

- ADDENDUM -
- GUELPH CITY COUNCIL MEETING -

October 22, 2012

DELEGATIONS

Ontario Street Road Narrowing Update (Operations, Transit & Emergency Services Consent Report OTES-29):

Delegations:

- Antonio Leo
- Lorraine Pagnan
- Maureen Blackwood
- Nicola Walsh
- Annette Stocco

Correspondence:

- Renato Cadorin
- Danny Franceschi
- Sam Leo
- Maureen Blackwood and Cheryl Cadogan
- Lori Pagnan and Fred Thoonen
- Maria Marchesano
- Kassie Jennings
- Nancy Schmidt
- Jennifer Harris
- Suzanne Boudreau
- Annie Dunning
- Correspondence delivered by staff to Residents of Ontario Street and the Ontario Street Road Narrowing and Intersection Pedestrian Signal Survey Results and Comments – June 2012

Goodwin Drive Year Round Overnight Parking (Operations, Transit & Emergency Services Consent Report OTES-31):

Correspondence:

- Dave Greenwood

Downtown Guelph – Transit (Operations, Transit & Emergency Services Consent Report OTES-32):

Delegations:

- Marty Williams, Executive Director, Downtown Guelph Business Association

Urban Forest Management Plan (Planning & Building, Engineering & Environment Consent Report PBEE-41):

Delegations:

- Norah Chaloner on behalf of Guelph Urban Forest Friends
- Judy Martin
- Dave Sills on behalf of the Guelph Civic League

Correspondence:

- Frieda Steiger
- Hugh Whiteley
- Lorraine Pagnan
- Magee McGuire

Guelph Innovation District: Release of Draft Secondary Plan (Planning & Building, Engineering and Environment Consent Report PBEE-42):

Delegations:

- Mario Venditti
- Hugh Whiteley

Correspondence:

- Ken Spira

a) Corporate Administration, Finance & Emergency Services Committee

CAFE-38 Corporate Energy Program Strategic Business Plan

THAT the report dated October 9, 2012 entitled 'Corporate Energy to staff please Program Business Plan' be received;

AND THAT the business case within the Corporate Energy Program Strategic Business Plan dated September 2012 be received as supporting material for Corporate Energy's 2013 Capital and Operating budget requests;

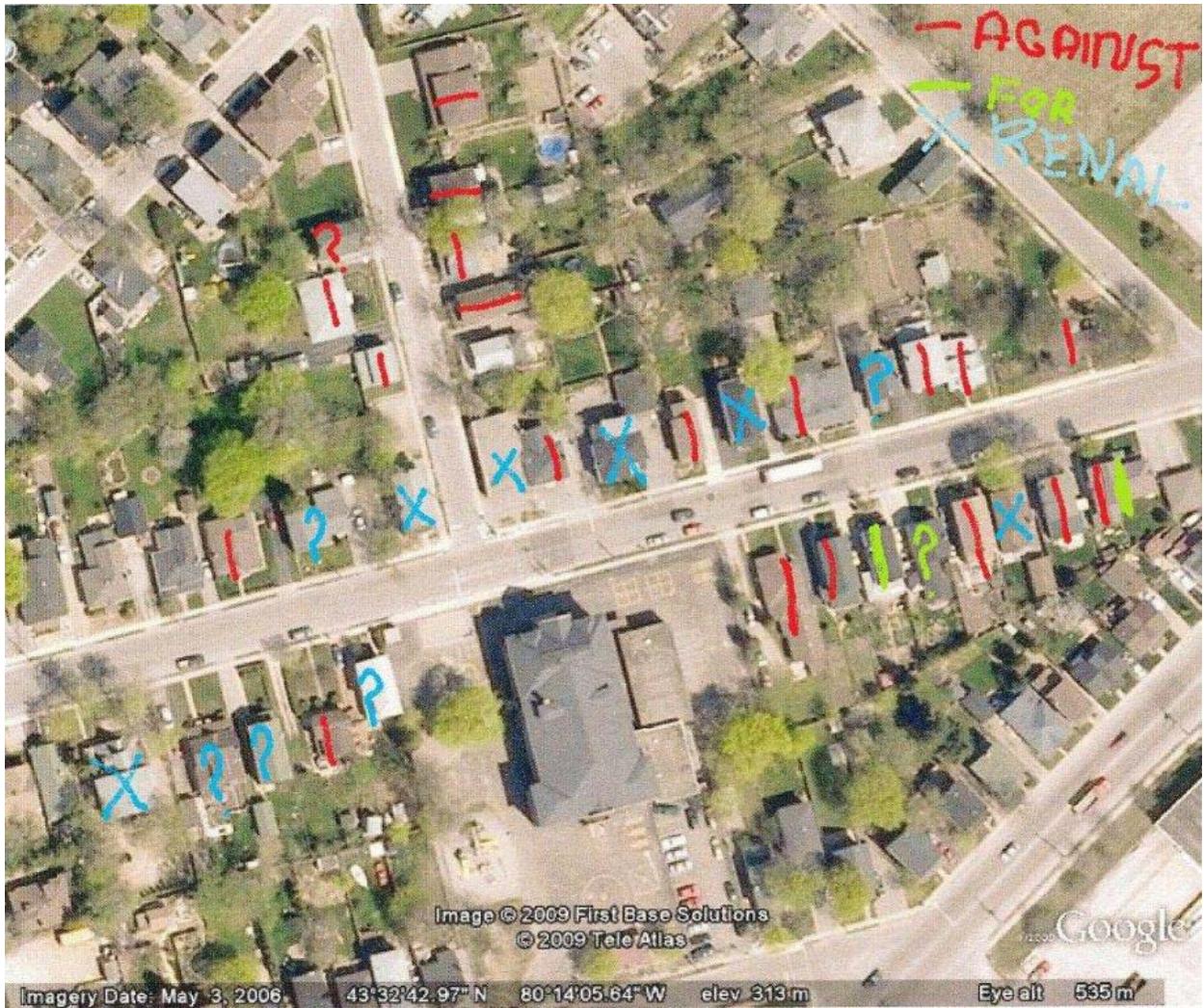
AND THAT the Capital and Operating budget resources required to implement the Corporate Energy Program Strategic Business Plan be referred to the 2013 budget process for consideration;

AND THAT staff report back annually on the corporate energy program dashboard and business case.

