

Moving Guelph Forward

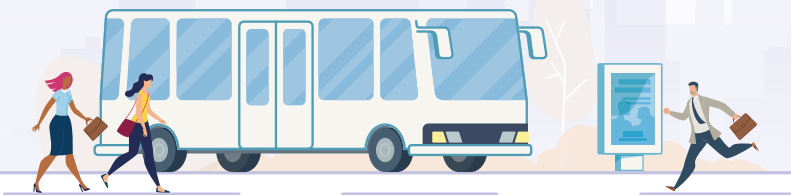
The City is updating its *Transportation Master Plan*.

Guelph is growing and how we move around the city is changing. We're exploring transportation options to make our city move better in every way

Our Transportation Vision

Transportation in Guelph will be safe, equitable, sustainable, complete, affordable and supportive of land use.

The vision represents the desired transportation future for our community and will steer the direction of the TMP.



What is a Transportation Master Plan?

The Transportation Master Plan (TMP) is a long-term strategy to shape how people and goods will move around the city for the next 30 years. It identifies what Guelph's transportation network will look like, what transportation infrastructure projects will be completed over the next several years, and what transportation policies and programs the City of Guelph will implement - all to align with the community's long-term vision for Guelph.

What is the Preferred Solution for the future of transportation in Guelph?

After evaluating four Alternative Solutions, **Alternative 3: Sustainability and Resiliency Focus** was recommended as the Preferred Solution for the TMP. It was approved by **Council on May 26**.

The Preferred Solution is made up of:



A Pedestrian Priority Network - a network of wide, landscaped and well-lit sidewalks in areas of highest pedestrian activity in the city



A Cycling Spine Network - a network of core cycling routes with separated or protected cycling lanes that are designed to support and encourage cycling by people of all ages and abilities

Moving Guelph Forward



A **Quality Transit Network** - a network of streets with frequent transit service where service or infrastructure improvements have been made to reduce travel delay for buses. This could include dedicated bus-only lanes in some places or at certain times of day.



Parts of a **Goods Movement Priority Network** - a network of arterial roads that permit truck traffic for more than just local service and which allow large vehicles to travel through the city efficiently without negatively impacting the safety of other road users like people walking or biking



A **Resilience Network** - a network of arterial roads that are designed for flexible uses such as patio extensions, dedicated lanes for different mobility purposes, curbside extensions, by-pass lanes, and more!

As a result, the Preferred Solution:



Improves the road infrastructure for people to bike, walk/roll, or take transit more comfortably while balancing the needs of drivers and all others on the road



Focuses on protecting space for a future core “resilience network” of complete streets across Guelph to improve all modes of transportation and make our streets safer



Plans for changes in technologies, transportation services, and personal travel choices that will impact the road network in the future



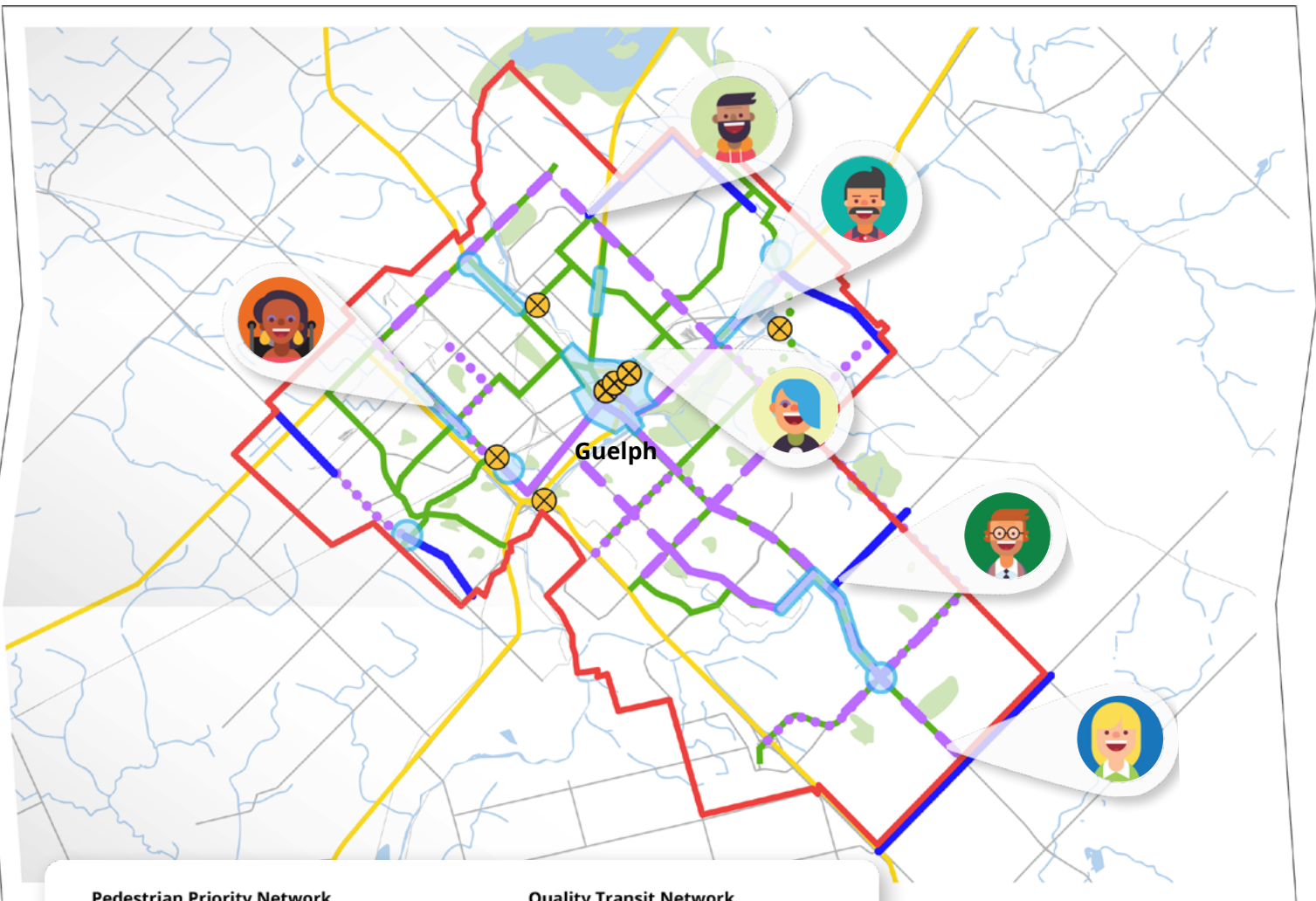
Proactively considers the possibility of future unknowns such as the potential long-term impacts of the COVID-19 pandemic without large impacts to property or heritage sites



