

CITY COUNCIL AGENDA

Consolidated as of July 17, 2015



Council Chambers, Guelph City Hall, 1 Carden Street

DATE Monday July 20, 2015 – 7:00 p.m.

Please turn off or place on non-audible all cell phones, PDAs, Blackberrys and pagers during the meeting.

O Canada – Alexandra Delle Donne
Silent Reflection
Disclosure of Pecuniary Interest and General Nature Thereof

PRESENTATION

a) None.

CONFIRMATION OF MINUTES (Councillor Gordon)

"THAT the minutes of the Council Meetings held June 9, 17 and 22, 2015 and the minutes of the Closed Meetings of Council held June 9 and 22, 2015 be confirmed as recorded and without being read."

CONSENT REPORTS/AGENDA – ITEMS TO BE EXTRACTED

The following resolutions have been prepared to facilitate Council's consideration of the various matters and are suggested for consideration. If Council wishes to address a specific report in isolation of the Consent Reports/Agenda, please identify the item. The item will be extracted and dealt with separately. The balance of the Consent Reports/Agenda will be approved in one resolution.

Consent Reports/Agenda from:

| Closed Meeting of Council | | | |
|--|-------------------|-------------|-----------------|
| Item | City Presentation | Delegations | To be Extracted |
| C-2015.29 2015 Citizen Reappointments to the Board of Trustees of the Elliott | | | |

Adoption of balance of the Closed Meeting of Council Third Consent Report

| Corporate Services Committee | | | |
|---|-------------------|---|-----------------|
| Item | City Presentation | Delegations | To be Extracted |
| CS-2015.29 Budget Formula City Guideline | | • Kithio Mwanzia, CEO Guelph Chamber of Commerce | ✓ |

| | | | |
|--|--|--|--|
| CS-2105.30 Councillor Allt's Motion from Council February 23, 2015 Re: Reinstatement of the Long Form Census | | | |
| CS-2105.31 Capital Renewal Reserve Fund: Urbacon Settlement | | | |

Adoption of balance of Corporate Services Committee Fifth Consent Report -
Councillor Hofland, Chair

| Governance Committee | | | |
|--|--------------------------|--------------------|----------------------------|
| Item | City Presentation | Delegations | To be Extracted |
| GOV-2015.3 Conflict of Interest in Hiring Policy | | | |
| GOV-2015.4 Procedural By-law and Associated Documents Review | | | |
| GOV-2015.9 Councillor Kovach's motion from Council July 28, 2014 re: Quarterly Reporting from Council Appointees to Government Associations | | | |

Adoption of balance of Governance Committee Second Consent Report –
Mayor Guthrie, Chair

| Infrastructure, Development & Enterprise Committee | | | |
|--|--------------------------|---|----------------------------|
| Item | City Presentation | Delegations | To be Extracted |
| IDE-2015.17 Speedvale Avenue East from Manhattan Court to Woolwich Street – Road Design – Referred from June 22 nd Council Meeting | | <ul style="list-style-type: none"> • Lindsay Core • Nathan Proper • Vicki Beard • Martin Collier • Mike Darmon • Bryan McPherson • Luke Weiler • Marcia Santen • Richelle Forsey • Patrick Sheridan • Mirelle Martinez • Sue Rietschin on behalf of Guelph Urban Forest Friends <p><u>Correspondence:</u></p> | ✓ |

| | | | |
|---|--|--|--|
| | | <ul style="list-style-type: none"> - Edward Kurys - Clover Woods - Colleen Sorensen - Elaine Guenther - John McCuaig - Lynn Chidwick - L.T. Petrie - Edward Kurys - Doug Gilchrist - Mike Sorci - David Spencer, Sunny Dental Clinic - Terry McLellan - Wayne Swantek - Mary C. Davis - Oxanna Adams - Christian Tice - Suzanne Gates - Tony Spinelli | |
| IDE-2015.21 Integrated Operational Review (IOR) – Annual Report (2014- 2015) | | | |
| IDE-2105.23 Essex Street On-Street Parking: Background to Notice of Motion and Recent Survey | | | |
| IDE-2015.24 Sign By-law Variances – 275 Hanlon Creek Boulevard | | | |
| IDE-2015.26 Green Meadow Park Flood Protection Facility – Schedule B Municipal Class Environmental Assessment | | | |
| IDE-2015.27 Federation of Canadian Municipalities – Green Municipal Fund Leadership in Asset Management Program | | | |
| IDE-2015.28 Town of Aurora Resolution Regarding Installation of Community Mailboxes | | | |

Adoption of balance of Infrastructure, Development & Enterprise Committee
Seventh Consent Report – Councillor Bell, Chair

| Public Services Committee | | | |
|---|--------------------------|--------------------|------------------------|
| Item | City Presentation | Delegations | To be Extracted |
| PS-2015.21 Business Licence By-law Review – Food Vehicle Schedule and Temporary Food Sales Update | | • Jakki Prince | ✓ |
| PS-2015.22 Northview Park – Conceptual Master Plan | | | |
| PS-2015.23 New Trail Sections Near Hanlon Creek | | | |
| PS-2015.24 Speedvale Avenue Bridge Underpass | | • Mike Darmon | ✓ |
| PS-2015.25 Crane Park Footbridge | | | |

Adoption of balance of Public Services Committee Sixth Consent Report – Councillor Downer, Chair

| Council Consent Agenda | | | |
|---|--------------------------|--------------------|------------------------|
| Item | City Presentation | Delegations | To be Extracted |
| CON-2015.32 Proposed Demolition of 1517 Gordon Street and 15 Lowes Road West – Ward 6 | | | |
| CON-2015.33 Decision Report 24, 26, 28 and 0 Landsdown Drive – Proposed Draft Plan of Vacant Land Condominium and Associated Zoning By-law Amendment and Proposed Demolition (File 23CSM-1307 / ZC1317) | | | |

Adoption of balance of the Council Consent Agenda – Councillor

ITEMS EXTRACTED FROM COMMITTEES OF COUNCIL REPORTS AND COUNCIL CONSENT AGENDA (Chairs to present the extracted items)

Once extracted items are identified, they will be dealt with in the following order:

- 1) *delegations (may include presentations)*
- 2) *staff presentations only*
- 3) *all others.*

Reports from:

- Closed Meeting of Council
- Corporate Services Committee– Councillor Hofland
- Governance Committee – Mayor Guthrie
- Infrastructure, Development & Enterprise Committee – Councillor Bell
- Public Services Committee– Councillor Council Downer
- Consent – Mayor Guthrie

SPECIAL RESOLUTIONS

BY-LAWS

Resolution – Adoption of By-laws (Councillor Hofland)

"THAT By-law Numbers (2015)-19936 to (2015)-19945, inclusive, are hereby passed."

By-law Number (2015)-19939

A by-law to amend By-law Number

(2002) – 17017 (to remove the No Parking Anytime zone on Curzon Crescent from Tovell Drive to 97m west thereof; to add a No Parking, Authorized Permits Exempt, 8am to 6pm, Monday to Friday zone on Farquhar Street, south side, from 48m east of Wyndham Street to the easterly limit; to add a No Parking, Authorized Permits Exempt, 8am to 6pm, Monday to Friday zone on Fountain Street, north side, from Neeve Street to Wyndham Street; to add a No Parking, Authorized Permits Exempt, 8am to 6pm, Monday to Friday zone on Freshfield Street, west side, from 9m north of Fountain Street to 17m north thereof; to add a No Parking, Authorized Permits Exempt, 8am to 6pm, Monday to Friday zone on Freshfield Street, west side, from 57m north of Fountain Street to 17m north thereof; to add a No Parking, Authorized Permits Exempt, 8am to 6pm, Monday to Friday zone on Surrey Street, north side, from 89m east of Gordon Street to Wyndham Street; to Add a No Parking, Authorized Permits Exempt, 8am to 6pm, Monday to Friday zone on Farquhar Street, north side, from Wyndham Street South to 126m west thereof; to Add a No Parking, Authorized Permits Exempt, zone on Farquhar Street, south side, Wyndham Street South to 129m west thereof; to add a No Parking, Authorized Vehicles Exempt zone on Fountain Street, north side, from Freshfield Street to 40m east thereof in the No Parking Schedule XV: to amend all 15 Minute/Public Loading Zones within the downtown core from being in effect at all times, to be being in effect from 8am to 6pm, Monday to Saturday; in the 15 Minute/Public Loading Zones Schedule XVIII: to remove a 2-hour maximum, 8am to 6pm, Monday to Friday zone on Farquhar Street, south side, from 48m east of Wyndham Street to the easterly limit; to remove a 2-hour maximum, 8am to 6pm, Monday to Friday zone on Fountain Street, north side, from Neeve Street to Wyndham Street; to remove a 2-hour maximum, 8am to 6pm, Monday to Saturday zone on Freshfield Street, west side, from 9m north of Fountain Street to 30m north thereof; to remove a 2-hour maximum, 8am to 6pm, Monday to Saturday zone on Freshfield Street, west side, from 57m north of Fountain Street to 17m north thereof; to remove a 1-hour maximum, 8am to 6pm, Monday to Friday on Surrey Street, north side, from 89m east of Gordon Street to Wyndham Street; to remove a 2-hour maximum, 8am to 6pm, Monday to Saturday zone on Harrow Court, both sides, from Harvard Road to westerly limit; to add a 2-hour maximum, Monday to Friday, 8am to 6pm

To amend the Traffic By-law.

