

Committee of the Whole Meeting Agenda

Consolidated as of November 3, 2017.

**Monday, November 6, 2017 – 1:00 p.m.
Council Chambers, Guelph City Hall, 1 Carden Street**

Please turn off or place on non-audible all electronic devices during the meeting.

Please note that an electronic version of this agenda is available on guelph.ca/agendas.

Changes to the original agenda have been highlighted.

Call to Order – Mayor

Disclosure of Pecuniary Interest and General Nature Thereof

Authority to move into Closed Meeting

That the Council of the City of Guelph now hold a meeting that is closed to the public, pursuant to The Municipal Act, to consider:

- C-COW-CS-2017.1 Fall 2017 Public Appointments to Various Advisory Boards and Committees**
Section 239 (2) (b) personal matters about an identifiable individual, including municipal or local board employees.
- C-COW-PS-2017.2 Speedvale Avenue Bridge Underpass Risks and Liabilities**
Section 239 (2) (f) advice that is subject to solicitor-client privilege, including communications necessary for that purpose.
- C-COW-CS-2017.2 Guelph Transit / Amalgamated Transit Union (ATU) Negotiation Update**
Section 239 (2) (d) labour relations or employee negotiations.

Closed Meeting

Open Meeting - 2:00 p.m.

Mayor in the Chair

Closed Meeting Summary

Disclosure of Pecuniary Interest and General Nature Thereof

Presentation

- a) Who We Are, What We Do and Organizational Highlights
Dorothe Fair, Guelph Wellington Seniors Association
-

Consent Agenda – Corporate Services

Chair – Councillor MacKinnon

The following resolutions have been prepared to facilitate Council's consideration of various matters and are suggested for consideration. If Council wishes to address a specific report in isolation of the Consent Agenda, please identify the item. It will be extracted and dealt with separately as part of the Items for Discussion.

COW-CS-2017.18 Shared Cost Allocation Basis – Wellington-Dufferin-Guelph Public Health

Recommendation:

That staff be directed to update the agreement among the County of Wellington, County of Dufferin and City of Guelph to reflect the continued use of the population numbers as produced by the Statistics Canada Census and to update the version of the Statistics Canada Census used in this calculation in the budget year following the year in which new information is released, as well as other administrative matters.

COW-CS-2017.19 Changes to the Vacant Unit Tax Rebate Program

Recommendation:

1. That the vacant unit tax rebate program be eliminated effective January 1, 2018.
2. That a reduction of \$470,000 be shown in the 2018 operating budget.

Items for Discussion – Corporate Services

The following items have been extracted from Consent Agenda and will be considered separately. These items have been extracted either at the request of a member of Council or because they include a presentation and/or delegations.

COW-CS-2017.20 Fall 2017 Public Appointments to Various Advisory Boards and Committees

Recommendation:

1. That _____ be reappointed to the Accessibility Advisory Committee for a term ending November, 2018.

2. That _____, _____ and _____ be appointed to the Accessibility Advisory Committee for a term ending November, 2018.
3. That _____ be appointed to the Committee of Adjustment for a term ending November, 2018.
4. That _____ be reappointed to the Downtown Advisory Committee for a term ending November, 2018.
5. That _____ be appointed to the Downtown Advisory Committee for a term ending November, 2018.
6. That _____ be reappointed to the Environmental Advisory Committee for a term ending November, 2018.
7. That _____ be reappointed to the Guelph Museums Advisory Committee for a term ending November, 2018.
8. That _____ be appointed to Heritage Guelph for a term ending November, 2018.
9. That _____ be appointed to the Public Art Advisory Committee for a term ending November, 2018.
10. That _____ be appointed to the River Systems Advisory Committee for a term ending November, 2018.
11. That staff be directed to conduct further recruitment to fill the remaining two vacancies on the River Systems Advisory Committee.
12. That _____ and _____ be reappointed to the Tourism Advisory Committee for a term ending November, 2018.
13. That staff be directed to conduct further recruitment to fill the remaining vacancy on the Tourism Advisory Committee.
14. That _____, _____, _____ and _____ be reappointed to the Transit Advisory Committee for a term ending November, 2018.
15. That _____ be appointed to the Transit Advisory Committee for a term ending November, 2018.
16. That _____ be reappointed to the Waste Resource Innovation Centre Public Liaison Committee for a term ending November, 2018.
17. That staff be directed to conduct further recruitment to fill the remaining vacancy on the Waste Resource Innovation Centre Public Liaison Committee.

