

## Guelph Coalition for Active Transportation 2022 Municipal Election Active Transportation Questionnaire Candidate Responses

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### Ward 1 Candidates:

Dan Gibson	<p>I give Active Transportation a “C” Grade in Guelph. We are getting by but there is still much that can be done. Continuing to work on separate bike lanes and infrastructure takes a long view but we are getting there.</p>	<p>I believe a multi-use path along the future re-constructed York Road will be an amazing amenity for the city as well as promoting Active Transportation. Currently, there is a trail link breakage along Watson Trail around the Loblaws property at the bottom of Starwood and Watson that I’d like to see connected. Finally, linking Cityview Drive over the CN rail line is an important linkage in our Active Transportation Network that I would like to see achieved sooner rather than later.</p>	<p>As staff review and continue developing our Net Zero 2050 Pathway as well as our Asset Management/Renewal Plan, I stand ready to approve funding for infrastructure renewal and enhancements to our Active Transportation Network.</p>	<p>Being a Suburban eastender I will admit to being a bit car dependant 😊. That being said however, as new amenities arrive each year east of Victoria Rd, I am appreciating the ability to starting walking/riding a bike to various destinations.</p>
Dhruv Shah	<p>The City of Guelph has made excellent progress developing the on-road cycling network in recent years, and the length of on-road bike lanes has been more than doubled since 2008. The off-road (trail) network complements the on-road network and the City currently has over 110 linear kilometers of off-road trails.</p> <p>Council will consider the Transportation Master Plan to improve how people and goods move around the city.</p> <p>City Staff will also build a protected cycling network and a core on- and off-street active transportation network that is maintained throughout winter, implement a staged quality transit network and update the transportation policies in the Official Plan.</p>	<p>Improve the trails for e.g. Improve the trail from Guelph Lake to Victoria Road Need to develop more on-road cycling network Expanding trail maintenance in winter. Winter maintenance provides critical access to schools and helps with dispersal of traffic around schools</p> <p>I will advocate to increase more bicycle parking and improve bike security. I will advocate to increase the quality, quantity and safety of active transportation. I will also advocate for more municipal lights in the trail system. I will support the Guelph Coalition for Active transportation Mission and Vision.</p>	<p>I will advocate Bicycle Friendly Guelph and support Guelph’s Transportation Master Plan and Guelph Cycling Master Plan</p>	<p>In our family My wife and our son are taking Guelph Transit for their job and school across the city. During summer we access trails and ride a bike. We like to go to the Arboretum trail.</p>

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Erin Caton	<p>C. We have great trails and especially compared to other cities, they are very impressive. However, they don't connect well to the street infrastructure and there are safety and accessibility issues. Where and how they meet at streets needs to be improved for flow. They are not all ability trails, we need grade maps to show hazard area and for routes to be clearly marked as wheelchair accessible. Our streets are lacking bicycle lanes, and we have very few protected bike lanes. Wide streets like Grange, Woodlawn and Eastview. could have safe cycling, and should have traffic lights and crosswalks every 30 - 60 metres so that people can cross safely regardless of their capabilities. We need to consider safety of active transportation, lower speeds across all streets and fix the issues with long gaps between crossing options.</p>	<p>Safe frequent crossing options (stop signs, cross walks, traffic lights) need to be implemented at 30 - 60 metres which are the suggested minimums for accessibility. I would propose we upgrade these before the AODA 2025 deadline. Adding in bicycle infrastructure on streets that do not have bicycle lanes that can support them is very important. I know we are moving towards these improvements with larger projects but there are areas that could have a painted interim solution and I would urge the city to implement those where possible. Lowering speeds on all streets would make it easier for active transportation on streets that cannot support bicycle lanes and would also make it safer for pedestrians. This is a prudent move.</p>	<p>I'm fully committed to supporting funding for safe infrastructure that enables active transportation. Making the city easier to walk, bike, and wheel through for people of all abilities is one of my top priorities. Safety, accessibility and active transportation needs are all heavily entwined.</p>	<p>I ride a fat tire adult trike and have been cycling throughout the city for many years. Especially during my campaign, I have been running into many issues. My bicycle is much wider than most, so I hit all the hazards in the road. I had to have the speed bumps on Starwood Dr. fixed because they placed them over the bike lane and I couldn't ride down the road at all. I have to veer into traffic on Victoria Rd North because the bike lanes are full of pot holes. My daughter also rides a large trike and cannot see the bike lanes because the paint is worn. We need to consider all types of active riders because I seem to run into all the issues that exist and only my tenacity has kept me on the road. There's a lot to improve and I'm very motivated to make those changes happen.</p>
Michelle Bowman	<p>I give the City of Guelph a C- on active transportation infrastructure. Guelph is on par with other North American cities with respect to the length of cycling trails per capita and has lower than average fatalities. Similar information on walking trails would be helpful.</p> <p>Although the city has a concrete plan for improvement, we need concrete target dates and reporting/ review requirements. There is also little connectivity of trails within the city and it should be prioritized.</p>	<p>The three most important active transportation issues in Ward 1 are 'void zones', lack of connectivity/ destinations and interference with speed bumps.</p> <p>There are only a few hundred feet of walking trails and a complete lack of cycling lanes in both the Brant neighbourhood south of Woodlawn and the north west section of Grange Hill East (i.e., between Speedvale and Eastview, west of Starwood).</p> <p>There is also sparse active transportation on both side of Victoria Road so there is no connection between Ward 1 and the rest of the city – this is especially problematic due to the lack of amenities.</p> <p>The longest stretch of bike lanes on Starwood Drive have been made less accessible and more dangerous with the installation of speed bumps.</p> <p>Collectively, these issues lead to underuse of the infrastructure that does exist.</p>	<p>My overall commitment is to prioritize the wellbeing of people and the environment in every city council decision. So, as a minimum, I would ensure active transportation is prioritized in the budget as well as in all scheduled infrastructure upgrades. I would also ask the city to set concrete target dates and reporting requirements. Guelph is in a position to go beyond meeting the low North American bar and show leadership in active transportation as well as overall sustainability.</p>	<p>I have an older but still very active/ demanding Labrador Retriever so I have no choice but to use local walking trails in my Grange Hill East and surrounding neighbourhoods a few times a day. I'd like to be able to walk and/ or bike more to shop, socialize and volunteer but there are few amenities in Ward 1 within walking distance and I don't feel safe biking around the neighbourhood let alone city. I'm looking forward to a safer and more connected active transportation network!</p>

