

COMMITTEE AGENDA

CONSOLIDATED AS OF JULY 7, 2015

TO **Infrastructure, Development & Enterprise Committee**

DATE Tuesday, July 7, 2015

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 – June 2, 2015 Open Meeting Minutes

PRESENTATIONS (Items with no accompanying report)

a) None

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 Infrastructure, Development & Enterprise Committee Consent Agenda will be approved in one resolution.

ITEM	CITY PRESENTATION	DELEGATIONS	TO BE EXTRACTED
IDE-2015.21 Integrated Operational Review (IOR) – Annual Report (2014-2015)	<ul style="list-style-type: none">Todd Salter, General Manager Planning, Urban Design and Building ServicesKarol Murillo, Program Manager, Integrated Operational Review		✓
IDE-2015.22 Business Development & Enterprise (BDE) 2014/2015 Activity Report			
IDE-2015.23 Essex Street On-Street Parking: Background to Notice of Motion and Recent Survey		Marty Williams Peter Hedington John Farley Fazl Ashkar Katie White	✓

IDE-2015.24 Sign By-Law Variances – 275 Hanlon Creek Boulevard			
IDE-2015.25 Municipal Support For Local Renewable Energy Projects: Independent System Operator Feed-In-Tariff 4.0			
IDE-2015.26 Green Meadow Park Flood Protection Facility – Schedule B Municipal Class Environmental Assessment			
IDE-2015.27 Federation of Canadian Municipalities (FCM) – Green Municipal Fund Leadership in Asset Management Program			
IDE-2015.28 Town of Aurora Resolution Regarding Installation of Community Mailboxes		Councillor Piper	✓
IDE-2015.17 Speedvale Avenue East from Manhattan Court to Woolwich Street – Road Design – Referred from June 22 nd Council Meeting		<p>Jason Dodge Lane Aspinall Martin Collier Patrick Sheridan Shaun Pecore Maggie Laidlaw Albert de Jong Ed Kurys Mark McDowall Brienne Brady Bryan McPherson Mike Darmon Marcia Santen Mike Baker Nathan Proper Michael Stewart</p> <p><u>Correspondence</u></p> <p>Amanda Van de Pol Sharon Klimkosz Nicholas Kelly Amanda Jennings Judy Noonan Carrie Good Jennifer Berry</p>	✓

		Mark Lodder Keith McLaren Deanna Dingman & Adam Murray Stuart Burke Ashley Dyer Jeffrey Groves Bridget Crispin Marino Gazzola Millie Timbers Matthew Dobson Jordan von Fielitz Pam Shelton Paul Taylor Anne Bennett Tracy Dunk Patricia Ennis Matt Tacoma Scott Smith Desiree and Richard Kendrink Mark McDowall Chris Dawson Frank and Karen Guthrie Linda Knight-Archer Sheila Stevenson Krista Sentance John and Adrienne Tedesco Robert White Shirley Hunt Susan and Paul Nelson Deirdre Conway Dan Breaton David Crammer Morris Haley Lance Wylie Carl White Thomas Loik Bob Higgins Carolyn Stuart Patricia Ing Bud Hepburn Owen Scott Vicki Beard Anne MacLean Marilyn Hahn Andy Donlan Anne Bachusky Gord and Dawn Guthrie David Walters Shainna and Sean Poulin Jan and Aaron Douma Christie Gray Randy Hobson	
--	--	---	--

		Herman and Sue Hubers Norman Ragetlie Ted and Charlene Guthrie Marg Harbin Beth Farrier Sheryl Flood Ronald Taborek Elizabeth Taborek Kathleen Morris Hugh Whiteley Michael Provencher Jenn Harris Aldo Martone Bryan Finch	
--	--	---	--

Resolution to adopt the balance of the Infrastructure, Development & Enterprise 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 – September 8, 2015

**INFRASTRUCTURE, DEVELOPMENT & ENTERPRISE COMMITTEE
CONSENT AGENDA**

July 7, 2015

Members of the Infrastructure, Development & Enterprise Committee.

SUMMARY OF REPORTS:

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 immediately. The balance of the Infrastructure, Development & Enterprise Committee Consent Agenda will be approved in one resolution.

A Reports from Administrative Staff

REPORT		DIRECTION
IDE-2015.21	INTEGRATED OPERATIONAL REVIEW (IOR) – ANNUAL REPORT (2014-2015) 1. That Report 15-63 from the Infrastructure, Development and Enterprise Services, regarding the Integrated Operational Review Annual Report and associated process enhancements and mandatory pre-consultation for the period 2014-2015, be received. 2. That the draft by-laws as shown in Attachment 3 – Pre-consultation By-law – in Report 15-63 from the Infrastructure, Development and Enterprise Services, regarding mandatory pre-consultation and complete application requirements be approved and adopted.	Approve
IDE-2015.22	BUSINESS DEVELOPMENT & ENTERPRISE (BDE) 2014/2015 ACTIVITY REPORT 1. That Report IDE-BDE-1503 from Infrastructure, Development and Enterprise dated July 7, 2015, titled 'Business Development & Enterprise 2014/2015 Activity Report' be received for information.	Receive
IDE-2015.23	ESSEX STREET ON-STREET PARKING: BACKGROUND TO NOTICE OF MOTION AND RECENT SURVEY 1. That Report IDE-BDE-1504 titled "Essex Street On-Street Parking", from Infrastructure, Development and Enterprise, dated July 7, 2015 be received.	Approve

2. That staff undertake the proposed on-street parking pilot as described in the report, and report back to IDE Committee by Q2 2016.

IDE-2015.24 SIGN BY-LAW VARIANCES – 275 HANLON CREEK BOULEVARD

Approve

1. That the report from Infrastructure, Development and Enterprise dated July 7, 2015 regarding sign by-law variances for 275 Hanlon Creek Boulevard, be received.
2. That the request for variances from the Sign By-law for 275 Hanlon Creek Boulevard to permit one (1) sign with an area of 5.89m² to be located on the second storey of a building face fronting an adjacent property at a distance of 6.5 metres from the property line, be approved.
3. That the request for variances from the Sign By-law for 275 Hanlon Creek Boulevard to permit one (1) sign with an area of 12.59m² to be located on the second storey of a building face fronting an adjacent property at a distance of 6.5 metres from the property line, be approved.

IDE-2015.25 MUNICIPAL SUPPORT FOR LOCAL RENEWABLE ENERGY PROJECTS: INDEPENDENT SYSTEM OPERATOR FEED-IN-TARIFF 4.0

Approve

WHEREAS the Province's FIT Program encourages the construction and operation of rooftop solar photovoltaic and ground mount solar photovoltaic projects (the "Projects");

AND WHEREAS one or more Projects may be constructed and operated in the City of Guelph;

AND WHEREAS, pursuant to the FIT Rules, Version 4.0, Applications whose Projects receive the formal support of Local Municipalities will be awarded Priority Points, which may result in these Applicants being offered a FIT Contract prior to other Persons applying for FIT Contracts;

NOW THEREFORE BE IT RESOLVED:

1. That Report IDE-BDE-1506 from Infrastructure, Development and Enterprise, dated July 7, 2015 be received.
2. That Council of the City of Guelph supports without reservation the construction and operation of the Projects anywhere in the City of Guelph.

3. That Council direct the City Clerk to sign the attached "Template: Municipal Council Blanket Support Resolution" (Attachment #1).
4. That Council direct the Manager, Community Energy to provide a completed and signed "Template: Municipal Council Blanket Support Resolution" (Attachment #1) to applicants requesting same for the purposes of submissions to the Independent Electricity System Operator's Feed-In-Tariff 4.0 Program.
5. That the Municipal Council Blanket Support Resolution remain in effect for one year from the date of adoption.

**IDE-2015.26 GREEN MEADOW PARK FLOOD PROTECTION
FACILITY – SCHEDULE B MUNICIPAL CLASS
ENVIRONMENTAL ASSESSMENT**

Approve

1. That the Infrastructure, Development and Enterprise report dated July 7, 2015, regarding the Schedule B Municipal Class Environmental Assessment - Green Meadow Park Flood Protection Facility be received.
2. That staff be authorized to complete the Municipal Class Environmental Assessment process as required and to proceed with the implementation of the preferred alternative (#4 – New Storm Sewer on William Street) as outlined in the report from Infrastructure, Development and Enterprise report dated July 7, 2015.

**IDE-2015.27 FEDERATION OF CANADIAN MUNICIPALITIES –
GREEN MUNICIPAL FUND LEADERSHIP IN ASSET
MANAGEMENT PROGRAM**

Approve

1. That the Infrastructure, Development and Enterprise report dated July 7, 2015, regarding the Federation of Canadian Municipalities – Green Municipal Fund Leadership in Asset Management Program (LAMP) be received.
2. That Council support the City of Guelph's participation in the LAMP program.

**IDE-2015.28 TOWN OF AURORA RESOLUTION REGARDING
INSTALLATION OF COMMUNITY MAILBOXES**

Councillor Piper will speak to this item.

IDE-2015.17

**SPEEDVALE AVENUE EAST FROM MANHATTAN
COURT TO WOOLWICH STREET – ROAD DESIGN
– REFERRED FROM JUNE 22ND COUNCIL
MEETING**

Approve

1. That the report from Infrastructure, Development and Enterprise entitled "Supplementary Report for Speedvale Avenue East from Manhattan Court to Woolwich Street – Road Design", dated July 7, 2015, be received.
2. That the 2009 Bike Policy and 2013 Cycling Master Plan be amended to re-route the bike lanes identified for Speedvale Avenue from Manhattan Court to Woolwich Street to an alternate location on Emma Street such that Speedvale Avenue is reconstructed in accordance with the Recommended Option to retain the existing four lanes of traffic and sidewalks on both sides of the road.
3. That funding for the reconstruction of Speedvale Avenue East from Manhattan Court to Woolwich Street be referred to the 2016 budget process for consideration.

Attach.

STAFF REPORT



TO Infrastructure, Development and Enterprise Committee

SERVICE AREA Infrastructure, Development and Enterprise

DATE July 7, 2015

**SUBJECT Supplementary Report for Speedvale Avenue East from
Manhattan Court to Woolwich Street – Road Design**

REPORT NUMBER

EXECUTIVE SUMMARY

PURPOSE OF REPORT

The purpose of this report is to provide additional information regarding the design options for Speedvale Avenue from Manhattan Court to Woolwich Street and obtain authorization to proceed with the recommended option.

KEY FINDINGS

- Staff recommend that the road design for Speedvale Avenue retain the existing four lanes of traffic and sidewalks on both sides of the road for the entire length, with the addition of bike lanes on either side of the road from Woolwich Street to Riverview Drive;
- In the absence of bike lanes between Riverview Drive and Manhattan Court, it is recommended that an alternate east-west route be provided along Emma Street, including a pedestrian bridge crossing at the Speed River;
- In addition, staff will explore opportunities to increase the curb lane width on Speedvale Avenue to create a wider shared lane for cyclists and vehicles during the detailed design phase;
- This recommendation represents a balanced and affordable approach in that it meets the intent of the Cycling Master Plan by providing a safe east-west route on an alternate road while minimizing social impacts and construction costs;
- The three lane road option (road diet) for Speedvale is not recommended due to the negative impact this option would have on Emergency Services response times, Guelph Transit service levels, and traffic flow.

FINANCIAL IMPLICATIONS

Following the approval of the recommended design concept, the project budget will be reviewed and an estimated total project budget will be developed. The preliminary cost estimates based on conceptual designs for the various options evaluated range from approximately \$9,150,000 to \$15,884,000. Capital funding for the project will be requested through the 2016 budget process from

STAFF REPORT

tax-supported accounts for road, storm and bridge work (65%), non-tax supported accounts for water and wastewater work (15%), and development charges accounts for the transmission watermain (20%).

ACTION REQUIRED

Approve the report entitled "Supplementary Report for Speedvale Avenue East from Manhattan Court to Woolwich Street – Road Design" and the staff recommendations made therein.

RECOMMENDATION

1. That the report from Infrastructure, Development and Enterprise entitled "Supplementary Report for Speedvale Avenue East from Manhattan Court to Woolwich Street – Road Design", dated July 7, 2015, be received.
2. That the 2009 Bike Policy and 2013 Cycling Master Plan be amended to re-route the bike lanes identified for Speedvale Avenue from Manhattan Court to Woolwich Street to an alternate location on Emma Street such that Speedvale Avenue is reconstructed in accordance with the Recommended Option to retain the existing four lanes of traffic and sidewalks on both sides of the road.
3. That funding for the reconstruction of Speedvale Avenue East from Manhattan Court to Woolwich Street be referred to the 2016 budget process for consideration.

BACKGROUND

At the June 2, 2015 meeting of IDE Committee, the report "Speedvale Avenue East from Manhattan Court to Woolwich Street – Road Design" (Attachment 1) was considered. The following two staff recommendations were approved and carried forward to the June 25, 2015 Council meeting:

- That the report from Infrastructure, Development and Enterprise entitled "Speedvale Avenue East from Manhattan Court to Woolwich Street – Road Design", dated June 2, 2015, be received.
- That staff be directed to commence an Environmental Assessment for a pedestrian bridge across the Speed River from the west end of Emma Street to the east end of Earl Street.

However, no action was taken on the following recommendation:

- That an exemption from the 2009 Bike Policy and 2013 Cycling Master Plan be provided to permit the reconstruction of Speedvale Avenue East from Manhattan Court to Woolwich Street without bicycle lanes, as outlined in this Report.

At the June 25, 2015 meeting of Council, the report and recommendations contained therein were referred back to the IDE Committee for further consideration.

The purpose of this report is to provide supplemental information requested by both Committee and Council regarding the design options for Speedvale Avenue from Manhattan Court to Woolwich Street and to obtain Committee/Council authorization to proceed with the recommended option.

REPORT

Additional Information Requested by IDE Committee:

At the June 2, 2015 meeting of IDE Committee, the report "Speedvale Avenue East from Manhattan Court to Woolwich Street - Road Design" was considered and additional information was requested. The following describes three specific requests of IDE Committee for information.

- The cost and logistics of doing a pilot road diet on Speedvale for three to six months was requested. An estimated cost of \$50,000 for the pilot project was identified and detail are provided in Attachment 2. Given that the Speedvale Avenue reconstruction project is required to replace and upgrade underground infrastructure, this approach presents significant concern as it will further delay the infrastructure work since the road configuration concept must be decided prior to proceeding with the detailed design.
- Committee members also requested information regarding the volume decrease through a modal shift to transit that would be required to bring volumes to an acceptable level for a three lane cross section. As noted in Attachment 2, improvements in transit opportunities over time along this corridor may induce a modal shift. However, it is not expected to be substantial enough to meet the traffic volume decrease required to support a three lane cross section option. Both the existing and future traffic volumes on Speedvale Avenue warrant a four lane cross-section.
- Cost estimates and impacts were requested for an additional option consisting of Option 1 (four lanes of traffic, sidewalks and bike lanes) if hydro were buried on both sides of the road and lane widths decreased. The estimated cost is the highest of all options at \$15,844,000.00 as detailed in Appendix 2. Therefore, this option is not recommended.

STAFF REPORT

Response to Council Discussion Regarding Road Diet Option:

During the June 25, 2015 meeting of Council, there was significant discussion regarding the Option 3. This option is commonly referred to as a "road diet" since the existing four lanes of vehicular traffic (two lanes in either direction) would be reduced to one lane in each direction and a centre turn lane, with bicycle lanes on both sides of the road. As noted in the original report, this option was evaluated but not recommended by staff for several reasons including impacts on traffic flow, transit service, and emergency service.

While staff have fully supported the implementation of road diets in other locations within the City, this location is different in several respects including high existing traffic volumes, close proximity of Emergency Services and a hospital, and the potential for a transit priority corridor.

Traffic Flow:

The existing and future traffic volumes for Speedvale would result in congestion and operational impacts not experienced in other locations. The following table demonstrates that traffic volumes are considerably lower for other locations where the road diet option has been recommended by staff as compared to Speedvale Avenue.

Weekday Peak Hour Peak Direction Traffic Volumes (vph)

Road Name	Road Segment	Year	AM Peak Hour	PM Peak Hour
Speedvale	Woolwich-Manhattan	2015	910	1200
		2031	1120	1240
Willow	Edinburgh-Applewood	2015	520	710
		2031	950	1030
College	Edinburgh-Janefield	2015	630	650
		2031	570	550
Downey	Niska to Teal	2015	760	600
		2031	590	700
Silvercreek	Speedvale-Willow	2015	380	780
		2031	610	900
Stevenson	Speedvale-Eramosa	2015	450	520
		2031	470	520

Note:

The traffic forecast for 2031 has taken into account future roadway improvements including interchanges along Hanlon Expressway.

