

Public Information Centre #2 Summary

Gordon Street between Edinburgh Road and Lowes Road,
Class Environmental Assessment, Schedule 'B' and Preliminary Design

April 2020

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1 Introduction

The City of Guelph and their consulting team from IBI Group are undertaking a Class Environmental Study (Class EA) Schedule 'B', including preliminary design, for improvements of a 1.4 km stretch of Gordon Street, between Edinburgh Road and Lowes Road, in the City of Guelph. Additional consideration is given to related transitional impacts in the stretch of Gordon Street from Edinburgh Road S. northerly to Landsdown Drive.

The study is being undertaken to investigate the need for additional capacity and traffic management improvements along the noted section of Gordon Street, while taking into consideration access needs and adjacent land uses.

The study is investigating intersection turning lane capacity and access to street fronting properties in a growing urban environment. Included in the assessment will be the consideration of a continuous two-way left turn lane, right turning lanes, and improvements to transit access, and walking and cycling facilities.

Consultation is a key component of the EA process. A minimum of three mandatory points of contact are required for a both Schedule 'B' and 'C' projects. To date, this study has included a formal Notice of Commencement, and two points of direct public contact through two Public Information Centres (PICs). A Notice of Study completion will be the fourth and final point of contact, near the end of the Study. As such, a total of four points of public contact will be undertaken.

This document summarizes the third point of contact at PIC #2, including notifications, event details, the information presented, and comments received from the public.

Comments received from the public will be used to shape the outcomes of this study as it proceeds to the confirmation of a preferred design alternative and the development of a preliminary design for improvements to Gordon Street. The study process and public contact and feedback, along with evaluations of the various alternatives considered, will then be presented in the Project File Report and placed on the public record for a mandatory review Period of 30 days.



2 Objectives and Considerations

The objectives of PIC #2 were to:

- Maintain a connection between the community, the Study, and the Study team;
- Facilitate dialogue with stakeholder groups and the public;
- Build trust and accountability within the community;
- Provide the community with a third point of public contact, as optional under Phase 2 of the Class EA process for Schedule "B" projects;
- Get the community involved in the design process;
- Identify the changes most desired by the public and how they were considered in the evaluation of alternative solutions;
- Identify the evaluation process and criteria;
- Summarize the potential impacts and evaluation of the design alternatives, and identify the preliminary preferred design alternative;
- Collect community feedback on the preliminary preferred design alternative;
- Use communication and presentation materials that convey key messages in a way that is understandable and promotes a high degree of discussion on opportunities that will support the quality of life and preservation of the environment; and,
- Promote and maintain an active correspondence and response log with stakeholders and members of the public interested in the Class EA.

The City of Guelph also identified some key considerations:

- Traffic volumes have increased, and will continue to increase with new development in this area and other parts of the City;
- The lack of dedicated left turn lanes causes significant traffic delays during peak periods, and identifies that access to private driveways are impacted by high traffic volumes;
- The City is aware of the current trends and is committed to the promotion of public preferences shifting towards separated active transportation (public transit, walking and cycling) facilities, The City also wishes to explore options that will improve safety and promote a balanced use of public spaces. The City is aware and acknowledges that there are limitations to physically separating all users including on-street cyclists from motorists and cyclists from pedestrians due to existing right-of-way constraints; and,
- Through past experience, the City is aware of strong community interest and involvement and as such, it is important that the local community is made well aware of the Study and are given as much opportunity for engagement as feasible.

3 Notifications

The Notice of PIC #2 was published in the Guelph Mercury on February 6 and 13, 2020 and posted on the City's website

(<https://guelph.ca/city-hall/planning-and-development/community-plans-studies/environment-planning/environmental-assessments/gordon-street-improvements/>) on January 30, 2020. Notices were also mailed to over 800 residents within and around the Study Area, and emailed to identified agency, stakeholder group, and Indigenous community representatives.



The notice invited all interested parties to participate in the study and provided information on the:

- Study and its purpose;
- Date, time and venue for the PIC;
- Project being subject to the requirements of the MCEA Schedule B;
- Contact information for the City and consultant project leads;
- Study's website address; and,
- How to actively participate in the study through the PIC and/or by requesting to be added to the project mailing list.

A copy of the Notice for PIC #2 is included in **Appendix A**.

In addition to this, mobile signs were set up on Gordon Street at the both ends of the study area from February 17, 2020 to February 21, 2020.



4 Event Details

PIC #2 was held on February 20, 2020 in Guelph, Ontario at The Salvation Army Guelph Citadel & Nursery School (1320 Gordon Street, north of Arkell Road) from 6:00 p.m. to 8:00 p.m. The PIC was a drop-in open house format where members of the project team and City staff were available to speak with individuals and small groups about the study, and to address any questions and concerns. The project team present included 4 members of the City's study team, and 5 members of consultant team, including the project managers for both groups.

Information on the study was presented on 23 display boards, placed around the room. A large map of the study area was placed on a table in the centre of the room, where attendees could review potential improvements in detail, and leave location-based comments.

Attendees were encouraged to review the boards, interact with the project team, complete a questionnaire survey and submit comments.

A total of 49 individuals were in attendance, which was similar to the attendance at PIC #1. The sign-in sheets filled in at the PIC are provided in **Appendix C**.



5 Information Presented

Large display boards on portable easels were used to present information on the study to those in attendance. The boards provided an overview of the study, including the purpose, study area limits, the Class EA process being followed, design alternatives considered including additional design options, public feedback received to date, how the design alternatives were evaluated, potential environmental impacts, and mitigation measures. A summary of the boards presented is provided in **Exhibit 5.1**, with copies of the boards included in **Appendix B**.

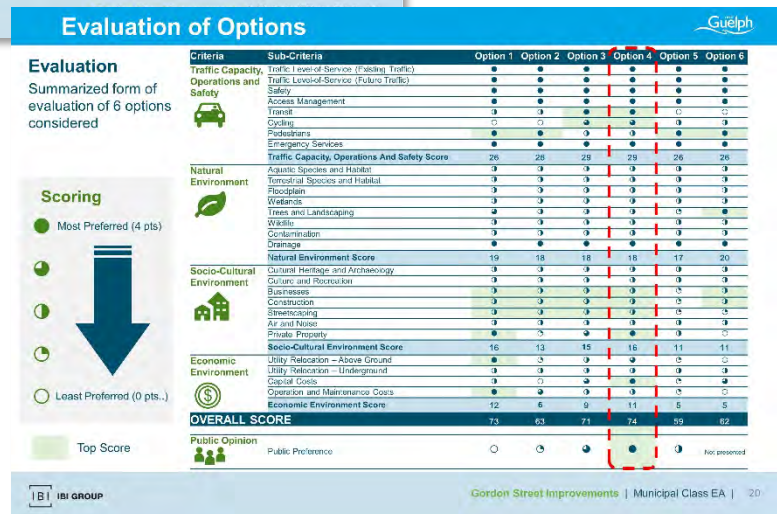
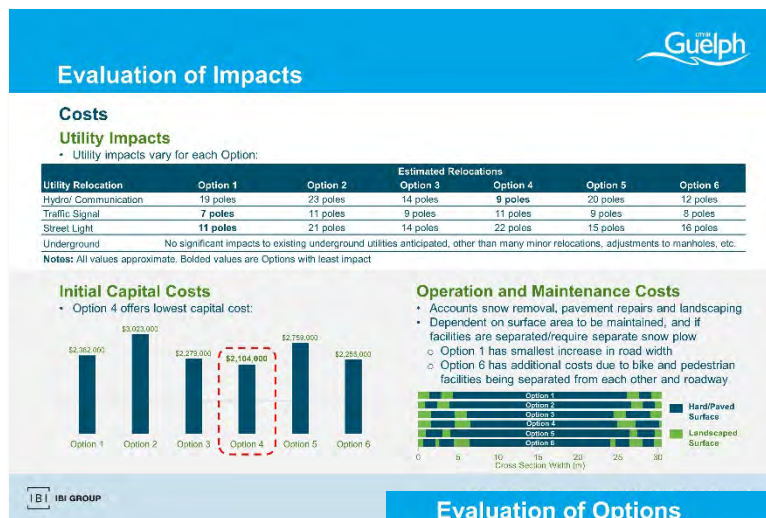


Exhibit 5-1: Summary of PIC #2 Display Boards

#	Board Title	Description of Board
1	Title Board	Name of study, type of EA, date and duration, direction to sign in and complete the provided questionnaire and comment sheet
2	Study Introduction	Purpose of study, considerations for evaluating potential improvements, and map of study limits
3	Study Process	Flow chart of the Municipal Class EA process, with steps to be completed for this study including where we are in the study process
4	How this Project fits with the Transportation Master Plan?	Identification of the Transportation Master Plan's core values and measures to achieve these values
5	Transportation Challenges and Opportunities	Identification of existing issues along study area corridor for all road users, and opportunities for improvements
6	Alternative Solutions Considered – Options 1 to 3	Brief description of improvements, cross-section drawings, and estimated unit costs for each alternative solution considered
7	Alternative Solutions Considered – Options 4 to 6	Brief description of improvements, cross-section drawings, and estimated unit costs for each alternative solution considered
8	Public Feedback – Public Information Centre #1	Summary of PIC #1, including date, time, number of attendees, and number of surveys and comments received
9	Public Feedback – PIC #1 Survey Respondent Profile	Summary of respondent profile, accounting for residence, travel mode, frequency of travel, and purpose of travel
10	Public Feedback – Top Concerns and Preference	Summary of the top concerns identified by respondents to the PIC #1 survey, and their most preferred alternative solution
11	Public Feedback – Desired Changes	Identification of the public's most desired changes for the corridor
12	Evaluation of Options	Summary of the criteria used to evaluate the design alternatives, including the most and least preferred outcomes
13	Evaluation of Options (con't)	Summary of the criteria used to evaluate the design alternatives, including the most and least preferred outcomes
14	Evaluation of Impacts – Traffic Capacity, Operations, and Safety	Summary of evaluation based on traffic volumes, safety, and access management
15	Evaluation of Impacts – Traffic Capacity, Operations, and Safety (con't)	Summary of evaluation based on transit, cycling, pedestrians, and emergency services
16	Evaluation of Impacts – Natural Environment	Summary of evaluation based on various potential natural environment impacts

#	Board Title	Description of Board
17	Evaluation of Impacts – Social Environment	Summary of evaluation based on various potential social environment impacts
18	Evaluation of Impacts – Social Environment (con't)	Summary of evaluation based on various potential social environment impacts
19	Evaluation of Impacts – Costs	Summary of evaluation based on utility impacts, initial capital costs, and operation and maintenance costs
20	Evaluation of Impacts	Summary of overall evaluation of each design alternative
21	Preliminary Preferred Alternative: Option 4	Cross-section drawing and features of Design Alternative Option 4
22	Preliminary Preferred Alternative: Option 4	Summary of other enhancements considered for the corridor
23	Next Steps	Summary of remaining work to be done for the study

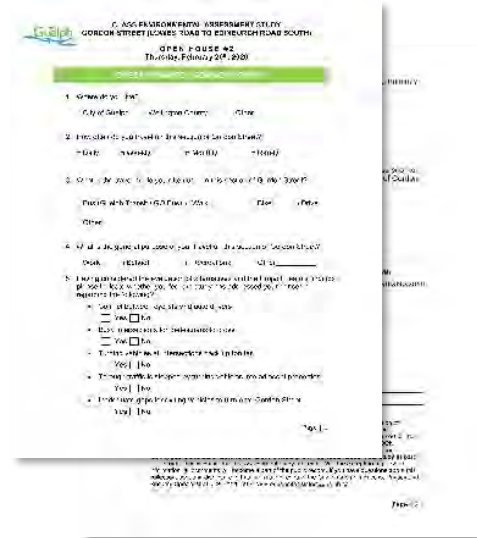
6 Comments from the Public

Input from the public was collected through a questionnaire survey, location-based comments, and emailed comments, and is discussed in detail in this section. The questionnaire results and email comments are tallied in and summarized in **Appendix D**.



6.1 PIC #2 Survey

Attendees were provided paper copies of a question-based survey to collect information on where respondents reside, the frequency of their travel along the corridor, the mode of travel used, the purpose of their travel, and if the primary concerns about the existing corridor were addressed by the preferred design alternative. The PIC #2 questionnaire built on the questions used for PIC #1, to identify continuity in respondents and concerns, and to see if any additional considerations should be made for the preferred alternative solution. The surveys included the following questions:



1. Where do you live?
 - a. City of Guelph
 - b. Wellington County
 - c. Other
2. How often do you travel on this section of Gordon Street?
 - a. Daily
 - b. Weekly
 - c. Monthly
 - d. Rarely
3. What is the travel mode you often use on this section of Gordon Street?
 - a. Bus (Guelph Transit/GO Bus)
 - b. Walk
 - c. Bike
 - d. Drive
 - e. Other
4. What is the general purpose of your travel on this section of Gordon Street?
 - a. Work
 - b. School
 - c. Recreation
 - d. Other

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?
 - a. Conflict between cyclists and auto drivers (yes | no)
 - b. Busy intersections for pedestrians to cross (yes | no)
 - c. Turning vehicles at intersections back up too far (yes | no)
 - d. Through traffic is stopped by turning vehicles into adjacent properties (yes | no)
 - e. Inadequate gaps for exiting vehicles to turn onto Gordon Street (yes | no)
6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.
7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

Response was similar to that of PIC #1. A total of 44 PIC #2 surveys were submitted, including 30 at the PIC, and afterwards 12 by email and 2 by mail. Copies of the completed surveys and a detailed summary are included in **Appendix E**. The following summarizes the findings of the survey.

Survey Respondent Profile

The first three questions of the survey were aimed at identifying the profile of the respondent. Almost all respondents (all but one) live in Guelph, who travel daily (85%) along Gordon Street. Weekly users were 15% of respondents. While some road users employed multiple modes or other modes than driving, the vast majority (94%) of respondents drive along the corridor. Approximately half of respondents travel along Gordon Street for work and/or recreation, while 9% travel along the corridor to attend school. Almost 50% of respondents use the road for other purposes, mostly shopping.

The profile of PIC #2 Survey respondents generally corresponds with those of the PIC #1 Survey. **Exhibit 6-1** provides a summary of PIC #1 and #2 Survey respondent profiles.

Respondent Concerns

The fifth survey question was used to confirm if the top concerns of respondents were addressed by preferred design alternative (Option #4), as summarized in **Exhibit 6-2**. The top concerns were generally deemed to be addressed by the preferred alternative (between 64% and 85% of respondents for each). Reducing delays caused for or by turning vehicles scored the highest, while reducing gaps for exiting vehicles to turn onto Gordon Street scored the lowest.

