

**- ADDENDUM -
- GUELPH CITY COUNCIL MEETING -**

February 25, 2013

PBEE-2013.1 Guelph Cycling Master Plan

Correspondence:

- Dr. and Mrs. Dennis Murr

PBEE-2013.3 Investment in Affordable Housing – Michael House

Delegation:

- Rosemarie Coombs, Executive Director, Michael Housing Pregnancy Care Centre

PBEE-2013.4 Greater Toronto Area West Corridor Environmental Assessment Study

Delegations:

- Hugh Whiteley

Correspondence:

- Lloyd Longfield, Guelph Chamber of Commerce

"THAT By-law Numbers (2013)-19526 to (2013)-19532, inclusive, are hereby passed."

BY-LAWS

<p>By-law Number (2013)-19531 A by-law to authorize the execution of a Subdivision Agreement between 1830334 Ontario Limited, The Corporation of the City of Guelph and Crestwicke Baptist Church. (671 Victoria Road North Subdivision).</p>	<p>To execute a subdivision agreement for 671 Victoria Road North Subdivision.</p>
<p>By-law Number (2013)-19532 A by-law to confirm the proceedings of a meeting of Guelph City Council.</p>	<p>To confirm the proceedings of a meeting of Guelph City Council held February 25, 2013.</p>

February 24, 2013

To: Mayor Farbridge and Guelph City Council
Re: Report PBEE-2013.1 Guelph Cycling Master Plan

Madame Mayor and Guelph City Council:

We support safer cycling in the City of Guelph, however we do not believe that removing parking from Downey Rd. and replacing the parking area with a bike lane will provide safety for cyclists.

In the last 5 years Downey Rd. has become the preferred commuter route from Cambridge with resultant increases in noise, pollution and speed.

Removing the parking on Downey will turn it into a 4 lane speedway. Downey Rd. is not and will not be safe for bicyclers or the cars exiting the 60 homes fronting on Downey and the expected 100+ vehicles coming out of a single laneway for 146 Downey Rd. development. The center turning lane is currently a passing zone. Sooner or later it is inevitable that there will be a major accident in the center turning lane. So what makes you think that the creation of a bike lane will provide any more safety for cyclists when residents are already at risk every day as they exit and enter their driveways?

In 2005 on Downey, the 85thtile speed (the speed at which 85% of the vehicles are travelling)was 70 km/hr. southbound . In the 1996 speed survey there was only a 2% compliance with the speed limit. Where Downey narrows down to 2 lanes at the southern end the speeds were clocked at over 85 km/hr. How will removing parking on Downey improve safety at this end????

The proposed changes to the Niska road bridge may only make the Downey Rd.- Niska intersection even more unsafe.

On numerous occasions since 1994 Kortright Hills residents have written and delegated to staff and council re their concerns with safety issues related to the speed and volume of vehicles on Downey Rd. For years residents requests for a traffic management plan for Kortright Hills, cycling the traffic lights at peak traffic times at Downey and Ptarmigan and the completion of the sidewalk on the south side of Downey and the Hanlon in order to provide a safe access to the bus stop have all fallen on deaf ears.

Downey Rd. has had a truck ban since 1994, but it took 22 years for the city to put in proper signage and change the by law so the truck ban can be enforced. There are still trucks using Downey illegally.

Given our past experiences and lack of progress on traffic safety on Downey with the city we are sceptical that any proposed meetings with the city will result in improved safety for our residents. We have a comprehensive file of emails, letters, delegation speeches and newspaper articles to support our statements.

We other concerns related to this report, such as, the current and future health of cyclists from noise and air pollution on busy streets, especially arterial roads. The city is not considering the impacts of arterial roads with high traffic volumes that expose cyclists, residents and pedestrians to high levels of exhaust fumes and noise. Increased speeds and traffic volumes add to the risk of physical injury . Off road cycling paths remove these hazards but are given low priority for funding in this report. We believe that the Cycling Master Plan is needed but we question why it has taken so long to be written and brought to council. How many roads have been widened, reconstructed and repainted in the last five years without bicycle lanes – now this plan proposes to reconstruct, repaint, and ? widen some of these same streets in the next ten years? For example, in this neighbourhood the City plans to redesign and rebuild separated bike lanes on the newly constructed Hanlon Creek Blvd and on the realigned Laird Rd. - less than 2 years after installation - this illustrates ineffective, piecemeal planning resulting in a waste of tax dollars.

Thank you for reviewing our comments.

Dr. and Mrs. Dennis Murr,
123 Downey Rd. Guelph ON N1C 1A3
519-824-3606

Transportation Presentation to City Council by Guelph Chamber of Commerce 25 February 2013

Transportation is essential to the development of business and the economy. Regional transportation was one of four key long term priorities identified in this January's Guelph Wellington Economic Summit hosted by Mayor Farbridge and Warden Chris White. Regional transportation also connected the other priorities: developing a regional brand and attraction strategy, supporting small business, embracing the opportunity for youth and underemployed to find new jobs within industry, and make it easier to facilitate new business development in the region. Economic and community development rely on efficiently moving goods and people within the region and to the markets we serve.

Three years ago Mayor Farbridge helped to pull mayors, economic development and transportation departments and Chambers of Commerce from Brantford, Cambridge, and Guelph together to discuss what is needed to better connect our communities. A letter was drafted and endorsed by business and municipal governments, and sent to then Transportation Minister Kathleen Wynne urging the province to consider key transportation development outside the GTA in the corridor connecting Places to Grow communities along regional highway 124.

For two years the Guelph Chamber of Commerce participated in a GTA West transportation study. A delegation from Guelph car pooled to Mississauga quarterly to discuss all modes of transportation contributing to a strategy for a new highway in the economic corridor northwest of Toronto as far west as Guelph, north to Barrie and bounded by Highway 401. The scope of the study did not include the Region of Waterloo International Airport, or the economic regions west of Guelph. Four options were presented, with the Milton terminus being the one put forward. With the development of Highway 7 to Waterloo, we now have good reason to revisit the conclusions of the GTA West study.

Investing in transportation brings up the economic value and therefore tax base of our region. Growing jobs, and attracting people are directly tied to the quality of our highway system. If you can't get there from here, you put limits to growth.

(Slide deck)

Guelph has always been positioned as a transportation hub, with the convergence of Highway 6 to Dundas, Highway 124 to Galt, Highway 7 to Goderich, and our proximity to Toronto. Within Canada, our region has always represented a key economic development zone. Our advantage with rail, air, and road, as well as potential for fibre optic and connections to the port of Hamilton makes our discussions on transportation relevant to not only our development, but the development of our province and country. Food and manufacturing are the two leading sectors contributing to our economy. Guelph has a leadership position in both these areas, and connects both rural and urban communities to key markets. Canada cannot afford to have second-rate transportation in this key region. Competing

markets are investing in infrastructure, so our future prosperity will rely on our keeping up with the world around us.

