



CORRESPONDENCE FOR CONSIDERATION AT THE WORKSHOP TO COUNCIL ON THE  
TRANSPORTATION MASTER PLAN WEDNESDAY 26TH APRIL 2023

Mr Mayor, Councillors and City Staff

The Transportation Master Plan is a huge body of work that the city staff should be commended for.

The plans to shift modality shares are good and need to be supported. I appreciate my lens is much narrower than what needs to be considered in an ambitious city-wide Transportation Plan that was passed in 2022. However here is a small slice of the TMP that raises my concern since council approval, and I believe directly impact its execution.

- 1) Development of east side of the Speed River between The Covered Bridge and the railway at MacDonnel is seen as a priority under 1.1.8 of the TMP. With the Edgewater Condominium and trail now complete what is being done to fully execute the TMP?
- 2) The proposed GID cycling spine may well be compromised because of a GJR proposal to add a siding to store tank cars on the GJR RoW between the existing GJR rail bridge over the Eramosa river and Stone Rd. For several reasons this siding construction should be “off the table”. (Schedule 1 and 3 of the TMP)
- 3) GJR’s actions are based on a mandate that prioritises any direct revenue generation above any other considerations. If the RoW has no opportunity for revenue generation only then will other uses will be considered . The mandate needs to include the broader public responsibilities it should provide in trail development , modality shift and economic development. (1.1.2d of the TMP)
- 4) The G2G link between Silver Creek and downtown needs to be a “city “ priority not just a Parks priority. A 2027 200 year celebratory project would put time lines and funding behind this project and put a high level lens on the city’s #1 trail building project. It would also have huge economic and modality shift consequences. (1.1.2d of the TMP)
- 5) Eramosa Wooden Trestle Bridge. The plan must be flexible to take advantages of opportunities as they present themselves. The city should develop a communications

strategy to the community that demonstrates their commitment to save the bridge. A river barrier is identified on the GID schedules 1,2,3 of the TMP that would be solved by repairing and repurposing the bridge .(Several other compelling reasons to save this bridge).

Sincerely  
John Fisher  
President Guelph Hiking Trail Club