Exhibit 6-1: Summary of PIC #1 and #2 Survey Respondent Profiles

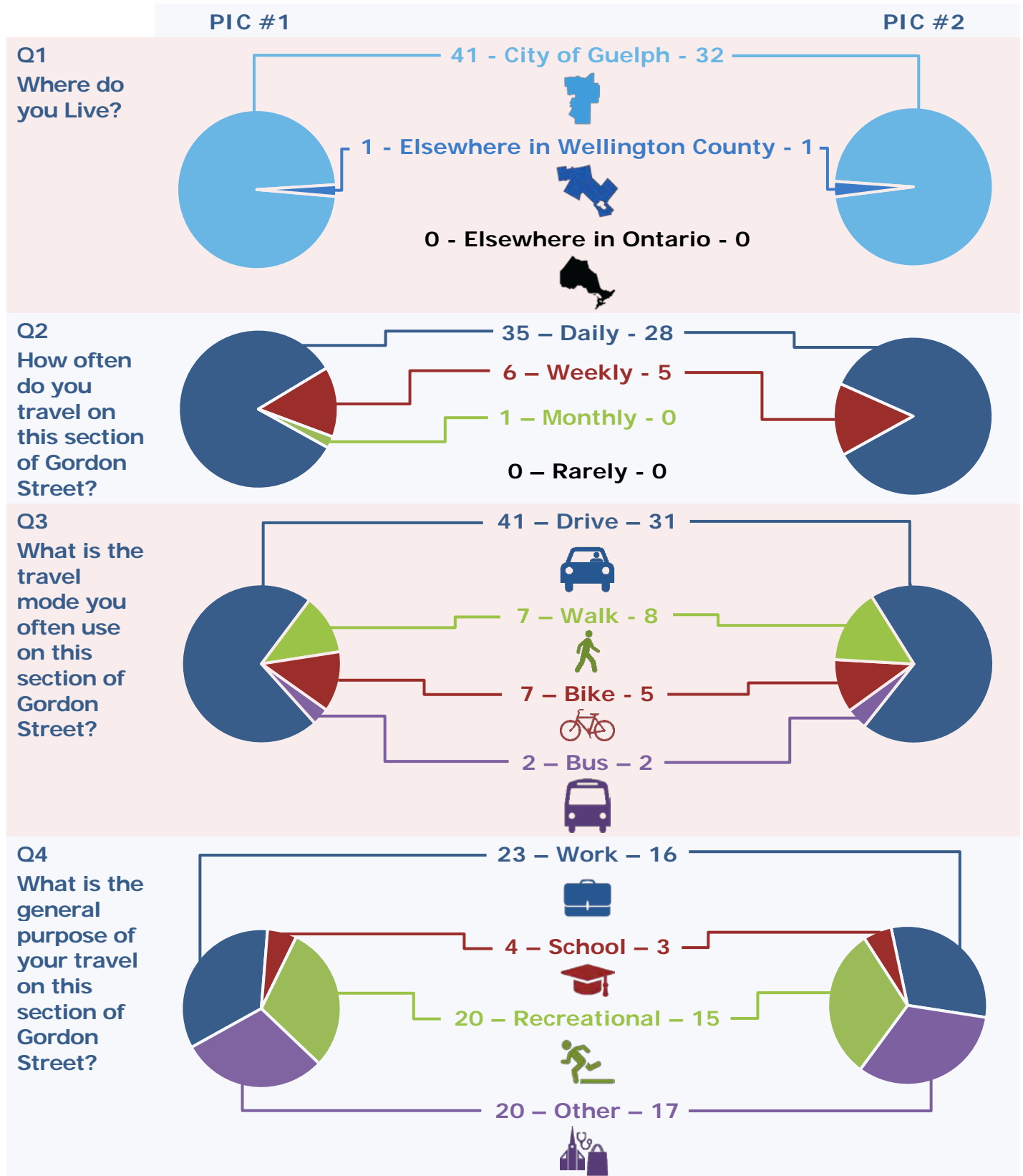
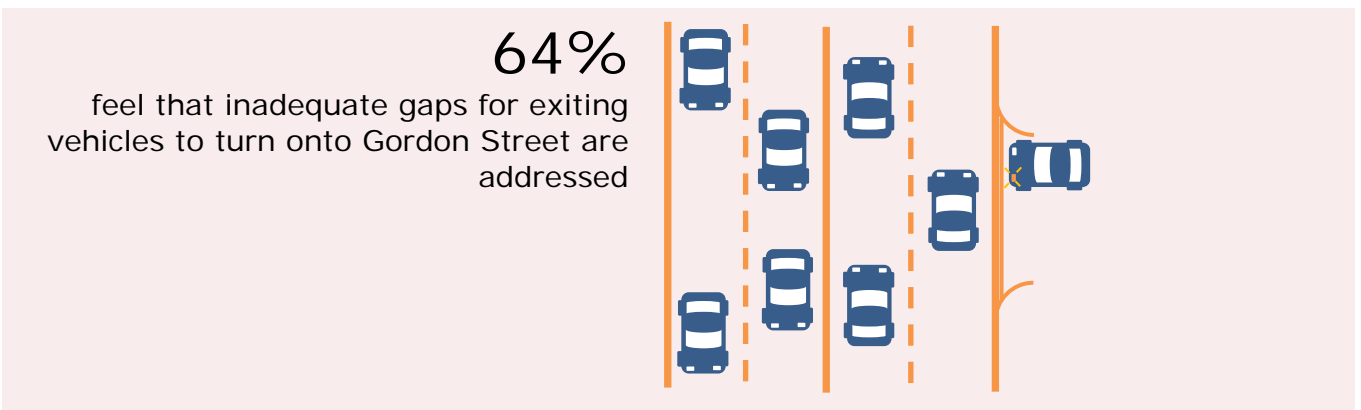
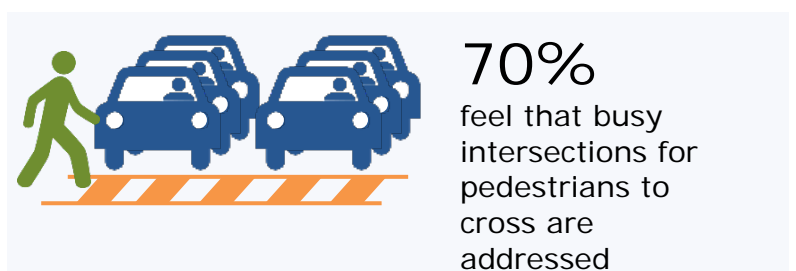
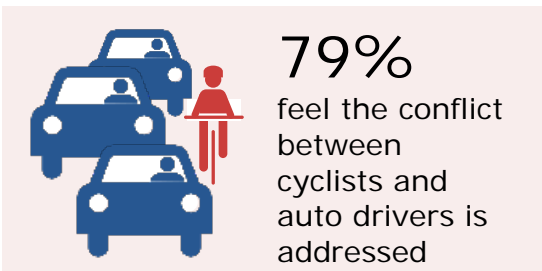
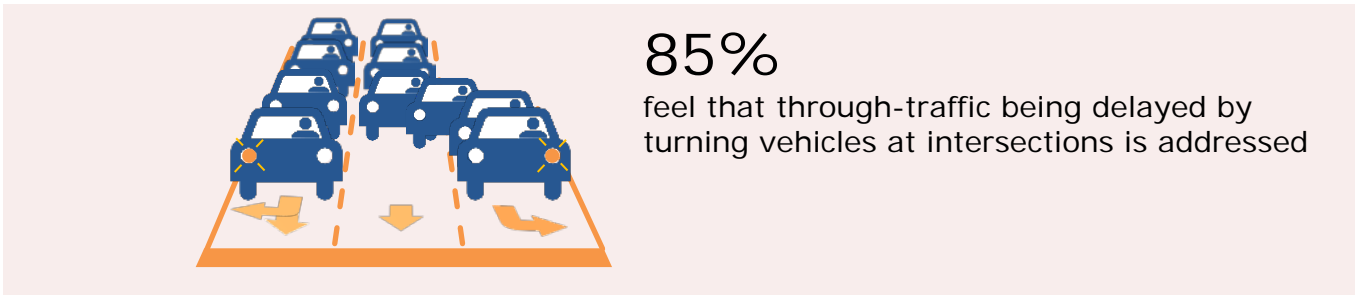
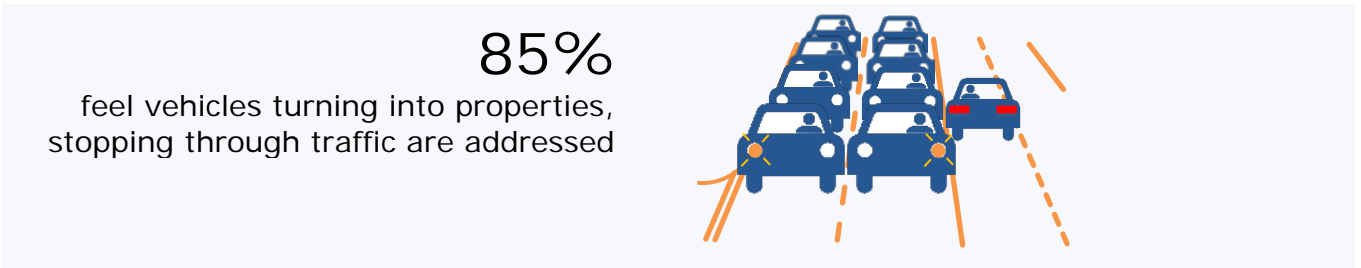


Exhibit 6-2: Respondent Opinions on Preferred Design Alternative (Option 4) Addressing Top Concerns



Respondent Support of Study Findings

The sixth survey question asked respondents to comment on the Study findings and the preferred design alternative (Option 4). Of the respondents that expressed a preference, approximately 70% support the preferred design alternative (Option 4). The remaining respondents expressed a preference for moving pedestrians further away from traffic, keeping pedestrians and cyclists separate, and widening equally on each side of the road.

Considerations for Detailed Design and Beyond

The seventh question asked respondents to identify additional considerations to be addressed by the City, prior to detailed design for the improvements in the Study section of Gordon Street. In addition to this, comments were also submitted by email following PIC #2. The submitted concerns and responses are summarized in **Exhibit 6-3**.

Top concerns to be addressed include:

- Including bus bays for all stops
- Providing a mid-block pedestrian crossing near Vaughan Street
- Limiting closure of lanes for construction
- Restricting future traffic entering and exiting new developments / restricting left turns or direct access to Gordon Street
- Restricting movements at intersections
- Potential conflicts between pedestrians and cyclists on multi-use path
- Improvements to roadway grading to avoid flooding
- Improvements to signal coordination
- Improvements beyond study area to be made before major redevelopment
- Greater network improvements for consideration in Transportation Master Plan



**Exhibit 6-3: Summary of Additional Considerations for the City as
 Part of Detailed Design, as Submitted in the PIC #2
 Survey**

Suggested Additional Consideration (Grouped by Submission)	Response and Action	Future Consideration by City of Guelph
<ul style="list-style-type: none"> • move bus stop at Heritage Drive out of traffic lane (add bus bay) 	<ul style="list-style-type: none"> • Bus bay is being considered for northbound transit service at far side of Gordon Street and Arkell Road intersection in combination with NB to EB right turn lane to Arkell Road. Guelph Transit does not prefer bus bays based on difficulty re-entering through-traffic stream in peak periods thus affecting route schedules 	<p align="center">✓</p>
<ul style="list-style-type: none"> • ban right on red light at Edinburgh Road eastbound left 	<ul style="list-style-type: none"> • Consider as part of detailed design 	<p align="center">✓</p>
<ul style="list-style-type: none"> • consider traffic impact of redevelopment on east side of Gordon Street between Landsdown Drive and Valley Road 	<ul style="list-style-type: none"> • Accounted for in future traffic projections used for this study 	
<ul style="list-style-type: none"> • Concerned about snow clearing • Add mid-block crossings for large gaps • Consider road improvements south of Lowes Road prior to redevelopment 	<ul style="list-style-type: none"> • Space for widening multi-use path is limited due to existing infrastructure and boulevard space left for snow clearing • City to consider future improvements south of Lowes Road 	<p align="center">✓</p>
<ul style="list-style-type: none"> • Consider longer bus bay at Arkell Road • Consider entrance and exit onto Gordon Street for property on southeast corner of Arkell Road" 	<ul style="list-style-type: none"> • Bus bay at Arkell Road will be long enough to accommodate 2 buses (GRT and GO) • Two entrances are proposed in the planned development and north most entrance is very close to intersection and will be recommended for right-in and right-out only. South entrance will be all movements. 	<p align="center">✓</p>

Suggested Additional Consideration (Grouped by Submission)	Response and Action	Future Consideration by City of Guelph
<ul style="list-style-type: none"> Provide vehicular connection from Dawn Avenue to Zess Court for improved neighbourhood access 	<ul style="list-style-type: none"> Beyond Scope of Study - For future consideration by the City 	<p style="text-align: center;">✓</p>
<ul style="list-style-type: none"> Include signs on centre turning lane to not enter until 30m before turn 	<ul style="list-style-type: none"> Drivers typically enter the centre-turning lane as they approach their turn 	
<ul style="list-style-type: none"> Add signs at major driveways to not block sidewalks 	<ul style="list-style-type: none"> Consider as part of detailed design 	<p style="text-align: center;">✓</p>
<ul style="list-style-type: none"> Extend northbound right and southbound right turning lanes at Arkell Road to accommodate buses 	<ul style="list-style-type: none"> Consider as part of detailed design 	
<ul style="list-style-type: none"> Conflicts for pedestrians crossing at Arkell Road 	<ul style="list-style-type: none"> Addition of northbound bus bay north of Arkell Road and northbound right-turn lane extension, will help to reduce conflicts 	
<ul style="list-style-type: none"> Improve signal timing to reduce queues for northbound left at Edinburgh and southbound left at Arkell 	<ul style="list-style-type: none"> Has been considered in the study traffic analysis and will be further developed as part of detailed design 	<p style="text-align: center;">✓</p>
<ul style="list-style-type: none"> Improve grading to avoid roadway flooding Improve coordination of signals Consider right-in/right-out only at some locations 	<ul style="list-style-type: none"> Consider as part of detailed design 	<p style="text-align: center;">✓</p>
<ul style="list-style-type: none"> Ban eastbound right from Stone Road to Edinburgh Road - reduces traffic at Edinburgh Road and Gordon Street 	<ul style="list-style-type: none"> Beyond scope of this Study City may consider as part of a larger network study (Transportation Master Plan) 	<p style="text-align: center;">✓</p>
<ul style="list-style-type: none"> Concerned about left turns in and out of 1280/1284 Gordon Street, given proximity to Edinburgh Road and Arkell Road 	<ul style="list-style-type: none"> Consider as part of detailed design 	<p style="text-align: center;">✓</p>

Suggested Additional Consideration (Grouped by Submission)	Response and Action	Future Consideration by City of Guelph
<ul style="list-style-type: none"> Improve Gordon Street before approving new developments 	<ul style="list-style-type: none"> For future consideration by the City 	<p style="text-align: center;">✓</p>
<ul style="list-style-type: none"> Concerned about impacts to landscaping/trees 	<ul style="list-style-type: none"> Salt from winter maintenance limits the viability of plantings in boulevard adjacent to road Consider other landscaping improvements as part of detailed design 	<p style="text-align: center;">✓</p>
<ul style="list-style-type: none"> Phase construction to limit weekday lane closures between 9am and 3pm 	<ul style="list-style-type: none"> Construction timing is not part of the study and will be addressed during the construction phase 	<p style="text-align: center;">✓</p>
<ul style="list-style-type: none"> Consider cycling facilities/crossrides at intersections Enhance City's overall cycling network 	<ul style="list-style-type: none"> Has been considered in the study and will be developed further during detailed design Cycling network improvements are beyond scope of Study - For future consideration by the City 	<p style="text-align: center;">✓</p>
<ul style="list-style-type: none"> Add mid-block pedestrian crossing 	<ul style="list-style-type: none"> Pedestrian crossing warrants will be investigated during detailed design development 	<p style="text-align: center;">✓</p>
<ul style="list-style-type: none"> Add mid-block pedestrian crossing at Vaughan Street (intersections at Arkell Road and Heritage Drive are each ~200m away, shops and restaurants on east side at Vaughan) 	<ul style="list-style-type: none"> Pedestrian crossing warrant will be investigated during detailed design development 	<p style="text-align: center;">✓</p>

