

Guelph City Council

Information Items



January 31, 2020

Items for information is a weekly publication for the public and members of City Council. Members of City Council may request that any item appearing on this publication be placed onto the next available Committee of the Whole meeting for discussion.

	Pages
1. Information Reports	
1.1 2020 Traffic Engineering Program	2
1.2 Transportation Master Plan Community Engagement Summary Phase 2	8
2. Intergovernmental Consultations	
2.1 Public Health Modernization	29
2.2 Paramedic Services Consultation RE: Discussion Paper - Emergency Health Services Modernization	30
3. Correspondence	
None	
4. Boards and Committees	
None	

Information Report



Service Area	Infrastructure, Development and Enterprise Services
Date	Friday, January 31, 2020
Subject	2020 Transportation Engineering Program
Report Number	IDE-2020-18

Executive Summary

Purpose of Report

To provide information about the planned 2020 Transportation Engineering program, including locations where new traffic control signal installation is warranted, pedestrian crossover installation and other program highlights.

Key Findings

- Increasing traffic and pedestrian volumes at one Guelph location satisfy Provincial warrants for a new pedestrian signal installation.
- The installation of two new intersection traffic signals is warranted.
- Eight pedestrian crossover installations are identified for 2020.
- The Automated Speed Enforcement program has begun in Ontario and the City of Guelph is participating in the provincial working group.
- The Community Road Safety Strategy project is commencing community engagement activities in Q1 2020 and is scheduled for Council review and endorsement in Q3 2020.

Financial Implications

All planned traffic control signal and pedestrian crossover related work is either developer funded or is within the approved Capital Budgets accounts.

The launch of the Community Road Safety Strategy is funded through capital account TF0008 "Traffic Management Initiatives".

Report

Details

Traffic Signals

When traffic control signals are installed after thorough analysis and careful consideration, the results ensure efficient traffic flow, minimize the likelihood of certain types of collisions and help to prevent unnecessary fuel consumption, delay and driver frustration.

Based on analysis of traffic, pedestrian and collision data, new traffic signals are recommended for installation in 2020 at the following locations:

- Paisley Road at Stephanie Drive: This location satisfies the Provincial four-hour traffic signal warrant for installation and activation in 2020
- 1888 Gordon: As a result of the development at 1888 Gordon Street, a new traffic signal will be installed at the intersection of Gordon Street at Gosling Gardens in 2020, funded by the developer.

Furthermore, based on a 2019 study satisfying the Provincial warrant, a new pedestrian signal will be installed crossing the east leg of the Stone Road East at Evergreen Drive intersection.

Traffic Signal Modernization

Traffic signal modernization work is carried out annually for numerous beneficial reasons, namely:

- Achieving Accessibility for Ontarians with Disabilities Act (AODA) compliance
- Reducing maintenance costs by completing lifecycle replacements
- Reducing expected collision rates by upgrading to current industry standards.

Traffic signal modernizations planned for 2019 will be completed in spring 2020 at the intersections of Edinburgh Road North at Speedvale Avenue and Edinburgh Road North as Paisley Street/Paisley Road. These improvements were not completed in 2019 due to delays in receiving permit agreements with CN Rail.

The City will also complete a traffic signal modernization at the intersection of Speedvale Avenue West at Dawson Road. Portions of this signal were modernized in 2010 during the reconstruction of Dawson Road south of Speedvale Avenue and the 2020 work will complete the remainder of the intersection work.

Additional traffic signal modernizations will occur at various locations throughout the city, including the following:

- Upsizing all signal lenses to 30 centimetre displays
- Adding an additional auxiliary signal head with 30 centimetre displays on the far left of the intersection
- Improving accessibility to pedestrian push buttons
- Installing reflecting backboards to enhance traffic signal visibility
- Continuation of accessible pedestrian signal installations
- Completion of countdown pedestrian signal installation

Traffic Signal System Update

Transportation Engineering staff will continue to convert more signalized locations in 2020 onto the new traffic signal system. This work will help ensure co-ordination with adjacent traffic signals by accurate to-the-second traffic signal programming for intersections communicating with the system. Other benefits include real-time alarm notifications to electrical maintenance staff and report generation capabilities for signal timing optimization. Higher volume signal corridors will be converted over to the new system first to maximum the system's ability to maintain signal coordination across a number of intersections.

Pedestrian Crossovers

Pedestrian crossover installations provide designated crossing locations for pedestrians where vehicles lawfully are required to stop until pedestrians fully clear the crosswalk. They have proven to be an effective pedestrian mobility tool on lower volume roadways where pedestrian signal are not warranted. The expansion of the City's Pedestrian Crossover program will continue in 2020 with installations at:

- Kortright Road East at Fieldstone Road
- Arkell Road at Amos Drive/Zecca Drive
- Farley Drive between Porter Drive and Eugene Drive
- Colonial Drive between Baxter Drive and Lambeth Way
- Goodwin Drive between Pearson Street at Wilkie Crescent
- Cityview Drive North at Lee Street
- Lane Street at Ryan Avenue
- Huron Street at Ferguson Street

Pedestrian Crossovers identified in 2019 will be activated in 2020 at:

- Bagot Street at Suffolk Street
- Delhi Street at Emma Street
- York Road at Harris Street/Boult Avenue
- London Road West at Kathleen Street

All-way Stop Installation

Warranted all-way stop installations are proven to reduce collision rates and balance out delay between two roadways of similar traffic volumes. Based on a 2019 study, the intersection of Macalister Boulevard at Zaduk Place satisfies the Provincial warrant and an all-way stop will be installed in spring 2020.

Automated Speed Enforcement

The City of Guelph is currently on the automated speed enforcement (ASE) working group, which consists of other municipalities and the Ontario Traffic Council. The Ministry of Transportation of Ontario (MTO) has provided each participating municipality with guidelines for the use of ASE in Ontario. The legislation authorizes the use of ASE devices in school zones and community safety zones across the province. The City is part of the conversation with other municipalities and the Ontario Traffic Council to ensure that ASE is being effectively used as a road safety tool throughout Ontario.

Sixteen municipalities are expected to use ASE in the first year. As of December 2019, Toronto has begun to implement ASE signs "municipal speed camera coming soon", as part of their 90-day public education campaign. Toronto will be issuing warning letters prior to setting up mobile and permanent locations that will issue tickets.

City of Guelph staff are closely observing the roll out of ASE in other neighbouring municipalities and the subsequent evaluation to determine if this is a worthwhile safety investment for our city. Further, the City will continue to be part of the ASE

working group and tailor our future program based on lessons learned from other municipalities.