| | |
|---|---|
| <p>zone on Harrow Court, both sides, from Harvard Road to the westerly limit; in the Restricted Parking Schedule XVII: to add a No Stopping, 8:00 am to 4:30pm, Monday to Friday, Except Buses zone on Willow Road, north side, from 95m east of Westwood Road to 50m east thereof; to remove the No Stopping Except Taxi and Delivery Vehicles zone on Carden Street, north side, from 82m east of Wyndham Street to 146m east thereof; to add a No Stopping Except Taxi and Delivery Vehicles zone on Carden Street, north side, from 82m east of Wyndham Street to 64m east thereof; in the No Stopping Schedule XVI: to remove Speedvale Avenue East from Eramosa Road to the East City Limit; to remove Speedvale Avenue West from Elmira Road to the West city limit; to remove Watson Parkway North from Watson Road North to Speedvale Avenue; to add Watson Parkway North from Watson Road North to Grange Road in the Half Loads Schedule XIV: to remove the school bus loading zone on Willow Road, north side, from 96m east of Westwood Road to 31m east thereof; to add a school bus loading zone on Willow Road, north side, from 95m east of Westwood Road to 50m east thereof; in the School Bus Loading Zones Schedule XIX: and to add Woodlawn Road between Victoria Road and the Speed River Bridge; to add Stevenson Street North from Eramosa Road to Speedvale Avenue; in the Designated Bicycle Lanes Schedule IV) and adopt Municipal Code Amendment #527, amending Chapter 301 of the Corporation of the City of Guelph's Municipal Code.</p> | |
| <p>By-law Number (2015)-19940 A by-law to amend By-law Number (2009)-18855, as amended, being a By-law respecting the licensing of Businesses operating within the City of Guelph, and to adopt Municipal Code Amendment #528, which amends Chapter 176 "Business Licences", of The Corporation of the City of Guelph's Municipal Code, specifically amending provisions relating to Food Vehicles.</p> | <p>A by-law to amend the Business Licencing By-law with respect to Food Vehicles.</p> |
| <p>By-law Number (2015)-19941 A by-law to authorize the execution of an Agreement between Network Sewer and Watermain Ltd. and The Corporation of the City of Guelph. (Contract No. 2-1513 for the servicing and road construction of the Guelph Watson 5-3 Subdivision.</p> | <p>To execute Contract No. 2-1513 for the servicing and road construction of the Guelph Watson 5-3 Subdivision.</p> |
| <p>By-law Number (2105)-19942 A by-law to provide for the temporary closure of Starwood Drive, Frasson Drive, Watson Parkway, Law Drive, Swan Drive, Skinner Drive, Toth Drive and Pettitt Drive within the Guelph Watson 5-3 Subdivision during the</p> | <p>To provide for the closure of streets during the servicing and road construction of the Guelph Watson 5-3 Subdivision under Contract No. 2-1513.</p> |

| | |
|---|---|
| servicing and road construction. (Contract No. 2-1513). | |
| <p>By-law Number (2015)-19943</p> <p>A by-law to amend By-law Number (1995)-14864, as amended, known as the Zoning By-law for the City of Guelph as it affects property known municipally as 24, 26, 28 and 0 Landsdown Drive and legally described as Lot 10 and Part of Lots 6, 9 and 13 on Plan 488, designated as Parts 1, 2, 3 and 4 on Reference Plan 61R-20544, City of Guelph. (File: ZC1317)</p> | To amend the Zoning By-law for property known municipally as 24, 26, 28 and 0 Landsdown Drive. |
| <p>By-law Number (2015)-19944</p> <p>A by-law to repeal By-law Number (1989)-13137 and to repeal the Municipal Code of The Corporation of the City of Guelph.</p> | To repeal the Municipal Code as per Governance Consent Report GOV-2105.4. |
| <p>By-law Number (2015)-19945</p> <p>A by-law to confirm the proceedings of a meeting of Guelph City Council. (July 14 and 20, 2015)</p> | A by-law to confirm the proceedings of meetings of Guelph City Council held July 14 and 20, 2015. |

MAYOR'S ANNOUNCEMENTS

Please provide any announcements, to the Mayor in writing, by 12 noon on the day of the Council meeting.

NOTICE OF MOTION

ADJOURNMENT

**CONSENT REPORT OF
CLOSED MEETING OF COUNCIL**

July 20, 2015

His Worship the Mayor and
Councillors of the City of Guelph.

Your Council as Committee of the Whole beg leave to present their THIRD
CONSENT REPORT as recommended at its meeting of July 13, 2015.

*If Council wishes to address a specific report in isolation please identify
the item. The item will be extracted and dealt with immediately. The
balance of the Consent Report of the Council in Closed Meeting will be
approved in one resolution.*

| | |
|------------------|--|
| C-2015.29 | 2015 Citizen Reappointments to the Board of Trustees of the Elliott |
|------------------|--|

That Barry Elder and Stephan Warley be reappointed to the Board of Trustees of the Elliott for a term ending June 30, 2018 or until such time as successors are appointed.

All of which is respectfully submitted.

Speedvale: To SHARE or Not to SHARE

Martin Collier, MES (PI.)

July 20, 2015

SHARE (verb)

- 1) have a portion of (something) with another or others.
- 2) give a portion of (something) to another or others.
- 3) use, occupy, or enjoy (something) jointly with another or others.**

Can we share road space?

ONTARIO

Population, vehicle numbers & trip length
- all growing!

Transport Infrastructure Stats
**Over 300,000 lane km of roads & bridges worth
billions to maintain...
(province = \$57B)**

40 People in 40 Cars



40 People Sitting



40 people using transit









**Could drivers
SHARE
 $\frac{1}{4}$
of
Speedvare?**

Sharing?

- *"If Speedvale Ave between Stevenson and Woolwich becomes one lane – This city will go livid."* - Joe Public
- *"(The bike lane exemption) has upset many cycling activists and many who in my opinion feel called to change society's behaviour through creating forced driving discomfort – on purpose – to people like you and me who drive cars."* - Mayor Cam Guthrie, June 29/15

Sharing... with people

- Seniors
- Those under 16
- Disabled
- Those who don't want to drive (all the time)
- Those who don't have the means to drive

Who? Pedestrians, cyclists, scooters, drivers

Sharing... Money and the ROW

- \$5 million in tax dollars
- Fellow residents who live with the traffic on Speedvale and will lose 5 to 16 feet of their property frontages.

SHARE
Petition

1) Safety/Access

- “The 3 lane and bike lane option addresses all the issues with this street, increasing safety and ease of access for all users and residents.”
- “All ages need safe bike lanes along our roadways. Guelph lacks contiguous lanes which puts cars and bikers at great risk.”

1) Safety/Access

- *“I regularly ride on this section of Speedvale and value cycling safety!”*
- *“Right now I ride on the sidewalks because the road is way too dangerous, yet it's the only way to get where I'm going. Bike lanes are needed.”*

1) Safety/Access

- *“I bike for fun and for work. I walk, too. I even drive. A multiuse road is better, more accommodating, and safer for everyone.”*
- *“As a user of this section of trails for over 20 years, we need safe and easily accessible bike lanes east west on Speedvale and north south connecting existing trails along the river on each side of Speedvale with safe underpass crossings. The addition of a pedestrian bridge at Emma St is a nice addition but has little impact on encouraging bike use along Speedvale.”*

2) Road Diet Pilot Project

- *“Cycling connectivity is necessary for the full length of Speedvale. Testing the road Diet will prove whether the added expense of the 4 lane plans is justified.”*
- *“I believe that this plan benefits all stake holders and would be an excellent opportunity to pilot this plan.”*

2) Road Diet Pilot Project

- *“Great idea! This trial will have minimal cost, be better for cyclists, and if it proves acceptable, there is time to review the options again and potentially have a significant savings to the city budget!”*
- *“I believe a road diet pilot is important to see if it can work along this corridor. It will also provide more information to make a sound decision regarding a design that facilitates shared use of the road.”*

3) Big Picture

- *“In order to improve our natural environment, improve physical fitness and make space for environmentally-sound modes of transportation, bike lanes and wide sidewalks are essential.”*
- *“Bikes are the future. We need to build a city that sustains them as well as cars.”*

3) Big Picture

- *We need to be more open to how this option is very positive and needed for all and not just for those stuck in "today's" car society.*
- *"I think we need to implement infrastructural designs with a mind to creating the kinds of places that protect human health, safety, and encourage us to live well, in place of designs premised on reacting in the short term to minor inconveniences caused to the status quo."*

**How could we share a windfall of
\$5,000,000?**

\$5,000,000 for...

