



Adam A. Donaldson @adamadonaldson

Apr 26 · 90 tweets · [adamadonaldson/status/1651340976114262016](https://twitter.com/adamadonaldson/status/1651340976114262016)

Coming up at 6 pm, another fine council meeting. This one is an orientation meeting about transportation in Guelph. Regardez!



Mayor Guthrie (appearing remotely) calls the meeting to order.

Disclosure of Pecuniary Interest and General Nature Thereof? Nope.

DCAO Holmes begins by noting that this an intro to work being done under the Strategic Plan pillar "Navigating our Future." The fine art of moving people and good through Guelph and beyond...



Terry Gayman, GM of Engineering and Transportation Services, takes over. He says the last few years have been formative to begin the transition from a car-centric city to something different and more accessible. Looking to density over sprawl.

Where we've been:



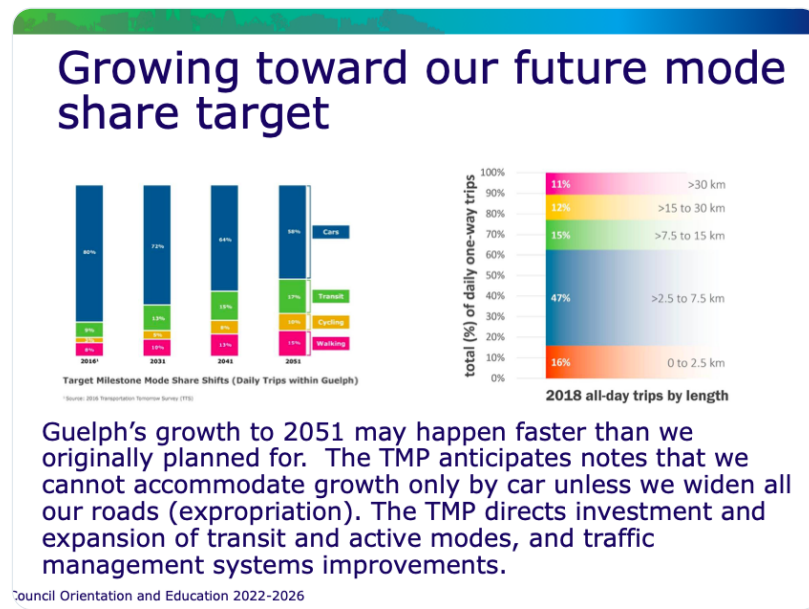
Jennifer Juste, Manager of Transportation Planning, takes over to talk about some of the stuff coming out of the Transportation Master Plan for the next few years.

This intersection is going to be used as our example tonight:

Gordon Street at College Avenue

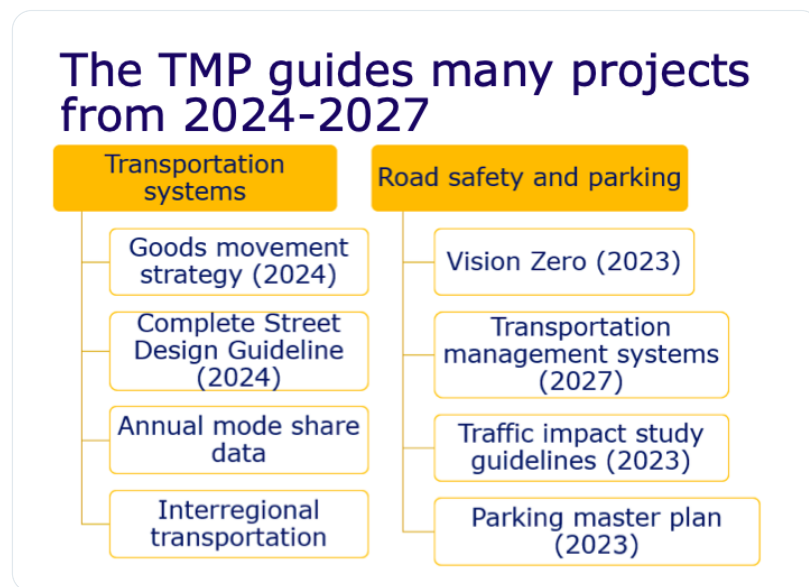


The mode share targets, where are the key KPI when it comes to measuring success with the TMP.

