



# The future of **transportation** in Guelph

**Transportation**  
Master Plan





# Vision and Values

## **Vision and Values:**

- Transportation in Guelph will be safe, equitable, sustainable, complete, affordable and supportive of land use.

**Strategic Plan:** Improve local transportation and regional transit connectivity (Navigating our future)

- Improving transportation connectivity and safety within city limits, while advocating for better regional connectivity with public transit and rail service



# Policy Framework

**Community Plan**

**Strategic Plan**

**Community and corporate  
targets**

e.g. Community Energy Initiative Net Zero Targets

Provincial Policy  
and Legislation

**Official Plan**



Master Plans &  
Strategies:  
**Transportation  
Master Plan**

**Service Delivery**



# The TMP goals

All ages  
and  
abilities  
by any  
mode

Easy,  
reliable  
and  
diverse  
options

Transit  
service  
competitive  
to driving

Reduces  
GHGs  
toward  
net zero

Aligned  
with land  
use  
objectives

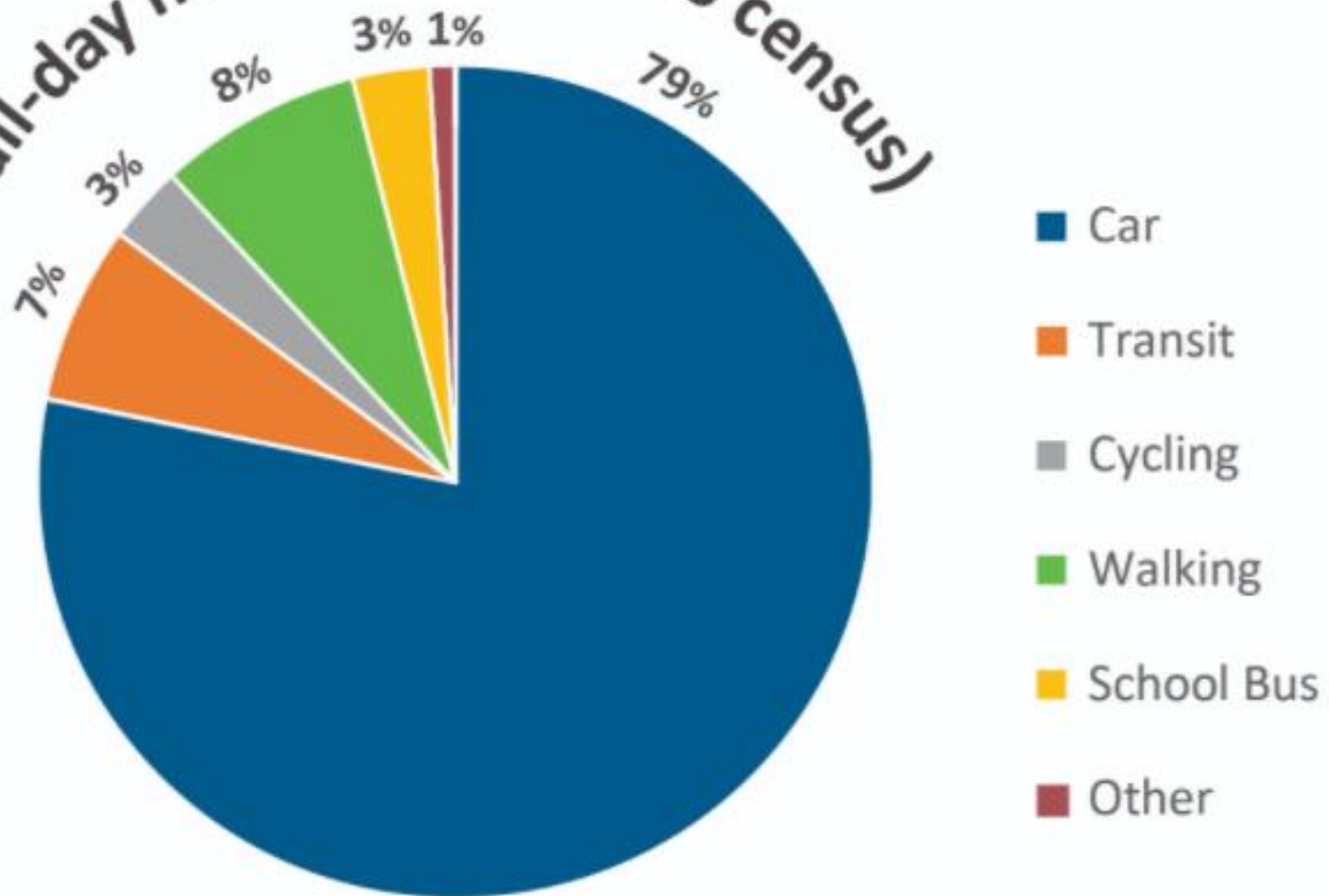
Investments  
considers life  
cycle costs