STAFF REPORT

The one lane traffic capacity for arterial roads such as Speedvale Avenue is 900 vehicles per hour which is equivalent to 15 vehicles per minute. However, the existing peak hour traffic volumes are found to be up to 1,200 vehicles per hour on Speedvale Avenue. Therefore, implementation of a road diet under existing conditions is not appropriate.

It is also noted that a road diet to implement cycling lanes on Woodlawn Road between Victoria Road and the Speed River bridge was recently implemented. This is a parallel route north of Speedvale Avenue and, with limited arterial route options to cross the Speed River, allowing for adequate traffic flow on Speedvale Avenue is further warranted.

Transit Impacts:

Guelph Transit staff have reviewed the road diet option and advise that the restriction of all traffic, including buses, will have an immediate and negative impact on the level of service for transit.

Currently, Guelph Transit is considering improved transit coverage that would fill gaps in transit service on Speedvale Avenue and work towards increasing transit use. However, the additional congestion resulting from a reduction to one lane in either direction would impede the ability of Guelph Transit to provide a level of transit service that would attract new passengers and improve the transit mode share along Speedvale Avenue.

Longer term, the ongoing Guelph Transit Priority Project is considering a priority corridor that would make a bidirectional loop on Woodlawn Road and Speedvale Avenue with a focus on expediting east-west buses through key intersections and an overlay of limited-stop transit service. However, if Speedvale Avenue is restricted to one lane in each direction, these potential service improvements would need to be re-visited.

Emergency Services:

Emergency Services (EMS) staff have also expressed significant concern regarding the road diet option. Guelph Fire Station #2 is located within the project limits on Speedvale Avenue at Riverview Drive. In addition, Guelph General Hospital is located on Delhi Street, immediately south of the projects limits. EMS staff note that congestion is currently experienced on Speedvale Avenue during peak periods causing delay for emergency vehicles. A reduction in capacity by reducing the existing number of lanes is expected to extend the periods of congestion and negatively affect emergency response times. Therefore, the current four lane configuration that allows traffic to move through the area faster thereby reducing the length of the overall congested periods is required from an emergency response perspective.

Recommended Option:

Notwithstanding the additional feedback received at the June 25, 2015 Council meeting, staff recommend that the road design for Speedvale Avenue retain the existing four lanes of traffic and sidewalks on both sides of the road for the entire length, with the addition of bike lanes on either side of the road from Woolwich Street to Riverview Dr. In the absence of bike lanes between Riverview Drive and Manhattan Court, it is recommended that an alternate east-west route be provided along Emma Street including a pedestrian bridge crossing at the Speed River. As well, though the detailed design phase, staff explore opportunities to increase the curb lane width on Speedvale Avenue to create a wider shared lane for cyclists and vehicles.

This recommendation represents a balanced and affordable approach in that it meets the intent of the Cycling Master Plan by providing a safe route on an alternate road while minimizing social impacts and construction costs.

CORPORATE STRATEGIC PLAN

3.1 Ensure a well-designed, safe, inclusive, appealing and sustainable City.

FINANCIAL IMPLICATIONS

Following the approval of the recommended design concept, the project budget will be reviewed and an estimated total project budget will be developed. The preliminary cost estimates based on conceptual designs for the various options evaluated range from approximately \$9,150,000 to \$15,884,000. Capital funding for the project will be requested through the 2016 budget process from tax-supported accounts for road, storm and bridge work (65%), non-tax supported accounts for water and wastewater work (15%), and development charges accounts for the transmission watermain (20%).

DEPARTMENTAL CONSULTATIONS

This report has been circulated for review and comment to Emergency Services and Guelph Transit.

COMMUNICATIONS

N/A

STAFF REPORT

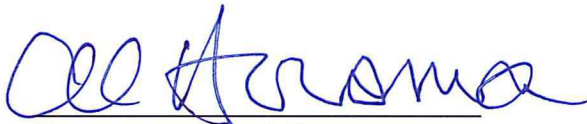
ATTACHMENTS

- Attachment 1 - Report to IDE dated June 2, 2015 entitled "Speedvale Avenue East from Manhattan Court to Woolwich Street – Road Design"
- Attachment 2 - Information provided to Council following June 2, 2015 IDE Committee Meeting



Report Author

Kealy Dedman, P.Eng.
General Manager/City Engineer
Engineering and Capital Infrastructure Services
519-822-1260, ext. 2248
kealy.dedman@guelph.ca



Recommended By

Al Horsman
Deputy CAO
Infrastructure, Development and Enterprise
519-822-1260, ext. 5606
al.horsman@guelph.ca

STAFF REPORT



TO Infrastructure, Development and Enterprise Committee

SERVICE AREA Infrastructure, Development and Enterprise

DATE June 2, 2015

SUBJECT Speedvale Avenue East from Manhattan Court to Woolwich Street – Road Design

REPORT NUMBER

EXECUTIVE SUMMARY

PURPOSE OF REPORT

The purpose of this report is to obtain Committee/Council authorization for the design of Speedvale Avenue from Manhattan Court to Woolwich Street.

KEY FINDINGS

- Speedvale Avenue between Riverview Drive and Manhattan Court is a narrow four lane road section that does not meet current standards for the vehicle lane widths, underground infrastructure is old and in need of replacement and the Water and Wastewater Servicing Master Plan recommends the continuation of a water transmission main along this corridor.
- The existing bridge over the Speed River is in poor condition, does not have bicycle lanes and the sidewalks are narrow.
- A preliminary design of a four lane road with bicycle lanes and sidewalks on both sides of the street was completed by the City's consultant that would have represented significant property impacts to the adjacent land owners along Speedvale Avenue.
- City staff directed the City's consultant to develop two additional preliminary designs to reduce the impacts to adjacent properties and a total of three design options were presented at a Public Information Centre (PIC) in February 13, 2014.
- A second PIC was held on April 9, 2014 where a preferred option based on public and stakeholder comments was identified as follows:
 - construction of a four lane road with bike lanes on both sides of the road from Woolwich Street to Riverview Drive;
 - construction of a four lane road with no bicycle lanes from Riverview Drive to Manhattan Court;
 - implementation of a bicycle route from Speedvale Avenue between the TransCanada Trail on the west side of the Speed River and Stevenson Street to Earl Street and Emma Street;

- construction of a pedestrian bridge to connect the TransCanada Trail/Earl Street to Emma Street as part of the Guelph Trail Master Plan and would be a subject to an Environmental Assessment;
- construction of underground hydro on the north side of Speedvale Avenue from Gladstone Avenue to Riverside Park.
- It is anticipated that detailed design will be completed in 2015 with property acquisition and utility relocations in 2016. Construction is planned to commence in 2017 and be completed in stages over two or three years to 2020.

FINANCIAL IMPLICATIONS

Following the approval of the recommended design concept, the project budget will be reviewed and an estimated total project budget will be developed. Funding for the project will be from various accounts in the tax supported Capital Budget (road and stormwater) and non-tax supported Capital Budget (water and wastewater) including development charges funding (transmission watermain).

ACTION REQUIRED

Approve the report entitled "Speedvale Avenue East from Manhattan Court to Woolwich Street – Road Design" and the staff recommendations made therein.

RECOMMENDATION

1. That the report from Infrastructure, Development and Enterprise entitled "Speedvale Avenue East from Manhattan Court to Woolwich Street – Road Design", dated June 2, 2015, be received.
2. That an exemption from the 2009 Bike Policy and 2013 Cycling Master Plan be provided to permit the reconstruction of Speedvale Avenue East from Manhattan Court to Woolwich Street without bicycle lanes, as outlined in this Report.
3. That staff be directed to commence an Environmental Assessment for a pedestrian bridge across the Speed River from the west end of Emma Street to the east end of Earl Street.

BACKGROUND

The existing Speedvale Avenue East between Manhattan Court and Woolwich Street is a four lane arterial road in a right of way (ROW) that varies in width between 20 metres and 30 metres. The Official Plan identifies that this section of road should have a 30 metre ROW. The existing average lane width on Speedvale Avenue East between Riverview Drive and Manhattan Court is approximately 2.9 metres. The current guidelines from the Transportation Association of Canada (TAC) recommend a

STAFF REPORT



minimum lane width of 3.25 metres. The existing section of Speedvale Avenue East between Riverview Drive and Manhattan Court includes 1.2 metre sidewalks on both sides of the street and no bicycle lanes. The existing infrastructure under the road was constructed in approximately 1950 and is in need of replacement and upgrading. As well, the installation of a transmission watermain is required in accordance with the approved Water and Wastewater Master Plans (December 2008.)

The existing bridge over the Speed River was constructed in 1950 and widened in 1974. Minor rehabilitation work was performed in 2012 to ensure that the bridge would remain functional until the proposed replacement. The existing bridge does not have bicycle lanes and the sidewalks are only 1.2 metre in width.

During the past four years, Speedvale Avenue East has been reconstructed from Watson Parkway to Manhattan Court. Between Eramosa Road and Manhattan Court, Speedvale Avenue reconstruction included four vehicle lanes, bicycle lanes on both sides of the road and 1.5m sidewalks. The Speedvale Avenue East section from Manhattan Court to Woolwich Street is a continuation of the reconstruction work. In 2013, AMEC Earth & Environmental was retained to design the section of Speedvale from Manhattan Court to Woolwich Street.

REPORT

The road reconstruction on Speedvale Avenue is proposed due to replacement and upgrade requirements for the water and sewer system as well as the deteriorated condition of the existing bridge at the Speed River which requires replacement. The installation or replacement of the underground sewer and water pipes will require a complete reconstruction of the road surface. Since the existing road lane widths do not meet current standards and the road reconstruction will require the installation of bicycle lanes in accordance with the 2009 Bike Policy and the 2013 Cycling Master Plan, various options for reconstructing the road to current standards have been evaluated.

A preliminary design of a four lane road with bicycle lanes and sidewalks on both sides of the street was initially prepared by AMEC. Although the Class Environmental Assessment (EA) for this design is considered a Schedule A+, meaning it is preapproved with public notification only, the preliminary design would have represented significant property impacts to the adjacent land owners along Speedvale Avenue. Therefore, it was concluded that there should be public consultation with respect to the design of Speedvale Avenue East and two additional preliminary designs for the section of Speedvale from Manhattan Court to Woolwich Street were developed. The three options were presented at a Public Information Centre (PIC) held on February 13, 2014. The options were as follows:

1. The construction of two lanes in each direction, bicycle lanes on both sides of the road, and the relocation of the sidewalk and hydro poles. This option

STAFF REPORT



would have significant property impacts as between 3m and 5m of property would be require on either side of Speedvale Avenue.

2. The construction of two lanes in each direction, no bicycle lanes on the road, and the relocation of the sidewalk and hydro poles. This option would have some property impacts as between 3m and 5m of property would be require on either side of Speedvale Avenue.
3. The construction of one lane in each direction and a centre turn lane, bicycle lanes on both sides of the road, and the potential for a minor adjustment/relocation of the sidewalk and hydro poles. This option would result in no property impacts, but will have significant traffic flow impacts.

Residents were encouraged to forward comments regarding the three options to project staff. In total, 63 residents signed in to the PIC and a number of comments were received at PIC #1 with the preferences for the project options as follows:

Option 1:	17
Four lane cross section with Bicycle Lanes	
Option 2:	60
Four lane cross section	
Option 3:	45
Three lane cross section with Bicycle Lanes	

Discussion of Alternatives

Option 1

Option 1 includes four vehicle lanes, bicycle lanes and sidewalks on both sides of Speedvale Avenue. Left turn lanes would be installed at Delhi St. and Metcalfe St. The bridge at the Speed River would be replaced with a four lane structure that includes bicycle lanes and wider sidewalks. The Guelph Hydro lines on both the north and south sides of the street would be relocated and remain above ground. The property impacts for this option were significant with a requirement of 5m on the north side of the road and 3m on the south side of the road. The property impacts would result in significant social impacts to existing residents and businesses. As well, this option represents the most expensive alternative. For these reasons, this option was not recommended.

STAFF REPORT

Option 2

Option 2 includes four vehicle lanes and sidewalks on both sides of Speedvale Avenue. No bicycle lanes would be installed. Left turn lanes would be installed at Delhi St. and Metcalfe St. The bridge at the Speed River would be replaced with a four lane structure that includes wider sidewalks. The Guelph Hydro lines on both the north and south sides of the street would be relocated and remain above ground. The property impacts for this option were significant with a requirement of 5m on the north side of the road and 3m on the south side of the road. The property requirements for this option are the same as option 1 due to the space required for the Hydro relocations. The property impacts for this option would result in significant social impacts to existing residents and businesses as well, this option is slightly less expensive than Option 1 due to the narrower road and bridge. For these reasons, this option was not recommended.

Option 3

Option 3 involves three vehicle lanes, bicycle lanes and sidewalks on both sides of Speedvale Avenue. The three vehicle lanes include one through lane in each direction and a continuous centre turn lane. The centre turn lane would become a left turn lane at Delhi St. and at Metcalfe St. The bridge at the Speed River would be replaced with a three lane structure that includes bicycle lanes and wider sidewalks. The Guelph Hydro lines on both the north and south sides of the street would not be relocated; however, Guelph Hydro may replace their plant. Hydro lines would remain above ground. The property impacts for this option were negligible. This option represents the least expensive alternative; however this option results in significant traffic impacts.

Based upon the three lane section, the maximum traffic volume on Speedvale Avenue occurs during the afternoon rush hour in the eastbound direction. The 2013 traffic volume was 1,059 vehicles per hour (vph) and the traffic model projects that the volume will grow to 1,292 vph by 2023. The maximum traffic volume for the westbound direction was in the morning rush hour and the 2013 traffic volume was 866 vehicles per hour (vph) and the traffic model projects that the volume will grow to 1,057 vph by 2023.

The estimated length of the traffic queue on Speedvale Avenue based upon the three lane section option was also analysed. In the eastbound direction on Speedvale Avenue, the traffic queue would extend from Delhi Street 330m toward Woolwich Street based upon 2013 traffic volumes. This would extend past the existing fire station at the corner of Riverview Drive and Speedvale Avenue. In 2023, the traffic queue would extend 630m which would be to the west side of the Woolwich Street/Speedvale Avenue intersection. Both the existing and future queue lengths would cause significant operational issues for Emergency Services in their ability to respond to emergencies east of the fire station. The future queue length would also cause operational problems at the intersection at Woolwich Street/Speedvale Avenue as the queue on Speedvale Avenue would extend past the intersection. Also, the proposed design would include the installation underground

STAFF REPORT



utilities to allow for the future traffic signals at Metcalfe Street. If traffic signals were installed at Metcalfe Street, there would be similar queuing (as compared with the queuing at Delhi Street) occurring at this location. Upon review, the three lane option was not recommended due to the anticipated traffic congestion and operational issues for Emergency Services.

Recommended Option

Based on feedback from the first PIC and the evaluation of options (refer to Attachment 1), the recommended option is a combination of Options 1 and 2. Option 1 is recommended from Woolwich Street to Riverview Drive and Option 2 is recommended from Riverview Drive to Manhattan Court. This approach includes four vehicle lanes and sidewalks on both sides of Speedvale Avenue. Bicycle lanes would be installed from Woolwich St. to Riverside Park only. Left turn lanes would be installed at Delhi St. and Metcalfe St. The bridge at the Speed River would be replaced with a four lane structure that includes bicycle lanes and wider sidewalks. The Guelph Hydro lines on both the north and south sides of the street would be relocated. Further, to minimize property requirements on the north side of Speedvale Avenue, the hydro lines on the north side would be placed underground. The property impacts for this option would require a 1m widening across the south side of the street and widening on the north side at Delhi St. to allow for the installation of left turn lanes.

While this approach is not consistent with the City's Cycling Master Plan and the Bike Policy (2009) since it does not include bicycle lanes between Riverview Drive and Manhattan Court, the bicycle route would be relocated from Speedvale Avenue between the TransCanada Trail on the west side of the Speed River and Stevenson Street to Earl Street and Emma Street. This would require the construction of a pedestrian bridge to connect the TransCanada Trail/Earl Street to Emma Street. The recommended option including this alternative bicycle route is shown on Attachment 2.