18. That _____ be appointed to the Water Conservation and Efficiency Public Liaison Advisory Committee for a term ending November, 2018.

Service Area Chair and Staff Announcements

Consent Agenda – Public Services

Chair – Councillor Downer

The following resolutions have been prepared to facilitate Council's consideration of various matters and are suggested for consideration. If Council wishes to address a specific report in isolation of the Consent Agenda, please identify the item. It will be extracted and dealt with separately as part of the Items for Discussion.

COW-PS-2017.13 Street Tree Ownership and Maintenance

Recommendation:

That the current street tree ownership and maintenance practices provided by Parks Operations and Forestry, as described in ATT-1 of the report titled Street Tree Ownership and Maintenance, dated November 6, 2017, be approved.

COW-PS-2017.14 Bicycle Skills Facility

Recommendation:

1. That staff be directed to engage the community, and plan and design a bicycle skills facility that will be owned and operated by the City of Guelph.
2. That Council endorse the staff recommendation that the Eastview Community Park be the location for the bicycle skills facility.
3. That Staff be directed to revise the Eastview Community Park Master Plan to accommodate a bicycle skills facility.

Items for Discussion – Public Services

The following items have been extracted from Consent Agenda and will be considered separately. These items have been extracted either at the request of a member of Council or because they include a presentation and/or delegations.

COW-PS-2017.16 Paramedic Service Master Plan

Presentation:

Stephen Dewar, General Manager, Guelph Wellington Paramedic Services

Recommendation:

That Public Services Report # PS-17-28 "Paramedic Service Master Plan" be received.

COW-PS-2017.15 Speedvale Avenue Bridge Underpass

(Referred from the October 2, 2017 Committee of the Whole meeting.)

Delegations:

Hugh Whiteley
Cyndy McLean
Dorothe Fair, Guelph Wellington Seniors Association
Barbara Mann

Correspondence:

Petition with 201 signatures
Annika Ferwerda
Lindi Giefert
Morris Martini
Wilfred Ferwerda
Mark Wojcicki
Ian Digby
Gertie Riemer
Alain Carriere
Rick McRonald
Cindy Ridi
John Buttars
Bill Whitehead
Cynthia Sprig
Shannon Brown
Alex Ball
David McAuley
Jeremy Grant
Lisa Mactaggart

Please note that additional options regarding the Speedvale Avenue Bridge Underpass will be provided in a separate staff memo as part of the consolidated November 6, 2017 Committee of the Whole agenda. (staff memo)

The original recommendations from the October report were as follows:

Recommendation:

1. That staff be directed not to proceed with the detailed design and construction of the Speedvale Avenue Bridge Underpass.
2. That staff be directed to continue to explore an alternative to the Speedvale Avenue Bridge Underpass in the Guelph Trail Master Plan Update.
3. That the \$50,000 approved in the 2017 Capital Budget for detailed design be reallocated to account PK0002 Guelph Trails.

COW-PS-2017.17 Subsidy Strategy

This item was extracted from the October 27, 2017 weekly information package by Councillor MacKinnon.

Service Area Chair and Staff Announcements

Consent Agenda – Audit

Chair – Councillor Billings

The following resolutions have been prepared to facilitate Council's consideration of various matters and are suggested for consideration. If Council wishes to address a specific report in isolation of the Consent Agenda, please identify the item. It will be extracted and dealt with separately as part of the Items for Discussion.

COW-AUD-2017.10 Internal Audit Work Plan 2018-2020

Recommendation:

That the report CAO-A-1708, "Internal Audit Work Plan 2018-2020" dated November 6, 2017 be approved.

COW-AUD-2017.11 Status of Outstanding Management Action Plans

Recommendation:

That the report CAO-A-1709, "Status of Outstanding Management Action Plans" dated November 6, 2017 be received.

COW-AUD-2017.12 Single Source Purchase Audit Report

Recommendation:

That the report CAO-A-1710, "Single Source Purchase Audit Report" dated November 6, 2017 be received.