Suggested Additional Consideration (Grouped by Submission)	Response and Action	Future Consideration by City of Guelph
<ul style="list-style-type: none"> • Separate pedestrians from cyclists to maximize safety and comfort • Could cycle track be moved to outside of bus stop to avoid conflicts with transit riders <p>Consider cycling facilities/crossrides at intersections</p> <ul style="list-style-type: none"> • Why is Option 4 more preferred than Options 5 and 6 for cycling? • Why is Option 6 different from Option 3 for utility relocation? • How will cars be slowed with addition of centre turning lane? • Support transit priority at Arkell Road 	<ul style="list-style-type: none"> • The study has considered crossrides and separated cycling and pedestrian facilities and will further consider during detailed design development. • Limited space for separated pedestrians and cyclists due to existing infrastructure, and cost of relocating hydro poles is prohibitive • Evaluations provide details of the overall rankings of alternatives. Public preference for Option 4 was also expressed following PIC #1 • Increased operations and maintenance costs (snow clearing, repairs) and limited space for snow storage • Study includes recommendation for speed limit to be reduced to 50 km/h • Guelph Transit regularly reviews transit service needs and route scheduling to optimize transit ridership and route efficiency. Bus bays are not supported by Guelph Transit due to service delays related to re-entering traffic on roadway. Bus bay is being considered at far side of Arkell Road in northbound direction 	

Suggested Additional Consideration (Grouped by Submission)	Response and Action	Future Consideration by City of Guelph
<ul style="list-style-type: none"> • Add landscaping to separate multi-use path from road • Slow down traffic to reduce noise and pollution • Divert traffic to another north-south street • What are improvements to flood plains? 	<ul style="list-style-type: none"> • Reduced idling along corridor will reduce air pollution, replacement plantings will be determined during detailed design • Study includes recommendation for speed limit to be reduced to 50 km/h • Diversion of traffic to another north-south street is beyond scope of this study, and relayed for consideration as part of Transportation Master Plan • Potential impacts to flood plains considered - none of the options have impact 	
<ul style="list-style-type: none"> • Potential conflict between cyclists and drivers at intersections • Different speeds of cyclists on Multi-use Path 	<ul style="list-style-type: none"> • With varied users interacting, each has a responsibility to be alert, attentive, responsive, responsible and courteous to other users • Consideration of sightlines, signage, pavement markings and textures at cycle crossings will be part of detailed design • Average speed between 18-24 km/h can be assumed for most cyclist commuters • Additional space for passing will be a consideration of detailed design to allow for users with different travel speeds and maintain safety 	

Suggested Additional Consideration (Grouped by Submission)	Response and Action	Future Consideration by City of Guelph
<ul style="list-style-type: none"> Consider connection of Edinburgh Road to Landsdown Drive (4-way intersection) Consider having new development driveways connect to extension of Landsdown Drive 	<ul style="list-style-type: none"> As per City's "Urban Design Concept Plans for the Gordon Street Intensification Corridor (April 2018)," Edinburgh Road will eventually extend easterly to connect to Landsdown Drive However, extension does not go beyond 1260 Gordon Street to avoid impact on the Significant Natural Area The City does not intend to permit direct vehicular access onto Gordon Street for new developments surrounding the future 4-way intersection at Gordon Street and Edinburgh Road 	
<ul style="list-style-type: none"> Consider connection of Edinburgh Road to Landsdown Drive (4-way intersection) Consider having new development driveways connect to extension of Landsdown Drive Concerned about height and density of new developments 	<ul style="list-style-type: none"> Comments mostly related to urban design and planning (park location, building height, parking supply, etc.) Comments forwarded by the City to appropriate contacts in other departments for follow up 	✓
<ul style="list-style-type: none"> What are project timelines? 	<ul style="list-style-type: none"> Preferred solution anticipated to be presented to council for approval in summer of 2020 	
<ul style="list-style-type: none"> Improve coordination of signals Improve Hwy 6/Hanlon into an expressway 	<ul style="list-style-type: none"> Consider as part of detailed design For future consideration by the City 	✓

6.2 Location-Based Comments

Attendees were provided pens and small squares of paper with re-usable adhesive strips to place location-specific comments on the large plan of the study area. A total of 2 comments were placed during the PIC.

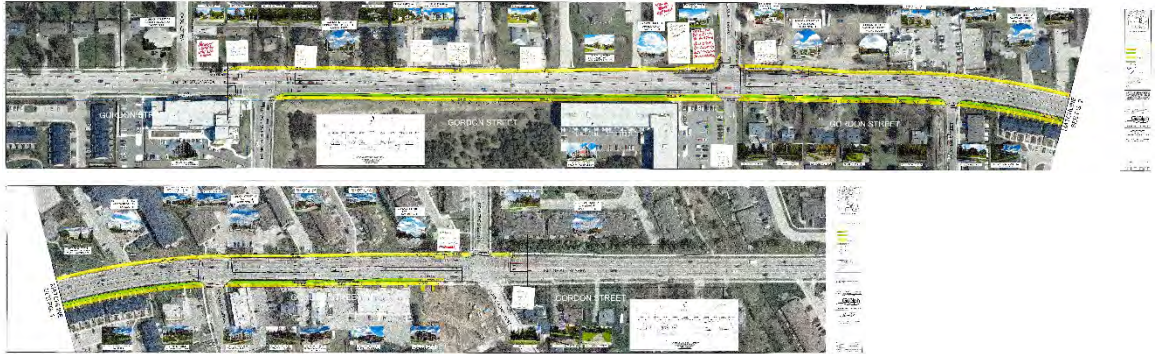


Exhibit 6-4 presents a summary of the comments received. The map and comments received are included in **Appendix F**.

Exhibit 6-4: Summary of Location-Based Map Comments

Location	Suggested Improvement/Comment	Response and Action
All of study area	<ul style="list-style-type: none"> Improve visibility for motorists turning onto and off Gordon Street to reduce potential collisions 	<ul style="list-style-type: none"> Provision of a continuous two-way turning lane allows for more efficient turning to and from adjacent properties, reducing the potential for collisions. Visibility along the corridor will be examined during detailed design and considered when developing potential improvements/relocations for landscaping, utility poles and signage.
Gordon Street @ Vaughan Street	<ul style="list-style-type: none"> Provide pedestrian activated crosswalk 	<ul style="list-style-type: none"> The study has considered potential/warrant for crossings mid-block crossings at transit stops. Crossing at Vaughan Street is being considered.

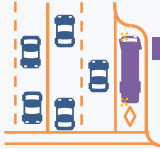


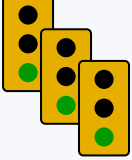



7 Key Findings

People who attended PIC #2 and/or submitted surveys were predominately citizens of Guelph, who drive along the corridor regularly for a mix of reasons, including work, recreation, shopping, church, doctor's appointments, and school.

At PIC #1, respondents identified challenges related to turning onto adjacent properties and onto Gordon Street, as well as through traffic being delayed by long queues of turning vehicles and stopped transit vehicles.

Based on the responses to the survey questions and comments submitted following PIC #2, **the majority of respondents support the preferred design alternative, Option 4.**

During detailed design, **respondents would like the City to consider:**

 <p>Bus Bays Inclusion of bus bays at all stops, where feasible</p>	 <p>Pedestrian Crossings Addition of mid-block pedestrian crossing near Vaughan Street</p>
 <p>Grading Improved roadway grading to avoid flooding</p>	 <p>Signal Coordination Improvements to signal coordination along corridor</p>
 <p>Construction Limiting lane closures during construction to maintain business access and visibility</p>	 <p>Restricted Movements Restricted movements at non-signalized intersections and driveways</p>
 <p>Pedestrian and Cyclist Conflicts Ensure adequate space on Multi-Use Path for both cyclists and pedestrians</p>	

Appendix A – Notifications

Notice of Public Open House #2



Municipal Class Environmental Assessment Schedule B for Gordon Street Improvements (between Edinburgh Road and Lowes Road)

Why is the City of Guelph Conducting this Study?

The City is planning improvements to Gordon Street between Edinburgh Road South and Lowes Road to address the current and future needs of our growing community. The proposed improvements will consider vehicular traffic, transit operations and provisions for pedestrians and cyclists. Potential social, economic and environmental impacts, and appropriate mitigation measures to minimize these impacts will also be considered.

The process

A Class Environmental Assessment (Class EA) is being conducted as a Schedule 'B' project in accordance with the Municipal Class Environmental Assessment process (Municipal Engineers Association, October 2000, as amended in 2007, 2011, 2015 and 2019), under the *Ontario Environmental Assessment Act*.

Study progress

A preliminary preferred solution has been developed based on the collection and analysis of additional information, as well as input received from the public at the first Public Open House/Public Information Centre in October 2019 (including surveys and comments), public comments and questions received throughout the study (to date), and direct communications various agencies.



How can you participate the Public Open House #2?

**Thursday, February 20, 2020
6 p.m. to 8 p.m. (drop in format)
Salvation Army Guelph Citadel & Nursery School
1320 Gordon Street, Guelph, ON**

The study team will be presenting the results of the evaluation of alternative solutions and the preliminary preferred solution for public feedback. Drop in anytime during hours noted to talk with City staff and team members about the study. If you need disability-related accommodations, please contact Gwen Zhang by February 13 with your request.

Further Information

For further information about this project, including updates, please visit www.guelph.ca/gordonea. If you have questions, comments or request to join the study mailing list, please contact one of our project team members.

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guelph.ca

Appendix B – Presented Materials

WELCOME

To Public Information Centre #2 for

Gordon Street Improvements

(Between Edinburgh Road South and Lowes Road)

Municipal Class Environmental Assessment (Class EA) Study Schedule "B"

Please Sign In

and

Complete a
Comment Sheet

Thursday, February 20, 2019 | 6pm to 8pm



Study Introduction

Purpose

Investigate needs for safety and operational improvements, considering:



Environmental Impacts

Social | Economic | Natural Environment



Transportation Needs

Drivers | Pedestrians | Cyclists | Transit



Community

Adjacent Land Uses | Community Growth



Traffic Management

Access Needs | Turning at Intersections

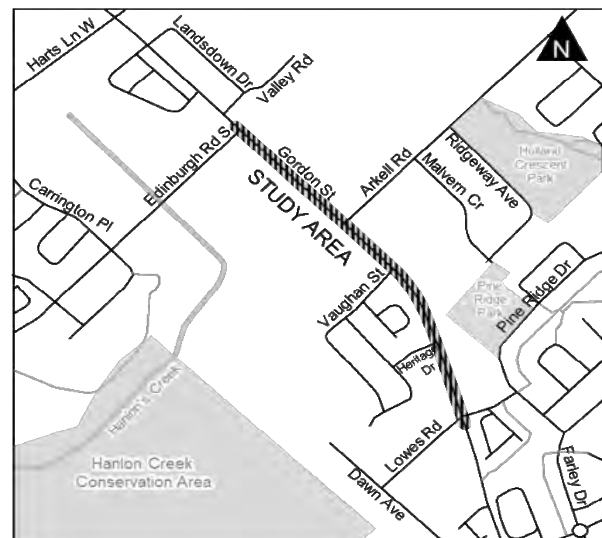


Public Input

Local Interests | Local Concerns

Study Area

Gordon Street and immediately adjacent lands between Edinburgh Road and Lowes Road



Class Environmental Assessment Process

Study Process

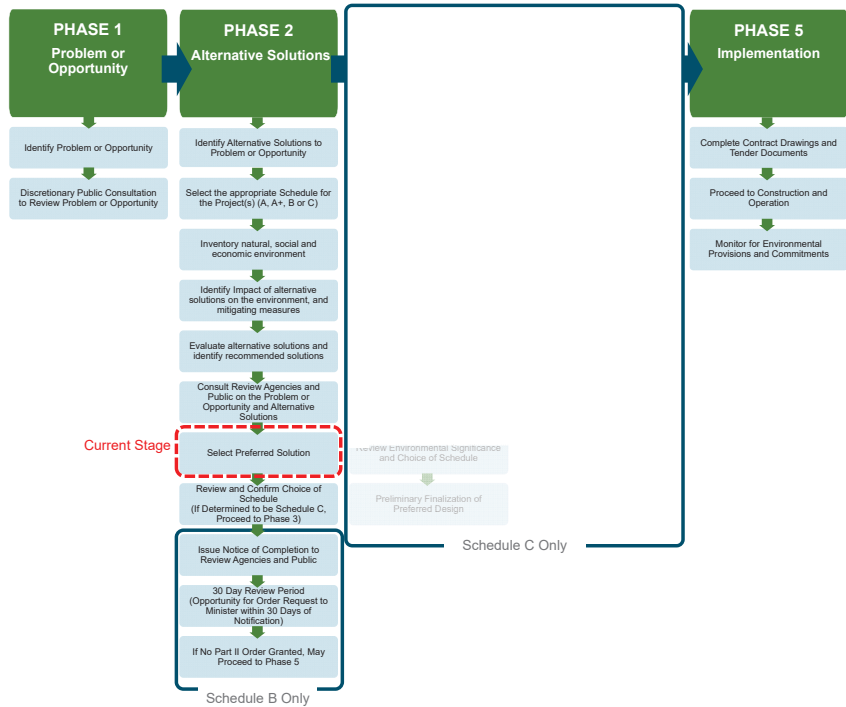
Following the Municipal Class Environmental Assessment (Class EA) Process:



Municipal Engineers Association (MEA)
Prepared and maintained by MEA



Schedule "B" Project
Concludes at the end of Phase 2



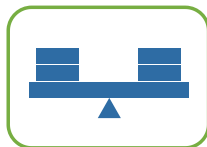
Direction from the Transportation Master Plan

Core Values

The City of Guelph has established 6 core values for transportation:



Safe



Equitable



Multi-modal
Connectivity



Environmentally
Sustainable



Supportive of
Land Use



Financially
Sustainable

Transportation Philosophies

The City of Guelph is exploring transportation options and philosophies to achieve these core values:

Complete Streets

Multi-Modal
Level of Service

Vision Zero

Resilience

Transportation Challenges and Opportunities

Existing Challenges



Traffic Volumes

Traffic volumes continue to increase with new developments in this area and other parts of the City.



Left Turns

Lack of dedicated left turn lanes causes: significant traffic delays during rush hours, and difficulty accessing private driveways.



Conflicts Between Cars and Bikes

Limited space to physically separate on-street cyclists from motorists.

Opportunities



Reduce Delays and Collisions

A continuous two-way left-turn lane (between Edinburgh Road and Lowes Road) could reduce traffic delays and collisions.



Improve Transit Mobility

Transit mobility on Gordon Street could be improved by making changes to help traffic move more smoothly.



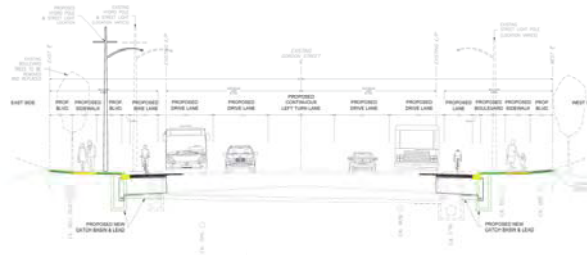
Separated Cycling Facilities

Cycling infrastructure can be improved by further separating vehicles, cyclists and motorists.