Future-ready  
while  
delivering  
great service  
today



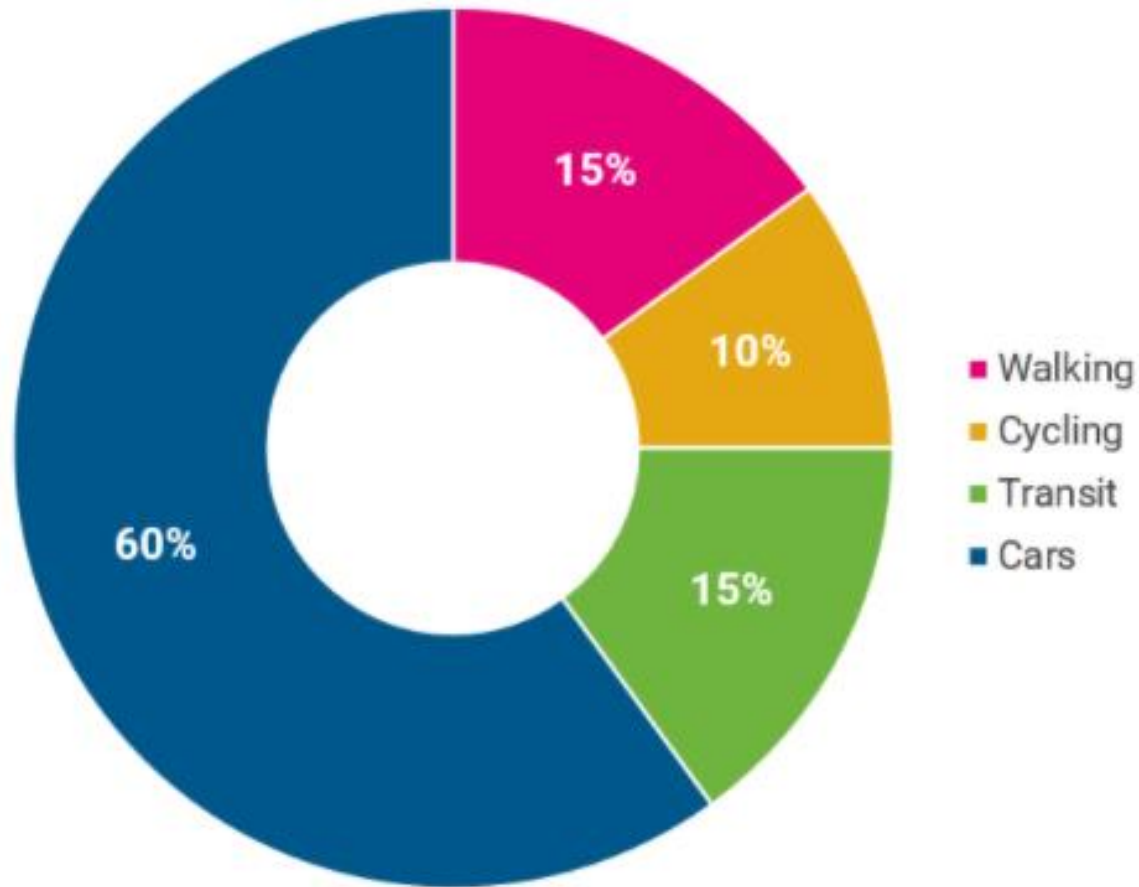
# Existing Conditions – travel patterns

all-day mode share (2016 census)