"THAT By-law Numbers (2012)-19474 to (2012)-19481, inclusive, are hereby passed."

BY-LAWS

<p>By-law Number (2012)-19480 A by-law to authorize execution of a Full and Final release with respect to 166 Wyndham Street North, City of Guelph, and to repeal By-law Number (2012)-19430.</p>	<p>To execute a full and final release with respect to 166 Wyndham Street North.</p>
<p>By-law Number (2012)-19481 A by-law to confirm the proceedings of meetings of Guelph City Council held October 2, 3 and 22, 2012.</p>	<p>To confirm the proceedings of meetings of Guelph City Council held October 2, 3 and 22, 2012.</p>



Here are our four bump outs



West of downtown



North east of downtown



South End



ONTARIO STREET

- 1) We didn't need it
- 2) Didn't want it
- 3) We don't like it

It is ugly

Why did we get it?

1st Reason



Control box?

Was the bump out for the pedestrian?

Couldn't have it face the road & couldn't raise it...

So the solution was to put a bump out on the road?

Claimed it would help as a safety issue for the school.

Claimed it would shorten the distance of walking.

In the report:

COMMITTEE REPORT



TO Emergency Services, Community Services and
Operations Committee

SERVICE AREA Operations

DATE October 15, 2008

SUBJECT **ONTARIO STREET ROAD NARROWING**

REPORT NUMBER

RECOMMENDATION

"That the recommendation contained in the Director of Operations report of October 15, 2008, to install a road narrowing at the intersection of Wood Street and Ontario Street be approved."

BACKGROUND

At the February 11, 2008, meeting of Emergency Services, Community Services and Operations Committee the following resolution was passed:

"THAT the Operations Department staff be directed to provide alternative recommendations to the Committee to address the local issues outside of the traffic management process."

REPORT

Past concerns from Ontario Street residents primarily consisted of the speed of vehicles, pedestrian safety at school crossings and cut through traffic. While cut through traffic and vehicle speed was found to be no longer a problem based on the recent traffic calming review for Ontario Street, concern remained for pedestrian safety at school crossings.

Staff have reviewed Ontario Street and determined that a roadway narrowing on the northeast corner of the intersection of Ontario Street at Wood Street would provide a shorter crossing distance for the existing pedestrian signal that services Tytler School and the primarily residential area.

2nd Reason

There were people that focus on me rather than we.

Got what wanted



Which side walk got fixed?

God love her.

What do we know?

It is on a bus route-maybe the only one on a bus route.

Lens Mill and WC woods are not part of the equation.

The average traffic has slowed down by 3 km.

Decreased the road crossing by 6 feet.

Have traffic guard stand in the line of traffic for 15 minutes a day minimum.



The sign was hit on April 13 2012 and replaced April 17 2012



It causes accidents



It caused one to ride the curb because of its design.



Given the right conditions, it is difficult to see.



We have it what are we going to do about it ?

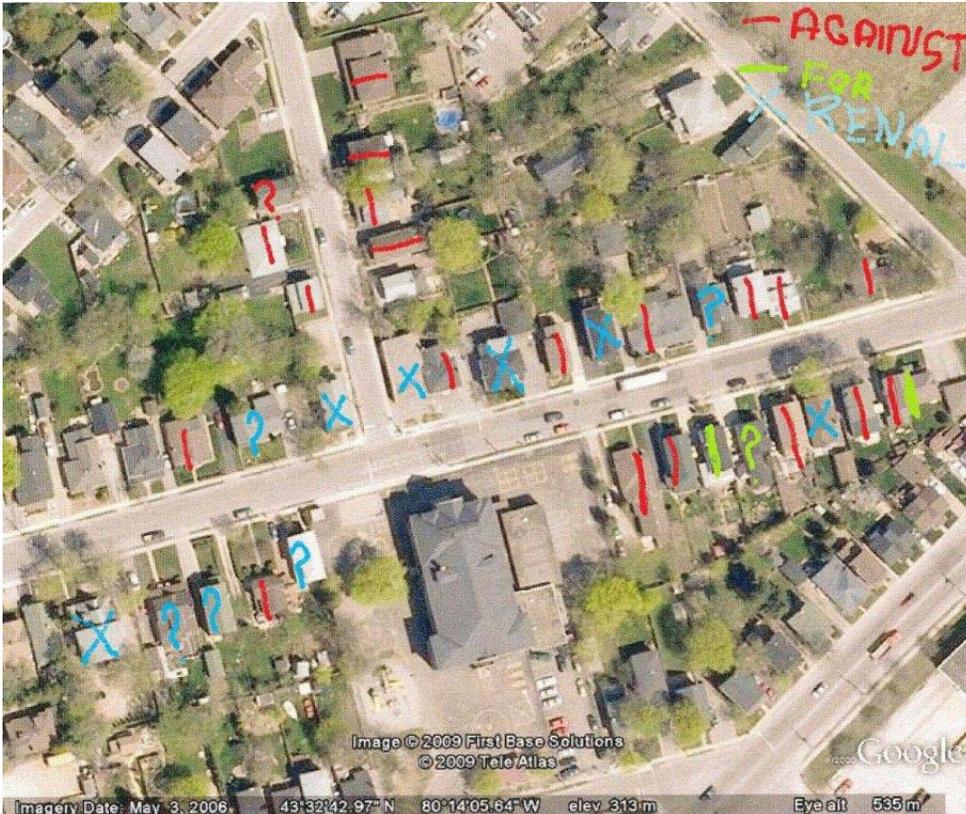
People that were against before it was even installed.

