



# Clair-Maltby

**Transform. Connect. Community.**

June 24, 2021 Open House  
Mobility Session  
8:00 pm



# Land Acknowledgement

As we gather, we are reminded that Guelph is situated on treaty land that is steeped in rich indigenous history and home to many First Nations, Inuit and Métis people today.

As a City we have a responsibility for the stewardship of the land on which we live and work.

Today we acknowledge the Mississaugas of the Credit First Nation of the Anishinaabek Peoples on whose traditional territory we are meeting.



# Agenda

## **Transportation Context and Background**

- Area Infrastructure and Policy / Planning Framework

## **Clair-Maltby Secondary Plan Planning Process**

- Mobility Objectives and Considerations in developing a plan

## **Analysis**

- Multi-modal Travel Demands, Transit, Traffic Impacts

## **Evaluation**

- Preferred Mobility Alternative

## **Implementation / Phasing**

- Next Steps / Required Studies

## **Questions / "Have Your Say"**

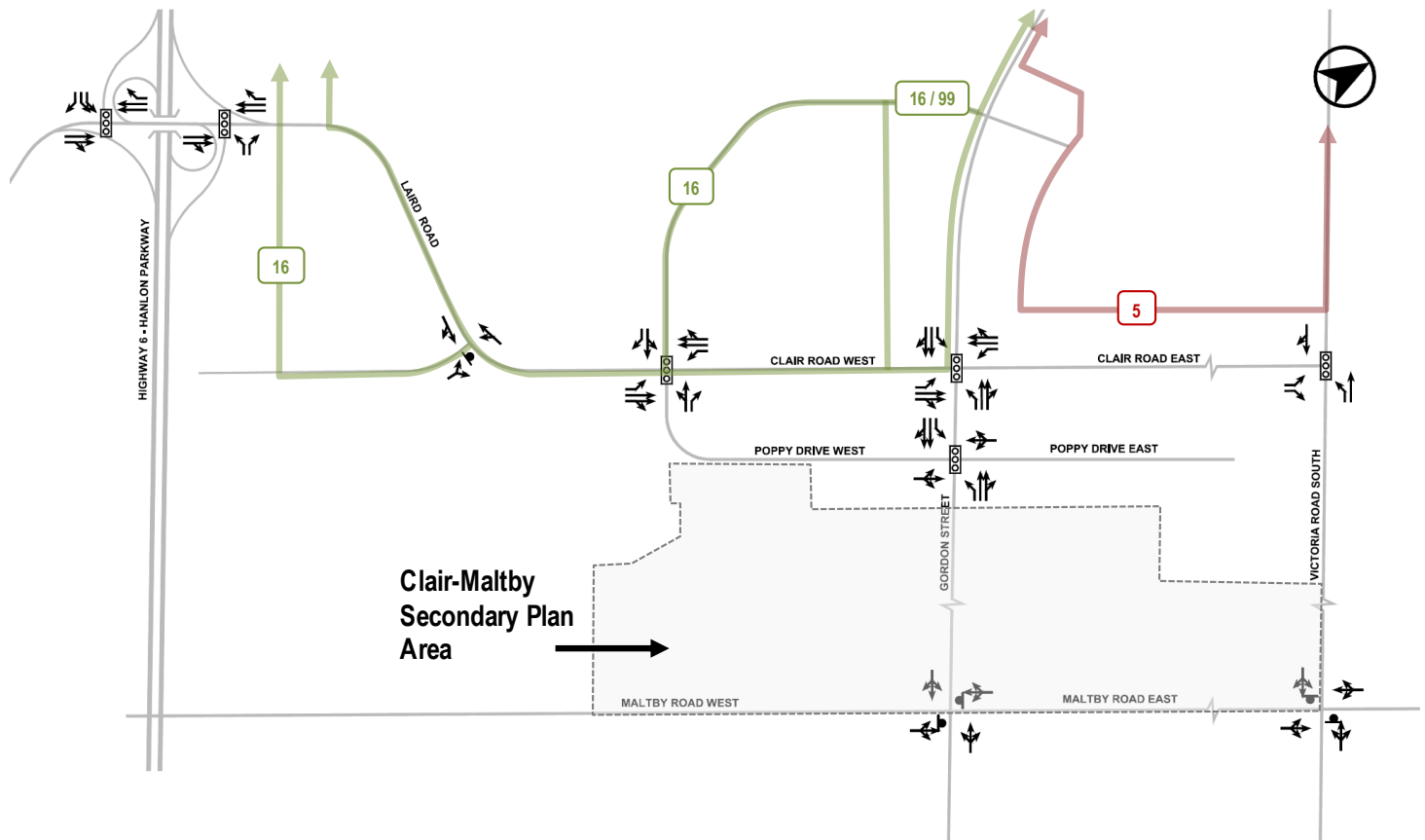
# Transportation Context

## Site Location and Study Area



# Transportation Context

## Study Area, Existing Traffic Controls, and Transit Services



# Transportation Context

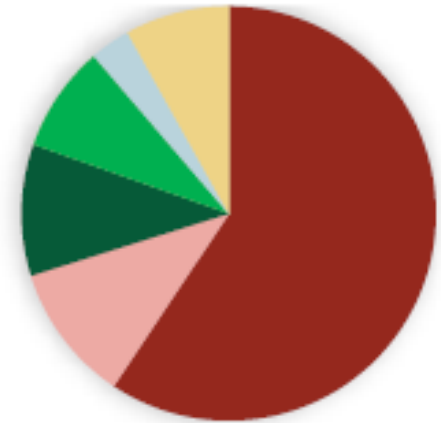
## Existing Travel Behaviour – All Modes

### South Guelph - Local Trips

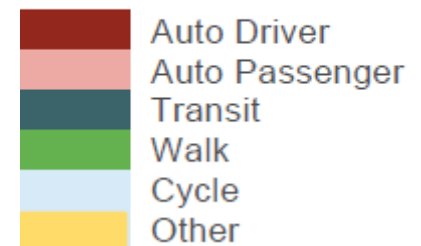
- 70% Auto-Driver/Passenger
- 22% Walk/Cycle/Transit

