

Dear Clerks,

Here are my written comments Committee of the Whole Feb 6th 2024 Agenda Item 13.2

Thank you,

Christopher Greyson-Gaito

Representing Guelph Coalition for Active Transportation

Written Comments:

Although the Guelph

Coalition for Active Transportation (GCAT) supports removing all parking minimums city-wide, while the Downtown Payment-in-Lieu for parking policy is in effect, GCAT advocates for the money to be used exclusively for transit and active transportation improvements.

The problem with using

the money for more municipal parking is that this will continue to induce (encourage) people to drive. Parking spots work exactly like adding new roads or new lanes to roads. When new roads or lanes are added, more people are encouraged to drive because initially

the costs to driving are reduced (costs include time and money). The same works for parking (especially free parking). When there is lots of parking, lots of people will drive.

Importantly, induced

demand works for transit and active transportation too. When transit is frequent, safe, and fast, and when walking/cycling is safe and quick, people will be encouraged to leave the car and take public transit or walk/cycle.

Therefore, money spent

on transit/active transportation would have the same effect on bringing people to Downtown or managing parking Downtown as paying for new municipal parkades. The difference is that walking, cycling, and transit are healthier financially and physically for

individuals and the city compared to everyone driving.

The City of Guelph

should not be subsidizing parking. Instead, Guelph should be subsidizing transit and active transportation that will provide large dividends to the city in terms of affordability, health and environmental improvements, and economic prosperity. The money from the payment-in-lieu policy should be used for transit and active transportation only.