational, innovative and cost-effective manner. ■

Bruce Hollands is president of Innovative Service Solutions.

He is a government relations and business development specialist with extensive experience in the municipal sector. Bruce served as vice president at the Federation of Canadian Municipalities and acted as senior advisor to Ottawa Mayor Bob Chiarelli and the Canadian Water and Wastewater Association.

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Part 3: In Need of Reform

*Guest commentary
by Bruce Hollands*

In need of reform

Canada needs a more standardized municipal service delivery regime. Municipal activities are similar across the country, yet business processes are often very different. As a result, Canada's 3800 or so municipalities waste billions of dollars each year on tailor-made products and services. Cost-effective, off-the-shelf solutions must be more widely used and conditions for the broad implementation of best practices and more competitive procurement must be created if municipal government is to become more efficient. Moreover, significant savings and economies of scale could be achieved if municipalities coordinated purchasing and operated more uniformly.

There is also a critical need to improve financial management and reporting and to provide elected local officials with the tools they need to address spiralling labour costs.

But the only way to implement real change and catalyse the municipal sector is through binding provincial legislation. This will make municipalities more sustainable and transform them into dynamic engines of local economic growth.

Binding legislation

Binding legislation is needed because leaving things to the discretionary authority of municipalities doesn't work. We all remember the spending

on non-core infrastructure that was common during the heyday of the national infrastructure program. Another example are amendments to the *Ontario Municipal Act*, which allow municipalities to create new positions, such as auditor general and ombudsman, to enhance local accountability. Few local governments have acted on it because it is not a requirement, forcing citizens in some communities to petition for the establishment of these positions.

One good example of binding legislation is Ontario's Bill 175, the Sustainable Water and Sewage Act, 2002. This measure compels municipalities to assess the costs of water and sewer services and to recover the money needed to operate, maintain and replace them. Although this has led to higher user fees, it has made Ontario's water and wastewater infrastructure financially and environmentally more sustainable. It has also provided consumers an incentive to reduce water use, thereby lowering the cost of future infrastructure investments.

Enforcement mechanisms, however, must be in place. It was recently discovered that city of Ottawa bureaucrats dumped \$41 million from

“Independent inquiries should be established in every province to evaluate and compare the salaries of public employees with those in the private sector in an effort to ensure some parity.”





Part 3/3 Toward more efficient municipal government in Canada

other departments into its water and sewer operations.

Legislation that required consideration of public private partnerships (P3s) would also be beneficial. This method of financing and delivering public services has proven its value around the world, fostering innovation and a higher level of public sector accountability. Canadians have spoken about P3s for decades but have barely begun to put them into practice.

Off-the-shelf savings and smarter purchasing

A special report on technology and government in *The Economist* (February 16, 2008) shows how significant savings can be achieved when a municipality discards traditional approaches. By getting rid of its servers and using off-the-shelf software provided by Google, Washington, D.C., for example, was able to reduce its software costs by a factor of twelve – from \$50 a month per employee to \$50 a year. This illustrates the financial drag customized purchasing has on municipalities. Collectively, Canadian municipalities could reduce their IT costs by some \$100-\$150 million annually if they followed Washington's example, not to mention the additional millions that could be saved in needless consulting and maintenance fees.

Legislation must be enacted to help ensure more accountability, uniformity and innovation in the business processes used by municipalities. Contracts should be performance-based, with incentives for success and penalties for failure. Municipalities must more ef-

“Moreover, significant savings and economies of scale could be achieved if municipalities coordinated purchasing and operated more uniformly.”

fectively transfer risk to the private sector, buy more shrewdly, and put an end to tenders that allow costs to escalate after contracts have been awarded. In most cases, tenders should simply define a service outcome and let the private



sector determine how to best achieve it. Finally, assessing the lifecycle costs of products must become a prime consideration in all purchasing.