Red Light Camera Implementation Update

The City is working towards implementation and activation of a red light camera program at six locations in 2022. In 2020, staff will identify the initial six locations through a detailed site selection process. The analysis will review collision history, traffic volumes, and location installation suitability due to geometric conditions (road grade, asphalt conditions, visibility).

City staff will update Council throughout the implementation process for this project.

Community Road Safety Strategy

At the Guelph City Council meeting on January 28, 2019 the following resolution was approved:

“That staff be directed to explore a Community Road Safety Strategy that includes mitigation measures to reduce the likelihood of frequent traffic infractions as well as red light violations and that funding support for this strategy be referred to in the 2019 budget process.”

The successful recruitment of a Transportation Safety Specialist was completed in Q3 2019 and work has begun on the creation of the Community Road Safety Strategy (CRSS). The CRSS is scheduled for Council review and endorsement in Q3 2020.

CRSS Framework

The CRSS is a high-level road safety plan that will summarize best practices, provide a collision data review and summary, highlight road safety emphasis areas and appropriate countermeasures, and outline implementation and evaluation plans. The scope of work for the CRSS includes:

- Task 1 – Best Practices Review
- Task 2 – Collision Data Analysis & Summary
- Task 3 – Public Feedback
- Task 4 – Stakeholder workshops
- Task 4 – Identify emphasis areas
- Task 5 – Identify countermeasures/strategies for inclusion
- Task 6 – Implementation plan
- Task 7 – Evaluation plan
- Task 8 – Annual collision reports

An important part of the CRSS is the community engagement program. The project team developed a community engagement/consultation program to collect and incorporate public input to the CRSS consistent with the [City's Community Engagement Framework](#). The engagement program beginning in February 2020 includes:

- Consultations with internal stakeholders
- Information drop-in sessions with Immigrant Services, Accessibility Advisory Committee, Guelph-Wellington Seniors Association, University of Guelph, community residents

As part of the new CRSS, the existing Neighborhood Traffic Management Policy (2006) will also be updated. To address traffic concerns on local and collector roadways, the updated neighborhood traffic management review will outline procedures for initiating, reviewing, prioritizing, implementing and evaluating traffic management plans related to speeding and high vehicle volumes. Safety concerns on arterial roadways will be addressed on a case-by-case basis under the CRSS.

Financial Implications

All planned traffic control signal and pedestrian crossover related work is funded directly through development or is within the approved Capital Budgets accounts.

The launch of the Community Road Safety Strategy is funded through capital account TF0008 "Traffic Management Initiatives".

Consultations

N/A

Strategic Plan Alignment

Priority

Navigating our Future

Direction

Improve local transportation and regional transit connectivity

Provide attractive, affordable and reasonable transportation options for everyone

Improving the safety, efficiency and connectivity of the whole transportation system

Alignment

These projects align with the directions within the City's Navigating our Future strategic priority by expanding, modernizing and enhancing the transportation network within the City to encourage active transportation and enhance the safety of the transportation network.

Attachments

None

Departmental Approval

Brent Andreychuk, Finance

Report Author

Steve Anderson, Transportation Engineering Manager



Approved By

Terry Gayman, P.Eng.

General Manager/City Engineer
Engineering and Transportation
Services

Infrastructure, Development and
Enterprise Services

519-822-1260 extension 2369

terry.gayman@guelph.ca



Recommended By

Kealy Dedman, P.Eng., MPA

Deputy Chief Administrative Officer

Infrastructure, Development and
Enterprise Services

519-822-1260 extension 2248

kealy.dedman@guelph.ca

Information Report



Service Area	Infrastructure, Development and Enterprise Services
Date	Friday, January 31, 2020
Subject	Transportation Master Plan Phase 2: Community Engagement Summary
Report Number	IDE-2020-19

Executive Summary

Purpose of Report

This report summarizes the work completed as part of Phase 2 of four phases of the Transportation Master Plan (TMP) Update: Moving Guelph Forward.

Key Findings

The second phase of the TMP focused on identifying issues and opportunities and confirming the core values and key themes. During this phase, over 4,000 responses from the community were collected. Effective and leading edge engagement tactics were used to capture a diverse and representative cross-section of the public's opinions and attitudes toward transportation. The engagement approach introduced the concepts of complete streets and transit priority measures and gathered feedback through live demonstration projects on city streets.

The extensive engagement conducted for Phase 2 has put the TMP update on a revised schedule. Staff anticipates presenting preliminary preferred scenario to Council in Q4 2020, and the final complete TMP in Q1 2021. The TMP update will be completed in time to inform the Official Plan Update and the Growth Management Strategy.

Financial Implications

The TMP is funded from RD0337 and is currently within budget.

Report

This report provides a summary of work completed for Phase 2 of the Transportation Master Plan (TMP) Update: Moving Guelph Forward. Previous reports can be found at guelph.ca/tmp. This project updates the 2005 Guelph-Wellington Transportation Study.

Summary of Phase 2: Innovative and extensive community engagement

The second phase of the TMP update was the identification of issues and opportunities, and ran from July to December 2019. The Engagement Memo in

[Attachment 1](#) summarizes the community and stakeholder feedback collected throughout this phase, and highlights the major themes and messages that arose.

The engagement strategy for Phase 2 was innovative, giving residents and stakeholders the opportunity to participate and provide input to the TMP in a variety of ways, including:

1. Pop-up demonstration projects (tactical urbanism) allowed the public to travel along Woolwich Street with a temporary two-way protected bike lane and Gordon Street with a northbound dedicated transit lane. These tactical urbanism projects allowed road users to personally experience and comment on concepts such as complete streets.
2. Online and in-person surveys gathered feedback from people who experienced the two tactical urbanism projects.
3. Two focus group sessions to gain deeper understanding of people's reactions to the transit-only lane demonstration.
4. An online interactive mapping tool available at haveyoursay.guelph.ca/transportation plotted location-specific feedback from thousands of residents.
5. Facilitated stakeholder discussions with elementary school students, advisory groups, agencies and business groups ensured a broad cross-section of the community is represented.
6. Traditional interactive booth at community events such as the Farmer's Market, John Galt Day, and others helped reach people where they were.

This multi-pronged approach resulted in **thousands** of submitted comments representing the community's ideas, concerns, and suggestions for consideration in the TMP update. An analysis of responses by primary mode of transportation indicates that car drivers submitted the most, representing 46.7 per cent of all responses. People who bike represented 20 per cent of the responses; transit riders represented 15 per cent and people who walk represented 14.8 per cent. The remaining 3.5 per cent included people who took a taxi, were delivering goods, or using a mobility device. Wards 1 and 5 were most active on the Map Your Issues online engagement, representing over 25 per cent of responses, each. Ward 4 residents were least active, representing only seven per cent of all responses from that activity. Wards 2, 3 and 6 ranged from 11-15 per cent of submissions.