We the undersigned disagree with the City of Guelph's decision to narrow Ontario Street at the cross walk at the corner of Ontario and Wood Streets for the following reasons:

- Difficulty in snow removal
- Difficulty for the residents of Wood Street to turn onto their street
- The closure of Tytler School (kids crossing street said to one of the reasons for narrowing the street)
- Too dangerous for city buss to navigate the new curb
- Will make street too dangerous for all those travelling on it
- Will impact emergency vehicles traveling west or turning onto Wood Street

NAME	SIGNATURE	ADDRESS
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Signed by 33 people



My personal opinion

That we have is unsafe .

If it was needed should have been on other side of street, like the one on north east of downtown.

I would have put a big flower pot as bump out on the other side of street. But engineered so it would not impaired the vision of drivers from seeing a person on the side walk. This would have been in keeping of our community.

**We were told straight out from city officials
this will not happen.**

Subject: Traffic Calming

Please add the names Maureen Blackwood and Nicola Walsh to the agenda for tonight. We are from Ward 1 and are delegates for a number of citizens that want the road narrowing and pedestrian crossing to remain after Tytler closes. We have a petition we will be bringing that is currently 6 pages long with many more waiting and wanting to sign (we have only just had a few days of interrupted efforts) after learning Thursday that the road narrowing was going to be removed. We apologize for this late effort as most of us did not believe the city would decide to remove it as it has demonstrated that it is effective and it is already paid for. We were surprised when we received our letter Thursday and took action immediately to try and do our best to save this. The vast majority of the community feels it does make a difference and though most want additional traffic calming measures we do not want to see the little we have removed. This morning we have had line ups of people wanting to sign the petition that did not get the opportunity due to having to leave for work or appointments. If given more time we could happily and easily get more names. Please note there are some additional names added since the attachment that I will bring tonight.

Maureen Blackwood
Nicola Walsh

Petition:

"I am signing this petition because I support those in the community who want and feel that the road narrowing and crosswalk on Ontario Street provides a safe crossing for children, seniors, people with varying abilities and all residents of our community. The data has shown that the road narrowing has been successful in reducing speed and volume of traffic thereby making it safer for pedestrians. We the undersigned would like to see both the road narrowing and the pedestrian activated crosswalk remain."

Signed by:

74 residents

representative of the Mill Croft Lofts – 78 residents

From: Annette Stocco
Sent: October 22, 2012 11:22 AM
To: Clerks
Subject: Re:OTES-29 Ontario Street – Road Narrowing

Madame Mayor and City Council Members:

How safe an environment is depends not only on its actual safety but also its perceived safety. The bump out has created a perception of safety that is not really there. Since the bump out was installed we have seen the following changes:

Safety:

- the speed of traffic has been reduced by 3km

Unsafe:

- cars stop in the middle of the road at green lights

--occasionally, an east bound car stops at a green light to wait for the car stopped on Wood Street to pull out (about once a month this happens to me)

--regularly, a west bound car stops to let a car leave Wood Street so that it can turn right onto Wood Street (about 3 times a week this happens to me)

- Kids stand in the middle of the street to cross the street because the bump out goes out that far. (My daughter, age 4, will push the button and then proceed to walk to the edge without any regard to traffic. She takes much more care when crossing the street at a corner.)
- there have been 3 accidents with motorists hitting the bump out, fortunately none that involved pedestrians.(I believe it is because of the lack of visibility during certain times of the day)

As a mother, I would rather see traffic calming measures used that work instead of creating the perception of working. Measures that create interest on the street so that the motorists perceive risk and slow down. Such measures include:

- Overhead banners
- Intersection Painting
-
- Stand Out: Simple, unusual, and non-threatening acts such as blowing bubbles in the street can create a whimsical, mystifying experience for road users that is sure to compel slower, more cautious driving.
-
- Yard Signs: Make signs or statues to place in your front yard to remind drivers to slow down. Signs do not have to be traffic related anything can get someone's attention.
- Outdoor Living Rooms

- Balloons & Harmless Obstacles
- Pace Car
-
- Universal Anchoring Device. This is a device embedded in the roadway or sidewalk which allows a wide variety of street reclaiming devices to be quickly attached or changed (banner poles, sculptures, etc.)

When the bump out was added a divide in the community was created. In removing it, the community is once again being divided. Please consider allowing the community to be responsible for their street by allowing some or all of the previously mentioned street reclaiming activities to be used. I have included a link to more description of these measures.

I believe the best thing City Council could do is to bring the community together to resolve this issue, perhaps in collaboration with the Two Rivers Neighbourhood Group.

Respectfully,

Annette Stocco

Sent: October 17, 2012 10:57 PM

To: Clerks

Subject: Ontario St. narrowing

On Monday night City Council will be discussing the issue of the Ontario St. narrowing. I ask the members of Council to respect the wishes of the residents of Ontario St. and the decision reached at the last meeting of Operations, Transit, and Emergency services.

Thank You

Danny Franceschi

From: Sam Leo
Sent: October 18, 2012 10:31 AM
To: Clerks
Subject: narrowing (bumpout) on Ontario Street

Dear Sir and/or Madame,

On Monday Oct 15th the Operations and Transit emergency services committee voted in favour of removing the bumpout on Ontario Street. I hope the final vote of city council would be in favour of the committee. As a 45 year resident of Ontario street I don't feel there is a problem with the volume or speed more than any of the other streets in the area to have warranted putting a narrowing in the road originally. In addition I don't feel the school closing has any relevance whether to remove or leave the narrowing. However I have witnessed a driver strike the narrowing causing both passenger side tires to be blown out. Finally, there have been 2 surveys conducted where the majority of the residents of Ontario street have voted against the narrowing.