### South Guelph – All Trips

- 82% Auto-Driver/Passenger
- 13% Walk

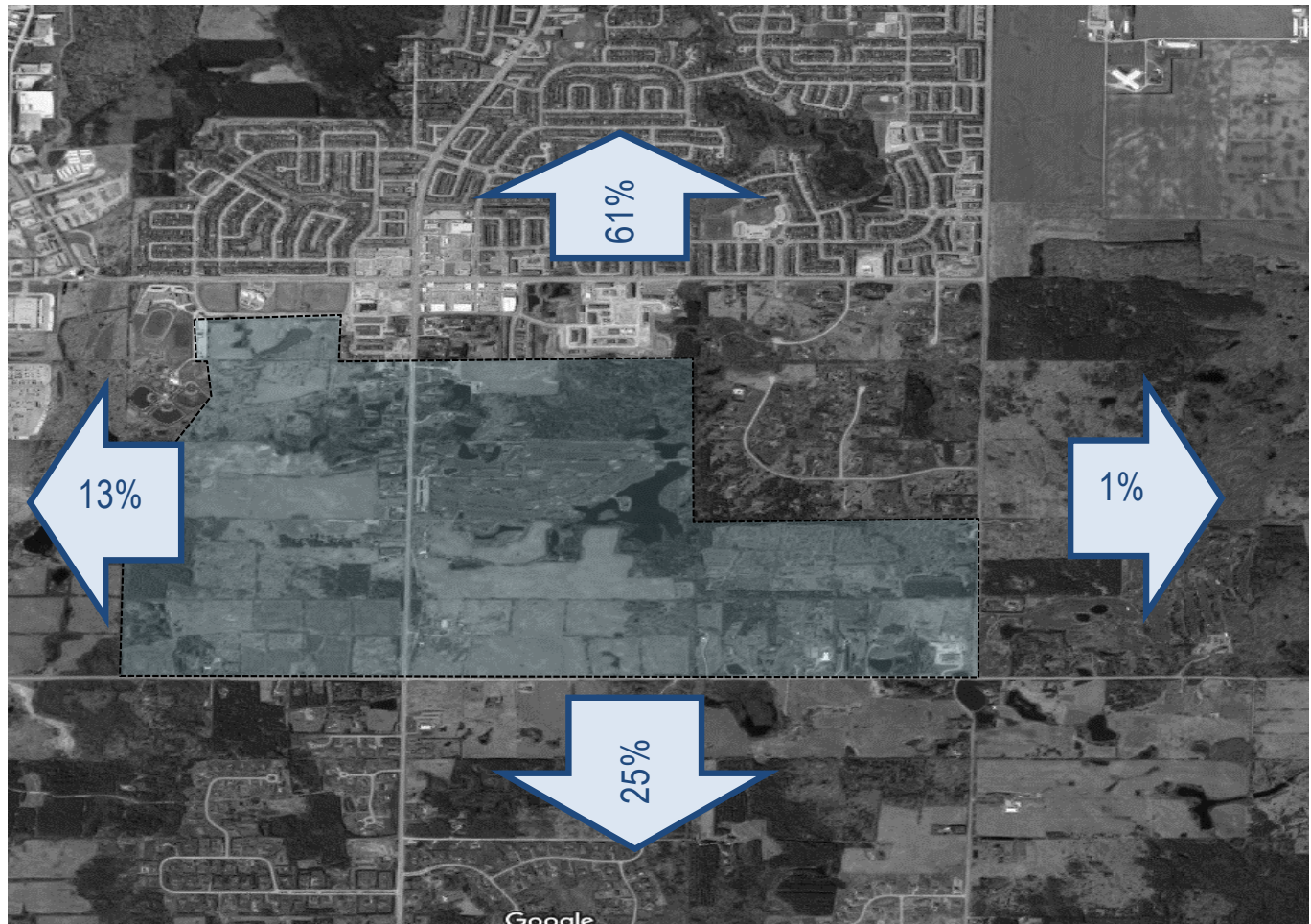


Travel Mode



# Transportation Context

## Existing Travel Behaviour – All Trips





# Transportation Context

## Existing Traffic Conditions

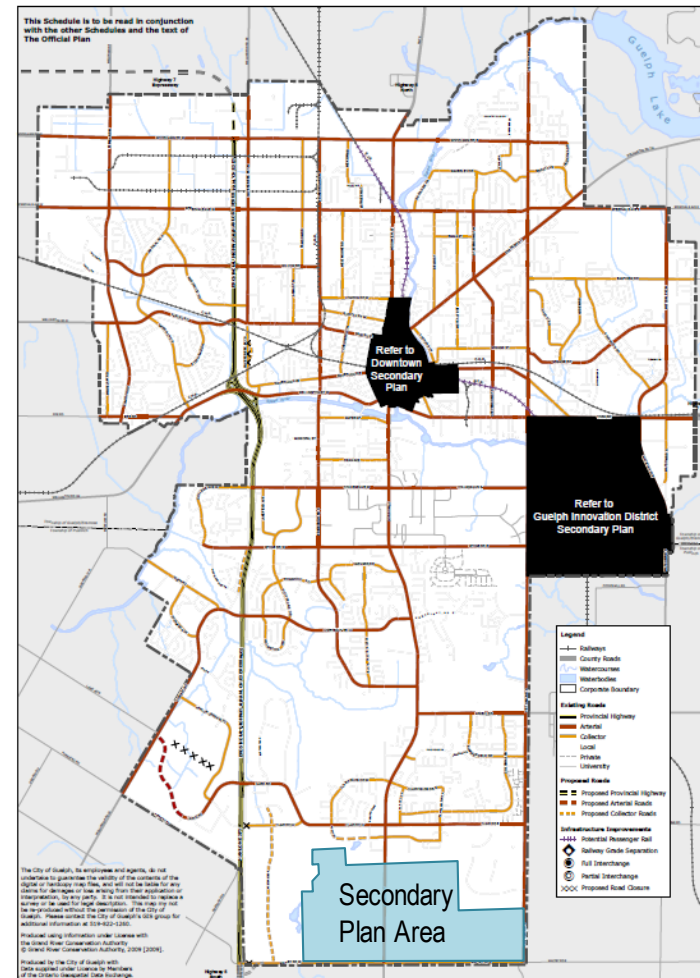
- Gordon Street is the main Traffic Corridor through the Study Area
- Gordon Street / Clair Road, and Victoria Road / Clair Road intersections can be busy during peak travel periods under existing conditions.
- Eastbound and westbound movements at Gordon Street / Maltby Road can experience longer delays.



# Transportation Context

## Guelph-Wellington Transportation Study (TMP)

- Widening of Gordon Street from 2 to 4 lanes (approved 2001 EA) from Kortright Road to Wellington Road 34;
- Widening of Clair Road from 2 to 4 lanes from Hanlon Parkway to Beaver Meadow Drive (approved 2003 EA) – COMPLETE
- Southerly extension of Southgate Drive to Maltby Road; and
- Development of an internal collector road system within the Clair-Maltby Secondary Plan area connecting to Gordon Street and Maltby Road.





# Transportation Context

## **Other Key Studies**

- Guelph Active Transportation Network Study
- Bicycle Friendly Guelph: Cycling Master Plan
- Guelph Transit, Transit Growth Strategy and Plan
- Guelph Trails Master Plan
- Wellington County Active Transportation Plan
- Various Environmental Assessments (i.e. Gordon Street, Victoria Road)
- Various Ongoing Development Applications (i.e. approved, under construction, or under review)



# Clair-Maltby Secondary Plan process

## **Phase 1 (April 2016 - July 2017)**

- Background data collection
- Identify problem/opportunity statement
- Develop principles/goals

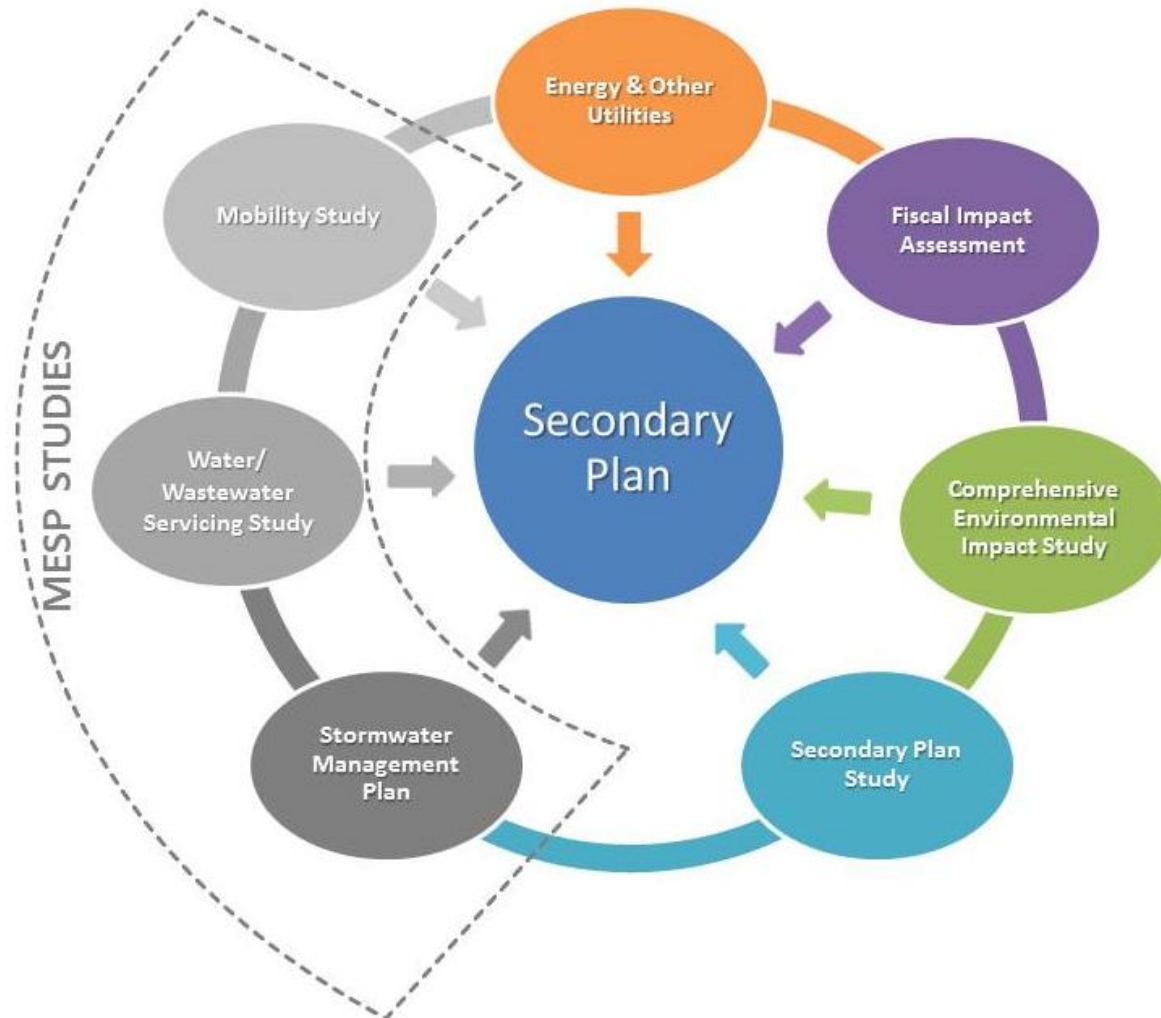
## **Phase 2 (July 2017 - June 2018)**

- Develop Conceptual Community Structure / Charette
- Detailed studies
- Consideration of Community Structure Alternatives

## **Phase 3 (July 2018 - 2022)**

- Preferred Alternative
- Draft Master Environmental Servicing Plan and Secondary Plan
- Final Master Environmental Servicing Plan and Secondary Plan to Council

