



**City of Guelph
Proposed Official Plan Amendment
for the
Proposed Emma-Earl Street Pedestrian Bridge**

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Residents for a Safe Speedvale Avenue
<https://www.facebook.com/groups/safespeedvale>**

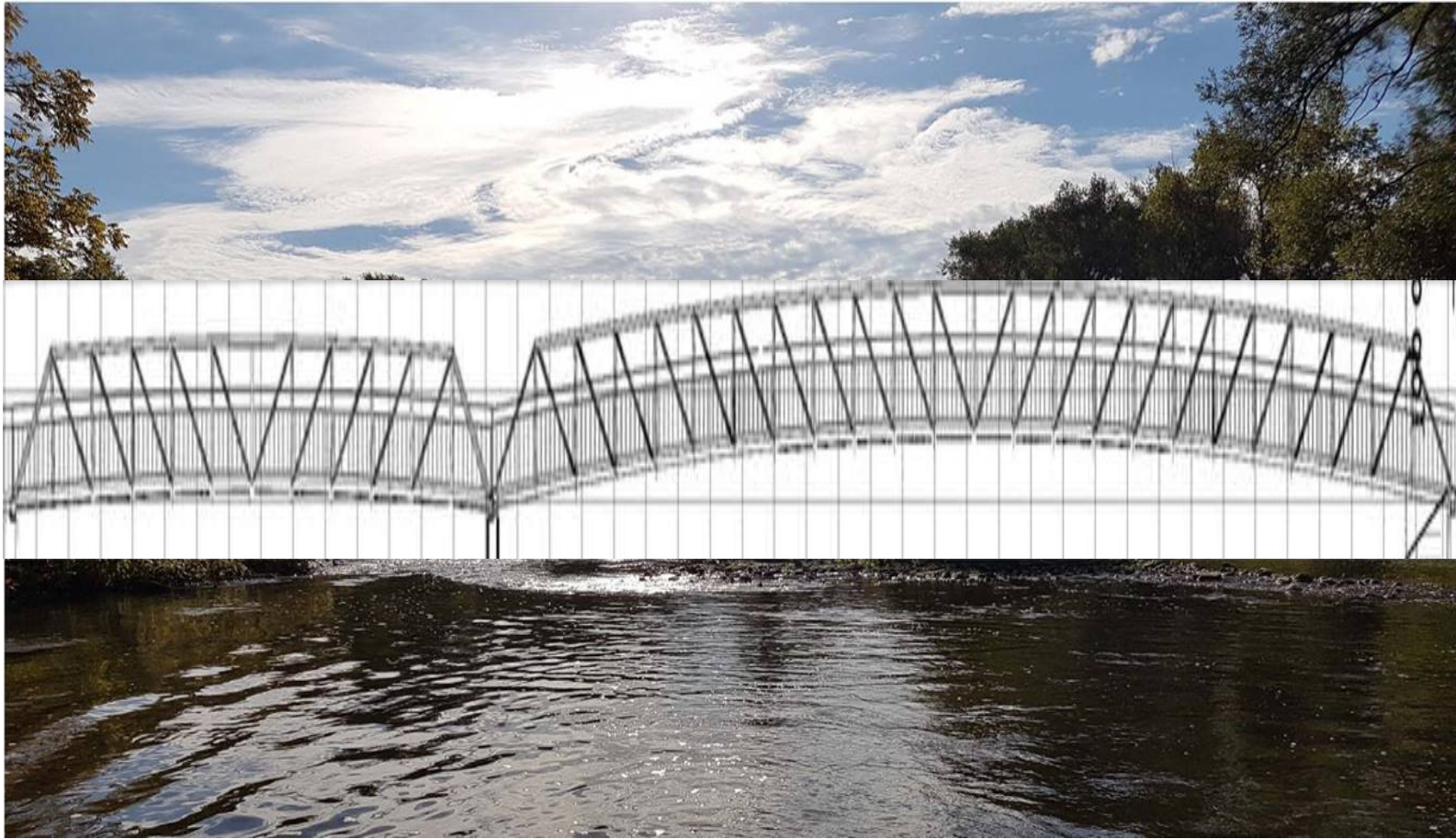
June 27, 2022

Why can't we leave the Speed River like this?



Residents for a Safe Speedvale Avenue

Instead of disregarding the Official Plan to build this?