Guelph – Wellington – Waterloo Regional Road Network

Re-examining the GTA West
Transportation Study Conclusions

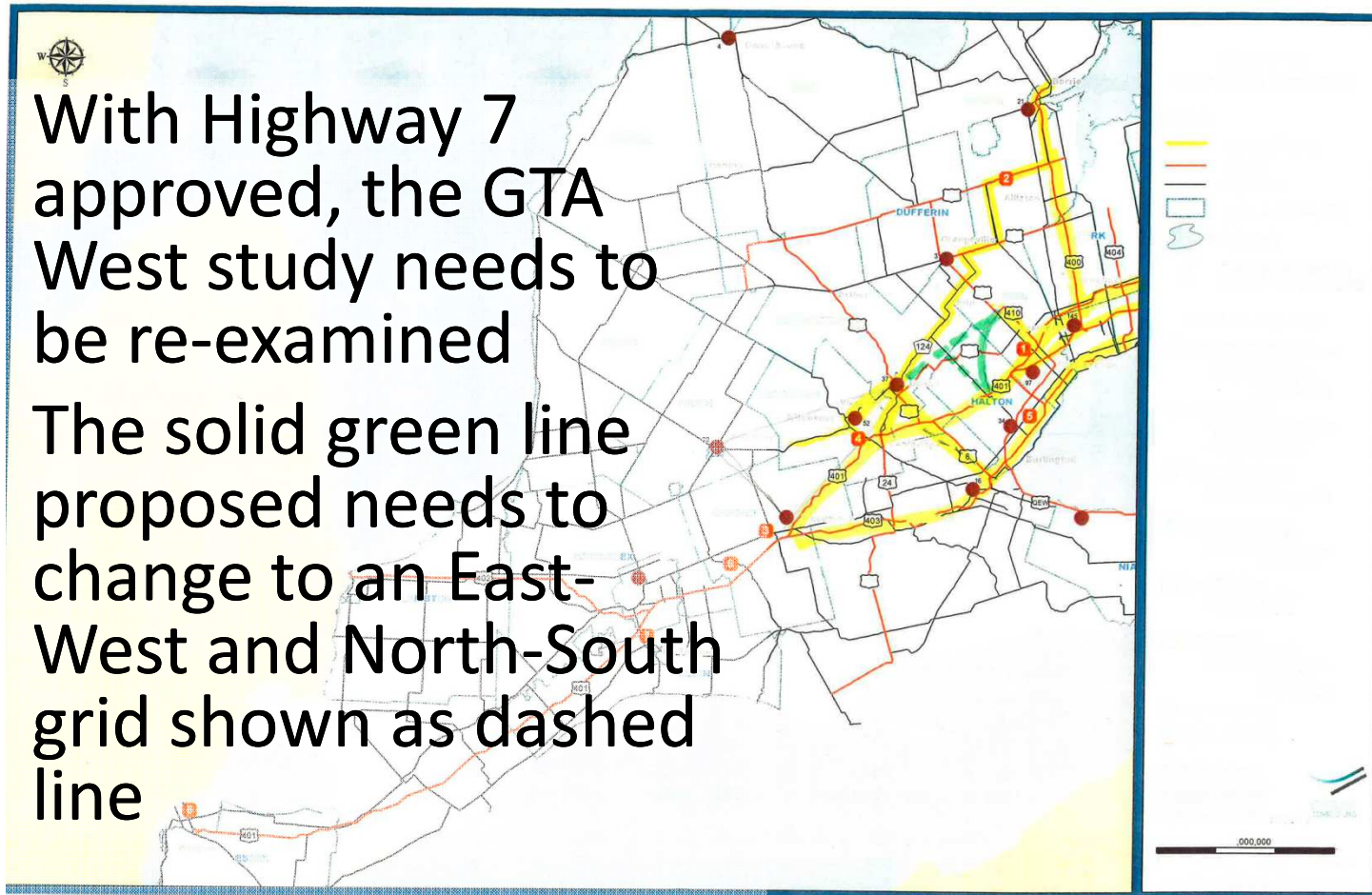
25 February 2013

GTA West Revisited

- The conclusion of the GTA West study in 2010 occurred prior to the recommendations on Highway 7
- The GTA West study did not take into account the area west of Guelph which includes the Region of Waterloo International Airport and significant manufacturing and food and agriculture activities