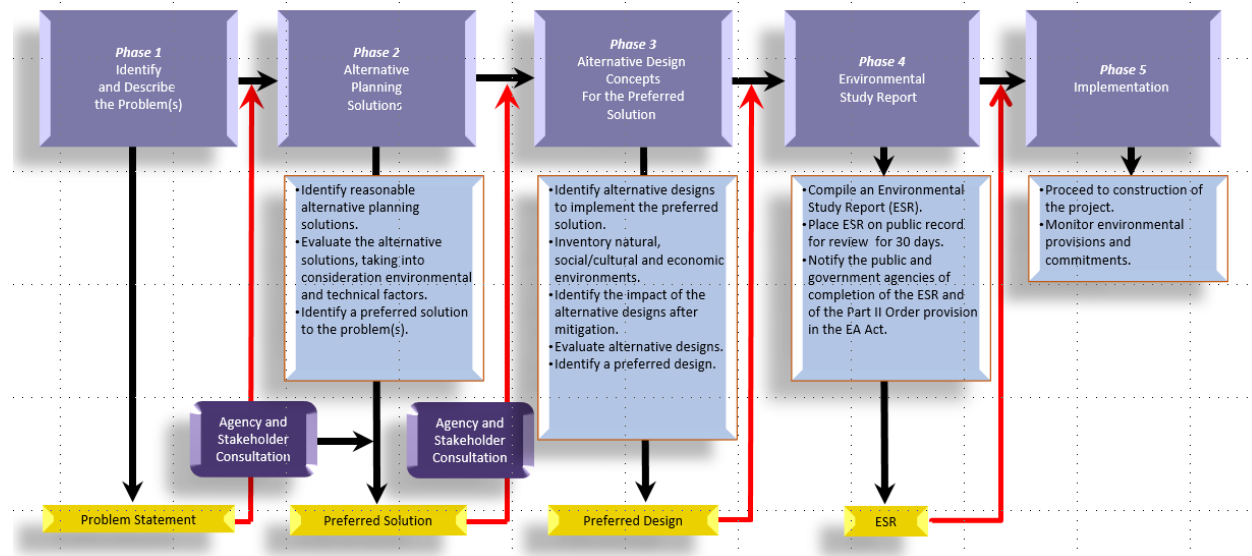
# Clair-Maltby Secondary Plan process diagram



# Clair-Maltby Secondary Plan process

## Municipal Class EA

- Mobility was studied as part of the Master Environmental Servicing Plan, which was undertaken in accordance with the MCEA process
- The MESP has followed Phases 1 and 2 of the Class EA process and identifies a series of mobility projects that will be required to service the Clair-Maltby SPA.



# Guiding principles



Vibrant and Urban



Green and Resilient



Healthy and Sustainable



Interconnected and Interwoven



Balanced and Liveable

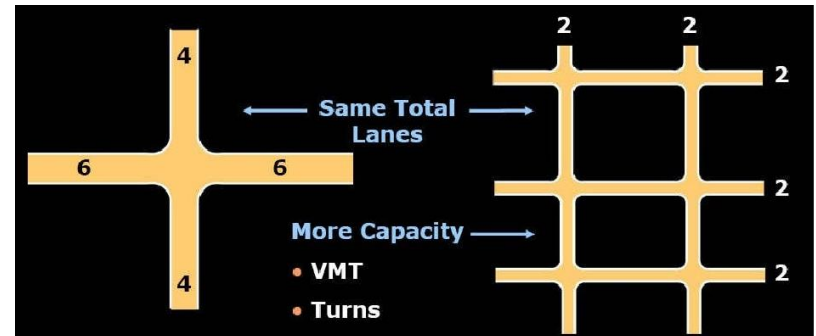


# Principles of Transportation Network

1. Provide flexibility, redundancy, and continuity;
2. Support transit service operations;
3. Support multi-modal transportation;
4. Enhance connectivity for all travel modes (mobility choice);
5. Provide robust and frequent connectivity internal to the neighbourhood, and to adjacent neighbourhoods; and
6. Respect natural heritage features.

# Benefits of a Well-Planned Street Network

## 1. Street Capacity



Credit: Tim Jackson

## 2. Walkability



Driving-only transportation pattern

Walkable connected transportation network

Credit: Seattle Transit Blog

## 3. Safety

- Accommodate all street users
- Reduce street crossing distances
- Reduce vehicle speeds



# Community Structure Alternatives

- Alternative community structures were presented at the Charrette event.
- Consultation amongst various technical staff to consider road network requirements / options.

## ALTERNATIVE 2: FOCUS ON COMMUNITY SERVICES



## ALTERNATIVE 1: FEATURING THE GREEN



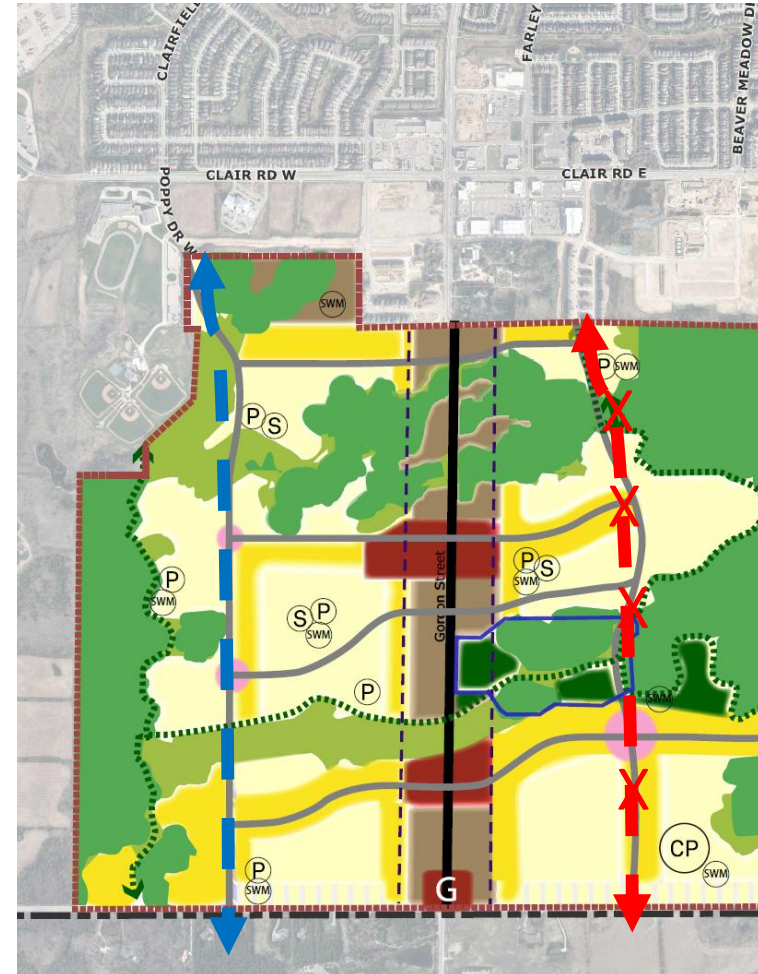
## ALTERNATIVE 3: URBAN AND CONNECTED



# Analysis of North-South Street Network

## Analysis

1. Support for removal of continuous north-south collector road east of Gordon Street.
2. Support for 4-lane Gordon Street cross-section with left turn lanes where left-turns are permitted.
3. North-south collector road west of Gordon Street required to support development of the Secondary Plan Area





# Evaluation Criteria

## 1. Street Network

- Modified grid collector street system with a fine-grained block structure to disperse traffic and encourage walking and cycling.
- Cost of implementing street network.
- Ability to provide property access.
- Potential to service future travel demands.
- New street network continuity and connectivity internal to Secondary Plan area.
- Multiple vehicular connections with local, regional and provincial roads to connect with the existing street network and distribute traffic.
- Impact to Natural Heritage System and natural / environmental

## 2. Active Transportation

- Provide facilities within the public and private realm which encourage cycling, and includes off-road cycling facilities.
- Active transportation links to the Clair-Gordon mixed use node, South End Community Park, and other community facilities (schools, parks, community centres).
- Safety



# Evaluation Criteria

## **3. Transit**

- Extends and connects to existing transit routes and facilities within the City of Guelph
- Transit hub along Gordon Street in a location that connects riders with high density residential, commercial and mixed use areas.
- Bus stops are provided at regular intervals, generally within 400m of 90 per cent of residence and business.
- Opportunity to provide efficient transit routing options.

## **4. Trails**

- Facilities for recreational trail use.
- Facilitates for day-to-day travel demand.
- Connections to City-wide trail network
- Local connections between residential areas and community facilities / commercial areas




























