

Dear Guelph City Council,

I'm writing in favour of the cycling infrastructure plan on the north and south side of Stone Road, Hanlon Expressway to Edinburgh Road.

As a resident living off of Woodglen Drive, many of the businesses I frequent are located directly within this corridor. These include:

- Bulk Barn (where I regularly use their reusable container program)
- Pet Valu
- Stone Road Dental
- Scottsdale Plaza
- Scottsdale Library
- Stone Road Mall
- Walmart, Metro, and Canadian Tire for weekly essentials
- Movati Athletic
- Beertown (which offers excellent vegan options!)

On paper, all of these destinations are highly accessible by bike — especially with my e-bike. In fact, I have timed trips during off-peak hours and found that cycling takes nearly the same amount of time as driving. With safe and reliable bike lanes, or even interim measures such as flex-posts, temporary barriers, turn-calming, lower posted speeds, or tightened driveway radii (similar to improvements recently implemented on College Avenue), I would gladly choose my bike over my car for most daily and weekly errands.

Unfortunately, the current stretch of Stone Road outside the mall feels unsafe for cycling. The posted speed of 60 km/h, combined with narrow lanes and frequent vehicle turning movements into parking lots, creates a hazardous environment. As a result, I often default to driving — particularly during rush hour — because I do not want to risk an accident.

In Guelph's *Community Call to Action Report*, it is clear that reducing transportation emissions is essential to meeting our 2030 CO₂ reduction targets. The Stone Road corridor is a busy area of Guelph, with constant traffic to the mall, plazas, and nearby restaurants. By introducing safe and reliable bike lanes, the City can directly reduce the number of cars on this stretch of road, easing congestion while supporting sustainable travel. Every trip shifted from car to bike means fewer vehicles in daily traffic, shorter commute times, and cleaner air. For example, my trip from home to Movati takes about 8 minutes by car in low traffic, but during rush hour it can stretch to over 20 minutes. With safe cycling infrastructure, I and many others would choose our bikes instead, helping to take cars off the road and keep traffic flowing more smoothly.

Even if just 10% of trips along Stone Road shifted to cycling, that would remove hundreds of cars from the corridor each day, significantly reducing congestion and emissions.^[^1]

By investing in cycling infrastructure along Stone Road, the City will make everyday destinations more accessible, reduce traffic congestion, and support residents like myself who are eager to replace car trips with bike trips. This is an opportunity to show how smart infrastructure can make our community healthier, safer, and more sustainable.

Please keep the Stone Road cycling improvements top of mind in the 2026 budget.

Sincerely,

Sarah Christie



Nov 13, 2025

^[^1]: Based on traffic volume data from the Ontario Ministry of Transportation, which reports that major Guelph corridors such as Highway 6 (Hanlon Expressway) carry between **25,000–45,000 vehicles daily**. A 10% shift to cycling would therefore represent hundreds to several thousand fewer cars on adjacent routes like Stone Road.