[Attachment 2](#) presents a distribution map of the submissions received.

The TMP update can proceed to Phase 3 with the confidence that the City of Guelph (City) understands what the community wants improved or changed over the next 20 years.

Key themes in the feedback

The feedback collected is as diverse as the ways in which the community travels every day. Nevertheless, some strong themes emerge, noted in the following paragraphs.

a. Youth care about the climate

Nearly 200 Grade 5 students and a number of the Youth Action on Climate Change high school students participated in the Map Your Issues exercise. The next generation wants to be able to walk, bike and take transit safely and easily in the community as they grow up. They see electric vehicles (and

bikes and scooters) as a great opportunity to address climate change. They echo what the adults say about more protected bike lanes and more trail connections.

b. Downtown vitality requires multi-modal access

Downtown vitality can benefit from making access by transit or car competitive with elsewhere in the City. It should be easy for people to access Guelph Central Station by transit, bike and car by making the station comfortable, payment easy, and route timing aligned with train schedules. Pedestrian safety and accessibility throughout downtown is important to support visitors, shoppers, businesses and residents. Some of the community encourages the idea of a car-free downtown or zones.

c. Accessibility makes it easier to get around – for everyone

Accessibility, both in terms of universal access and in terms of general ease of accessing destinations, is important to the community. The citizens want to see better maintenance of roads, sidewalks and trails to reduce hazards and improve connectivity.

d. Walking and bicycling can be comfortable

People who bike, and people who would like to bike, want to feel more protected from interactions with vehicles on the city streets. This includes physical protection and intersection improvements, but also connecting gaps in the cycling network, avoiding hills and providing more places to safely park bikes.

Cyclists, pedestrians and drivers alike would like to see more protected bike lanes on appropriate roads. Design should consider impacts to pick-up and drop-off locations for transit stops and mobility bus loading areas, medical offices, and/or areas where seniors or persons with disabilities are expected to be.

Trails are seen as part of the transportation network for some users, and they would like to have better connections of trails to bike lanes, and safe and convenient road and river crossings.

Walking would be more convenient if neighbourhoods had more amenities within walking distance of homes.

e. Driving can be more efficient

Drivers would like to see better signal coordination and traffic flow. They would like more grade separation at railway crossings and there is appetite for more roundabouts to improve traffic flow. Effort will be required to ensure the transition to the ultimate vision of a multi-modal and climate-friendly transportation future avoids undue negative impacts to drivers.

f. Transit service improvements can make it a more attractive option

People want to use transit more. To make it more appealing, they are looking for service that is more frequent, longer service on weekends, and routes that are more direct. Many comments referred to improvements in the industrial areas, including better pedestrian connections to and from the bus

stop. Transit riders would also like a full-service transit terminal with food options and washrooms, and better protection from the elements.

Transit-only lanes were seen to benefit transit riders but negatively impact drivers and cyclists. Design of a more permanent transit-only lane would have to take driver and cyclist safety into careful consideration, especially at driveways and intersections. Bike lanes should be separated to allow both transit vehicles and bikes to operate safely. Travel time studies indicated that the temporary lane closure led to a 7-minute delay in vehicle travel time, and no significant change to transit travel time. Impacts to the road network would need to be fully understood. Transit operators noticed positive benefits of meeting their route schedule and reducing car-transit interactions.

g. Complete Streets are great if the implications are understood

Council members are curious and excited about the potential of Complete Streets to make the road network safer for all road users, regardless of mode. They have questions about the impacts of this on car travel and parking, as well as winter maintenance, and how much it will cost.

The two tactical urbanism events were highly effective at drawing awareness of the community to the TMP and how it could impact their day-to-day movements. The feedback received ranged from strongly supportive to strongly opposed, and usually reflected the degree of inconvenience that the project represented to the various road user groups.

How are the results being used?

The results of the engagement activities are being used to inform the development of the TMP's core values and draft goals. There is strong alignment between the input received from the Community Plan and the feedback collected for the TMP as it pertains to how we move around the community. This has led to the development of six core values that will guide the work of the TMP update, which are:

- **Safety** for all road users
- **Equitable** access to jobs, services and housing, regardless of the chosen mode of transportation
- **Multi-modal connectivity** to ensure all areas of the city are connected by diverse forms of transportation
- **Environmental sustainability** to respect the natural environment and achieve a net-zero carbon future by 2050
- **Tied to land use** to put people and jobs where there are choices for transportation
- **Financially sustainable** to respect taxpayers and allocate resources responsibly

These core values and community engagement input are now reflected in the draft vision and goals that have been framed for the TMP update.

Goals are high-level aspirations that reflect the core values and vision of the TMP. These goals are also aligned to the City's Strategic Plan goals for [Navigating Our Future](#). The draft goals include the following:

1. People of all ages and physical ability will be able to travel safely using any transportation mode that they choose.
2. Guelph's transportation system will be easy-to-use, reliable and give people and businesses the options they want when they need them.
3. Transit service will provide travel times and traveler convenience at levels that are competitive with travel by car.
4. The carbon footprint from the transportation sector will aim for net zero by 2050.
5. Guelph's streets, trails, and rail networks will align with the City's land use objectives.
6. Investment decisions will be made considering the asset lifecycle costs.
7. Guelph's transportation system will plan for the changes of tomorrow, while delivering great service today.

Each goal contains a number of objectives to define measurable targets that can be evaluated to determine progress. The objectives also inform the baseline of where the City is today in achieving the TMP's vision. This baseline will enable Phase 3 of the TMP to explore a variety of alternative scenarios to achieve the vision by 2041. The alternatives analysis will be presented to the public in Spring/Summer of 2020 to inform the final preferred alternative.

Update on policy papers

Ongoing research continues to support development of policy background papers that will inform the draft policies of the TMP. The papers will be included in the final TMP as an appendix. The public will be invited to provide comments on the draft policies as part of the community engagement for Phase 3 in the spring/summer of 2020.

Next steps

The Master Planning Process

The TMP is a policy document that guides infrastructure planning, policy decisions and investments for getting around the city over the next 20 years.

The TMP informs the Official Plan by providing information about where road rights of way and intersections need improvements and any changes to the road and transportation networks, such as new roads or road closures. The TMP also directs the general policy language of the Official Plan. It supports decisions on where to assign population and employment growth in future.

The TMP will also give guidance to other future planning documents, such as the Transit Master Plan, Cycling Master Plan, and other mobility plans.

The TMP Update study is following the Municipal Class Environmental Assessment (Master Plan) process. As such, Phase 3 of the project will confirm the problem statement and produce a number of alternative options to be evaluated with public and stakeholder input.