# Evaluation Criteria

## **5. Alignment with Objectives of the Secondary Plan (Interconnected & Interwoven)**

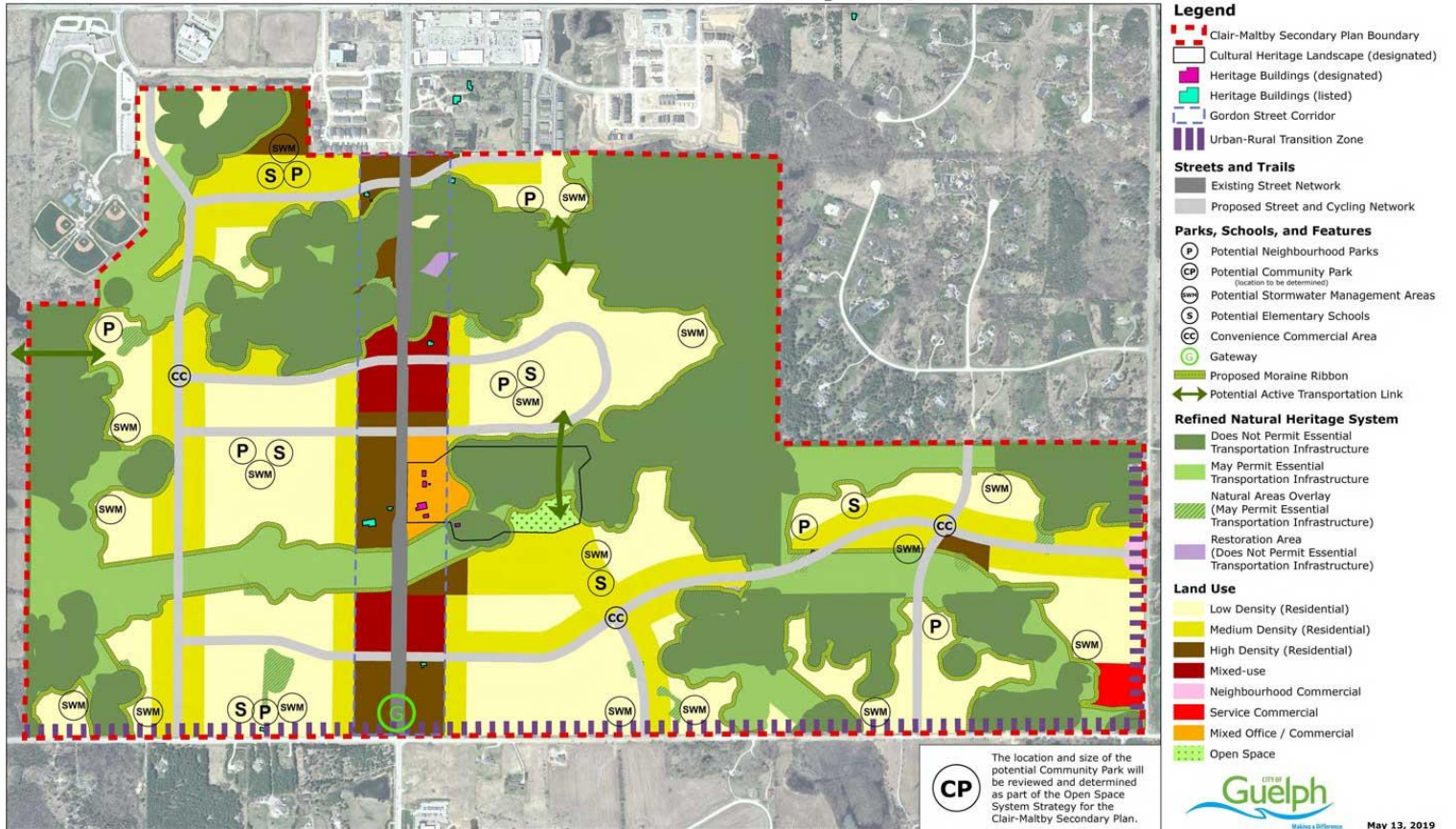
- Green and Resilient
- Healthy and Sustainable
- Vibrant and Urban
- Interconnected and Interwoven
- Balanced and Livable

# Principles of Transportation Network

Criteria	Alternative 1: "Do Nothing"	Alternative 2: "Featuring the Green"	Alternative 3: "Focus on Community Services"	Alternative 4: "Urban and Connected"	Alternative 5: "Preferred Community Structure Plan"
Street Network					
Active Transportation					
Transit					
Trails					
Alignment with Objectives of the Secondary Plan					

# Preferred Community Structure

## PREFERRED COMMUNITY STRUCTURE: Council Endorsed May 13, 2019



# Travel Analyses

## **Multi-modal Trip Forecasting**

- Traffic, transit rider, cycling, and pedestrian travel demands
- Person / vehicle trip distribution

## **Transit Demands and Impacts**

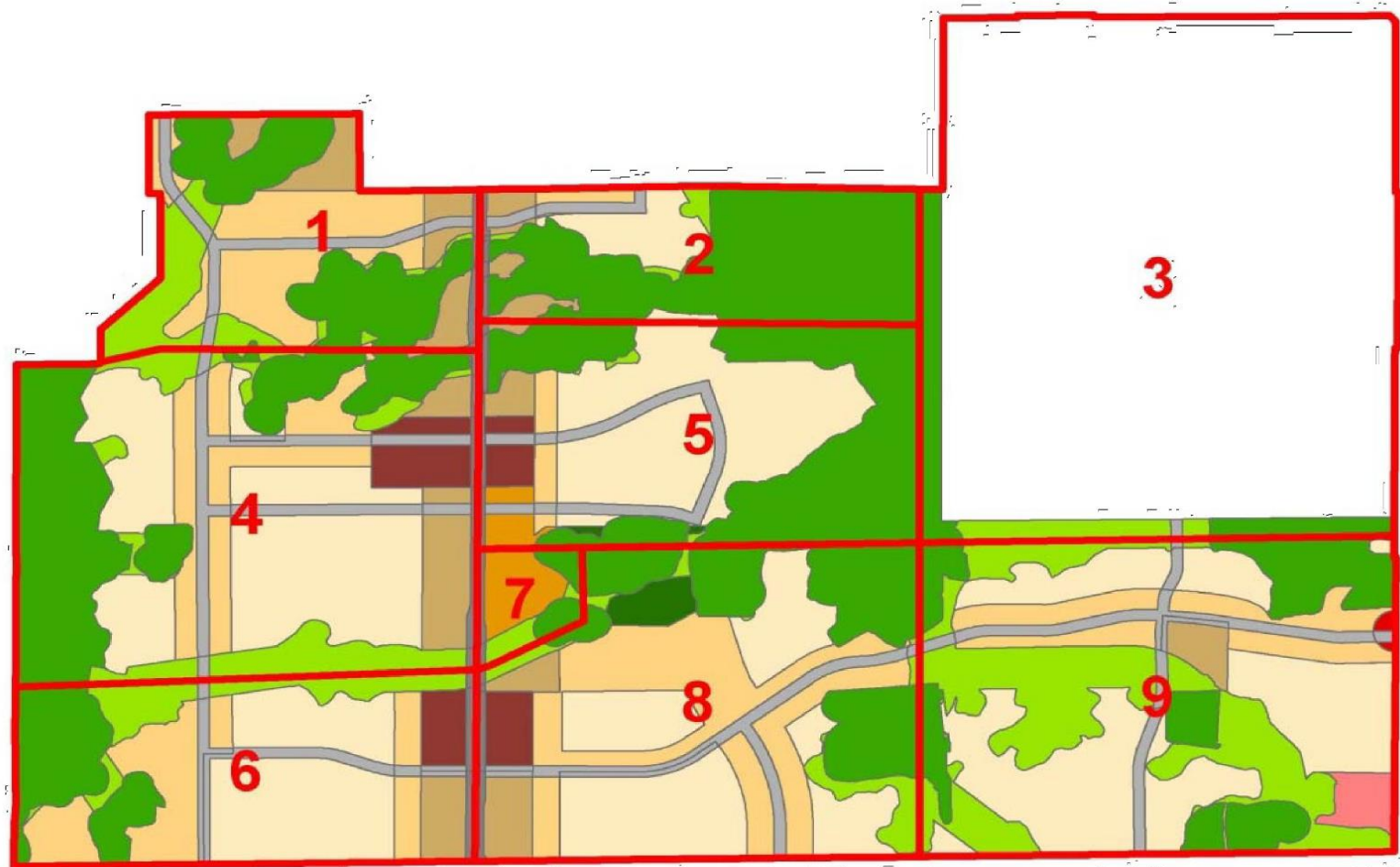
## **Traffic Demands and Impacts**

- Recommended street network improvements
- Traffic controls
- Lane configurations