Items for Discussion – Audit

The following items have been extracted from Consent Agenda and will be considered separately. These items have been extracted either at the request of a member of Council or because they include a presentation and/or delegations.

COW-AUD-2017.13 2017 External Audit Plan

Presentation:

Matthew Betik, KPMG

Recommendation:

That the staff report titled '2017 External Audit Plan' and numbered CS-2017-34 be received for information.

Service Area Chair and Staff Announcements

Mayor as Chair

Chair and Staff Announcements

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

Adjournment

INTERNAL MEMO



DATE November 6, 2017
TO **City Council**
SUBJECT **Speedvale Underpass – supplemental information**

Following the October Committee of the Whole meeting, staff were directed to return to the November meeting and provide Council with further information in order to assist with decision making. Staff had been unable to recommend proceeding with the Underpass due to existing Council approved policies, and so staff are now providing Council with new options for consideration.

Should Council be willing to provide new direction to staff and direct the investigation of an alternative trail design that has no minimum design criteria, then this will enable us to pursue alternative solutions. Staff would therefore recommend that Council consider Option A below.

Attached, please find a chart outlining a high level summary of each of the three options available to Council, and the potential risks / considerations for each option. The recommended motions for each of the options are as follows:

Option A – Investigate alternative trail design options under Speedvale Avenue that comply with the Official Plan and Zoning By-law

1. That staff be directed to report back to Council in 2018 on alternative trail design options within the identified study area on the west side of the river. Alternative trail design options will have no minimum design criteria and will comply with the Official Plan, Zoning By-law and provincial legislation.
2. That staff consider future capital budget requirements for a possible alternative trail under Speedvale Avenue as part of the 2019 Capital budget process.

Option B – Original staff recommendation; not proceed with Speedvale underpass as currently proposed, and pursue an alternate location

1. That staff be directed not to proceed with the detailed design and construction of the Speedvale Avenue Bridge Underpass.
2. That staff be directed to continue to explore an alternative to the Speedvale Avenue Bridge Underpass in the Guelph Trail Master Plan Update.
3. That the \$50,000 approved in the 2017 Capital Budget for detailed design be reallocated to account PK0002 Guelph Trails.

Option C – Proceed to detail design with full width trail under Speedvale as outlined in the Scoped Environmental Impact Study dated May 12, 2017

1. That staff bring forward a report for Council's consideration no later than Q1 2018 outlining the steps required to obtain the necessary Official Plan and Zoning amendments
2. That staff be directed to proceed to detailed design of the Speedvale underpass utilizing the \$50,000 previously set aside in the 2017 Capital Budget
3. That the River Systems Advisory Committee, Accessibility Advisory Committee and Grand River Conservation Authority be consulted during the detailed design process.
4. That staff bring forward the capital budget required to construct the trail as part of the 2019 Capital budget process.

Staff from the following departments assisted with compiling the information in the attached chart, and will be available at Committee of the Whole to answer any additional questions:

- Parks and Recreation
- Engineering
- Corporate Facilities Maintenance
- Planning and Building Services
- Legal and Realty Services

Colleen Clack

Deputy CAO

Public Services

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E colleen.clack@guelph.ca

Scott Stewart

Deputy CAO

Infrastructure, Design and Enterprise Services

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Speedvale Underpass – Options for Consideration

Option	Implications
<p>Option A Investigate alternative trail design options under Speedvale Avenue that comply with the Official Plan and Zoning By-law</p>	<p><u>Official Plan</u></p> <ul style="list-style-type: none"> • Any proposed trail will meet the policies of Official Plan <p><u>Zoning</u></p> <ul style="list-style-type: none"> • Any proposed trail will comply with Zoning <p><u>Accessibility</u></p> <ul style="list-style-type: none"> • Accessibility impacts of providing trail options with no minimum design criteria that meet Official Plan and Zoning requirements will be reported to Council • Provincially legislated requirement for accessibility will be followed <p><u>Environmental</u></p> <ul style="list-style-type: none"> • Trail alternatives will be proposed that align with environmental policy <p><u>Active Transportation Network/Guelph Trails Master Plan</u></p> <ul style="list-style-type: none"> • Trail will not be compliant with ATN requirements • A critical or essential trail connection will not be provided under the definition of the ATN • A trail will be provided under Speedvale Avenue on the west side of the river • Trans Canada Trail is connected, possibly not with an accessible connection • Trail use will be defined as secondary or tertiary in the Guelph Trail Master Plan • Trail user safety issues resulting from trail design or maintenance restrictions will need to be identified and presented to Council • Maintenance issues and costs as a result of limited or no maintenance access will be presented to Council <p><u>Cost Estimate</u></p> <ul style="list-style-type: none"> • Unknown