Alternative Solutions Considered

Option 1

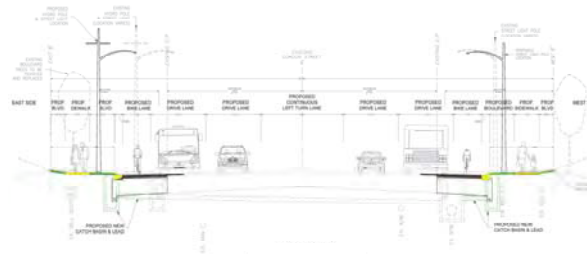
Existing Road Widened Each Side To Provide 4.0m
Continuous Left Turn Lane with Sidewalks and On-Street Bike Lanes Maintained



Approx. cost per Metre = \$925.00

Option 2

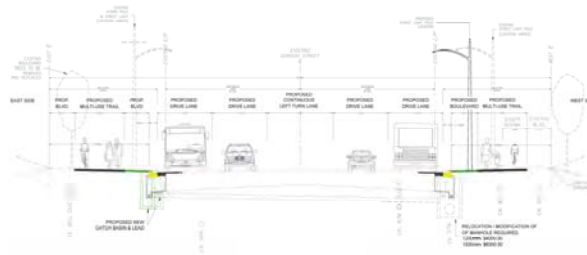
Existing Road Widened Each Side To Provide 5.0m
Continuous Left Turn Lane with Sidewalks and On-Street Bike Lanes Maintained



Approx. cost per Metre = \$1,010.00

Option 3

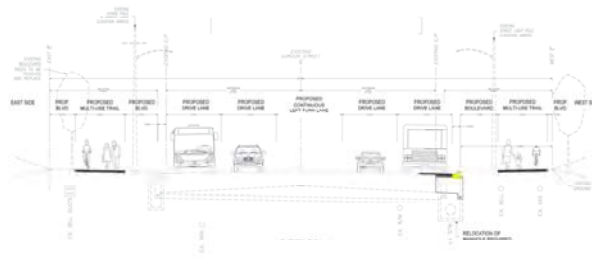
Existing Road Widened Each Side To Provide 4.0m
Continuous Left Turn Lane With 3.0m Multi-Use Trail On Each Side



Approx. cost per Metre = \$955.00

Option 4

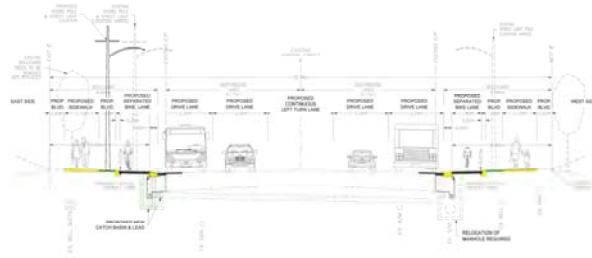
Existing Road Widened On West Side to Provide 4.0m Continuous Left Turn Lane With 3.0m Multi-Use Trail On Each Side



Approx. cost per Metre = \$760.00

Option 5

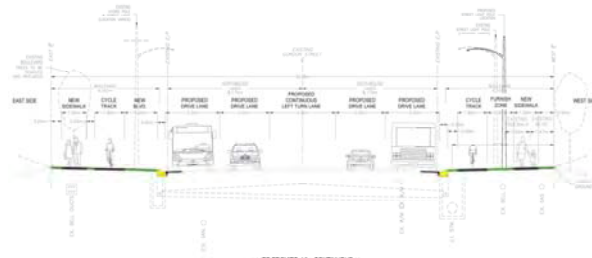
Existing Road Widened Each Side To Provide 4.0m Continuous Left Turn Lane With 1.80m Separated Bike Lane And 2.10m Sidewalks Both Sides



Approx. cost per Metre = \$1,036.00

Option 6

Existing Road Widened Each Side To Provide 4.0m Continuous Left Turn Lane With 1.8m Cycle Track On Each Side



Approx. cost per Metre = \$797.00

Public Feedback

Public Information Centre #1

Held October 2019

At The Salvation Army Guelph Citadel & Nursery School

52 Attendees

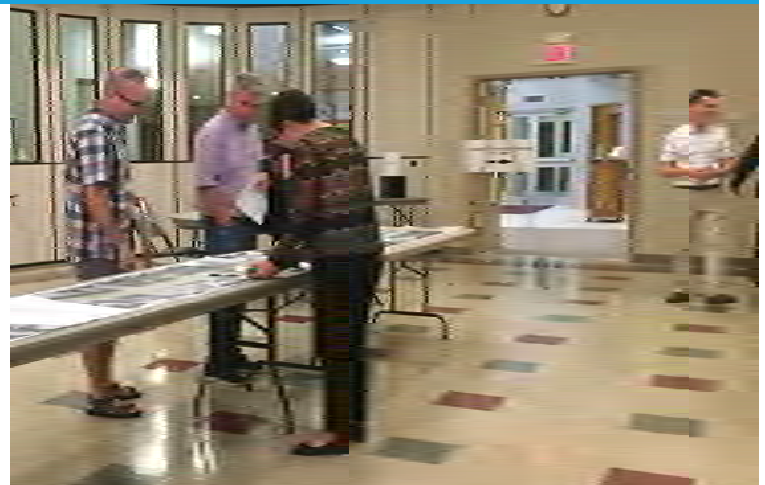
Drop-in format, with opportunity to speak with Study Team

42 Surveys Received

At the event and by email

14 Location-Based Comments Received

Location-specific comments placed on large plan of Study Area



PIC 1 Survey Respondent Profile

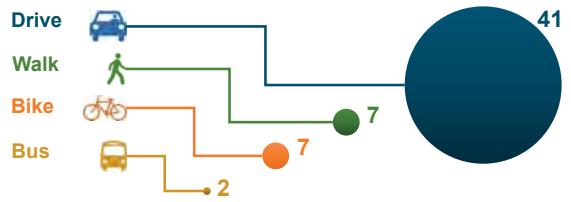
Residence

Where do you live?



Travel Mode

What is the travel mode you most often use on this section of Gordon Street?



Note: Some respondents use more than one mode

Frequency of Travel

How often do you travel on this section of Gordon Street?



Purpose of Travel

What is the general purpose of your travel on this section of Gordon Street?



Note: Some respondents have more than one purpose of travel

Public Feedback

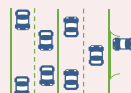
Top Concerns

Most identified concern

74% identified vehicles turning into properties, stopping through traffic as a top concern



48% identified inadequate gaps for exiting vehicles to turn onto Gordon Street as a top concern



19% identified busy intersections for pedestrians to cross as a top concern



67% identified through traffic being delayed by turning vehicles at intersection as a top concern



36% identified conflict between cyclists and auto drivers as a top concern



12% identified other issues as a top concern, including speeding, through traffic stops and lane changes due to stopped buses, left turns for cyclists, and bus shelter locations causing poor sightlines or high pedestrian traffic



Most Preferred Option

Option 4 was the most popular choice among respondents



Desired Changes



Turning Lanes

Improvements to function and safety of vehicles turning off and onto Gordon Street, and reduced delays for through traffic resulting from queued vehicles waiting to turn



Pedestrian Crossings

Addition of mid-block pedestrian crossings at mid-block transit stops



Cyclist Safety

Physical separation of cyclists from vehicles to reduce conflicts and improve comfort



Sightlines

Improved sightlines around bus stops and at skewed intersections



Speed

Reduced speeds along Gordon Street to improve safety



Construction

Limiting construction impacts on access and visibility of local businesses



Transit Services

Reduced delays for through traffic resulting from stopped transit vehicles, and reduced crowding at transit stops



Restricted Left Turns

Restricted left turns or addition of traffic control at Vaughan Street

Evaluation of Options

Evaluation Process and Criteria

Criteria	Sub-Criteria	Least Preferred	Most Preferred
Traffic Capacity, Operations and Safety 	Traffic Level-of-Service	Increased congestion	Reduced congestion
	Safety	No improvement to safety for users	Improved safety for all users
	Access Management	More difficulty accessing driveways and side roads	Improved access to driveways and side roads
	Transit	Loss of transit service, reduced access to transit stops, potential conflicts with other road users	transit service and access to transit stops maintained or enhanced, reduced conflicts with other road users
	Cycling	No improvement to existing facilities	Separated cycling facilities and pedestrian space
	Pedestrians	Loss of pedestrian space	Separated pedestrian space maintained
	Emergency Services	Increase to emergency response time	Potential reduction in emergency response time
Natural Environment 	Aquatic Species and Habitat	Significant impact to aquatic species or habitat	No impact to aquatic species or habitat
	Terrestrial Species and Habitat	Significant impact to terrestrial species or habitat	No impact to terrestrial species or habitat
	Floodplain	Expansion or construction in floodplain area	Improvements to floodplain storage
	Wetlands	Loss of or impact to wetlands	No loss of, or impact to, wetlands
	Trees and Landscaping	Loss of existing trees and landscaping	Improvements to trees and landscaping
	Wildlife	Significant impact to Species at Risk	Improvements to conditions for Species at Risk
	Contamination	Exposure of contaminated materials	Avoidance of contaminated materials
	Drainage	Impact on storm water management and increased drainage	Maintenance or improvements to existing storm water management and drainage

Evaluation Process and Criteria (continued)

Criteria	Sub-Criteria	Least Preferred	Most Preferred
Socio-Cultural Environment 	Cultural Heritage and Archaeology	Loss or impact to cultural heritage or archaeological sites	No impact to cultural heritage or archaeological sites
	Culture and Recreation	Loss or impact to cultural or recreational facilities	No impact to cultural or recreational facilities
	Businesses	Reduced access to businesses	Improved access to businesses
	Construction	Lengthy construction period with traffic delays and reduced access	Limited construction duration, traffic delays and access restrictions
	Streetscaping	Loss of Streetscaping space and elements (e.g. plantings, decorative paving materials, decorative streetlights)	Improvements to streetscaping elements (e.g. plantings, decorative paving materials, decorative streetlights)
	Air and Noise	Reduced air and noise emissions	Increased air and noise emissions
	Private Property	Avoidance of impacts to, or need for, private property	Need for private property
Economic Environment 	Utility Relocation – Above Ground	Large number of relocations	No relocations
	Utility Relocation – Underground	Large number of relocations	No relocations
	Capital Costs	Higher cost	Lower cost
	Operation and Maintenance Costs	Higher cost	Lower cost
Public Opinion 	Public Preference	Low preference	High preference

Evaluation of Impacts

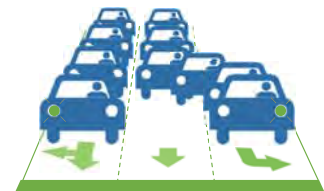
Traffic Capacity, Operations and Safety

Traffic Volumes

- All 6 Options provide efficient and safe movement of current and future traffic volumes
 - Centre turning lane and increased storage lengths reduces overall through lane congestion during the peak periods
 - Additional signal timing optimization will further improve intersection operations.

Safety

- All 6 Options offer improved safety
 - Centre-turning lane allows for more efficient turning to and from adjacent properties, reducing potential for collision
 - Increased storage lengths for turning vehicles will reduce amount of turning vehicles stopping in through traffic lanes
 - Widening/reconstruction will improve pavement condition



Access Management

All 6 Options maintain full left and right turn access

- Centre turning lane offers improved access
- Centre medians will be used near intersections to minimize turning conflicts

Evaluation of Impacts

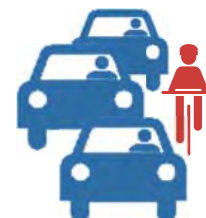
Traffic Capacity, Operations and Safety (continued)

Transit

- Options 3 and 4 offer the best performance, with transit service maintained and cyclists moved off-street, behind bus stops.
- Options 1 and 2 maintain transit service, but roadside is shared with cyclists, leading to potential conflicts.
- Options 5 and 6 are similar to Options 1 and 2, but also potentially limit access to transit stops.

Cycling

- Options 5 and 6 offers the best performance, with cycling facilities separated from vehicular traffic and pedestrians.
- Options 4 and 5 provide cycling facilities that are separated from vehicular traffic only, and shared with pedestrians.
- Options 1 and 2 retain on-road cycling facilities, not separated from vehicular traffic.



Pedestrians

- Options 1, 2, 5 and 6 provide separated sidewalks and offer the best performance for pedestrians.

Emergency Services

- All 6 Options offer potential for improved response times, with reduced conflicts and use of centre lane as emergency bypass.

Evaluation of Impacts

Natural Environment

Aquatic Species and Habitat

- No existing watercourses, culvert crossings or bridges

Terrestrial Species and Habitat

- No impacts to significant woodland areas or vegetation communities
- Vegetation removal limited to cultural woodland or cultural thicket communities

Wetlands

- No existing wetlands within or next to the corridor

Contamination

- No known contaminated lands affected by any of Options

Wildlife

- All Options widen road at existing deer crossing
- Opportunity for enhancement to crossing warning

Floodplain

- No floodplain impacts anticipated for any of Options

Trees and Landscaping

- All 6 Options require some tree removal:
 - Option 6 – 4 trees removed and replaced
 - Option 1 – 8 trees removed and replaced
 - Option 3 – 11 trees removed and replaced
 - Option 4 – 14 trees removed and replaced
 - Option 2 – 16 trees removed and replaced
 - Option 5 – 21 trees removed and replaced
- Trees along road side generally in poor condition due to salt from road maintenance

Drainage

- All 6 Options are similar
 - No impacts to floodplain anticipated
 - No storm water management (SWM) ponds will be included
 - Oil/grit separators being considered
 - Measures to reduce runoff being considered

Evaluation of Impacts

Social Environment

Cultural Heritage and Archaeology

- No anticipated impacts on matters of heritage interest

Culture and Recreation

- No anticipated impacts to cultural or recreational facilities

Businesses

- Temporary access impacts during construction similar for all 6 Options

Streetscaping

- All 6 Options offer opportunity for Streetscaping enhancements
 - Within the designated road allowance
 - Could include plantings, decorative paving materials, decorative streetlights, etc.

Construction

- Similar impacts for all 6 Options:
 - Traffic maintained by constructing one side at a time (i.e. west side, then east side, or vice versa), while maintaining traffic on existing pavement or newly constructed pavement
 - 3 stages of construction anticipated (between major intersections), approx. 3 months for each stage

Air and Noise

- All 6 Options have similar noise and emissions:
 - Reduced traffic delay and related vehicle idling result in reduced exhaust emissions
 - Road widening and resulting marginal increases in traffic volumes may cause limited increase in noise levels (1 to 2 dB)



Evaluation of Impacts

Social Environment (continued)

Private Property

- All 6 Options require private property to accommodate sidewalk encroachments and develop a dedicated right turn lane storage and taper at southeast corner of Gordon and Arkell:

Option	Total Area	Locations
1	190 m ²	1354, 1417, 1419, 1448 Gordon Street, Southeast corner at Lowes, Solstice Condos.
2	414 m ²	1354, 1388, 1408, 1417, 1419, 1448 Gordon Street, Southeast corner at Lowes, Solstice Condos.
3	254 m ²	1354, 1388, 1417, 1419, 1448 Gordon Street, Southeast corner at Lowes, Solstice Condos.

Option	Total Area	Locations
4	218 m ²	1354, 1417, 1419 Gordon Street, Southeast corner at Lowes.
5	369 m ²	1354, 1388, 1408, 1448 Gordon Street and SE corner Lowes, Solstice Condos.
6	445 m ²	1354, 1388, 1408, 1417, 1419, 1448 Gordon Street, Southeast corner at Lowes, Solstice Condos.