This recommended approach will reduce the impact on the socio-economic environment as compared with either options 1 or 2, and represents approximately a 10% reduction in cost compared with options 1 or 2. This approach also minimizes the property requirements and maintains the vehicle traffic flow. Bicycle traffic would have the option of riding on Speedvale Avenue with traffic or detouring onto Emma Street. For these reasons, this option is being recommended by City staff.

A second PIC was held on April 9, 2014 to present the recommended option.

STAFF REPORT



Construction Timing

It is anticipated that the negotiations for the required property will be completed by the spring of 2016. Non City utility relocations (Guelph Hydro, Bell and Rogers) will occur between the spring 2016 and spring 2017. Construction would be completed in two or three phases depending on the availability of funding with the first phase of construction anticipated to occur in 2017.

Staff will be holding a construction open house to advise the public of the detailed design prior to each phase of construction.

Bridge Underpass

During the second PIC consultation, there was significant discussion regarding the opportunity for trail access below the bridge. While the bridge reconstruction requires review through the Municipal Class Environmental Assessment (EA) since it is a water crossing, the trail underpass is not subject to the EA process and would be considered at the Detail Design stage following completion of the EA.

Further, the matter of a trail underpass at this location is subject to the following resolution passed by Council on February 23, 2015:

That the Trail Master Plan be reconsidered to include the underpass at the new Speedvale Avenue bridge over the Speed River be referred to the Public Services Committee for consideration.

CORPORATE STRATEGIC PLAN

3.1 Ensure a well-designed, safe, inclusive, appealing and sustainable City.

FINANCIAL IMPLICATIONS

Following the approval of the recommended design concept, the project budget will be reviewed and an estimated total project budget will be developed. Funding for the project will be from various accounts in the tax supported Capital Budget (road and stormwater) and non-tax supported Capital Budget (water and wastewater) including development charges funding (transmission watermain).

DEPARTMENTAL CONSULTATIONS

The three options and the recommended option for Speedvale Avenue have been circulated to various city departments for review and comment including Parks and Recreation, Operations, Emergency Services and Transit.

STAFF REPORT



COMMUNICATIONS

Notices for the Speedvale Avenue PIC #1 and #2 were published in the City Pages of the Guelph Tribune, advertised on signs along Speedvale Avenue and notices were delivered to residents and property owners along Speedvale Avenue. The information presented at each PIC was also available on the City web page.

ATTACHMENTS

- Attachment 1 - Evaluation of Alternatives
- Attachment 2 - Speedvale Avenue Reconstruction – Recommended Option

Report Author

Andrew Janes, P.Eng.
Project Engineer Supervisor

Approved By

Kealy Dedman, P.Eng.
General Manager/City Engineer
Engineering and Capital
Infrastructure Services
519-822-1260 ext. 2248
kealy.dedman@guelph.ca

Reviewed by

Don Kudo, P.Eng.
Deputy City Engineer

Recommended By

Al Horsman
Deputy CEO
Infrastructure, Development and
Enterprise
519-822-1260, ext. 5606
al.horsman@guelph.ca

Attachment 1 - Speedvale Avenue East Reconstruction – Option Evaluation Summary

City of Guelph: Speedvale Avenue – Manhattan Court to Woolwich Street

Evaluation Matrix for Right of Way Alternatives

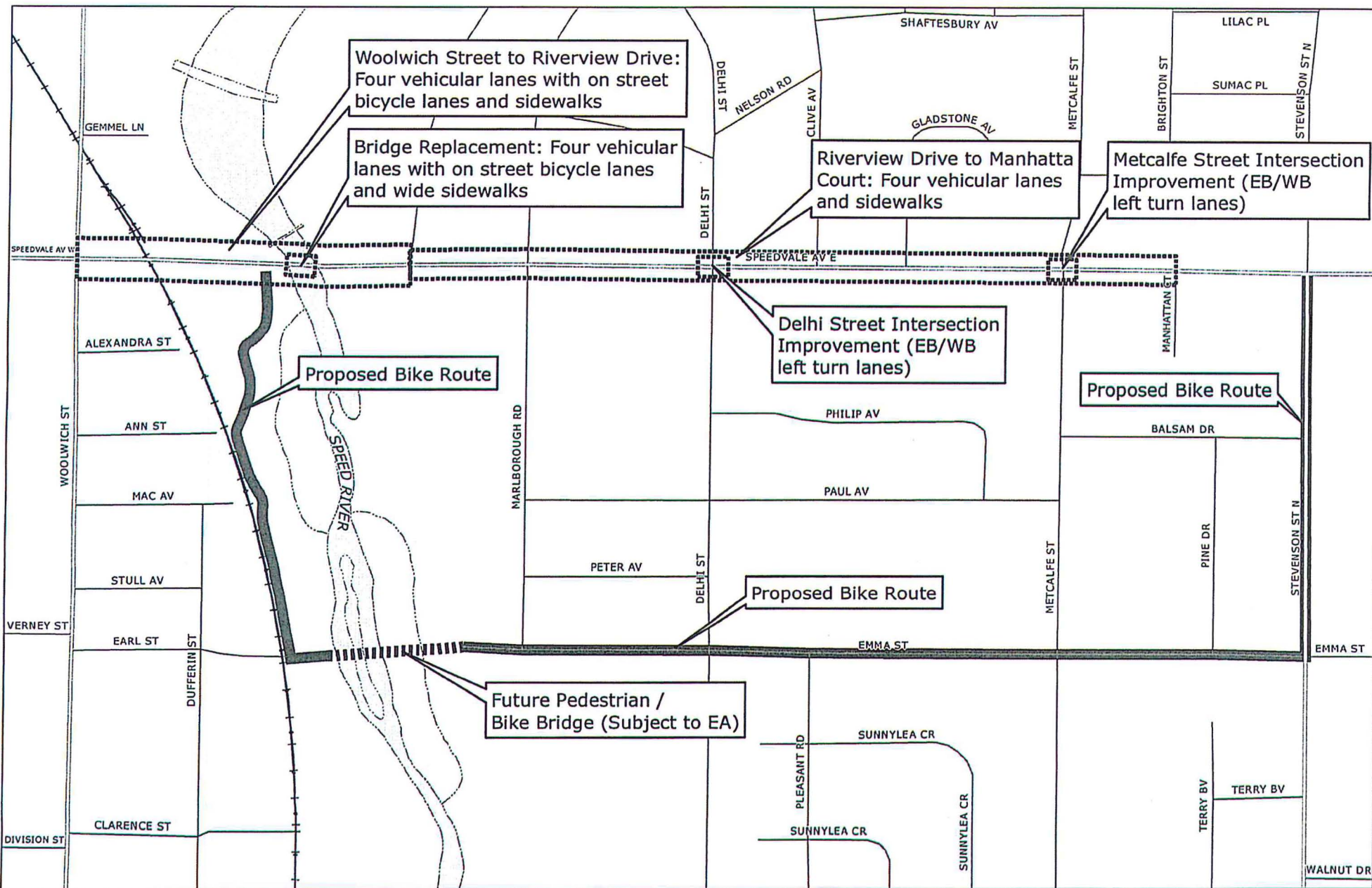
Category	Criteria	Option 1 – Four lane cross section with Bicycle Lanes	Option 2 – Four lane cross section	Option 3 – Three lane cross section with Bicycle Lanes	Recommended Option – Four lane cross section with partial Bicycle Lanes
Natural Environment	Terrestrial Features	Includes the widest asphalt surface and largest impacts to private property.	Includes 4 lanes of asphalt surface and largest impacts to private property.	Includes 3 lanes of asphalt surface and maintains the road at the current width. This will have the least impacts on private property.	Includes 4 lanes of asphalt surface and impacts to private property will be greater than Option 3 but less than Options 1 & 2..
Socio-Economic Environment	Noise	All Options will have similar noise impacts	All Options will have similar noise impacts	All Options will have similar noise impacts	All Options will have similar noise impacts
	Accessibility to Properties	Property will be accessed off a 4 lane arterial road. There will be difficulties during entry and egress of driveways.	Property will be accessed off a 4 lane arterial road. There will be difficulties during entry and egress of driveways	Property will be accessed off a 3 lane arterial road. There will be difficulties during entry and egress of driveways. Traffic queuing may cause additional difficulties.	Property will be accessed off a 4 lane arterial road. There will be difficulties during entry and egress of driveways
	Capital and Operating Costs	Capital Construction costs are similar for all options. Higher utility relocation costs and highest property acquisition costs.	Capital Construction costs are similar for all options. Higher utility relocation costs and highest property acquisition costs	Capital Construction costs are similar for all options. Lowest utility relocation costs and lowest property acquisition costs	Capital Construction costs are similar for all options. Highest utility relocation cost and higher than Option 3 property acquisition costs
	Construction Disruptions	Road construction will be similar to all options. Will also include relocation of private utilities.	Road construction will be similar to all options. Will also include relocation of private utilities.	This Option includes a minimal amount of private utility relocations. Road construction will be similar to all options.	Road construction will be similar to all options. Will also include relocation of private utilities.
Engineering Factors	Safety	Provides sufficient lanes for the vehicles and bicycles.	Provides sufficient lanes for the vehicles. Bicycle traffic rerouted to Emma St.	Provides sufficient lanes for the bicycles. Queuing in the vehicle lanes will cause operational difficulties for Emergency	Provides sufficient lanes for the vehicles. Bicycle traffic rerouted to Emma St..

Attachment 1 - Speedvale Avenue East Reconstruction – Option Evaluation Summary

City of Guelph: Speedvale Avenue – Manhattan Court to Woolwich Street

Evaluation Matrix for Right of Way Alternatives

		Services.			
	Constructability	Requires private utility relocations to be complete prior to phased road construction	Requires private utility relocations to be complete prior to phased road construction	Road construction to be completed in phases.	Requires private utility relocations to be complete prior to phased road construction
	Traffic Management	Provides sufficient capacity for current and future vehicle and cycling traffic	Provides sufficient capacity for current and future vehicle traffic. Bicycle traffic diverted to Emma Street	Provides sufficient capacity for bicycle traffic. Projections for current and future queue lengths along Speedvale at Delhi are excessive and will cause operational issues for Emergency Services	Provides sufficient capacity for current and future vehicle traffic. Bicycle traffic diverted to Emma Street
	Utility Conflicts	Private utilities will require relocation, Hydro to remain overhead on both sides of the street	Private utilities will require relocation, Hydro to remain overhead on both sides of the street	Minimal private utility relocation.	Private utilities will require relocation, Hydro to remain overhead on south side of the street and underground on the north side of the street
	Active Transportation (Cycling)	On street bike lanes are provided	No bike lanes	On street bike lanes are provided	Bike lanes from Woolwich to Riverside Park, no bike lanes from Riverside Park to Stevenson
Other	Compatibility with City Plans and Policies	Complies with existing City Plans and Policies	Does not comply with the Cycling Master Plan or Bike Policy, exemption would be required	Does not meet needs of the arterial road network	Does not comply with the Cycling Master Plan or Bike Policy, exemption would be required
Financial	Estimated Cost	\$14,350,000.00	\$14,200,000.00	\$9,150,000.00	\$12,700,000.00



Attachment 2 Speedvale Avenue Reconstruction Recommended Option

June 17, 2015

Additional information requested for June 2, 2015 IDE Committee Report: Speedvale Avenue East from Manhattan Court to Woolwich Street – Road Design

In response to discussion at the June 2, 2015 IDE Committee meeting, the following information is provided:

1) The cost and logistics of doing a pilot road diet (ie. Re-paint, re-sign, etc. the existing road with 3 lanes and bike lanes) for a few months

- Estimated cost would be \$50,000.00
- Estimated time to implement revised temporary lane markings is three to five working days
- Anticipated work required would include installation of advance signage and signs in pilot area, removal of existing lane markings, new temporary lane markings including bicycle symbols, modifications to traffic signals
- Extensive communications program to advise travelling public of pilot project changes and opportunity to provide feedback on pilot project
- Monitoring, analysis and reporting back to committee and council on pilot road diet traffic operations (eg. public feedback, congestion, travel times, etc.)
- If pilot is not deemed successful, removal and remarking of pavement to current four lane cross section until reconstruction of roadway occurs

2) Information regarding the transit priority study and how it fits with the various options including the volume decrease (modal shift to transit) needed to bring volumes to an acceptable level for a three lane cross section

- Staff reviewed 2031 traffic scenarios with the assumption of a mature transit mode share that was developed for the "Transit Growth Strategy and Plan Study" and the following are the findings:
 - The mature transit mode share can only be achieved by a very successful public transit system with a 15% overall internal mode share and 12 % external mode share
 - The existing peak hour traffic volumes are found to be up to 1,200 vehicles per hour in the peak direction. The industry standard for one lane traffic capacity for arterial roads such as Speedvale Avenue is 900 vehicles per hour. This is equivalent to 15 vehicles per minute

- By 2031 under the four lane cross-section scenario, the peak hour peak directional traffic volumes will continue to grow up to 1,240 vehicles per hour
- By 2031 under the three lane cross-section scenario, some traffic will use alternative routes but the peak hour peak directional traffic volumes on Speedvale Avenue will be up to 1,010 which is over the one lane traffic capacity
- In summary, the existing and future traffic volumes on Speedvale Avenue warrant a four lane cross-section. Additional comments on transit impacts are as follows:
 - It is expected that improvements in transit operations along this corridor in the long term may induce a modal shift, however it is not anticipated to be sufficient to meet the traffic volume decrease required to support a three lane cross section option
 - In order to achieve the modal shift required, a community environment/framework where the use of single passenger vehicles becomes an undesirable option would need to be created

3) Cost estimates and impacts for modified Option 1 with buried hydro on both sides and also decrease lane width.

- Estimated cost: \$15,844,000.00
 - This is a net increase of approximately \$1.5M over the original Option 1 primarily due to the burying hydro partially and offset by lessened costs for the reduced lane width
- Underground hydro estimated cost: \$2,775,000.00
 - Underground hydro costs are significantly higher for this option since, in addition to hydro being relocated underground on both sides of Speedvale, the local hydro distribution to each property will also need to be relocated underground
- Property acquisition estimated cost: \$3,404,000.00
 - Property Requirement North Side: 1 to 5 metres plus transformer pad locations
 - Number of Properties Affected North Side: 16
 - Property Requirement South Side: 1 to 3 metres plus transformer pad locations
 - Number of Properties affected South Side: 24
 - Transformer pad locations will need to be included in the design for underground hydro which will result in property impacts and will be determined at detailed design stage.
- Attached are preliminary estimate and property impact summary tables

Speedvale Avenue Preliminary Estimate

17-Jun-15

	Option 1	Option 2	Option 3	Recommended	June 2 IDE Committee Option Review Request (Option 1 with underground hydro and minimum lane widths)
ROAD RECONSTRUCTION					
SUB-TOTAL ROAD CONSTRUCTION	\$4,083,000	\$3,956,000	\$3,831,000	\$4,019,000	\$4,083,000
SPEEDVALE BRIDGE	\$2,350,000.00	\$2,350,000.00	\$2,350,000.00	\$2,350,000.00	\$2,350,000.00
PEDESTRIAN BRIDGE AT EMMA/EARL	\$1,130,000.00	\$1,130,000.00	\$1,130,000.00	\$1,130,000.00	\$1,130,000.00
SUB - TOTAL CONSTRUCTION	\$7,563,000.00	\$7,436,000.00	\$7,311,000.00	\$7,499,000.00	\$7,563,000.00
PROPERTY ACQUISITION	\$4,538,000.00	\$4,538,000.00	\$0.00	\$2,269,000.00	\$3,404,000.00
HYDRO RELOCATION	\$250,000.00	\$250,000.00	\$0.00	\$925,000.00	\$2,775,000.00
STREET LIGHTING	\$100,000.00	\$100,000.00	\$0.00	\$125,000.00	\$250,000.00
ENGINEERING	\$1,135,000.00	\$1,116,000.00	\$1,097,000.00	\$1,125,000.00	\$1,135,000.00
CONTINGENCY	\$757,000.00	\$744,000.00	\$731,000.00	\$750,000.00	\$757,000.00
TOTAL	\$14,343,000.00	\$14,184,000.00	\$9,139,000.00	\$12,693,000.00	\$15,884,000.00

See details and descriptions on next page

Option 1 included 3m of property across the south side of Speedvale and 5m across the north side of Speedvale. The hydro would be above ground in both cases. Bike lanes would be included and left turn lanes added at Delhi and Metcalfe. Traffic signals would be replaced at Delhi, Metcalfe would not receive traffic signals. 1.5m Sidewalks would be replaced on both sides of Speedvale. Traffic lanes would be 3.35m wide.