<p>Option B Original staff recommendation: not proceed with Speedvale Underpass as currently proposed and pursue an alternate location</p>	<p><u>Official Plan</u></p> <ul style="list-style-type: none"> • Would conform with OP policies <p><u>Zoning</u></p> <ul style="list-style-type: none"> • Would conform with Zoning regulations <p><u>Accessibility</u></p> <ul style="list-style-type: none"> • All, regardless of mobility, continue to use signaled crossing over Speedvale Avenue <p><u>Environmental</u></p> <ul style="list-style-type: none"> • Avoids negative impacts to the City's Natural Heritage System <p><u>Active Transportation Network/Guelph Trails Master Plan</u></p> <ul style="list-style-type: none"> • No trail connection completed as outlined in Active Transportation Network • Trans Canada Trail not connected • Alternatives will be explored as part of the ongoing GTMP • Alternative locations for proposed trail will include the east side of the river <p><u>Cost Estimate</u></p> <ul style="list-style-type: none"> • TBD, depending on alternate location options
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Option C

Proceed to detail design with full width trail under Speedvale as outlined in the Scoped Environmental Impact Study dated May 12, 2017

Official Plan

- Amendment required. Amendments must be consistent with the PPS 2014 and conform to the Growth Plan 2017
- Any proposed amendments may also be subject to third party appeal to the OMB
- Changes to policy framework would need to be explored for:
 1. Natural Heritage System policies as they relate to active, passive and recreation trails as permitted uses.
 2. One zone flood plain policies as it relates to recreation structure definition and permission of buildings and structures in the floodway
- Process, timing and cost of pursuing amendment would have to be scoped and reported back to Council

Zoning

- Amendment required
- Changes to the regulations regarding the one zone flood plain would need to be examined as it relates to permission of structures in the one zone floodplain
- Classification of recreation structures and uses will need to be clarified.
- Amendment required. Review possible alternatives with GRCA and Province (could still be prohibited by policy). Process, timing and cost of pursuing amendment would have to be scoped and reported back to Council

Accessibility

- None

Environmental

- EIS updated to demonstrate no negative impacts on the NHS, including impacts associated with:
 - Altering or influencing the geomorphic condition of the Speed River
 - Altering the significant wetland
 - Construction, alteration and long term disturbance impacts to the Significant Woodland, Valleyland, and Wetland

Active Transportation Network/Guelph Trails Master Plan

- Completes ATN and Trans Canada Trail connection
- Further design, layout or issues will be addressed in detail design

Cost Estimate

- \$50,000 for detailed design work
- Potential construction cost for underpass between \$1.7M and \$3.3M, pending detail design

Correspondence received regarding the Speedvale Avenue Bridge Underpass

Dear Clerk's Office...this is my second letter on this topic.

I would like to stress again--as a cyclist who bikes to work every day and uses the Guelph trails for fitness, recreation and fun--please give the citizens of Guelph an underpass trail at Speedvale Ave.

Here are my main reasons:

1. **safety**...grade separation is safer for pedestrians and cyclists than a surface crossing
2. **traffic flow**...an underpass will provide better traffic flow for motorists
3. **encourage use of our trails**...an underpass keeps the trail continuity and flow for cyclists and pedestrians by eliminating a major barrier at Speedvale Ave which encourages use
4. **economies of scale**...let's get the underpass done now to save money while the bridge work is happening--it will cost a lot more to do it later

The main reason for rejecting an underpass seems to be the liability attached to building a walkway in a flood plain. True, there is a small risk. We take a risk every time we cross the road. (I was hit by a car while riding in a bike lane last month.) Life is full of risks. We manage risk. We have policies, procedures and buy insurance. Surely this will be one of the most minor risks carried by the City--and a much lower risk than forcing its citizens to cross a busy multi-lane road.

