

January 14, 2019

Smith Falls Town Council
77 Beckwith St. N.
Smiths Fall, ON

Dear Mayor Shawn Pankow and Council Members:

I am the Director of The Centre for Active Transportation (TCAT), a project of the registered charity Clean Air Partnership. TCAT's mission is to advance knowledge and evidence to build support for safe and inclusive streets for walking and cycling. On behalf of TCAT, I'm writing in reference to the topic being discussed at your Council meeting today regarding the Complete Street option for the Beckwith Street Revitalization.

Since 2009, TCAT has played a leadership role in Canada to build momentum and focus community and government interest in Complete Streets, streets that are designed to be safe for everyone: people who walk, bicycle, take transit, or drive, and people of all ages and abilities. In 2012, TCAT launched the Complete Streets for Canada website which is a go-to hub for Complete Streets policy, design, case studies, and research. The website provides a knowledge base and policy framework for municipalities to move toward streets that provide equitable access to all modes of travel. TCAT tracks, documents, and researches Complete Streets policy and best practice across the country.

Complete Streets benefit everyone, including older adults, children, people with disabilities, people walking, and people bicycling. Complete Streets provide transportation options for people who cannot drive, or do not wish to drive, which is becoming increasingly popular with younger generations. Millennials want to live and work in areas with high quality of life. Communities that encourage active transportation attract young professionals. Many research studies, including TCAT's, have found that Complete Streets are also good for business.

But most importantly, Complete Streets are safer. After bike lanes were installed on Bloor Street in Toronto, 75% agreed that cycling is safer now, 85% of cyclists feel safe now (compared to 3% before), 66% of motorists feel comfortable driving next to cyclists now (compared to 14% before) and there was a 44% decrease in near miss conflicts between all road users.

As I understand it there are two re-development plans for Beckwith Street under consideration. The first option maintains the angled parking and the second is a Complete Street consisting of

parallel parking, wider sidewalks and bike lanes. Of the two options, the Complete Street option is superior from the perspective of safety, transportation options, equity, environment, and the economy.

Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in black ink, reading "Nancy Smith Lea", enclosed in a thin black rectangular border.

Nancy Smith Lea
Director, The Centre for Active Transportation
Clean Air Partnership
nsmithlea@cleanairpartnership.org