Evaluation of Impacts

Costs

Utility Impacts

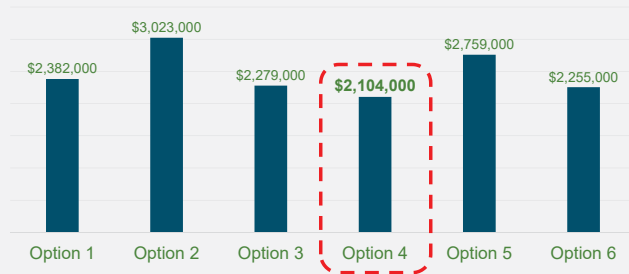
- Utility impacts vary for each Option:

Utility Relocation	Estimated Relocations					
	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
Hydro/ Communication	19 poles	23 poles	14 poles	9 poles	20 poles	12 poles
Traffic Signal	7 poles	11 poles	9 poles	11 poles	9 poles	8 poles
Street Light	11 poles	21 poles	14 poles	22 poles	15 poles	16 poles
Underground	No significant impacts to existing underground utilities anticipated, other than many minor relocations, adjustments to manholes, etc.					

Notes: All values approximate. Bolded values are Options with least impact

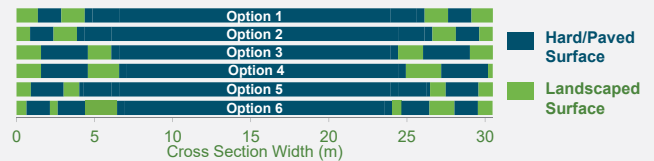
Initial Capital Costs

- Option 4 offers lowest capital cost:



Operation and Maintenance Costs

- Accounts snow removal, pavement repairs and landscaping
- Dependent on surface area to be maintained, and if facilities are separated/require separate snow plow
 - Option 1 has smallest increase in road width
 - Option 6 has additional costs due to bike and pedestrian facilities being separated from each other and roadway



Evaluation of Options

Evaluation

Summarized form of evaluation of 6 options considered

Scoring

- Most Preferred (4 pts)



- Least Preferred (0 pts..)



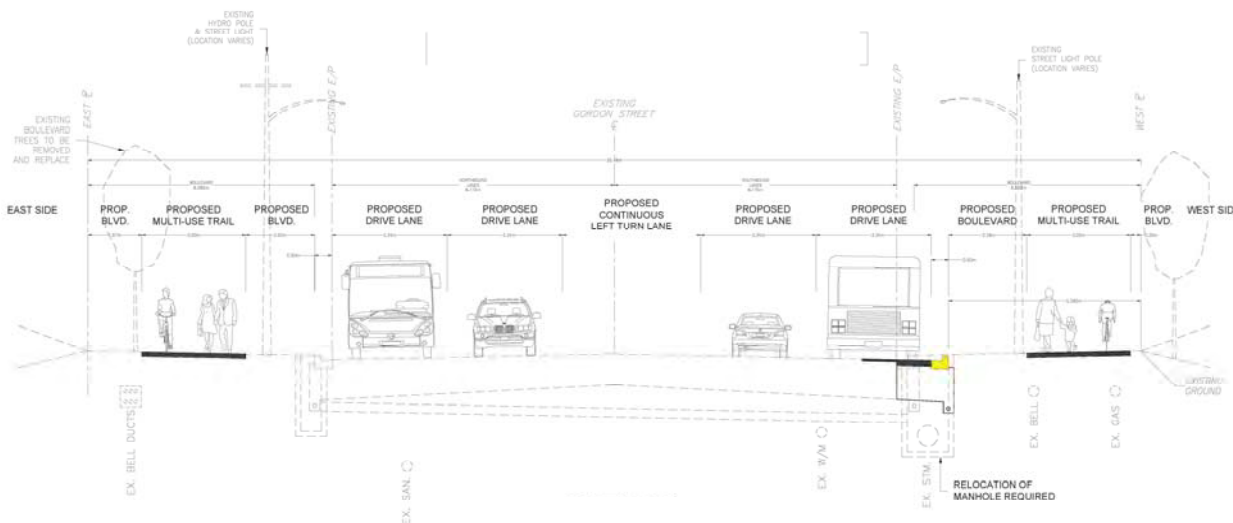
Top Score

Criteria	Sub-Criteria	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	
Traffic Capacity, Operations and Safety 	Traffic Level-of-Service (Existing Traffic)	●	●	●	●	●	●	
	Traffic Level-of-Service (Future Traffic)	●	●	●	●	●	●	
	Safety	●	●	●	●	●	●	
	Access Management	●	●	●	●	●	●	
	Transit	○	○	○	○	○	○	
	Cycling	○	○	○	○	○	○	
	Pedestrians	○	○	○	○	○	○	
	Emergency Services	●	●	●	●	●	●	
	Traffic Capacity, Operations And Safety Score		26	26	29	29	26	26
	Natural Environment 	Aquatic Species and Habitat	○	○	○	○	○	○
Terrestrial Species and Habitat		○	○	○	○	○	○	
Floodplain		○	○	○	○	○	○	
Wetlands		○	○	○	○	○	○	
Trees and Landscaping		○	○	○	○	○	○	
Wildlife		○	○	○	○	○	○	
Contamination		○	○	○	○	○	○	
Natural Environment Score		19	18	18	18	17	20	
Socio-Cultural Environment 	Cultural Heritage and Archaeology	○	○	○	○	○	○	
	Culture and Recreation	○	○	○	○	○	○	
	Businesses	○	○	○	○	○	○	
	Construction	○	○	○	○	○	○	
	Streetscaping	○	○	○	○	○	○	
	Air and Noise	○	○	○	○	○	○	
	Private Property	○	○	○	○	○	○	
Socio-Cultural Environment Score		16	13	15	16	11	11	
Economic Environment 	Utility Relocation – Above Ground	○	○	○	○	○	○	
	Utility Relocation – Underground	○	○	○	○	○	○	
	Capital Costs	○	○	○	○	○	○	
	Operation and Maintenance Costs	○	○	○	○	○	○	
	Economic Environment Score		12	6	9	11	5	5
OVERALL SCORE		73	63	71	74	59	62	
Capital Construction Cost		\$2.39M	\$3.02M	\$2.28M	\$2.10M	\$2.76M	\$2.26M	
Public Opinion 	Public Preference	○	○	○	○	○	○	

Preliminary Preferred Alternative: Option 4

Features

- Existing road widened on west side
- 4.0m continuous left turn lane
- 3.0m asphalt multi-use trail on each side
- Approx. cost per metre = \$760.00



Preliminary Preferred Alternative: Option 4

Other Enhancements

- Intersection turning movement enhancements
- Improved pavement markings for pedestrian and cyclist crossings
- Traffic signal timing optimization
- Transit queue jump lane north and south of Arkell intersection on the east side, with bus lay-by on the north side of Arkell Road
- Other improvements and enhancements to be revisited at detailed design stage of project which will closely follow this Class EA study
- Final detailed design will be presented to the public before construction



Thank You for Attending!

Submit your comments or request to join the study mailing list

Submit your questions or comments, or request to join the study mailing list today, or by contacting:

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Project Manager
City of Guelph
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Guelph, ON N1H 3A1
519-822-1260 Ext. 2638
Gwen.Zhang@guelph.ca

John Bayley, P.Eng.
Project Manager
IBI Group
101- 410 Albert St,
Waterloo, ON N2L 3V3
519-585-2255 Ext. 63220
john.bayley@ibigroup.com

Submit your comments today or to the above by **March 6, 2020**

Next Steps

Review all Public, stakeholders and agency comments after Public Information Centre #2

Prepare the Project Study File report with recommended Option, including identification of impacts and mitigation measures

Issue Notice of Study Completion and hold 30-day public review of the Project File Report

Proceed to Detailed Design and Construction Phases

Appendix C – Sign-in Sheets



CLASS ENVIRONMENTAL ASSESSMENT STUDY
GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)



PUBLIC INFORMATION CENTRE #2
Thursday, February 20th, 2020

SIGN IN SHEET

Name (and Affiliation as applicable)	Street Address	City	Postal Code	Email
NAHIT & HEATHER MARLOW				
Fredy Achuri				
Mike Vossandi				
Don SLOOT				
LP WSCC248				
DILIP SHINDE				
Lestey Daufenbach				
MIKE BEDROSIAN				

Note: Personal information, as defined by the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA) is collected under the authority of the Municipal Act, 2001, and in accordance with the provisions of MFIPPA. Personal information on this form will be used for the purpose of completing the CLASS ENVIRONMENTAL ASSESSMENT STUDY GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH). The information will be used to identify public and stakeholder concerns and interest and will be documented in the Study as part of the formal Class Environmental Assessment study process. With the exception of personal information, all comments will become a part of the public record. If you have questions about this collection; use, and disclosure of this information, contact the City of Guelph's Access, Privacy and Records Specialist at 519-822-1260 x 2349 or Jennifer.slater@guelph.ca



CLASS ENVIRONMENTAL ASSESSMENT STUDY
GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)



PUBLIC INFORMATION CENTRE #2
Thursday, February 20th, 2020

SIGN IN SHEET

Name (and Affiliation as applicable)	Street Address	City	Postal Code	Email
Ed Finney				
Marie & Pete Strison				
Robinie Spence				
Don & Angie Gunton				
Chris & Anne Marie Doyle				
Brian Watson				
Thomas Graham				
Charles Dyer				

Note: Personal information, as defined by the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA) is collected under the authority of the Municipal Act, 2001, and in accordance with the provisions of MFIPPA. Personal information on this form will be used for the purpose of completing the CLASS ENVIRONMENTAL ASSESSMENT STUDY GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH). The information will be used to identify public and stakeholder concerns and interest and will be documented in the Study as part of the formal Class Environmental Assessment study process. With the exception of personal information, all comments will become a part of the public record. If you have questions about this collection; use, and disclosure of this information, contact the City of Guelph's Access, Privacy and Records Specialist at 519-822-1260 x 2349 or Jennifer.slater@guelph.ca



CLASS ENVIRONMENTAL ASSESSMENT STUDY
GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)



PUBLIC INFORMATION CENTRE #2
Thursday, February 20th, 2020

SIGN IN SHEET

Name (and Affiliation as applicable)	Street Address	City	Postal Code	Email
Ruth & Ken Jenkins				
MIKE HAULETT				
GRANT WATKINSON				
B. WALLACE WORTH				
BTJ Taylor				
MARYLON GREELE				
BARBARA LANE				
Major Peter van Duinen				

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CLASS ENVIRONMENTAL ASSESSMENT STUDY
GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)



PUBLIC INFORMATION CENTRE #2
Thursday, February 20th, 2020

SIGN IN SHEET

Name (and Affiliation as applicable)	Street Address	City	Postal Code	Email
Paul & Zita Koehling	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Martene Alder	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Dave Startini	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Ben Kiro	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Wayne Dankow	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Brigid Porter	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Connor, Alexia and Adriana	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Jill Copping	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

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CLASS ENVIRONMENTAL ASSESSMENT STUDY
GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)



PUBLIC INFORMATION CENTRE #2
Thursday, February 20th, 2020

SIGN IN SHEET

Name (and Affiliation as applicable)	Street Address	City	Postal Code	Email
Shirley & Wendell Gogol	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
George Annette Chuck Stewart hinda kemney	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Greg Dyson	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Lin Chapman	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Marina Kashevska-Gozdek	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Lora Getto	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Brandon Walters	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

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GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)



PUBLIC INFORMATION CENTRE #2
Thursday, February 20th, 2020

SIGN IN SHEET

Name (and Affiliation as applicable)	Street Address	City	Postal Code	Email
Terry Zaritz				
Mari MacNeil				
Kevin Broughton				
Pam Jones				
Ryan Seguin				

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Appendix D – Summary of Public Input

PIC #2 (Open House) Comments Matrix
Gordon Street Schedule "B" Class EA Study

Respondent		Q1. Where do you live			Q2. How often do you travel on this section of Gordon Street?				Q3. What is the travel mode you often use on this section of Gordon Street?				Q4. What is the general purpose of your travel on this section of Gordon Street?				Q5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?						Q6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.		Q7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.		Future Contact/Responses		Action							
#	Delivery (Open House or E-mail)	Guelph	Wellington County	Other	Daily	Weekly	Monthly	Rarely	Bus (GT/GO)	Walk	Bike	Drive	Other	Work	School	Recreational	Other	Conflict between cyclists and auto drivers	Busy intersections for pedestrians to cross	Turning vehicles at intersections back up too far	Through traffic is stopped by turning vehicles into adjacent lanes	Inadequate gaps for exiting vehicles to turn onto Gordon Street	Support for Preferred Alternative (Option 4)		Add to contact list	Response(s)	Action Required?	Response By								
1	Open House	x				x						x																								
2	Open House	x								x	x	x				x																				
3	Open House	x							x	x	x	x		x	x	x																				
4	Open House	x							x	x	x						x																			
5	Open House	x										x																								
6	Open House	x										x					x	x																		
7	Open House	x										x																								
8	Open House	x										x																								
9	Open House	x										x																								
10	Open House	x										x		x	x	x																				
11	Open House	x										x																								
12	Open House	x										x		x																						
13	Open House	x									x	x		x		x																				
14	Open House	x										x																								
15	Open House	x								x		x		x																						
16	Open House	x										x																								
17	Open House		x									x																								
18	Open House	x										x																								
19	Open House	x										x																								
20	Open House	x										x																								
21	Open House	x										x																								

PIC #2 (Open House) Comments Matrix
Gordon Street Schedule "B" Class EA Study

Respondent		Q1. Where do you live			Q2. How often do you travel on this section of Gordon Street?				Q3. What is the travel mode you often use on this section of Gordon Street?				Q4. What is the general purpose of your travel on this section of Gordon Street?				Q5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?					Q6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.		Q7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.	Future Contact/Responses		Action			
#	Delivery (Open House or E-mail)	Guelph	Wellington County	Other	Daily	Weekly	Monthly	Rarely	Bus (GT/GO)	Walk	Bike	Drive	Other	Work	School	Recreational	Other	Conflict between cyclists and auto drivers	Busy intersections for pedestrians to cross	Turning vehicles at intersections back up too far	Through traffic is stopped by turning vehicles into adjacent	Inadequate gaps for exiting vehicles to turn onto Gordon Street	Support for Preferred Alternative (Option 4)		Add to contact list	Response(s)	Action Required?	Response By		
22	Open House	x			x						x			x				Yes	Yes	Yes	Yes	Yes	Support Option 4	y	- ban eastbound right from Stone Road to Edinburgh Road - reduces traffic at Edinburgh Road and Gordon Street	Y	- Beyond scope of this Study - City may consider as part of a larger network study (Transportation Master Plan)	Y	City of Guelph	
23	Open House	x			x						x			x	x			Yes	Yes	Yes	Yes	Yes	Support Option 4 - Consider pavement markings to separate multi-use path lanes - Can utilities cover some costs of relocations	y	- concerned about left turns in and out of 1280/1284 Gordon Street, given proximity to Edinburgh Road and Arkell Road	Y	- Consider as part of detailed design	Y	City of Guelph	
24	Open House	x			x						x					x	Church	Yes		Yes	Yes		Support addition of bus bays concerned about combining pedestrians and cyclists	n	- Improve Gordon Street before approving new developments	Y	- For future consideration by the City	Y	City of Guelph	
25	Open House	x			x						x			x	x	x		Yes	Yes	Yes	No	No	Support Option 4	y	- Concerned about impacts to landscaping/trees	Y	- Salt from winter maintenance limits the viability of plantings in boulevard adjacent to road - Consider other landscaping improvements as part of detailed design	Y	City of Guelph	
26	Open House	x			x					x	x			x		x		Yes	Yes	Yes	Yes	Yes	Strongly support Option 4	y	- Phase construction to limit weekday lane closures between 9am and 3pm	Y	- Construction timing is not part of the study and will be addressed during the construction phase.	Y	City of Guelph	
27	Open House	x			x						x			x				No	Yes	Yes	Yes	Yes	Support separating cyclists from road - Concerned about combining pedestrians and cyclists	n	- consider cycling facilities/crossrides at intersections - enhance city's overall cycling network	Y	- Consider as part of detailed design - Cycling network improvements are beyond scope of Study - For future consideration by the City	Y	City of Guelph	
28	Open House	x			x					x	x					x	Shopping	Yes	Yes	Yes	Yes	Yes	Strongly support Option 4	y	N/A	Y	N/A	N	N/A	
29	Open House	x			x					x	x					x	Live on street affected (am actively retired)	Yes	Yes	Yes	Yes	Yes	Support Option 4 - Improves left turns - Support separating cyclists from road	y	- add mid-block pedestrian crossing	Y	- Consider as part of detailed design	Y	City of Guelph	
30	Open House	o			o						o					o		Y	Y	Y	Y	Y			- add mid-block pedestrian crossing at Vaughan Street (intersections at Arkell Road and Heritage Drive are each ~200m away, shops and restaurants on east side at Vaughan)	Y	- warrant for mid-block crossing to be determined during detailed design	Y	City of Guelph	
	E-mail	x			x					x				x		x	Shopping	No	No		Yes	No				NOTE: same respondent as above - but different responses (second set of responses overrides)				
31	E-mail																						Support Option 6 - Prefer separation of pedestrians and cyclists	n	- separate pedestrians from cyclists to maximize safety and comfort - could cycle track be moved to outside of bus stop to avoid conflicts with transit riders - consider cycling facilities/crossrides at intersections - why is Option 4 more preferred than Options 5 and 6 for cycling? - why is Option 6 different from Option 3 for utility relocation? - how will cars be slowed with addition of centre turning lane? - support transit priority at Arkell Road	Y	- Public preference at PIC #1 for Option 4 - limited space for separated pedestrians and cyclists due to existing infrastructure, and cost of relocating hydro poles is prohibitive - increased operations and maintenance costs (snow clearing, repairs) and limited space for snow storage - Study includes recommendation for speed limit to be reduced to 50 km/h	Y	IBI	