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Ward 1 Candidates Chidi Nwene and Thai Mac did not respond

### Ward 2 Candidates

Elia Morrison	<p>Maybe a C? We have some great multi-use paths, and a growing network of bike lanes, but in my experience they have a tendency to end abruptly - often in unsafe locations. We need to build a comprehensive network of protected bike lanes to enable people to get out of their cars and on their bikes, and ensure that bike lanes, sidewalks, and multi-use paths are properly maintained and cleared year round.</p>	<p>Active transportation needs to be safe, convenient, and accessible. I would work to ensure we build protected bike lanes and implement traffic calming measures so pedestrians and cyclists feel safe using the infrastructure. I would push to complete our network of bike lanes and paths so that they go where people need them to, and importantly have plentiful and convenient options to lock their bikes when they get to their destination. We need to make sure our active transportation options are accessible for everyone who wants or needs to use them, from proper sidewalk clearing in the winter for physical accessibility to tactile features for those with vision impairments, or simply installing benches and rest areas at regular intervals, there are many simple but important things we can be doing better.</p>	<p>I will push for active transportation options to be properly funded and prioritized as part of our citybuilding. I would also want to ensure that any updates to our existing streets explore the option of including traffic calming measures and cycling infrastructure to ensure active transportation is a safe option for people to choose in their neighbourhoods and for their longer trips.</p>	<p>I don't drive, so I believe I can answer from a unique perspective. As a pedestrian I love to walk through our city, but in the winter I'm constantly frustrated by how hard it becomes to get around. I'm relatively young and relatively fit, and if I experience difficulty walking in our city I can't imagine how hard it becomes for our elderly or disabled community members to get around on our sidewalks. As a cyclist I'm generally comfortable and able to get around the city easily and freely, but I can plainly see why many people end up riding on the sidewalk or leaving the bike at home. We need to ensure that people feel like active transportation is a safe and convenient option for everyone in our city.</p>
Morgan Dandie	<p>I would give the current active transportation infrastructure in Guelph a grade of C. I grew up in Burlington, through the 70's and 80's, where I could ride my bicycle most places I wanted to go without having to be on any major roadways; I also roller skated along many of those same routes. The combination of pleasant off-road areas to walk and an excellent grid oriented transit system, enabled to avoid getting my drivers license until I was almost twenty. This is how I envision active transportation infrastructure. I believe we need to look in to having "powerline" trails, which includes more trails alongside Guelph Junction Railway lines, similar to those along the Speed River in Ward 2. Keeping active transportation separated from vehicular transportation</p>	<p>Protected and separated active transportation lanes are essential along Woodlawn, Speedvale, Eramosa, Wellington, Elizabeth and York in Ward 2, and in conjunction with Ward 1 along Victoria, Ward 3 along Woolwich/Norwich/Gordon, and continuing along Gordon through Wards 5 and 6.</p> <p>Moving to a modified grid transit system with aligned bus intervals of 15 and 30 minutes at transfer points is essential. Until we have a well aligned system, or have completely free transit, there should be a two hour transfer period to allow for problems across the system. I Along the 99 transit route, having a transit dedicated lane, or transit priority where a separate lane is not possible, in conjunction with an express bus that</p>	<p>As a transit user, I have been very interested in the changes necessary to effect the modal shift goal, and have been discovering that our goal is inadequate. this will not be popular with many, and I believe one way we need to examine an increase in funding is to stop subsidizing parking downtown once the Baker District and Downtown Revitalization are completed. We need to turn the downtown to an active transportation zone. I would like to investigate how we could implement a "shuttle" system within the core to allow us to close it to vehicular traffic to allow those with mobility issues to access everywhere without needing to worry about parking close to their destination.</p> <p>Examining each line of the budget with a climate lens, and identifying every opportunity to add to avenues to fund active</p>	<p>I walk and take Guelph Transit. In March 2020 I gave up personal car ownership and joined the local car share to have access to a vehicle for the one or two times per month a car makes my life easier. I enjoy having the somewhat slower pace of life that is necessitated when one is not able to get from one place to another without thought and planning.</p> <p>If elected to Council, I will be looking in to purchasing a used electric bike. Although I cycled everywhere as a teen in Burlington, multiple knee injuries and the hills in Guelph preclude me from being able to pedal here, so having the electric assist is essential!</p>