Thank you for your time,

S Leo

Sent: October 19, 2012 12:22 PM
To: Clerks
Cc: Bob Bell; Jim Furfaro; Mayors Office
Subject: Ontario Street Road Narrowing

To whom it may concern,

I would like to include these comments for councils consideration on Monday with regards to the Ontario Street Road Narrowing. We are unfortunately not able to attend this meeting. Our family owns a house and lives on Ontario Street near the road narrowing. We were concerned and disappointed to learn the committee recommended the removal of the road narrowing at the end of this school year. We were surprised to learn of this when the staff recommendations and the school boards and comments clearly stated the need to re evaluate in the third quarter of 2013. We strongly believe this is helpful and beneficial from our own experience using it either individually or with our child who is 5 and want it to remain. We also question the fiscal wisdom of removing it when it has been successful in achieving its goals and has already been paid for and would result in incurring further cost for removal. We are asking council to please consider our request.

Sincerely,

Maureen Blackwood
Cheryl Cadogan

Mayor and Council,

Thank-you for taking the time to read our comments with regards to the Ontario Street road narrowing or what some people like to call a “bump out”.

We have a few points we wish to make.

1. We are in agreement with the Upper Grand District School Board’s comments:
 - community groups use the school building after hours and this may continue after the school closes in June 2013
 - some students residing south of Ontario Street may still need to cross Ontario Street to attend other schools. Current traffic calming measures and the pedestrian signal help to facilitate safe crossings for these students and all pedestrians
 - the removal of both the street narrowing and signal may be premature until changes to traffic patterns are evaluated after the school closure
 - the school playground space will continue to be accessible to local residents beyond the school closure date
 - the School Board does not intend to dispose of the building and has not decided on the future use of the building
2. The data collected by city staff shows that the road narrowing has successfully decreased the average speed by approximately 3km/h. Comparing traffic data collected in 2002 (pre-road narrowing and all-way stop controls) versus 2012, the traffic volumes have decreased from 1,365 vehicles per day in 2002 to 855 vehicles per day in 2012 (a decrease of 510 vehicles per day). This shows that the implementations of these devices has been helpful for the residents in dealing with their traffic issues. So why would we want to remove a road narrowing that has proven to be successful at providing a safe crossing for pedestrians?
3. It also seems fiscally irresponsible to remove something that is working by providing a safer crossing for all pedestrian in our neighbourhood. It is clear that it makes no sense to remove something that is benefitting the neighborhood.
4. Council should make their decision based on what is the best interest of the community as a whole (the greater good) instead of a disgruntled few who “just don’t like, so get rid of it”. A very good example is the smoking ban, many people (usually smokers) were opposed to it but rules were changed for the greater good.
5. The Ontario Coroner’s report that was just released on pedestrian deaths is calling for an overhaul of the province’s roads to bolster safety. He is

recommending 26 changes, including lowering the speed limits to 40 kilometers per hour on many residential streets and adding a slew of pedestrian crossings. “A road safety paradigm shift is necessary,” the coroner’s report states. “With recent rising costs for fuel, it is highly likely that walking will increase in the future,” the report added, “Ontarians want to walk and cycle and they want to be safe doing it.” The coroner’s recommendations in a way underscore a reality of municipalities across the country: Many communities and streets were designed to primarily accommodate vehicles, in an era when the car has been king. But the dynamics of Canadian roads are changing as more and more people are commuting by bike, transit or on foot. To accommodate this shift, Ontario’s chief coroner is advocating for a “complete streets” approach to guide the development of new communities and the redevelopment of existing ones.

6. A community is only as viable as the ability of its citizens to walk safely, “Encouraging walk friendly outdoor environments not only reduces the risk of injury or death by vehicles, it helps to decrease the 21,000 Canadian deaths per year that result from sedentary lifestyles” says Jacky Kennedy, director of Canada Walks, a pedestrian advocacy group.

- 7 Our neighbourhood deserves safe walkable streets. Our neighbourhood is being asked to accept more density. With density will come more traffic. More traffic means more issues for pedestrian and cyclists. The road narrowing and pedestrian signal has been successful. They will help with the increase traffic that will be generated in our neighborhood. Why would we even think about removing these items?

In closing, we ask that council support the retention of the road narrowing and crossing lights on Ontario Street and that it remains in place as a permanent traffic management device for Ontario Street.

The Ontario Coroner's report has set a new best practices procedure for municipalities to follow for the benefit of it's citizens!

Thank-you
Lori Pagnan and Fred Thoonen
155 Ontario Street

Dear Mayor and Council.

My family has been living on Ontario St. for 50 plus years and I find myself very concerned with the changes that are being proposed to remove the bump out on Ontario St..in front of Tyler School.

I didn't think that I needed to attend the OTES Committee meeting on Monday October 15th because of the recommendations put forth by staff in light of the letter from the Upper Grand School Board. I agree with the comments made by the school board that the road narrowing should be retained. As they note there will be community activities continuing at this location and the playground will continue to be accessible to local residents beyond the school closure date.

Speaking with some of my neighbours, there are more in support of **keeping** the road narrowing, than those who wish to have it removed. Besides the safety of the children, there are many seniors living on this street. I know of a few people in the neighbouring streets who walk their dogs and utilize the crosswalk making their way to York Road Park.

I urge that the road narrowing remain in place.

Regards,

Maria Marchesano

From: Kassie Jennings
Sent: October 20, 2012 1:11 PM
To: Clerks
Subject: Ontario Street- Road Narrowing Removal

Over the last 2 decades I have been involved in keeping vehicular traffic at bay, generating stop signs and school area signage. When the narrowing of the road in front of Tytler School was implemented I thought this would be another way to slow down the speed of traffic on our street. If the school is closed down in 2013 I don't know what that has to do with slowing down the speed of traffic on the street. If the pinching of the passageway creates the illusion that the car needs to slow down I believe this is a good thing that will help. I would like to suggest that the narrowing **not** be removed whether or not the school closes. These two things are not related. If the city would like to place **larger stop signs on Ontario Street** at Arthur Street I *would* be in favour of that decision. Or repainting the stripe on the street in front of larger stop signs, I would also be in favour of that decision. But I am **not** in favour of anything that will speed up the traffic.

thanks, Kassie Jennings

From: Nancy Schmidt
Sent: October 21, 2012 7:55 PM
To: Clerks
Cc: Jim Furfaro; Bob Bell
Subject: OTES-29 Ontario Street - Road Narrowing Update letter

Re: OTES-29 Ontario Street - Road Narrowing Update

I am writing to voice my support for maintaining the traffic calming, road narrowing structure on Ontario Street across from Tytler School. Anything that continues to slow traffic near a school in a high density neighborhood should be encouraged and supported, not dismantled.