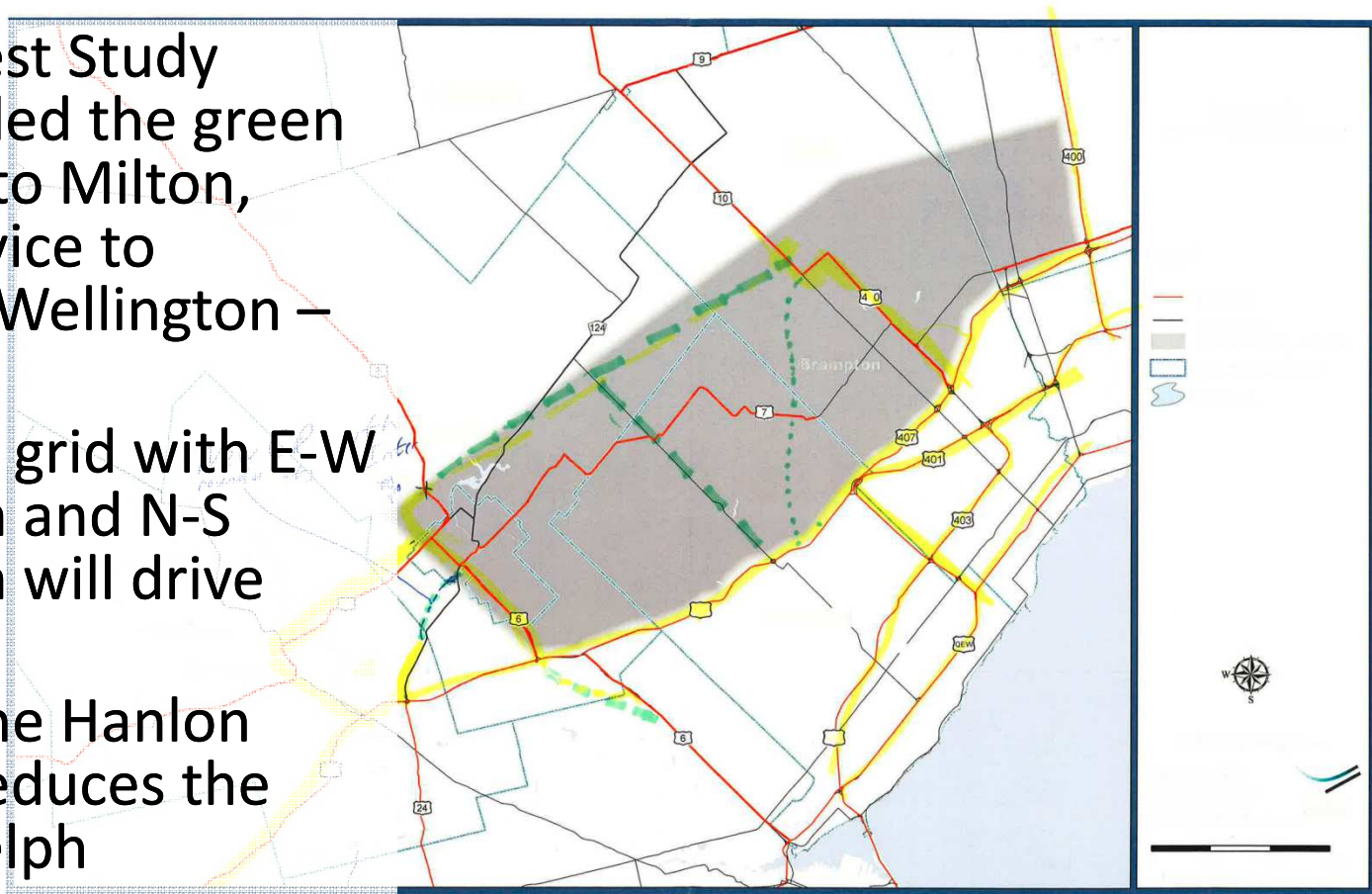
The Bigger Picture

- With Highway 7 approved, the GTA West study needs to be re-examined
- The solid green line proposed needs to change to an East-West and North-South grid shown as dashed line



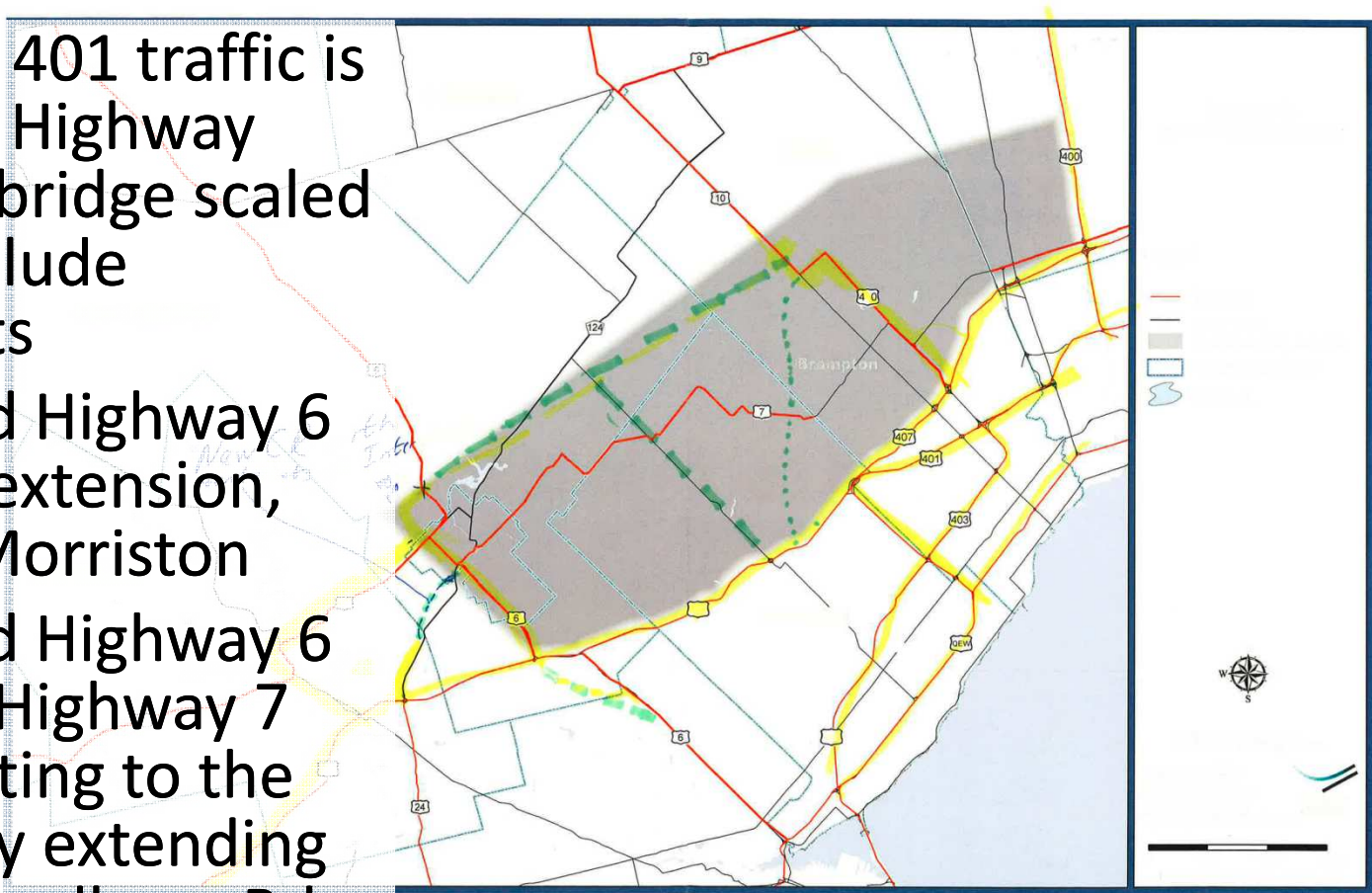
Guelph Chamber of Commerce

- The GTA West Study recommended the green dotted line to Milton, limiting service to Waterloo – Wellington – Guelph
- An effective grid with E-W every 15 km and N-S every 25 km will drive growth.
- Tying into the Hanlon extension reduces the load on Guelph infrastructure



