

Moving Guelph Forward: 2022 Transportation Master Plan



Transportation Master Plan

Guelph. Future Ready.

Our Strategic Plan
2019 to 2023

Strategic priorities and directions:



Powering
our future



Sustaining
our future



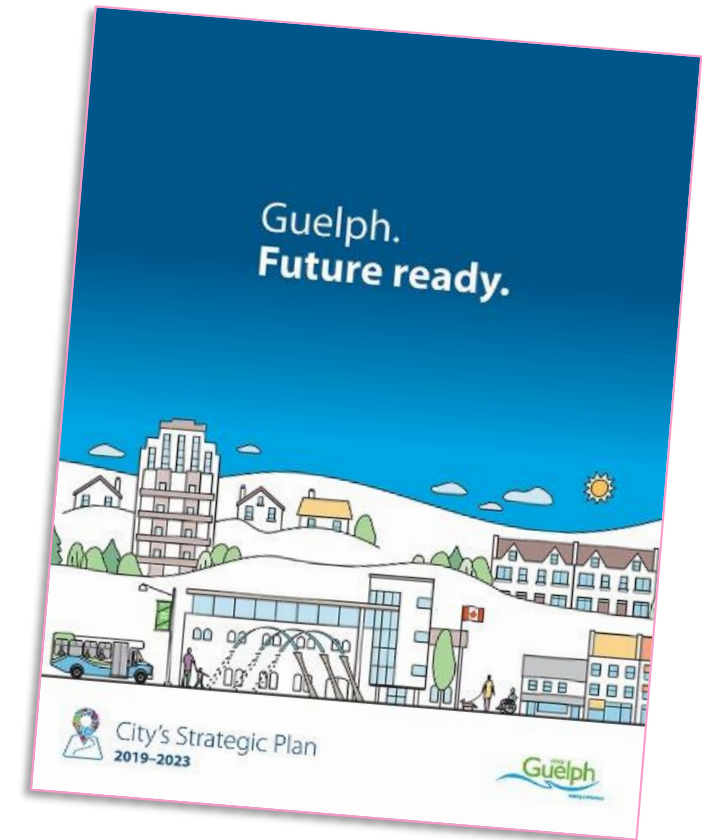
Navigating
our future



**Working
together**
for our future



Building
our future



What is a TMP?



The Transportation Master Plan is a **long term strategy** that guides our decisions around transportation planning for the next 30 years.

Here's what we've done in earlier stages of the project

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- ✓ Launched the project with a panel discussion on the Future of Transportation in Guelph by leading transportation experts;
- ✓ Held city-wide engagement with 2 Virtual Open Houses and 5 online surveys; and
- ✓ Completed bus priority and bike lane demonstration projects and engaged with a number of key stakeholders in workshops!
- ✓ Developed the transportation vision, values, and goals;
- ✓ Examined the existing transportation system in Guelph;
- ✓ Identified the issues and opportunities for transportation improvements;

Here's what we've done in earlier stages of the project (continued)

- ✓ Set mode share targets to help determine the proportion of trips made by walking, cycling, transit, and cars into the future;
- ✓ Developed and evaluated four Alternative Solutions, which are the different options for the City's future transportation network; and
- ✓ Recommended a Preferred Solution, based on the results of the technical evaluation and community feedback, which was approved by Council on May 26.
- ✓ Developed the policies, programs and financial strategy to implement the preferred solution

Transportation Master Plan Engagement



<https://youtu.be/uoBFQumSEC4>

Transportation Master Plan Engagement (2)

Phase 2 Public Engagement Results

Transportation Master Plan
January 2020

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**.

Phase 3 Public engagement results

Transportation Master Plan
March 2021

How we engaged: techniques and results

Online engagement hub

The central place to engage with the project online with

1153 visitors and
216 contributors



Project email
transportation@guelph.ca

for direct communication with residents

Notifications published in the **Guelph Mercury Tribune**




Social media used to spread awareness

#MovingGuelphForward
10 tweets generating
39 likes, **58** retweets and **165** clicks

2 Facebook posts generating
46 likes, **16** comments and **143** clicks

City staff workshop with nearly **40** participants



Phase 4 Public engagement results


Transportation Master Plan
November 2021

How we engaged: techniques and results

Online engagement hub

The central place to engage with the project online with

306 visitors &
79 contributors



Project email
transportation@guelph.ca

for direct communication with residents



Notifications published in the **Guelph Mercury Tribune**



Social media used to spread awareness

#MovingGuelphForward
6 tweets generating
27 likes, **42** retweets and **76** clicks