Option 2 included 3m of property across the south side of Speedvale and 5m across the north side of Speedvale. The hydro would be above ground in both cases. Bike lanes would not be included in this option. Left turn lanes would be added at Delhi and Metcalfe. Traffic signals would be replaced at Delhi, Metcalfe would not receive traffic signals. 1.5m Sidewalks would be replaced on both sides of Speedvale. Traffic lanes would be 3.35m wide.

Option 3 was the 3 lane option and it would not require any property as the road would fit within the existing curb alignment. This option would include bike lanes. Sidewalk would be replaced on both sides of Speedvale. Traffic lanes would be 3.35m wide. Hydro would not need to be replaced or relocated.

Recommended Option was the combination of 1 & 2 that was used to generate the real estate cost estimate for land + expropriation value. It included 1m of property across the south side of Speedvale and a widening at Delhi on the north side to allow the installation of left turn lanes. require any property as the road would fit within the existing curb alignment. Bike lanes would be added from Woolwich to Riverside Park. No bike lanes east of Riverside Park. Sidewalks would be added on both sides of the street. Traffic lanes would be 3.35m wide. Hydro would be overhead on the south side and underground on the north side.

The June 2 IDE Committee Option Review Request (Option 1 with underground hydro and minimum lane widths) includes underground hydro on both sides of Speedvale. Underground hydro costs are higher for this option since in addition to hydro being relocated underground on both sides of Speedvale, the local hydro distribution to each property will also need to be relocated underground. Transformer pad locations will also need to be included in the design for underground hydro which will result in property impacts to be determined at detailed design stage. The property cost was estimated based on Option 1 and the Recommended Option costs.

Speedvale Avenue East Reconstruction – Property Impact Summary

City of Guelph: Speedvale Avenue – Manhattan Court to Woolwich Street

Option Description and Property Impacts	Option 1 – Four lane cross section with Bicycle Lanes	Option 2 – Four lane cross section	Option 3 – Three lane cross section with Bicycle Lanes	Recommended Option – Four lane cross section with partial Bicycle Lanes	Option to be reviewed following June 2 IDE Committee – Option 1 with underground hydro and minimum lane widths
	Highest property acquisition costs.	Highest property acquisition costs	lowest property acquisition costs	Higher than Option 3 property acquisition costs	Higher than Option 3 property acquisition costs
Property Requirement North Side	5 metres	5 metres	0	1.5 to 5 metres	1 to 5 metres plus transformer pad locations
Number of Properties Affected North Side	16	16	0	4 located at Delhi intersection	16
Property Requirement South Side	3 metres	3 metres	0	3 metres	1 to 3 metres plus transformer pad locations
Number of Properties affected South Side	24	24	0	23	24

- Property impacts are based on preliminary design and estimates

I completely disagree with Speedvale turning into a 3 lane road. I take Speedvale or Eramosa to get to everything on the west of Guelph including Silvercreek shopping, Imperial Rd Zehrs, Costco, West end Rec Center, and parks/playgrounds, as well as every trip to Cambridge, Kitchener or requiring the 401 West. Taking Eramosa requires adding to the downtown traffic congestion and sitting at the unsynched Paisley lights (Baker St & Woolwich) so it basically isn't an option at a lot of times of the day.

Speedvale is often congested and has needed wider lanes for a long time.

That road needs more room for cars not less.

3 lane roads on turn heavy roads are just a nightmare. A center turning lane is a great option on roads that have a lot of space between roads and plazas to turn into. On busy roads? Not so much. I've been almost hit multiple times by people going into the center turning lane way too early and cutting me off from making my turn or blocking/stopping my entry into it with only a car length away from my turn so I am STILL holding up the traffic behind me in the ONE moving lane. There will be SO many accidents if 3 lanes is what happens on Speedvale.

And not to take ANY kind of accident lightly but cars colliding in a center lane is way worse than any cyclist-on-the-sidewalk accident would be. I've done a lot of biking in this city (lived here 33 years) and when traffic was too busy for me to feel safe on the road hopping up on the sidewalk until the next bike lane is not a big deal. Having as many bike lanes as possible is fantastic, but not at the cost of increased motor vehicle accidents and artery clogging a main very much needed road. Even when its somewhat slower... What's going to happen when drivers want to pass the elderly couple thats leasurely doing 38km/h ALL the way day the road. They're going to road rage and try passing and risk hitting someone else. I also envision sitting completely stuck in the center lane when its busy waiting to turn left with no end in sight to the line of cars driving past that are not letting me through even if they're crawling. Cuz let's face it. There are definitely a lot of kind, considerate drivers in Guelph, but also a large percentage of inconsiderate, careless drivers and impatient, road rage drivers we need space from.

Please repave Speedvale Ave with 4 lanes.

Thank you.

Amanda vandePol

As posted on Facebook, regarding the proposed lane reduction on Speedvale Avenue:

I would vote no to 3 lanes; keep it the way it is. I live near and drive Speedvale frequently; it is a very busy main artery already, with especially heavy traffic congestion at the intersection of Speedvale and Woolwich. Cars idling in traffic due to lane reductions is hardly green. It can be frustrating enough trying to get through Guelph, with the myriad of traffic lights on some main arteries (from Woolwich up through the U of G is bad enough. If one doesn't get the lights timed in one's favour, the motorist is stopped at a red light almost every block.) Why slow down the traffic further?

Sharon Klimkosz

Hello,

I wanted to voice my disagreement with the proposed idea to convert speedvale down to 2 lanes. I think this is crazy. I love riding my bike and see no reason why I can't use smaller residential streets instead of pushing cars onto those streets during congestion periods. We have enough of a traffic issue in guelph as it is, aas one who loves guelph (despite its driving shortcomings) I hope that we refuse to go ahead with this particular one.

Thanks for your time.

Nicholas Kelly

To Whom it May Concern:

Have you tried to drive down speedvale ave around 8-9 and at 5? Traffic is absolutely ridiculous. It's busy in each direction. To change the road to one lane in both directions from woolwich to Stevenson will just make congestion worse. I urge the counsellors to look at alternatives for this road.

Sincerely,

Amanda Jennings

My name is Judy Noonan, I am for the bike lanes to stay in and having the road wider.. could we cut out the grass space between the sidewalk and road not as wide? Thank you for giving us an opportunity as a community to say our thoughts!

Judy

I just want to write in regarding the road changes to Speedvale. I drive this section of road every day and to change it to two lanes with a turning lane is a terrible idea. There is far too much traffic and congestion through this area to reduce the number of lanes and therefore reduce traffic flow. I am strongly opposed to this idea and I hope that this issue gets some further discussion and consideration.

Carrie Good

To the attention of Guelph's Mayor, Council and City Staff:

The issue of road work on Speedvale Avenue has obviously been a hot topic. It's a major arterial roadway in Guelph. Having lived in Guelph for the better part of 40 years, I can't recall a time when traffic wasn't an issue.

The fact that some councilors are touting the 3-lane option as environmentally friendly is laughable. How are cars stuck idling in traffic good for the environment? I also think it's insulting to city staff that they came to council with a resounding "NO" when asked about the 3-lane option, and some council members choose to ignore staff findings in favour of their own agenda. There are places where 3 lanes with bike lanes can work. Speedvale is definitely not one of them.

As for cyclists, I've seen a lot of positive feedback on the pedestrian bridge option to bypass a section of Speedvale. If it can't happen right away, so be it, but isn't the whole point of this exercise to look at what is going to serve the community long term, not placate a number of small, very vocal groups in the moment?

Wanting to encourage cycling in our City is a noble cause. Doing so while neglecting the facts is irresponsible. It is a fact that Speedvale is a heavily traveled road. It is a fact that during "rush hour" it's already slow-moving. I can imagine the traffic nightmare lane reductions will cause, and that's just based on what I see. If city staff have done the research and are saying this is a bad idea, it's time to move on. Adding bike lanes only to cause traffic jams that result in more cars idling thus *increasing* vehicle emissions hardly seems the environmentally friendly thing to do.

Guelph can do better.

Jennifer Berry

Please don't reduce lanes! Westbound Speedvale was a mess when they just recently resurfaced from Woolwich to Edinburgh. I drove through downtown just to avoid that.....

Sincerely,

Mark Lodder

I do enjoy my bicycle I'm 60 years old but I don't ride on Speedvale Ave if I don't have to. When I head downtown I ride through my residential neighbourhood to the Firehall cross at the lights and take the trail downtown or to Hasting Stadium. Even though there is a bike lane down Woolwich it is redundant because of the great trail. why do we need bikes on busy streets? Why not promote neighbourhood routes? Less costly than maintaining busy city streets for bicycles.

Keith McLaren

With the increase in congestion how will anyone who lives on Riverview, Marlborough, Clive, Gladstone, Metcalfe and Manhattan be able to get on to Speedvale? It's bad enough trying to make a left turn onto most of these streets heading eastbound. The solution will be to turn at Delhi and Stephenson at the lights forcing an increased amount of traffic needlessly through a residential neighbourhood. Please rethink this stupid plan

Keith McLaren

Hello

I'M VOTING NO TO SPEEDVALE AVE BECOMING 1 LANE #GUELPH

I don't know if this is all you need from me.

But myself and my spouse are voting no to speedvale becoming 1 lane!!

Thanks Deanna Dingman and Adam Murray

There should be an X number of main artery roads which should be off limits to diets. Speedvale is most definitely one of them. Any traffic backup in a reduced lane environment, beyond just aggravated drivers, drivers taking shortcuts on residential streets, more pollution to idling, will cause havoc in this location with the Fire Station and Ambulance needing access to this very stretch. A traffic jam preventing EMS services will increase the risk of death to whoever is in dire need of these services.

Stuart Burke

Car breakdowns, tow trucks, buses, garbage trucks, ambulances, fire trucks, police. They all need space with the traffic Speedvale sees everyday. Choking Speedvale down to 3 lanes to accommodate a line of paint for bicycle lanes no one will use because of the traffic doesn't benefit anyone. Silvercreek and Woodlawn's 3 lane diets are living proof that a road diet in the wrong location causes nothing but more problems.

Stuart Burke

Please do not make an already busy and chaotic road single lanes. Please expand the lanes to give room for cyclists. The lanes are especially narrow making it extremely dangerous for cyclists.

Ashley Dyer

I've lived in Guelph my entire life. I've watched this city grow and been a licensed driver on its roads since the age of 16 in 1992. I will never understand why this city has felt the need to continuously remove traffic lanes from a growing city. When Edinburgh was reduced to 2 lanes with a center turning lane from 4 lanes between London and Willow it showed the stupidity of the people behind these decisions. (There is nowhere between London and Willow road to turn left when traveling North!) Please stop removing lanes from our roads, we deserve to move throughout the city in a timely manner.

Sincerely,
Jeff Groves.

I'm A Concerned Citizen Of Guelph & I'm an Old Resident who lived at the Low Income Complex On Speedvale Ave for 4 year's before I moved away & Now I have recently moved back to this area in Guelph again just off Silvercreek as of March 15 2015 I walk, Bike & Take City Transportation I am in this area almost every week for Appointment's & tests & other stuff as I do have friend's & family that also live in this same area I see daily. Please reconsider this area cause this is only going to cause more problems for the Fire Hall & The Ambulances which already experience may issues along with city transit! I'm Sorry I Have to agree with Cam Guthrie On this To take Speedvale Ave from Stevenson St to Woolwich St down to a one lane is Stupid Especially with Delhi Street right there all The Ambulances have had many head on collision's trying to make that left turn to getting people to the Hospital going to one lane only will over congest that Extremely high volume traffic & let's not forget we have the churches many home so that stretch as well as we have a Fire Hall The Speed River That Joins Riverside Park to this area which again has a high volume of traffic. P.S. Let's not forget there is also a main CITY BUS ROUTE THERE AS WELL This Is Just More Accident's Waiting to happen. We Need Bike Lane's on both sides up & down We need Sidewalks on both sides up & down, We need Turn Lanes at Delhi & At Woolwich Streets as well as we need Two lanes of Traffic to continue the flow of traffic through this area as it's a Highly traveled area!!! I lived in that Area for 4 year's before I moved away& got married seen kid's get hit by car's I have seen people on Bikes get hit including my own family member's on this stretch. Like I said it's HIGH TRAFFIC VOLUME we have Riverside Park that you can get to through a trail & through a side street you have railroad track's that trains run through daily on you have the Fire Hall you have a Daycare & Some Churches you also have DELHI STREET WHICH HAS THE HOSPITAL ALL KINDS OF MEDICAL DR'S BUILDING'S THE GUELPH HOME WOOD IS ALSO ON THAT STREET & AGAIN A MAIN CITY BUSES RUN UP & DOWN THROUGH THERE DAILY, As well as a Low income Apartment like Townhouse setting way back in off the road which has two driveways as there are Two set unit's that have multiple Apartment's in it then you have more Apartments further down & a 7-11 Store at the corner of Speedvale & Stevenson Street's! Also again I make Mention we have a regular CITY BUS SERVICE THAT RUNS THROUGH HERE DAILY AS WELL!!! THIS STREET ALREADY HAS MANY PROBLEM'S AS IT IS IT'S TIME TO FIX THE PROBLEM'S IN THAT AREA P.S. LET'S NOT FORGET THERE ARE MANY HOMES IN THIS AREA AS WELL & BUSINESSES.

Thank You & Sincerely; A Very Concerned Citizen & Resident Of Guelph P.S. I was Born At the Guelph General Hospital & Raised in the Guelph Area. May God Bless You All As You Try To Resolve This Problem There's Only one real & true solution to this problem Praying for you all to come to a proper "SMART DECISION" As you all Keep our First Responders & Fire, Police & Ambulance In Mind!

BlueEyes (Bridget Crispin/Bishop.

No. No. No. To reduced lanes on Speedvale. That is ridiculous. Let's consider the majority for a change

Marino Gazzola

To whom it may concern; “everyone”;

I am not in favor of Lane reductions in our beautiful city of Guelph at all. I vote No, No, No, to this idea as it will and has already created a Big Mess and will only cause further problems.

I live on Speedvale Ave. east and it is difficult enough trying to get out of my driveway now so I can anticipate it will get much worse with Traffic being backed up for who knows how long.

It is a ludicrous idea to begin with and as Tax Payers we have a perfect right to have a vote as to what is taking place with our Money.

Did anyone ever stop to consider how difficult it is going to be for Ambulances, Fire trucks and Police Cruisers to navigate through Traffic and how dangerous it will be not only for them but the people they are trying to help.

How about people going to and from their work place every day, if you think we have problems with Road Rage now just wait and see how bad it will really get.

Woodlawn Road is a fine example right now as no one knows where to go or how to get there. It is a Mess.

It is time to reconsider this costly idea and Listen to the citizens of Guelph.

Regards,

Millie Timbers

Hello City of Guelph,

I use the section on speedvale that is being discussed for lane reduction every Monday-Friday at around 8:25-8:40. Reducing this stretch of road would cause huge traffic related issues. Dedicated bike lanes on arterial/high traffic streets are not only dangerous for cyclists, but dangerous for motorists. Don't even get me started about the e-bikes....I give full credit to those brave enough to go on main streets, but you would never catch me there...Reducing Speedvale to 1 lane is a terrible idea and is a threat to public safety.

Regards,

Matthew Dobson

Hello,

I would like to share my opinion on the article written by Mayor Guthrie found here:

<http://mayorguthrie.com/2015/06/29/im-voting-no-to-speedvale-ave-becoming-1-lane-guelph/>

PLEASE do NOT shrink the current slim traffic lanes from 4 to 2 lanes. Yes the lanes are small, and we are in need of a change, but the change for the better would be to widen the current four lanes, not reduce them to one lane going in either direction with a dedicated turning lane.

If you plan on making a change for the better, consider taking away from the oversized grass areas between the roads and the sidewalk (especially on the North side) and widen our lanes, put in a bicycle lane, or don't, but whatever you do, I know that 90% of motorists would agree, taking away from the current 4 lanes will ruin lives, create some serious traffic back ups in high traffic times, so if anything, more lanes!