Establishing the problem statement

The problem statement will reflect the issues and opportunities that were identified as part of Phase 2. A draft problem statement will be available for public engagement as part of Phase 3 in spring/summer 2020.

Evaluating alternatives

Environmental Assessments require a complete review of a number of alternatives to addressing the problem statement. It also requires a set of criteria that allow the public and stakeholders to rate how effective each alternative is at addressing the problem statement, in order to select the preferred alternative. The criteria will represent the core values, goals and objectives.

The alternatives always include a “do nothing” option in which the City continues to proceed with current policy direction and no changes to the existing transportation network. The public and stakeholders will have opportunity in the spring/summer of 2020 to inform the evaluation of the alternatives.

Selecting a preferred scenario

Technical input from the project team (staff and consultants) and feedback from public and stakeholder engagement will define the preferred alternative to be included in the TMP update.

The preferred scenario and its associated map(s), tables and policies are required to inform the Official Plan update and is scheduled for Council approval in Q4 2020.

An implementation plan will be developed based on the final approved preferred scenario and policies. The implementation plan provides cost estimates, timing and other details to achieve the preferred scenario. This represents Phase 4 and concludes the TMP update. Phase 4 findings will be presented to Council in the form of the final TMP in Q1 2021.

Financial Implications

This project is being completed under account RD0337 – Transportation Master Plan and is within budget projections.

Consultations

Internal engagement:

- Extensive coordination with Public Works, Roads and Downtown teams in designing and implementing the two pop-up demonstration projects
- Coordination with other ongoing master planning projects, including the Growth Management Strategy
- The project’s technical team supports the development of targeted engagement activities, revision of the draft goals and objectives, and confirmation of the vision and core values. The departments represented on the technical team include: Transit, Planning, Operations, Accessibility, Climate Office, Engineering and Transportation, Parks and Recreation, Bylaw Compliance, IT Services, Realty/Legal services, Police Services, Guelph Junction Railway (GJR), Economic Development, and Emergency Medical Services (EMS) and Fire

External Engagement:

- The engagement memo prepared by Dillon Consulting Services is attached to this report. It summarizes the external engagement done as part of Phase 2 of the TMP.

All comments received by the project team are saved to the project file. Feedback received at in-person events is documented in the project file and replicated online as applicable (for example, post-it notes on the in-person mapping exercise were updated online for analysis). All materials are considered by the project team and incorporated into the development of this project as appropriate.

Strategic Plan Alignment

Priority

Navigating our Future

Direction

Build Guelph's capacity to adopt clean and efficient technology

Improve local transportation and regional transit connectivity

Provide attractive, affordable and reasonable transportation options for everyone

Alignment

This project directly aligns with all of the directions within the City's Navigating our Future strategic priority by creating a 20-year plan and policies that will shape the future of transportation and addresses the goals of the Strategic Plan.

Attachments

Attachment-1: Guelph Transportation Master Plan – Phase 2: Determining Needs - Community Engagement Summary, January 2020

Attachment-2: Map Your Issues Results by Ward

Departmental Approval

Tara Baker, Treasurer, GM Finance

Heather Flaherty, GM Parks and Recreation

Doug Godfrey, GM Operations

Todd Salter, GM Planning and Building Services

Robin Gerus, GM Transit Operations

Report Author

Jennifer Juste, Manager, Transportation Planning



Approved By

Terry Gayman, P.Eng.

General Manager/City Engineer
Engineering and Transportation
Services

Infrastructure, Development and
Enterprise Services

519-822-1260 extension 2369

terry.gayman@guelph.ca



Recommended By

Kealy Dedman, P.Eng., MPA

Deputy Chief Administrative Officer
Infrastructure, Development and
Enterprise Services

519-822-1260, extension 2248

kealy.dedman@guelph.ca

Moving Guelph Forward

Guelph Transportation Master Plan - Phase 2

Determining Needs

Community Engagement Summary, January 2020

Guelph is growing and how we move around our city is changing. We're exploring transportation options to make our city move better in every way.

Over the next year, we will be exploring how new and evolving technology and travel services will shape the future of transportation in Guelph, and how to use our existing transportation services and infrastructure more efficiently.

Phase 2 Overview

Phase 2 (Fall 2019) consisted of identifying issues and opportunities, calculating needs, and forecasting demand. For this phase of the project, the team collected input on issues and opportunities for the transportation system. The team also tested

potential solutions through demonstration projects as a way to experiment with the types of changes we could see on our roads in the future. What we learned from this part of the process will help guide the ongoing Transportation Master Plan. We have been asking Guelph residents: **What are your transportation issues and what opportunities exist?** This report provides a summary of the most commonly heard comments and some bold ideas.



Project At-A-Glance

The updated Transportation Master Plan will define how our transportation system will support the community as Guelph continues to grow. The update will look at transportation planning in Guelph beyond 2031.

The main objectives are:

1. to ensure the new plan is consistent with current policies, including the Official Plan and other master plans that have been approved since 2005;
2. to recommend new policies and guidelines that reflect our community's vision and that balance mobility, environment and efficiency while prioritizing safety and access for all travellers; and
3. to explore how new and evolving technologies and travel services will shape the future of transportation in Guelph.

To do this, we need broad public and stakeholder help. We need to understand how you move about the community today and what will be important to you in the future.

How We Engaged: Techniques & Results

For this phase of community engagement, we used a variety of techniques to reach a diversity of Guelph stakeholders. Our objective was to work with the community to explore the specific challenges of the City's existing transportation system, and to identify opportunities that should be considered for Guelph's future.

Online engagement tools

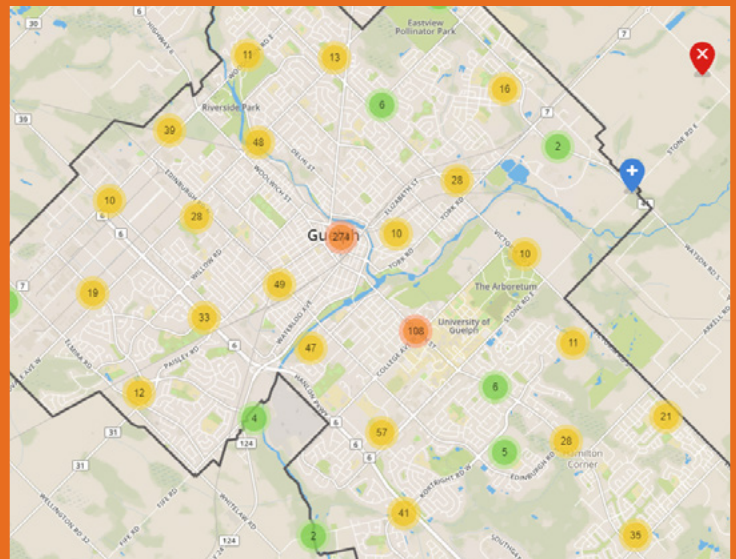
NEARLY
3,000



Submissions online at
www.HaveYourSay.Guelph.ca



Including an **interactive map** to track issues and opportunities, which received over 1,000 comments



Demonstration Projects



Bus-only lane

1,400 online comments



Protected bike lane

309 online comments

Demonstration projects are a way to physically engage people in temporary concepts to test ideas and potential solutions.