4 Facebook posts generating
14 likes, **5** comments and **48** clicks

Two email newsletters

Sent to **3,803** recipients

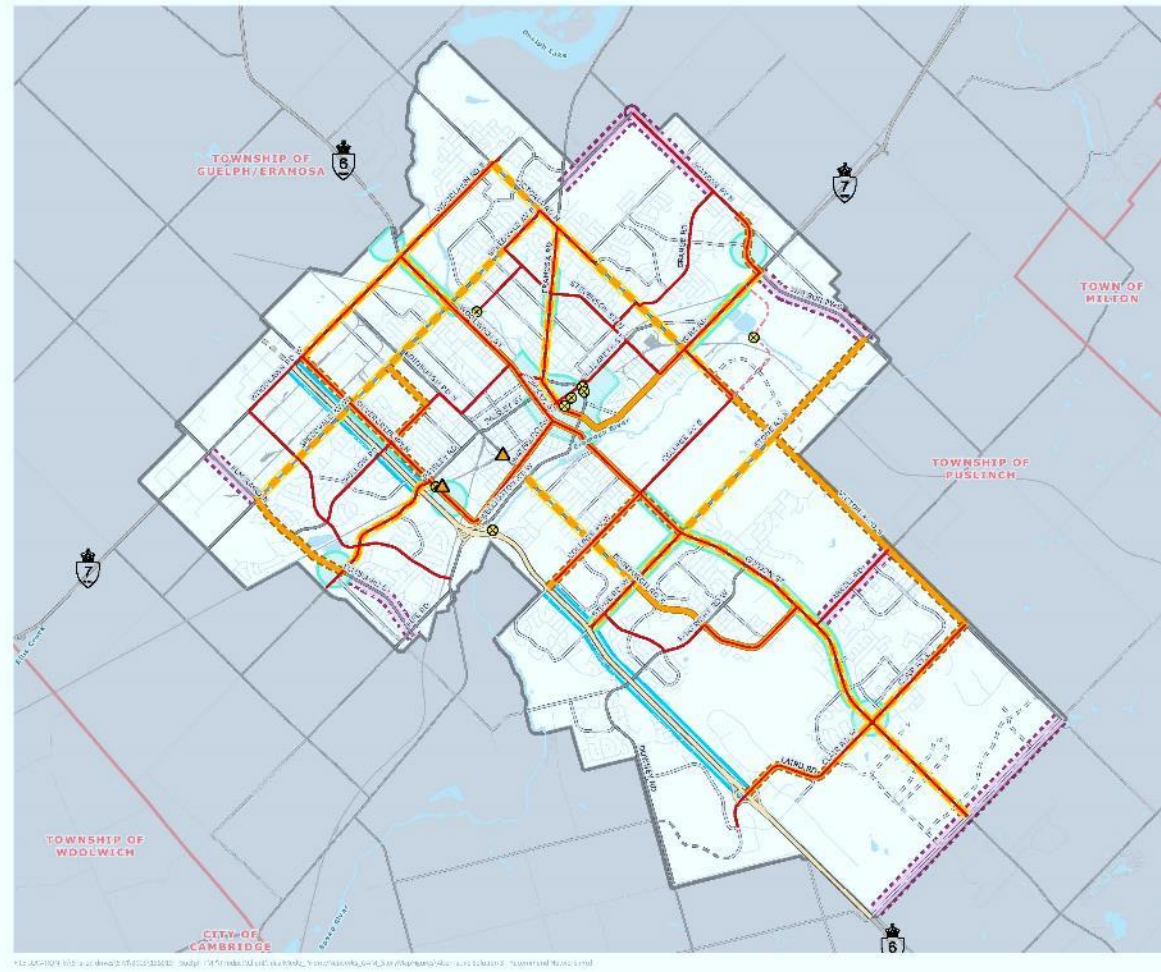


1 online survey with **77** responses received in total online at HaveYourSay.Guelph.ca to gather feedback along side the Virtual Open Houses