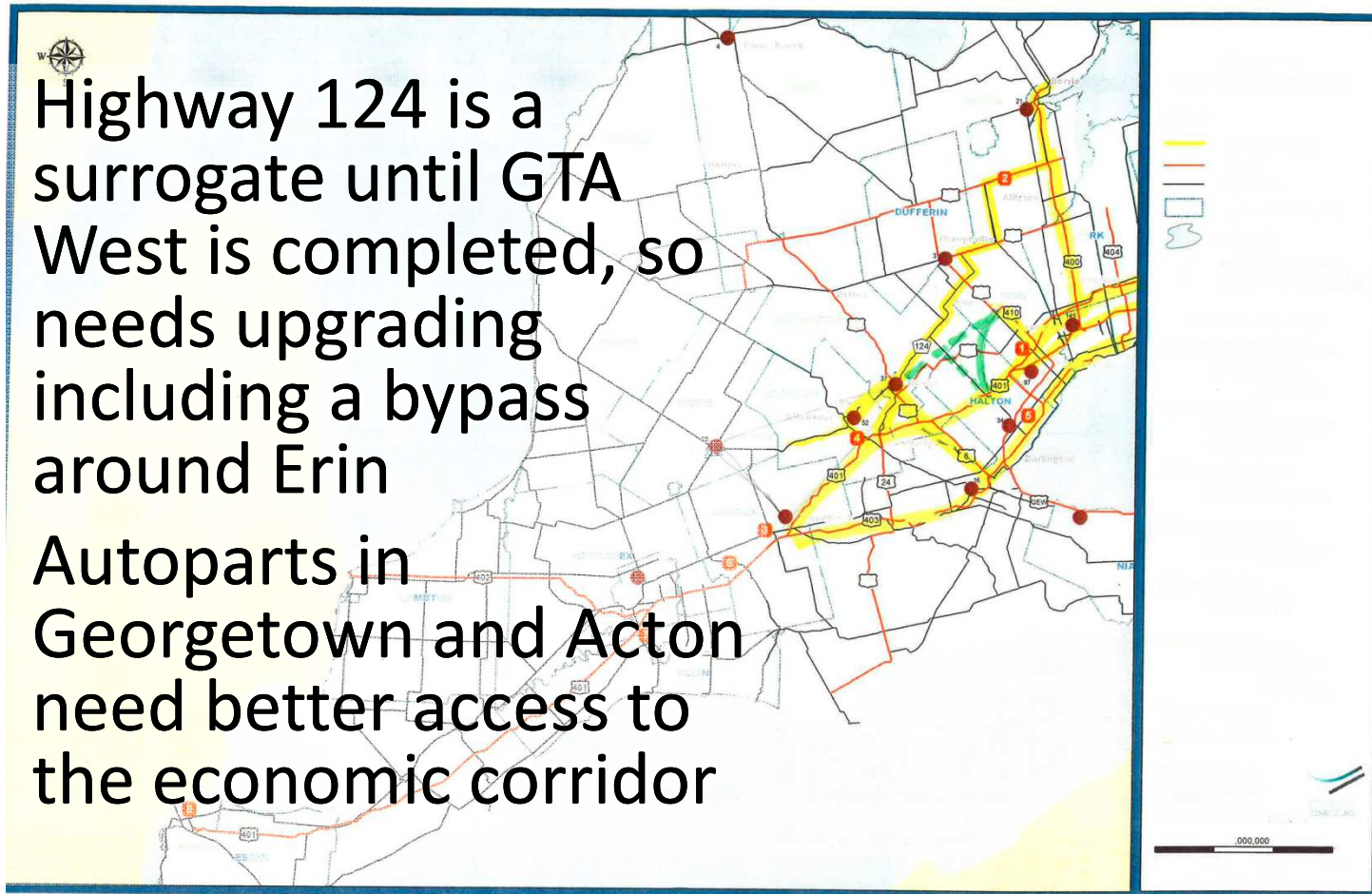
Guelph Chamber of Commerce

- Westbound 401 traffic is serviced on Highway 124 to Cambridge scaled down to include roundabouts
- Southbound Highway 6 via Hanlon extension, bypassing Morriston
- Northbound Highway 6 to the new Highway 7 and connecting to the GTA West by extending north of Woodlawn Rd



North to Barrie, South to Cambridge

- Highway 124 is a surrogate until GTA West is completed, so needs upgrading including a bypass around Erin
- Autoparts in Georgetown and Acton need better access to the economic corridor



Other Economic Corridors

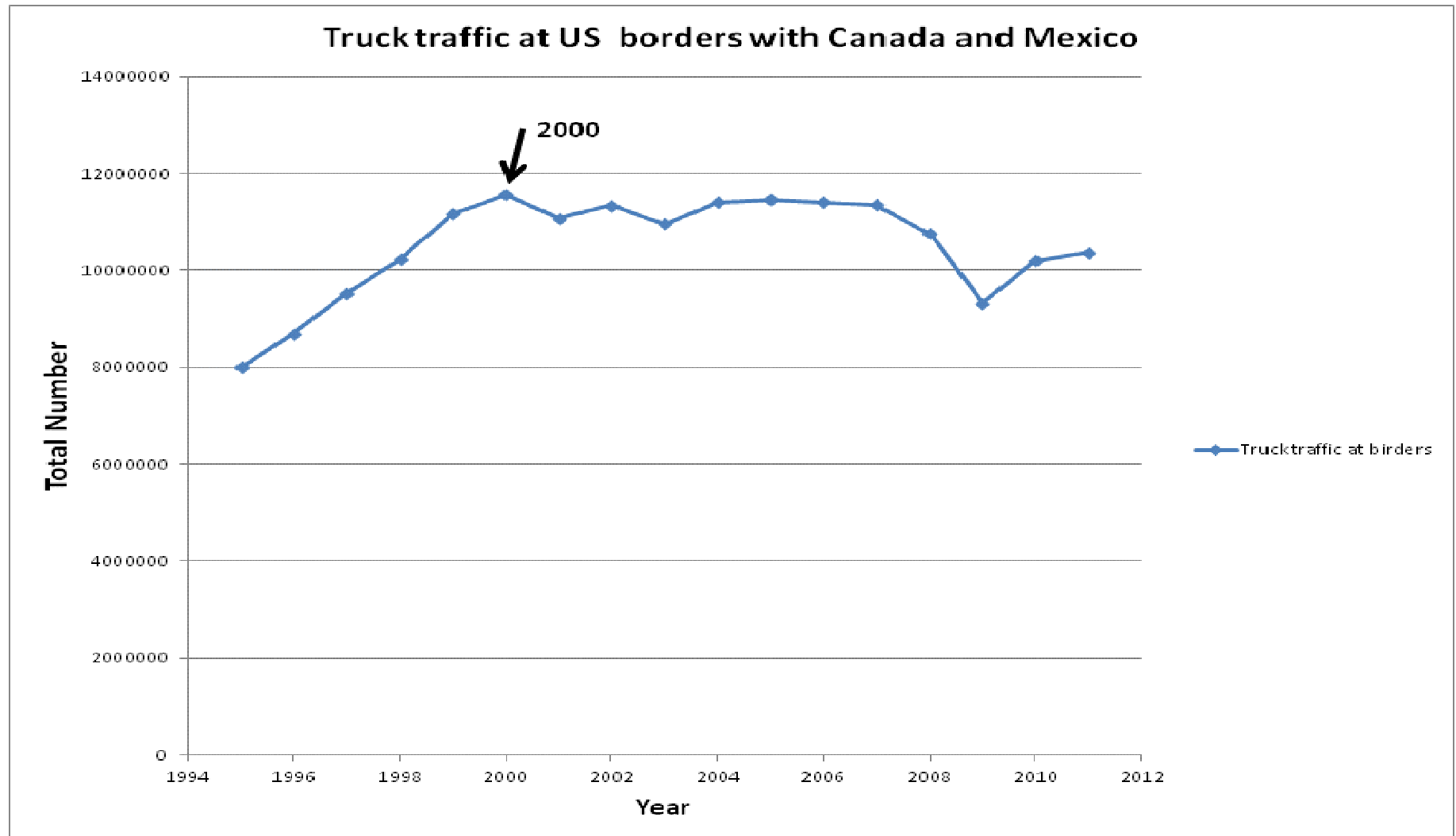
- In addition to connecting 8 auto assembly plants with 465 auto part manufacturers and related input companies, other key markets would be served
- Food and Ag growers and processors
- Furniture manufacturers and distributors
- Water technology companies and alternate energy
- Tourism and creative sectors

