

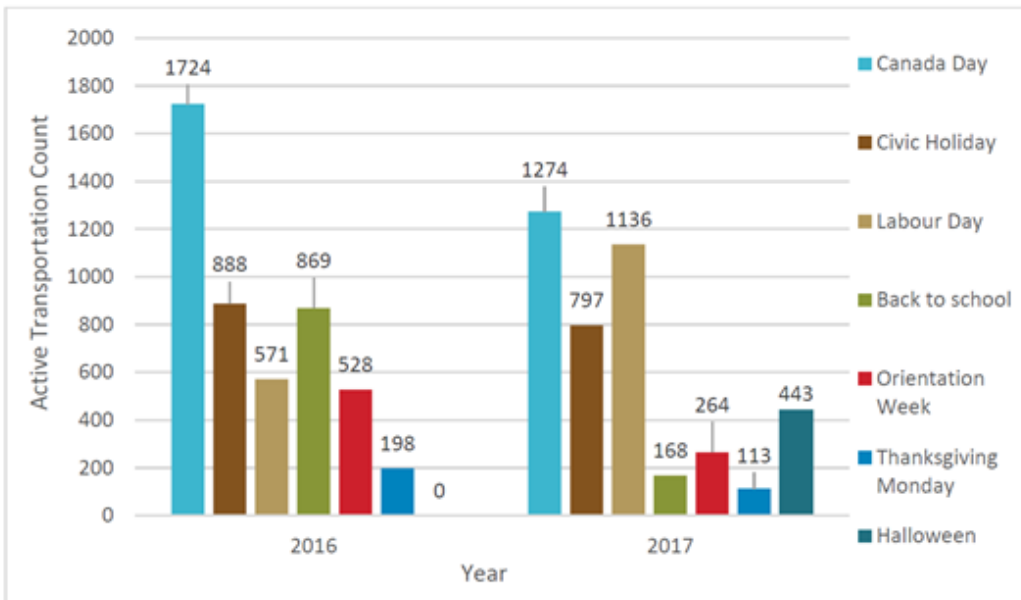
Hi.

This is my input on the transportation master plan for the upcoming discussion.

There is too much focus on bike lanes. Bike lanes are important, but the key parameter of carbon dioxide emission reduction is the actual goal. Sometimes bike lanes contribute to reductions, and sometimes they don't.

Gordon Street is a good example, from about Kortright to Clair. It is very apparent to me that a lot of stop and go traffic has been created by the lack of a turning lane (which was removed from the road plan in favor of bike lanes). You can choose to dismiss this out of hand, but I think anyone with a bit of knowledge of physics, with a few observations of traffic in the area in the area would agree with me. And regardless if you believe what I am claiming, it is apparent that we need to be evaluating our plan objectively by a cost/benefit analysis on carbon dioxide emissions. Calculate the amount of carbon dioxide reduced by the bike traffic which is done as an alternative to driving (you would need to survey for this since not all bike riders would take a vehicle if they didn't bike) versus the increased gas consumption resulting from increased traffic congestion and stop and go driving. The survey would need to be done objectively, with random sampling (unlike the selective sampling used in the City of Guelph 2016-2017 Active Transportation Data Collection Report, as below, where measurements were taken on what is obviously the busier active transportation days). Indeed, given the contents of that report, the responsibility for the cost/benefit analysis has to be taken out of the hands of the department that issued that report as they disclosed extreme bias in their views; and given to a more objective department.

*Figure 22. Per-Day Average Active Transportation Counts by Holiday/Special Event and by Year*



So I contend that for the last 21 years, the bike lanes on Gordon Street have caused substantially more emissions of carbon dioxide than would have occurred without it. I challenge you to refute that with objective data and analysis, not with out of hand generalizations and wishful thinking. Cost benefit

analysis; and project selection based on cost/benefit and carbon dioxide emission reduction calculations, needs to be the way going forward, not just for traffic, but for all projects.

Reduction of emissions of carbon dioxide is the most important thing on the planet, and we need to be objective and logical about it, and we need to make fact based decisions. We can't let the preconceived notion that the answer is more bike lanes, we can't use wishful thinking, we can't get blinded by our ideologies. We need to take the matter very seriously if the planet is to survive.

In addition, I have witnessed many accidents on Gordon Street, many attributable again to the lack of center turning lanes. My observation has been that as the traffic density increased, the number of accidents increased. My observation is that Gordon Street is completely under-designed for the traffic that it is required to carry, and has desperately needed a center turning lane for safety reasons since it was built in its current state. I received an off the cuff generalization the last brought that to the city's attention. We need an objective review of what really happened, and what could have been done to avoid it. There is a lot of science and knowledge on traffic flow. Surely there must be a model that would estimate what would have occurred with a center turning lane instead of bike lanes. Regardless of your opinion on my views on this, is the City of Guelph satisfied with the accident record on Gordon Street? If so, I will give up. If not, what do you believe could be done differently to prevent accidents?

I appreciate that Gordon Street is scheduled for an upgrade. My comments are mainly to prevent future "Gordon Streets", although I want the next design to be more responsible than the current one. We have had a negative impact from the bike lane preoccupation for the last 21 years, and that has caused a lot of damage. I don't know that we could ever create enough efficiency to make up for that horrible error, but we need to start somewhere. We need a different process and priority to avoid it happening elsewhere.

Finally, from my experience as a biker, the bike lane plan is not working. Many are too dangerous and inefficient. And you can see that people aren't using them, regardless of the results that the official measurements have defined. On many days, I see more bikes on the sidewalks than on the bike lanes. Milten, in a communication to me, stated "In regards to how we're doing on reaching our 2018 3% mode share target, we actually achieved this goal in 2016". Nobody that I have shared that claimed statistic agreed with it, and all ridiculed it as a fantasy. It could be that the "2018 3% mode share" target is so ridiculously defined that it doesn't mean anything like it sounds, but that is just another form of self-delusion. But we are that far away from objectivity and logic on the bike lane that those involved believe that ridiculous fact, which makes me very concerned that the City of Guelph will not help save the planet and will actually hasten its demise.

So my overall comment to the Traffic Master Plan is to please use objective science based analysis of the plans to determine the optimum configuration for minimizing carbon dioxide emissions rather than relying on the indirect and sometimes counter productive measure of how many miles of bike lanes we have in the city. I also ask that you consider the consequences of the design on the safety of humans as a primary factor in selecting transportation design.

Please be objective, deal with the traffic inefficiency not just blindly focus on active transportation; and please take safety far more seriously.

Regards,  
John Kibbee