I am a twenty-five year resident on nearby Toronto Street and have witnessed constant speeding down both Toronto and Ontario streets as cars and commercial vehicles used those roads as short-cuts to bypass the Wyndham/Wellington intersection. A stop sign now at the corner of Short Street and Toronto St. has greatly reduced the number of cars speeding down our street.

As someone who walks by daily at the road narrowing structure on Ontario St., I have seen the positive affect of forcing cars to slow down as they approach Tytler School. The stop sign at Ontario and Arthur further down from the school reinforces the need for drivers to travel the posted speed limit. These combined measures send a message to drivers that they will not save time by taking such a short-cut.

While I understand there have been concerns expressed about the aesthetics and safety of the road narrowing AND traffic calming structure, the issue that should be addressed is the need to slow down traffic at Tytler School which this structure accomplishes. The safety of students should be paramount. The fact that the issue is framed as "road narrowing" instead of "traffic calming/reducing" misses the very reasons why such a structure was first put in place. Modify it if you must, but keep something there that continues to slow or calm traffic as it approaches Tytler School.

Thanks you,

Nancy Schmidt

From: Jennifer_Harris@cooperators.ca
Sent: Monday, October 22, 2012 9:47 AM
To: Jim Furfaro; Bob Bell
Cc: Joyce Sweeney; Mayors Office
Subject: Ontario St. traffic calming bump

Hi Jim and Bob,

Just a quick note as I believe this is getting voted on today: I heard about the traffic calming bump being removed on Ontario St. due to the closure of Tytler, but I don't think it's wise to remove it.

I live on Neeve and I regularly walk my dog down Ontario and Toronto Sts. on my way to the park/river. That bump provides a convenient place to get across the street, and it also helps to slow down a lot of the big trucks and cars that routinely speed down that street on their way to Wellington Rd. I know that the school will still be used by other groups, too, so keeping the bump allows them easy access for their events and meetings.

Rather than spend all that money on removing the concrete, etc. (after money was spent to put that in), please just leave it and re-direct the funding toward other community/Ward 1 programming.

Best wishes,
Jenn Harris

From: suzi boudreau
Sent: October 22, 2012 11:34 AM
To: Clerks
Subject: road narrowing Ontario Street

To whom it may concern,

As per the survey done in September 2012 regarding the road narrowing on Ontario Street I would like to reiterate to counsel that I have never seen such a narrowing that lacks a gradual narrowing. This structure has no merge allowance rather a hard stop making the curb jut out in to the middle of the road. I feel this is abrupt and dangerous.

As a well experienced driver I have concerns of striking the curb in the likely event of a snowstorm should the curb become obscured from view by snow. Further I hate to think of the result of a pedestrian standing on that curb on a dark stormy night. But like often the case, traffic issues are usually only taken seriously until after injury/fatality. I hope this is not the case here.

If there were concerns with slowing down the traffic I don't understand why the existing pedestrian prompted traffic light could not have been converted to an automatically changing light, or even simply to have installed a stop sign. It seems like the decision to construct a (dangerous) structure was not well though through.

I hope that the possibility of injury/fatality is considered in this case and the structure be removed before someone gets hurt.

Sincerely

Suzanne Boudreau

From: Annie Dunning
Sent: October 22, 2012 11:58 AM
To: Clerks
Subject: Ontario st. Traffic calming

I am in favour of traffic calming remaining in place on Ontario st. at Wood st. After the closing of Tytler school.

Annie Dunning

October 18, 2012

HAND DELIVERED

To: Residents of Ontario Street

Dear Sir and/or Madam:

RE: Ontario Street – Road Narrowing Removal

The Operations, Transit & Emergency Services Committee met on Monday, October 15th, 2012 regarding the road narrowing on Ontario Street at Wood Street. The following resolution was passed by the Committee:

“THAT the City remove the bump out on Ontario Street at the completion of the school year in June, 2013.”

This resolution will be considered by City Council at their regularly scheduled meeting on Monday, October, 22nd, 2012 at 7:00 p.m. If you wish to appear as a delegation at the Council meeting, please contact the City Clerks office at 519-837-5603 by 12:00 p.m. (noon) on Monday, October 22nd, 2012.

If you have any questions regarding the resolution please contact me at the extension below.

Sincerely,



Dean McMillan
Traffic Technologist II

Traffic & Parking Division
Public Works Department
Location: 1 Carden Street, City Hall

T 519-822-1260 x 2041
F 519-822-1751
E dean.mcmillan@guelph.ca

C Bob Bell, Ward 1 Councillor
Jim J. Furfaro, Ward 1 Councillor
Ian Findlay, Chair, Operations, Transit & Emergency Services Committee
Dolores Black, Clerks Department

File #15.113.001

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guelph.ca

Ontario Street – Road Narrowing and Intersection Pedestrian Signal Survey Results and Comments - June 2012

Survey Results:

Total number of responses received = 31

Road Narrowing:

Intersection Pedestrian Signal:

Support retaining road narrowing	10 (32%)	Support retaining the traffic signal	15 (48%)
Support removing the road narrowing	21 (68%)	Support removing the traffic signal	13 (42%)

Note: For the question regarding the Intersection Pedestrian Signal, only 28 of the 31 surveys returned answered this question.

