

To Whom It May Concern,

I am writing regarding the current proposed plan for the EEB. I am writing to urge Council to not approve this plan and to refocus your efforts on the Speedvale Avenue "safe zone".

To start with, the need for the EEB has not been established given the city's current priorities which are housing, infrastructure, security and other financial obligations.

If the EEB was "essential infrastructure", it would have been included in the 2009 bike policy, the 2013 Cycling Master Plan and the 2021 Trails Master Plan's "Top 15" priority list. A Speedvale "safe zone" between Marlborough Road and the west side of Speed River bridge is "essential infrastructure" since (1) vulnerable users will always need to move along/across Speedvale; and, (2) EEB's questionable east-west function is better replaced by a "safe zone".

I have further itemized below other critical reasons for my argument for refocusing.

Planning & Demand: There is no origin-destination data to indicate that cycling and walking will "significantly" increase due to EEB and staff has said this data is "immaterial". The Environmental Assessment (EA) was originally based on outdated 2005 Trails Master Plan (see note re: 2021 Trails Master Plan above). Also, 2007 Local Growth Management Plan is 10 years old.

Environment & "Ecological Gain": This section of the Speed River is home to an abundance of wildlife, many of which are species at risk or species of concern. Bats, snapping turtles and other species will be disrupted or extirpated due to construction and their current habitat forever altered. Removing "historical fill" and restoring vegetation habitat can be done without building the EEB while higher "net ecological gain" can be achieved by installing Speedvale "safe zone".

Noise: Wildlife and nearby residents will be impacted by bridge construction and truck noise for several months -- if not years.

Garbage: The Norwich, Speedvale and Riverside Park bridges are used as dumping grounds for everyday garbage and needles. A new bridge would bring more of the same, further compounding the environmental/noise disruption for wildlife (both locally and downstream).
Cycling, Pedestrian and Neighbourhood

Safety: Current high level of assaults, burglary, vandalism, graffiti and drugs on and near the Trans-Canada Trail (TCT) could increase since this area is rarely patrolled by police and the bridge will provide law breakers with an additional exit route.

Consultation: There has been an extreme lack of communication between city staff and the public, especially impacted neighbourhoods. There was no information provided between June 2017 and August 2020. First Nations were never consulted but RSSA's Oct 2020 bump-up request to MECP has ensured that the city must do this with Mississaugas of the Credit First Nation and Six Nations of the Grand River (Elected Council and the Haudenosaunee Confederacy Chiefs Council). Staff have yet to consult Aboriginal communities living in Guelph itself.

Financial: EEB "preferred alternative 2b" capital cost is low-balled at \$1.7 million (<https://pub-guelph.escribemeetings.com/filestream.ashx?DocumentId=8594>) but will be much higher when

sidewalk infrastructure, lighting, operating costs and inflation is included. These scarce dollars should be invested in Speedvale safe zone or road diet, underpass, increased police surveillance, river enhancement/clean-up and lighting on TCT.

I thank you for your consideration in this matter.

Sincerely, Julie McCann
Guelph resident