# Proposed mode share target

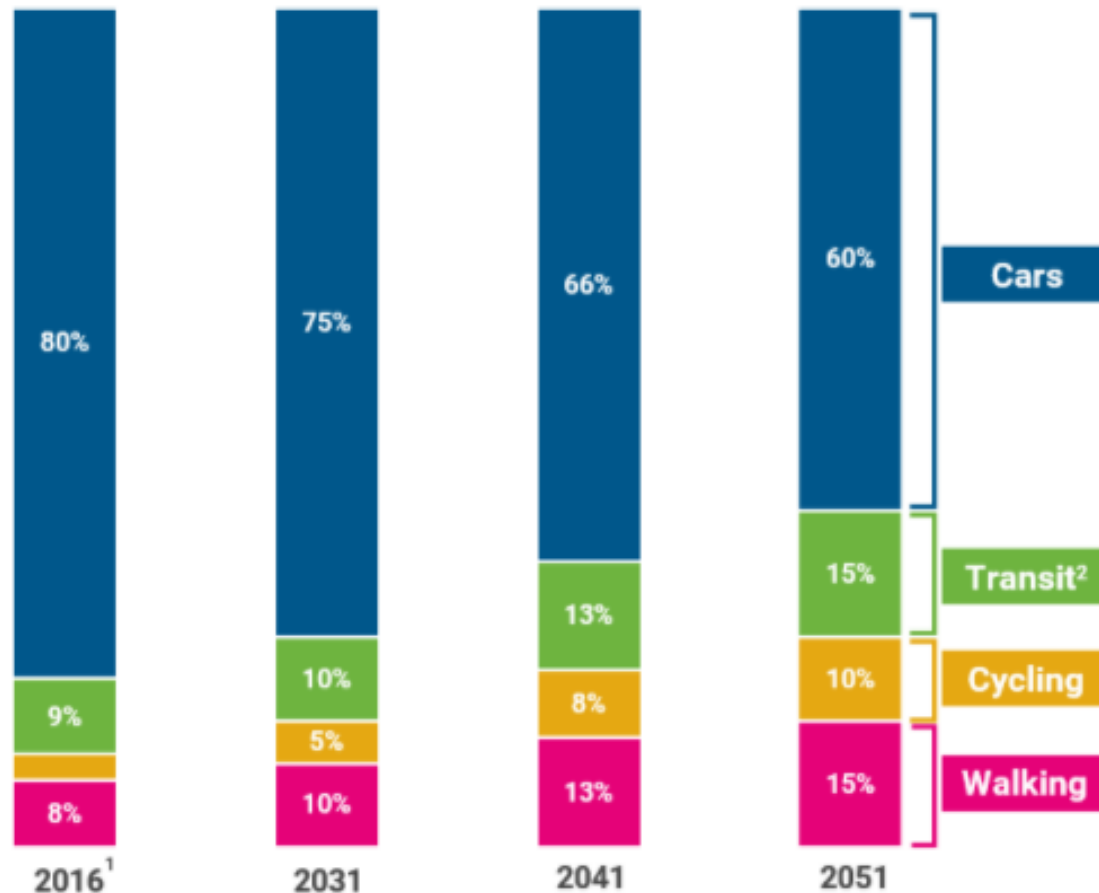


Proposed 2051 Mode Share Targets for Guelph





# Proposed mode share target continued



**Target Milestone Mode Share Shifts (Daily Trips within Guelph)**

<sup>1</sup> Source: 2016 Transportation Tomorrow Survey (TTS)

<sup>2</sup> The transit numbers include travel by Guelph Transit and by school bus, which is assumed to remain at 2.5% every year into the future.