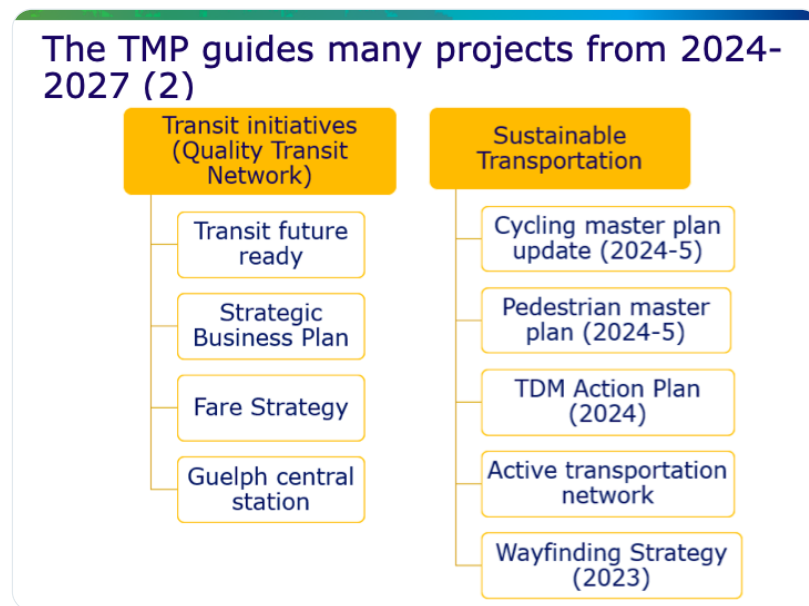


City pop planning to grow to 206k by 2051, right now there's 136k people approximately. 80% of daily trips are taken by car, and if this remains the same then we're going to run out of road space fast. Sustainable mode share right now is 11 per cent, aim is to get us to 40%.

Goods movement strategy procurement presently underway, fyi.



Other projects:



For many projects, something called a Traffic Impact Study. It measures the impact of a new development on the immediate and surrounding the area and sees where improvements have to be made. This factors into the DCs collected for a project.

Sustainable transportation projects coming? Juste notes that separated cycling facilities encourage more riders. Work on the City's cycling paths with continue with new work being done on College, Gordon, Eramosa, Silvercreek by 2027.

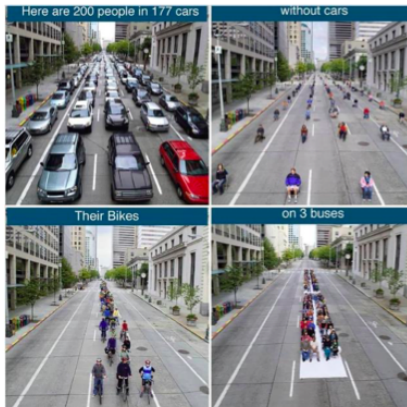
A special City group looking at equity of cycling facilities in Guelph are looking at ways to improve connectivity in the west and north ends where those connections are lacking. A Pedestrian Master Plan is coming in 2024.

Also, Bike month starts on June 3 with a special event in Market Squared.



On transit: the dream!

Public transit is critical to achieving our mode share targets



Investments in public transit service not only makes busses more efficient on their routes, but it shortens travel times for passengers and closes the disparity between trips made by personal vehicle, and trips made by bus.

Council Orientation and Education 2022-2026

17

Regional transportation. Co-ordination with MTO and Metrolinx is the priority, and they meet frequently to make sure that needs are being met. Staff are initiating EA this year for all possible crossing options at Edinburgh Road.

Steve Anderson, Manager of Transportation Engineering, updates regional transit options. Now 10 train trips through Guelph, and 2WADGo by 2025. South track at GCS will be in effect this time next year.

Mount Pleasant GO Train service on weekends hourly has started. (With bus connections to Guelph). GOST and GO buses thru Guelph from Hamilton to Waterloo are the bus options.

Starting this year: The Goods Movement Strategy will review our existing permissive truck route network and regulatory framework, and recommend updates to bring it in alignment with the TMP and growth plans. This will come to council in 2024.

