

My name is Martin Collier. I've been working to achieve sustainable transportation in Ontario since 1992 – and full-time since 1999.

The budget is a political statement and Guelph Council is making 50 to 100 year decisions where transportation infrastructure is concerned. I'm worried that city staff are putting forward recommendations that ignore several North American trends:

- Driving is decreasing
- Reduced interest in auto ownership – especially millennials who'd rather be chatting on their cell phones
- Citizens want diversity in modal choice and will use sustainable modes when available
- There is a greater acceptance of mobile technology and mobility options (Uber is already in big cities and driverless vehicles will be here in the next 5-15 years – they will disrupt all the planning we're doing today).

Meanwhile, council and staff don't seem to be paying attention to current provincial consultations on lowering speed limits and how to deal with climate change. To deal with climate impacts, the province wants to:

1. Redesign and build strong carbon neutral economy, communities, infrastructure and energy
2. Protect ecosystems including air, land and water
3. Leave a legacy of a healthy world for our children and future generations

***What is the budget doing to help meet the province's vision?***

Since I believe that Guelph is moving backwards on transportation, I ran for Ward 2 councillor in the last municipal election. As you can tell, I wasn't elected but I promised myself and my 1,300 supporters that I would continue to put forth bold transportation policies that would hold the line on property taxes, reduce congestion and improve health.

I have four specific recommendations for the capital budget:

1. **We must invest in a new city-wide transportation hierarchy that meets the mobility needs of everyone fairly – no matter age or ability.** While all users of the road must be accommodated in a balanced way, the new hierarchy must keep pedestrians' safety in mind first, followed by cyclists, transit users, and personal vehicles. I've heard that this council is unanimous on the need for road safety. Why is staff removing the measly \$300 K that was earmarked to active transportation last year? It should be quadrupled!
2. **Focus only on existing roads.** It is too bad we've already overspent on the \$18 million Laird interchange but please do not spend millions more on expanding Stone Road and Niska Bridge. Or expropriating land for Speedvale. Instead these funds must be redirected to state of good repair, complete streets, active transportation and a comprehensive Transportation Demand Management program (e.g. transit passes, carpooling, guaranteed ride home services, tolls and parking fees). In this day and age, I don't understand why water and hydro rates can increase every year but road prices haven't changed since the early 1900s.

3. **We must ensure that sustainable transportation modes, smart development, beautiful public spaces and urban design trump the city's current adherence to uninterrupted traffic flow.** In 2013, California created a process to change analysis of transportation impacts so that the focus of transportation analysis will shift from driver delay to reduction of greenhouse gas emissions, creation of multimodal networks and promotion of mixed land uses. This will save the state and local governments billions in unnecessary road investments.
4. **We must use capital budget dollars for road pilot projects that demonstrate how quality of life can be improved.** For example, some of the hidden capital budget dollars allocated to Speedvale Avenue should be used for a road diet pilot project in order to produce actual (not modelled) travel data. Although I can't obtain any financial information about this project (even through a Freedom of Information request), a road diet will save millions of infrastructure tax dollars and create a safer street for all users. A pilot will inform us as to whether this design could work beyond December 2015. If it does, we can do the same thing on similar city streets. Toronto is now changing their road classification system so street widths are narrowed – not expanded.

Guelph's population is projected to grow to about 170,000 by 2031 but that doesn't mean we have to keep spending more money to widen roads. Following this path leads to more staff and increased property taxes as well as more car dependence, loss of green space/farm land, aggregate extraction, bad air quality and climate change. Worst of all, expanded roads induce car travel which ultimately leads to more traffic, less transit users and a physically inactive citizenry -- which adds costs to Ontario's \$40 billion a year health care system.

I look forward to working with council and staff to make Guelph Canada's preeminent sustainable transportation city by making the right investment decisions today!

**Questions?**