RESPONSE TO MTO ON GTA CORRIDOR STUDY
Presentation to Guelph City Council Feb 25 2013
by Hugh Whiteley

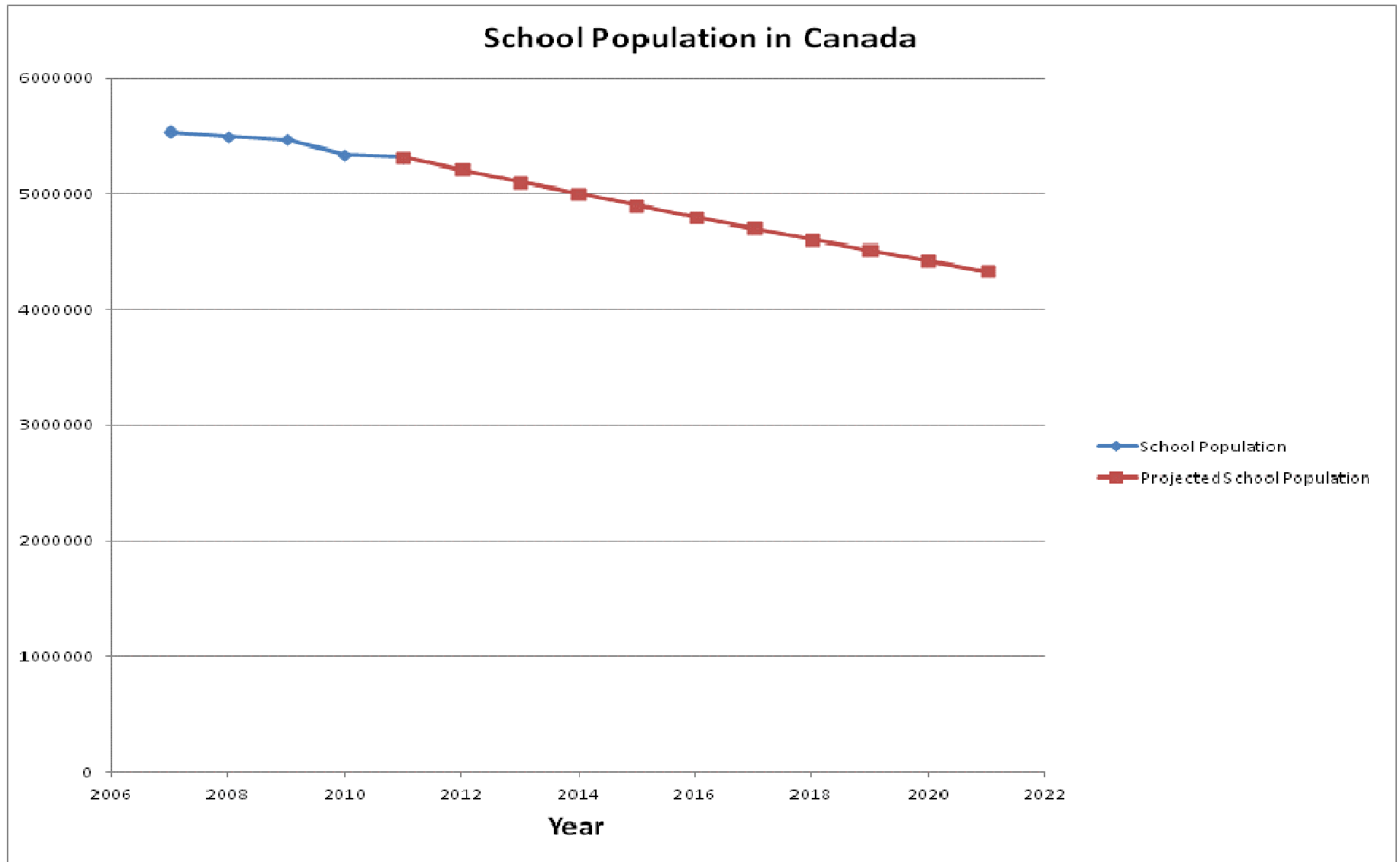
RECOMMENDATIONS

- Request reappraisal of corridor study using economic (benefit /cost) approach to transportation options
- Support demand management as the first-priority in planning with new infrastructure as a fall-back and on an as-needed basis.
- Withdraw support for \$400 Hwy 7 pending similar review

