

My name is Martin Collier, director of Healthy Transport Consulting and founder of Transport Futures. As a sustainable transportation planner, my vision is to build a balanced multi-modal network that achieves economic, social and environmental goals, including reduction of CO2 emissions, reduction of sprawl and reduction of tree and habitat loss.

These objectives can be reached only if we use our existing road infrastructure more efficiently. And the way to do that is through Complete Streets policy (whereby all modes receive equal access to infrastructure) and Mobility Pricing (using dynamic road tolls and parking fees to manage congestion and shift some choice riders to sustainable modes).

As you may know, I have fought for cycling/ped facilities since 1991. I support new active transportation infrastructure where it meets the safe mobility needs of the most people at the lowest cost but not where it will exacerbate issues related to the city's natural environment and finances. There are only so many trees and there is only so much money so we must think about the tradeoffs.

I know this thinking is sometimes at odds with Guelph's active transportation community who, understandably, want any kind of infrastructure that is thrown their way. Fortunately, we wholeheartedly agree when we don't want habitat destroyed in other instances where governments are proposing new and expanded infrastructure (e.g. Highway 7, Niska Road).

Recently I was on the CTV National News and on the front page of the Toronto Star discussing Elon Musk's Hyperloop technology. That is a distracting pipe dream so it is nice to be here today to talk to you about the Speedvale project that, done correctly, could make a big difference to active transportation enthusiasts and set a precedent for connecting trails all over Guelph – and maybe for other Canadian municipalities as well.

Everyone here knows that Speedvale is a conduit for fast traffic and therefore unsafe for anyone who isn't traveling in a car. If it is widened, it will become even faster. This is a major north-south and east-west barrier so, as you've heard, most citizens want an active transportation underpass despite staff's recommendation to stop studying it. I'd like to suggest a third way that perhaps everyone could

support: A “Barrier Free” Speedvale Avenue – Safe Crosswalk Zone ¹ In terms of design:

- The safe zone would be similar to a [school safety zone](#) with speed limit of 40 km/hr maximum – or preferably 30 km if the province allows it.
- A large crosswalk zone would be created that extends from west side of bridge/river to Marlborough Road
- The existing crosswalk and signalization in front of fire station would be moved to west side of bridge.
- Traffic lights would be added at Marlborough Road.
- The zone must be painted a bright colour (red or green) to warn drivers they are entering safe zone. Signs must also be erected and rumblestrips added to the east and west of the safe zone.

In terms of benefits:

- This design will allow for safe east-west travel along Speedvale itself as well as north-south travel across Speedvale. Pedestrians, runners, cyclists and those in wheelchairs would be able to move across the street from north to south when signals activated.
- Motor vehicles will have safer egress from side streets and private driveways. Fire trucks will have easier time moving in and out of fire station on north side.
- Having a barrier-free Speedvale zone would render the Earl-Emma bridge proposal redundant.
- Though a new traffic light at Marlborough would cost up to \$500,000, this barrier free design would save between \$2.5 and \$4 million in infrastructure costs and would save trees and river habitat.

Redesigning this section of Speedvale would make it much safer for all users no matter which mode they choose. When great results are achieved here, the same principles could be implemented along the TransCanada Trail at Eramosa, MacDonnell as well as similar locations throughout the city.

If council is truly committed to safety for all road users, fiscal responsibility and environmental protection, I urge you to direct staff to explore this solution as an alternative to the Speedvale Avenue Bridge Underpass (as per their recommendation #2).

Thank you.

¹ <http://www.martincollier.ca/assets/Speedvale%20Crosswalk%20Solution.pdf>