Dr. Liraz Fridman, (the new) Transportation Safety Specialist takes over to talk about road safety.

Seems concerning.

Road Safety – A societal problem

9915
collisions

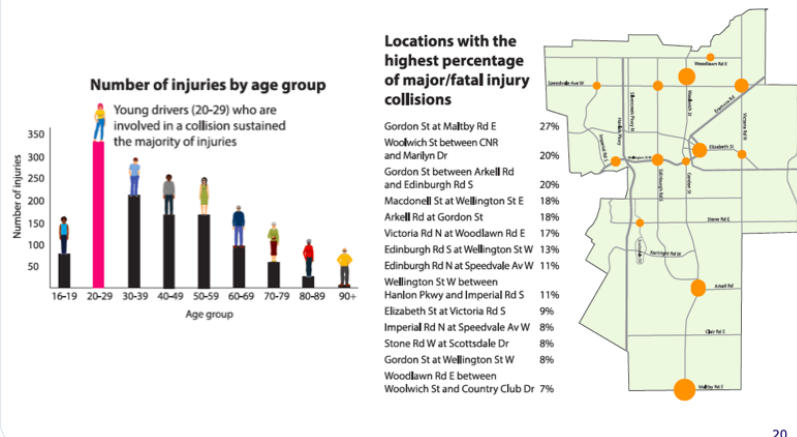


in Guelph from 2017
to 2021

Average societal cost of collisions (including property damage, emergency response services, medical and insurance costs and traffic delays as well as indirect costs: disability, workdays lost, pain/suffering) amounted to **\$97,828,274** annually, an increase of \$1,630,878 from previous 5-year report.

The stats:

Road Safety – A societal problem (3)



This is the video that was just played:



<https://www.youtube.com/embed/k2tQye9DKdQ>

So yeah, Guelph moved to a Vision Zero perspective on traffic, a more proactive approach to road safety.

Vision Zero and the Safe Systems Approach

What is Vision Zero?

Vision Zero is based on the belief that serious injuries and deaths on our roads are unacceptable and that the system should be designed to account for human error.

Vision Zero and the Safe Systems Approach (2)

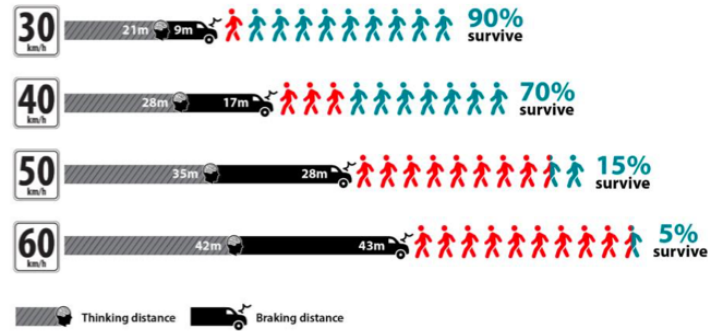
What is the Safe Systems Approach?

Vision Zero is the goal and the safe systems approach outlines the steps we can take to achieve that goal.

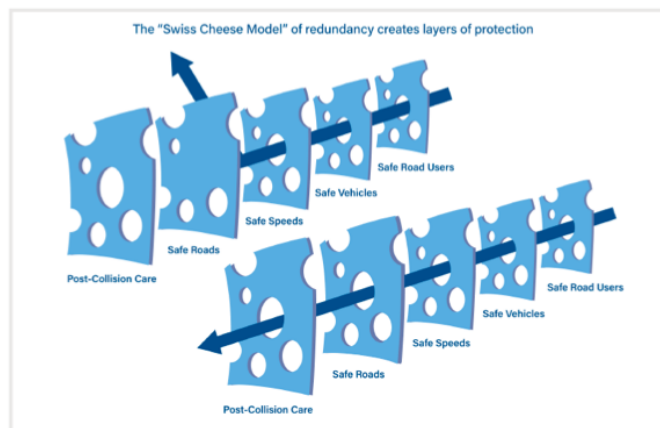


More speed = more death.

Why is speed so important?