- Transportation Infrastructure
- Transportation Demand Management (with business)
- Bridges out of Poverty
- General Affordability
- Debt
- Reserves



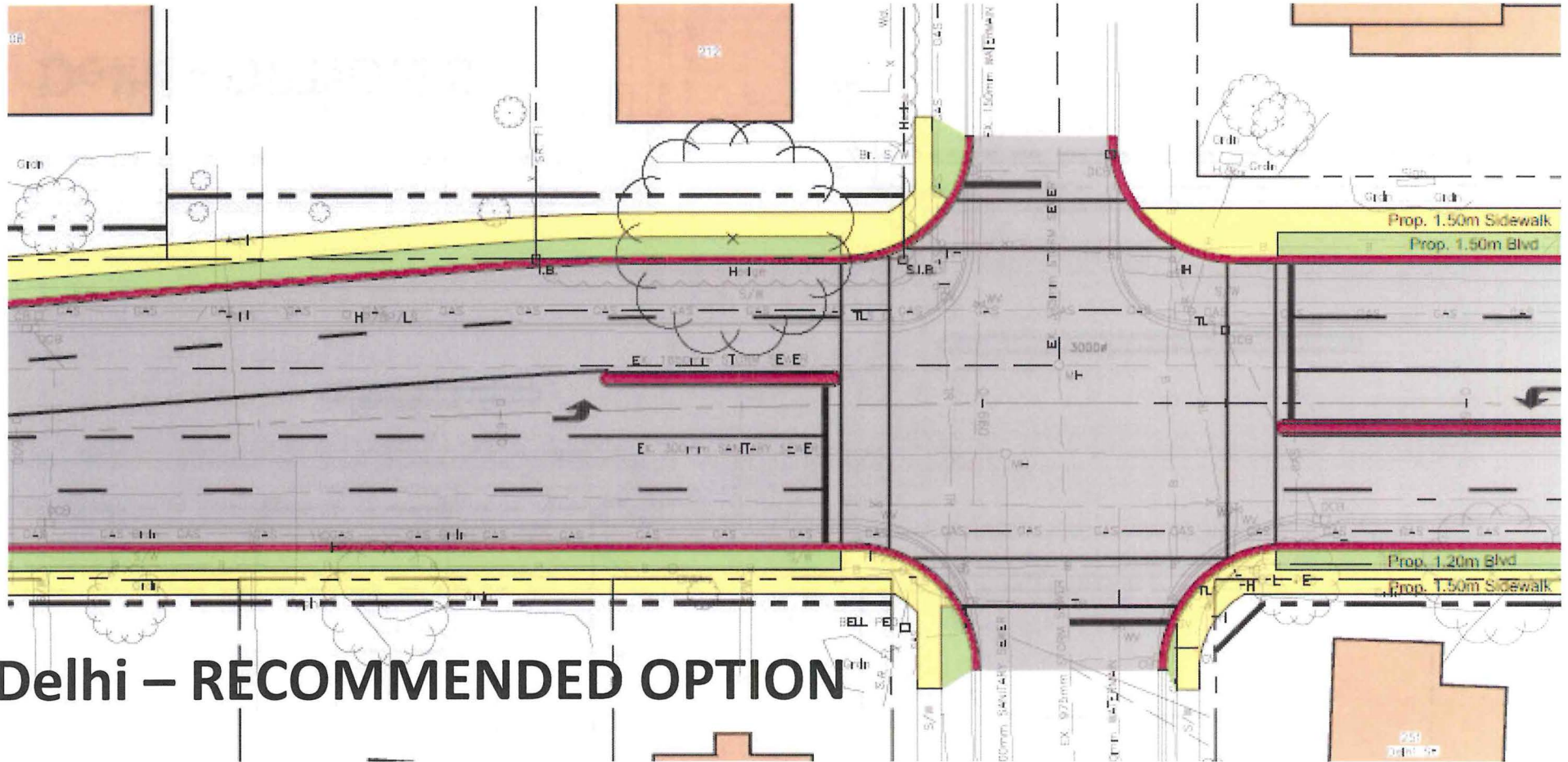


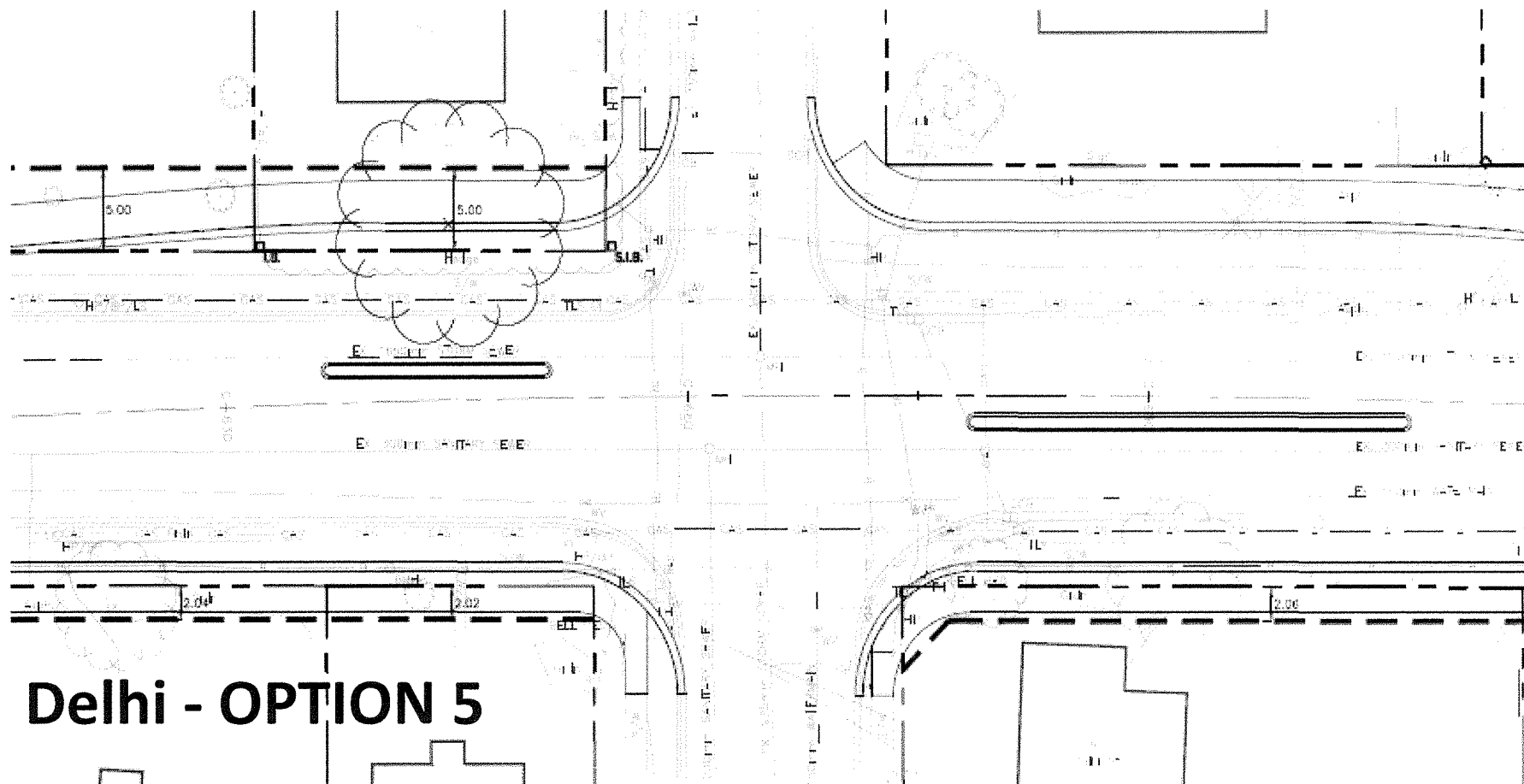
Thank you... for sharing!

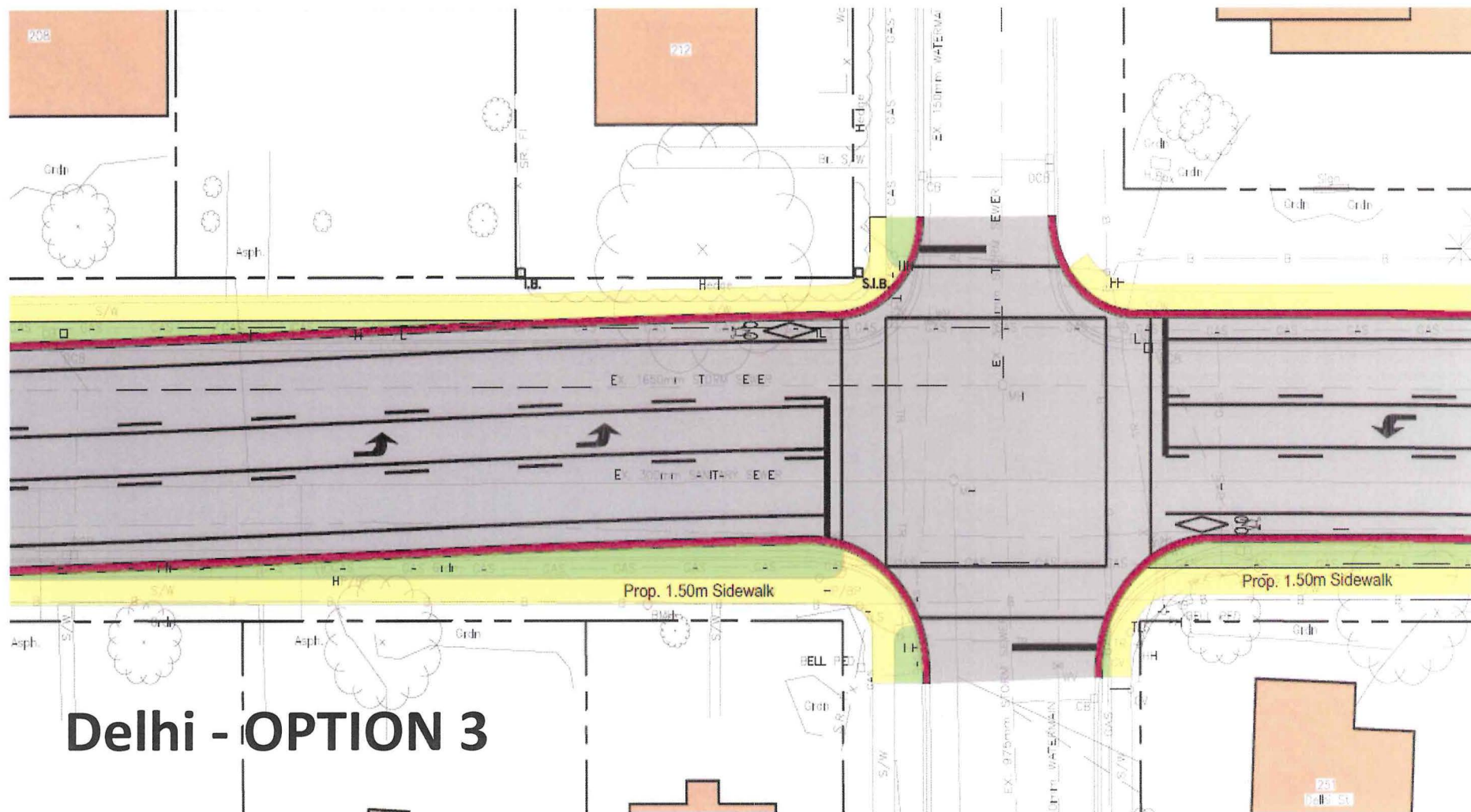
Martin Collier, MES (PI.)