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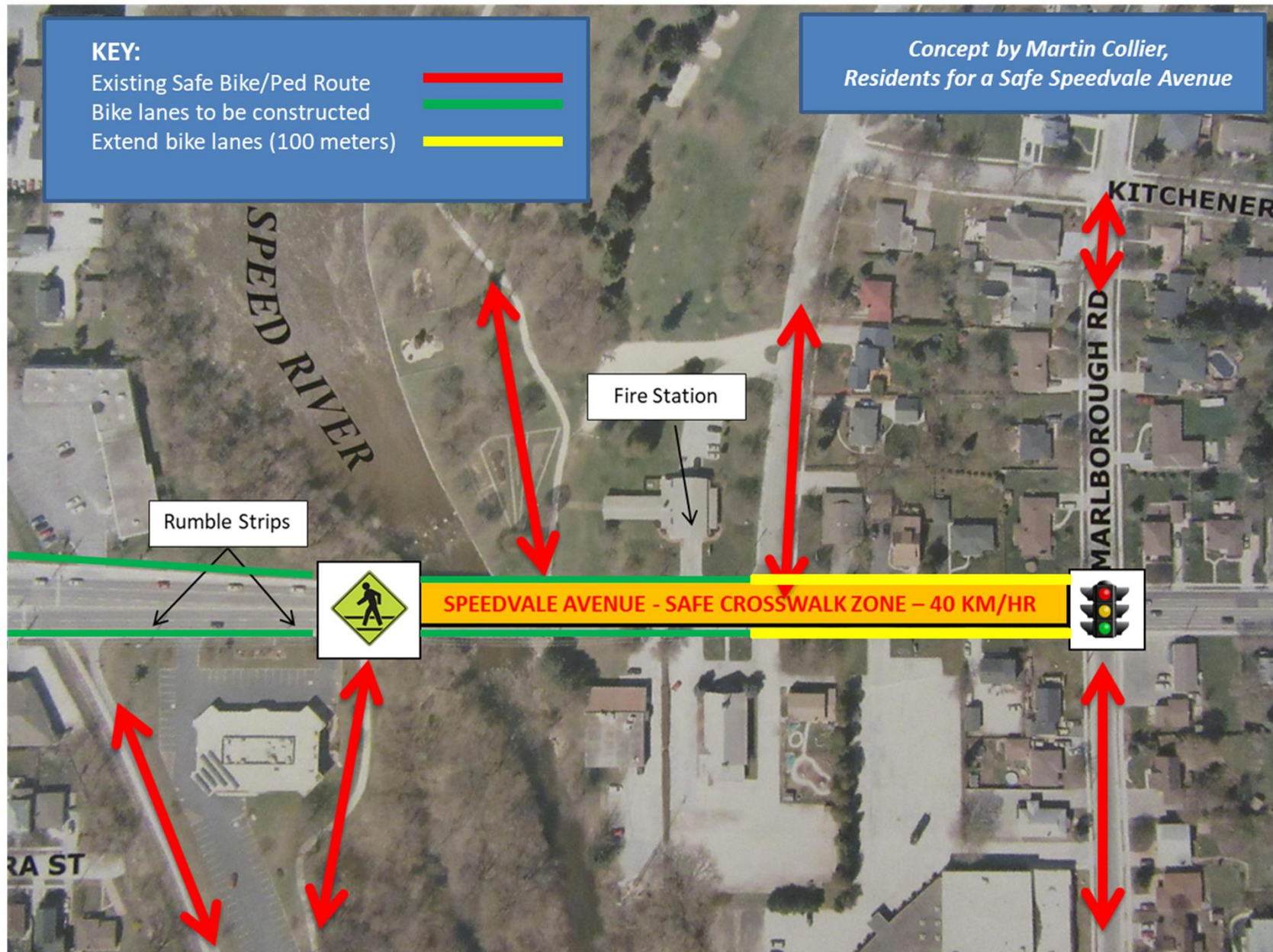
The EEB is **NOT** “essential infrastructure”

- EEB was not included in 2009 Bike Policy, the 2013 Cycling Master Plan and the 2021 Trails Master Plan’s “Top 15” priority list
- The proposed EEB is to be built 200 metres south of the Speedvale Bridge which can provide all the same functions as the EEB -- if reconstructed and designed as a “safe zone” for active transportation and other vulnerable users.
- With no origin-destination data supplied by the city, we cannot know how many cyclists and pedestrians will actually use the proposed bridge. RSSA analysis shows very few people will be traversing the bridge on a daily basis.
- Approving the EEB OPA sets a bad precedent for future intrusions into Guelph’s Natural Heritage System.

EEB Construction and “Net Ecological Gain”

- EEB construction will impact this relatively pristine section of the Speed River and its habitat – and things can go wrong when heavy equipment and infrastructure is being used/built in the protected Natural Heritage System.
- “Net Ecological Gain” has not been defined.
- EEB “Net Ecological Gain” calculation has not been explained
- Garbage, needles, noise and lighting impacts have not been included in calculation.
- Compare EEB calculation with these three scenarios:
 1. Null alternative
 2. Null alternative combined with Speedvale “safe zone”
 3. Null alternative combined with Speedvale “road diet”
- “Historic Fill” can be removed and invasive vegetation can be restored without building the EEB.

The “Safe Zone” IS “essential infrastructure”



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The “Safe Zone” IS “essential infrastructure” since:

- (1) vulnerable road users will continue to ride/walk along/across Speedvale;
- (2) EEB’s questionable east-west function is improved substantially by the more efficient “Safe Zone”.

Replacing the EEB with the “Safe Zone” will:

- save minimum \$1.7 million on EEB construction;
- avoid short-term and long-term environmental, policing and related costs;
- correct the city’s 2015 decision to override bike policy on Speedvale.
- nullify the need to amend official plan or complete the EEB EA.

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Be kind and save this... please!



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