# Multi-Modal Trip Forecasting



# Multi-Modal Trip Forecasting

## Secondary Plan Travel Demands (PM Peak Hour)

1,100 Auto Passenger Trips

4,700 Vehicle Trips

350 Active Transportation Trips

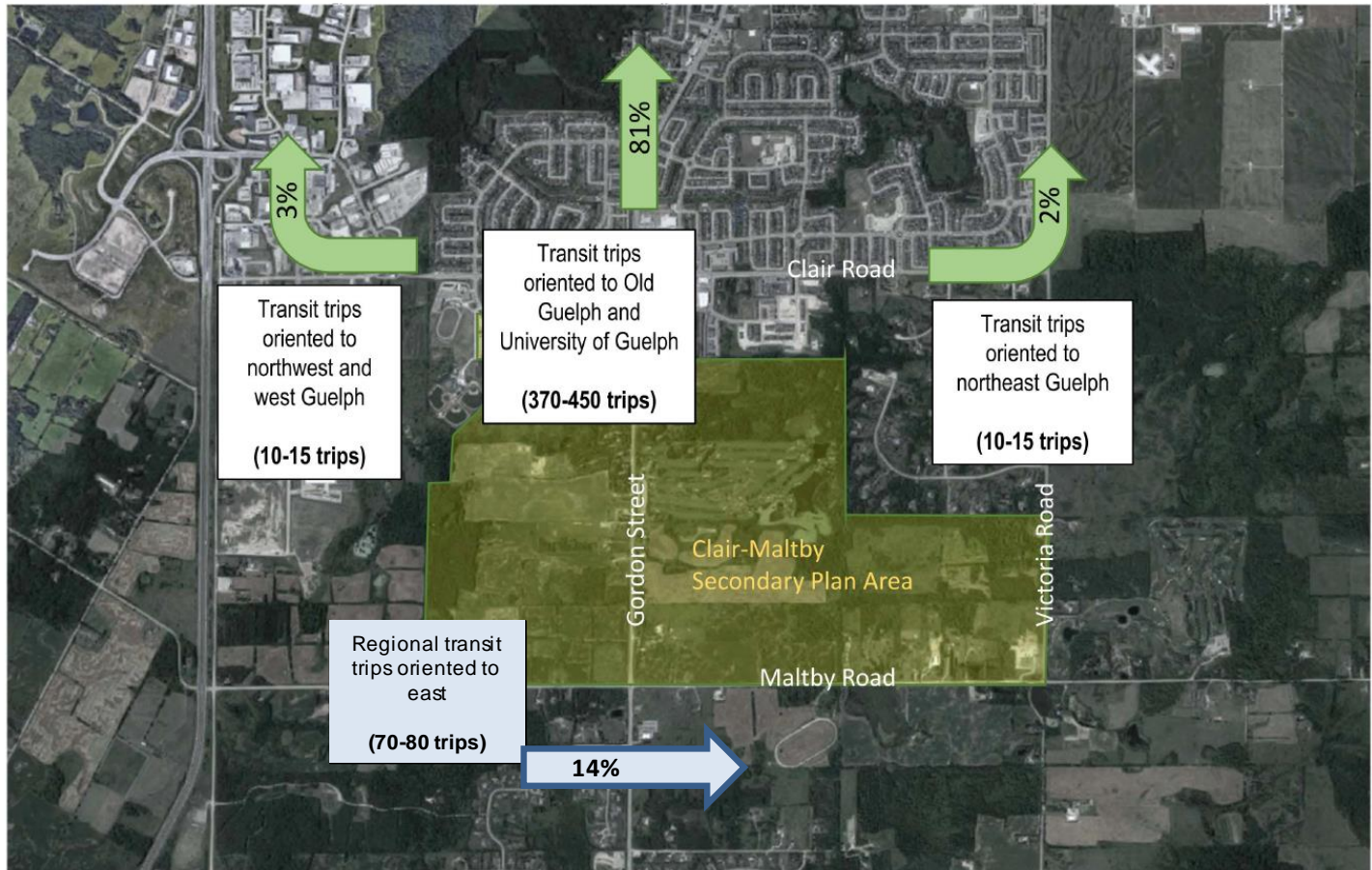
550 Transit Rider Trips

6,700 Person Trips



# Transit Ridership Demands

## Transit Distribution



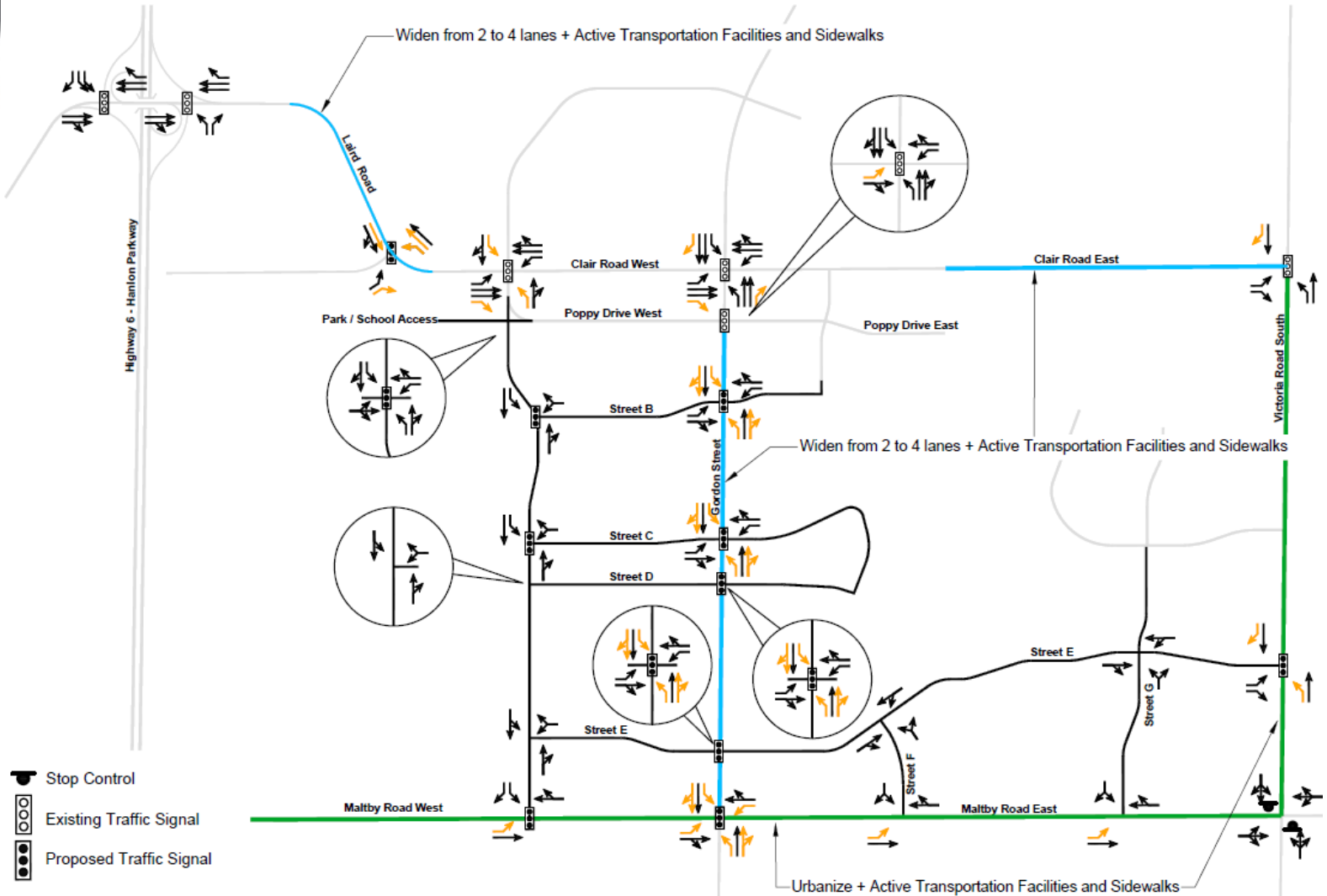


# Transit Hub Requirements

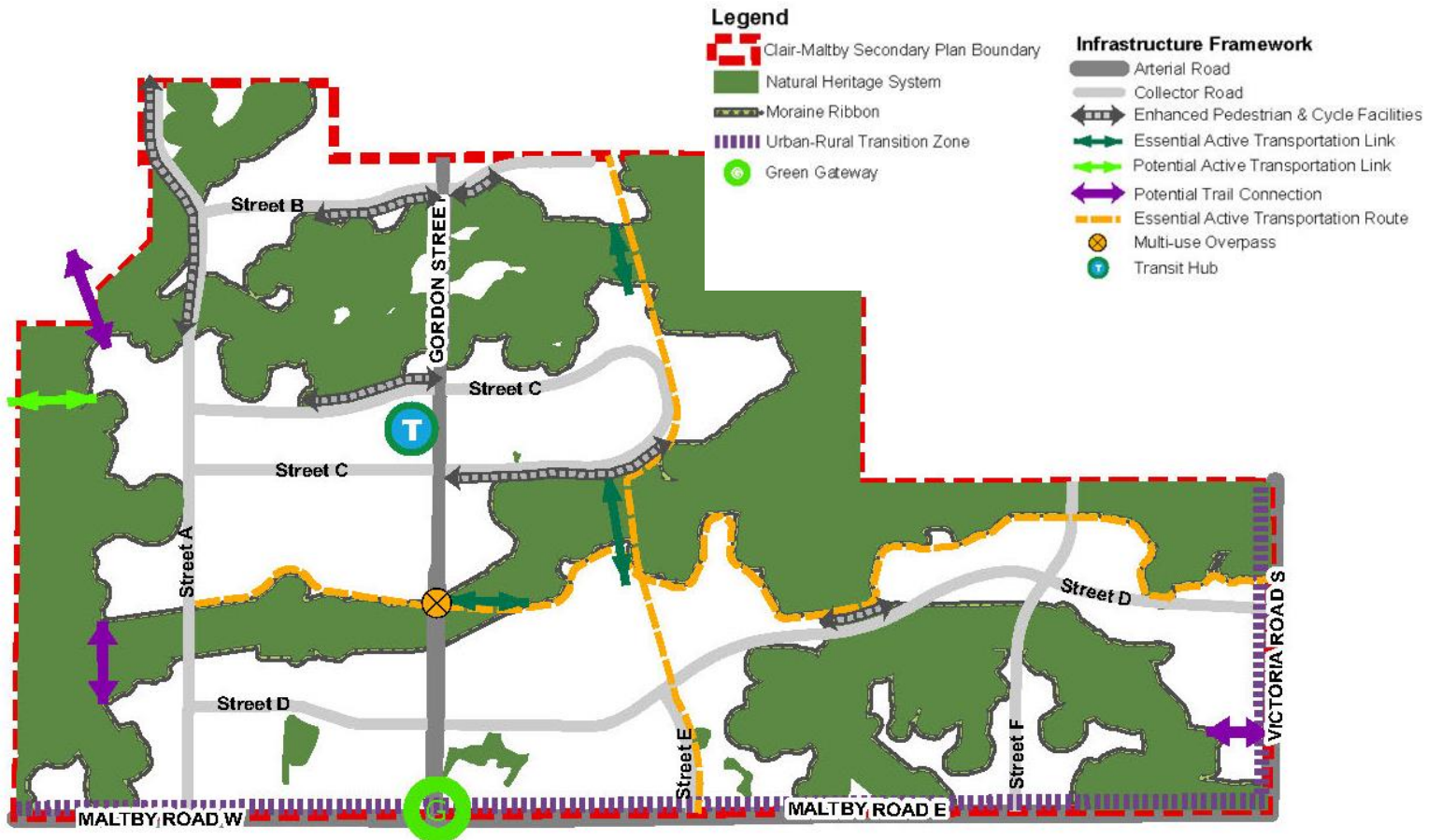
- Guelph Transit currently utilizes Nova Bus LFS 40-foot buses, which have a total passenger capacity of 50-60 persons per vehicle (per Guelph Transit).
- A total of 6 to 8 buses would be required to accommodate peak direction, peak time transit ridership demands associated with travel between the Clair-Maltby Secondary Plan area and central Guelph areas.