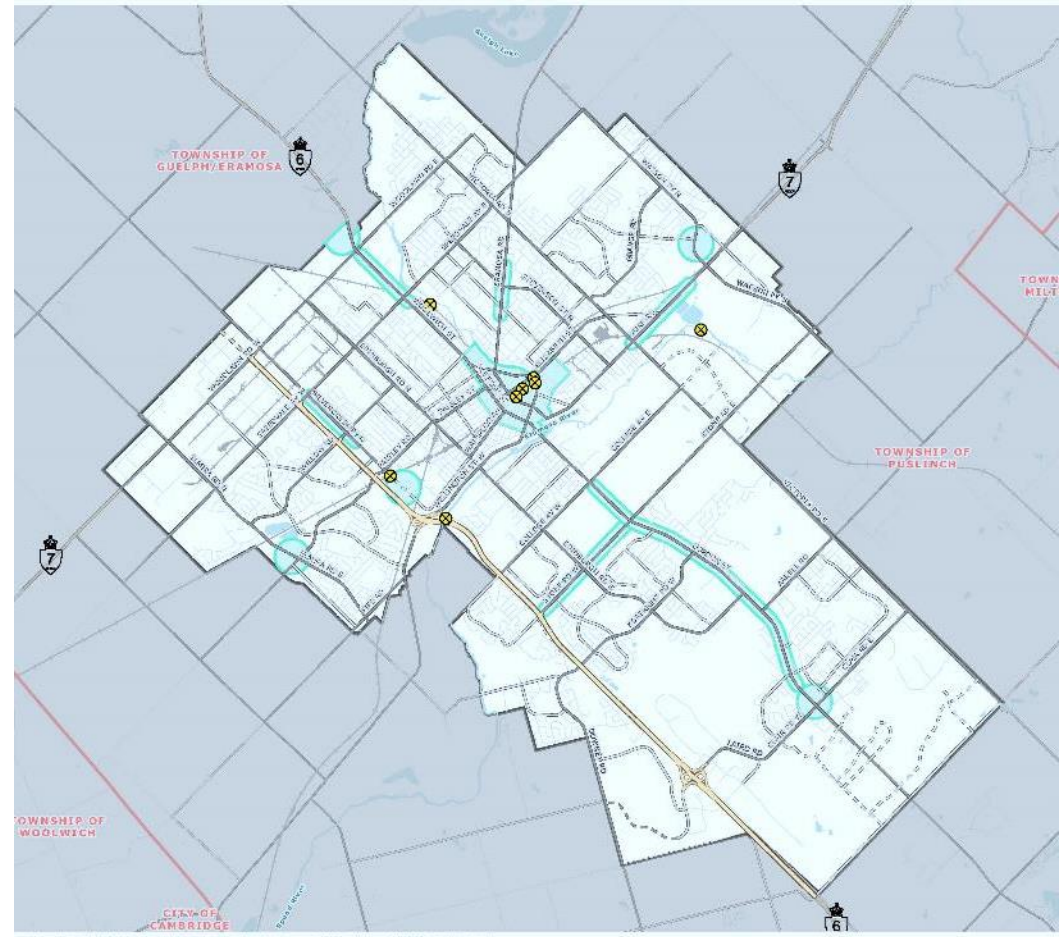
The Sustainability and Resiliency Option

The Sustainability and Resiliency Option is made up of the following priority networks