PIC #2 (Open House) Comments Matrix
Gordon Street Schedule "B" Class EA Study

Respondent		Q1. Where do you live			Q2. How often do you travel on this section of Gordon Street?			Q3. What is the travel mode you often use on this section of Gordon Street?			Q4. What is the general purpose of your travel on this section of Gordon Street?			Q5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?					Q6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.		Q7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.	Future Contact/Responses		Action								
#	Delivery (Open House or E-mail)	Guelph	Wellington County	Other	Daily	Weekly	Monthly	Rarely	Bus (GT/GO)	Walk	Bike	Drive	Other	Work	School	Recreational	Other	Conflict between cyclists and auto drivers	Busy intersections for pedestrians to cross	Turning vehicles at intersections back up too far	Through traffic is stopped by turning vehicles into adjacent	Inadequate gaps for exiting vehicles to turn onto Gordon Street	Support for Preferred Alternative (Option 4)	Added to contact list	Response(s)	Action Required?	Response By					
32	E-mail	x			x					x		x		x				Yes	No	Yes	Yes	Yes	y		- add landscaping to separate multi-use path from road - slow down traffic to reduce noise and pollution - divert traffic to another north-south street - what are improvements to flood plains? - typo? - increased air and noise emissions preferred	Y	- Reduced idling along corridor will reduce air pollution - Study includes recommendation for speed limit to be reduced to 50 km/h - Diversion of traffic to another north-south street is beyond scope of this study, and relayed for consideration as part of Transportation Master Plan - Potential impacts to flood plains considered - none of the options have impact - yes, this is a typo that will be corrected. Does not affect evaluation	Y	IBI			
33	E-mail																								- support Option 4 - potential conflict between cyclists and drivers at intersections - different speeds of cyclists on Multi-use Path	Y	- with varied users interacting, each has a responsibility to be alert, attentive, responsive, responsible and courteous to other users - consideration of sightlines, signage, pavement markings and textures at cycle crossings will be part of detailed design - average speed between 18-24 km/h can be assumed for most cyclist commuters - additional space for passing will be a consideration of detailed design to allow for users with different travel speeds and maintain safety	Y	IBI			
34	E-mail																								- consider connection of Edinburgh Road to Landsdown Drive (4-way intersection) - consider having new development driveways connect to extension of Landsdown Drive	Y	- As per City's "Urban Design Concept Plans for the Gordon Street Intensification Corridor (April 2018)," Edinburgh Road will eventually extend easterly to connect to Landsdown Drive. (https://guelph.ca/wp-content/uploads/UDConceptPlansfortheGordonStreetIntensificationCorridor.pdf) - However, extension does not go beyond 1260 Gordon Street in an effort to avoid impact on the Significant Natural Area - The City does not intend to permit direct vehicular access onto Gordon Street for new developments surrounding the future 4-way intersection at Gordon Street and Edinburgh Road.	Y	IBI / City of Guelph			
35	E-mail																								- consider connection of Edinburgh Road to Landsdown Drive (4-way intersection) - consider having new development driveways connect to extension of Landsdown Drive - concerned about height and density of new developments	Y	- Comments mostly related to urban design and planning (park location, building height, parking supply, etc.). - Comments forwarded by the City to appropriate contacts in other departments for follow up.	Y	City of Guelph			
36	E-mail																								- Support Option 3	Y	- Preferred solution anticipated to be presented to council for approval in summer of 2020	Y	City of Guelph			
37	E-mail																								- Support Option 3	Y	- improvements account for current and projected traffic	N	N/A			
38	Mail	x			x						x			x				Yes	Yes	Yes	Yes	No	y		- Support Option 4 - Support similar improvements on more of Gordon Street	Y		N	N/A			
39	Mail	x			x						x							Yes	Yes	Yes	Yes	No	y		- improve coordination of signals - improve Hwy 6/Hanlon into an expressway	Y	- Consider as part of detailed design - For future consideration by the City	Y	City of Guelph			
TOTALS 29 at PIC, 8 by E-Mail, and 2 by Mail		32	1	0	28	5	0	0	2	8	5	31	0	16	3	15	17								26	23	28	28	21			
% 33		97%	3%	0%	85%	15%	0%	0%	4%	17%	11%	67%	0%	48%	9%	45%	52%									79%	70%	85%	85%	64%		
Ranking		1	2	3	1	2	3	3	4	2	3	1	5	2	3	2	1									2	3	1	1	4		

PIC #2 (Open House) Comments Matrix
Gordon Street Schedule "B" Class EA Study

Respondent		Q1. Where do you live	Q2. How often do you travel on this section of Gordon Street?	Q3. What is the travel mode you often use on this section of Gordon Street?	Q4. What is the general purpose of your travel on this section of Gordon Street?	Q5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?	Q6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.	Q7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.	Future Contact/Responses	Action
#	Delivery (Open House or E-mail)	Guelph Wellington County Other	Daily Weekly Monthly Rarely	Bus (GT/GO) Walk Bike Drive Other	Work School Recreational Other	Conflict between cyclists and auto drivers Busy intersections for pedestrians to cross Turning vehicles at intersections back up too far Through traffic is stopped by turning vehicles into adjacent Inadequate gaps for exiting vehicles to turn onto Gordon Street	Support for Preferred Alternative (Option 4)		Add to contact list Response(s)	Action Required? Response By
		Almost all respondents (all but 1) live in Guelph	Most respondents travel daily (85%) along Gordon St. Weekly users were remainder of respondents.	While some users used multiple modes or other modes than driving, driving represents the largest share of modes (67%), with the vast majority (94%) of respondents using driving as a mode along the corridor.	Approximately half of respondents travel along Gordon Street for work and/or recreation, while 9% travel along the corridor to attend school. Approximately half of respondents use the road for other purposes, mostly shopping.	The top concerns were generally deemed to be addressed by the preferred alternative (between 64% and 85% of respondents for each). Reducing delays caused for or by turning vehicles scored the highest, while reducing gaps for exiting vehicles to turn onto Gordon Street scored the lowest.	Of the respondents that expressed a preference, approximately 70% support the preferred alternative. The remaining respondents expressed preference for moving pedestrians further away from traffic, keeping pedestrians and cyclists separate, and widening equally on each side of the road.			

Appendix E - Surveys



**CLASS ENVIRONMENTAL ASSESSMENT STUDY
GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)**

**OPEN HOUSE #2
Thursday, February 20th, 2019**

QUESTIONNAIRE / COMMENT SHEET

1. Where do you live?

City of Guelph Wellington County Other _____

2. How often do you travel on this section of Gordon Street?

Daily Weekly Monthly Rarely

3. What is the travel mode you often use on this section of Gordon Street?

Bus (Guelph Transit / GO Bus) Walk Bike Drive

Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

Work School Recreational Other shopping

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers

Yes No

- Busy intersections for pedestrians to cross

Yes No

- Turning vehicles at intersections back up too far

Yes No

- Through traffic is stopped by turning vehicles into adjacent properties

Yes No

- Inadequate gaps for exiting vehicles to turn onto Gordon Street

Yes No

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

For more information, please visit our website at www.guelph.ca/gordonea.

Please place your completed comment sheet in the Comment Box. You can also send it to the project team members by **Friday, March 6th, 2020**.

Gwen Zhang, P. Eng.
Project Manager
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John Bayley, P.Eng.
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john.bayley@ibigroup.com

Name: _____

Address: _____

Email / Telephone: _____

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**CLASS ENVIRONMENTAL ASSESSMENT STUDY
GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)**

**OPEN HOUSE #2
Thursday, February 20th, 2019**

QUESTIONNAIRE / COMMENT SHEET

1. Where do you live?

- City of Guelph Wellington County Other _____

2. How often do you travel on this section of Gordon Street?

- Daily Weekly Monthly Rarely

3. What is the travel mode you often use on this section of Gordon Street?

- Bus (Guelph Transit / GO Bus) Walk Bike Drive
 Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

- Work School Recreational Other SHOPPING

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers
 Yes No
- Busy intersections for pedestrians to cross
 Yes No
- Turning vehicles at intersections back up too far
 Yes No
- Through traffic is stopped by turning vehicles into adjacent properties
 Yes No
- Inadequate gaps for exiting vehicles to turn onto Gordon Street
 Yes No

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

MY CONCERN IS THE BUS STOP EAST LANE AT HERITAGE RD
CREATES TRAFIK JAM ALL THE WAY TO LOWES RD AT RASH HOURS
MY SUGGESTION IS TO MOVE BUS STATION OUT OF TRAFIC LANE SIDE WAY

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

TO FREE UP LANE

For more information, please visit our website at www.guelph.ca/gordonea.

Please place your completed comment sheet in the Comment Box. You can also send it to the project team members by **Friday, March 6th, 2020**.

Gwen Zhang, P. Eng.
Project Manager
City of Guelph
1 Carden Street
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Gwen.Zhang@guelph.ca

John Bayley, P.Eng.
Project Manager
IBI Group
410 Albert Street, Suite 101
Waterloo, ON N2L 3V3
519-585-2255 Ext. 63220
john.bayley@ibigroup.com

Name: Mindy Visser
Address: [REDACTED]
Email / Telephone: [REDACTED]

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GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)**

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QUESTIONNAIRE / COMMENT SHEET

1. Where do you live?

City of Guelph Wellington County Other _____

2. How often do you travel on this section of Gordon Street?

Daily Weekly Monthly Rarely

3. What is the travel mode you often use on this section of Gordon Street?

Bus (Guelph Transit / GO Bus) Walk Bike Drive
 Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

Work School Recreational Other _____

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers
 Yes No
- Busy intersections for pedestrians to cross
 Yes No
- Turning vehicles at intersections back up too far
 Yes No
- Through traffic is stopped by turning vehicles into adjacent properties
 Yes No
- Inadequate gaps for exiting vehicles to turn onto Gordon Street
 Yes No

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

Yes, I like this option, because I support the centre line to turn into apartment building. and protection for cyclist and pedestrian.

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

I believe this is an important project and should be expedite for the safety of this area.

For more information, please visit our website at www.guelph.ca/gordonea.

Please place your completed comment sheet in the Comment Box. You can also send it to the project team members by **Friday, March 6th, 2020**.

Gwen Zhang, P. Eng.
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410 Albert Street, Suite 101
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john.bayley@ibigroup.com

Name: Fredy Achuri
Address: [REDACTED]
Email / Telephone: [REDACTED]

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GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)**

**OPEN HOUSE #2
Thursday, February 20th, 2019**

QUESTIONNAIRE / COMMENT SHEET

1. Where do you live?

- City of Guelph Wellington County Other _____

2. How often do you travel on this section of Gordon Street?

- Daily Weekly Monthly Rarely

3. What is the travel mode you often use on this section of Gordon Street?

- Bus (Guelph Transit / GO Bus) Walk Bike Drive
 Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

- Work School Recreational Other Daily activities

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers
 Yes No
- Busy intersections for pedestrians to cross
 Yes No
- Turning vehicles at intersections back up too far
 Yes No
- Through traffic is stopped by turning vehicles into adjacent properties
 Yes No
- Inadequate gaps for exiting vehicles to turn onto Gordon Street
 Yes No

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

For more information, please visit our website at www.guelph.ca/gordonea.

Please place your completed comment sheet in the Comment Box. You can also send it to the project team members by **Friday, March 6th, 2020**.

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**CLASS ENVIRONMENTAL ASSESSMENT STUDY
GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)**

**OPEN HOUSE #2
Thursday, February 20th, 2019**

QUESTIONNAIRE / COMMENT SHEET

1. Where do you live?

- City of Guelph Wellington County Other _____

2. How often do you travel on this section of Gordon Street?

- Daily Weekly Monthly Rarely

3. What is the travel mode you often use on this section of Gordon Street?

- Bus (Guelph Transit / GO Bus) Walk Bike Drive
 Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

- Work School Recreational Other RESIDENCE

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers
 Yes No
- Busy intersections for pedestrians to cross
 Yes No
- Turning vehicles at intersections back up too far
 Yes No
- Through traffic is stopped by turning vehicles into adjacent properties
 Yes No
- Inadequate gaps for exiting vehicles to turn onto Gordon Street
 Yes No

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

I STRONGLY AGREE!

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

NO (R) TURN ON RED LIGHT AT EDINBURGH GORDON

For more information, please visit our website at www.guelph.ca/gordonea.

Please place your completed comment sheet in the Comment Box. You can also send it to the project team members by **Friday, March 6th, 2020**.