# Alternative Solutions

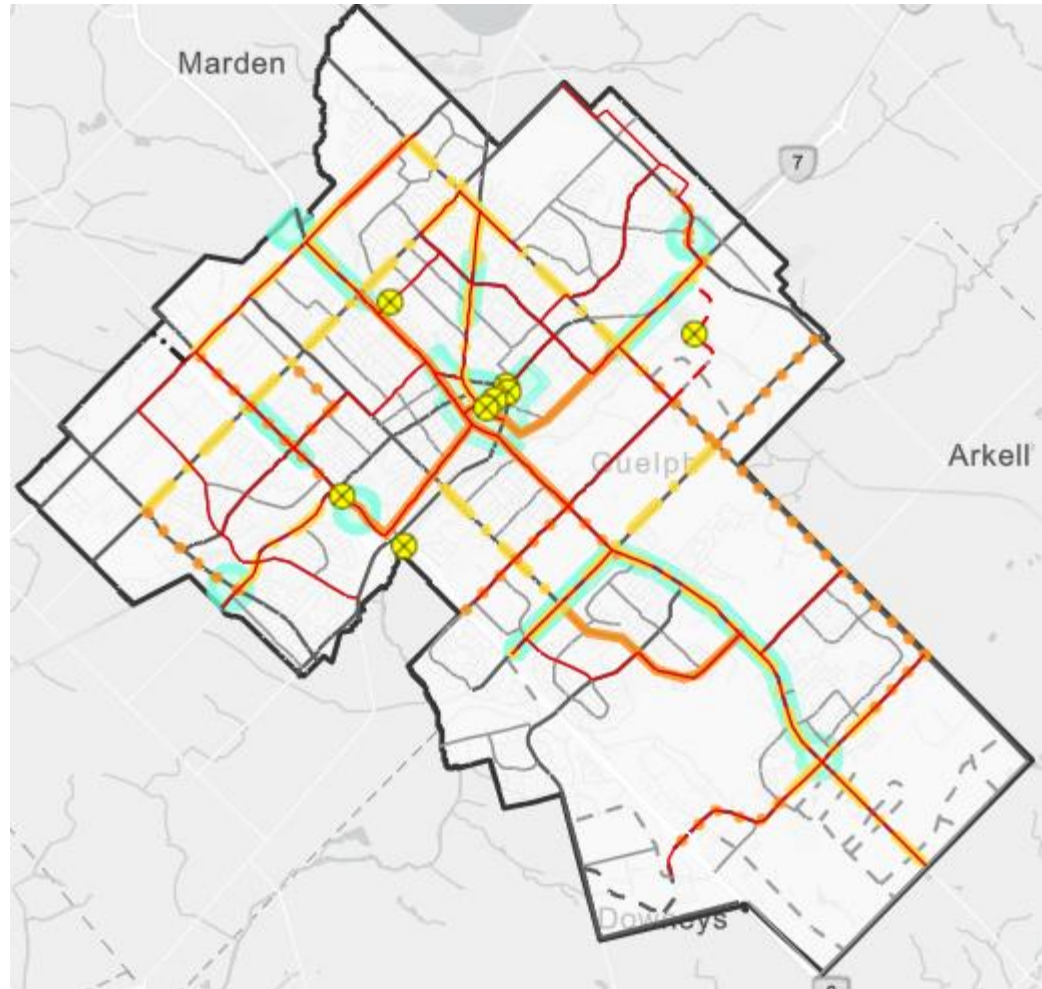
- Do Nothing (ruled out)
- Alternative 2: Sustainability Focus
- Alternative 3: Sustainability + resiliency focus
- Alternative 4: Car efficiency focus (ruled out)