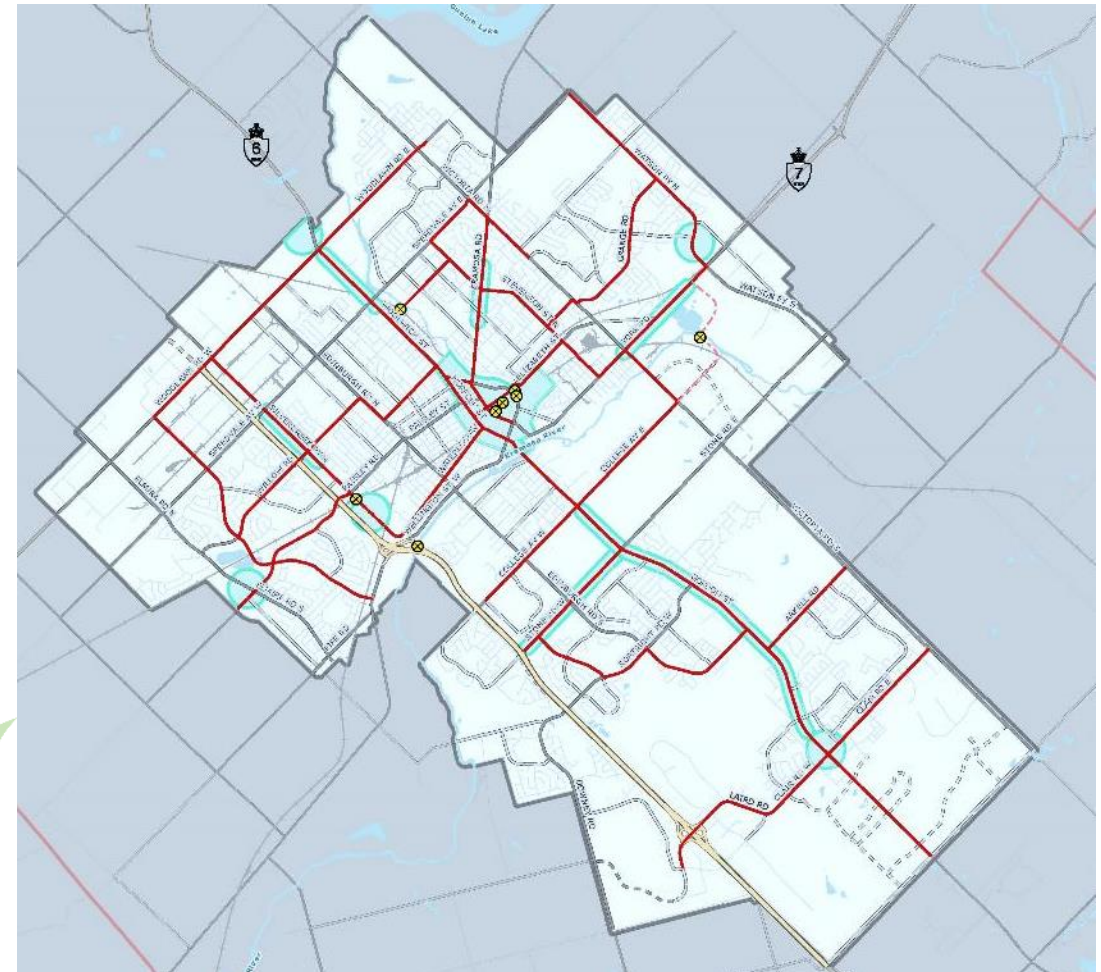
A Pedestrian Priority Network

A network of **wide, landscaped and well-lit sidewalks** in areas of highest pedestrian activity in the city