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**CLASS ENVIRONMENTAL ASSESSMENT STUDY
GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)**

**OPEN HOUSE #2
Thursday, February 20th, 2019**

QUESTIONNAIRE / COMMENT SHEET

1. Where do you live?

- City of Guelph Wellington County Other _____

2. How often do you travel on this section of Gordon Street?

- Daily Weekly *2-3 times/week* Monthly Rarely

3. What is the travel mode you often use on this section of Gordon Street?

- Bus (Guelph Transit / GO Bus) Walk Bike Drive
 Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

- Work School Recreational Other *SHOPPING GETTING TO NORTH END*

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers
 Yes No
- Busy intersections for pedestrians to cross
 Yes No
- Turning vehicles at intersections back up too far
 Yes No
- Through traffic is stopped by turning vehicles into adjacent properties
 Yes No
- Inadequate gaps for exiting vehicles to turn onto Gordon Street
 Yes No

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

** I DON'T KNOW WHY THIS WORK WASN'T DONE APPROX 15 YEARS AGO WHEN GORDON WENT FROM 1 TO 2 LANES EACH WAY. ALWAYS BETTER TO PLAN AHEAD + ONLY DO WORK ONCE VS. RIPPING OUT WORK + DOING OVER*

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

TALKING TO PERSON FROM IBI I DON'T GET THE IMPRESSION PROPER CONSIDERATION WAS GIVEN TO IMPACT ON TRAFFIC IF ALL LANDS ON EAST SIDE OF GORDON BETWEEN LANDSDOWN + VALLEY ARE RE-DEVELOPED TO MAX DENSITY ALLOWED IN CITY INTENSIFICATION PLANS. YOU KNOW DEVELOPERS ARE GOING TO ASK FOR MAX DENSITY OR EVEN MORE SO YOU NEED TO CONSIDER THIS BEFORE THIS WORK

Please place your completed comment sheet in the Comment Box. You can also send it to the project team members by **Friday, March 6th, 2020.**

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**CLASS ENVIRONMENTAL ASSESSMENT STUDY
GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)**

**OPEN HOUSE #2
Thursday, February 20th, 2019**

QUESTIONNAIRE / COMMENT SHEET

1. Where do you live?

City of Guelph Wellington County Other _____

2. How often do you travel on this section of Gordon Street?

Daily Weekly Monthly Rarely

3. What is the travel mode you often use on this section of Gordon Street?

Bus (Guelph Transit / GO Bus) Walk Bike Drive

Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

Work School Recreational Other _____

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers
 Yes No
- Busy intersections for pedestrians to cross
 Yes No
- Turning vehicles at intersections back up too far
 Yes No
- Through traffic is stopped by turning vehicles into adjacent properties
 Yes No
- Inadequate gaps for exiting vehicles to turn onto Gordon Street
 Yes No

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

I would prefer the widening of Gordon ST was done on the EAST SIDE rather than the WEST SIDE

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

For more information, please visit our website at www.guelph.ca/gordonea.

Please place your completed comment sheet in the Comment Box. You can also send it to the project team members by **Friday, March 6th, 2020**.

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**CLASS ENVIRONMENTAL ASSESSMENT STUDY
GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)**

**OPEN HOUSE #2
Thursday, February 20th, 2019**

QUESTIONNAIRE / COMMENT SHEET

1. Where do you live?

- City of Guelph Wellington County Other _____

2. How often do you travel on this section of Gordon Street?

- Daily Weekly Monthly Rarely

3. What is the travel mode you often use on this section of Gordon Street?

- Bus (Guelph Transit / GO Bus) Walk Bike Drive
 Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

- Work School Recreational Other church - S/A.

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers
 Yes No
- Busy intersections for pedestrians to cross
 Yes No
- Turning vehicles at intersections back up too far
 Yes No
- Through traffic is stopped by turning vehicles into adjacent properties
 Yes No
- Inadequate gaps for exiting vehicles to turn onto Gordon Street
 Yes No

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

I like Option 4

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

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Please place your completed comment sheet in the Comment Box. You can also send it to the project team members by **Friday, March 6th, 2020**.

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**CLASS ENVIRONMENTAL ASSESSMENT STUDY
GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)**

**OPEN HOUSE #2
Thursday, February 20th, 2019**

QUESTIONNAIRE / COMMENT SHEET

1. Where do you live?

- City of Guelph Wellington County Other _____

2. How often do you travel on this section of Gordon Street?

- Daily Weekly ⁺ Monthly Rarely

3. What is the travel mode you often use on this section of Gordon Street?

- Bus (Guelph Transit / GO Bus) Walk Bike Drive
 Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

- Work School Recreational Other *Church & shopping*

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers
 Yes No
- Busy intersections for pedestrians to cross
 Yes No
- Turning vehicles at intersections back up too far
 Yes No
- Through traffic is stopped by turning vehicles into adjacent properties
 Yes No
- Inadequate gaps for exiting vehicles to turn onto Gordon Street
 Yes No

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

I feel pedestrians should not be next to traffic

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

For more information, please visit our website at www.guelph.ca/gordonea.

Please place your completed comment sheet in the Comment Box. You can also send it to the project team members by **Friday, March 6th, 2020**.

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**CLASS ENVIRONMENTAL ASSESSMENT STUDY
GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)**

**OPEN HOUSE #2
Thursday, February 20th, 2019**

QUESTIONNAIRE / COMMENT SHEET

1. Where do you live?

- City of Guelph Wellington County Other _____

2. How often do you travel on this section of Gordon Street?

- Daily Weekly Monthly Rarely

3. What is the travel mode you often use on this section of Gordon Street?

- Bus (Guelph Transit / GO Bus) Walk Bike Drive
 Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

- Work School Recreational Other Church / Shopping

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers
 Yes No
- Busy intersections for pedestrians to cross
 Yes No
- Turning vehicles at intersections back up too far
 Yes No
- Through traffic is stopped by turning vehicles into adjacent properties
 Yes No
- Inadequate gaps for exiting vehicles to turn onto Gordon Street
 Yes No

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

I STRONGLY SUPPORT OPTION 4.

IT ADDRESSES ALL CONCERNS AT THE LEAST COST.

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

I THINK IT IS WISE TO SEPARATE MOTOR

VEHICLE TRAFFIC FROM RECREATIONAL VEHICLES

AND USES. CENTER TURN LANE IS A NECESSITY.

For more information, please visit our website at www.guelph.ca/gordonea.

Please place your completed comment sheet in the Comment Box. You can also send it to the project team members by **Friday, March 6th, 2020**.

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Address: _____

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**CLASS ENVIRONMENTAL ASSESSMENT STUDY
GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)**

**OPEN HOUSE #2
Thursday, February 20th, 2019**

QUESTIONNAIRE / COMMENT SHEET

1. Where do you live?

City of Guelph Wellington County Other _____

2. How often do you travel on this section of Gordon Street?

Daily Weekly Monthly Rarely

3. What is the travel mode you often use on this section of Gordon Street?

Bus (Guelph Transit / GO Bus) Walk Bike Drive
 Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

Work School Recreational Other _____

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers
 Yes No
- Busy intersections for pedestrians to cross
 Yes No
- Turning vehicles at intersections back up too far
 Yes No
- Through traffic is stopped by turning vehicles into adjacent properties
 Yes No
- Inadequate gaps for exiting vehicles to turn onto Gordon Street
 Yes No

Bike / cyclist path is too narrow. Get rid of "parkway" and put in a physical barrier.

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

Overall probably the best for the money and restrictions of the existing developed properties

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

Snow clearance on the west side of Gordon will be a nightmare
Mid block crosswalks should be considered on long stretches
The future development on Gordon St South of Lowes Rd. NEEDS TO HAVE FUTURE road Expansion addressed BEFORE building starts
For more information, please visit our website at www.guelph.ca/gordonea.

Please place your completed comment sheet in the Comment Box. You can also send it to the project team members by **Friday, March 6th, 2020.**

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**CLASS ENVIRONMENTAL ASSESSMENT STUDY
GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)**

**OPEN HOUSE #2
Thursday, February 20th, 2019**

QUESTIONNAIRE / COMMENT SHEET

1. Where do you live?

- City of Guelph Wellington County Other _____

2. How often do you travel on this section of Gordon Street?

- Daily Weekly Monthly Rarely

3. What is the travel mode you often use on this section of Gordon Street?

- Bus (Guelph Transit / GO Bus) Walk Bike Drive
 Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

- Work School Recreational Other _____

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers
 Yes No
- Busy intersections for pedestrians to cross
 Yes No
- Turning vehicles at intersections back up too far
 Yes No
- Through traffic is stopped by turning vehicles into adjacent properties
 Yes No
- Inadequate gaps for exiting vehicles to turn onto Gordon Street
 Yes No Not sure

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

Happy to see proposed turn lane at Arkell Rd.
Please ensure road is graded properly this
time as it ponds badly near lowes rd and
is often dangerous in heavy rain/melting.

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

Property that was formerly Devos meats
adjacent to Borealis Grill. No entrance/exit
plan onto ~~the~~ Gordon. Still think bus cut in
at Arkell and Gordon may not be long enough.

For more information, please visit our website at www.guelph.ca/gordonea.

Please place your completed comment sheet in the Comment Box. You can also send it to the project team members by **Friday, March 6th, 2020**.

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CLASS ENVIRONMENTAL ASSESSMENT STUDY GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)

OPEN HOUSE #2
Thursday, February 20th, 2019

QUESTIONNAIRE / COMMENT SHEET

1. Where do you live?

- City of Guelph Wellington County Other _____

2. How often do you travel on this section of Gordon Street?

- Daily Weekly Monthly Rarely

3. What is the travel mode you often use on this section of Gordon Street?

- Bus (Guelph Transit / GO Bus) Walk ^{2nd}Bike ^{1st}Drive
- Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

- Work School Recreational Other _____

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers
 Yes No
- Busy intersections for pedestrians to cross
 Yes No *agree with amendment to add crossing at vaughan across Gordon*
- Turning vehicles at intersections back up too far
 Yes No
- Through traffic is stopped by turning vehicles into adjacent properties
 Yes No
- Inadequate gaps for exiting vehicles to turn onto Gordon Street
 Yes No

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

I agree with option 4 and feel it will have the least impact on traffic during development and corrects for the major issues on this road

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

consider connecting Dawn ~~Avenue~~ Avenue to Zegs ^{Court} Crescent to provide better access to Revell and Vaughan by car

For more information, please visit our website at www.guelph.ca/gordonea.

Please place your completed comment sheet in the Comment Box. You can also send it to the project team members by **Friday, March 6th, 2020**.

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**CLASS ENVIRONMENTAL ASSESSMENT STUDY
GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)**

**OPEN HOUSE #2
Thursday, February 20th, 2019**

QUESTIONNAIRE / COMMENT SHEET

1. Where do you live?

- City of Guelph Wellington County Other _____

2. How often do you travel on this section of Gordon Street?

- Daily Weekly Monthly Rarely

3. What is the travel mode you often use on this section of Gordon Street?

- Bus (Guelph Transit / GO Bus) Walk Bike Drive
 Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

- Work School Recreational Other SHOPPING & APPOINTMENTS

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers
 Yes No
- Busy intersections for pedestrians to cross
 Yes No
- Turning vehicles at intersections back up too far
 Yes No
- Through traffic is stopped by turning vehicles into adjacent properties
 Yes No
- Inadequate gaps for exiting vehicles to turn onto Gordon Street
 Yes No

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

COST EFFECTIVE - OPTION 4 PROVIDES SOLUTION FOR CYCLISTS AND ADDRESSES SOME TRAFFIC BACKUP. BUT ENTRY ONTO GORDON WILL BE A CHALLENGE DUE TO CONTINUOUS FLOW OF TRAFFIC.

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

SIGNAGE SHOULD BE PROVIDED AT THE START OF EACH TURNING LANE (NORTH & SOUTH) MAKING DRIVERS AWARE NOT TO ENTER THIS LANE UNTIL 30 METERS BEFORE THEIR TURN.

For more information, please visit our website at www.guelph.ca/gordonea.

Please place your completed comment sheet in the Comment Box. You can also send it to the project team members by **Friday, March 6th, 2020.**

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**CLASS ENVIRONMENTAL ASSESSMENT STUDY
GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)**

**OPEN HOUSE #2
Thursday, February 20th, 2019**

QUESTIONNAIRE / COMMENT SHEET

1. Where do you live?

- City of Guelph Wellington County Other _____

2. How often do you travel on this section of Gordon Street?

- Daily Weekly Monthly Rarely

3. What is the travel mode you often use on this section of Gordon Street?

- Bus (Guelph Transit / GO Bus) Walk 70% Bike Drive 30%
 Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

- Work School Recreational Other _____

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers
 Yes No
- Busy intersections for pedestrians to cross
 Yes No
- Turning vehicles at intersections back up too far
 Yes No
- Through traffic is stopped by turning vehicles into adjacent properties
 Yes No
- Inadequate gaps for exiting vehicles to turn onto Gordon Street
 Yes No

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

I need to consider it further & will provide feedback soon.

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

Please consider signage reminding motorists entering Gordon St from Residences & Businesses to avoid blocking the sidewalk (a lane of traffic) ~~is~~ a very big problem for me!

For more information, please visit our website at www.guelph.ca/gordonea.

Please place your completed comment sheet in the Comment Box. You can also send it to the project team members by **Friday, March 6th, 2020**.

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**CLASS ENVIRONMENTAL ASSESSMENT STUDY
GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)**

**OPEN HOUSE #2
Thursday, February 20th, 2019**

QUESTIONNAIRE / COMMENT SHEET

1. Where do you live?

- City of Guelph Wellington County Other _____

2. How often do you travel on this section of Gordon Street?

- Daily Weekly Monthly Rarely

3. What is the travel mode you often use on this section of Gordon Street?

- Bus (Guelph Transit / GO Bus) Walk Bike Drive
 Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

- Work School Recreational Other _____

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers
 Yes No
- Busy intersections for pedestrians to cross
 Yes No
- Turning vehicles at intersections back up too far
 Yes No
- Through traffic is stopped by turning vehicles into adjacent properties
 Yes No
- Inadequate gaps for exiting vehicles to turn onto Gordon Street
 Yes No

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

I like that option 4 is also more reasonably priced
South end taxes are already quite high. Too high.

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

For more information, please visit our website at www.guelph.ca/gordonea.

Please place your completed comment sheet in the Comment Box. You can also send it to the project team members by **Friday, March 6th, 2020**.

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**CLASS ENVIRONMENTAL ASSESSMENT STUDY
GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)**

**OPEN HOUSE #2
Thursday, February 20th, 2019**

QUESTIONNAIRE / COMMENT SHEET

1. Where do you live?

- City of Guelph Wellington County Other _____

2. How often do you travel on this section of Gordon Street?

- Daily Weekly Monthly Rarely

3. What is the travel mode you often use on this section of Gordon Street?

- Bus (Guelph Transit / GO Bus) Walk Bike Drive
 Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

- Work School Recreational Other _____

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers
 Yes No
- Busy intersections for pedestrians to cross
 Yes No
- Turning vehicles at intersections back up too far
 Yes No
- Through traffic is stopped by turning vehicles into adjacent properties
 Yes No
- Inadequate gaps for exiting vehicles to turn onto Gordon Street
 Yes No

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

Preferred Option 2. Is When Done This Once would be preferred
as this area will only become busier as time goes on. Please Give
future Growth Priority as lots to come to this area alone. Not sure if Arden
Road is looked at but it too sharp have some low vision safe for all.

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

Both Turning Lanes onto Arden Rd should be extended further
Good idea but too short. Arden Property is being redeveloped now so take
Advantage while they are planning. Buses at intersection need additional space

For more information, please visit our website at www.guelph.ca/gordonea.

Please place your completed comment sheet in the Comment Box. You can also send it to the project team members by **Friday, March 6th, 2020**.

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**CLASS ENVIRONMENTAL ASSESSMENT STUDY
GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)**

**OPEN HOUSE #2
Thursday, February 20th, 2019**

QUESTIONNAIRE / COMMENT SHEET

1. Where do you live?

City of Guelph Wellington County Other _____

2. How often do you travel on this section of Gordon Street?

Daily Weekly Monthly Rarely

3. What is the travel mode you often use on this section of Gordon Street?

Bus (Guelph Transit / GO Bus) Walk Bike Drive

Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

Work School Recreational Other _____

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers

Yes No

- Busy intersections for pedestrians to cross

Yes No

- Turning vehicles at intersections back up too far

Yes No

- Through traffic is stopped by turning vehicles into adjacent properties

Yes No

- Inadequate gaps for exiting vehicles to turn onto Gordon Street

Yes No

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

Concern still for example for pedestrians crossing at busy intersections such as Arkell & Gordon - turning vehicles don't always wait/see crossing pedestrians - wonder about all pedestrian crossing

For more information, please visit our website at www.guelph.ca/gordonea at one time

Please place your completed comment sheet in the Comment Box. You can also send it to the project team members by **Friday, March 6th, 2020.**

while vehicle traffic on Red light.