Redundancy is crucial



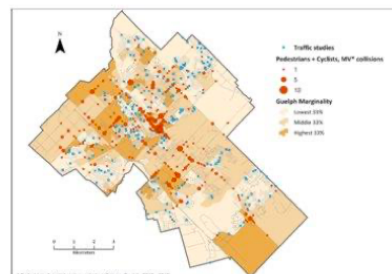
Council Orientation and Education 2022-2026

And yes, there is a hierarchy to road safety in Guelph. Some people are more at risk of getting caught in a collision than others.

Equity and Road Safety

The likelihood of being involved in a severe motor vehicle collision with a pedestrian or a cyclist was significantly higher in areas with higher marginality (i.e., areas with more equity-deserving groups).

Although not statistically significant, we also observed less traffic studies in areas with more equity-deserving groups.



The 6 Es.

Vision Zero Initiatives

Engineering



- Traffic Calming
- Leading pedestrian intervals
- In road flex posts
- Neighbourhood 40 speed limits

Education

- Please slow down lawn signs
- National campaigns
- Don't rush the red
- Radar speed boards

Enforcement

- Red light cameras
- Automated speed enforcement

Vision Zero Initiatives (2)

Evaluation

- Collision report
- Distracted driving study
- LPI study
- Road safety dashboard

Equity

- Equity mapping work
- Equity working group
- Capacity grant

Engagement

- Development of CRSS
- Traffic Calming Open house

Guelph is part of a grant with 10 other municipality that looks at equity in road safety.

Slower speeds have impact on aggressive drivers, distracted drivers, older adults, cyclists, motorcyclists, pedestrians and school children.

On that last point, school safety!

School Safety

The City oversees the Adult School Crossing Guard Program.

Recruitment is an ongoing challenge

Program has 33 locations with nearly 50 regular staff and spare guards to cover vacancies.





Our longest serving guard has been with us 14 years!



Check out this data for Gordon/College:

Real-time data

Gordon Street and College Avenue West
43.532153, -80.23252862

 Total Vehicles	 Total Pedestrians	 Total Bicycles <small>BETA</small>	 Truck Pct(%)
32,845	4,591	586	3%
24 Hour Total	24 Hour Total	24 Hour Total	% of Vehicle Traffic

Beginning in 2020, the City has partnered with MioVision to install devices at signalized intersections which record real time volume of traffic, cyclists and pedestrians.

It also captures various analytics that we will use to implement road safety measures.

We currently have MioVision deployed at 20 intersections with plans to expand to 50 intersections by year end 2025.

Council Orientation and Education 2022-2026

Anderson notes that there have been some growing pains when it comes to the signalisation updates. He assures that it will get better.

Traffic Signal System



The City currently has 207 signals, of which 148 are intersection signals and 59 are pedestrian signals.

In 2018 the City procured a new computerized traffic signal system and we are in the process of connecting our signals to the City's ongoing fibre-optic installation project.

This will ensure the accuracy of time clocks, as every second counts to maximizing a signal corridor and allow for quick upload/download of data.

What's this?!

What do we have here?



That's for signal priority. It will work with transit vehicles, as well as emergency vehicles (police, fire, and ambulance) and even the City operations vehicles like snow plows. More to come in the 2024-27 budget.

In summery: can't fix it all overnight, and community needs to help out.

We utilize Provincial regulations and guidelines and city policies to make determinations related to traffic engineering.

We regularly engage police, transit, accessibility and other partners for feedback or information sharing.

We're positioned to use data and technology advancements to enhance our transportation system.

We have a shared, collective responsibility for safety on our roads.

Don't be sporty – embrace the 40! (km/h)

Questions? Cllr Allt asks about data on reduced speed limits? Anderson says they're still finishing implementation, but coming soon!

Allt asks about a critical mass of cyclists, what's the role of police in enforcing? Anderson says they share data with police to that enforcement can be maximised.

Cllr Goller asks about promotion of new 40 speed limit. Fridman says that there will be pop-up events b/c staffs knows that signage alone doesn't work.

Goller asks if there's a return on investment with red light cameras. Anderson says there will be information about that soon (did cover operating expenses in 2022) and there will be information about potential impacts on driver behaviour coming later this year.

Cllr Richardson asks when automated speed enforcement starts. Answer: August 1 and signs are going up May 1.