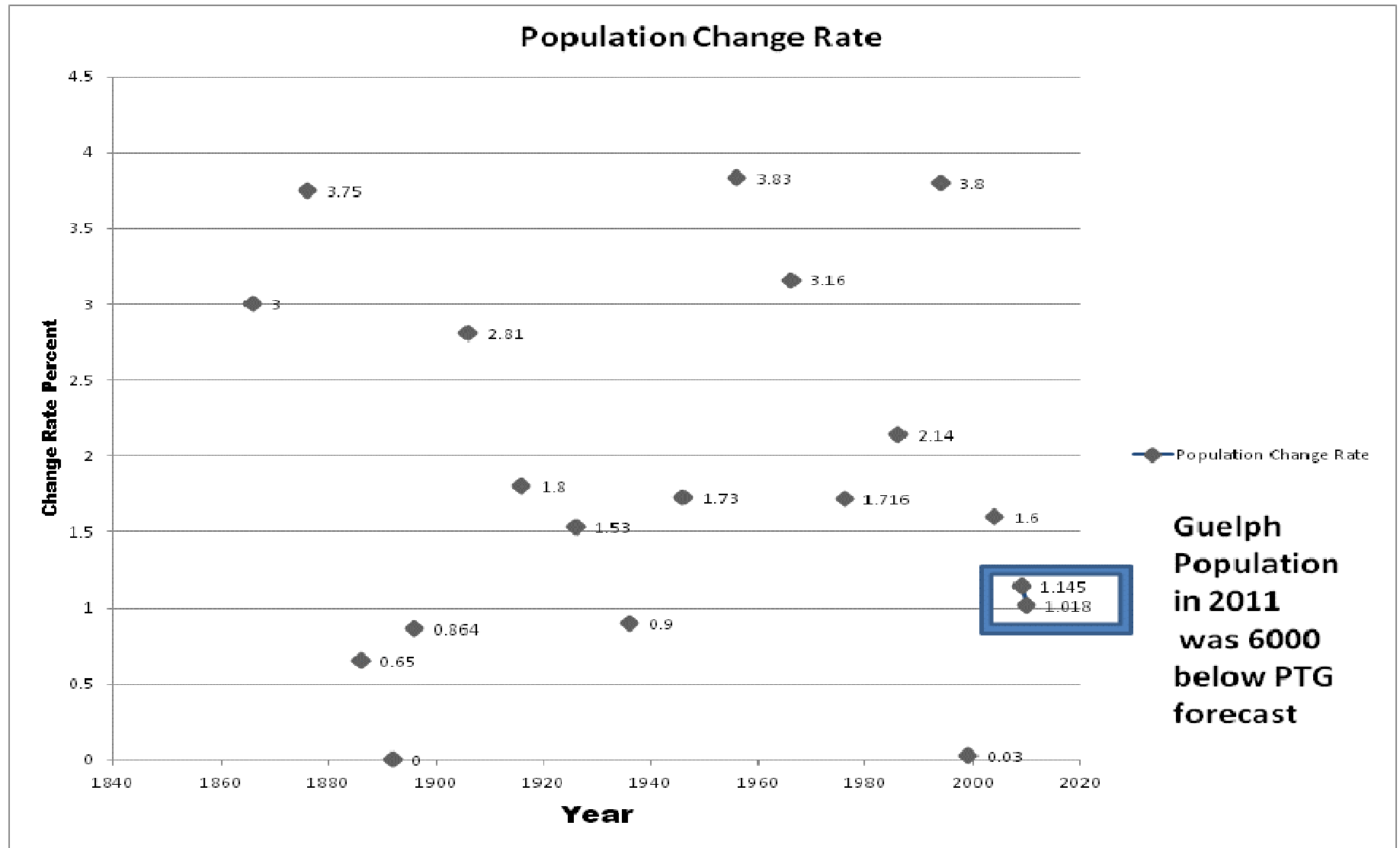
The economy has changed in North America