On another note, assuming Council listens to its citizens and approves an underpass, please don't put wood chips down as the surface like what was done on the trail along the east side of the river from the Monkey Bridge to Woodlawn. This is a great trail to work out my quads, but is almost impassible by most cyclists and folks using strollers, etc. This underpass will be a critical link in the trail system--with no alternate trial routes--so it's important to build a proper trail.

Thank you for this opportunity to give my input.

Best Regards,

-Wilfred Ferwerda

Hello,

It is my understanding that Council has deferred the Speedvale underpass decision to the Nov 6 Committee of the whole, so that more information can be obtained in order to make a more informed decision. This is good and strategic news. With that, and as an active resident of ward 2, I wanted to re-express my continued

support of a paved underpass as part of the upcoming Speedvale Avenue bridge construction.

Thank you,

Mark Wojcicki

Dear Mayor, Council Members and City Clerk,

The Speedvale Bridge Underpass discussion is coming to Committee of the Whole on Nov 2nd. I believe a paved underpass would bring significant benefits to improve public safety and access to the path for users of all types. I encourage Council and Staff to find a way for this proposal to move forward.

I cannot attend the meeting in person but have attached my previous correspondence to Council below. Thank you for your consideration.

Sincerely,

Ian Digby

Dear Sir or Madam.

Before a final decision is made, I would just like to express my wish to see an underpass built/included in whatever new bridge may be created on Speedvale Ave. near Riverside Park. The future of transit in many urban centres is forward-looking, to include more and more pedestrian and bicycle traffic. Studies show that when people are offered safer, more efficient modes of travelling around a city that don't require a motor, they embrace it. Think of how exciting that would be, if we could find healthier, safer and more efficient ways of criss-crossing Guelph without the use of polluting modes of transportation.

Just one annual event, like the Canada Day fireworks at Riverside Park, would benefit greatly where spectators could easily reach the park by going under the bridge. I have tried many times to cross the street there on bike or foot and crashed my bike tires into the curb to get out of the way of the endless stream of cars and trucks. Even crossing at the lights has its hazards since drivers are often either distracted or in too big a hurry to look carefully before they turn.

We recently sold our only car in an effort to try to embrace a healthier lifestyle for the good of the environment as well as ourselves. Guelph has always been an innovative city, willing to take chances on new ideas, especially green ones. Let's keep working on that!

Thank you for your consideration,

Gertie Riemer

Dear Mayor, Council members and City Clerk:

I understand that the City is considering not proceeding with consideration of a Speedvale Avenue bridge underpass. I'm disappointed to hear this and would like to suggest the City reconsiders this matter.

I live a couple of blocks away from the Speedvale Avenue bridge. I use the trail that crosses Speedvale at this location regularly – by bike and on foot – and I feel the trail would be much improved in terms of safety and convenience if the underpass were built. I drive across the bridge every day and regularly see people walking, jogging, skateboarding or cycling across this busy road at the bridge rather than cross at the light in front of the fire station, some distance away. Even walking along the sidewalk to reach the crosswalk is a hazard: a couple of years ago my (then 9-year-old) son was walking his bike in front of me, on the bridge sidewalk, heading for the crosswalk after we had arrived at Speedvale from the trail. He moved to the outside of the sidewalk to allow someone to pass and, due to the limited space on the sidewalk, his foot slipped on the edge of the sidewalk and he nearly fell off the edge of the sidewalk (there is an 18-inch drop from the sidewalk to the street at this point), onto the street right in front of the cars that were passing by at fairly high speed.

I find the reasoning behind the City Staff recommendation not to proceed with the underpass, i.e., concerns about risks during flooding events, unconvincing. There are many such underpasses and walkways below bridges throughout Ontario, where city staff simply block access when water levels rise and obstruct access (typically during the spring). A few examples in Ottawa come to mind (e.g., along the Rideau River). In any case, even if flooding does pose a potential risk to users of the proposed underpass, it would only be so a few days of the year, whereas the risks of crossing a busy street like Speedvale are currently being taken by many people every day of the year. The benefits to the citizens of Guelph resulting from the proposed underpass surely outweigh by a long shot the potential risks of using the underpass when it is flooded, particularly since this latter risk can be mitigated using temporary signage restricting access to the path during flood events.

I urge City Council to reconsider the approach to the proposed underpass, and to recommend that this project should in fact proceed. Thank you for considering my opinion on this matter.