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	<p>is something I would like to see be a reality everywhere in Guelph.</p>	<p>doesn't go to either the Central Station nor the University, as an interim measure to reduce the travel time in the north/south corridor, would help increase ridership. As we move to electric busses, I wonder if there is the opportunity to add bike racks to the rear of the vehicles.</p> <p>I tend to choose walking as my primary mode of transportation. When the railway closed the crossing on Dublin, it was a great disservice to people, not only in the neighbourhood. I used to walk down to Royal City Park along Dublin, now if i want to go there, I am forced to walk through the concrete corridor that is Gordon from Macdonell to Waterloo. Although not in Ward 2, restoring the connectivity at the Dublin crossing is something I believe is required for our active transportation infrastructure and maintaining the remainder of the rail crossings is essential to keep us connected.</p>	<p>transportation and public transit will be a focus for me in every budget.</p>	
Rodrigo Goller	<p>I would give our active transportation network a D-. We have very few separated bicycle lanes and our network is not connected. We have to work harder to create a city-wide connected active transportation network that is connected and allows people to ride their bicycles to get to work and go shopping year-round.</p>	<p>1) Appropriately resourcing Moving Guelph Forward, the City's Transportation masterplan. This plan identifies a Spine Cycling Network on Woodlawn, Speedvale, Stevenson, Victoria, Emma, Elizabeth, York, Wyndham and MacDonell Streets. This include building the Emma to Earl bridge and creating enhanced pedestrian areas in the downtown and the Eramosa/Stevenson area.</p> <p>2) Separating bicycles from cars and trucks. Many of the streets identified in the Spine Cycling Network currently have bicycle lanes on the same roads as cars and trucks. I will advocate for all new bicycle lanes to be physically separated from cars, so it's safer for riders of all ages to use the active transportation network.</p> <p>3) Enforcing rules of the road. I hear from many people who are hesitant to ride their bicycles or let their kids ride their bicycles because too many drivers are going over the speed limit and rolling past stop signs. I will</p>	<p>I will support fast-tracking the City's Transportation Masterplan - particularly by moving forward the timeline to shift from a hub-and-spoke public transit system to a grid system. I believe that a more effective and easier to use public transit system need to go hand in hand with a better connected active transportation network.</p>	<p>I grew up using public transit and riding bicycles. I've relied on bicycles as my primary form of transportation during the 3 years that I lived in Toronto. It would take me about the same time to ride my bicycle to work, as it would to take the bus, so during that time I rode my bike to work most days and would only take the bus during the coldest part of winter. Here in Guelph, I did not own a car between 2014 and 2016. During that time, I used my bicycle as my primary mode of transportation to get to work, get groceries and get around. I used to work at City Hall and I lived on Glasgow Street, and later on Sanderson Drive. When I lived on Glasgow, I would use my bike to get groceries and I would walk to work. When I moved in with my wife and we were living on Sanderson Drive, I would ride my bicycle to work at City Hall, and occasionally take public transit on inclement weather days.</p>

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		<p>continue to advocate for additional red-light cameras and speed enforcement cameras to be put in place to enforce speed limits and safe driving. Speed control cameras are limited to school zones and community safety zones. I want to pass bylaws creating new community safety zones along major intersections, and areas of the City where people are breaking the speed limit on a regular basis. This will allow us to place speed control cameras on those areas, to control speeding across Guelph.</p>		
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Ward 2 Candidates Carly Klassen, Bill Cottrell, Raymond Sartor, Ray Ferraro and Rob Osburn did not respond