Moving Guelph Forward

How will the Preferred Solution impact transportation in Guelph by 2051?

The TMP is a long term plan and the Preferred Solution, Alternative 3: Sustainability and Resiliency Focus, will be implemented over the next 30 years. To help us explain how changes to transportation in Guelph by 2051 will impact people’s travel, we’ve created a number of personas that reflect a range of perspectives and experiences with mobility in Guelph.



| | |
|---|---|
| <p>Pedestrian Priority Network</p> <ul style="list-style-type: none">  Enhanced Pedestrian Realm  New Barrier Crossing for Walking/Cycling | <p>Quality Transit Network</p> <ul style="list-style-type: none">  Potential Lane Conversion  Potential Widening to 4 lanes  Optimization only |
| <p>Spine Cycling Network</p> <ul style="list-style-type: none">  Core  Future Core | <p>Potential Resiliency Widening</p> <ul style="list-style-type: none">  |

Moving Guelph Forward



Jacky, 21

Jacky is full-time University of Guelph student and a part-time barista at a coffee shop downtown. They are also a proud resident of the Ward. The fully implemented Cycling Spine Network makes Jacky feel safe and comfortable riding their bike to classes, to work, for errands like grocery shopping, and to meet up with friends. Having safe and convenient cycling connections lets Jacky live comfortably without a car - which helps them save money.



Sarah, 42

Sarah lives in a single-car household in Clair-Maltby. Her partner needs their car for work so Sarah takes a bus to her job in a factory in northwest Guelph. The implementation of the Quality Transit Network along Gordon Street and Woodlawn Road has resulted in many efficiencies for Guelph Transit buses, so Sarah's commute has become a lot shorter, leaving her with more time to spend with her family.



Imani, 39

Imani, a full-time power wheelchair user, just moved into a condo in the vibrant Silvercreek Parkway intensification corridor. The enhanced pedestrian realm on Silvercreek Parkway has resulted in wider sidewalks for Imani to feel safe and comfortable rolling in her neighbourhood. Imani works from home so she also gets opportunities to get lunch delivered as a "treat" by small driverless delivery vehicles that have become a common sight on Guelph's streets and can stop and offload products without impeding traffic flow. They save money.



Adnan, 41

Adnan is a single father who lives with his elderly parents in North Riverside. Adnan works in Kitchener and on most days, he commutes using the Kitchener Line of the GO Train, which has been operating all-day in both directions for the last several years. A few times each month, he drives his vehicle (with autonomous capabilities) to work, which is more convenient now that the new Highway 7 connects Guelph to Kitchener. Adnan's parents walk his two children to school along the complete streets that make up their neighbourhood. Outside of work, Adnan also loves to see his children ride their bikes comfortably from a young age on the Cycling Spine Network.



John, 55

John lives in north Westminster Woods and works in Guelph's Innovation District. With many improvements to public transit, cycling infrastructure, and pedestrian realms over the last several years, many people travelling to, through, and from Guelph no longer drive. The resulting reduction in traffic congestion and improvements to Arkell Road with the real-time traffic congestion management technologies that the City of Guelph now uses have made John's drive to and from work in his electric car more efficient. This leaves John with more time in the evenings to spend with his partner to do things like go for strolls down Stone Road and Gordon Street where they can stop to shop, get dinner, experience street festivals, and visit friends who live there.



Francesco, 65

Francesco recently retired from his job in Downtown Toronto and downsized his house by moving to a townhouse north of Downtown in an infill development. Downtown Guelph is a short and convenient bus ride away from his new home thanks to the Quality Transit Network. With his new free time, Francesco loves attending events in Downtown Guelph, where streets are often partially closed for live music performances and restaurant patios in the summer and during festivals. He also enjoys going on strolls through the downtown and on the trails by the Speed River, which is made easier with all the new active transportation crossings across the river and the train tracks.

Moving Guelph Forward

Join the conversation!

We are now in the final stage of the TMP update. For project updates, information on current engagement opportunities and to sign up for updates, visit the

project engagement page



For more information contact:

Jennifer Juste

Manager, Transportation Planning
Phone: 519-822-1260 extension 2791
Email: transportation@guelph.ca