Sincerely a Guelphite going on 32 years,

--

Jordi von Fielitz

To whom it may concern,

I am writing to say that I support a four lane road on Speedvale at whatever cost to the cyclists in the city that this entails. There is currently no way to cycle safely on the road in its' current form so cyclists' should have already adapted their travelling patterns. Traffic flow on Speedvale is already poor with 4 lanes during certain times of the day, dropping it to two would be absurd...

Yours truly,

Pam Shelton

To whom it may concern,

The reduction of the Speedvale east lanes down to one in each direction is a terrible and dangerous idea. The construction and the delays that it caused that just finished on Speedvale west of Woolwich should be a very obvious sign of why the reduction will not work. The backup east of Woolwich every day caused by the reduction to one lane was enough to back up traffic all the way to Delhi at times, making it next to impossible to turn left onto Woolwich anywhere near there. The backup extends on to side streets, and causes drivers to whip down smaller residential streets to try and avoid the back up. Emergency responders trying to get out of the area were slowed down considerably. Reducing to one lane did not reduce the amount of traffic trying to take one of the only straight through east-west roads in Guelph, and adding bike lanes will not do so either. Unfortunately many people are not realistically able to bike to work. As long as only a tiny fraction of the traffic on the road is bicycles, constricting the road traffic in order to better accommodate a small few is a terrible waste of resources and an exercise in futility. Through traffic in Guelph is already a nightmare, don't make it any worse in a pitiful attempt to seem "ecologically friendly" with bike lanes.

Paul Taylor

Sent from my iPhone

Speedvale ave proposed to have 2 lane with centre turning lane and bike lanes

We have seen many streets turned into a fiasco and now city hall thinks this is a course of action for Speedvale Ave. This street is one of the most heavily used streets in our city, maybe some city hall workers have never been on this road during lunch hours or after 3pm, think about trying it there is no need for bike lanes for the 1% of bikers in Guelph and plus they are used for approx. 6 months of year Please stop your making our streets backed up traffic jams. This issue has a sore spot for many Guelphites listen to the people whom pay your salary.

Anne Bennett

I'm voting NO to the one lane on Speedvale.

Tracy Dunk

I live near speedvale and woolwich if you make it two lanes you will have major congestion. When they repaved a few weeks ago the traffic was ridiculous because of it having to go down to two lanes well under construction it will be a big mistake if you choose to do so and a lot of cyclists don't even bother obeying the rules of the road anyways they see a red light they hop on the side walk so they can go right threw. It will cause to many traffic problems. Thanks Patricia Ennis
Ps I am not against cycling I bike myself and it's unfortunate people don't follow the rules

Patricia Ennis

Sent from my iPhone

An issue of proposed work to Speedvale changing into a single lane caught my attention today. I was advised to send my concerns to this email.

Speedvale is easily the tightest double lane road I've ever been on but I'll happily take what we've got rather than a single lane. If anything happens to Speedvale in that regard I hope it would include double lanes AND bike lanes. I live on Metcalfe and love bike riding with my kids. I would love to see bike lanes on Speedvale but not at the loss of our double lanes.

Thank you.

Matt Tacoma

I am very displeased with the new lane reduction on Woodlawn and I would say I started feeling enraged when I heard Speedvale is next on the list.

I am sure pros and cons have been considered and I am sure there are good points in both columns but I find myself frustrated quite frequently as I try to get around the city.

Construction aside, I find there is no great way to get across town. Woodlawn, Speedvale, Victoria, the Halon and Edinburgh used to be the best way.

Woodlawn now has the walmart, Home Depot section which constant delays and now a lane reduction.

Edinburgh had a lane reduction which has reduced its efficiency to get across town.

The halon has more traffic than ever and I seem to catch every light every time I use it.

And now I hear you're looking at lane reductions on Speedvale. I just don't get it. I question if the people making these decisions drive around town at all.

In my opinion we need to have good flowing traffic. Reductions do not help when the volume is as high as our roads are experiencing. I think lane reductions work well for calming traffic but that is not what we need here. If we want to grow as a city we need to make it easier for people to get around.

Please consider my plea to abandon any more lane reductions on our major roads!!

Very frustrated,
Scott Smith

My husband and I are in favor of 4 vehicle lanes for traffic. Adding bike lanes would be nice. We strongly believe 2 lanes with a turn lane would be a HUGE mistake.

Desiree and Richard Kendrick.

My Name is Mark McDowall,

I felt compelled to reach out and provide some input from a resident who lives on Stevenson St North, a street that was converted from 4 lanes to 3 lanes to accommodate bike lanes....

In theory I get what the intent was....but the reality is much different after a couple years with the change

For the most partit has been a negative transition other than the 2 or three users we see occasionally using over the course of a month

- The bike lanes are unnecessary in the winter months
- where the street converts from 4 lane to 3 lane becomes confusion thus a traffic hazard
- Residents living along the street have difficulty negotiating and entering the traffic especially when you need to cross over the traffic lane nearest to you house. Speedvale will be twice as bad as it is used more than Stevenson
- Neither the city or the bike enthusiasts are really taking stock of the current situationthat my estimation as I am walking on the street multiple times every day**is NO one really uses the bike lanes , in favour of the side walk. regardless of their age!**
- I do remember an article in the Tribune some time ago stating pedestrians could be given a ticket for walking in a bike lane.....Never see anyone giving he same for cyclists riding illegally on sidewalks....
- If police are not actively telling people to use the lanes....old habits will never die and I will continue to worry my kids will be hurt by bicycles being on the sidewalks..when they should be on the bike lanes

To purposely redo Speedvale to create the propensity for traffic issuesseems a bit silly unless cyclists and I am talking lots of cyclists use them.....Unless there is a plan to train and police these lanes initially after they are implemented to get cyclists conditioned

Part of the problem is many cyclists are uncomfortable in any sort of bike lane on a busy street, and in my estimation will not use the ones on Speedvale because of that.....

Creating bike lanes in the hope they may be used is quite silly.

--

Sincerely

Mark McDowall

We have exactly no major roads from east to west that don't have a choking point. Who the heck thought of these idiotic road plans?

Coming from a city like Vancouver where poor planning like this in the 70s and 80s has caused catastrophic grid lock. It's very frustrating to see the beginnings of something I moved across the country to get away from!

You can make as many bike lanes as you want but people don't use them enough to warrant paying for them.

Christopher Dawson

July 1, 2015.

Dear Sir,

This email is being sent to confirm our very strong opposition to the proposed reduction of Speedvale Avenue traffic lanes from 4 down to 2 lanes with a centre turn lane.

We travel Speedvale every day and have done so for 35 years. It is obvious to anybody that volumes are increasing as time passes and to think that reducing the lanes will magically cause people to ride bicycles is fantasy at best. Back ups already exist in the proposed area and that is with the existing 4 lanes.

One needs to witness the debacle of Woodlawn Road and its recent reduction of lanes to have an idea of what awaits us on Speedvale. On Friday, June 26th a woman arrived late to our office. She was absolutely furious because it took her 4 lights on Woodlawn to get past Inverness and Victoria to make a right hand turn onto Victoria. You don't want to know how she described the City. She is not alone, believe us.

Our priority as a city should be to move traffic, not to make it difficult. If we ever need emergency ambulance care, I want it to be able to reach us "ASAP". The centre lane may not always be open for emergent care.

Please do whatever you can to inform/educate Council to the benefits of voting for the City Staff recommendation of 4 lanes and no bike paths in this area.

Thank you for your consideration,

Frank and Karen Guthrie

I am against it being reduced to three lanes for a few cyclists, when the majority are cars. Why, because of the volume of back up this would cause, and I figure it would go past Delhi Street (have fun ambulances getting to the hospital), and have fun Fire Trucks getting out of the station.

I am so angry as to what just transpired on Woodlawn Road where I am now affected.

Here is a fact for council: Has anyone ever counted how many cyclists use Woodlawn other than to cross over it to the trails? Hummm.....maybe one or two a week might traverse down Woodlawn Road from Victoria towards Woolwich. Not many ride bikes to work unless the work places have showers, otherwise they would be all sweaty and smelly and the workplace would object.

Fact: Woodlawn Road is a truck route for a few different trucking companies. If council was thinking they should have thought of a right turn on Inverness, cos this now holds up traffic with all the right turns (which are more often than left turns and now there is a turning lane for few lefts). Transport trucks being forced to slow down more often now because of lane reduction take a long time to get going again. And if someone is crossing Inverness this also holds up traffic yet again for the people turning right.

Also, as you proceed to Victoria, most of the cars turn RIGHT and that lane has been REDUCED - whose brain wave was that one????? Only a few go straight through with the now NICE WIDE LANE!!! I guess the majority who voted on this do not drive on Woodlawn Road!

Guelph is growing (unfortunately) and I don't want it to become like Mississauga - wall to wall cars.

I strongly suggest that all the councillors get on Speedvale Avenue from 4 to 5 and likewise on the newly renovated Woodlawn Road and see how much fun it is now. Also please take note of how many people are cycling on the road - and I will guess PROBABLY NONE.

One angry tax payer!

Linda

I am opposed to the 1 LANE plan for Speedvale Ave e. between Stevenson & Woolwich.
I live on Speedvale between Stevenson & Waverley. This area can be very busy but will be worse @ the other end if the plan of 1Lane is approved.

Sheila Stevenson

I'm writing to express my concern over the proposed lane reduction on Speedvale ave. I hope the city will reconsider. Traffic is bad enough in this city at rush hour as it is.

Do I even need to say this? We live in Canada!!! The weather is only decent enough to ride your bike for a few months a year and the city is proposing changing the roads to accommodate a small percentage of the population for a fraction of the year? What business would ever make this type of decision?

Your policy of adding bike lanes when the infrastructure needs repairing has to go.

"Gee...I'd like to spend more time in my car commuting" said no one - ever!

If there is a petition against the bike lanes please add my name to it.
Thank you,

Krista Sentance

Dear Mr. Gordon and Mr. Vanhellemond:

My husband, John and I feel very strongly that Speedvale Avenue should definitely remain two lanes in each direction. The traffic at present is increasingly busy. If restricted to one lane in each direction, it will cause more serious delays, lineups, driver frustration, and particularly pollution, for the sake of a few cyclists. Surely cyclists can use quieter off streets, making it safer for everyone!!!

For example, Norfolk Street was narrowed down to one lane each way and the line-up of traffic is next to grid lock at times.

We should rethink that Guelph is an automotive city with Linemar employing about 10,000 people.

Please give this your serious consideration!

Thank you,

John and Adrienne Tedesco

Dear Sir/Madam

Could you please add this e-mail to Guelph City Council's correspondence package regarding the Speedvale Avenue redesign.

First, I would like to register my opposition to the "road diet" design being considered.

Second, I would like add my support to Staff's recommendation of a hybrid of Options 1 and 2 (<http://guelph.ca/wp-content/uploads/IDEReport-SpeedvaleConstruction-June2-2015.pdf> - page 6).

This decision was arrived at from my experience with Silvercreek Parkway. Because my wife works near the Silvercreek and Woodlawn, we frequent the Food Basics on Silvercreek. The traffic there is steady because it's a single lane that instead of turning left, I will often turn right and drive to the plaza where Burger King was in order to make a safe left-hand turn onto Silvercreek. To which I wonder how this additional driving reduces greenhouse gas emissions.

I can only imagine the chaos along Speedvale as residents try to back out of, or make a left-hand turn from, their driveways into steady traffic. And also take into account the various businesses along that road, side streets and Parkview Church. As a bus route there are already traffic line-ups in the curb lane as motorists wait while passengers embark and disembark from the buses. May I also suggest a possibility of a reduction in property values to residents in that area who will be unable to sell homes that people can't safely access?

As a Ward 1 resident who regularly uses Speedvale Avenue as an east/west access, I feel a road diet of two lanes/turning lane/bike lanes will only lead to further congestion, increased safety risk to motorists, pedestrians and cyclists and will not result in the proposed benefits of quicker travel times and a reduction in greenhouse gas emissions.

Speedvale Avenue is already a busy east/west thoroughfare, which can be congested with traffic at the worst of times. A road diet will only make that worse. And that's the reason I support Staff's recommendation of a hybrid of Options 1 and 2 (<http://guelph.ca/wp-content/uploads/IDEReport-SpeedvaleConstruction-June2-2015.pdf> - page 6).

Yours sincerely
Robert White

Hello,

In advance of the decision re: adding a bike lane to Speedvale Avenue between Woolwich and Stevenson, I'd like to submit this feedback for the public record.

The only way to get people more active (and healthier), and reduce their driving (and carbon emissions) is to change our infrastructure to make it safer to bike! Plain and simple.

For too long we've designed our cities for cars. It's time to give people a choice to ride, walk, or drive (safely)! Speedvale between Woolwich and Stevenson is absolutely unsafe for biking, and it's time to change that. The result? We'll get more people leaving their cars behind, (i.e. less cars on the road) and more people riding their bikes to work. Most importantly we'll create a healthier environment, and healthier population!

Thank you for your time.

Shirley

--

Shirley Hunt

The debate regarding the options for pending Speedvale alterations deserves consideration from the broader perspective.

There is no-one in Guelph or most anywhere else in Canada, who is not dependent on motorized vehicles. Be they personal autos, buses, the myriad of transport vehicles carrying goods back and forth - from the time raw input materials are harvested or manufactured, through final processing and onward to wholesalers, retailers - and finally to consumers.

Large numbers of the drivers of these machines also are also bicyclists. They care as much about Guelph and the collective welfare of all of us who call it home, as does every other thinking and caring person who argues we must attempt to restrict motorized transport.

Reducing vehicular traffic is laudable. Reducing traffic to the point of causing greater congestion, frustration and potential increased hazards is not. To begin with, in Guelph we typically have as a minimum, at least three months of the year when bicycles are both not practical, as well as dangerous for all who wish to live long enough to ride into their retirement years.

Being now part of that aging population demographic, we have serious concerns for those in the part of Guelph which will be most impacted by the pending significant restrictions on traffic flow. What about someone needing a hospital or urgent medical care? Will his or her family be comforted by the fact that although the necessary care was not received in time, there was at least the opportunity for a leisurely last ride? Will all those who cease using the new bottle-neck route not seek out other residential streets to clog?

Common sense says that those who wish to ride their bicycles will continue to do so, whether Speedvale has its midriff truncated or not, The same common sense says that people will not give up motorized transport because of a City policy which has unduly focussed on a limited point of view.

Such a policy would be an affront to logic and, worse, provide a legacy for future generations that would embarrass us all.

Susan and Paul Nelson

As a tax payer in Guelph, I am in support of bike lanes on Speedvale Avenue. Not only will it reduce the number of cars on the street (and therefore greenhouse gases) but it will also allow those residents in Guelph, who do not have access to a car, to travel safely down this road. I was unable to go to the council meetings but would like my opinion on public record.

Thank you,

Deirdre Conway

I would like to go on record as being against the reduction to one lane on Speedvale Ave. East as well.

I am an avid cyclist but understand that the main arteries are for cars and commuters going to work, shopping etc. We have to use some common sense and realize that bikes are not year round and should be used on trails and less busy roadways.

For 45 years I worked on Speedvale Ave. (Hammonds, Sihi Pumps and N.C. Pestill) and travelled that road every work day. It Is always busy and would be a nightmare if reduced to one lane.

When Stevenson was reduced it is really busy now after 4 pm and I haven't seen the bike lanes used all that much and I can tell you that making a left turn onto Pleasant Rd. now is a very dangerous undertaking.

Thank you Mayor Guthrie for being the voice of reason and common sense.

Dan Breaton

Obesity and mental illness are serious problems that as a society we all have to deal with. Encouraging a more active lifestyle should be a top priority for our community leaders. I was disappointed to read the Mayors blog where he states "many feel called upon to change societies behaviour through creating forced driving discomfort - on purpose- to people like you and me who drive cars". He goes on to urge less not more bike lanes. I drive a car but I also ride a bike as often as I am able. Simply put, more bike lanes mean safer bicycle transport, which means more people being active and subsequently less obesity and less mental illness. I urge council to follow the recommendations and put bike lanes in place with road infrastructure changes.

David Cranmer MD, CCFP, FCFP

Guelph

To Mayor Guthrie and Council Members,

I am urging City Council to support Staff's recommendation to not reduce future traffic lanes from 4 to 3 between Riverside Drive and Manhattan .