July 20, 2015

Mike Darmon
Speedvale Ave.
Road Design



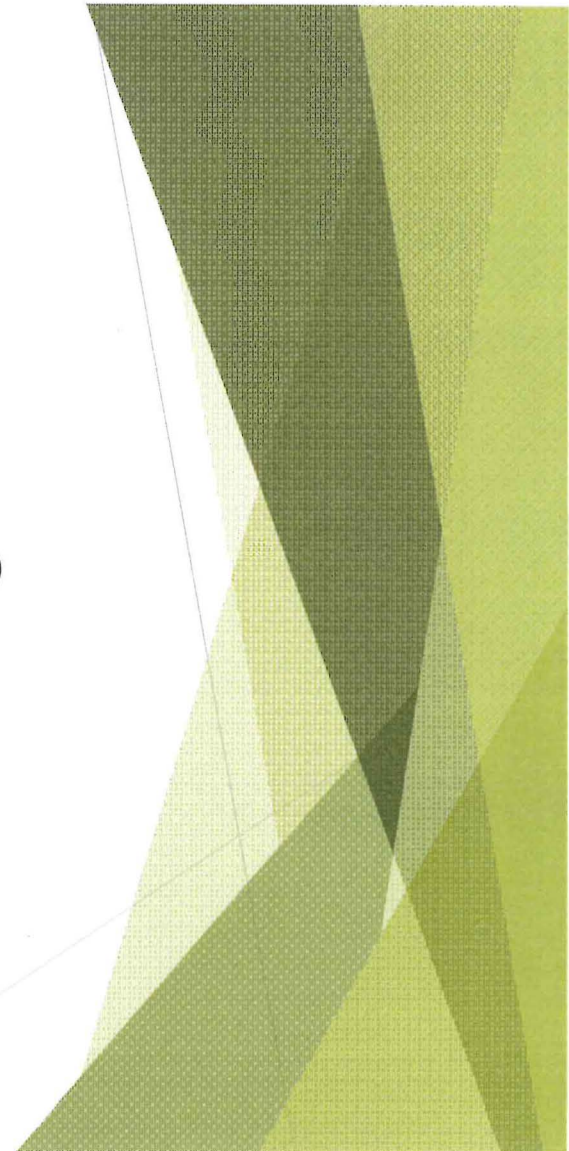




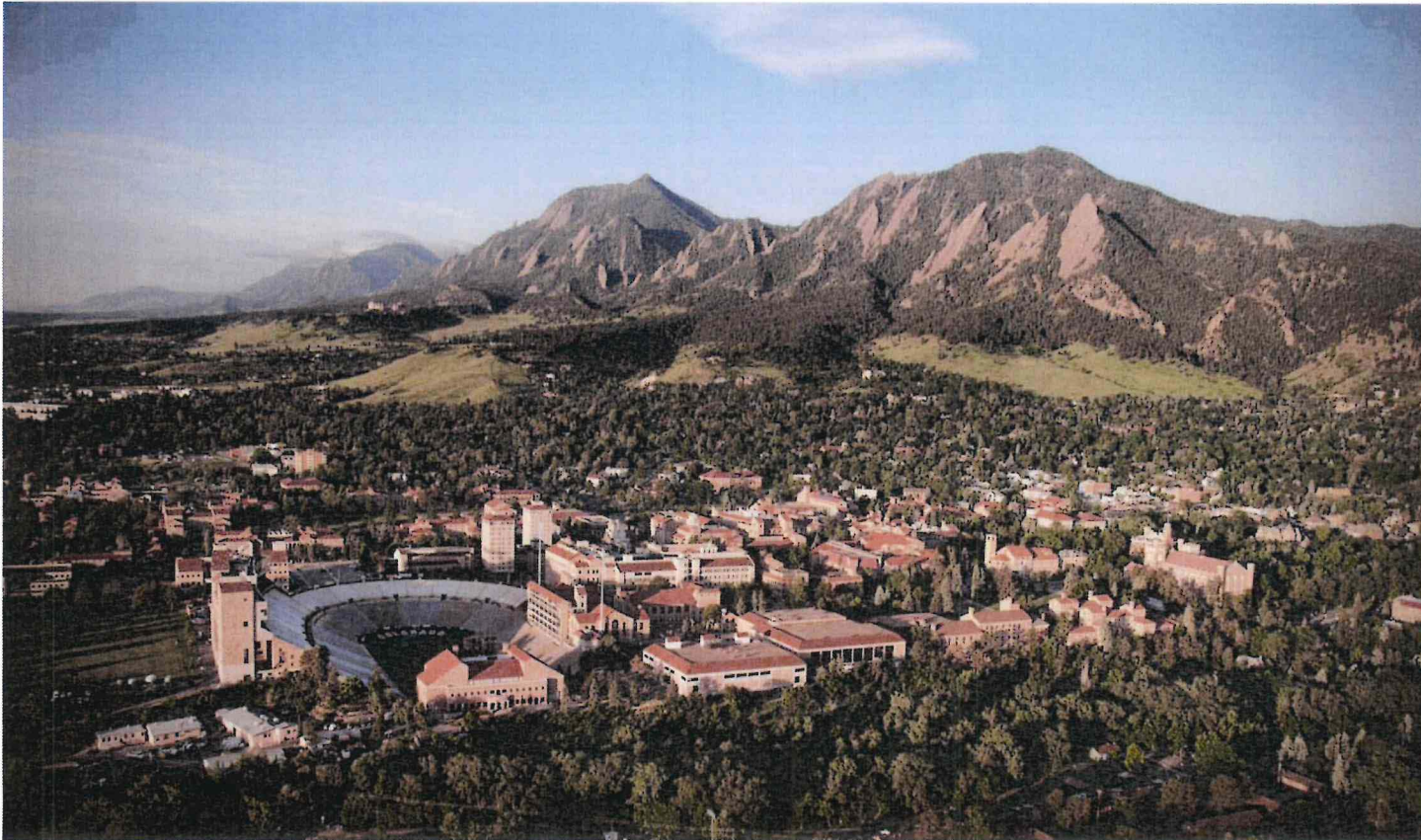
Delhi - OPTION 3

Patrick Sheridan
Speedve Ave. Road Design

A Tale of Two River Cities: Guelph Ontario and Boulder Colorado

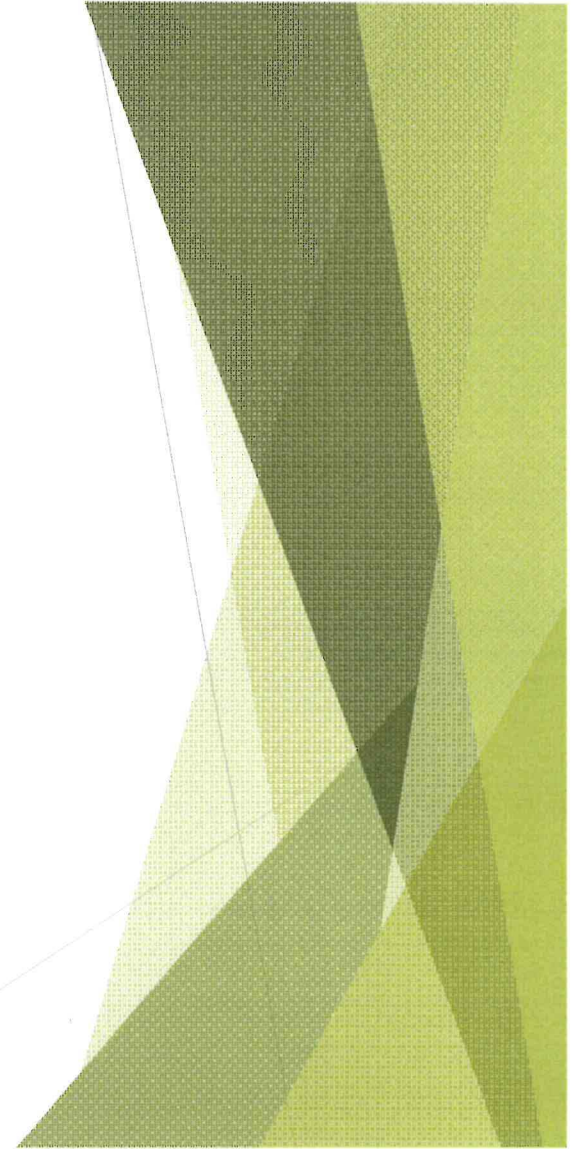


Boulder Colorado



Boulder is a Cycling City

- ▶ 15% of daily commutes by bicycle
- ▶ 2nd highest percentage in North America
- ▶ Platinum Bike Friendly Community Status



