

Dear Mayor Guthrie and Council:

The Guelph Coalition for Active Transportation (GCAT) is a non-profit organization that seeks to improve the quantity, quality and safety of active transportation in the City of Guelph. We serve as the collective voice for active transportation users in the City.

We wish to comment on the active transportation elements of the Clair-Maltby Secondary Plan that you are being asked to adopt into the Official Plan.

Multi-Modal Mobility System: GCAT endorses the multi-modal transportation system approach defined in the secondary plan.

We note the plan's statement that "the City will balance the provision of a safe, functional and attractive pedestrian-oriented, cycling friendly and transit-supportive environment with an acceptable level of vehicular traffic."

This is an important statement that, if adhered to once development begins, will lead to higher modal shares for non-vehicular travel and all the benefits to our community that will result.

Street A Concerns: Street A (running north-south between Clair Road West and Maltby Road West west of Gordon Street) has been designated as a Collector Road or Collector Road - Moraine Ribbon. GCAT is concerned that Street A's uninterrupted connection between Clair and Maltby will induce motorists to *treat it* as an arterial through road that serves as an alternative to Gordon Street. We anticipate both higher levels of vehicular traffic and higher speeds than are appropriate for a collector road. Our concern is that active transportation users seeking to access local streets from protected infrastructure along this route will eventually need to cross onto Street A and its potentially dangerous traffic.

We recommend that Street A be redesigned into sections, those that cross natural heritage system areas being reserved exclusively for active transportation infrastructure, and those that do not cross natural heritage system areas serving as collector roads for vehicles. In this way Street A would be strictly constrained to being a collector road and would not become a de facto arterial road. Failing this, it will be critically important to design Street A with frequent stop signs, no straight runs and other traffic calming measures. Having said that, we note that such measures have not been fully effective on Downey Road.

Thank you.

Mike Darmon,
President, Guelph Coalition for Active Transportation