Respectfully,

Alain Carriere

As the discussion continues with respect to the Speedvale bridge underpass trail, I wish to underscore my support for this project. To build the new bridge without the trail underpass would be a mistake that we would have to live with for too many years. The pedestrian crossing light that is there now was the best option at the time of its installation but, it is becoming more dangerous with each passing year.

Staff have expressed concerns over possible flooding of the trail – and indeed, this could happen at certain times. However, that is not a valid reason to not build the underpass. Sections of the trail between Woodlawn Road and Victoria Road flood occasionally as well. Install signage warning that the underpass is subject to flooding and when it does flood, install barricades. I've seen this in other municipalities.

Let's continue to encourage active transportation in Guelph by doing what we can to make it safe and enjoyable. In this case, it will also reduce driver frustration and improve traffic flow.

Please approve the Speedvale bridge underpass trail.

Rick McDonald

I cannot be at the meeting on Nov 6th, but would have been. I have following the arguments around the lane issue on Speedvale and it was decided to not put bike lanes and reduce the lanes to single lines, many of which I agreed with, mainly the Fire Station. However, I am a biker myself and ride to work downtown daily and have to cross Speedvale.

Because there is so much traffic, I have to use the light in front of the fire hall at Riverview and Speedvale, and I have learned to be cautious before crossing as almost every time, there is a vehicle trying to run the light both yellow and red. I am anxious that there will be an accident and this light is an annoyance for vehicles, as they could have had a light at Speedvale and Woolwich, or Speedvale and Delhi. This is a traffic light a block away.

We need to support and continue the vision from the former leadership in that Guelph needs to move towards a sustainable community, being a beacon for those around us. Building an infrastructure that supports other means of transportation, including the healthy choice of bicycling is a big part of this. I realize that this could just be the beginning of other such construction in similar situations, however, just like "roundabouts", it is a different way of thinking that we need to move towards.

Cindy Ridi

To the Guelph City Council:

As one who has used his bicycle as a major method of transportation around the City of Guelph for the last four decades I can affirm that Speedvale Ave is a dangerous street both to cycle on and to cross. I know that it would be very helpful to have an underpass for the walking and bike trail at the river, similar to the underpass under the Hanlon Expressway south of Kortright. It too is associated with a stream of water so flooding is an issue there as well. When I am using the trail I always find it awkward getting across Speedvale Ave.

Thank for considering in a favourable light the construction of such an underpass.

Yours sincerely,

John Buttars

Hi, I am a cycling commuter who takes the Trail to work every day. This trail is great, so proud to be able to exercise and get to work and I see more and more people using it. I am a dad with little cyclists learning the ropes and a resident who lives very close to the Speedvale bridge and I wanted to pass along some of the reasons why I think the underpass should be prioritized:

- Safe crossing for kids, people going to and from the park, (plus big crowd events such as ribfest, fireworks). Will strengthen Riverside as an attractive destination.
- Speedvale intersection is one of the worst for traffic accidents let's keep pedestrians and cyclists to a minimum there. Drivers might appreciate less crossing by the fire station lights as well.
- This infrastructure is as important to me and many others as roads are for cars. The more walkable the city is, the better. Public support for this will only grow as years go by! It's part of the Trans Canada Trail. I know it's expensive and a pain due to the flooding issue but the costs will not go down so might as well make it a priority. Surely there is a less popular budget item that can be sacrificed and put on hold and you have to build the bridge anyway. At the very least, maybe there's a bridge design that will accommodate an underpass in the future.

Thanks for your time! Really hope you will support this.

Bill Whitehead

hi..

This is just a brief note to say how I am so happy that the Speedvale Underpass is still being considered. As a biker, and a walker, and a frequent pusher-of-baby-stroller, I look forward to the day when I can continue my walk along the river, without having to deal with unsafe fast-moving traffic.

I welcome this trail and applaud the city for re-thinking their decision of late.

As a part of a great trail system admired by others who visit our city, and one that we can be proud of, as people who enjoy life in Guelph, this underpass will be a step in the right direction to make our city accessible by foot and bike. Ottawa's well-known trails connect various areas of its city so effectively, that it encourages people to get from one end to the other by bike or foot. Guelph's can be the same with connections such as this underpass.

Thank you, in advance!!

