

COMMITTEE AGENDA



Consolidated as of April 4, 2016

TO **Public Services Committee**

DATE Monday, April 4, 2016

LOCATION Council Chambers, Guelph City Hall, 1 Carden Street

TIME 5:00 p.m.

DISCLOSURE OF PECUNIARY INTEREST AND GENERAL NATURE THEREOF

CONFIRMATION OF MINUTES – March 3, 2016 open meeting minutes

PRESENTATIONS (Items with no accompanying report)

Wellington Guelph Drug Strategy - Adrienne Crowder, Manager

Guelph Wellington Task Force on Poverty Elimination - Randalin Ellery, Coordinator

CONSENT AGENDA

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

ITEM	CITY PRESENTATION	DELEGATIONS	TO BE EXTRACTED
PS-2016.4 Canada Summer Games 2021 Update and Regional Bid Investigation	Ella Pauls, Manager of Cultural Affairs and Tourism Sherry Doiron, Manager of Sport Tourism for the Regional Sport Tourism Office		✓
PS-2016.5 Harvard Road Transit Service		<ul style="list-style-type: none"> Tony Roth, representative of Harvard Road residences Correspondence <ul style="list-style-type: none"> Michelle McCarthy & Mario Gozzi 	✓

Resolution to adopt the balance of the Public Services Committee Consent Agenda.

ITEMS EXTRACTED FROM CONSENT AGENDA

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.

STAFF UPDATES AND ANNOUNCEMENTS

ADJOURNMENT

NEXT MEETING – May 2, 2016

April 3, 2016

To:

Cathy Downer, Public Services Committee

Leanne Piper

Mayor C. Guthrie

Re: Traffic and bus service issues on Harvard Road

We are writing as very interested residents of Harvard Road and of this city who unfortunately are unable to attend the April 4th, 2016 meeting. We do understand the city's need to transport significant numbers of students to and from the university. We are also concerned about the progressively increasing bus and car traffic over time, not to mention the transport trucks that seem to find their way onto what is supposedly a residential street.

There are 2 major concerns we would like to provide our input and opinion:

1. Bus traffic on Harvard:

We moved on to this road in the early 2000's and we have found the bus traffic has become an issue for not only us, but if the many emails are an indication, it is for a majority of those on Harvard. The bus traffic and the speed at which they travel continue to be problematic. Empty, or near empty busses are a regular site regardless of the route. The residents have respectfully requested on numerous occasions throughout the years to have the traffic volume and speed (see point 2 below) mitigated, with limited support from the city; however we acknowledge the efforts of Councillors Downer and Piper.

Harvard Road should not be on the 'express' route. As the report indicates, the dominant number of riders board at the University Centre and disembark on Ironwood, west of Edinburgh. Therefore, it would seem appropriate to not have Harvard Road act as a conduit for a majority of riders who do not live in the immediate area.

It is unfortunate that the wording in the report seems skewed in such a way as to dissuade the reader from Option 1 and to probably maintain the status quo, in spite of the stated 'recommendation' to go with Option 1. It is agreed that the lights at Youngman and Edinburgh are an issue, but as indicated, a majority of the queues could be alleviated by the modification of the signal timing at Youngman & Edinburgh. As someone who sits at the intersection, we know how long it takes for the light to change to allow east-west flow.

To our knowledge Harvard Road was never intended to act as an arterial road, unless the plan has changed to provide it as an 'express' route for all

forms of vehicles so as to avoid the lights on Stone between Gordon and Edinburgh. Removal of one of the two existing bus routes would be very beneficial.

2. Traffic speed and traffic calming:

A number of years ago we participated in community discussions regarding the implementation of traffic calming strategies on Harvard Road. The major issue at the time was the ambulance station at the east end of Harvard, and as such, traffic calming (e.g. speed bumps, chicanes or 'chokers') were not permitted. Other initiatives were brought forward for discussion, but with no success. The ambulance station is no longer there and it has been our hope that effective traffic calming strategies, in addition to the recently installed VATC's would/could be implemented.

Bus and car speeds on Harvard Rd. continue to be an issue. Again, we acknowledge the efforts of Councillor Piper and Downer, but the rate of speed continues to be an issue. We note the recent placement of the VATC signs but, if the intent is indeed to support drivers in reducing their speed, we are curious about the location of the placements. The westbound sign is located just after an exit to the University Plaza mall and just before a bus stop. The cars speed up after that section. We note also that the eastbound VATC is not functioning. It was for a brief time. We had understood that it was to collect data for a week and then start to display. Vehicles travel at a very fast rate in both directions. We walk along Harvard at many and varied times throughout the day and evening and so are witness to the rate of speed.

To not wish to add to the list but to further support the need to address traffic issues on Harvard, are the number of vehicles that do not honour the stop signs at Harvard and Youngman. This is an additional safety issue for pedestrians and drivers, given that vehicles often come to rolling stops or don't stop at all. For example, on the Saturday of the Easter weekend, at the Youngman & Harvard intersection during a period of approximately 10 minutes we counted 50 vehicles, of which only 8 came to a proper full stop. One of the vehicles that did a rolling stop was a bus travelling westbound on Youngman turning left on to Harvard.

In closing, we trust that the Committee will hear our concern and implement strategies that honour the requests for a safe residential environment.

Yours truly,

Michelle McCarthy & Mario Gozzi