

Good morning, My name is John MacDiarmid and I'm delegating on behalf of Safe Streets Halton, a community-based organization dedicated to the elimination of all traffic-related deaths and serious injuries in Halton Region. We exist as a resource for council, staff, businesses, and Halton Region residents.

A City That Moves means "More mobility choice within the city and region through improved public transportation, active transportation and community responsive growth management to allow more residents to get where they need to go efficiently." We would like to add that improved mobility choice will also improve street safety as improved infrastructure is put into place. When multiple transportation options are available and equally supported individuals can choose the option best suited to their situation, enabling improved mobility for all. Improvements to Burlington Transit service are a step toward reaching these goals. However, other aspects of the budget fall short.

There are road reconstruction projects in the budget reference infrastructure that include cycling infrastructure recommended in the City's Cycling Master Plan, the current project costs total close to \$1 billion [\$99,356,000] and will result in one multi-use path (Waterdown Rd N), and potentially a segment of protected cycling facilities on Prospect if external funding is approved. The remainder of the projects do not include funding for over \$24,742,000 in infrastructure needs recommended in the Cycling Master Plan. If active transportation is a priority for Burlington, Safe Streets Halton would like to see the City commit to funding this infrastructure in its budget, and not rely solely on external funding. Priorities for this funding should help the City move toward a connected network of safe cycling infrastructure.

A few questions arose while looking through some of the projects:

- Waterdown Road North Rehabilitation and Capacity Improvements
  - We are glad this project includes funding for a multi-use path.
  - The road will be widened to accommodate a 4-lane cross section, that will be used as 3-lanes? The city is anticipating an increase in traffic volume that will result in a need for 4-lanes eventually. Does this expansion make financial sense? Could this funding be diverted to other active transportation projects or public transit projects that will give residents more options and prevent the predicted traffic increases?
  - As we noted in our delegation to Halton Region on January 18, 2023, road widening has been found to increase traffic in an area and is not a sustainable solution to help people move around a city.
- Walkers Line Widening from Hwy 407 to No. 1 Sideroad
  - The purpose of the pavement expansion is unclear. It would be beneficial if the pavement is expanding to add space for pedestrians. However, if the road itself is being widened, that can lead to increased car speeds and decrease safety for pedestrians, cyclists, and drivers.
- Downtown parking garage
  - Why is \$18.5 million in the budget as a future expense (2027-2032) for a downtown parking garage that was identified in a 2013 report? This expense is already being allocated, even though we are planning a new feasibility study to determine parking needs downtown to be conducted this year. Meanwhile, we have a much more recent Cycling Master Plan that identifies needs for cycling infrastructure and only one project in the budget includes funding for this infrastructure. If we could re-allocate that \$18.5 million to what we've identified in

the Cycling Master Plan, we could get 75% of the cycling facilities done for those project

- If cycling facilities are not constructed now due to unallocated funding and the road renewal projects proceed what impact will that have on the future cost to implement the cycling master plan?

## Summary of costs

Ref	Project	Total project costs	Estimated costs for infrastructure identified in the Cycling master plan, but not included in current project costs	
26	Cedar springs road resurfacing	5,434,000	7,800,000	
27	Fairview St Resurfacing	3,725,000	4,900,000	
28	Lakeshore Rd Resurfacing and Multi-Use Pathway Renewal	7,911,000		Amount not specified
30	Waterdown Rd N Rehabilitation and Capacity Improvements	700,000		Multi-use path included
31	Guelph Line Renewal	2,564,000		Amount not specified
32	Upper Middle Rd Renewal	5,440,000	1,247,000	
33	Appleby Line Renewal	5,032,000	524,000	
34	Plains Rd West Renewal	7,605,000	4,621,000	
35	Walkers Line (Fairview to Dundas) Renewal	7,830,000	1,700,000	
36	Walkers Line (Lakeshore to Fairview) Resurfacing	3,853,000	1,130,000	
38	North Service Rd Renewal	16,208,000	2,600,000	
44	Northshore Boulevard East Resurfacing	1,689,000		Amount not specified
47	Walkers Line Widening	2,060,000		Amount not specified
57	New Street Bridge Rehabilitation	333,000		Amount not specified
70	Kerns Rd Reconstruction	1,294,000	220,000	
71	Corporate Drive and Sutton Dr	5,200,000		Amount not specified
77	Prospect St and Dynes Rd	10,585,000		Contingent on funding that has

				been applied for
81	Mainway Resurfacing	8,950,000		Amount not specified
98	Snake Rd Renewal	2,943,000		Amount not specified
	TOTAL	99,356,000	24,742,000	

Returning to the positives that we see in the budget we would like to draw attention to two specific projects. First

- Transit Signal Priority - Technology on Buses
  - Allowing buses to move more freely through intersections and thus improving transit speed and reliability is an unalloyed good.
  - As our city grows we need to ensure people and goods are able to move around the city. Prioritizing the most space efficient means of transportation will help keep congestion low. Thus allowing for faster movement no matter the form of transportation an individual chooses.
  - Improving the speed and reliability of public transit is key to attracting choice riders. Increased ridership can then help unlock a virtuous cycle where the increased ridership generates fare revenue that can be used to further improve service. This does require upfront investment and we are glad to see the city taking the first steps to creating a bus priority system.
- Automated Speed Enforcement
  - We are pleased to see the city invest in automated speed enforcement. Police cannot be everywhere and automating the enforcement of speed limits will help improve road safety. The cameras generate revenue to help cover the cost of their operation and they free up police to focus on higher value work.
  - We would like to see this pilot program expanded and for automated speed enforcement to become a key tool of the city in speed enforcement

Thank you for taking the time to listen to our delegation and we look forward to any questions you may have. If there are any questions that we cannot answer today, we will reach out to you to follow up.