Stakeholder meetings

with the **Downtown Advisory Committee**, **Guelph Chamber of Commerce** members, **Accessibility Advisory Committee**, **Linamar truck drivers**, **Transit Action Alliance of Guelph**, **Evergreen Seniors Centre** and with **Grade 5 students** during Local Government Week to gather feedback on **current issues and potential solutions**.

How We Engaged



Social Media used to spread awareness

#MovingGuelphForward

24 tweets generating almost
1,200 likes, retweets and clicks

5 Facebook posts generating more than
320 likes, comments and clicks

1 video generating more than
340 views

4 email newsletters



Sent to almost

1,200
recipients

Notifications published in the Guelph Mercury Tribune



Project Email



for direct
communication
with residents

Complete Streets workshop with Guelph City Council



- Evergreen Seniors Community Centre
- Guelph Farmer's Market
- Brant Ave Summer BBQ
- John Galt Day
- Multicultural Festival
- Zero Waste Festival
- Green Drinks Guelph
- Councillor James Gordon's Breezy Breakfast morning presentation
- Greater Kitchener Waterloo Chamber of Commerce Business Expo



Pop-up engagements at
events and in public

Pop-up Protected Bike Lane

How it worked

A temporary barrier was used to create a two-way protected bike lane on Woolwich Street between Macdonell Street and Wyndham Street from September 13 to September 20, 2019.

Why we did it

The Woolwich Street two-way protected bike lane was a temporary demonstration of how the City may achieve complete streets in existing roadways, by replacing one lane used for parking with facilities to accommodate cyclists (currently absent from the road design).

How we engaged

- 309 online comments
- Multiple survey teams at different times and days along Woolwich to survey all road users and discuss the project
- 930 trips by bike were recorded during the pop-up protected bike lane demonstration
- Created a 360 degree before and after video and posted to YouTube for residents who were unable to visit the project in-person

What we heard

The majority of feedback on the pop-up protected bike lane was received from participants that experienced the demonstration project as a person driving a car. These participants largely expressed **concerns over losing parking spaces and areas for passenger drop-off and pick-up**. This was also mentioned as an accessibility concern for those with mobility issues. The majority of participants that experienced the project as a **cyclist felt that the bike lanes made them feel safe, and that it encouraged cycling**. Overall, there was some confusion around the rules, and how cars should interact with the protected bike lane for parking, drop-off/pick-up, and deliveries along the route. Some cyclists felt that additional measures, such as consideration for safer intersection design, are needed in addition to protected bike lanes. **During the pop-up protected bike lane demonstration, there was a significant increase in the number of bicycle trips take along the route.**

Improves Safety

- The pop-up protected bike lanes made cyclists feel safe
- The bike lanes helped calm traffic and made walking on the street more enjoyable
- Drivers felt secure knowing cyclists were separate and protected

"Not having to worry about a cyclist accidentally swerving into traffic makes the drive along the pop-up bike lane so much less worrisome."

Promotes Cycling

- The bike lanes encouraged more people to cycle on this street
- Helped cyclists travel efficiently

"I have never felt this safe in my life biking in Guelph."

- Some were in support of removing parking spaces for protected bike lanes

Takes Away Space for Cars

- Some participants did not want parking spaces removed by protected bike lanes
- Some participants also felt that traffic congestion was worsened by the project

"The [bike lane] eliminated parking spots which are sorely needed downtown. I am for bike lanes but not at the expense of needed parking."

Other things need to be considered

- More education is needed on how to use the bike lanes
- Improve the signage and make the rules clear

- Consider snow removal in bike lanes to further promote cycling
- It was difficult to do drop-off and pick-ups along the route, which is an accessibility concern
- Protected bike lanes should be installed where they are most needed and as part of a connected network

"This bike lane clearly limits parking for those with limited mobility..."

More Protected Bike Lanes Are Needed

Some respondents identified other areas of the city that would benefit from protected bike lanes, such as:

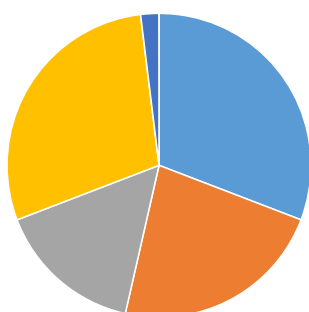
- Gordon Street
- Edinburgh Road
- Speedvale Avenue
- Wyndham Street

Online Survey Results - Pop-up Protected Bike Lane

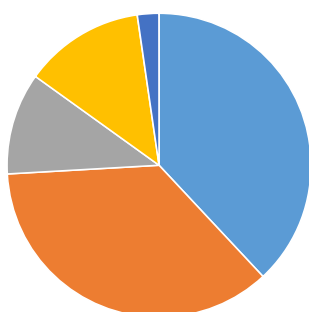
What we heard

Using the online survey tool and by directly surveying cyclists and other road users in-person along the route, we gathered feedback on design of the temporary pop-up protected bike lane, and what people liked and disliked about the demonstration project. Below is a summary of the survey responses.

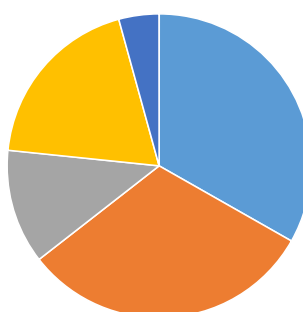
This project meets the needs of all road users: drivers, cyclists, pedestrians, and transit users.



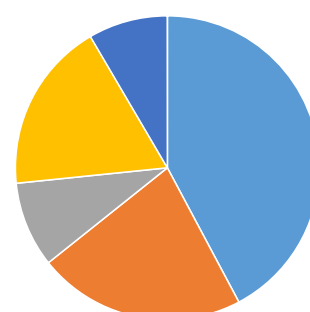
This project makes it clear where each road user is expected to travel.



This road design feels safe to use.

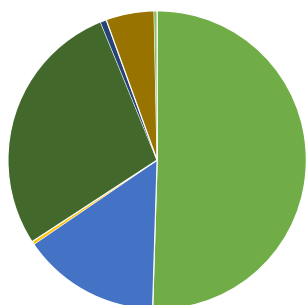


This type of a road design can work in other parts of the city.