Municipal accounting -- dramatic improvements needed

Another area that would benefit from framework legislation is accounting. Proper financial information is essential to effective and accountable management. A recent study by the Frontier Centre for Public Policy, *The 2007 Local Government Performance Index (LGPI)*, found significant deficiencies in the accounting practices of Canadian municipalities. This makes it difficult to analyse the performance of our local governments, undermines the management of our infrastructure, and makes it impossible to grasp pension fund liabilities,



Part 3: In need of reform

which are incompletely and inconsistently reported. The lack of mandatory and basic accounting for infrastructure assets leaves Canada far behind international standards.

According to the Frontier Centre study, “One of Canada’s best hopes for economic advancement could well lie within improving the competence of local government, more particularly

under provincial labour codes require private companies to assume responsibility for all unionized public employees who are redeployed or transferred by outsourcing, or whose benefits may be affected. Though the right of municipalities in this regard has been confirmed in numerous court cases across the country, most current statutes contain far too many loopholes



“By getting rid of its servers and using off-the-shelf software provided by Google, Washington, D.C. was able to reduce its software costs by a factor of twelve – from \$50 a month per employee to \$50 a year.”

that enable unions to challenge outsourcing. Taxpayer-friendly laws that allow elected municipal officials more flexibility in outsourcing would be beneficial.

The pension bomb

As discussed, sub-optimal accounting practices make it difficult to determine the total pension liability in the municipal sector. We do know, however, that it is growing and unsustainable.

Though greater use of outsourcing could help municipalities mitigate this liability, the retirement of a large number of highly paid unionized employees over the next decade will strain finances. Therefore, pension benefits must be scaled back now to deal with the effects of a contracting workforce and retirement age should be increased from 55 to somewhere between 60 and 65.

their adoption of ‘asset management’ best practices...” It advocates the adoption of more competitive tendering, the reduction of union influence in work practices and the creation of more performance incentives for employees. Not surprisingly, the study showed “that a lack of core focus is correlated with higher municipal cost.” It argues for “a consistent Canada-wide set of accounting standards and performance frameworks for municipal accounting.”

Flexible successor provisions

The constraints placed on municipalities regarding outsourcing are largely attributable to successor provisions. Broadly, these provisions

This is also a social justice issue. Independent inquiries should be established in every province to evaluate and compare the salaries of public employees with those in the private sector in an effort to ensure some parity. In addition to salaries, the range of employee benefits should be thoroughly examined and weight-



Part 3/3 Toward more efficient municipal government in Canada

ed, with special emphasis on pensions, so that comparisons fairly reflect the total wage package received by public employees. The two-tier world so often mentioned by unions has been finally created in Canada, and it is public employees who occupy the upper seats.

Toward better municipal government

Concerted legislative municipal reforms throughout the provinces will make local governments more effective, innovative and accountable. This will not only create economies of scale for existing products and services, but it will create new products and new processes as demand identifies new needs. Over the long term, this could become the foundation for public service delivery reform across all three jurisdictions of government, reducing duplication and overlap.

The following might serve to inspire and guide some of the proposed legislation:

1. Make provincial and federal funding to municipalities contingent upon more outsourcing, improved accounting practices, competitive tendering procedures, greater use of P3s, group purchasing, etc., within a provincial and national framework;

2. Establish an independent procurement auditor responsible for the municipal sector in each province to enforce competitive procurement practices and handle complaints from

suppliers. The municipal authority to exclude products and services from tenders must be abrogated.

3. Create an independent certification body in each province to determine which products and services meet municipal sector requirements. This will encourage the development of standardized products and services and drive down the price of municipal goods and services.

4. Reduce inter-provincial trade barriers and increase the number of suppliers available to municipalities by rolling out the Alberta-British Columbia Trade, Investment, and Labour Mobility Agreement (TILMA) across Canada. ■

“Contracts should be performance-based, with incentives for success and penalties for failure. Municipalities must more effectively transfer risk to the private sector, buy more shrewdly, and put an end to tenders that allow costs to escalate after contracts have been awarded.”