## Alternative 2: sustainability

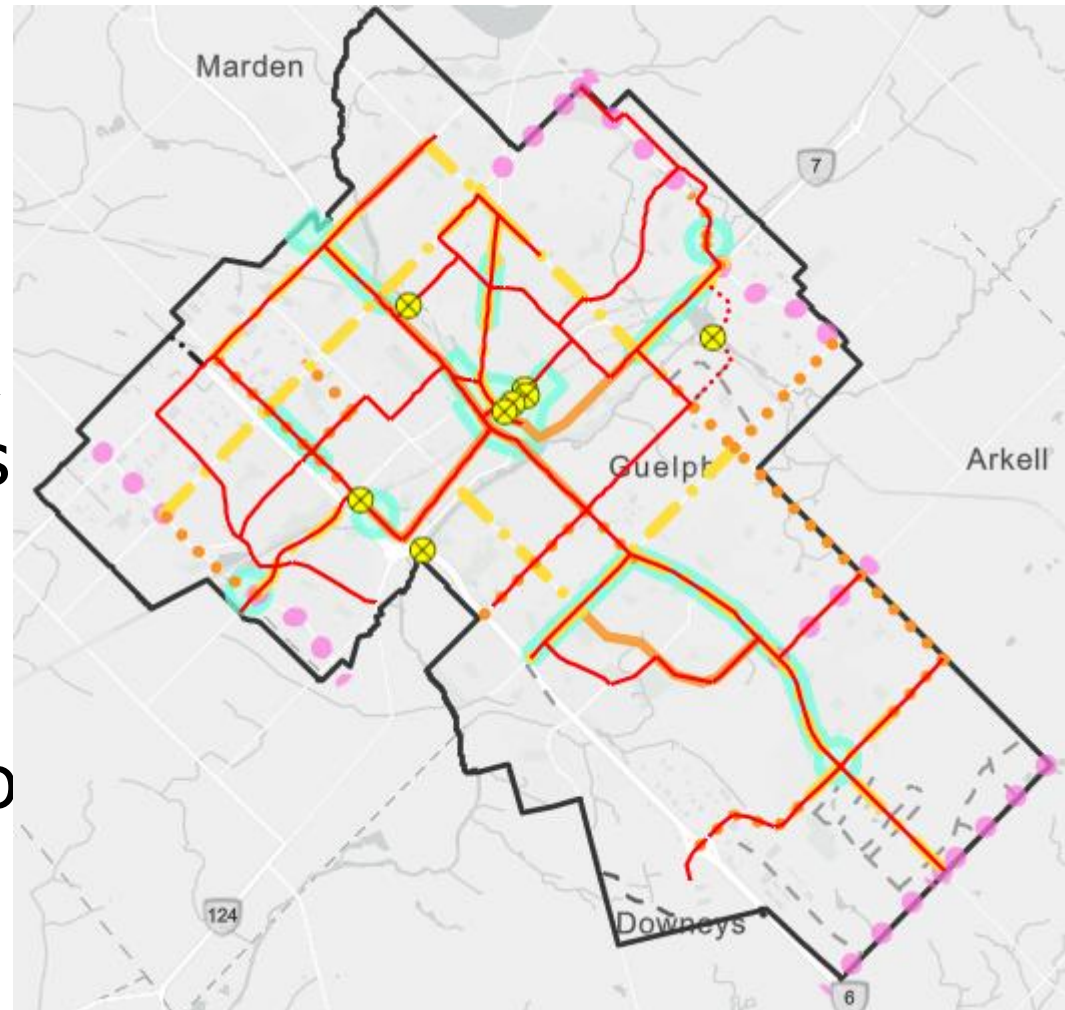
Alternative 2 shifts the mode share in Guelph towards sustainable modes of travel like walking, cycling and transit while not adding new street capacity for cars or new mobility.





## Alternative 3: sustainability + resiliency

Alternative 3 adds resilience against future unknowns, such as emerging mobility technologies, or societal disruptions like the COVID-19 pandemic by extending the four-lane street network to offer flexibility and redundancy.





# Evaluation of Alternatives

Table 6: Summary of Evaluation

Criteria	Alternative 1 <i>Do Nothing</i>	Alternative 2 <i>Sustainability</i>	Alternative 3 <i>Sustainability and Resilience</i>	Alternative 4 <i>Car Efficiency</i>
Natural and Social Environment				
Transportation Environment				
Cost Environment				
TOTAL				

\*\* Full circle = most preferred, empty circle = least preferred



## **Support for Alternative 3**

- Best meets Strategic Plan objectives to be “future ready”
- Responds to all the goals of the TMP (aligned with Community Plan and Strategic Plan)
- Provides best ‘balance’ between needs of drivers and supporting sustainable transportation
- Allows most flexibility to address future ‘unknowns’ without excessive impacts to property, natural heritage or cultural heritage assets