Similar Environment and Demographics

| | Boulder | Guelph |
|------------------------------|---------------|---------------|
| Area | 67 Sq km | 87 Sq km |
| Population | 103,000 | 136,000* |
| Median Age | 29 | 31* |
| age 15-65 | 79% | 73%* |
| Unemployment Rate (May 2015) | 3.5% | 3.7% |
| 2014 Budget | \$269.5M | \$272.7M |
| University Students | 30,265 | 22,446 |
| Snow | October-April | October-April |
| Average Snow fall(cm) | 223 | 156 |
| Average Jan Low | -5C | -12C |
| Average July High | 31C | 25C |
| Rivers | 2 | 2 |

*Adjusted for U of G population not captured in May 11 2011 Census

Cycling Similar and Very Different

| | Boulder | Guelph |
|---------------------------------------|--------------|--------------|
| Bike Lanes (centre line KM's) | 56 km | 60 km |
| Off Road paths/trails | 115 km | 112 km |
| Cycling Underpass | 78 | 1 |
| Cycling Enhancement Budget(2000-2009) | \$28M | ? |
| Daily Cycle Commuters | 15,000 (15%) | 1,000 (0.7%) |
| Bicycle Friendly Status | Platinum | Silver |

The Difference

- ▶ The largest difference is the level of trail network connectivity and separation from traffic
- ▶ 78 underpasses mean cyclists can get where they want to go with minimal interaction with automobiles
- ▶ Not all bike lanes are created equal
- ▶ Study after study shows cyclists prefer separation from traffic. Where they are offered separation large numbers of people bike on a regular basis



Speedvale Ave Reconstruction

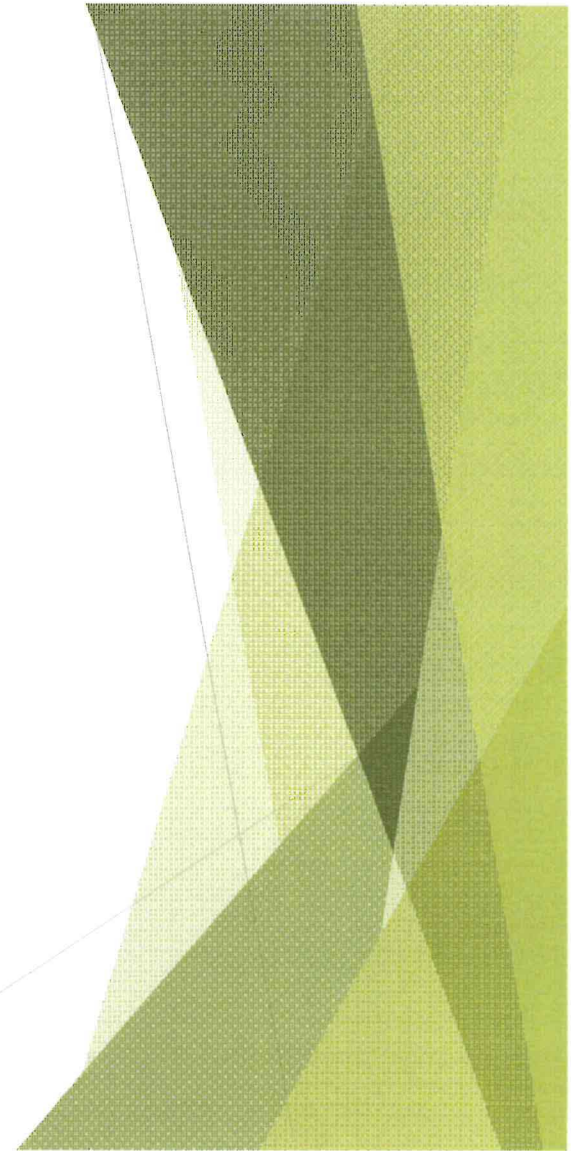
- ▶ If you want people to cycle:
 - ▶ Include an underpass in the Speedvale bridge reconstruction
 - ▶ Extend the TCT to the Enabling Garden
 - ▶ Install a pedestrian bridge joining Emma/Earl st
 - ▶ Provide route signage from Stevenson st indicating Emma bike route