# Traffic Analysis

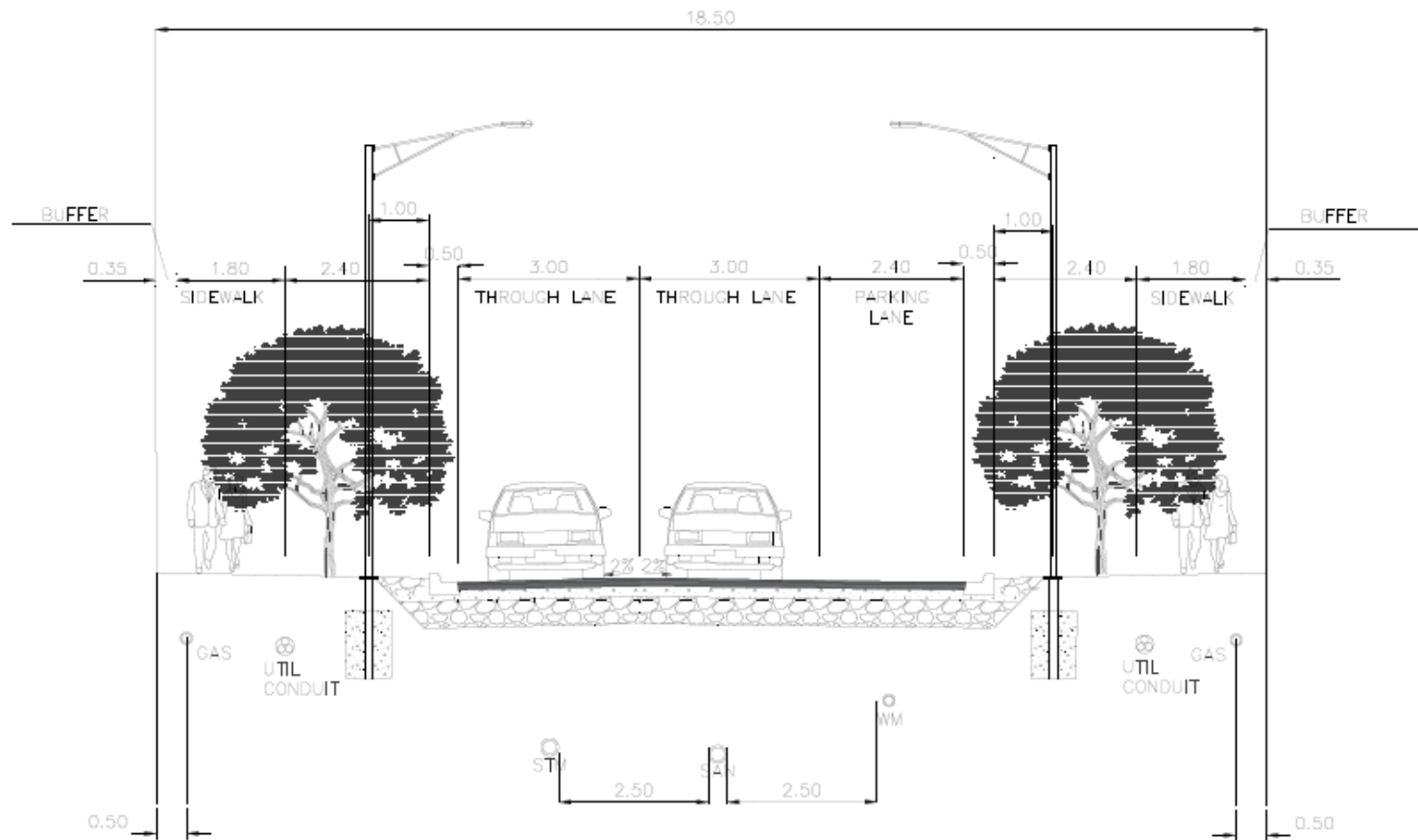
## Recommended Future Improvements



# Mobility Schedule



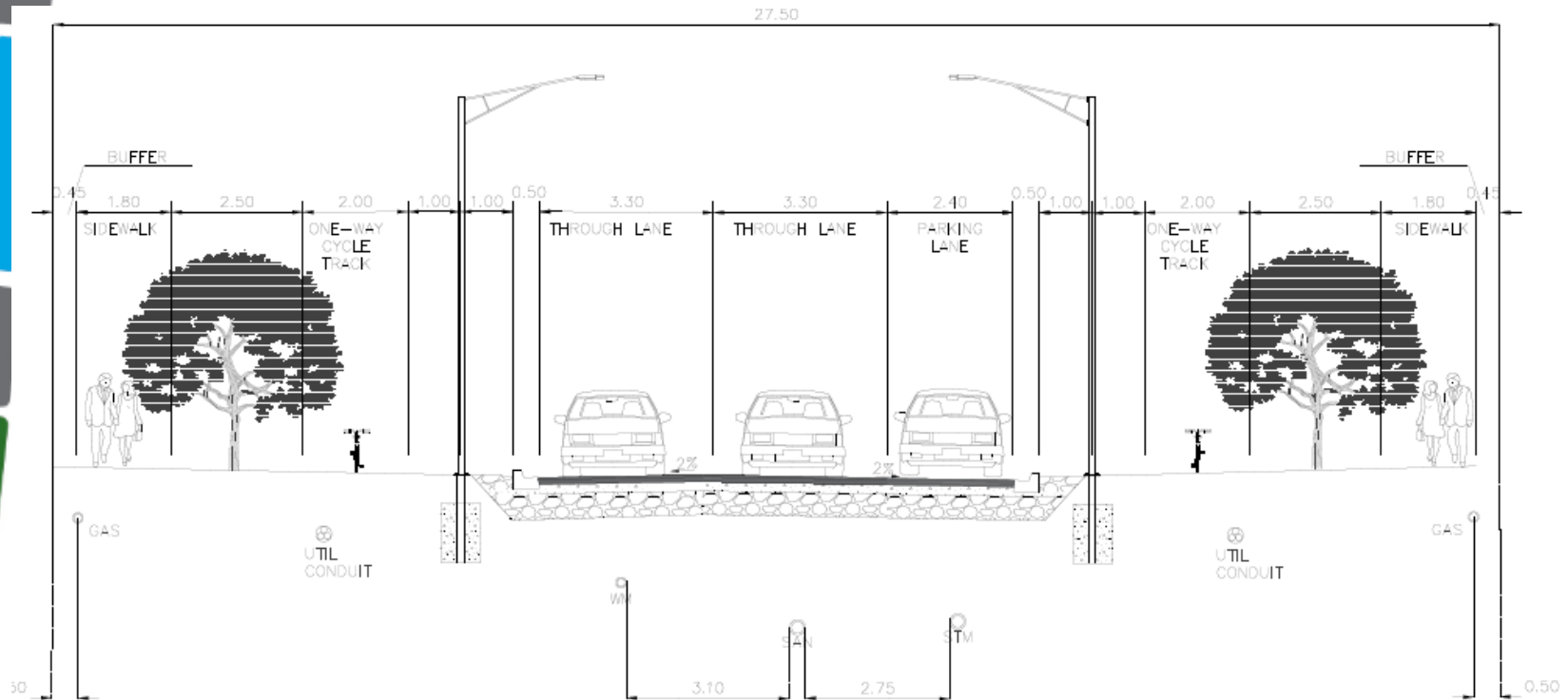
# Road Cross Sections



Credit: Wood PLC

# Road Cross Sections

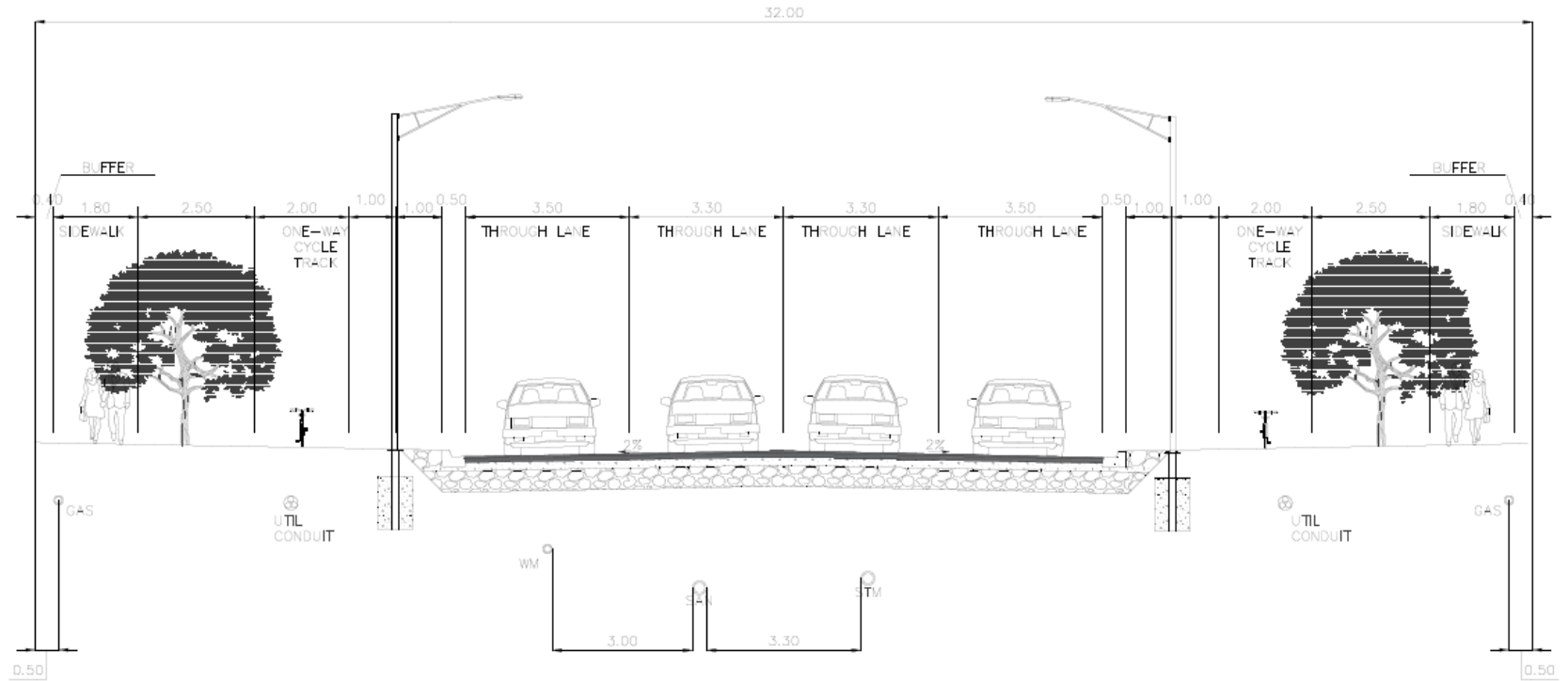
## Collector





# Road Cross Sections

## Arterial





# Road Improvements Requiring Further EA Study

## **2 to 4 Lanes, Plus Active Transportation (Schedule C EA):**

- Clair Road: Beaver Meadows Drive to Victoria Road
- Laird Road: Southgate Drive to west of Poppy Drive
- Gordon Street: Clair Road to Maltby Road (EA Update)