## **Corporate alignment**

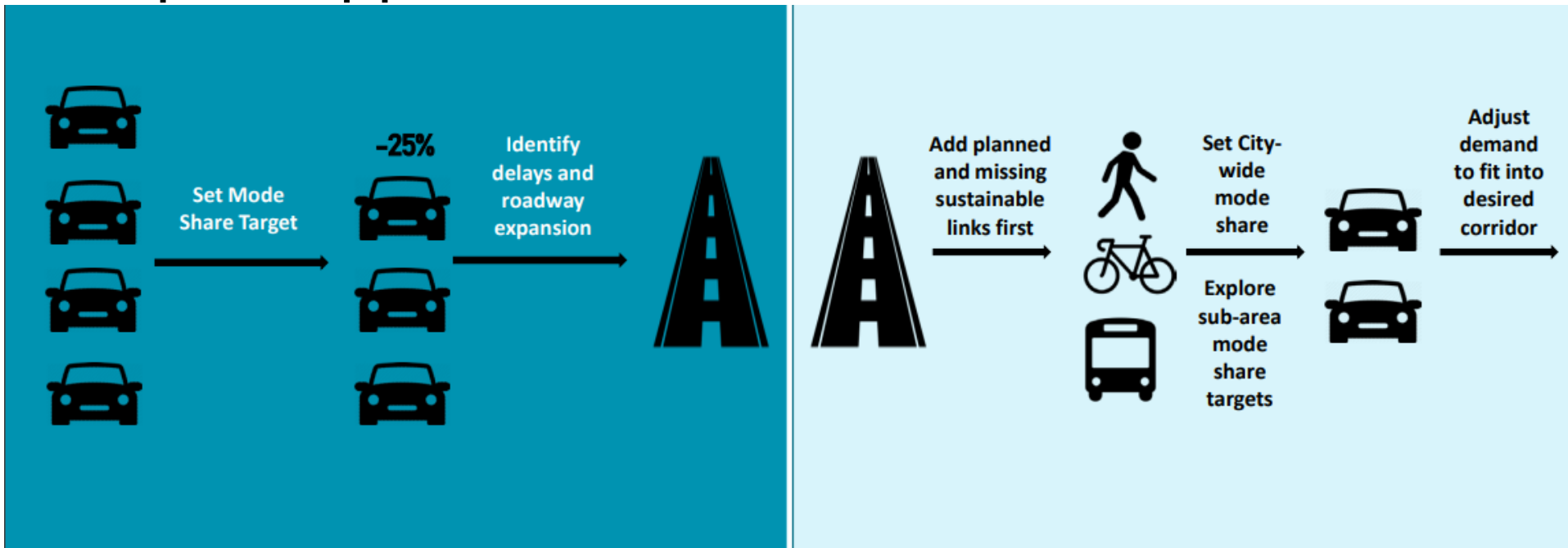
The TMP has been developed in alignment and coordination with the following existing and in-progress plans:

- Guelph's Community Plan
- Guelph. Future Ready. Strategic Plan
- Official Plan (2018 consolidation, Clair-Maltby Secondary Plan, Shaping Guelph)
- Comprehensive Zoning Bylaw Update
- Community Energy Initiative
- Guelph Trail Master Plan update
- others



## Other city TMPs (1)

Burlington's Integrated mobility plan flips the traditional approach to TMPs, similar to Guelph's approach.