Item	Comments	Staff response
1	If there are any changes being made to the street signage should be improved in the manner of larger stop signs at Ontario and Arthur, and Ontario and Neeve. Vehicular traffic still treat these stop signs as if they were yield signs. Anything to slow down the speed of traffic on the street is helpful for those of us who regularly walk the neighbourhood.	<p>Staff confirmed stop signs at the all-way stop controls on Ontario Street are clearly visible. This concern highlights one of the negative consequences when unwarranted all-way stop controls are used as a measure for controlling speeds – where drivers either making ‘rolling’ stops or in some cases may even choose not to stop at all.</p> <p>Traffic speed data collected in 2002 (pre-road narrowing and allway stop controls) versus 2012 show operating speeds on Ontario Street have decreased by 1 km/h from 53 km/h to 52 km/h, a 2% decrease.</p>
2	If there is no need for the traffic lights according to your own survey, then there is no need for the narrowing. Get rid of it.	n/a
3	Thank you for asking for input on this issue.	n/a
4	I feel if traffic calming is needed in the area a raised crosswalk would be more appropriate	n/a
5	You really need to get the opinion of my tenants and those who live on Wood Street and those who use the Street, i.e. the bus drivers, police, fire department	<p>Surveys were distributed to property owners and tenants.</p> <p>Staff have not received any complaints or concerns from other City Services about the road narrowing on Ontario Street at Wood Street.</p>
6	Totally off topic, try to fix your bus system- thanx, keep up the good work	n/a
7	Nice to know the results.	Staff will notify residents as to when this matter is presented to the Operations, Transit and Emergency Services Committee.

Item	Comments	Staff response
8	I would like to continue to receive mailing updates on the outcome of any meetings regards this issue.	Refer to staff comment under item #7
9	<p>I think the road narrowing is more of a hazard than help. As a cyclist I find it nerve wracking going through with another vehicle, especially the bus. This is due to the lack of room, and how the City doesn't give us the same rights as other vehicles so drivers will push us off the road.</p> <p>I find that there are many small children in the neighbourhood and even if the school isn't operating they still need a safe way to cross this street.</p>	<p>There have been no reportable collisions at the road narrowing since it's installation in 2008. Bicycle lane markings are generally not used on local streets such as Ontario Street.</p> <p>Cyclists are considered vehicles under the Highway Traffic Act and are entitled to use the road and are obligated to follow the same rules as drivers.</p> <p>In narrow lane situations, the Ontario Ministry of Transportation's Safe Cycling Guidelines encourage the cyclist to "take the lane." This requires motorized vehicles to stay behind a cyclist or pass safely in the adjacent lane. It is safer for cyclists to take the lane because they will not be forced too close to the curb where there is more risk of debris, potholes etc. and it makes the cyclist more visible to drivers. (source: http://www.mto.gov.on.ca/english/pubs/cycling-guide/section3.0.shtml)</p> <p>More information and links on safe cycling practices can be found at www.guelph.ca/bike under "Share the Road – Cycle Safe".</p>
10	In regards to the pedestrian signal one would need usage data to decide on whether or not it should remain or be removed. I trust in the City to make this decision as I have no such data. However, regarding the road narrowing, this should be removed as soon as possible. As a driver I have concerns in being at risk of striking it during a snow storm when it may become obscured by snowfall. Also I feel that this design of road narrowing is abrupt and dangerous, it goes against the natural flow of traffic, having a lane suddenly end without a merge.	The City uses criteria established by the Province of Ontario for determining when traffic signals are required. Based on traffic data collected on June 7 th , 2012, traffic signals are not technically warranted based on existing vehicular and pedestrian volumes.
11	<p>I just want speed bumps added before the school gets out.</p> <p>The road narrowing to be removed when the road gets repaved and maybe a set of lights at the corner of Arthur and Ontario.</p>	n/a
12	Save money! Take the lights out, leave the road narrowing to encourage traffic to slow down, leave the cross walk and put in a stop sign.	n/a
13	<p>Regarding the road narrowing it does not appear to have made a difference in flow of traffic.</p> <p>I don't understand why we are being surveyed again as the majority had opposed it originally.</p>	In comparing traffic data collected in 2002 (pre-road narrowing and allway stop controls) versus 2012, the traffic volumes have decreased from 1,365 vehicles per day in 2002 to 855 vehicles per day in 2012 (a decrease of 510 vehicles per day), while the operating speed has decreased from 53 km/h to 52 km/h since the narrowing was installed.

Item	Comments	Staff response
14	<p>Road narrowing hasn't appeared to have made a difference in traffic flow however it has caused accidents. Why is the City in forcing traffic calming when studies had shown the number of vehicles did not amount to enough to qualify?</p> <p>It appears that the City had originally been in favour of the demands of the minority of the neighbourhood. When the City tabulates the results of this survey I would like to be notified of its findings and what will be recommended to Council.</p>	Refer to staff comment under item #7
15	I don't think keeping either of these things (the signal or narrowing) are useful, once the school is no longer operating. It's a waste of money to run electricity to a signal that nobody needs. I'm sure these resources could be used elsewhere – which would be much more beneficial to everyone.	Staff are also reviewing whether the existing intersection pedestrian signal located on Ontario Street at Wood Street should be retained once Tytler Public School closes.
16	<p>The issue of the Ontario St bump out has been no more than a nuisance, there has been at least one reported vehicle that ran into the bump out, also causing many other drivers to be confused, seeing them stopping at the bump out or driving in the opposite lane for quite some distance. Back in 2008 traffic services conducted a study with the volume of traffic on Ontario St. The study concluded there was no need to warrant any traffic calming on Ontario St.</p> <p>In March of 2010 I had asked the bus driver of #4 York Rd. Bus "what do you and your colleagues think of the bump out?" After all they probably drive on Ontario St. More than any else. The driver's response was "what are they thinking about, there is a traffic light to cross and it is very dangerous for us, at times we are driving towards oncoming traffic." I responded "Why don't you do anything about it, you're unionised? The driver replied "the engineers, planner etc. that put the bump out in are our co-workers it is in the best of our interest not cause problems in the work place."</p> <p>My suggestion would be remove both the traffic signal and bump out.</p>	<p>Staff have received two reports about vehicles hitting the road narrowing. However, upon review by staff no visible damage was found nor were there any reports of such damage filed with the Guelph Police Service.</p> <p>As is standard treatment at all islands or road narrowings, a hazard marker has been posted warning motorists of the narrowing.</p>
17	Ontario Street is a residential Street but people use it as a speedway. Personally I would like to see more pinch points.	Refer to staff comment under item #1 regarding speed changes.
18	I can't believe traffic is in any way impeded by the narrowed road it creates small variety in a long street and might help a bit to keep speeds down.	Refer to staff comment under item #1 regarding speed changes.
19	Remove the narrowing road Remove the pedestrian signal	n/a