Speedvale Avenue will continue to be a main arterial road. To reduce traffic lanes would create undue traffic backups and delays. Presently, I suspect the ratio of vehicle traffic to bicycle user is at least 200 to one (1). That future ratio is not likely to change. Staff most likely have done their traffic counts to determine actual volumes. To impose future traffic delays on the vast majority of users in that area is not time & cost effective.

Unlike in Canada, In Holland and many U.S. cities, cyclists are allowed to share sidewalks with pedestrians. Why can this not be done in Guelph, at least, for this stretch of Speedvale Avenue? The north and south side of the sidewalks maybe could be widen to accommodate both cyclists and pedestrians.

Thank you,

Morris Haley
Guelph, Ontario

Good morning,

My input on the proposal to reduce the number of lanes on Speedvale Avenue: **Do Not Reduce The Number Of Lanes. Please vote against this proposal.** Guelph needs, especially East - West, routes that move without congestion! Since Woodlawn has been reduced to two lanes, with a centre turn lane to NOWHERE for half the distance, the number of good East - West routes that transverse Guelph without weird, only seen in Guelph, lane reductions is ONE, Speedvale Ave.

Please find alternative ways to add bike lanes, used by a small percentage of the population for only part of the year.

Sincerely,

-Lance Wylie
Ward 1 resident

Mr. Mayor.

I am very concerned about the proposal to narrow Speedvale Ave. E to 3 lanes to accommodate a few cyclists. Speedvale Ave is an important and heavily used east west artery and as such, I feel must be maintained as four lanes.

As you know it is probably the main route to Guelph General hospital. As well it moves traffic from a growing area in the north east section of Guelph. It is the main artery moving traffic to the Hanlon and the businesses in both the west and south west business parks. This road is always busy and to reduce the number of lanes to placate a very few, but vocal cyclists, does not seem to be in the best interest of the majority of Guelphites . At one time, and this may still be true, it was deemed the most heavily travelled artery in this wonderful city.

I feel one of the duties of city council should be to maintain an even, smooth flow of traffic through our city, not hinder it. As our population grows, so too will the traffic. I realize that people like to use their bicycles, and certainly have the right to do so. However, this should not be to the detriment of safely, and smoothly moving automobile traffic. As pointed out by staff, the narrowing of lanes will create more congestion, and thus add to the pollution problem that we are all concerned with. I trust that you and your fellow councillors will realize that this is a time to vote for ALL OF GUELPH and not just a very few citizens who may use this area during only the most favourable of weather. Certainly not during the winter months. Remember, most adults have to use a car for travel, shopping and getting to work, the use of a bicycle is used mostly(not always) as pleasure. Safety must over rule pleasure.

Thank you for taking the time to read this rather long e-mail.

Carl white

Hello Mr. Gibson and Mr. Bell,

My name is Thomas Loik, and I live in Ward One at 56 Shackleton Drive. I am writing to you today to urge you both to reject the proposed lane reduction on Speedvale Avenue.

Although Speedvale does not fall within our ward, it is the most frequent thoroughway used by my wife and I to reach the central and west ends of the city. My wife is an elementary school teacher in the West end, and uses Speedvale daily in her morning commute. Reducing Speedvale to one lane from Manhattan to Riverside would increase an already lengthy and traffic-filled drive to and from work.

Adding bike lanes sounds like a wonderful and environmentally friendly idea, but it simply is not practical for anyone on the east side. Since virtually all shopping venues are on the other side of the city, adding bike lanes will not inspire us to buy groceries and carry home diapers for our daughter on our bikes. All it will do is increase congestion, increase frustration levels, and make shopping in Guelph far more inconvenient.

With the recent reduction of Woodlawn to one lane, the commute to the centre and west end is already more difficult than it was. Please don't let a loud minority of bike enthusiasts speak for us.

Kind Regards,
Thomas Loik

I think the people who advocate reducing Speedvale Avenue from 4 lanes are missing a basic fact, Bicycle travel is not as important as travel by car or truck because bicycles can only be used in fairly good weather. How many bicycles do you see on winter days, especially in snow, or in pouring rain or bracing wind? Furthermore, it is logical to give priority to trucks and cars because people in general are more reliant on them for important matters such as getting to work on time, transporting needed goods, and emergency services. Timely arrival by road is important to business of all kinds. Bicycle travel is less vital and should be given lower priority.

Bob Higgins

Guelphite

It is my opinion that the city should seriously consider widening sidewalks to allow bikes and pedestrians. It works in Australia it can work here. Let's keep the cyclists safe and the traffic moving. We also need to look at traffic signals. Advanced green and delayed green as well. Whatever it takes to keep the traffic moving. There are so many boulevards that are extremely wide that could accommodate both pedestrians and cyclists.

Carolyn Stuart

Dear June

I just want to make a comment re the prospect of reducing Traffic lanes on Speedvale Ave and adding Bike lanes to an already extremely busy and often backed-up traffic corridor east to west. My vote would definitely be NO to any such big changes. And I live on this Street as you know. The bike lanes already in place in many parts of our City are NOT well used, as they seem to prefer the side-walks regardless of any laws to the contrary. Also we should not be catering to the very few over the MAJORITY of users who have to be licenced, pay taxes, keep to the rules of the road and have Insurance and pass tests, to use our vehicles on the Roads. We now have to contend with E-Bikes as well. Please consider my opinion when discussing to vote and that is ;

1-- Keep 4 lanes of Traffic

2 --No Bike lanes on Speedvale Avenue

3—Remember the Fire Station and all emergency vehicles that are on and use Speedvale Ave.

4—Trucks will still need to do Deliveries locally.

5—Bike and rider, should be Licenced, have lights, and bells, wear helmets, Not use cell phones or head phones music, Pay insurance and Taxes, Keep both hands on the steering, if they are considered Modes of Transport for the limited time each year.

6—Bikes are only used for a few months each year

7 —I feel our Taxes could be better spent elsewhere

Thanks for listening June

Hi Cam .

.
Reading about the Speedvale Avenue East road works and just wanted to comment that very few Bikes use Speedvale Avenue to date and sidewalks their choice.

Around Guelph many bike users do not use the Bike lanes already in place for them, instead use the side walks. Also there are many who do NOT obey the rules of the road so if tax-payers are going to foot the bill for more Bike lanes perhaps Bikers should pay a Road tax, be licenced and, have Bells and lights as a regulation.

.Recently I encountered a young male person riding down Edinburgh crossing Waterloo, in heavy traffic, NO hands on, no helmet and head phones on his ears plus dark clothing. quite a dangerous situation. Speedvale has a lot of traffic. often backed up so I would vote to keep 4 lanes for cars for sure all through. Delivery Trucks would still have to come along Speedvale too

We also have the Fire Station to consider and Ambulance access along that stretch of Road

I really feel that Bike lanes would only be for a few and a very few months of the year.

Thanks for listening Cam

Sincerely

Patricia ING

See my note below to Dan Gibson and Cam Guthrie regarding bike lanes. Lets have some common sense here and do what is best for the city which is to ease the flow of traffic, rather than impede it. If we are truly a GREEN city, which I believe is false, then you would want to reduce emissions by not having to sit in traffic. Want to put in bike lanes, then users should pay a road tax the same as every driver since we get taxed for drivers licence, licence plates, gas tax, tire tax, income tax that goes into general revenue and property taxes. If they want their cake, let them pay for their fair share

Why don't you impose a tax on bicycle riders if they are going to get a share of the road for the few months of the year that they are actually on the road. Putting bike lanes on any main road is ridiculous when it is at the expense of the general driving public. What percentage of the population actually use bicycles as part of their daily commute and how far do they commute. I really don't see a lot of people using them in rain, snow and bitter cold weather. So a pay as you go licence for everyone that owns a bike is the best solution so that drivers don't feel like second class citizens who are gouged by every sector of government for taxes. just imagine if we gave up on cars tomorrow. Governments would starving all roads would deteriorate within a year

Lets start managing by majorities rather than by exception which is what everyone seems to be doing these days. If 51% of the population, not city councillors, want bike lanes than do it. Otherwise walk away and let the minority scream. After all isn't this a free country

Bud Hepburn

Mayor Guthrie and City Council Members.

The City staff recommendation for the reconstruction of Speedvale Avenue is a sound plan and one that I encourage you to endorse. The opportunity to get off the road and use a purpose-built bike trail like the one on the west side of the Speed should be applauded, especially with the pedestrian bridge at Emma Street. This is a much safer route for cycling, be it for commuting or for recreation. Compromising the cyclist and the motorist with a 3 lane cross section on Speedvale is a poor second choice.

While I support the City's policy of promoting cycling, the facilities constructed to date do not always work to the advantage of cyclists or motorists. Of the 3 personal modes of transportation that I regularly employ; walking, cycling and motoring, cycling can be the most stressful, mainly as a result of the City's policy to equate bikes with cars, trucks and buses. I am puzzled as to why we cannot look to other parts of the world who have much more experience with bikes (and pedestrians for that matter, a group that is sadly neglected in Guelph). European cities like Hamburg in Germany accommodate thousands of bikes and pedestrians with almost exclusively off-road paths and trails throughout the downtown and into the suburbs. Our neighbour to the west, Waterloo Region, is building new off-road bike lanes on its main arterial, King Street North. Ottawa and Calgary have many kilometres of off-road bike paths. Toronto is moving in the same direction. Vehicles and bikes are a poor mix and 3 lane arterial roads with bike lanes are a second rate compromise to safer off-road or local street bike routes. The City's policy needs a re-think and the Speedvale reconstruction looks like a perfect opportunity.

No one need lose with the staff recommendation. Cyclists get a safer and much more pleasant route that gets them where they want to go just as quickly as an arterial road route. Pedestrians get a wide enough sidewalk to be useful and motorists have a more efficient travel route without being afraid that they might be putting a cyclist in danger.

Please vote for the staff recommendation. Thank you.

Owen R. Scott

Dear Editor

As our homeowners on Speedvale Ave E. should already know there is a large controversy over what form the Speedvale Ave E reconstruction will take. It is paramount that the underground infrastructure be replaced, making this road reconstruction a high priority. We have four plans put forth by City staff and one recommended option. If readers want a detailed description of each plan search for "Speedvale Ave. E Reconstruction" on the city web site.

There are four options: Option #1 costs \$14,343,000; option #2 costs \$14,184,000; # option 3 the least expensive, costs \$9,139,900, and the recommended option costs \$12,693,000. Each option includes reconstruction of the Speedvale Bridge and a proposed new pedestrian bridge crossing the river at Emma and Earl Streets, costing \$1,130,000.

With Options 1 and 2, which include four traffic lanes, each homeowner on the north side of Speedvale Ave E loses 5 metres (16 feet) of property and homeowners on the south side lose 3 metres (10 feet). With the Recommended option home owners lose 1 metre on the south side of Speedvale Ave E and property on the North side will be lost at Delhi for a turning lane.

Bike lanes run from Victoria to Woolwich in option 1; option 2 has no bike lanes; option 4 has bike lanes from Victoria to Manhattan Cr. then south to Emma then west again to the proposed pedestrian bridge. Option 4 then resumes bike lanes on Speedvale at Riverside and across the new bridge to Woolwich St. Option 3 is the least cost because, like Stevenson Street now, it has three lanes instead of four so there is no property acquisition, no hydro relocation, and no new street lighting costs.

Disagreements over this project arise because of the loss of bike lanes on Speedvale and because of the high cost of the preferred option. Opponents of the preferred option would rather see Option 3 with bike lanes and a lower cost. The design of Option 3 is called Road On A Diet. Roads using this approach are used in San Francisco, San Jose, California, Palo Alto, California, and Tampa Florida. In these cities, all much larger than Guelph, this type of road has proved to be safer. Speeding and accident rates are reduced. Some fear that traffic on side streets would increase with this option but experience indicates that this does not occur.

With Option 3, some fear that traffic will be slowed by frequent bus stops along a proposed east-west Speedvale bus route but this won't happen if bus stops are embedded in the boulevard. It has been suggested that we do a 9 month pilot project of option 3 by repainting the road lines. A pilot would be a low cost test of this option but should run for 12 months to capture all seasons.

The proposed bike route along Emma Street does not allay concerns of opponents to the preferred option. Most of the bike traffic using Speedvale travels east to west. These are people that live in the east and cycle to work in the west. Bike lanes crossing the Emma to Earl St pedestrian bridge several blocks south of Speedvale are not practical for these cyclists. For them, option 3 is a much better alternative.

Why are we even building two bridges? We can avoid the cost of the pedestrian bridge at Emma by incorporating trail and bike connections at the Speedvale Ave E. Bridge. A proposal to run the trail through an underpass incorporated into the Speedvale Bridge when it is rebuilt would safely serve pedestrians, mobility chair users and cyclists who are travelling north to south or connecting to the east-west Speedvale bike lanes. Why are we paying for two bridges when an existing bridge that has to be rebuilt could be designed to safely service all modes of traffic? The Emma to Earl St. Bridge isn't tied to the Speedvale construction. It can and will be put off indefinitely to lower taxes. Does anyone remember the conflict with the construction of the CNR rail trail?

Road On A Diet is a worthwhile design approach that should guide our reconstruction of Speedvale avenue East. It works with average daily traffic volume as high as 18,000-20,000, this is not per hour but is a daily average of the cars on a road.

Speedvale Ave's existing peak hour traffic is 1,200 per hour in the peak direction. When it is put in place a road on a diet option will be able to handle more than the existing cars and trucks using Speedvale. This is especially true if the "no truck policy" was enforced since the peak volume, which now includes trucks illegally using Speedvale, would be lower.

Our disagreement on this issue is not an 'Us vs Them' situation although, through his choice of words, our Mayor seems to condone that attitude. His terms "forced

discomfort” and “this city will go livid” are not words that speak to or encourage the even temperament and mature dialog that is essential for wise decision making. To build roads within a city for only one mode of transportation we will create winners and losers. Everyone needs to use respectful communication if they in turn expect to be respected. I do hope that the language the present mayor uses will reflect this.

Vicki Beard

Dear Mayor Guthrie and City Councillors,
I have lived on Uplands Place since 1973 (Ward 2) and travel daily, on Woodlawn Rd. East and Speedvale Ave. East. Yes there are speeders on Woodlawn mostly due to the steep hill, but to have reduced this road to 2 lanes with turn lane and bike lanes is a disaster. Since the work was completed, I have seen 3 cyclists on the lanes. Have you traveled East on this road been between 3:30 - 5:30pm? The backlog of traffic from the entrance to Guelph Country Club to Inverness Drive is horrific. Where is the GREEN GUELPH? Vehicle idling exceeds 3 minutes, try 10 - 15 minutes! The area has grown over the years with the new sub-division beginning at Atto Drive, the nightly traffic to and from the sports fields (most of whom cannot read the STOP signs as Dean McMillan witnessed when I met with him back in June 2012), the proposed sub-division close to the sports fields, all this growth now with reduced traffic lanes??? Where is the planning? Also Woodlawn from Victoria Rd. to the sports fields is a wide road which those heading to and from the sports fields think it's a four lane although there are no road markings. Now Speedvale East. I 100% agree with the planning department, Mayor and the Councillors who support keeping the 4 lanes of traffic. Again, have you been trapped in the daily backlog of westbound traffic leading to Woolwich Street? Those living on Speedvale who object to the 4-lane proposal, knew when they purchased/rented their homes that they were on a busy main road, so why the objection now to traffic? I say to all who think that people are going to jump on bikes instead of vehicles - dream on. Yes, I have a bicycle as does my family, but our vehicles are our number one form of transportation.

As far as I'm concerned, all main and heavily traveled roads should and always be 4 lanes. I was in Europe a few years ago, now there's the way to plan. Extra-wide sidewalks with a dividing line, one side for pedestrians, one side for cyclists - perfect, which keeps everyone safe and happy. Maybe a TRIAL of this concept should be planned for Guelph!!!

My thanks to you for reading this rather lengthy email.

Sincerely....(Mrs.) Anne MacLean

Hello:

I wish to register my objection to the reduction of traffic lanes on Speedvale Ave. Just a few weeks ago, paving took place on Speedvale to the west of Woolwich. The traffic was reduced to two lanes during the paving and the traffic was backed up to Delhi St. traffic lights on a daily basis. The city of Guelph needs to have some streets where north/south and east/west traffic can move along and will not be congested, slowed or completely stopped.

Find another route for the cyclists to travel and not along the 'major' city streets.

Marilyn Hahn

Greetings.

My first choice is Option 1 with an amendment to add the Hydro lines to be put underground.