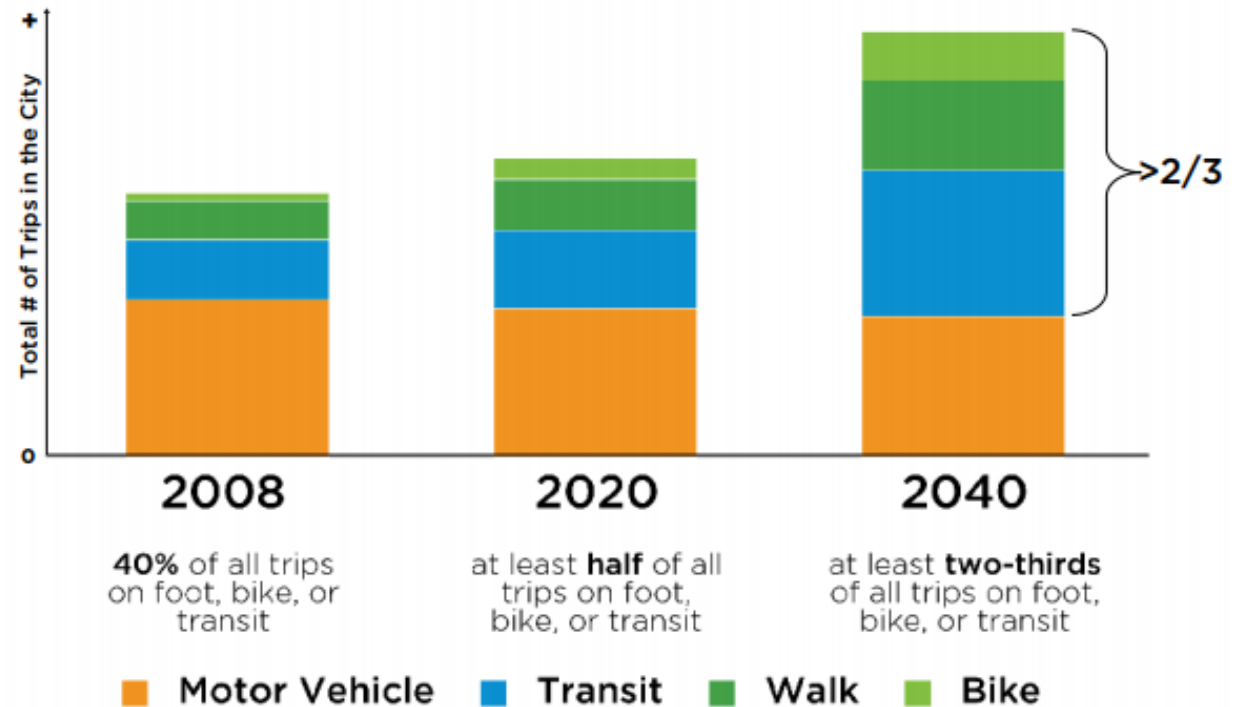




## Other city TMPs (2)

City of Vancouver: hold auto trips constant

Mode Share Target for 2020 and 2040



For all trips originating in the City of Vancouver.  
Source: Data and analysis based on TransLink Trip Diaries. Opinions expressed do not necessarily represent the views of TransLink.

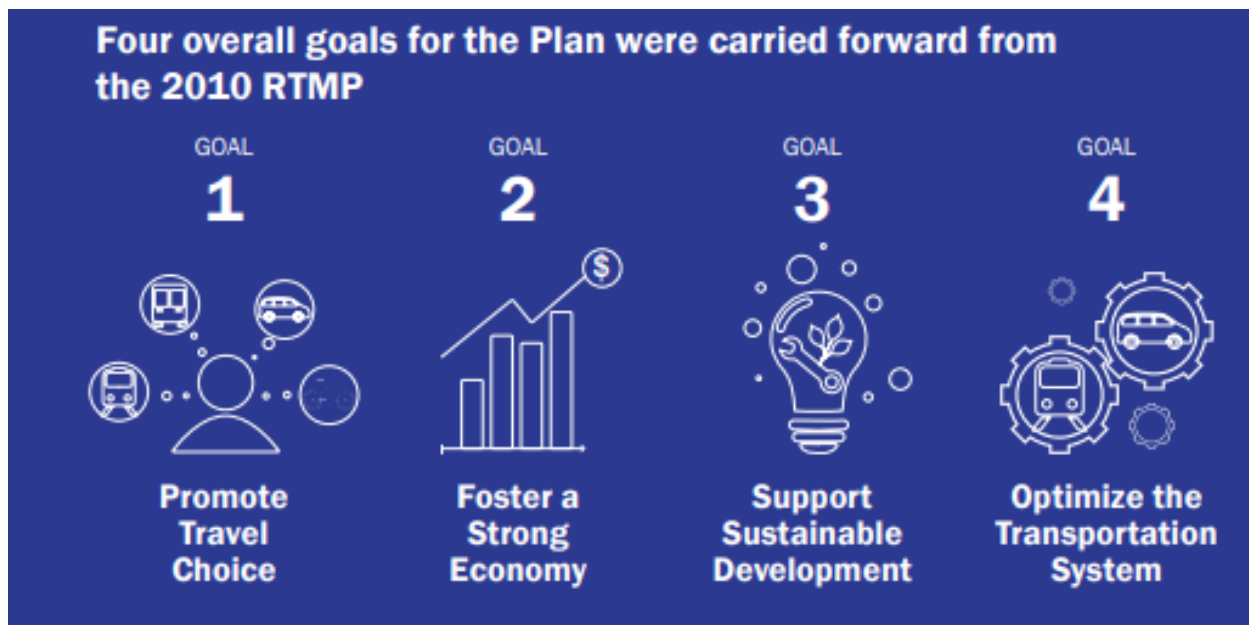
Graphic source: <https://vancouver.ca/files/cov/transportation-2040-plan.pdf>





## Other city TMPs (3)

Region of Waterloo took a more traditional approach, but landed on a hybrid of preferred alternatives that prioritized sustainable modes and new mobility to meet their goals.





## Next steps

- Approve the preferred solution
- Proceed to develop implementation plan, capital plan, and policy recommendations for the preferred solution
- Community engagement
- Present complete TMP report in December 2021

# Transportation Master Plan



## Discussion