Item	Comments	Staff response
20	<p>We need some element of traffic calming on Ontario St I have lived here for 8 years and have witnessed extreme speeds. So if the narrowing is removed would you consider speed bumps?</p>	<p>In the event the road narrowing and traffic signal are removed and there is a desire from the neighbourhood to investigate other traffic calming measures such as speed humps, staff are prepared to undertake a review at that time</p>
21	<p>Here are my comments with regards to Ontario Street road narrowing and traffic signal. Official Plan's Transportation System Objective d) –to support measures to improve the pedestrian environment and system. Removing either the narrowing or the IPS goes against this objective. I do not wish to see the pedestrian traffic signal/crosswalk or road narrowing removed. The Guelph's Trail Network Shows Tytler School as part of this network, so the narrowing and Traffic Signal will still be an asset to pedestrian activity. As part of the interim traffic calming measures we were given all-way stops for the neighbourhood. At that time we weren't able to have an all way stop at Ontario and Wood because we had the crosswalk and lights. Does this now mean that an all-way stop will be implemented at this intersection? Your information shows that the road narrowing has decreased the average speed by approximately 3km/hr. This is a sign of success and something that will help to keep the speeds down on our street (the silent police). If it is a success why remove it?</p> <p>Staff must also remember that our traffic issues go way back, this includes speed, cut through traffic, volume and transport trucks (all of which still occur). Staff also need to be reminded that there has been a reduction all of these because of the implementation of the all way stops and without these our problems would be worse. Removing the crossing light and traffic signal as well as the road narrowing would compromise the success we have had. Even if Tytler closes there will still be people such as children, seniors, those with mobility issues and others who will still continue to use this pedestrian walk in order to cross the street safely. The crosswalk is adjacent to a bus stop. This provides a safe crossing for those getting on and off the bus. There are children who attend Sacred Heart who cross at this crosswalk. It is premature to remove these items until a future use is identified as it could have some sort of community use and therefore a need for a safe crossing. Spending the money to pull them out and then putting them back is irresponsible. Backward thinking when we are trying to create safer walkable communities. The neighbourhood has a high rate of pedestrians and the City should be providing more ways to encourage as opposed to discourage pedestrian activity. The IPS has been on this street since at least the 1970's and is obviously needed (traffic has increased since the 70's). Why target this now? The City should then be required to evaluate all others in the City and those that do not meet the requirements should also be removed. I</p>	<p>Traffic signals are an effective traffic control device for allocating right-of-way and are generally used at locations with significantly higher traffic volumes or where there are insufficient gaps in traffic for either vehicles or pedestrians as found on arterial and major collector roadways. Based on existing traffic volumes, Ontario Street does not meet the criteria for traffic signals. There are many local streets within the City with traffic volumes similar to Ontario Street which do not have traffic signals, including those with school frontage. Therefore staff support removal of the traffic signal.</p>

Item	Comments	Staff response
	<p>am sure there are others that do not meet the 200 in 8-hour criteria. 60 pedestrians in an 8 hour period is actually good for Ontario Street considering it is a local roadway. We have a very active pedestrian neighbourhood, we should be encouraging active transportation as much as possible. It seems that the city wants to discourage it in our neighbourhood. When Tytler closes, children will be bussed and many need to use Tytler School as a pick up and drop off spot. This neighbourhood has been targeted for more growth and density and that adds up to more cars and traffic on our street. Shouldn't the city be trying to implement strategies to encourage safe pedestrian activity instead of reacting to the problems as they arise. The St. Patrick's Ward Transportation Study done as part of the Community improvement plan identifies the need to deal with traffic in our neighbourhood. Unfortunately it has been ignored and not implemented. Planning and Transportation and Operations have not worked together to provide a comprehensive and clear vision for this neighbourhood and I am frustrated. Other areas of the city have had progressive methods installed to make their communities more pedestrian and residentially friendly but we in the Ward get to have increase growth and traffic and nothing to mitigate the effects. I hope that staff and the committee will see to it that the narrowing and crossing are valuable assets to our neighbourhood and will retain both.</p>	

From: David Greenwood
Sent: Thursday, October 18, 2012 12:27 PM
To: Ian Findlay
Subject: Goodwin Drive overnight parking

Mr. Findlay

My name is Dave Greenwood and I am a resident of the Goodwin Drive Condominium where overnight street parking has been permitted for the past two years. I am also the current president of the condominium board and have been for the past few years. I did request to present at the council meeting where street parking was to be discussed but my request was too late to be accepted as a presenter. I did attend the session on Monday evening October 15, 2012.

My concerns are as follows

I totally disagree with any parking on the Goodwin Drive for the following reasons

1. Exiting the complex is a very difficult task as you cannot see cars coming from either direction unless you have the front of your car positioned in a driving lane.
2. Although the winter of 2012 was a very mild one with little snow the previous winter of 2011 had several days where the snow banks (and frozen snow surrounding parked cars) pushed parked cars out fifteen feet from the curb which meant that cars or the city bus could not pass on the street it also meant you were half way across Goodwin Drive before you could see oncoming traffic from either direction when exiting the driveway. I also noted vehicles parked on the street that never moved for more than a week.
3. All Condo owners were well aware of the parking available when they purchased their units. There was no promise of extra parking spaces being made available for second vehicle families.
4. Anyone who was able to buy a second parking spot from Reid's paid in excess of \$9000.00 with fees those spots are now selling for less than half that amount if they can be sold at all. I have a three bedroom condo which had an option to purchase a second spot (which I did for my wife's car) for the \$9000.00.
5. If the city has made an error in allowing this complex to be built with less than the 1.25 (councilor Van Hellemond confirmed this number) parking spots per condo maybe the onus should be on the city to reimburse the owners of second parking spots the \$5000.00 they have overpaid. If there was no street parking the available parking spaces would probably return to their earlier valuation of \$9000.00.
6. Parking on city streets is not a good idea and should only be used in extreme circumstances (houses with no driveways). Street parking is not progress nor should the prospect of charging someone to do it be viewed as a good reason.