Bruce Hollands is president of Innovative Service Solutions. He is a government relations and business development specialist with extensive experience in the municipal sector. Bruce served as vice president at the Federation of Canadian Municipalities and acted as senior advisor to Ottawa Mayor Bob Chiarelli and the Canadian Water and Wastewater Association.



bruce@innovativeservicesolutions.ca

budget - Climate action

From: [REDACTED]
To: <budget@greatersudbury.ca>
Date: Wednesday, January 13, 2021 1:40 PM
Subject: Climate action

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Please keep Climate reduction actions in the budget.
thank you

[REDACTED]

Democracy cannot succeed unless those who express their choice are prepared to choose wisely. The real safeguard of democracy, therefore, is education"

Franklin D. Roosevelt

budget - Subject: Budget 2021

From: t [REDACTED]
To: "budget@greatersudbury.ca" <budget@greatersudbury.ca>
Date: Wednesday, January 13, 2021 11:17 PM
Subject: Subject: Budget 2021

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

To Whom It May Concern,

With council's approval of CEEP, I am hoping council will be including a significant budget line for kickstarting climate action in this community. Our actions today, right now, will have the biggest impacts on the future for generations to come. The sooner we dedicate funds for real change, the sooner we realize our goal of zero emissions. I look forward to robust action around climate change initiatives in this City.

Sincerely,

[REDACTED]

Sent from [Mail](#) for Windows 10

Friends of GOVA Sudbury Transit

Finance Committee – Budget Input January 2021

We would like to thank GOVA Management and drivers for keeping the safety of transit users in the forefront during these Covid19 times.

In an effort to increase ridership and improve service, we would kindly request that the City provide GOVA with increased funding so that GOVA can improve the connectivity of busses at the Hubs, so transit riders no longer miss their connecting busses by 1 or 2 minutes, which is very frustrating for transit users. When the Hubs don't work, transit doesn't work well. Funding is also needed to improve the following:

1. Routes need to provide easier access to grocery stores, such as the Superstore in New Sudbury, the Food Basics on Lasalle and the Lively Independent, as well as others, perhaps even just in winter when access is more difficult.
2. The Southend Local Route 28, only goes one way, meaning extra time getting to the Walmart Long Lake Hub, then to the downtown, and further. Ridership has decreased on this route as former Southend users, have found more time efficient non-transit ways to get to work.
3. Riders would like to see routes like the former Ramsey View/Algonquin and the Lasalle Madison for better timing and better connectivity.

Other issues include the 880 busses not being user-friendly, as transit riders who use wheelchairs find it disconcerting to ride sitting backwards and other riders sitting on the side seats are in danger of slipping off, as busses go around corners etc. As well, the wrapped busses are difficult to see out of and are very dark inside, creating an unpleasant transit experience and it's sometimes impossible to see what street the bus is approaching. When busses are wrapped the windows should remain clear at a minimum on the curb side of the bus.

We have found some successes for GOVA including improved Sunday service, #1 Mainline route and the Martindale route.

We thank you for your consideration.

Sincerely
Pam Banks
Lilly Noble
Co-chairs, Friends of Sudbury Transit / GOVA

budget - Climate Action to be included in the Budget 2021

From: [REDACTED]
To: <budget@greatersudbury.ca>
Date: Thursday, January 14, 2021 7:14 PM
Subject: Climate Action to be included in the Budget 2021

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello,

Thank you for the City's declaration of a climate emergency in 2019. It is critical that the City maintains its commitment for our children and grandchildren's future. This is a particularly difficult year for budget deliberations as a result of the challenges presented by COVID-19. Please ensure that climate action is a priority in the budget. Climate action is one area in which the City really must maintain its commitment. Please ensure that it remains a priority in the budget.

I was very much impressed by what the Varennes Public Library in the province of Quebec has achieved with its net zero building. I suggest that viewing the video may be well worth your time.

The video may be found at :

<https://davidsuzuki.org/story/this-net-zero-library-in-quebec-inspires-us-all/?fbclid=IwAR3rW6g1lI-Obbq0hHveP52gFZdOuJMEhLMUpFw19XB8Fm3s5vHJiVhx5Zc>.