Boulder Bike Lane



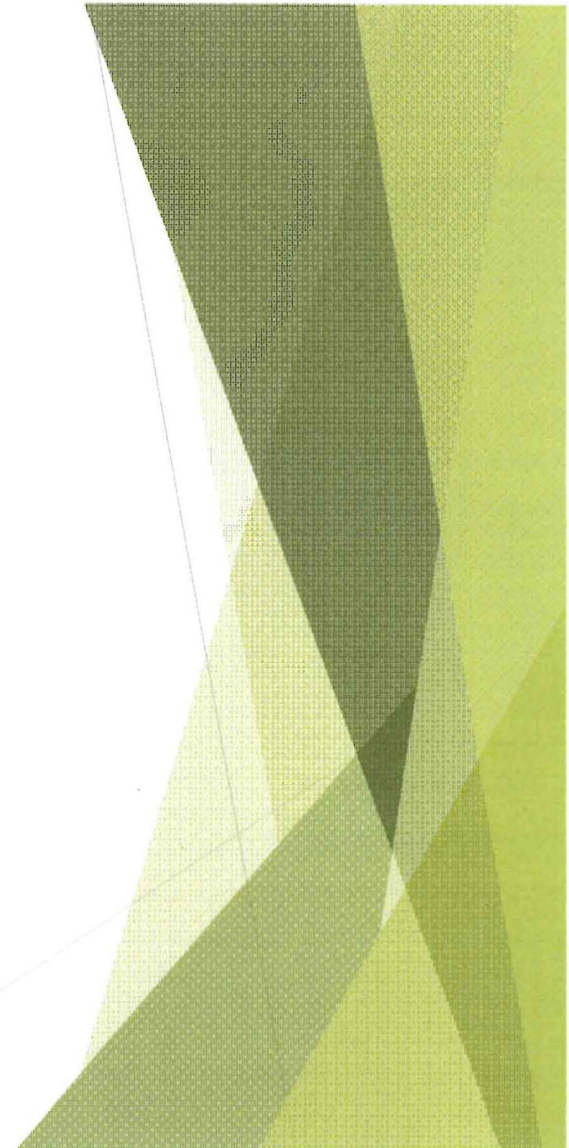
Boulder Bike Lane



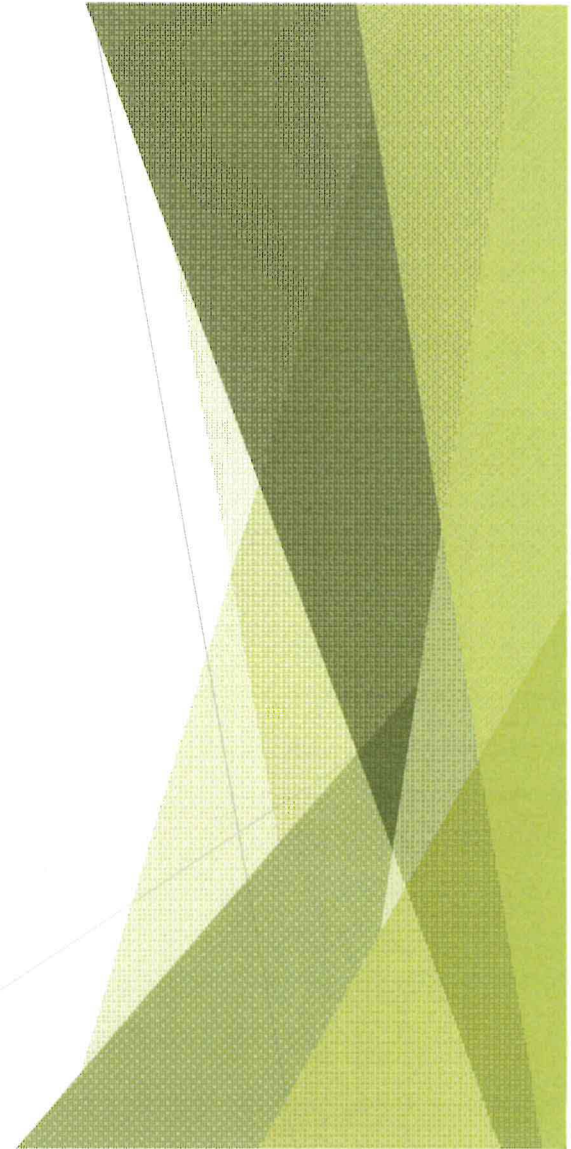
Boulder Bike Lane



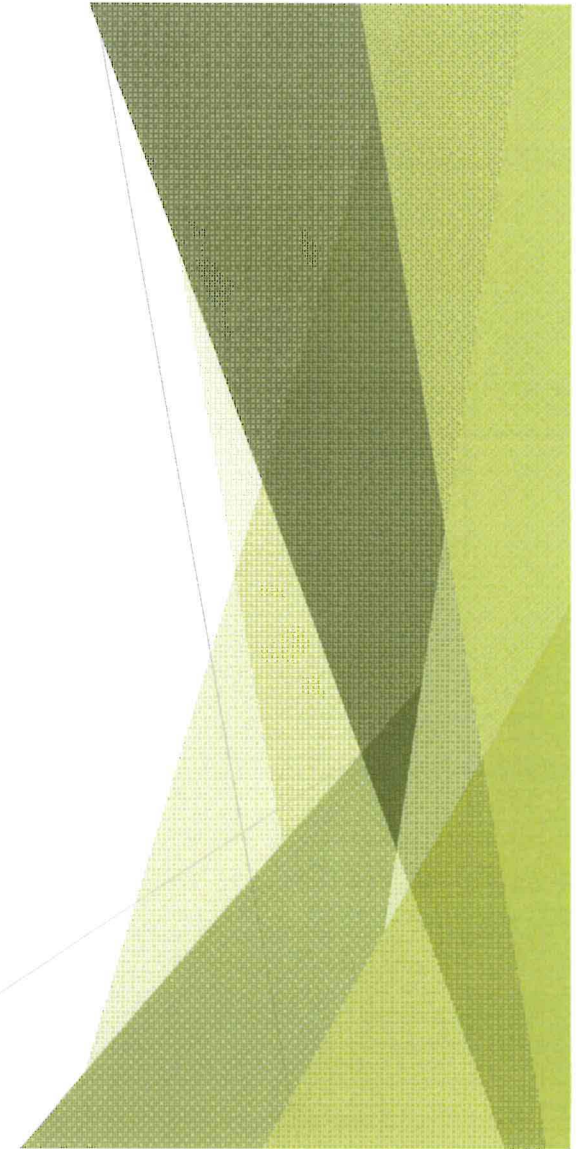
Boulder Cycle Track



Boulder Underpass



Boulder Underpass



Boulder Underpass



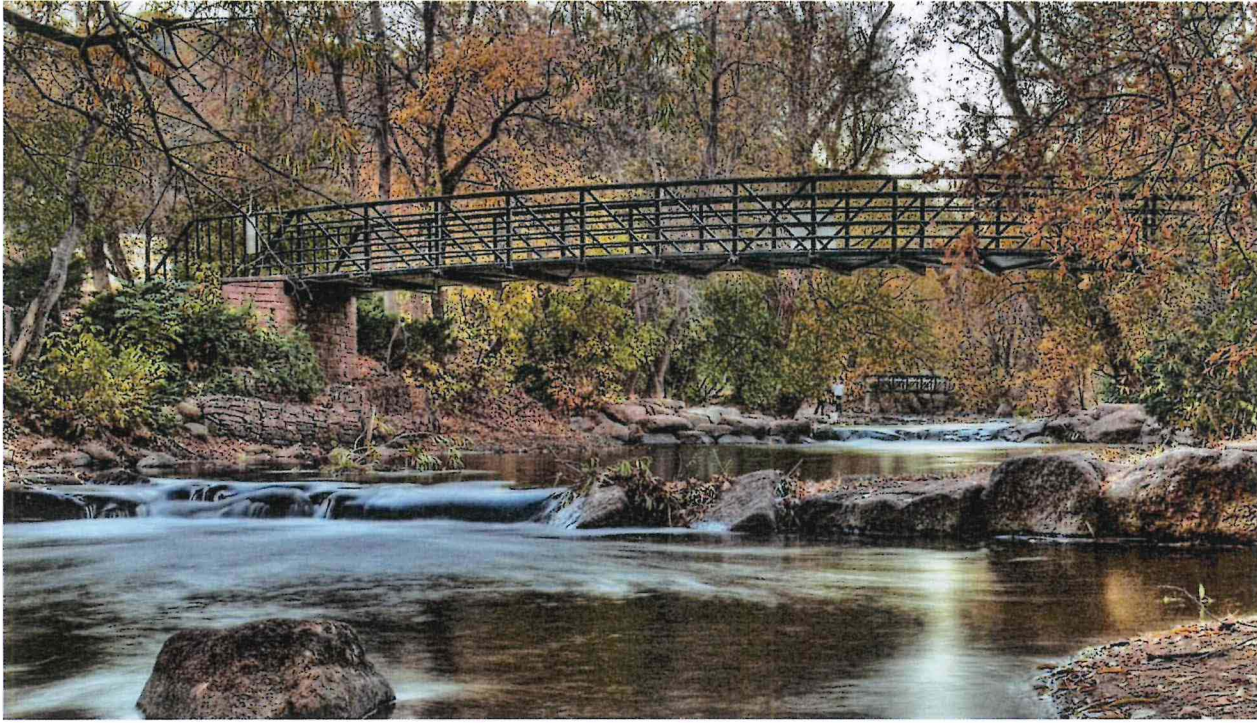
Boulder Underpass



Boulder Underpass



Bridges on Boulder Creek



I am taking the time to mail each and every one of our city councilors at this time, because I feel this is very important to the residents of our community. Speedvale avenue does not need a diet. It is a busy road with emergency vehicles that need to be able to exit onto the street safely. Speedvale is already congested enough with two lanes. I live at Woodlawn and Victoria, where we have just had a diet occur. Very few people use the bike lanes, they ride on the sidewalk even though they now have beautiful wide bike lanes to ride in. During peak hours, we are backed up down past the bridge waiting in our cars. Whomever it was that recommended doing the same to Speedvale apparently does not live in Guelph or use this street. Even in off peak hours, the street is congested, condensing it further is only one more irritation to an already busy area. It is already a nightmare as the lanes are very narrow and in the winter there is nowhere for the plows to move the snow to, so it is even more unsafe. Please take the time to drive down Speedvale eastbound at 3:30 pm on a weekday. Then picture a firetruck trying to exit onto the street, or an ambulance headed to Guelph General. Giving Speedvale a diet is a poorly thought out plan, and should NOT be carried through for the sake of our community.

Thank you for considering the people of Guelph.

Colleen Sorensen

Dan, Bob,

I'd like to raise my voice in opposition of narrow Speedvale. From my home on Victoria Rd N, I drive that section of Speedvale with my son to our jobs at Speedvale and the Hanlon. (When it was just me, I used to take the bus quite often, but then they split the perimeter loop in half -- that's a different topic.)

During repaving of Speedvale just west of Woolwich, traffic backed up massively in both directions. Reducing lanes on Speedvale east of Woolwich will have the same impact. And there is really no other way to go. Woodlawn is clogged, and downtown is a winding route full of traffic lights.

I urge council to re-consider the bike route detour.

Elaine Guenther

June 8, 2015

Letter to the Editor:

It sure seems like Council has their hands full with the Speedvale Ave project on the books. I don't understand why it seems to be so mind boggling as Speedvale is a main thoroughfare through our City. Let's look at some facts rather than pitting citizens against each other. We don't have to wait until 2023 for a gridlock if we go on a road diet. During the resurfacing project (nice job!) on Speedvale west of Woolwich there were huge delays in non-rush hour traffic because of having only 2 lanes of traffic open. I can only imagine rush hour! How much money was spent on Speedvale east of Stevenson St. where there seems to be less traffic volume? With lane diets what happens with emergency vehicles? Please don't say that emergency vehicles can continuously use the left hand turn lane because the lanes are there to be used and if they are used at the time of an emergency, then what? Seconds count and the life you save may be your own! Only 4 lanes? How much did it cost the City to install bike lanes on Gordon south of Stone immediately after reconstruction of Gordon? To ease some of the traffic woes it has even been suggested that employers can stagger work schedules! WOW!, if the City insists on, in my opinion, telling different employers how to run their businesses I guess we would have to build a new City Hall to accommodate the extra staff! I could go on, but I'll end by saying that it seems that the Guelph Factor is still alive and well!

Best Regards,
John McCuaig

Dear Mayor and City Councillors

At the July 20 council meeting I would like Guelph City Council to support the new road diet (3 car lanes + 2 bike lanes) on Speedvale Avenue thus eliminating need for property expropriation and Emma-Earl bridge, slowing traffic for all users, saving \$5 million and setting precedent for other streets in city.

I also would like council to support the Speedvale bridge reconstruction to include a new cycling/pedestrian underpass going north along the Speed River to Riverside Park.

Sincerely,
Lynn Chidwick

The 3 lane /bike lane option is the way to go . Financially and practically .Left turn lanes and properly timed advance greens will make the drive very comfortable ; the opposite of what it is now for all users. A bridge underpass would also make sense here .

regards

L.T. Petrie

Mr. Mayor, Councilors,

I would like to propose an alternate solution that may, if feasible, satisfy most.

I propose putting shared paths on both sides of Speedvale equal to the shared paths alongside both of our rivers, the Speed and Eramosa – e.g. the portion alongside the Speed behind the River Run Centre in Guelph. These shared paths have been functioning well for many years. The city would only have to widen the sidewalks on each side of Speedvale by about 18 inches to make these sidewalks equal to the shared paths alongside our rivers. I note that most cyclists and motorized wheel chairs already use the sidewalks on Speedvale rather than the roads for safety concerns as these sidewalks have been ramped at intersections to allow for easy transitions off sidewalks to cross streets. There may be a problem with snow storage; however, I note that the city already clears snow off the sidewalks in our neighborhood and if snow had to be removed, the city is certainly more capable of performing this function than individual homeowners, who don't have any ability to do so.

There are some strong advantages to this proposal as follows;

- It keeps the young kids of our neighborhood off the Speedvale roadway, a serious concern of parents. Kids can sometimes be reckless and irresponsible, but we love them just the same. As one experienced cyclist stated at the Jul 7th meeting, a strip of paint on a roadway offers no protection to cyclists.
- Experienced cyclist would like this proposal as well for similar reasons – I note that presently most cyclists already use the sidewalks on Speedvale – I do as well when I have to connect to the path alongside the rail line close to Woolwich. An additional 18" would therefore be useful and welcomed.
- This option should minimize property expropriation as well as cost.
- This option has utility in both winter and summer whereas bike lanes, with their considerable costs, only have utility in summer months. Why spend huge amounts of money for a part time solution? Citizens don't have part time jobs, they work full time, 12 months / year.

Sincerely,

Edward Kurys

Dear Mayor Guthrie and Guelph Councilors,

I have done some research on vehicle / cyclists interaction and have discovered some disturbing facts, noted below. I believe that these considerations should enter into your deliberations when considering putting bike lanes on the major arteries in Guelph.