Second choice will be Option 2 - Four lanes of road, Bikes to navigate.

I am against Option 3 at reducing to 3 lanes and bike lanes each direction.

I am writing in support of 4 lanes plus bike lanes for this road project. I have read the feasibility report and found that with an increase of traffic, reducing the road from 4 lanes to 2 lanes (with middle turn lanes) is going the wrong way. When the traffic count of vehicles per hour (vph) are reduced by 50 per cent, then reduce the lanes by 50 per cent. The report says we are to expect an increase of vehicles per hour. Please do not reduce the car lanes. Creating bottleneck will not make anyone happy. The homes along Speedvale will see nothing but traffic jams. Fire response needs space to exit and return and Home Owners would probably like to navigate with extra road as opposed to reduced road.

With reduced roadways, drivers start to lose patience and often are guilty of cutting in front of pedestrian crossings on turns, running amber and red lights in frustration. When one car stops...the whole line stops. Nowhere in the report was there a mention of how many cyclist are using this artery road. There is no number per hour. Reducing the lanes for traffic for the sake of a handful of cyclist, perhaps none in January, February and March due to weather is not worth the full time commotion for drivers. There is no contribution of a cyclist in licence fees, registration or even a taxation collected as drivers pay for through a cost per litre of gasoline. Drivers are contributing towards such projects and should be considered and not feel they are being squeezed. Spend the money, do it right and include a safe and efficient means to transport for all. Please bury the hydro lines underground. It will pay off in the long run with no poles and no repairs due to falling trees etc. The Home Owners along Speedvale will enjoy a little more space. Clean up the look of the street while we have a chance. We will have to live with this for the next 65 years. Impress us.

Kind regards,

Dan Dunleavy

I own several properties that face Speedvale Ave. It is a critical street in Guelph, one of the busiest. I need access to my properties and I don't want traffic back-ups - widening Speedvale such that there are 4 lanes of traffic is the right thing to do. Bike lanes, well, that's not so simple - we go to the trouble and expense of putting in bike lanes and there are still bikes on the sidewalk - not sure what to do about that - God forbid the bylaw be enforced. And I actually sympathize with the bikers - relegating them to Emma St. is not appropriate - and will just result in even more of them using the sidewalk.

Do it right. Don't go cheap - it will hurt Guelph in the long run.

Andy Donlan

To Whom It may concern,

Please count me as being in favour of keeping four lanes of traffic on Speedvale and the bike lanes going to

Emma. The city staff have it right and this makes common sense., The volume of traffic on Speedvale is too

much for 2 lanes (and one turning lane). Any one who stands on the corner of Speedvale and Woolwich

can see this.

Sincerely yours,

Anne Bachusky

Hello,

We are emailing to let our concerns become public record regarding the reduction of lanes for vehicular traffic in Guelph, Specifically the proposed Speedvale Avenue lane reductions.

Many of these four lane roads have been four lanes for decades, when Guelph was only half the current population. They cannot handle the volume of traffic efficiently even now. Reducing the lanes at Speedvale will slow the volume of vehicles, probably to less than half. This only makes for extremely frustrated drivers, which isn't ideal for promoting safety both for bikers and for other vehicles. With these reductions, it will end up being just like the other roads that have had their lanes reduced and bicycle lanes painted in. The cyclists ride on the sidewalk instead of using the bike lanes as it is safer, and who can blame them? We live near Edinburgh Rd and ride our bikes often, but don't feel safe riding on the road along Edinburgh. Just to be clear, we are in favour of making it more convenient, safe and accessible for bicycles in the City. Many European cities have done this so we know it can be successful. We don't see reducing existing lanes in high-traffic areas as a feasible option to accomplish this.

There is another downside to reducing lanes. Cars will be moving more slowly, which is an inefficient way for them to operate. This leads to extra pollution and wasted fuel. Lastly, this section of Speedvale Ave. is a main route to the Guelph General, Homewood Health Centre and a main fire station. Reducing traffic flow in this area will likely create significant issues for Emergency Medical Services vehicles and Guelph Fire Services, among others, and that seems like a poor trade-off that will not be worth the risk.

This is a recipe for complete disaster, and we urge Council to vote against these proposed lane reductions.

Thank you,
Gord and Dawn Guthrie

I am Voting NO to the above proposal.

I drive it everyday and it is hard enough getting through that portion of road with 2 lanes. At certain times of the day it gets backed up to Delhi going West and back to exhibition going East. Have you ever experienced a lane closure on that stretch of road during the day time hours. Go close one a watch what happens.

At the time of resurfacing Speedvale on the west side of Woolwich it sometimes would be backed up over the hill to Edinborough. I will guarantee you it will cause severe traffic congestion if you go to one lane in that area.

Because of the lane reduction on Woodlawn people that used to use Woodlawn have already moved over to Speedvale to make their drive a little less challenging. That is another place you had lots of room and land to do my below proposal.

I would like to propose :

I would like to recommend what they have done in some other communities. Is widen the side walk in that section and make it a shared path between those points. Widen the sidewalk to the curb of the road and if you wish put a line down the middle. One side for bikes and one side walkers. Other communities do it so why can't we. I have used this set up many times in biking from trail to trail in other communities. It does work.

Getting around Guelph is getting to be a big pain and we need to start thinking out of the box. You are getting more and more vehicles on the roads and all we can think of is LETS REDUCE CAR LANES. No wonder we have a large rate of car rage is this city. There are other ways and extra land to make it work between bikes and cars. LOOK AROUND. I mean out side our city.

David Walters

Good morning Mr. Bell and Mr. Gibson,

First I wanted to say congrats to both of you for getting into office this past election! We saw integrity, honesty, and true love for this city in both of you and chose to vote for both of you. We were so pleased when we heard the news on election night! And Mr. Bell, you stuck a cord with my 9 year old when you spoke to him on our street one day canvassing. He was very excited to talk with you! Thank you for being so kind to him :)

We don't generally make a point of getting in touch with our elected officials for issues, but this time we needed to voice our concerns. As life long citizens of Guelph who also work and choose to raise our family here, we are really concerned about the traffic problems in Guelph - mainly Speedvale Ave.

Reading in the Tribune the other night we were very upset to hear that there is a great possibility of reducing the lanes on Speedvale to 2 and adding bike lanes. Im not sure if you frequent this stretch of Speedvale Ave often, - we both do as my husband works at Gay Lea (on Speedvale Ave), and I work downtown. This road is a nightmare for traffic now with 2 lanes on each side! You wait a good 5 minutes plus to get through the lights normally. How will reducing lanes help this situation? Reducing lanes will make travelling this arterial road much worse. Please understand that we do enjoy using the bike lanes, but in this particular area (as well as on Woodlawn Rd.) changing the configuration of the road to less lanes is detrimental to both drivers and cyclists. More traffic = more accidents and possibly even fatalities. Woodlawn Rd has been a nightmare since it was changed several weeks ago. This can't happen to Speedvale too.

Speedvale Ave. needs to remain 2 lanes on each side at all costs, if that means deviating from the master plan for bike lanes, then so be it. As it is now, we refuse to cycle on the main roads anyway, you won't catch us biking on them let alone taking our children for a leisurely ride down Victoria Rd or Speedvale- why? Because of the traffic in this city. Side streets only for this family. Even for my Husband who will bike to work in the nice weather, chancing the insanely busy, narrow road on Speedvale is out of the question. Reducing the lanes to one and adding bike lanes will not solve the traffic problem as the city is growing rapidly and the traffic is getting worse. You will never get people to stop using their cars by reducing the lanes on arterials, but you will make the roads much more dangerous for everyone. Speedvale Ave. is narrow and dangerous now, please don't make it worse for those of us who need to use it daily! Putting our main arterial roads on "diets" is not the way to deal with road congestion.

We implore you to think of the people who voted you in, the people who live and work here, the people who care about this city to make the right choice. Please don't disappoint us!

Sincerely,

Shainna and Sean Poulin

Good Evening Councillor Van Hellemond, Councillor Gordon and City Clerk,

We are both deeply concerned about the idea of changing Speedvale Road to 3 lanes (turning) with bike lanes.

I (Janice), travel Speedvale everyday to and from work. Speedvale Road is busy and full of traffic. It would be chaotic if lanes were reduced. Complete chaos.

When construction commenced a few weeks ago on Speedvale, I took other roads to travel to work because of the delay and backup of traffic.

We are not against cyclists and own bikes ourselves, but we have to be realistic and use common sense.

We would strongly discourage reduced lanes on Speedvale Road and would be extremely unhappy if this were to happen.

Thank you for your time,

Jan and Aaron Douma

To whom it may concern

I oppose the plan which will turn Speedvale into one lane. There is already congestion with the current set up, having it reduced would cause more idling, and more accidents as people turn left onto the side streets.

I'm happy that there will be more bike lanes; however cutting speedvale down to create them just doesn't make sense. We are not Vancouver with the ability to bike yer round; we have 3 -5 months max!

Thank you for your time and consideration

Christie Gray

To whom it may concern,

I would like to enter the following into public record:

I have lived my whole life in Guelph and have spent the last 26 years driving cab here, usually 50 – 60 hours a week. Since I spend a good portion of my life on the road here, I see a lot of issues.

I have had people ask me what my view of Guelph is many times while driving cab. The best way that I can describe it is a small town with big city growing pains. The fact is that Guelph, much to my chagrin, is not small town anymore. It is well into the realm of large city and traffic movement is an issue that will not go away and cannot be ignored. The propensity of late to put a choke hold on traffic along major arteries has me baffled. If I may, I am still waiting for Norfolk Street to be renamed to something more appropriate like "Bottleneck Boulevard".

Silvercreek Parkway between Willow Rd. and Speedvale Ave. has been a dangerous place for some time and one needs to have eyes in the back of their head to come out of it intact, especially at busy times of the day. Getting out of the Mall, or businesses on the west side of Silvercreek has been hazardous at best. I have seen the need for the last several years for a centre turning lane and saw no reason why there would not be room for it. But, I was sure not ready for what it has become. It has been four lanes since the 70's when the population was approximately 48,000. Now, with a population of roughly 125,000, it is two lanes. Please forgive me if the logic is lost on me. The way it is now with the lane reductions, it is not just a mistake, it is a disaster. The problems and dangers have only been compounded. A serious accident is not just a possibility, it is an inevitability. But, it is a small issue compared to what will happen with Speedvale if lane reductions are introduced. Many got a taste of it when the repaving was going on west of Woolwich. I was personally forced into the curb by a van that passed all the cars waiting to go through the intersection at Woolwich and decided that I was a good candidate to be pushed aside. I had no choice but to back off because he had absolutely no intention of backing down and would have creamed my cab if I didn't. Needless to say, I was livid and that is the type of road rage Option 3 will have the potential to elicit.

What I find interesting is that Guelph prides itself on being a clean and green city; first in recycling and many other initiatives. But, it seemingly fails to recognize that the most inefficient, and dirtiest use of fuel is to have cars idling. Many complain about cars idling in drive-thrus, and now, proposed road innovations threaten to turn our major thoroughfares into parking lots.

Given all this, I am adamantly opposed to Option 3 and see the staff's recommended option as the best course of action considering the space limitations of the area.

Thank you,
Randy Hobson

Dan it is unfortunate that we take a good idea and turn it side ways to the detriment of the majority. Anyone who experienced driving up Speedvale to work when it was down to two lanes due to construction would get that to make this permanent is a really bad course of action. I just came back to town and found Woodlawn down to two lanes. Another bad idea. I went to Tims and got a coffee and parked at Riverside for 30 minutes yesterday afternoon. Never saw one bike use the lanes. Saw lots of drivers cut each other off before it goes into one lane so I have to question how safe is this change.

It will not be long until Starwood residents again have to deal with bike lanes. A few years back I sent a letter to the commission and there response was that it was my problem of entitlement that was the issue. I am 59 years old and am entitled to a little respect not to be talked down to. It seems that living in the neighbourhood and wanting family and friends not have to walk 10 minutes to get to my home is secondary to the odd cyclist passing through. The road is wide enough to support both at the same time. I would also like to note that this issue is also seasonal. It makes no sense to me to disrupt the majority for a few that can only use it for a few months of the year.

I am sitting out side writing this on a Saturday afternoon and so far I have not seen one bike. Soon there will be one, my own as its a nice day for a ride and I have no concerns riding down Starwood as is.

I ask that you do what you can to stop turning Speedvale into a parking lot. It's also not an environmentally good idea idling for an additional 15 minutes one way but that's another issue. Please take this present policy and turn it right side up that applies some common sense. We need to ensure minority concerns are addressed but not always at the expense of the majority. Right now I only see the application of this policy and the commission as a means to only push through an ideology that serves no benefit to the majority of the citizens of Guelph. Please change it or better still, scrap it.

Thx; Herman and Sue Hubers

Hello,

I am a Ward 1 resident living just south of the Eramosa/Victoria intersection. I use Speedvale Ave East daily, primarily in a personal vehicle. I am an occasional commuting cyclist and would do so more often if the cycling routes were safe and connected. I currently avoid Speedvale when cycling. This is the first time I am communicating my views on this project.

I urge the City to take a long-term view and reconstruct Speedvale with four full vehicle lanes and bike lanes (i.e. widen/expropriate as necessary).

In my mind an alternate design with 4 lane reconstruction with a two way separated cycling path on the north side and pedestrian sidewalk on the south might require less width and should be evaluated.

I do not believe a 2 lane reconstruction with turning lanes and cycling lanes will be adequate to carry the volume of this arterial east-west roadway. Particularly if we reach density targets and full build-out of the eastview area. (However, Edinburgh south between Kortright and Stone Rd. which has this configuration does seem to function sufficiently and I wonder how the volumes compare?)

I believe the full four lane reconstruction with a cycling route only on Emma St. would be a failure in leadership and vision for the liveable city we all want. If we don't build appropriate cycling infrastructure when we are doing reconstruction when will we?

Its not that an Emma St . cycling route and bridge connection to the Speed River path is not desirable but its not an alternative to putting in appropriate cycling infrastructure on Speedvale.

Sincerely, Norman Ragetlie

Dear Sir,

I am Voting NO to Speedvale Ave. becoming 1 lane. I have driven that road for over 20 years going to work and coming home. Every summer they would be working on some project and we would be down to one lane either going to work or coming home. I always thought that it was like a nightmare. Even though I do not work anymore, I still live in the neighbour and am always using Speedvale Ave. When I come to the lights at Woolwich to make a right hand turn and look at the gridlock I wonder where are all the cars coming from? There have been times when I have been coming home on Speedvale and am wanting to make a left turn onto Woolwich, I have been as far back as just pass the intersection at Dehli Street. I have to wait for the lights to change as many as four times before I can get into the turning lane. The proposed changes would only create more gridlock not to mention stress on people who use this road everyday to go to work and come home.

Ted and Charlene Guthrie

Speedvale Ave. E. Road Design

After watching the June 22nd council meeting, and reading the staff report/recommendations, I am prompted to submit my comments on the subject of the Speedvale Ave N. design plans.

A very comprehensive study appears to have been completed by the city, and the recommendation from staff is based not only on important facts, but also majority votes for the chosen plan.

Numerous delegates from the cycling community had some points to city council to support their wish for three lanes, but their main motivation appears to be bicycle lanes at all cost no matter what other factors are in play. I admire the passion of this group, and believe the city's Cycling Master Plan goes overboard in accommodating the cyclists. My opinion is that bicycle lanes should be considered during construction, but, each road should be looked at individually as some of the road diets already put in place have made the roads less efficient. Ideally, it would be nice to see cycling lanes completely separated by a small boulevard for the safety of everyone., but, we are talking about work in an older, established area, and the best possible option under the circumstances.

If one were to take a poll of those who travel Speedvale, I believe an overwhelming number of people would find the idea of reducing it to three lanes inconceivable. Some would say it's a "no brainer because it's already congested with four narrow lanes!". In a difficult situation such as this, why would the road be designed to cater to what I hear may be 1% of the population while making travel even more difficult for the rest?

I fully support option #4, as the least of the evils. I do feel bad for the residents who live along that stretch of Speedvale, but it seems to be the best choice.