Thank you for inviting our input into the budget deliberations.

Sincerely,

[REDACTED]
[REDACTED]

budget - help low income seniors deal with constant increases in property taxes and water and considerations for budget

From: [REDACTED] >
To: <budget@greatersudbury.ca>
Date: Friday, January 15, 2021 10:59 AM
Subject: help low income seniors deal with constant increases in property taxes and water and considerations for budget

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

To Mayor and City Councillors Re budget 2021:

Please consider increasing the property tax benefit given to low income seniors to help them be able to afford your constant property tax increases and water tax increases. Low income seniors simply cannot keep up with the constant increases to these items, along with all of the other increases to fixed costs and food costs and soon will no longer be able to afford to live in the City of Sudbury, in addition to other non-seniors on a fixed or low income.

Please consider the following as a start:

- a) putting a freeze on all municipal employees pay raises and hiring;
- b) cutting the budget for constant cleaning of sidewalks/sanding and roads over and above what is needed; instead of having people out on roads that have already been cleared or sanded the day before...
- c) stop the KED project as it is not wanted by most Sudburians and reconsider renewing the current arena;
- d) stop unnecessary spending on new buildings for libraries and renew the current library building as it stands
- e) sell the ski hill to a private owner/business

Thank you.

[REDACTED]

budget - 2021 Budget

From: [REDACTED] >
To: <budget@greatersudbury.ca>
Date: Friday, January 15, 2021 12:37 PM
Subject: 2021 Budget
Attachments: SUDBURY OPERATING BUDGET OPERATING PROBLEM.xlsx

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi,

Please see my attached spreadsheet with what I feel is the problem with our city budget. As you can see, the salary and benefits consumes more than 82% of the total revenue. This sure makes it difficult to maintain a city when the vast majority of revenue goes to people costs. In the past twelve years, that has risen from 58% to 82% which shows how out of control things have become in our city.

Regards

[REDACTED]
[REDACTED]

SUDBURY OPERATING BUDGET

	REVENUE	SALARIES & BENEFITS	% OF REVENUE	FULL TIME EMPLOYEES
2022				
2021				
2020	\$ 328,716,643.00	\$ 270,677,255.00	82.3%	2123
2019	\$ 316,305,784.00	\$ 254,946,088.00	80.6%	2032
2018	\$ 302,542,216.00	\$ 246,288,969.00	81.4%	2012
2017	\$ 288,266,141.00	\$ 238,778,452.00	82.8%	1993
2016	\$ 280,229,867.00	\$ 232,264,772.00	82.9%	1990
2015	\$ 283,098,249.00	\$ 230,923,038.00	81.6%	2021
2014	\$ 271,956,606.00	\$ 224,115,634.00	82.4%	2011
2013	\$ 274,384,471.00	\$ 219,223,252.00	79.9%	2019
2012	\$ 272,367,602.00	\$ 213,399,512.00	78.3%	2008
2011	\$ 266,694,224.00	\$ 205,365,890.00	77.0%	2006
2010	\$ 324,132,407.00	\$ 191,233,062.00	59.0%	1926
2009	\$ 316,740,970.00	\$ 185,062,948.00	58.4%	1896

budget - 2021 Budget Consultation - RRA Submission

From: Daniel Barrette
To: budget@greatersudbury.ca
Date: Friday, January 15, 2021 1:32 PM
Subject: 2021 Budget Consultation - RRA Submission
Cc: Gisele Roberts; Dave Tindall
Attachments: 2021 CGS Budget Input - RRA Submission.pdf

Hello,

Please kindly see the attached letter from the Rainbow Routes Association, providing additional comments and considerations for the Mayor and Council as per the City instructions.

We thank you for this opportunity for input on budget considerations.