Cllr Downer asks why no roundabouts. Juste says they've started looking at a strategy to find candidates. (Vic Road and Stone is one possible. Downey/Niska too). Look for this later in the process.

Cllr Busuttil asks if wayfinding is signage. Juste says it's mostly signage, but its also about active transportation routes, delineating between easy paths and hard paths and the like.

Busuttil asks about inability to cross busy roads at transit stops. Juste says there isn't a strategy in place for this per se, but it is a matter for the complete streets initiative.

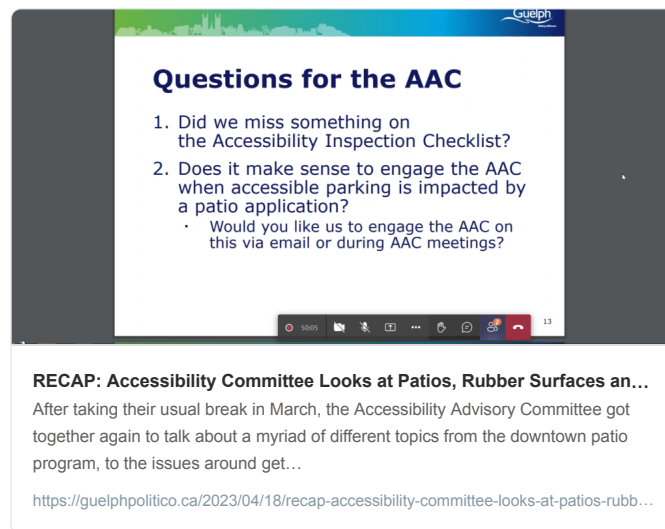
Busuttil asks about how much say does Guelph have with Metrolinx on things like Margaret Greene underpass. Juste says that's going to come up through the capital projects, need to have a good business case first so that's what they're looking at.

Busuttil: How do you determine who will benefit?

Juste: Looking at what amenities are accessible and how more easily accessible.

Cllr Caton asks about bridging the gap between provincial standards and the needs facing residents? Juste says they're looking at that through the Pedestrian Master Plan, but anything in road right of way have to follow the existing standards.

Caton asks if we're capturing injuries suffered by people with disabilities going over speed bumps? Anderson says yes, and they will look at that when the City revisits traffic calming in 2025. It was covered at the recent AAC meeting:



Questions for the AAC

1. Did we miss something on the Accessibility Inspection Checklist?
2. Does it make sense to engage the AAC when accessible parking is impacted by a patio application?
 - Would you like us to engage the AAC on this via email or during AAC meetings?

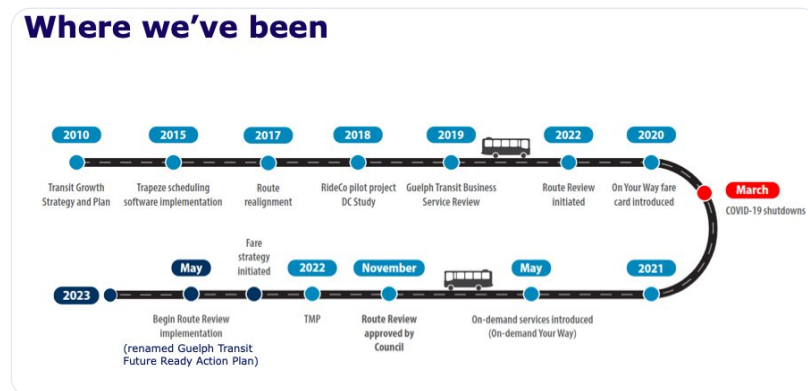
RECAP: Accessibility Committee Looks at Patios, Rubber Surfaces an...

After taking their usual break in March, the Accessibility Advisory Committee got together again to talk about a myriad of different topics from the downtown patio program, to the issues around get...

<https://guelphpolitico.ca/2023/04/18/recap-accessibility-committee-looks-at-patios-rubb...>

DCAO Clack-Bush kicks off the transit portion of the meeting. Notes that we've spent a lot of time on transit this month already (Editor's note: 🤔) but that was focused on fares and there's so much more to transit than that.