In the US, the number of fatalities of cyclists is almost twice as much as is warranted by their numbers of trips, (reference Pedestrian and Bicycle Information Center). Denmark, often cited as a great example of a cycling culture, has one of the highest percentages of cyclist fatalities in the total number of road accident fatalities in Europe according to the European Road Safety Observatory. The inordinate proportion of cyclist fatalities should not be a surprise to anyone as there is no such thing as a fender bender when one of the parties is a cyclist.

Clearly Guelph is increasing the risk of fatalities of cyclists by their policy of putting them in close proximity to vehicles, rather than developing off road trails that are safe, enjoyable and less stressful for both vehicles and cyclists.

To encourage cyclists, it would therefore seem that a better strategy would be to build a good interconnected network of off road bike trails. The number of cyclists would automatically increase if such a network existed. This should be more effective than attempting to encourage cycling by forcing vehicles off the road by deliberately and/or inadvertently causing traffic congestion and/or by lowering speed limits. Simultaneously, sidewalks could be improved to accommodate self propelled wheel chairs.

Guelph council should face the reality that Guelph is a modern 20 century city built around the automobile. The Guelph-Wellington Transportation Study recognizes this as it states that “market realities” in Guelph and similar cities do not encourage the use of bikes as a means of transportation. In fact their numbers have decreased in the last study period. These market realities include locating Industrial Parks, shopping and restaurant clusters, in the suburbs and other areas far removed from most residential areas. Guelph council encourages these geographically spread out developments and at the same time attempts to coerce people to bike to these far-flung zones on busy arterial roads that are not only dangerous but detrimental to them in winter and in inclement weather.

In light of foregoing, it would seem that a good solution for Speedvale, a main East/West artery, would be to design it for cars alone and search for alternate safe routes for cyclists. Self propelled wheel chairs could be accommodated by improving the sidewalks on both sides of the street. This strategy should be cheaper and should result in minimal expropriation of properties along Speedvale.

Sincerely,

Edward Kurys

I object to limiting yet another major artery in the city for a few bicycles to travel on. Has anyone measured the amount of bike travel to cars? You just have to look at Woodlawn to see the impact on cars already. Traffic backs up already at woolwich and this plan will make it much worse. Please rethink this proposal and leave the roadway as is.

Doug Gilchrist

City staff has recommended that bike lanes not be included to the rebuilding of Speedvale Ave East between Riverview Drive and Manhattan Crt. This is a curious decision as it is clearly contrary to the city's own master plan. Shuffling cyclists off to a side street for a few blocks is not a solution.

Is this decision based on traffic flow studies? Do we know for sure that centre turning lanes cause increased traffic congestion? My experience on roads with centre turning lanes demonstrates the opposite. Otherwise, if two lanes of motorized traffic in each direction is the answer to traffic congestion, why add centre turning lanes anywhere?

Emergency vehicles could ask for nothing better than to have a centre turning lane that is mostly clear of traffic that they could use in both directions. Buses block a lane of traffic at bus stops, this is unavoidable unless a bus pull-out is built into the road design. Where there are two lanes of traffic, congestion will result as vehicles attempt to move left around a stopped bus. With a centre turning lane, vehicles could keep the flow of traffic moving by using part of the centre lane (when it is safe to do so) when passing a stopped bus. This strengthens the argument for bike lanes. With the extra space of the bike lane for a bus to pull into, less of the traffic lane is taken up. Also, with two lanes of traffic, a left-turning vehicle will cause a back-up behind it, resulting in congestion.

Incorporate bike lanes and a centre turning lane at a minimum. Bus stop pull-outs would be a big help. Spend the money to widen the roadway if necessary, because, If we start to push bikes off our roads in favour of motorized vehicles, we are moving in a dangerous direction.

Do this, or, stop bragging about how green Guelph is.

Regards,
Mike Sorci

The following items were addressed at the public meeting last week, but we would like these items to be noted and to be held on record and added to the package committee members get prior to voting

1) Best scenario would be two lanes with turning lane as traffic patterns on Speedvale Avenue and volume show that a dedicated turning lane would help alleviate back ups waiting for cars to turn and cross traffic if just regular lanes are used. Turning lane is a must.

2) Because of the volume and density of traffic on Speedvale, bike lanes would actually be quite unsafe and not used enough on this corridor to merit the square footage required to accommodate them on each side. Bike lanes are a positive asset to the city for sure, but new construction and school areas etc are the priority for them, not retrofitting major arterial areas that just do not have the adequate ideal space to safely accommodate such lanes when the traffic movement and volume is the priority in this area. Sidewalk pedestrian space is used more in this area on a daily basis.

3) The present proposal would impact our frontage and affect the existing landscaping, large tree and our driveway access and slope making it quite a dangerous decent. Our business lawn sign would then be in conflict with city bylaws of frontage to the street and would also impact sight lines of the public on Riverview Drive trying to turn east onto Speedvale.

4) Because of the quantity of residential on this stretch of Speedvale, the conflict, resolution and monetary issues with dealing with multiple private residences and loss of frontage and property, makes no sense when there are much less expensive and better options that are available for gaining space, needed for traffic first and foremost., for this area.

Thank You,
Joanne C.D.A./C.D.R per Dr.David Spencer
Sunny Dental Centre

I would like to add my opinion to the matter of what should be done to Speedvale Rd. I understand the desire for those who use bicycles to have bike lanes. I rarely encounter many cyclists using these lanes but if having these lanes provides safety to the users and keeps cyclists from biking on the sidewalks I understand the intent.

That said I would like to comment on the proposal to reduce car lanes on Speedvale Rd from Manhattan to Woolwich to one lane each way. I respectfully say that such a move is very shortsighted. Guelph has become a city of stop signs and traffic lights at almost every corner.

During rush hour having available one lane each way for such a distance will result in epic traffic jams. I think that if the lanes are reduced, in a few years, the city will most likely have to redo the same area.

Has any thought been given to the fact that there is a fire station on Speedvale Rd. If traffic is backed up from say Delhi St. to Woolwich St. (which could happen) waiting for the traffic lights to change, in an emergency how will the fire trucks navigate their way onto Speedvale?

Here in Guelph it seems like the planners do not see the whole situation when decisions are made. Efforts at traffic calming and providing bike lanes have resulted in more traffic snarls and longer commute times. We seem to be heading in the direction of much larger cities and increasing traffic congestion.

I wonder if there is a plan afoot to reduce Wellington to one lane each way with a central turn lane. Can you envision the traffic backed up from Gordon to Edinburgh or vice versa? Already when travelling west on Wellington towards Edinburgh, people who wish to turn right onto Edinburgh sometimes have to wait for the lights to change to make this turn because there are too many cars in the right lane to be able to pull up to the right turn lane. Can you imagine if the lanes are reduced in number?

I hope that you do not find this letter too confusing (meaning I hope I am making sense and not just rambling)

I urge caution in making any decisions regarding Guelph roadways.

(Mrs) Terry McLellan

Good Morning Mr. Mayor and Council,

I was in attendance at the City Council meeting on the evening of July 7, 2015. My main interest was not only to support my neighbour and delegate, Mr. Ed Kurys, but listen to other peoples perspective / ideas on the on going debate over the Speedvale bike lanes. I can honestly say that after sitting in attendance from 5:00pm until 9:00pm, my view on the proposed bike lanes on Speedvale has not changed. I am AGAINST the idea of traffic dieting to accommodate bike lanes!

Also, I am opposed to OPTION 5!

Option 5 is a wonderful idea and I like the intention that Speedvale would still remain 4 lanes of traffic in addition to bike lanes. However, I really don't think the expropriation of land from any resident on Speedvale Ave., the burying of the hydro / overhead wires etc. is worth the additional cost (approx. 16 million dollars according to the figures mentioned at the meeting) just to add bike lanes on Speedvale. This, in my opinion would be tax money irresponsibly and unnecessarily spent.

In the past few weeks, I have corresponded with my Ward 2 Councillors, and voiced my opposition to traffic dieting on Speedvale Ave. Now I am communicating with all of you to again voice my disapproval. I attended Tuesday's meeting and listened to all delegates who spoke. There were some very good presentations and some very good arguments for and against this idea of traffic dieting on Speedvale. However, just let me poke a few holes and make comment on some of the presentations.

One speaker showed 3 pictures of snow on bicycles and suggested that we all ride our bikes in winter. One of the pictures was of Copenhagen. Another was from Uppsala Sweden. Yes, both of these cities get winter but NOT like our winters. I frequently fly to Copenhagen, and I was posted in Uppsala Sweden which is a very large University City. Lots of students = lots of bikes. But, the snow is wet in nature and tends to melt quickly. The temperatures in both of these cities, which by the way are relatively close in distance, usually tends to hover around the freezing mark or a couple of degrees below. Not like Guelph where the temperatures can be well below zero for months on end. In my opinion, these photographs were misleading and certainly did not make a strong argument for "winter cycling". Copenhagen and Uppsala have winters like Vancouver.

Another delegate called himself a "transportation specialist". Being a specialist he should realize the importance of keeping traffic moving in an expeditious and orderly manner. Not bottlenecking the vehicles there by creating congestion, pollution and frustration. As I recall, the IOR presentation was in part discussing how to attract new business and make Guelph a more business friendly city. Making it impossible, or at least difficult to get around to conduct business will not attract new business. Businesses need accessibility and ease of access.