On behalf of the RRA board of directors,

Daniel

Daniel Barrette, Executive Director
[Rainbow Routes Association](#)
Tel: [705.674.4455 ext. 4603](tel:705.674.4455)
Community Organization / [Charity](#) #873208136 RR0001



Rainbow Routes Association

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rainbowroutes@sudbury.ca
Registered Charity #87320 8136 RR0001

budget@greatersudbury.ca

City of Greater Sudbury

Budget Input 2021 Consultation

Re: Trails Master Plan

A trails master plan explores opportunities to enhance and expand multimodal facilities for both recreation and transportation purposes within a community. It aims to improve connectivity to local destinations, close gaps in the trail system, and increase safety and accessibility for all trail users. Trails are increasingly becoming tourism and economic development drivers, while seen as key for enhanced quality of life for residents.

The purpose of a trails master plan is to provide clear direction to the community and its elected officials as to investments in future trail connections, while fostering additional opportunities to extend and expand the trail network. RRA is seeing a strong community desire by residents for these opportunities. However, without a guiding trails plan, it is difficult for all stakeholders to actively and efficiently engage towards the vision of an inspiring Greater Sudbury trail network that links communities and meets diverse outdoor recreation and healthy living needs.

From RRA's perspective, there are a number of items that are increasingly becoming important to address, and which would be direct outcomes of a Trails Master Plan.

1. Advance processes that facilitate community trail initiatives by defining supporting roles and responsibilities for groups like RRA, CAN's and other groups vested in trails.
2. Create different operation and maintenance service levels based on trail types to help address Owner risk management against trail sustainability of an expanding network.
3. Identify opportunities for volunteer engagement, which would enhance general trail experiences at minimal extra cost to the City.
4. Review and apply current industry practices around motorized and non-motorized trails to foster synergies and help alleviate associated issues.
5. Establish a clear and efficient reporting system for trail maintenance.
6. To create a plan that inventories and classifies our existing trail system while identifying and prioritizing future community trails. The plan will help maximize trail assets for active transportation and their integration into cycling and bus networks. The plan will also identify public assets that can safely and cost efficiently connect neighbourhoods and communities by enjoyable non-motorized travel.
7. Develop a City wide wayfinding and signage approach. This includes a review of specific user alerts/trail etiquette signage to help address commonly recurring community issues in the hopes of enhancing overall trail usage by-law compliance

The above are some but a few direct items that would provide an immediate boost to maximize the potential of our local trail and greenspace assets. We believe the benefits of this study will have huge upside, is a study more important than ever in our current society environment, and will help all embrace the opportunities around our natural assets.

We thank you for your time, attention, and efforts.

Daniel Barrette, Executive Director

Moved by: Dave Tindall - Vice President

Seconded by: Gisele Roberts - Director

From: [REDACTED]
To: <budget@greatersudbury.ca>
Date: 1/15/2021 2:38 PM
Subject: Saving \$\$\$\$\$\$ for the City of Greater Sudbury

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

>
>>
>> To the City of Sudbury Mayor and Councillors
>>
>> Please get your minds around what is very important at this time for our great City.
>> We cannot afford to lose any more of our downtown merchants (taxpayers).
>> Renovate our Sudbury Arena as this will encourage more pedestrian traffic to what was a bustling and beautiful downtown
>> This city went from downtown shopping (walking distance for many) to shopping malls to big box stores. The malls and big box stores require transportation for the
https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fmasses.as&c=E,1,t81Tu65rnMNoz5M9cNz5MJkjiVg4xaFB0Denl-tZ78Q5wcraJUmk7E_qU2CZ-8Zev1dge4c2BG4RpyV4M_BERgCISIA66m6Pc7subcRFqllhEQ,,&typo=1 would moving the arena.
>> Keeping the arena in the downtown core would be on a level of keeping our beautiful old stone post office. That building would have been the perfect museum and arts centre. Unfortunately a city mayor and council made the horrible mistake to demolish what was the most exquisite architectural building in the North. Please do not make a similar mistake. Save the \$\$\$\$\$\$.....
>> Get this City back on track before we lose our City core completely.
>>
>> Respectfully,
>> [REDACTED]
>