Transit GM Robin Gerus reviews transit's journey the last decade or so...



First, Gerus touches on the arrival of the first EV bus. Presently, staff are looking to understand the effect on battery life under various conditions. Transit routes split into three different buckets for the purposes of testing.

Next, Courtney McDonald, Manager of Transit Business Services takes over to talk about implementing digital signs.

Digital Signs

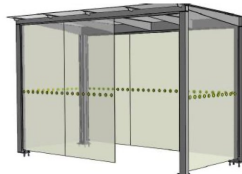
2023 installations planned for:

- Guelph Central Station
- University Centre
- Stone Road Mall

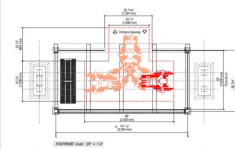


Next, upgrades to Guelph Central Station with enclosed shelters! Construction starts in June, and yes, they will be accessible and ready to be exploited for advertising opportunities!!

Guelph Central Station Shelter upgrades



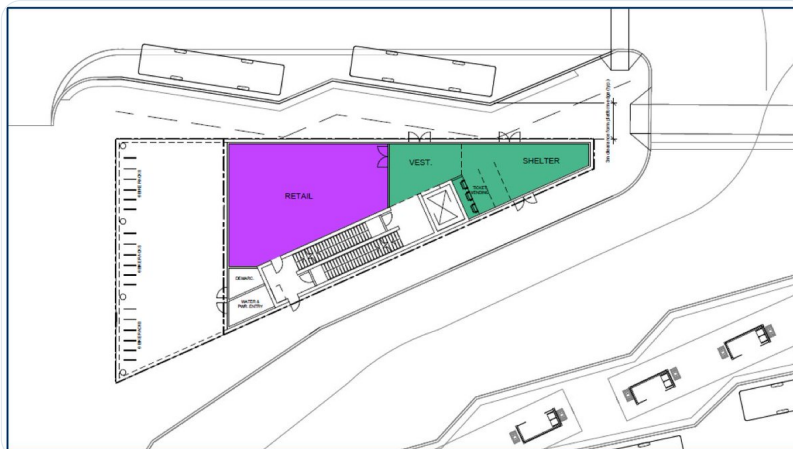
Ensuring accessibility for all



New planned revenue



In the future, this is what the new building at GCS is going to look like. This space is on Macdonell right across from Co-operators where the #12 Hospital bus parks now. Design process begins in 2024.



Ground floor will have vending machines, washrooms, and a place where you can buy passes/tickets from self-serve machines. Second floor will be staff facilities like a lunch room and offices.

Laura Catalano-Bragues, Supervisor of Scheduling and Service Planning, takes over to talk about the implementation of the 10-year route and schedule plan.

Year 1 Service Accomplishments

- Route 16 and Route 19
 - Re-introduced to conventional service ✓
- Route 99
 - 9-minute service in AM and PM peak on weekdays ✓
 - Route 99, Sunday service hours extended ✓

Year 2 Service Implementations

- May
- Route 10, Route 12 and Route 13
 - Increase to midday service from 30 minutes to every 20 minutes
- September
- Route 8, weekday and Saturday service increases to every 20 minutes in the AM peak, midday and PM peak
 - Route 19, extension to Stone Road Mall

Catalano-Bragues says that they're seeing 22 per cent of Sunday boardings on the #99 during the new earlier and later hours outside conventional service. Expanded Sunday service will continue next year with on-demand through the rest of the city.

96 Victoria, 97 Edinburgh will be coming in 2025 delivering people from Smart Centre to Clair-Maltby, while 98 will be a Speedvale spine route. These, along with the 99, will be considered core routes fed with more frequency and emphasis on grid structure.

On-demand growth.

On-Demand growth

Planned growth throughout the plan

- 5% expansion of hours each year
- Community routes introduced via On-Demand service where opportunities are identified
- On-Demand Sunday service hours introduced to match Route 99 Mainline extended hours

On the new #17 GO route through Guelph, Catalano-Bragues says that they've had talks with Metrolinx who say that hours of service and days offered will be increased if they see increased use on the current routes.

Obviously, this will have an impact on the City's own interregional plans.