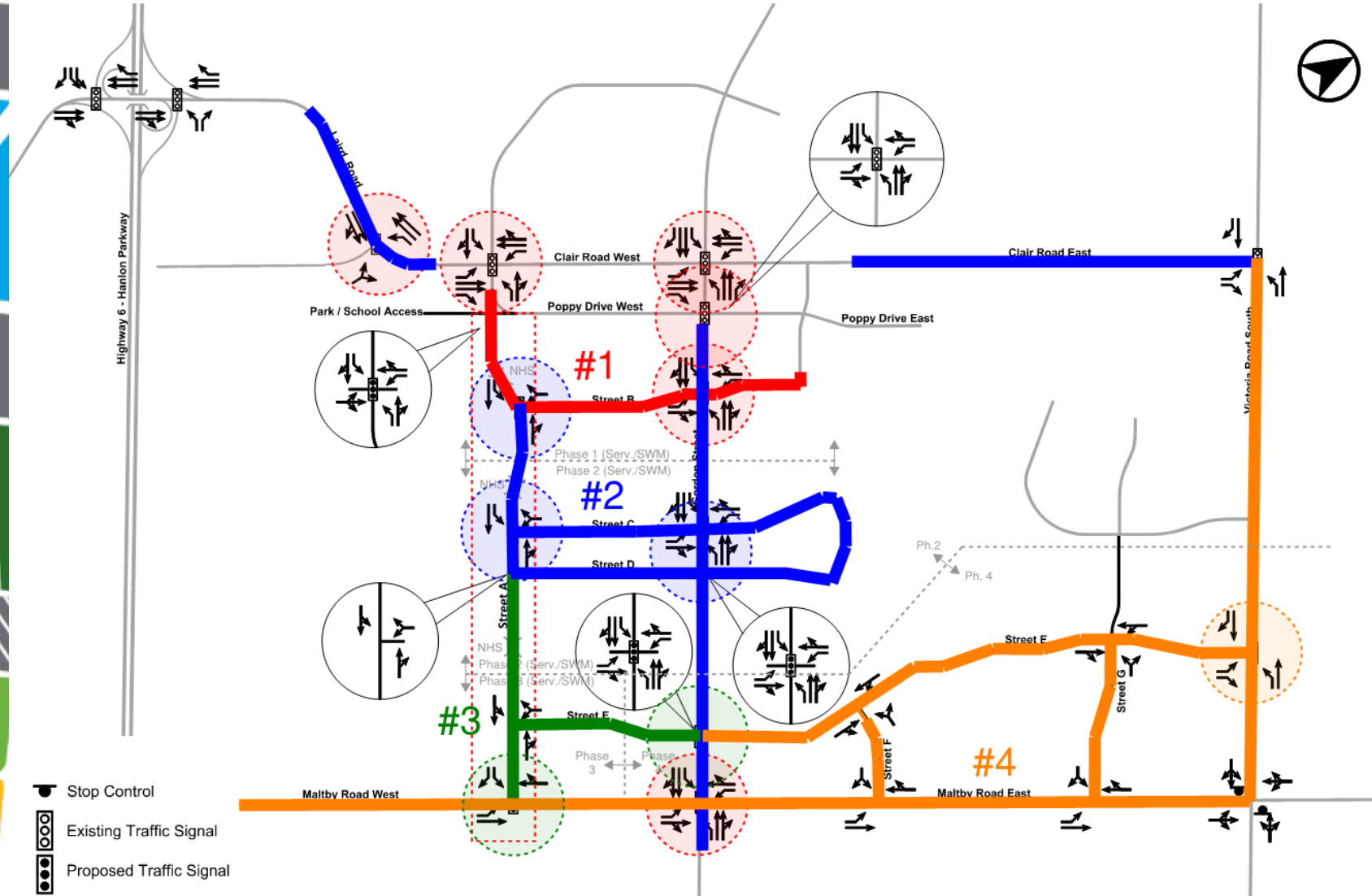
## **Urbanization, Plus Active Transportation (Schedule A+ EA):**

- Victoria Road: Clair Road to Maltby Road
- Maltby Road: Hanlon Parkway to Victoria Road

## **Collector Roads (Schedule C EA):**

- Street A
- Street E

# Phasing





# THANK YOU

## Questions?

[haveyoursay.guelph.ca/Clair-Maltby](https://haveyoursay.guelph.ca/Clair-Maltby)

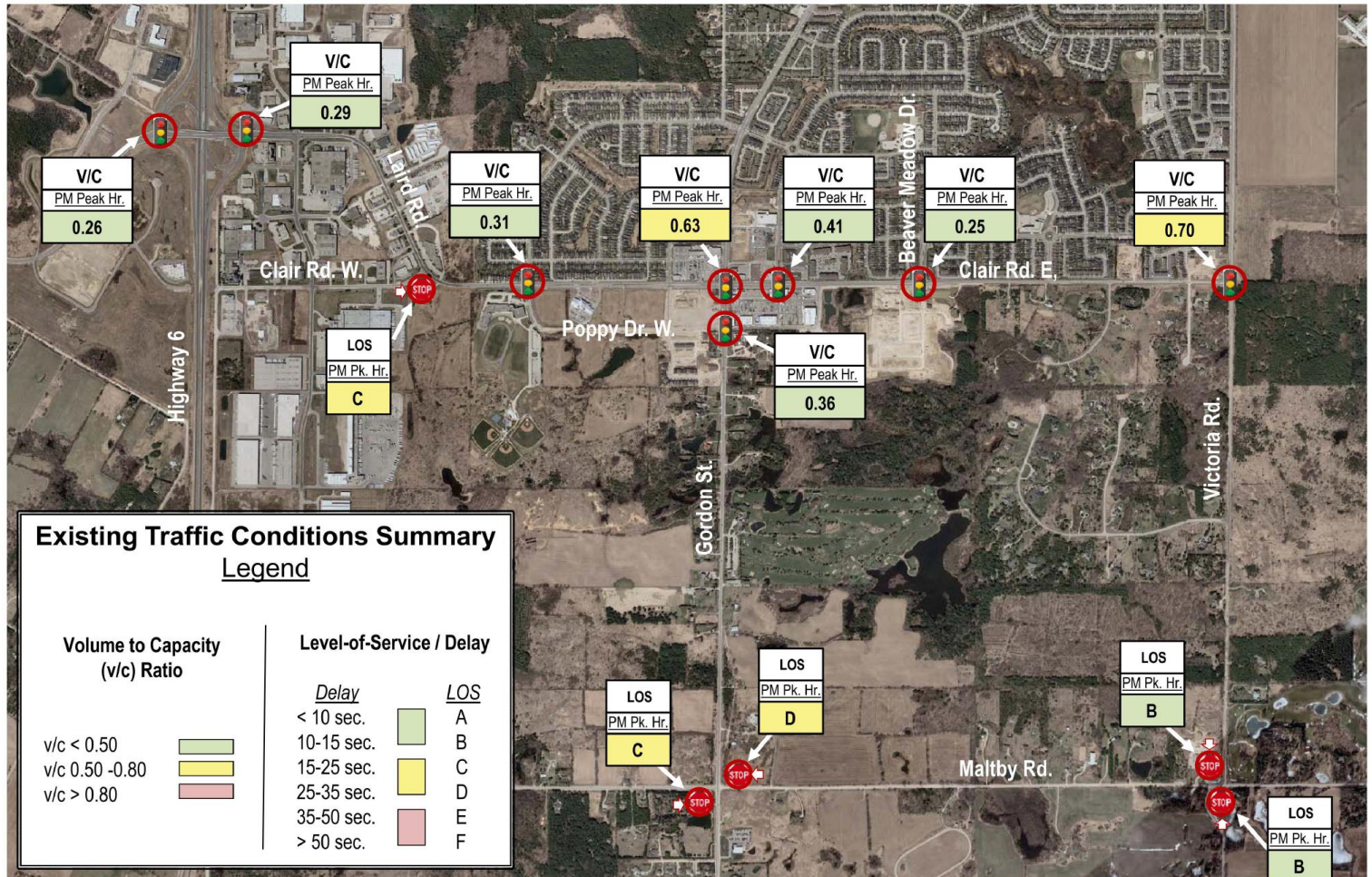
- Provide your thoughts and ideas on the 'Idea Boards' until August 8, 2021
- Ask Questions
- Attend our virtual office hours
- email us at [clair-maltby@guelph.ca](mailto:clair-maltby@guelph.ca)