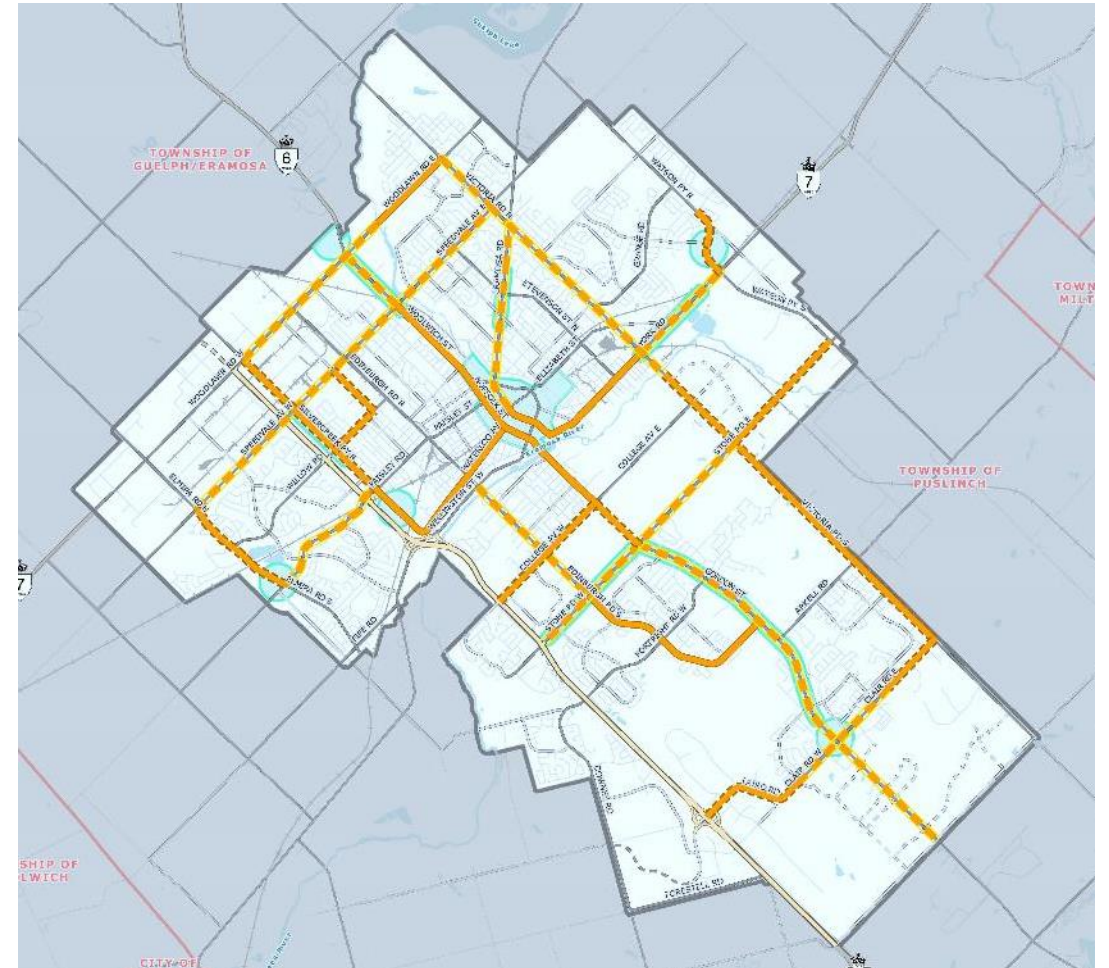


A Cycling Spine Network

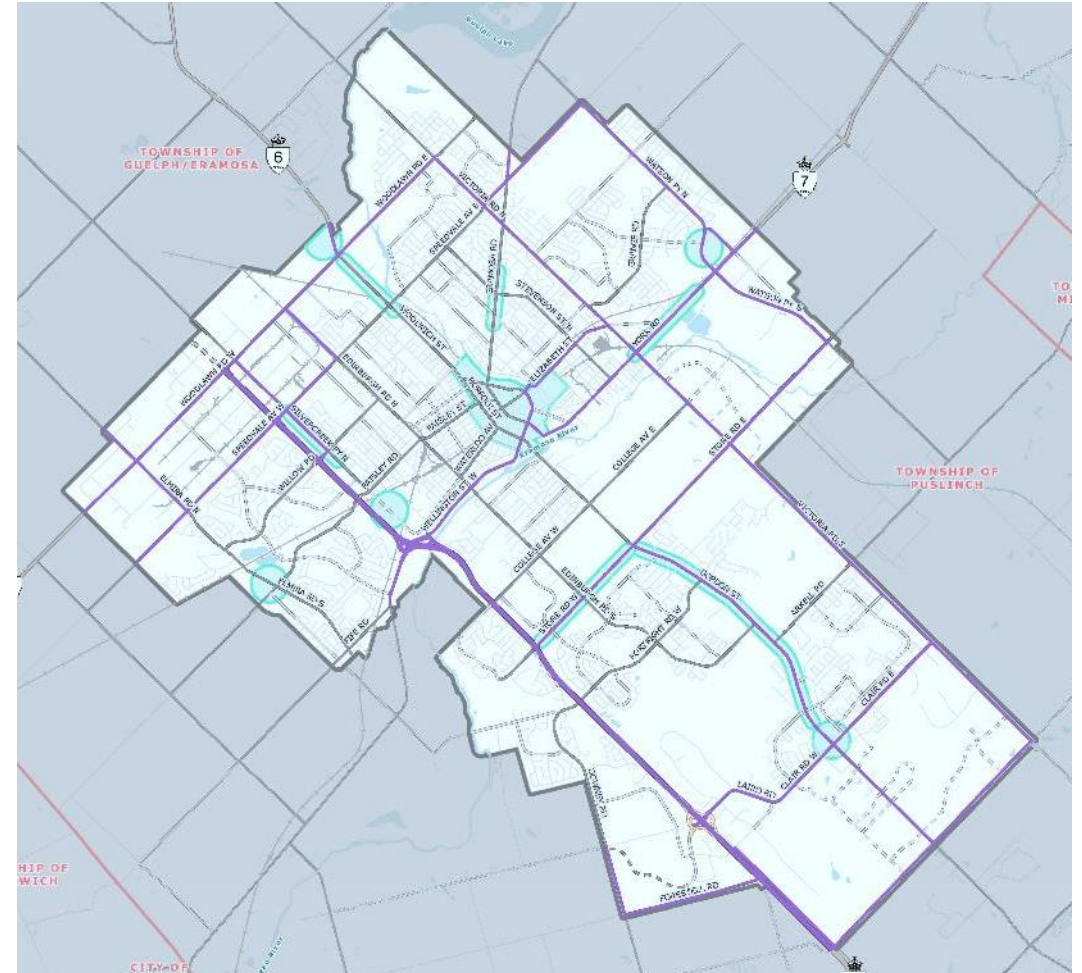
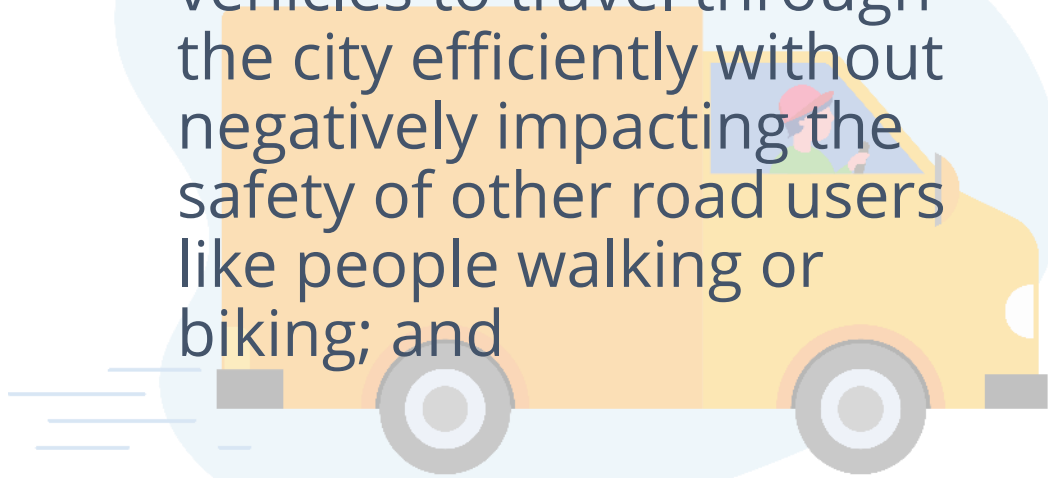
A network of core cycling routes with **separated or protected cycling lanes** that are designed to support and encourage cycling by people of all ages and abilities



A network of streets with **frequent transit service** where service or infrastructure improvements have been made to reduce travel delay for buses. This could include dedicated bus-only lanes in some places or at certain times of day.



A network of arterial roads that **permit truck traffic** for more than just local service and which allow large vehicles to travel through the city efficiently without negatively impacting the safety of other road users like people walking or biking; and



Transportation Master Plan – Policies

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Safe

- Vision Zero
- Complete Streets
- Road safety program

Equitable

- Complete Streets design guidelines
- Sidewalks on both sides of new streets
- Transportation Advisory Committee

Sustainable

- Cycling spine network
- Transportation Demand Management
- Winter maintenance
- Support zero-emission vehicles
- Low-impact road designs