■ Strongly Agree
 ■ Agree
 ■ Disagree
 ■ Strongly Disagree
 ■ Do not know

How did you experience this demonstration project?



■ As a person driving a car
■ As a person walking
■ As a person taking transit
■ As a person riding a bike
■ As a person using a mobility device
■ Other
■ 360 degree video posted on YouTube



Temporary Bus-Only Lane

How it worked

We added a bus-only lane northbound on Gordon Street between Kortright Road and South Ring Road for 5 days from October 19 to 23, 2019.

Why we did it

The temporary bus-only lane was used to test transit priority measures as part of exploring the Community Plan vision of “transit is a priority”. **It was a way to reimagine and experiment with the types of changes we could see on our roads in the future.** The temporary bus lane demonstrated one potential concept to **balance the needs of all road users more equitably, safely, sustainably, and affordably.**

How we engaged

- **Almost 1,200** responses to the survey
- **11** Guelph Transit Bus Drivers on this route surveyed
- **2** Focus Group meetings with members of the public who experienced the temporary bus-only lane

What we heard

The majority of feedback on the temporary bus-only lane was received from participants that experienced the demonstration project as a person driving a car. Many of these participants expressed **concerns over traffic and safety, and the need for greater clarity.** A number of participants that cycled the route also had concerns about safety, observing that there was insufficient space for buses to pass cyclists comfortably. Participants that experienced the project as a person taking transit largely felt the project prioritized them and that the **buses ran smoothly and on schedule.** Overall, many participants questioned the rationale and need for the project. Through this short demonstration project, there were no significant changes in bus ridership numbers or bus speeds; however, a number of vehicle drivers reported increased traffic congestion and reduced vehicle speeds during peak travel times.

Traffic & Congestion

- The temporary bus-only lane caused traffic congestion with the reduced lane

Safety Concerns

“Traffic anywhere in Guelph is congested enough as it is without taking lanes away.”

- Visibility for turning was reduced
- There was insufficient space with the bike lane and bus lane for buses to pass cyclists safely
- Buses were traveling at a faster speed than traffic, which made turning or entering/exiting businesses and residences feel dangerous for many drivers

“... I’m all about coming up with forward thinking transit but this does not work and is confusing...”

Signage & Navigation

- Turning right across the bus lane was confusing and difficult
- Improve signage, education, and instructions on how to use the bus-only lane

Improved Transit

- The temporary bus-only lane gave priority to transit
- The bus did not get stuck in traffic and stayed on schedule
- It was especially convenient for students
- Cars did not get stuck behind buses
- Transit service should be improved in conjunction with this project

“The lanes prioritize the transit lines which is incredibly useful for someone whose main method of transportation is the bus system.”

Focus Group Results

- The bus moved faster during this time and did not block cars
- Speeding vehicles and safety was a concern
- Transit service should be improved in conjunction with the project
- Need increased density to support better transit service

Transit Operator Survey Results

- Kept buses moving
- Made the transit system feel like a priority
- Improved experience driving the bus with less interactions with traffic

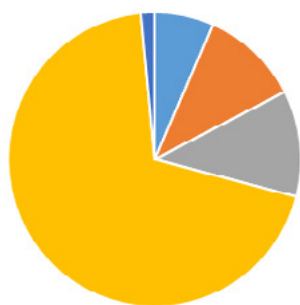
“The design greatly improved the service provided to users and made it easier to drive [as a transit operator].”

Online Survey Results - Temporary Bus-only Lane

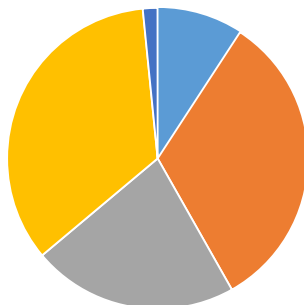
What we heard

Using the online survey tool and by directly surveying bus riders and other road users in-person along the route we gathered feedback on design of the temporary bus-only lane, and what people liked and disliked about the demonstration project. Below is a summary of the survey responses.

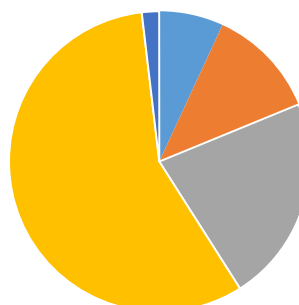
This project meets the basic needs of all road users: drivers, cyclists, pedestrians, and transit users.



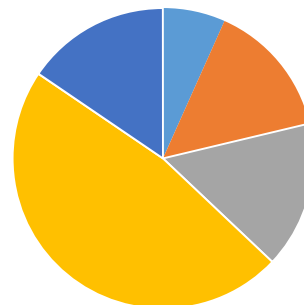
This project makes it clear where each road user is expected to travel.



This road design feels safe to use.

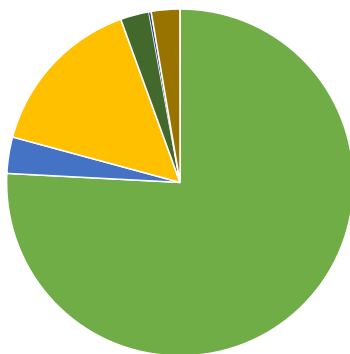


This type of a road design can work in other parts of the city.

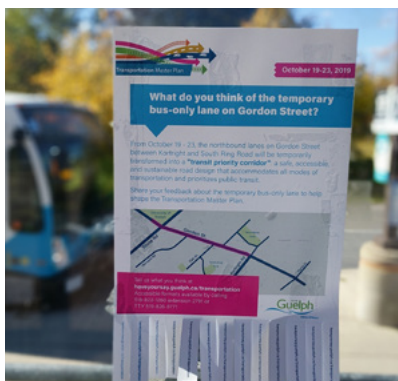


■ Strongly Agree
 ■ Agree
 ■ Disagree
 ■ Strongly Disagree
 ■ Do not know

How did you experience this demonstration project?



■ As a person driving a car
■ As a person walking
■ As a person taking transit
■ As a person riding a bike
■ As a person using a mobility device
■ Other



Local Government Week - Grade 5 Student Feedback

We collected feedback on transportation in Guelph from local Grade 5 students on what is working well and what can be improved.

What we heard

What is working well

- Trails are safe and fun to use
- Kids like to walk, bike, and scooter places

What can be improved

- Improve safety at road crossings
- Ensure snow and ice are cleared from sidewalks and roads
- Add protected bike lanes to make biking safe
- Wider sidewalks
- Improve safety on buses by adding patrols
- Improve transit with more bus stops, more bus times, and more bus shelters
- Add sidewalks on roads that do not have any
- Add pedestrian crossings to busy streets
- More electric vehicles and electric vehicle charging stations
- Provide an affordable bike share service "so people under the poverty line can afford to get around"

Downtown Advisory Committee

We asked the Downtown Advisory Committee, "What are all of your key transportation priorities we need to plan for in our downtown over the next 20 years?"