# Extra Slides

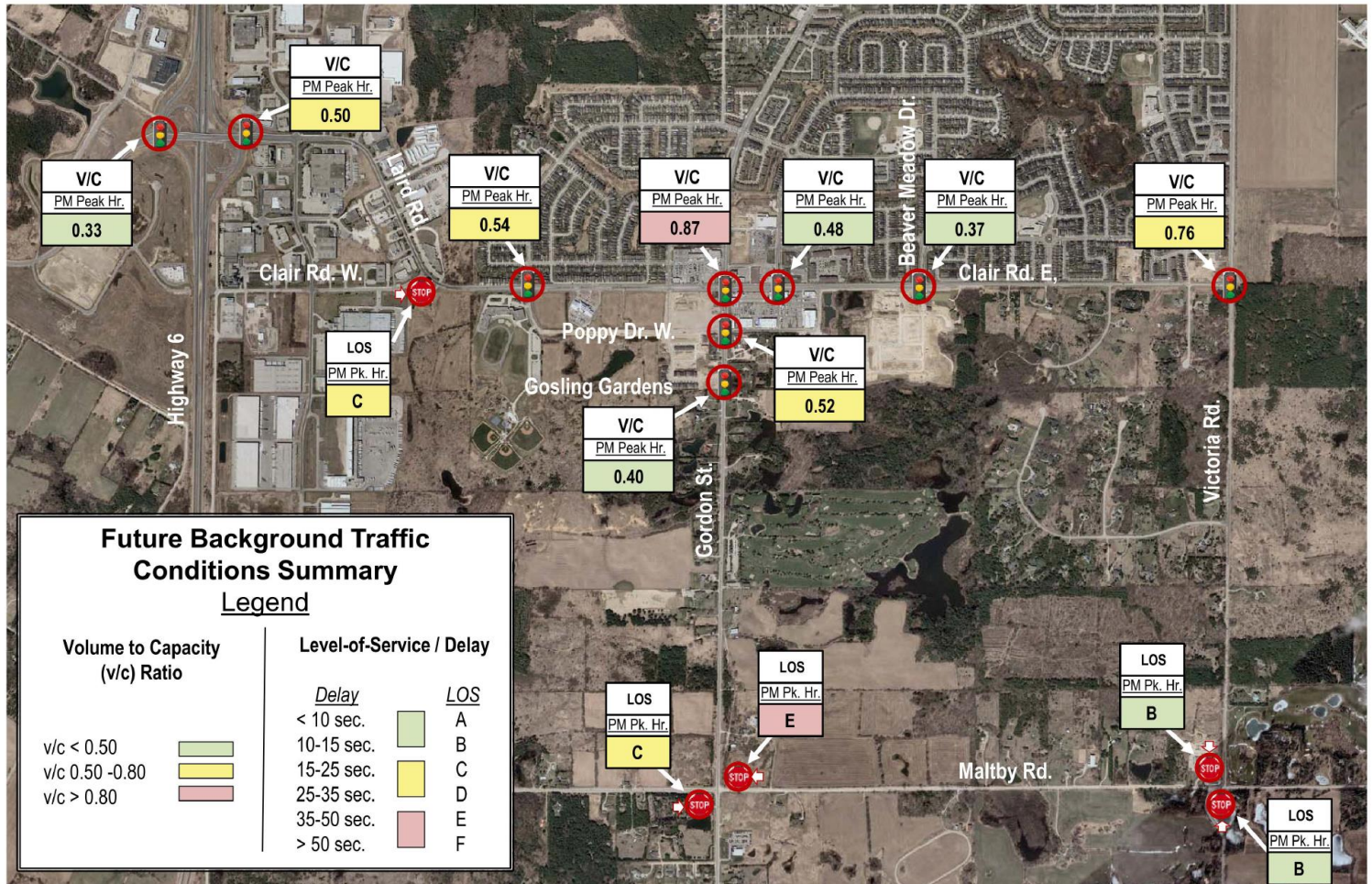
# Transportation Context

## Existing Traffic Conditions



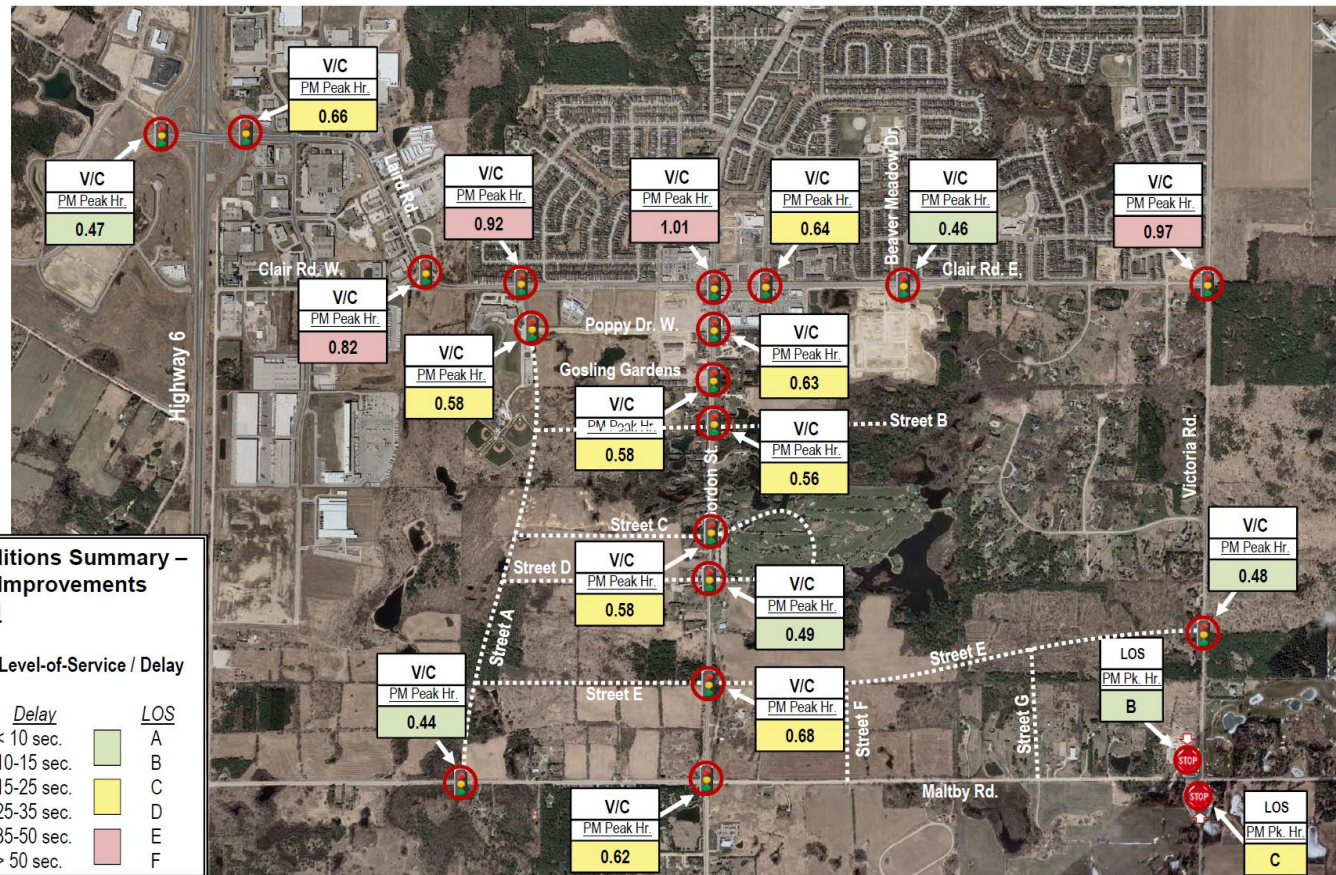
# Traffic Analysis

## Future Background Traffic Conditions



# Traffic Analysis

## Future Total Traffic Conditions



**Future Total Traffic Conditions Summary – with Recommended Improvements**  
Legend

Volume to Capacity (v/c) Ratio	Level-of-Service / Delay	LOS
v/c < 0.50	Delay < 10 sec.	A
v/c 0.50 - 0.80	10-15 sec.	B
v/c > 0.80	15-25 sec.	C
	25-35 sec.	D
	35-50 sec.	E
	> 50 sec.	F