After listening to council, I found myself thinking back to the time, shortly after the election, when we were assured of an open-minded approach by this new group. Unfortunately, that's not what I witnessed during this meeting. My impression is that, a few of the council members had worked with delegates (all of them in favour of three lanes) to aid in a concerted effort to further their cause. One councillor asked a leading question which appeared to have the sole purpose of extending the delegate's time at the podium and supporting their comments. For a few minutes, it seemed scripted. Of course each councillor will have their individual opinions, but, I had the impression that the process was hijacked by the fact that the delegates appeared to be "helped" by some of the councillors in getting their point across. There should be no place on council for promotion of a personal agenda. Do ethics come into play here?

It's disturbing to think that major decisions for this city could be made based solely on the opinions of a special interest group while ignoring the recommendations of our professional city staff who are experts, and giving little consideration to the many citizens who choose not to attend, but, deserve equal representation by council.

Thank-you for the opportunity to submit my comments.

Marg Harbin

I would certainly oppose strongly to making it a three lane road with bike routes.

Speedvale is a major access in the city from east to west, and narrowing this I believe would create severe traffic congestion.

There are many bikes routes all over this city...which is great, perhaps paving them and enhancing them would be a step in the right direction.

Beth Farrier

I live in Ward Two and am extremely concerned about a proposed "road diet option" for a portion of Speedvale. It makes no sense for a distance of less than 20% of Speedvale from Eramosa to Elmira to be reduced from the current 4 lanes of traffic. Emergency vehicles use this portion of the roadway frequently. I would not want to hear about delays to their response times.

I realize Guelph has a Bike Lane Policy, but I would hope that council members would exercise due diligence and fiscal responsibility in its application and have concern for the broader movement of traffic and flow patterns within the city.

I was part of the earlier consultation group and applauded staff for their work.

Please vote "NO" to the option of reducing the lanes on Speedvale. I hope you listen to property owners as much as you listen to the cyclists who may be better at organizing their voice at council meetings.

Mayor Guthrie, I appreciate your blog request for input.

Sheryl Flood

I have watched the debate on the design of the new Speedvale Ave. with interest because I've done transportation planning, I live and drive in the area and because I have sat there in quite large traffic jams because a lane had been removed during recent construction.

There are three points I would like to make. First, the project objective should be to use this public resource to benefit the greatest number of citizens. Second, the city staff proposal is the design to adopt. Third, we should use European experience to integrate bikes and pedestrian traffic as illustrated in the three attached pictures (see attached pictures below).

PROJECT OBJECTIVE

It appears that the divisions in Council revolve around "doing something" for bikes. Surely this is a secondary objective. Surely the primary objective should be to use this public resource to benefit the greatest number of citizens.

WHAT DESIGN TO ADOPT?

You need only spend a bit of time on Speedvale to see that there are many people in cars and very few people, if any, on bikes or walking. Therefore city staff are proposing the right design to benefit the greatest number of citizens. Furthermore we have seen proof from recent construction, that we will have traffic jams if we remove a car lane.

WHAT TO DO FOR BIKES?

European experience suggests that we consider mixed bike/pedestrian lanes where the sidewalks now are. I've attached three pictures which illustrate variations on this theme which work well in Strasbourg France.

The first illustrates a side street where cars are strictly controlled and where bikes and pedestrians mingle freely using the whole street. The green bikes are rentals.

The second illustrates bikes working their way freely through high density pedestrian traffic in a main square. The bikers seem to have learned to be considerate of and avoid pedestrians.

The third illustrates provisions for cars, bikes and pedestrians on a main street. In this instance a bike lane is marked out, again shared to a degree with pedestrians.

I'm sure there may be issues to be resolved for these schemes to work here. However they work well in European cities and they should do better here because we have much less bike/pedestrian traffic.

Ronald Taborek





Good morning Mayor

You asked for some feedback on Speedvale lane changes. I live just off Speedvale and I strongly concur with staff in their ideas about keeping the four traffic lanes from Woolwich to Manhattan and **not** trying to add bike lanes. If you drive down Speedvale now from 3 p.m. to 6:30 p.m. Monday to Friday other than in the summer, months the traffic is almost bumper to bumper. I can't imagine what it would look like if they reduced the traffic lanes. I see that they have put bike lanes in on Woodlawn which is an artery that can accommodate cyclists. Also, A new bike route could also accommodate the cyclists; the bridge over the Speed to connect with Emma is a good alternative.

In my daily travels on Speedvale I hardly ever see a cyclist. Perhaps they are using the side streets or understand it is unsafe. The two lanes are quite narrow.

When they did close one lane recently at Woolwich in June, the backup in traffic was unexpectedly bothersome and perhaps dangerous.

Another thought that would help traffic is a turn lane or stoplight with turn signal at Delhi St. as many vehicles get stopped there while someone is trying to turn left onto Delhi from Speedvale.

sincerely

Elizabeth Taborek

I live on Waverley Drive and I can tell you that the traffic on Speedvale Avenue between Manhattan and Woolwich Street is very heavy during the week. I often find it hard to even turn onto Speedvale without a traffic light.

Also, when coming home from work I find it hard to turn left off Speedvale onto Riverview Dr. If the four lanes are changed to 3 and bicycle lanes it will make it much worse.

I am in favour of leaving Speedvale 4 lanes (as it is now).

Thank you,

Kathleen Morris

To: City Council
From: Hugh Whiteley
Date: July 5 2015

RE: Questions to be answered before decision on Speedvale road design

(1) Is there high risk associated with any delay in the planned construction schedule?

Reconstruction is not expected to begin until 2016 and is expected to take an additional four years to complete. Renewal of infrastructure includes replacement of a fifty-year old bridge, replacement of similarly aged sanitary sewer, replacement of a storm sewer and outlet, and addition of an inter-zone transmission watermain to improve pressure regulation in the water distribution system. All of these infrastructure renewal projects are recommended in master plans but none have been identified as being required immediately because of a high risk of failure.

The only master plan to prioritize infrastructure renewal projects on a risk basis was the Stormwater Management Masterplan. Table 5:18 of that report list the top 25 Prioritized Drainage System Upgrades for water quantity control (Flooding). The Speedvale stormsewer system and outfall is not in the list because this system was rated as low in flooding risk compared to other stormwater systems in the City.

(2) Have all possible design innovations been explored to assess the feasibility of fitting a roadway with four vehicle lanes, bicycle lanes and sidewalks within the constricted Right of Way available ?

As noted in the staff report the ROW for Speedvale between Riverview Drive and Manhattan Court varies in width from 20 to 25 m and is less than the 30 m ROW needed for a standard design of four lane road with bicycle lanes, sidewalks, and two power lines. The presence of overhead electrical transmission lines on both sides of the ROW is the largest difficulty in fitting everything in to a restricted ROW.

Speedvale is an arterial road with residential lots (about sixty driveways between Riverview Drive and Manhattan Court). Speedvale is not a truck route. Vehicle speeds are a concern. Since enlarging lane width creates enhanced vehicle speed it would be appropriate to retain a lane width of 3 m for vehicle lanes which is adequate for the automobiles and small trucks allowed to use this road.

The total width taken up by four 3 m vehicle lanes, two 1.5 m bicycle lanes, and two 1.5 m sidewalks is 18 m. This leaves 2 m for roadside curb drainage and separation of sidewalk from curb. This allowance of 2 m is not adequate but this roadway configuration would certainly fit the 25 m ROW that exists for over half of the distance from Riverview Drive to Manhattan Court. It would appear that for the remaining portion with a 20 m wide ROW a modest expansion of the ROW by 2 or 3 m would provide an adequate ROW for the roadway.

The remaining difficulty is the requirement to include electrical transmission lines on both sides of Speedvale between Cityview Drive and Manhattan Court. There are options for this, all of which should be examined before a final decision is made on the roadway configuration. It appears that not all of these have been examined. The options include:

(1) Burying the power lines on either the north side (which has been examined and found feasible) or on both sides for the portion of the distance with the existing 20 m ROW

(2) Combining burying of power lines on the north side with strategic positioning of the pole locations and sidewalk position on the south side (involving a curvilinear sidewalk and possible zigzag shifts in position of the power lines) to limit the amount of ROW expansion needed on the south side. Within this option there should be careful attention to the effect of ROW expansion on individual properties since a portion of the expanded ROW could remain landscaped if it was not occupied by sidewalk or power poles.

Recommendation for IDEC

A decision on the roadway design for Speedvale avenue has long-term consequences and should be taken after careful consideration of all feasible options and with the goal of a sustainable and viable community as the paramount criterion.

There is no identified risk that demands immediate action and precludes full consideration of all available options. I recommend that IDEC direct staff to give further consideration to the feasibility of developing a non-standard site-specific roadway configuration from Cityview Drive to Manhattan Court that includes the following:

- Four 3 m wide vehicle lanes
- Two 1.5 m wide bicycle lanes
- Two 1.5 m wide sidewalks
- No more than 3 m expansion of ROW on any property.

Hugh Whiteley

Hello,

In the 25 years I have lived in Guelph I have never once contacted my councillors or Mayor to express my concern over policies related to City programs or policy. We love this city and recognize you can't please everyone all the time. But this Speedvale reconstruction project and its bike lane inclusion compels me to reach out and share my thoughts on the subject in the hopes that as a citizen of this great city, I too can have a voice.

I am an avid cyclist, riding at least 6 days a week both recreationally and for work/errands around town. After completing my Environmental Science degree at the UofG over 2 decades ago, I feel good about minimizing the use of my car and continue to contribute as a good environmental steward in other aspects of daily life as well. Yes, I have used and benefited from the increased number of bike lanes around the city but they have in no way made a difference to the frequency of my riding.

I am also a driver, as are the majority of Guelph residents. I live in the North West end of Guelph and have the regular opportunity to experience driving in this area where some arteries have been subjected to road diets. While I can see the benefits, there are significant drawbacks too. And those drawbacks will only be magnified if City Council rejects Staff's suggestion to maintain 4 lanes for the majority, if not all, of the portion of Speedvale Rd in question.

The backlog along that route, especially during rush hour will be horrendous. I for one will be diverting through residential neighbourhoods to find a quicker, less frustrating path and I suspect I will not be the only one. How does this improve the safety and quality of life for pedestrians and residents in that area? All for the convenience and safety of a few cyclists who can just as easily detour through residential neighbourhoods themselves?

The 2011 Stats Can census (most recent data I can find), indicates that only 1.5% of the Guelph Population commutes to work by bike. For arguments sake, lets triple that to account for error, an increased number of cyclists in recent years, and lets assume that it represents year round activity. In addition, lets assume that all 4.5% of those cyclists are using Speedvale. Are we seriously going to make driving a nightmare for the significantly higher percentage of our population who use this corridor daily in their cars?

Seems to me that we're dictating policy based on a special interest group without using common sense. If we're serious about contributing positively to Environmental protection, lets take a look at all those idling cars in the long Tim Horton's drive throughs, while patrons wait for their double doubles and doughnuts.

I support public policy which encourages more activity in a population, especially given the continuing increase in obesity and poor health. But, citizens need to take responsibility and ownership of this themselves as well. Cycling is not the only means to get people active and in our climate, it has a limited impact on making a meaningful difference. Sure, more bike lanes may help motivate a few, but if we're honest, the majority of those people who drive a kilometer to work instead of cycling or walking are going to continue to do so, regardless of how inconvenient we make the drive. It is the North American way.

I love that Guelph is a leader in environmental awareness, but lets be realistic.

Michelle Provencher

Dear City of Guelph Council members,

Regarding the Infrastructure, Development and Enterprise Committee's meeting tomorrow evening on the Speedvale Avenue road widening, I would like to add my voice to those who have spoken out for the importance of cycling lanes added to the road.

I am a single homeowner in Guelph, but I cannot afford a car, so my bicycle is my method of transportation -- I cycle year-round and do all of my regular errands on my bike. I am also a strong believer that cyclists have the same right to travel the city's roadways that cars do, and I use hand signals and visibility tools accordingly. However, on more occasions than I can count, I have also been sideswiped, bumped, doored, and nearly run over (avoiding the latter only because of my own quick reflexes after a police station employee made a left turn into me as I travelled straight down lower Wyndham St.). Drivers need to be more aware of cyclists -- not to have cyclists removed from thoroughfares -- and cycling lanes help to do that. Studies around the world have proven that if you build cycling infrastructure, more people will cycle and there will be fewer cars and less vehicular traffic.

As for my thoughts on the Speedvale Avenue project: I cycle the proposed construction area regularly, and I frankly don't see why the adjacent properties can't be cut back a bit to add all necessary infrastructure right into that roadway (including the bridgework). Making cyclists have to divert around the area only reinforces the notion that cars should be privileged and that cycling should not be encouraged or incorporated into our city's main arteries, which is not something I wish to see in Guelph. I have been proud of this city's cycling master plan, and I hope this council will continue to implement it.

I also think it's important to watch how we're framing this debate. I've been hearing a lot of antagonistic language from the mayor, such as the following: "'This 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*,' Guthrie said on his blog" (my emphasis). I found it personally insulting that Mayor Guthrie would equate something relatively trivial like "driving discomfort" with the potentially life-saving space for me that a bike lane can provide. However, I also do know many drivers who support cycling lanes, and so I don't think it's accurate to be painting this situation in such a dichotomous fashion. We need to look for solutions that reflect the varied perspectives on this issue.

Thus, I hope that this council can move forward on this issue in a collaborative way, one that contributes as much as possible to both the safety of its citizens and the efficiency of its transportation routes.

Sincerely,
Jenn Harris

Hello Mayor Guthrie and City Councillors,

I just wanted to comment on the possibility of reducing the stretch of Speedvale Ave into a single lane each way as has been currently discussed by Council, and apparently being endorsed by a vocal group of cyclists.

In my opinion, and everyone I have talked to about this subject, the idea of reducing this very busy section of road to one lane each way is ridiculous. This is NOT about making cyclists second class citizens, as Ms. Piper recently referred to. This is about maintaining a steady flow of traffic for the vast majority of users of this section of Speedvale Ave. Staff reported that future traffic backlogs would be in excess of over half a kilometer long. This would only get worse as our City population grows, and most people would find this delay to be excessive to say the least.

Let's not be influenced about this major decision by a vocal group of cyclists. I have nothing against cyclists or bike lanes, but I believe it's important to remember that thousands of people in their cars use this stretch of road each day, and it is important to our local economy to keep this traffic flowing smoothly. How many cyclists would use this stretch of Speedvale each day? Whatever number you would estimate that to be, it would be a miniscule number compared to the number of cars travelling along Speedvale each day.

Council asked Staff to study this issue, and Staff (correctly) recommended maintaining this stretch of Speedvale at 4 lanes. I think we can all agree that maintaining 4 lanes on this part of Speedvale would result in most people being satisfied that this would be the right decision. Let common sense prevail here.

Aldo Martone

Dear Mr. Mayor and City Councillors,

Having read the articles in the Guelph Tribune over the past couple of weeks I wanted to express my opinion about the proposed introduction of bike lanes on Speedvale from Manhattan Court to Woolwich Street.

I both live in the subdivision north of Speedvale Ave, and work on Speedvale Ave West of Woolwich street, and subsequently travel this section of road several times each day. As I require my vehicle for work as well as attending to personal matters throughout the day biking is not an option, and taking the bus is both costly and time consuming.

The volume of traffic during rush hour periods is already substantial with the current configuration. A reduction in lanes would increase traffic congestion though this section, as witnessed during the recent construction west of Woowich a few weeks ago. Much of the residential portion in this area lies East of Manhattan Court while the employment area lies West of Woolwich Street. The introduction of bike lanes though this small portion of Speedvale would not allow many people to safely justify riding their bikes to work.

I believe that people's reliance on cars would not be affected by the introduction bike lanes through this portion of roadway, and traffic would increase.

With the increased traffic congestion, people will try and find alternate routes around this section of roadway. Roads such as Riverview Drive and Waverly Drive are already commonly used by individuals to bypass traffic on Speedvale, and the recently lane-reduced Woodlawn. Lane restrictions on Speedvale would almost definitely see an increased amount of volume, and increased safety risks around the parks and school zones in the area. On the South side of Speedvale, traffic increases down Delhi could cause critical delays and roadway obstructions in and around and enroute to the Guelph General Hospital.

I have seen many people knocked off their bikes on Speedvale and would like to see a safe alternative for them. My suggestion for this would be to

increase the width of the sidewalks to include a bike lane , therefore elevating the biker off the roadway. There are many examples of this system working effectively in European cities. The city of Guelph needs to carefully consider reducing lanes on such a major artery in favor of recreational seasonal bikers. With a growing city we need to think ahead.

Thank you for your consideration,

Bryan Finch