What we heard

Plan for parking

- Make it easy and convenient to park downtown
- Consider adding EV charging stations
- Ensure parking pricing is consistent across the city
- Ensure there is adequate parking

Support multi-modal transportation needs:

- Ensure residential roads are safe for all users
- Support diverse transportation needs
- Build for mode share

Improve Transit

- Ensure there is free and adequate parking for GO Train users
- Consider first and last mile options
- Improve local transit connections to GO Transit
- Add Presto card integration
- Make transit more convenient to use
- Make transit more comfortable with shelters and benches
- Improve the perception of transit, make it the norm
- Increase the frequency of buses

- Ensure bus schedules meet the needs of people with smart bus routes based on demand
- Improve transit access to employment areas

Pedestrian friendly for all

- Make streets friendly for children and seniors
- Clear snow and ice from sidewalks
- Use pedestrian refuge islands to make it easier to cross the street

Encourage Cycling

- Protected and maintained bike lanes
- Bike parking

Complete Streets Workshop with City Council

On December 11th 2019 we engaged Guelph City Council in a workshop on complete streets to educate them about the concept, answer their questions, and gather feedback. **Complete streets are streets that are designed to be safe for everyone: people who walk, cycle, take transit, or drive, and people of all ages and abilities.**

We asked council to answer “**What excites you about a complete streets approach?**” and “**What concerns you about a complete streets approach?**”. The December 11 Council Workshop materials and video can be viewed at <https://guelph.ca/city-hall/mayor-and-council/city-council/agendas-and-minutes/council-meetings/>

What we heard

What is exciting about the complete streets approach

- Quieter streets & neighbourhoods
- Safe for all
- More equity with diverse transport modes
- Aesthetic improvements for streets and the public realm
- Supports efficient & multi-modal travel
- Safe cycling options that put vehicles, cyclists, and pedestrians in separate lanes

What concerns need to be considered

- Moving towards complete streets will require changing behaviours over time
- Efficient movement of goods
- Cost of infrastructure
- Snow removal for bikes and pedestrian paths
- Adaptability of transportation infrastructure
- Convenience of travel
- Parking
- Traffic law enforcement
- Funding for transit
- Traffic flow and traffic volumes

What questions need to be answered

- How can we prepare for the future and the different modes of transportation that will be introduced?
- How will the TMP integrate with other plans?
- How will the TMP be funded?
- How can we design for adaptability?
- How can we design interconnected neighbourhoods?



What we heard - the issues and opportunities

Feedback received from the public and key stakeholders can be categorized into a number of overarching themes related to Overall, feedback received from the community and key stakeholders throughout Phase 2 can be categorized into the following overarching themes: **A Vision for the Future, Accessibility & Equity, Promote & Enhance Cycling, Safer Streets, Maintain the Trails, A Better Transit System, Efficient Roads & Traffic Flow, Planning for the Future, and Bold Ideas.** These themes will inform the development of Phase 3: Preferred Solutions, which will consider what the future of transportation will look like in Guelph.

The feedback summary below highlights the wide range of diverse opinions that were received in person and online during this phase of community engagement. Throughout engagement, important feedback was received about maintenance and operational issues that may need to be addressed in the nearer term.

A Vision for the Future

Aspirations for the future of transportation.

- Transit should be easy and convenient, safe, comfortable, reliable, affordable, and accessible
- Cycling should be safe and connected to amenities and services
- More education is needed around cycling safety / etiquette to improve safety and promote cycling
- Trails are a safe and convenient way to cycle around the city and should be maintained and expanded
- The pedestrian environment should be enjoyable and safe to walk or use
- Neighbourhoods should contain amenities within walking distance
- Invest more in public transit and active transportation planning

Equity & Accessibility

- Clear ice and snow from sidewalks in a timely manner
- Ensure at-grade rail crossings are safe and accessible for all users to cross
- Ensure trail entrances are accessible for all users
- Ensure parks, community amenities, transit stops and hubs are accessible

- Ensure trails are maintained and free of obstacles
- Wider sidewalks needed for safely and efficiently traveling with a mobility device

"Curb cuts to trails important for wheelchair accessibility."

- Reduce transit prices for people with impaired vision

Promote & Enhance Cycling

- Improve existing bike lanes with better wayfinding and clearer markings

"No winter maintenance on sidewalks makes it difficult for walking. I often had to push my stroller down the road because I couldn't use the sidewalks."

- More bike lanes are needed in the downtown core, and along main transportation routes
- Improve cyclist safety with protected bike lanes
- Improve intersection design to make left-turns more comfortable for cyclists
- Ensure bike lanes are connected to create a city-wide grid

"Safe and spacious bike lanes for families to bike..."

- Ensure bike lanes don't suddenly end
- More bike parking is needed
- Ensure community amenities, employment areas, and retail and services can be safely accessed by bike
- Add public bike repair stations throughout the bike network

"A protected intersection, similar to Stone, would be helpful to protect cyclist and pedestrian safety. Left turns are a nightmare."

- Clear snow and ice from bike lanes in a timely manner
- Hills can be difficult to cycle, consider bike routes on flatter areas of the city

"More bike parking downtown."

- Ensure bike lanes are connected for a minimum grid across city
- Implement a Bike Share for Guelph

"Need better connectivity between bike lanes."

"It's frustrating when bike lanes end in the middle of the road."

What we heard - the issues and opportunities

Safer Streets

- Sidewalks and pedestrian crossings are needed in many locations throughout the city especially to connect to bus stops, employment areas, and community amenities
- Add pedestrian refuge islands to wide intersections
- Use landscaping to create a safe and welcoming pedestrian environment along sidewalks

"Many of the main roads... don't allow a very long time for pedestrians to cross."

- Use protected bike lanes as a method of traffic calming
- Improve pedestrian safety around Central Station
- Ensure bus stops have shelters with signs, route information and lighting
- Implement Traffic Calming measures on residential streets and in the downtown core to reduce vehicle speeds
- The pedestrian environment should be enjoyable and safe to walk or use
- Consider no right turns on reds for some intersections"

"There are some intersections that seem very dangerous as a pedestrian."

Maintain the Trails

- Improve trail accessibility with signage and wayfinding
- Improve trail accessibility with curb cuts

"Disconnected trails... makes use more challenging, causes cyclists to make awkward/risky choices."