Thank you

Regards

Dave Greenwood

From: Fred and Frieda Steiger

Sent: October 15, 2012 12:35 PM

To: Mayors Office; Maggie Laidlaw; Leanne Piper; Lise Burcher; June Hofland; Ian Findlay; Bob Bell; Jim Furfaro; Jim Furfaro; Andy VanHellemond; Gloria Kovach; Todd Dennis; Karl Wettstein

Subject: re: Urban Forest Management Plan: URGENT ANGLE!

Dear Mayor and City Council,

In response to Saturday's article in the Mercury on the Urban Forest Management Plan which comes up for discussion and a vote this evening, I urge you to seriously look at the dense residential tree cover.

Trees have their place. But under trees and in their shade, no vegetables will grow. Isn't this segment of environmental sensitivity also important, that we try and grow our own food? But if the City's plan chucks every lot full of trees, where does this leave us vegetable growers? Please, please think about this aspect too.

Let us be sensible on the tree issue, and don't have us to live like forest people. without a ray of sunshine in the house and no place to grow the vegetables and sun loving flowers!!!

Where you can improve greatly on heat producing places, are our countless, huge, paved parking lots of our malls and businesses! Bring them under a shady canopy! Now that would be a step forward not only for the climate, but also for aesthetics.

I truly hope that you take my plea into consideration.

sincerely,
Frieda Steiger

From: Hugh R Whiteley

Sent: October 22, 2012 8:43 AM

To: Andy VanHellemond; Cam Guthrie; Jim Furfaro; Todd Dennis; Bob Bell; Lise Burcher; Mayors Office; Ian Findlay; June Hofland; Gloria Kovach; Maggie Laidlaw; Leanne Piper; Karl Wettstein

Subject: Importance of the Urban Forest Management Plan

Urban Forest Management Plan that is before City Council for approval fulfills an important commitment to make Guelph a fully sustainable, healthy and beautiful community. In every consultation with the citizens of Guelph as to what they most admire about the city, and what they hope for, *experience of nature* ranks at the top. The 2009 Recreation and Parks Masterplan strongly reflects Guelph's love of nature and the current well-being consultations have reinforced this theme.

Numerous studies have been made of the benefits of interaction with natural areas for urban dwellers. It is uniformly found that while any vegetated area provides some benefit it is treed areas that are most appreciated and the larger and more natural the area the greater the beneficial effect.

The background provided for the UFMP set out the many justifications that support Guelph having a vigorous and sustained program to restore and maintain the city's tree canopy. The management plan presents a minimum but efficient and effective allocation of resources to this important task.

I strongly urge City Council to respond to the long-expressed wishes of Guelph citizens and approve the Urban Forest Management Plan.

Hugh Whiteley

-----Original Message-----

From: Lorraine Pagnan

Sent: October 21, 2012 6:51 PM

To: Clerks

Subject: Uraban Forest Management Plan

Mayor and Council,

Please endorse the Urban Forest Management Plan.

Lorraine Pagnan

From: MAGEE MCGUIRE

Sent: October 21, 2012 2:44 PM

To: Gloria Kovach; June Hofland; Maggie Laidlaw; Mayors Office; Bob Bell; Ian Findlay; Lise Burcher; Todd Dennis; Cam Guthrie; Andy VanHellemond; Leanne Piper; Karl Wettstein; Jim Furfaro

Subject: Urban Forest Plan

Dear Councilors,

I have read the proposal for the new urban forest plan and hope that you will support it. The Earth's lungs of tomorrow need to be growing today.

Thanks,

Magee McGuire

Her Worship the Mayor and
Councillors of the City of Guelph
City of Guelph, City Hall
59 Carden Street,
Guelph, ON N1H 3A1

October 22, 2012

Re: PBEE-42 Guelph Innovation District: Release of Draft Secondary Plan

Dear Mayor and Council,

We wish to thank the Planning & Building, Engineering and Environment Committee for their support of the vision and guiding principals that we, the landowners and the University of Guelph have for the Special Residential / Glenholm Drive Area located at the southeast corner of the District. We have been working with the University of Guelph since January of this year and would like them to continue their research to make our development a reality. In order to do so, we propose that Council receive the Guelph Innovation District Draft Secondary Plan with direction to staff to remove the last paragraph on page 7 and items 1, 2 & 3 on the top of page 8 and replace them with what we believe Committee and Council will agree as the solution to provide a low density residential development while maintaining the Vision of Principals of the Guelph Innovation District:

“Special Residential - Is to be an innovative low density residential area with green homes that are consistent with Guelph’s Community Energy Initiative, minimize energy and water use while incorporating resource efficient materials with a Leed designation. The master plan is to focus on the investigation, implementation and applications of clean energy (e.g., solar power), energy conservation (e.g., energy star products, Leed), heat pumps, onsite water, waste and storm water treatment with the overall goal of making the development self contained and self sustaining with minimal impact on the environment. This area is to be developed as a pilot project in conjunction with the University of Guelph and the Planning & Building, Engineering and Environment Department as a valuable study vehicle, giving the City and students the opportunity to provide input into the site design, the design of the eco-homes, accessibility to energy usage data and to work with the people who live in this unique community. In direct support of the Vision of Principals of the Guelph Innovation District, this initiative shall become a showcase community inside of the GID, ultimately balancing a small carbon footprint with a green education study while at the same time providing a unique and meaningful place to live.”

Hoping the above meets with your approval, we remain,

Yours Truly,

Ken Spira, John & Alex Drolc, Brian Folkerson-Land Owners,

Jamie Miller, Khosrow Farahbakhsh-University of Guelph