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**CLASS ENVIRONMENTAL ASSESSMENT STUDY
GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)**

**OPEN HOUSE #2
Thursday, February 20th, 2019**

QUESTIONNAIRE / COMMENT SHEET

1. Where do you live?

- City of Guelph Wellington County Other _____

2. How often do you travel on this section of Gordon Street?

- Daily Weekly Monthly Rarely

3. What is the travel mode you often use on this section of Gordon Street?

- Bus (Guelph Transit / GO Bus) Walk Bike Drive
 Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

- Work School Recreational Other _____

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers
 Yes No ← *Not aware of any conflicts!?*
- Busy intersections for pedestrians to cross
 Yes No ← *Ditto above*
- Turning vehicles at intersections back up too far
 Yes No
- Through traffic is stopped by turning vehicles into adjacent properties
 Yes No
- Inadequate gaps for exiting vehicles to turn onto Gordon Street
 Yes No *Partially solved*

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

For more information, please visit our website at www.guelph.ca/gordonea.

Please place your completed comment sheet in the Comment Box. You can also send it to the project team members by **Friday, March 6th, 2020**.

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QUESTIONNAIRE / COMMENT SHEET

1. Where do you live?

- City of Guelph Wellington County Other _____

2. How often do you travel on this section of Gordon Street?

- Daily Weekly Monthly Rarely

3. What is the travel mode you often use on this section of Gordon Street?

- Bus (Guelph Transit / GO Bus) Walk Bike Drive
 Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

- Work School Recreational Other ALL

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers
 Yes No
- Busy intersections for pedestrians to cross
 Yes No
- Turning vehicles at intersections back up too far
 Yes No
- Through traffic is stopped by turning vehicles into adjacent properties
 Yes No
- Inadequate gaps for exiting vehicles to turn onto Gordon Street
 Yes No

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

BACK UP OF TRUCKS LEFT FROM GORDON (NORTH) TO EDINBURGH.

BACK UP OF LEFT TURNING FROM GORDON (SOUTH) TO ARKELL.

BETTER TIMED LIGHTS TO INCREASE FLOW.

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

For more information, please visit our website at www.guelph.ca/gordonea.

Please place your completed comment sheet in the Comment Box. You can also send it to the project team members by **Friday, March 6th, 2020**.

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**CLASS ENVIRONMENTAL ASSESSMENT STUDY
GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)**

**OPEN HOUSE #2
Thursday, February 20th, 2019**

QUESTIONNAIRE / COMMENT SHEET

1. Where do you live?

- City of Guelph Wellington County Other _____

2. How often do you travel on this section of Gordon Street?

- Daily Weekly Monthly Rarely

3. What is the travel mode you often use on this section of Gordon Street?

- Bus (Guelph Transit / GO Bus) Walk Bike Drive
 Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

- Work School Recreational Other _____

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers
 Yes No
- Busy intersections for pedestrians to cross
 Yes No
- Turning vehicles at intersections back up too far
 Yes No
- Through traffic is stopped by turning vehicles into adjacent properties
 Yes No *Should consider Right In - Right Out at some locations*
- Inadequate gaps for exiting vehicles to turn onto Gordon Street
 Yes No

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

Anything is an improvement - This option looks good.

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

When pavement is resurfaced, please ensure it is properly 'crowned' to prevent snowmelt flooding the roadway.
Coordinate timing of stoplights more effectively

For more information, please visit our website at www.guelph.ca/gordonea.

Please place your completed comment sheet in the Comment Box. You can also send it to the project team members by **Friday, March 6th, 2020**.

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**CLASS ENVIRONMENTAL ASSESSMENT STUDY
GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)**

**OPEN HOUSE #2
Thursday, February 20th, 2019**

QUESTIONNAIRE / COMMENT SHEET

1. Where do you live?

- City of Guelph Wellington County Other _____

2. How often do you travel on this section of Gordon Street?

- Daily Weekly Monthly Rarely

3. What is the travel mode you often use on this section of Gordon Street?

- Bus (Guelph Transit / GO Bus) Walk Bike Drive
 Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

- Work School Recreational Other _____

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers
 Yes No
- Busy intersections for pedestrians to cross
 Yes No
- Turning vehicles at intersections back up too far
 Yes No
- Through traffic is stopped by turning vehicles into adjacent properties
 Yes No
- Inadequate gaps for exiting vehicles to turn onto Gordon Street
 Yes No

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

Given the amount of space available (ie 2 buildings allocated to be built close to road - #4 option is best scenario.

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

No right turn at Stone & Edinburgh into Gordon - too many detections

For more information, please visit our website at www.guelph.ca/gordonea.

Please place your completed comment sheet in the Comment Box. You can also send it to the project team members by **Friday, March 6th, 2020**.

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GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)**

**OPEN HOUSE #2
Thursday, February 20th, 2019**

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2. How often do you travel on this section of Gordon Street?

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3. What is the travel mode you often use on this section of Gordon Street?

- Bus (Guelph Transit / GO Bus) Walk Bike Drive
 Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

- Work School Recreational Other _____

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers
 Yes No
- Busy intersections for pedestrians to cross
 Yes No
- Turning vehicles at intersections back up too far
 Yes No
- Through traffic is stopped by turning vehicles into adjacent properties
 Yes No
- Inadequate gaps for exiting vehicles to turn onto Gordon Street
 Yes No

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

A good, feasible option. One point: consider line painting of multi-use trail to separate bike lane & pedestrian lane for higher safety.

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

Concerns still exist for vehicles exiting 1280/1284 Gordon St. (Liberty Square) and making left turns due to tight timing of lights @ Edinburgh & Arkell Rds. - Need an option for safer left turns out of property (e.g. no exit or right turn only, etc.)

For more information, please visit our website at www.guelph.ca/gordonea.

Please place your completed comment sheet in the Comment Box. You can also send it to the project team members by **Friday, March 6th, 2020**.

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Name: *Lazar Pavlovic (WSCC248 Board President)*

Address: [Redacted]

Email / Telephone: [Redacted]

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GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)**

**OPEN HOUSE #2
Thursday, February 20th, 2019**

QUESTIONNAIRE / COMMENT SHEET

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- City of Guelph Wellington County Other _____

2. How often do you travel on this section of Gordon Street?

- Daily Weekly Monthly Rarely

3. What is the travel mode you often use on this section of Gordon Street?

- Bus (Guelph Transit / GO Bus) Walk Bike Drive
 Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

- Work School Recreational Other Church

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers
 Yes No
- Busy intersections for pedestrians to cross
 Yes No
- Turning vehicles at intersections back up too far
 Yes No
- Through traffic is stopped by turning vehicles into adjacent properties
 Yes No
- Inadequate gaps for exiting vehicles to turn onto Gordon Street
 Yes No

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

Need bus pull offs so they don't impede traffic.

Combining pedestrians & cyclists causes other issues

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

Stop approving more residential development until traffic is fixed

For more information, please visit our website at www.guelph.ca/gordonea.

Please place your completed comment sheet in the Comment Box. You can also send it to the project team members by **Friday, March 6th, 2020**.

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**CLASS ENVIRONMENTAL ASSESSMENT STUDY
GORDON STREET (LOWES ROAD TO EDINBURGH ROAD SOUTH)**

**OPEN HOUSE #2
Thursday, February 20th, 2019**

QUESTIONNAIRE / COMMENT SHEET

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City of Guelph Wellington County Other _____

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Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

Work School Recreational Other _____

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

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- Turning vehicles at intersections back up too far
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- Through traffic is stopped by turning vehicles into adjacent properties
 Yes No
- Inadequate gaps for exiting vehicles to turn onto Gordon Street
 Yes No

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

I think option 4 is still the best compromise but im still somewhat concerned about the trees/landscape/greenery that may be impacted with the road widening

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

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 Yes No
- Inadequate gaps for exiting vehicles to turn onto Gordon Street
 Yes No

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

Great design addresses needs of the corridor.

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

Timing of construction - keeping all lanes open as much as possible during construction. Limit lane closures

between 9am - 3pm M-F. to provide for ease of access for businesses & prevent 2km traffic jams.

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4. What is the general purpose of your travel on this section of Gordon Street?

- Work School Recreational Other _____

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers
 Yes No
- Busy intersections for pedestrians to cross
 Yes No
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 Yes No
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 Yes No
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 Yes No

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.



Moving cycle lane to offstreet is good. However, the bike lane should be separate from Pedestrians. Maybe paint half the the surface green and install overhead signs to show split use of multi-use path.
People need to know clearly the cycling facility exists.

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

The City should consider carefully how the cycling facility interacts with traffic at intersections. The city should also make sure to tie in cycling facility to other future roadway projects.
* Must build a cycling network, not just roads for cars * projects.

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Name: Greg Dyson
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- Bus (Guelph Transit / GO Bus) Walk Bike Drive
 Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

- Work School Recreational Other Shopping

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers
 Yes No
- Busy intersections for pedestrians to cross
 Yes No
- Turning vehicles at intersections back up too far
 Yes No
- Through traffic is stopped by turning vehicles into adjacent properties
 Yes No
- Inadequate gaps for exiting vehicles to turn onto Gordon Street
 Yes No

6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

Very good.

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

N/A

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Name: Marlene Alder

Address: _____

Email / Telephone: 

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 Other _____

4. What is the general purpose of your travel on this section of Gordon Street?

- Work School Recreational Other live on street affected
(am actively retired)

5. Having considered the evaluation of alternatives and the Project Team's findings please indicate whether you feel the study has addressed your concerns regarding the following?

- Conflict between cyclists and auto drivers
 Yes No
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6. Please provide your comments regarding the evaluation of alternatives, the study findings, and overall support for the Preferred Option 4.

Left turning into my condo is a real safety issue.
People try to drive around/are speeding etc./ left turn
lane needed. Multi use trail is best at cyclists will that
to use it even with bike lanes

7. Provide any additional comments/considerations the City should address prior to completing a detailed design for the improvements in the study section of Gordon Street.

— mid block crossing will be even more important
with additional width

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Name: Wayne Dawson
Address: [REDACTED]
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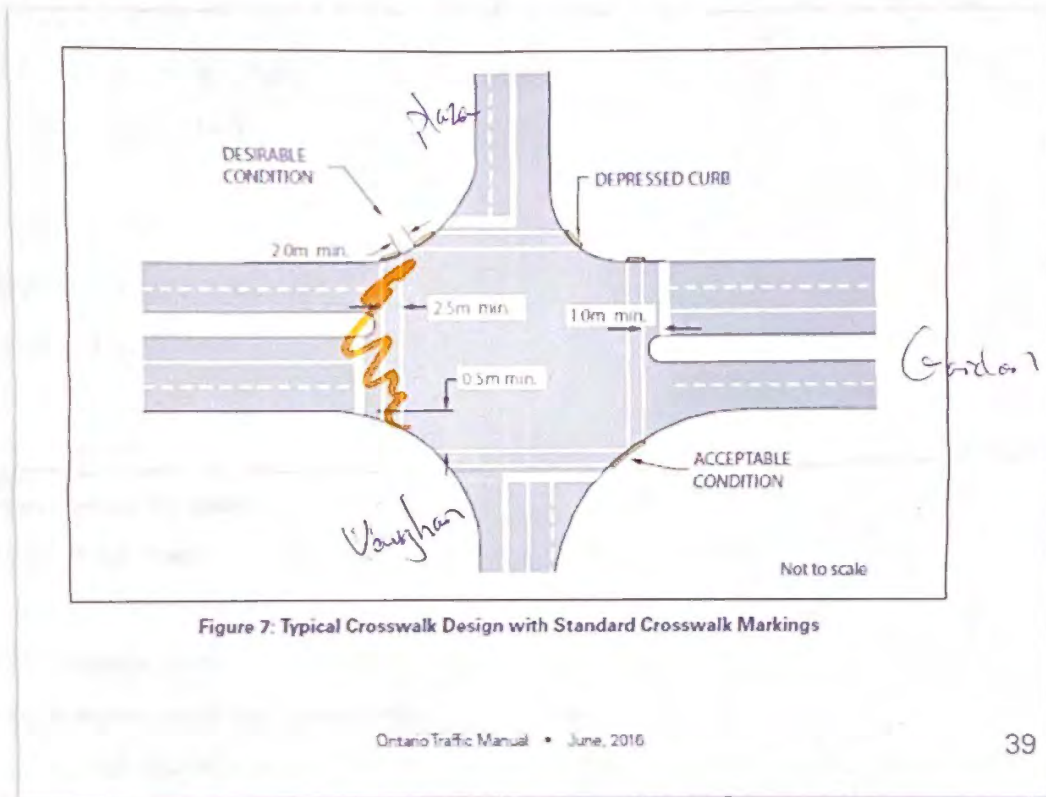
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Paul Koehling

1) Allowance in the road design to provide a pedestrian-activated traffic light at the Vaughan/Gordon intersection.

- will allow pedestrians to cross this busy 5 lane arterial road at a controlled intersection; location is midway between pedestrian crosswalks at Arkell and also at Heritage. Each of these intersections are 200 m away each way from the Vaughan/Gordon intersection.

- the provision of a traffic light controlled intersection will provide for an alternate emergency access intersection to all of the development west of Gordon in the Conservation estates subdivision.



2) NB to plan for a 'complete community' – a walkable, connected, mixed use area. A street network with crossings every 200 – 250 m along the corridor permits resilient design, and planning for current needs/future conditions (a high density mixed use corridor). Design for a complete Walkable Community comes from the following publications:

Jacobs, A. (1993). *Great streets*. Cambridge, Mass: MIT Press.

A fine-grained street network with pedestrian crossings is required

Speck, J. (2012). Walkable City

Table of Contents – a systems perspective required to make walking feasible, desirable and the transport mode of choice

The Ten Steps of Walkability

The Useful Walk

Step 1: Put Cars in their Place

Step 2: Mix the Uses

Step 3: Get the Parking Right

Step 4: Let Transit Work

The Safe Walk

Step 5: Protect the Pedestrian

Step 6: Welcome Bikes

The Comfortable Walk

Step 7: Shape the Spaces

Step 8: Plant Trees

The Interesting Walk

Step 9: Make Friendly and Unique Faces

Step 10: Pick your Winners

Significant issue for Vaughan St residents:

Provide multiple walking choice opportunities around the neighbourhood; convenient access to neighbourhood commercial/institutional facilities

Pg 164 - "Generally speaking, the cities with the smallest blocks are the ones best known for walkability" – most walkable grids . . . have blocks that average less than 400 ft in length (120 m)

"There are 2 main reasons why smaller blocks make for better cities. The first has less to do with safety and more with convenience: the more blocks per sq mile, the re choices a pedestrian can make and the more opportunities there are to alter your path to visit a useful address such as a coffee shop or dry

cleaner. These choices also make walking more interesting, while shortening the distances between destinations."

"The second, more important, reason is that bigger blocks mean fewer streets and thus bigger streets." See study research via Wesley Marshall and Norman Garrick. To permit walkable crossings, narrower streets are preferred, i.e., putting arterial roads on 'road diets'.

200 m nodes within the Gordon/Arkeil corridor with connections to Conservation Estates subdivision



Appendix F – Location Based Comments

SCANNED DOCUMENT WITH
POSTED COMMENTS (2) WILL BE
ADDED WHEN OFFICE RE-OPENS
DUE TO COVID-19 PANDEMIC
RESTRICTIONS