- Connect trails to protected bike lanes to make them easy and safe to access
- Connect trails to each other for a seamless route throughout the city
- Ensure trails have safe and convenient crossings where they intersect with roads and sidewalks
- Improve trail crossing on Eramosa at Woolwich

"Pedestrian/Cycling crossing at this trail intersection [on Eramosa at Woolwich] would make this much safer and easier to use without biking up the hill to the traffic lights."

A Better Transit System

- Increase bus service during rush hour
- Ensure buses are on schedule
- Ensure bus schedules are consistent

"Service should be longer. The work week has changed and is no longer Monday-Friday, 9-5."

- If bus routes are changed or modified, ensure adequate notice and communication is provided
- Improve transit schedules and routes to community amenities, retail and services
- Improve customer service on transit
- Improve transit schedules and routes to employment areas
- Improve transit to neighbourhoods where transit options are limited

"Better transit to... industrial/employment areas needed."

- Make it easier to find bus schedule and route information
- Align bus schedules to shift times in industrial employment areas
- Improve wayfinding at Guelph Central Station and at the University of Guelph

"The bus needs to come faster for people to get to their work on time."

- Improve transit from surrounding communities to downtown, including direct routes with no transfers
- Overcrowding is an issue for buses that travel to the University of Guelph

"The Guelph Central Station is in desperate need of something to make it a safer place/more desirable to use/walk through."

What we heard - the issues and opportunities

- Make Guelph Central Station more welcoming with food options
- Shorter distance between bus stops is needed
- Increase parking at GO Central Station

"Need to better connect Guelph Transit schedules to Go Train schedules."

- Ensure Central Station is safe
- Increase GO Service to Toronto
- Increase bus service to areas beyond the downtown core
- Improve service on weekends, with bus routes that are earlier and later
- Ensure retail, services and community amenities are accessible by transit
- Improve regional transit connections
- Better integration of Guelph transit with GO Transit

Efficient Roads & Traffic Flow

- Ensure road design and wayfinding is clear
- Improve visibility at intersections
- Remove traffic lights from Hanlon Expressway

"The Hanlon needs to be converted to a proper highway with on/off ramps."

- Do not add more traffic lights to Victoria Road
- Consider grade separations at rail-way crossings

- Improve traffic flow with roundabouts
- Reduce diagonal parking downtown

"Signals leave a lot to be desired. Not synchronized; inconsistencies in where advanced or not."

- Ensure parked cars do not block traffic flow
- Improve traffic flow with left turning lanes or advanced arrows
- Improve traffic flow with right turning arrows
- Improve traffic light timing

"More roundabouts, fewer red lights."

- Address congestion, noise and safety issues caused by trains blocking the road in the Junction neighbourhood

Planning for the Future

- Create Active Transportation Plans for new residential developments

"There are lots of seniors living in new apartments... who will need to be considered when planning for mobility."

- Create comprehensive traffic plans for new developments

"Comprehensive active transportation plan for Clair/ Maltby."

- Reduce parking requirements for new developments on transit routes
- Keep parking affordable downtown
- Create transit hubs on the north and south ends of Guelph
- Ensure neighbourhoods contain amenities within walking distance to promote active transportation
- Add more electric vehicle charging stations

Bold Ideas

A few ideas mentioned that set a bold vision for the future of transportation in Guelph

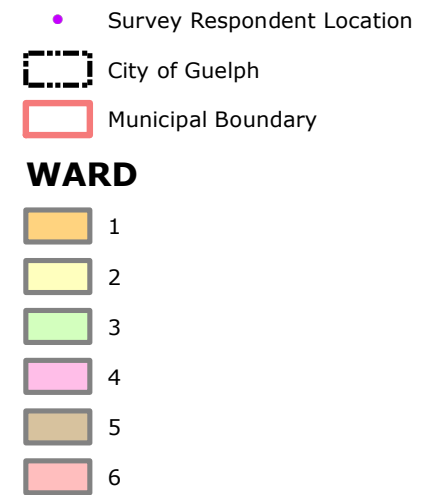
- Implement Transit Priority Measures to reduce transit delays, considering Gordon Street for a transit corridor or other form of rapid transit

"Transit Priority Measures would help make buses run on time, be more frequent, and give riders a chance to actually get on the bus."

- Make downtown less car-centric and add more space for people
- Create Car Free Zones in the downtown core to promote walking and cycling, and create space for cultural programming

"Make downtown car-free - even if it's for a day, weekend, etc."

- Move away from reliance on fossil fuels and promote other forms of transportation
- Make transit free



0 0.5 1 2 km



MAP CREATED BY: LK
MAP CHECKED BY: AL
MAP PROJECTION: NAD 1983 UTM Zone 17N



PROJECT: 188919

STATUS: DRAFT

DATE: 2020-01-17

Provincial and Federal Consultation Alert



Discussion Paper: Public Health Modernization

Ministry

Ontario's Ministry of Health

Consultation Deadline

10 February 2020

Summary

The Ministry of Health is holding consultations on transforming Public Health Services across Ontario to inform provincial decision-making on public health service delivery and restructuring. A discussion paper has been posted online alongside a survey that is open for public input.

Proposed Form of Input

That the City of Guelph respond to the Ministry's discussion paper survey, write a letter with interested partners to Municipal Advisor Jim Pine and prepare to participate in in-person consultations should a session be held in the region.

Rationale

The City of Guelph is a co-funder of the Wellington-Dufferin-Guelph Public Health Unit and has representation on the Board of Health.

Lead

Finance/Intergovernmental Services

Link to Ministry Website

http://health.gov.on.ca/en/pro/programs/phehs_consultations/docs/dp_public_health_modernization.pdf

Contact Information

Intergovernmental Services:

Chief Administrative Office

City Hall, 1 Carden Street, Guelph ON N1H 3A1

519-37-5602

TTY: 519-826-9771

Provincial and Federal Consultation Alert



Discussion Paper: Emergency Health Services Modernization

Ministry

Ontario's Ministry of Health

Consultation Deadline

10 February 2020

Summary

The Ministry of Health is holding consultations on modernizing municipal land ambulance services. A discussion paper has been posted online alongside a survey that is open for public input.

Proposed Form of Input

That the City of Guelph respond to the Ministry's discussion paper survey, write a letter to Municipal Advisor Jim Pine and prepare to participate in in-person consultations should a session be held in the region.

Rationale

Any provincial reforms arising from the consultation will have a direct impact on the finances and operations of Guelph-Wellington Paramedic Services.

Lead

Public Services - Guelph Wellington Paramedic Services

Link to Ministry Website

http://health.gov.on.ca/en/pro/programs/phehs_consultations/docs/dp_emergency_health_services_modernization.pdf

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