Interregional

Exploring the viability of introducing interregional routes, such as:

- 2025, proposed Cambridge connection
- 2026, proposed Kitchener connection
- 2027, proposed Aberfoyle connection

The Future!



Questions start with Cllr O'Rourke asks about extending Sunday bus service, what would be the trigger? Catalano-Bragues says there are thresholds that meet industry standards that GT uses: 7 average riders on 1st and last trip gets an extra hour.

Catalano-Bragues adds that adding on-demand service is a step in the right direction and from there they hope to make a business case.

O'Rourke asks how we capture potential transit use for later in the day when buses end early. Catalano-Bragues admits stats can only get transit so far, which is why community engagement fills those gaps.

Cllr Caron asks if there was a business case for the addition at GCS. Clack-Bush says that as a ICIP project it came to council in a different way because of the funding deadlines. Admits staff is still in early phases of scoping.

Caron laments the under-utilisation of the train station, are we giving up on that. Clack-Bush says this is not an either/or proposition, but there's still a need for the new building at the other end of platform.

Holmes says they're on Metrolinx about the underuse and notes that their reason is that they're understaffed.

Caron asks if the digital boards will be lighted, because some will be in residential areas. McDonald says they're out for RFP right now, and are hoping to get a couple of options.

Caron asks if autonomous transit vehicles are still part of the discussion. Gerus says they will look at anything to help transit, but he doesn't think that even exists at the moment.

Caton says she's heard that there's a disconnect between mobility service hours and dispatch, any plans to expand dispatch? Catalano-Bragues says there's such high demand day-off bookings aren't always easy.

Caton asks if we're booking up so quickly, should we not get more mobility buses. McDonald says they're looking at that now and bringing back options for the multiyear budget.

Caton asks about making accommodation for people who are immune suppressed. Gerus says mobility operators have masks, there's a more person relationship there between mobility bus users and operators.

Goller asks about the 17% modal split goal for transit, can we do better? Gerus says that we're at 85-90% ridership return from pre-pandemic, but they need to do better. Guelph has high ridership compared to comparators.

Catalano-Bragues adds that the 17% matches DC study target and could be supported by modelling. Work on Gordon Street will be "amazing" for ridership, and shorter travel times and higher frequency will also have an impact.

Goller: So why not 20, 25 or 30%

Juste: We're updating the TMP every 5 years so we're re-evaluating constantly. If we're showing results, the targets can be altered upward.

Goller asks why Cambridge would be first for inter-regional? Catalano-Bragues says that there's still community outreach that needs to be done, but if I may: There's presently no public transit option btw Guelph and Cambridge.

Goller: Why 2031 to start Clair-Maltby terminal?

Gerus: That looks to be when the timing is right, but the plan is deft enough that if growth is happening quickly then they can make adjustments and start sooner.

Busuttill asks about crossing busy streets at stops. Catalano-Bragues says transit is guided to create as few mid-block stops as possible, and the ones that exist have been "grandfathered" in. Transit has had project for 3 months now looking at accessible stops.

Busuttill says that the one she hears about is on Elmira at Costco, and it's a bigger issue than transit users with the intensification coming there. She'll follow up offline.

O'Rourke asks if bus bays on the street, are we looking for a way to make sure stops aren't blocking traffic or bike lane. Gerus says it depends. Somewhere new in town, hope to get in their early for design. A bit harder in older parts of town.

Catalano-Bragues adds that the City is trying to transit to cycle tracks that go behind the bus stop, and some of these considerations are being made in the complete streets plan.

Back to transportation staff. O'Rourke says that it seems like a lot of pedestrians have been hit the last few months, and a lot of hit and runs, what are we doing?

Fridman says that they're looking at different tools to analyse things like a "post encroachment time", where cameras examine how close a driver came to hitting a pedestrian.

Cllr Klassen asks about metrics that might support an LRT. Juste says she doesn't have the industry standards handy, it was work the consultant did on the TMP though. She'll follow up.

Cllr Billings asks if staff is pausing on installing new speed bumps. Anderson says staff have been working with AAC to make sure they're using every tool in the box before going to the bumps and then doing it only one per block.

That's a wrap for this meeting!



[@threadreaderapp](#) unroll please!

...