The Delegate that showed the video demonstrated that traffic diets can work. Yes they can. But not on the only remaining East / West corridor across a city. NOT on a major East / West corridor that has a Fire Station on the corridor, and a Hospital just a few blocks away. I live on Marlborough, North of Speedvale. With sirens going, I hear the Ambulances as well as the Fire Trucks travelling along Speedvale several times a day. A traffic diet of 3 lanes to accommodate bike lanes will only slow response time for these Essential Emergency Service Vehicles. Your City

Planners have already advised of this. By the way, what happened to the 5 minute time limit per speaker???? Other delegates had to restrict their presentations to a five minute limit. This individual was afforded 9 minutes and 47 seconds to show a video of traffic calming in California and Florida. Again... an interesting video but irrelevant. This is Guelph, NOT the U.S. Southern States.

There were two avid cyclists who had very good points. Excellent points! They do not want to cycle on Speedvale or any other major street due to the fact that it is just down right dangerous. Think, if these grown men are reluctant to ride on Speedvale or any other major street, do we actually want our children riding on these bike lanes? These two speakers want the addition of the bike lanes, but NOT on major city corridors. Lets face the facts. People these days have very busy and hectic lives. All they want is to get from A to B in a safe and expeditious manner. Drivers will tailgate, run red lights, go through stop signs and perform other reckless acts just to "get there". I see it every day I drive to work in Toronto. The 401 would be a very pleasant drive to and from work if not for the other cars and trucks on the road. Unfortunately, a lot of these vehicles are operated by individuals we all refer to as idiots. These drivers are impatient and self centred. By the way, we have many of these in Guelph only adding to the danger cyclists will be exposing themselves to every day riding on major roads. Bike Lane or no Bike Lane. Bike Lanes will not prevent an accident. If anything, they will be the cause of more anxiety for both drivers and cyclists.

Finally, Thank You All very much for reading. Councillor Bell made an excellent point at the meeting when he said, " more people will get out and enjoy cycling if we can put them in an environment where it is safe and enjoyable to do so". VERY WISE WORDS !! The bicycle is a wonderful mode of transportation and recreation enjoyed by many people including myself, and my family. But, to fully enjoy its benefits which are mental as well as physical, we need to cycle, for the most part, in an environment where we are not always looking over our shoulders watching out for and making sure the driver of "that car" sees us. I travel for my living. I travel to different cities in Europe at least five times every month. Yes, bicycles are used as a method of travel, but on busy streets and roadways, many European cities have "off street bike routes". Europe also has a transportation network that is so intricate and advanced, its ahead of anything we have here in North America. Its true, many Europeans take the bus / train / subway etc. rather than driving, but its because they can. However, I can tell you from first hand experience, many many people still drive. Its all well and good for us to make presentations and show pictures of things that worked in a warm southern climate or try and compare Guelph to destinations in Europe but the fact remains WE ARE GUELPH. Our city differs in so many ways from other cities.

Please Councillors, lets have a " made in Guelph / for Guelph" solution !!

I fully support Option 4 - the extension of Emma Street with the bridge over the Speed River and joining, not only with the existing bike trails, but Earl Street.

I urge you to do the same.

Respectfully,

Wayne Swantek

Hello:

I just wanted to voice my opinion about the proposed design for Speedvale Avenue. I think it would be very worthwhile to do a road diet pilot.

Let's not allow fears about car "congestion" in Guelph (where there actually is very little) prevent us from creating a progressive road design that meets the needs of all citizens. Making a good decision about this will save the city and taxpayers millions of dollars. It's time to change from outdated, 20th century ways of thinking to mindsets that support the direction we're actually heading in in this 21st century. And it's not about "bikes vs. cars", so let's give that flawed, false, polarizing perspective a rest. It doesn't have to be "either/or" it can be "yes/and"!

Sincerely,

Mary C. Davis

Mayor Guthrie, members of council,

I ask you to please reject staff's proposal to expropriate home owner property for the sole purpose of widening the existing four lanes on Speedvale Ave.

This option should be rejected outright since it does not comply with current city requirements that bike lanes be incorporated into the street scape when major road work occurs. This reasonable requirement exists to ensure that bit by bit we will remedy the current situation of a disjointed bike lane network on our arterial roads. This is a safety issue; those of us who use our bikes to travel around the city should not have plan our routes based on how we think we can arrive there safely. We should not be forced to choose circuitous alternative routes nor should we be forced to use the trail system. Let us not confuse the trail system which is recreational with a bike lane network whose purpose is to aid in the safe movement of bicycles from point A to point B in the most efficient manner possible. Bicycles are a legitimate mode of transportation and we need to recognize that when we plan our road development.

I was heartened to read Mayor Guthrie's comments in the newspaper that we need a balanced approach. I couldn't agree more. The recommended option that will come before council does not meet the mayor's and I assume council's desired end result. It does not recognize that cyclists need to be safe when using busy arterial roads in Guelph. A balanced approach does not force cyclists to increase their travel time by taking alternative back street routes or out of the way recreational trails. A balanced approach recognizes that not everyone drives a motorized vehicle, can afford to, or wants to and that these individuals deserve to be treated as equally as those who drive cars or trucks.

Many on council including the mayor have made fiscal prudence a priority. I am baffled then as to why staff's recommendation is the favoured option of many on council since it is the most expensive of the given alternatives. I suggest that if we are to chose the most expensive plan we should be getting the most bang for our buck and that would be to include bike lanes in addition to four lanes for the full stretch of the portion of Speedvale that is under consideration.

The addition of bike lanes on Speedvale is a very contentious issue as evidenced by the volume of coverage in both of our local papers. There has been much commentary reflecting differing opinions as to the necessity of a bike lane network. Some of the debate has been unfortunately vitriolic and bitter. If we go ahead and contravene city policy for this stretch of a very busy road we will open the floodgates to future debates of equal intensity every time a major road project comes up. This is a scenario we can put to rest by rightly following the policy that is already in place. With that in mind, I urge the mayor and council to send this issue back to staff with specific directions to incorporate four lanes of vehicular traffic and bike lanes into the final plan with minimal disruption to residents' property and at a cost similar to staff's current preferred option.

Yours sincerely,

Oxanna Adams

To whom it may concern,

I have been following the news reports about Speedvale with interest, particularly since I live on the corner of Speedvale and Metcalfe. I both drive and cycle in the area. Currently I cycle on the sidewalk because the road is so narrow and unsafe for cyclists. I need bike lanes to travel safely and lawfully.

I believe that the traffic is too heavy for a 3 lane road diet. It doesn't make sense for Speedvale to go from a 4 lane road to 3 lanes and back to 4 lanes.

However, I believe we still need bike lanes on Speedvale. We definitely need a direct east/west cycling network in the city, particularly since there are so few other options to get directly across the city. Cycling is growing in the city and must be encouraged to promote health and to give residents the freedom to choose their mode of transportation. It's one of the things that makes Guelph so unique and great!

I believe there are other options to consider:

1) I hear that there are going to be left hand turn lanes at Metcalfe and Delhi. How about omitting the left hand lanes and instead put in bike lanes. They aren't as wide as left hand turn lanes, so less expropriation is needed.

2) Also, if there is a concern that bike lanes will cause too much expropriation, could we not combine them with sidewalks in the areas of the street where there is the highest level of expropriation? By having a multi-use path on the sidewalk, that would be a great connection route to the Riverside Park trails.

We need to compromise. Motorists can keep their 4 lanes but give up a left lane to allow for cycle lanes. Make a multi-use path in the areas with the highest amount of expropriation. Sounds reasonable to me.

Kind Regards,
Christian Tice

Hello all,

I'm a 4 yr. old who lives in Ward 3 and am concerned about bike lanes on Speedvale, as I bike regularly throughout the city and "very" often on Speedvale Ave .

I am overjoyed that you are going to put an underpass under the bridge during it's reconstruction for all the many reasons that have been given plus your own positive reasoning.

However how negative that the city is actually considering not following through with its commitment to the bicycle policy. of bike lanes on arterials when they are reconstructed.

There has been "much" discussion at council, many meetings, many letters to the mayor, councillors, newspapers and Twitter and as well as related articles on this issue. For me I thought it so appropriate to read the Thursday, July 16 Mercury guest column article by Duncan Mackenzie. It is "so" relevant. Title: Bike lanes issue should spur council to be visionaries. I hope you have read it. I especially love the way he concludes that we not be stuck in "the here and now" but to see beyond to our children's and grandchildren's world and be like the many transit visionaries since the late 18th century when the first steam powered vehicle were devised. This article said so much and just before the deadline of getting comments to the city and mayor before the FINAL? July 20 council meeting on this issue.

Please consider all users of today and tomorrow when making a decision. Include bike lanes on Speedvale. Make them fit.

Thank you,
Suzanne Gates.

When you are making your decision on which reconstruction plan is most suitable for the needs of the community , please keep in mind that the vast majority of people who work in our city each and every day , who do their grocery shopping each week and whose families are involved in the many sporting and lifestyle activities that take place in our busy city every day are not going to be transporting their families to these events using their bicycles.

Now consider that for fully four months of the year (Dec.-Mar.) and for the many inclement weather days during a typical year , bike lanes will be used not at all. In other words, the hundreds of people who will be travelling to work by car along Speedvale every single day of the year in all kinds of weather conditions because they have to work to support their families will be inconvenienced so that a relatively small number of cyclists will have the option of using their bicycles for exercise or pleasure riding at the time of their choosing for something less than 180 days of the year.

Speedvale Avenue is a major cross city artery that supports heavy volumes of traffic and is an access road to our hospital and fire station.

There are beautiful alternate roads on both sides of Speedvale that are much more attractive and safe for walkers and cyclists.

Please vote to maintain four lanes through this area of Speedvale and bury the hydro lines that make this area an eyesore.

Thank you for your consideration and thank you for your service to our community.

Tony Spinelli
Ward 2.

Mike Darmon – Speedvale Ave. Bridge Underpass