Tied to land use

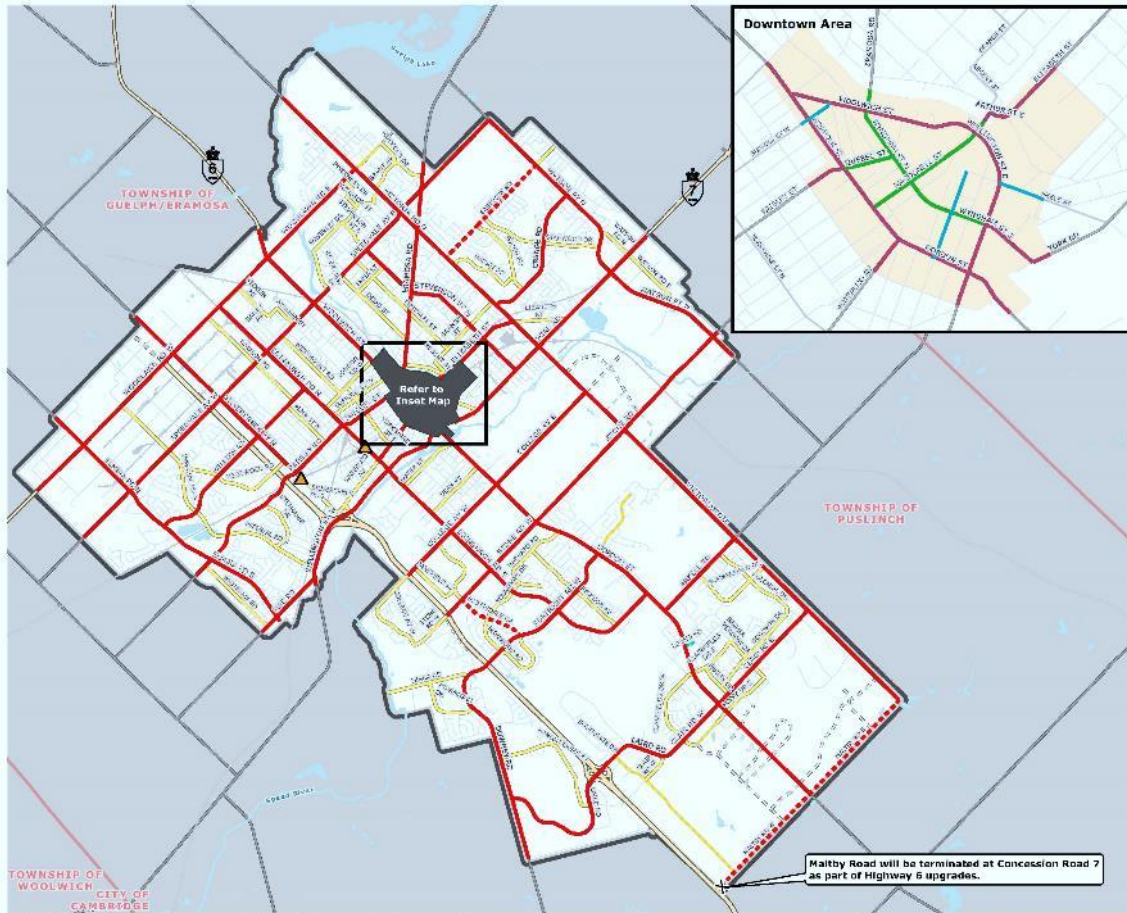
- Official Plan updates to strengthen link between development and transportation services
- Goods movement network
- Roundabout strategy

Affordable

- Financing tied to capital budget process
- Enhanced transit services

Introducing an **Emerging Transportation Technology Office** and enhancing or strengthening existing **strategic planning, road safety, sustainable transportation and transportation systems management** programs





- Updates to Schedule 5 – Road and rail networks
- Updates to Tables 5.1 – Ultimate Right of Way, and 5.2 – Intersection improvements
- Updated mode share targets
- New definitions including micro-mobility
- Adding schedules to reflect some of the priority networks of the TMP preferred solution
- Strengthening policies related to Chapters 3 and 5

- Integrated multi-modal transportation plan
- Works back from set mode share targets
- Excellence in creative and meaningful engagement tactics
- Focused on climate and resiliency



- Implementing the priority networks of the TMP represents a 0-7% increase in cost compared to current road reconstruction practices, or adding approximately \$26 Million to the current 10 year capital budget for roads and right of way.
- Comparatively, not implementing the TMP would require additional road widening to accommodate growth in trips by car, at an additional cost of \$65-100 million

- Development charges can cover 25-100% of project costs, depending on the context, or approximately \$105 million by 2031.
- Annual operating costs by 2031 would increase by approximately \$376,200
- The TMP recommends exploring alternative revenue sources in future to help keep projects affordable

- After council's approval of the TMP:
- Documentation for the Municipal Class EA will be available for public review period and filed with the Ministry of Environment, Conservation and Parks
- Regular updates to the TMP at 5-year intervals
- OP update as part of a future amendment
- Track mode share trends to ensure pace of implementation is meeting our goals
- Capital and Operating budget to support pace of implementation



Transportation Master Plan