

Merry Christmas, Mayor Guthrie and Council – especially to new Ward 6 Councillor O’Rourke and my new Ward 2 Councillor Goller.

There have been many great Speedvale deputations tonight and letters on the agenda, many with intricate details. I’ve lived within a 5 minute walk from this famous bridge for 7 years. To wait a minimum of 4 years before the underpass is built is too long – even 4 days is too long – but I hope everyone understands that it is only one component of Speedvale reconstruction. As a transportation planner, my concerns pertain to immediate safety, environment and finances related to:

- 1) East-west travel on Speedvale between Woolwich and Stevenson... and beyond. Not everyone is going downtown or to Riverside Park. The # of cars going from east to west demonstrate this.
- 2) Proposed \$2 million Emma-Earl Bridge (another EA that has no ongoing consultation)
- 3) City-wide active transportation issues

My “barrier-free solution”, which is basically an enhanced school zone, improves on staff’s “interim solution” and solves all of these issues.

- 1) Allows for safe crossing in a large painted 40 km/hour zone with cross-walk west of river and traffic light at Marlborough. Also potentially allows for safe vehicular exit and entrance from private properties.
- 2) Safe east-west travel for all modes: slows speeds.
- 3) Makes the \$2 million E-E bridge redundant.
- 4) It can be used at other unsafe roads crossing trail network: Macdonnell, Eramosa.
- 5) Infrastructure \$ saved can be used for real TDM.

Multiple Choice Question – show of hands:

Which is more important:

1. safety – making sure no cyclist or pedestrian is killed?
2. maintaining Level A traffic flow 24 hours a day?

Based on answers to that question and presentations tonight, it seems everyone is concerned with safety. It is council's fiduciary duty to keep all citizens safe – no matter which mode they travel by. So I submit that, in the name of safety, it is okay to have a bit of congestion (Level C or even D service) for a few minutes each weekday. We shouldn't worry about improving traffic flow by reducing the number of times the crosswalk is activated.

Staff will say that crosswalk on west side of river is too close to Woolwich and so will cause back-up.

- Not for more than 60 seconds – time it takes to cross the street.
- But it is same distance as traffic lights between 5 points (Norwich) and Suffolk.

Fire department will say this impacts them but it actually makes their egress safer.

In closing, I founded Transport Futures 10 years ago to facilitate a rational dialogue on a range of challenging TDM measures and infrastructure funding mechanisms. Since 2015, we've also investigated public-private partnerships, The Future of the Car and Intercity Travel. We've had 183 speakers and close to 2,500 delegates participate. Two weeks ago we celebrated our 10th anniversary with a Smart Mobility Summit. International speakers from Stockholm, London and San Francisco all encouraged Ontario professionals and politicians to pilot as many transportation innovations as possible. Pilots demonstrate to the public how innovations work and generate real data – computer models are no longer enough.

Motion:

Council direct staff to pilot "Barrier Free" Zone for 1 year. If it doesn't work, reduce to staff's "interim solution" to be installed in 2022 or after.

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