Cynthia Spring

Hello - I'm writing to express my support for the pedestrian underpass for Speedvale. I'm a resident of that area and a bike/walking commuter. The sidewalk is not wide enough for two people to walk down, and with the trail crossing not lining up with the pedestrian lights it's a free-for-all with people crossing at the bridge. Someone is going to get killed at that spot, the cars are way to close to the sidewalk.

Thanks,

Shannon Brown

Hello there,

As an active bicycle commuter in Guelph, and as a driver within the city, I am a supporter of the Speedvale underpass as I believe it will improve the safety and efficiency of travel for both motor vehicle drivers, and for active commuters.

Thank you for your concern in this matter.

Kind regards,

- Alex Ball

As a frequent user (several times per week) of the Speed River trail crossing Speedvale with my dog I fully endorse the need for an underpass to provide safe and convenient connection of the downtown trail system and Riverside Park. This trail is heavily used by elderly, commuters, joggers and children and I have seen many near misses with congestion and fast car traffic along Speedvale. Construction of the new bridge will encourage more car and truck traffic and make it even more hazardous to those crossing the road. This is a great opportunity for Council to support active transportation and safe trail use by a growing population in the area north of Speedvale and Guelph Lake beyond.

David McAuley

Jeremy Grant

Nov 1, 2017

sent via email

City of Guelph
1 Carden Street
Guelph, Ontario Canada
N1H 3A1

Attention: City Clerk

Hello;

I am a resident of Ward 3 and often use the paved trail system adjacent to the railway line along the Speed River to access Riverside Park, usually as part of a long walk or cycle to the north end of the City.

I have to say without ANY HESITATION the current crossing from the trail on the south side of Speedvale to the north side is TERRIBLE, DANGEROUS AND MUST BE IMPROVED.

When I first heard about the underpass project I was very pleased and thought it would be a tremendous improvement to the overall system. If I read correctly, City staff are now hesitating about this because the route is within the floodplain. That is RIDICULOUS. There are many parts of the trail system either within or beside the river and floodplain and surely people aren't going to walk or cycle under a bridge during a flood!

I encourage the City to proceed with this project as soon as possible. This is a key link within the system and I know first hand as an active user that the current crossing is untenable and MUST BE IMPROVED.

Sincerely;

A handwritten signature in black ink, appearing to be 'J. Grant', written in a cursive style.

Jeremy Grant

c.c. Mayor Guthrie
Councillor Allt

November 1, 2017

RE: Speedvale Avenue Pedestrian Underpass / Bridge reconstruction

Dear Mayor Guthrie and members of Guelph City Council

Early in my career I worked for a consulting company doing bicycle transportation master planning for five years. I actually participated in a cycling component of the Transportation Master Plan that the City of Guelph commissioned in the early 90's. In October, I attended the World Design Summit in Montreal. I heard a number of talks about cycling infrastructure in different countries. In the 70's no one cycled in Copenhagen. Now many people do year-round. It was surprising how little the difference is between what we were proposing in the 90's to what Denmark has been doing successfully since the 70's.

The key strategies that I have heard over and over again can be summarized as: make it comfortable, continuous and convenient.

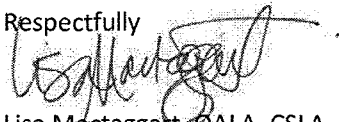
We have to make networks comfortable so that old and young people feel safe. The problem with only designing for cars is that we are actually only designing for people old and young enough to have a drivers' license and wealthy enough to have access to a vehicle. Cycling infrastructure includes a greater number of people. If children are safely able to cycle, everyone can. Pathways that accommodate both cyclists and pedestrians broaden the user group to most of the population. Spending on infrastructure that serves the most number of people should be the highest priority.

Continuity is self explanatory. Our pathways must be continuous and connect to where we want to go. The roads in this area are not putting people first. Sidewalks are only the minimum width. The number and speed of cars and trucks is very high. The river itself is a barrier. We need to be able to move freely along it. Having to leave the safe, enjoyable pathway system to go up to the roadway edge and along the sidewalk to a signalized crossing is not continuous or convenient.

You get these three elements right and people start to use the facilities in great numbers.

Reconstructing a bridge without provision for an underpass is short sighted and not city building for all Guelphites.

Respectfully



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