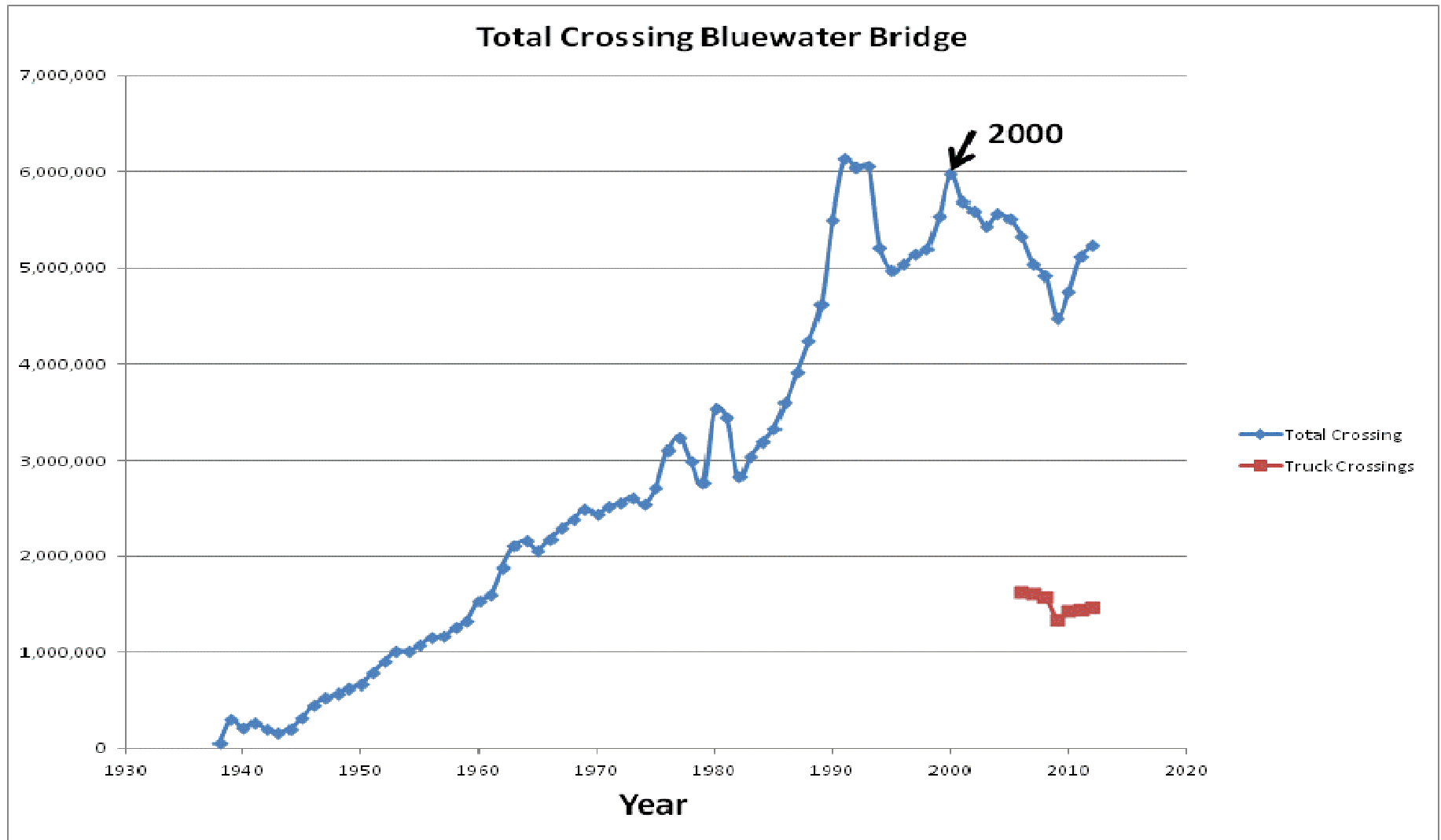
Population will be older & stabilized



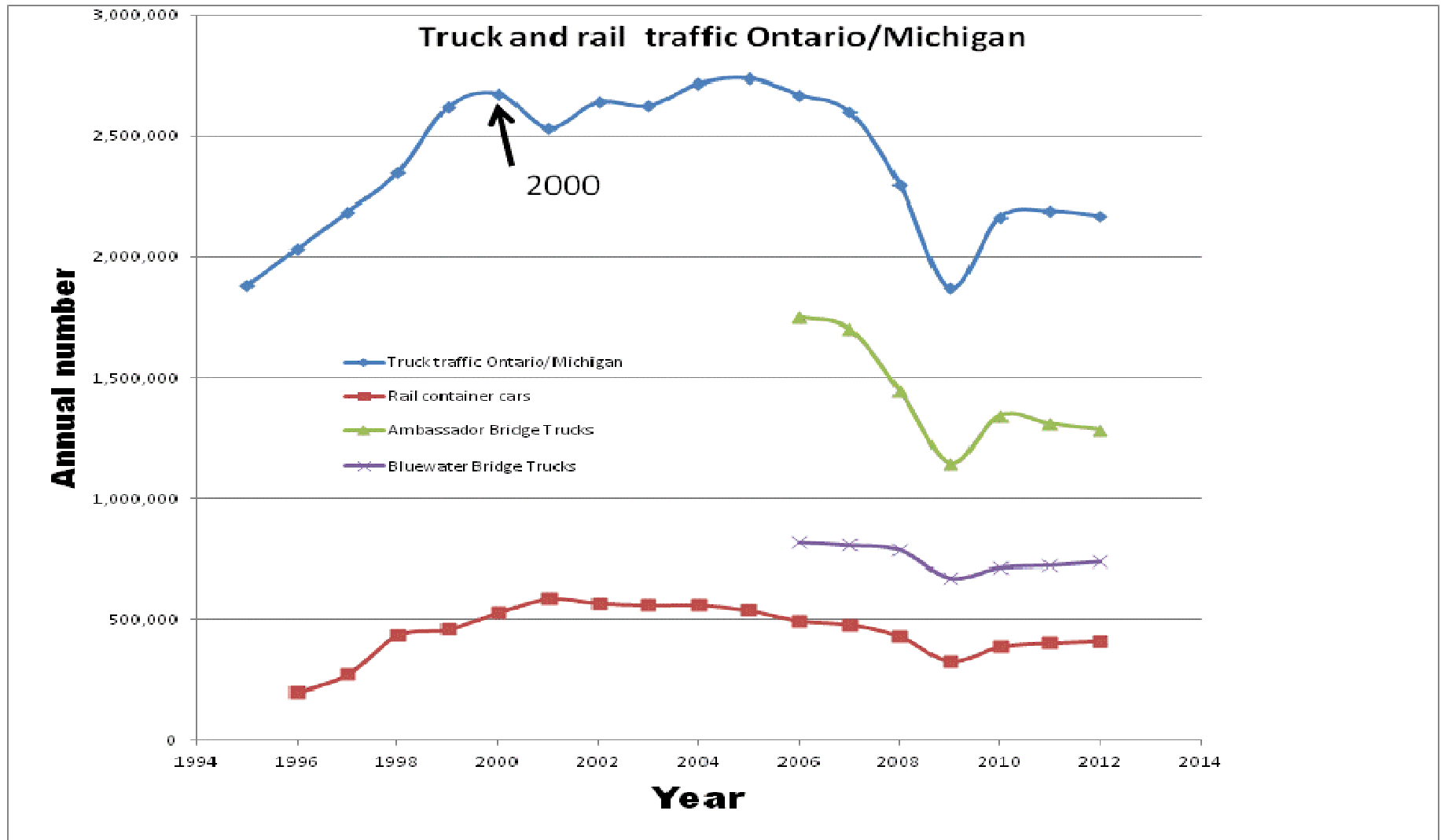
Population Growth in Guelph Slowing



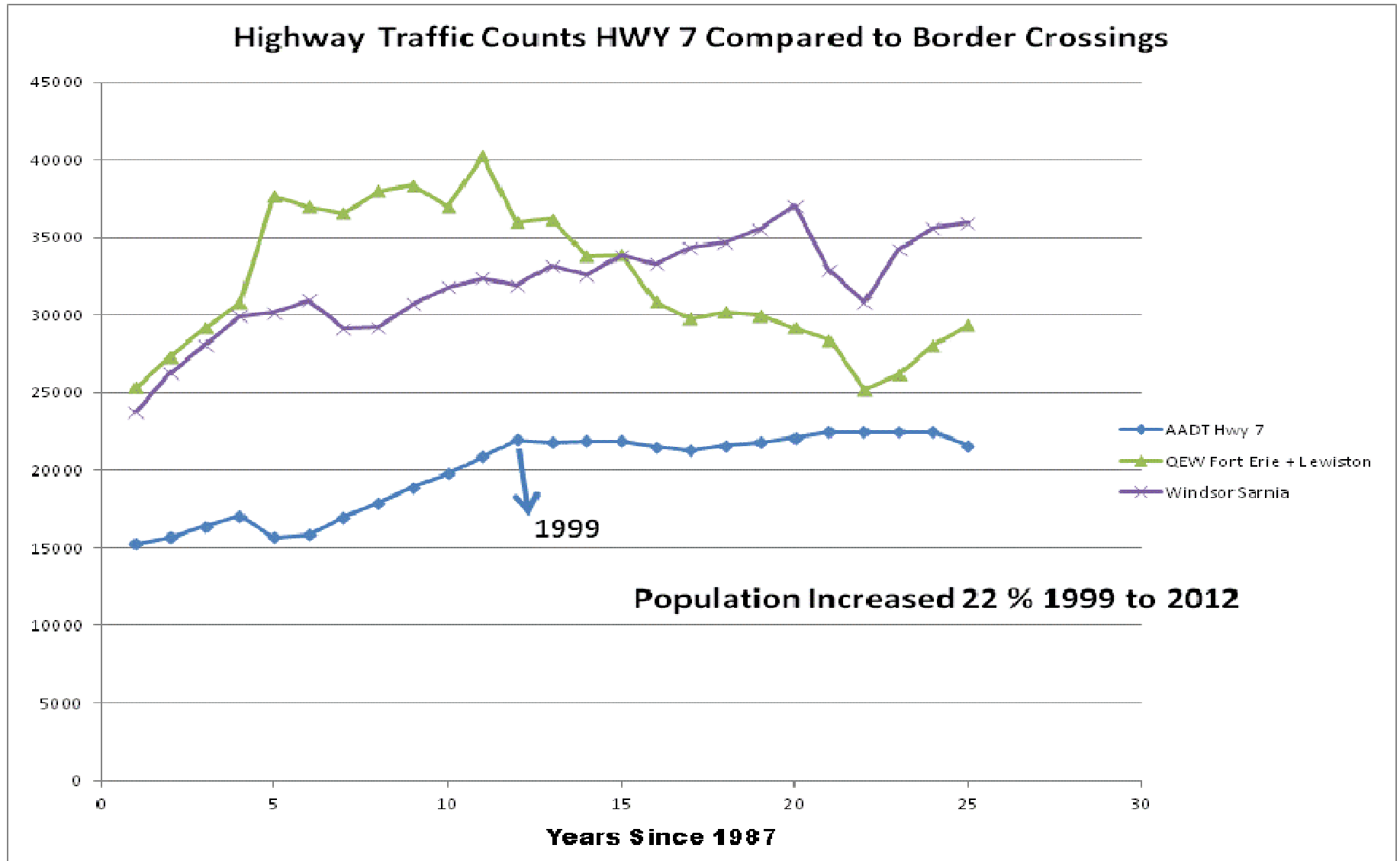
The economy and transportation needs have changed in Ontario 1



The economy and transportation needs have changed in Ontario 2



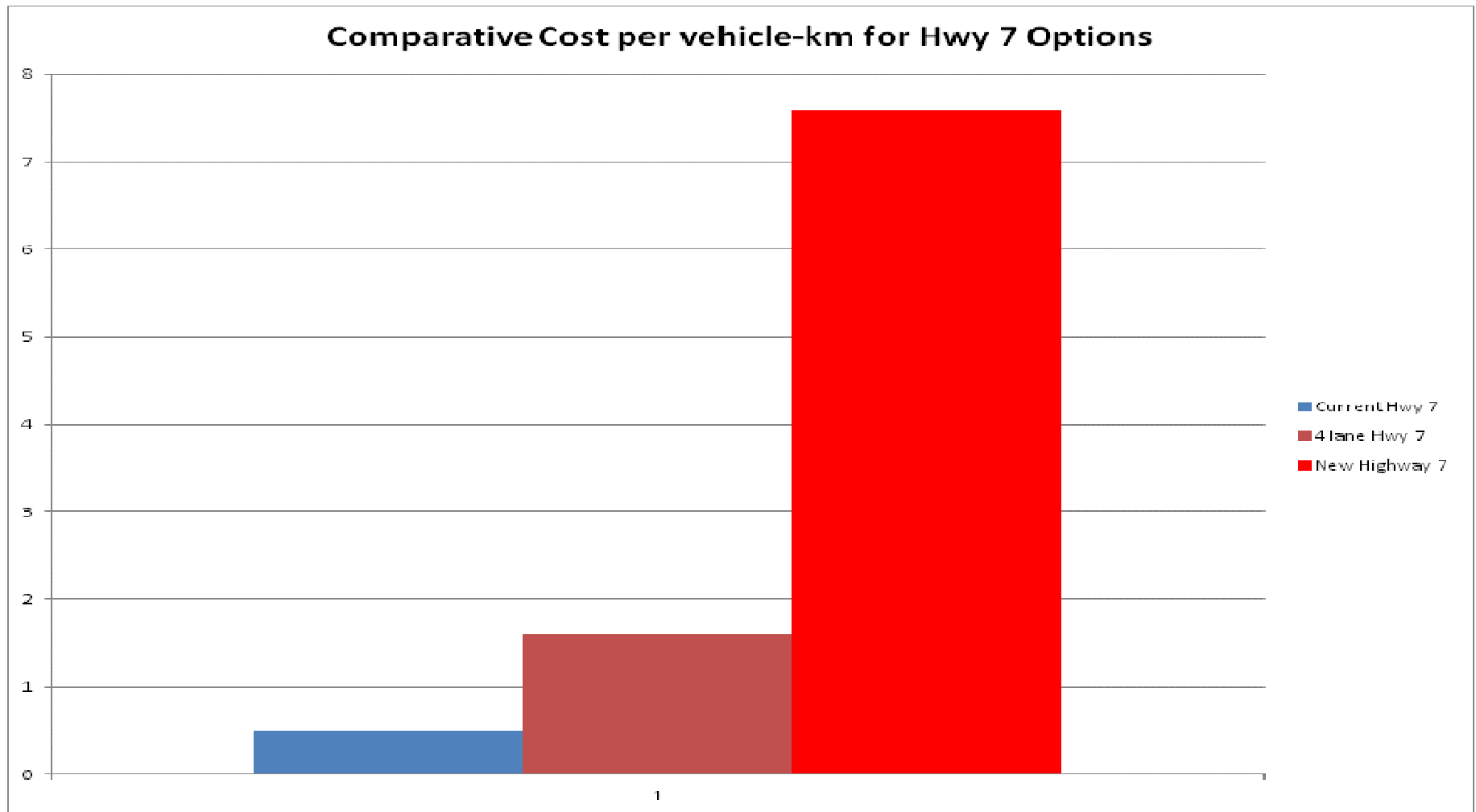
Trend in Highway 7 Traffic



Current Highway Levels of Service promote unaffordable expectations

Level of Service	Percent Capacity	Description
A	10	Alone on the highway
B	18	Occasionally see vehicles
C	33	Steady travel at speed limit
D	60	In queue at steady speed
E	100	Travel slowed, intersection delays

Highway 7 is busy but very efficient in cost per vehicle-km



Principles to follow

- Look to the future more than the past
- Decide on the desired future, then plan
- Use factual information to judge feasibility
- Be realistic about expectations ; avoid fantasy
- No more City debt to bail out the province (\$9 million City debt for Laird interchange)