### Ward 3 Candidates

Kevin Bowman	<p>(C-) Active transportation infrastructure exists but has gaps, is not extensive enough and some portions are not safe as they are just painted onto the road. Guelph needs to prioritize transportation infrastructure for pedestrians (including active transportation) and transit. This will reduce congestion, air pollution, noise pollution, maintenance costs (taxes), parking lots, carbon emissions, etc. It will increase physical and mental well-being, safety, etc. I also want to see the City make a very clear distinction between a road (for cars) and a street (for people/pedestrians) and NOT mix the two resulting a a "stroad": an expensive piece of infrastructure that is bad for both cars and people/pedestrians.</p>	<ol style="list-style-type: none"> <li>1. More multi-use pathways separated from roads/streets</li> <li>2. Safer crossings on major roads</li> <li>3. Better connections between existing paths</li> </ol>	<p>I very much support a modal shift to more active transportation and transit use. In fact I don't think the City's current goals are ambitious enough. If elected I will advocate for setting even bolder goals, shorter timelines to meet those goals and the appropriate funding to achieve those goals.</p>	<p>I have lived in Guelph for over 16 years and only owned a car for 3 of those years. I walk and cycle most places and use transit, taxis and the local car-share and car rental companies for the rare occasion I need a vehicle.</p>
Luc Cousineau	<p>I give the city a D. For a very long time this was hardly a consideration in the city, and now we are (unsuccessfully) trying to play catch up. It is like suddenly we have discovered that there are other ways to get around that don't involve cars...magic! There are some places where we have created some cycling infrastructure, for example, but even this is</p>	<p>Intersections are dangerous – it is well known both academically and colloquially that intersections in the way they are built with our current road infrastructure are super dangerous. We also know that there are better ways to address the needs of walkers and riders at intersections that help prevent the very preventable injuries and deaths suffered by these people. Across</p>	<p>Fixing a system that was built without the environment in mind from the beginning is going to be terrible and cost a tonne of money, but lets get to it already. Every moment that we spend winging about the cost of these things they get more expensive to do. The time is over for excuses about technologies not being far enough along, or the timeframe being too long/short/unrealistic/etc. We are living through the heat-death of</p>	<p>I am a frequent commuting cyclist as it is the preferred mode of transportation for my toddler. We ride to school nearly every day we are able which takes us on a journey through the ward, including downtown. This ride takes about 10 minutes in the downhill direction, and slightly longer the other way. On this ride, in 2022 (May-September), we have been nearly struck no fewer than 5 times, including at least two at the</p>

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	<p>done is half-measures. The science on active transportation is very clear, that divided bike lanes and walking paths increase use by significant margins, reducing the number of cars on the road, as well as creating better spaces for small business and local economies. There is no doubt that this is true (see the history of Ciclovía in South America for one of many examples of ways we can be better at this). We need to change the city's perspective on cycling, walking, and municipal transportation to one that favours these ways of moving, or at the very least provides them equal opportunity, safety, and affordance as cars. Riding my bike with my toddler can often be dangerous, and part of that is the city being unwilling to make it safer for us.</p>	<p>ward 3, we have people of different socio-economic statuses who use active transportation for different reasons, but we are all equally susceptible to being injured or killed in these spaces. We need to implement the types of traffic control measures used in cities all across Europe that help prevent pedestrian and cyclist deaths, especially in large and high-traffic intersections like those at Willow and Silvercreek, or the downtown 5-way intersection at Paisley and Norfolk.</p> <p>Bike Lanes are inconsistent, unprotected, and invaded – What is the point of having bike lanes at all if they do almost nothing to protect cyclists. This is said with a bit of sarcasm (bike lanes even with no protection are still useful and help keep cyclists safer in some ways), but the science is very clear that divided bike lanes are both significantly safer and better used. To be clear, divided does not mean with flexible delineators, as these do very little to protect cyclists. Unprotected bike lanes are also frequently invaded by cars, especially those turning right. I have had to avoid several collisions with cars when this has been the case, and while I understand that this is the responsibility of drivers, if there are no punishments until a driver kills someone, examining this from the angle of personal responsibility is ineffectual and dangerous. This also goes for cars parked in the bike lane, stopped in the bike lane, or occupying the bike lane in other ways making cycling more dangerous. We need better enforcement here. Last, bike lanes sometimes stop and start at random. For example, the bike lanes that along Woolwich at Speedvale stop before the intersection, then resume a distance from the intersection. This creates an unsafe space for cycling in this zone, which is already very dangerous as an intersection. Why?</p> <p>Unmaintained sidewalks and walkways in winter – One of significant barriers to winter active transport in</p>	<p>our own ecosystems during the summer, and wide-scale unpredictability in our weather systems in the winter. We can't debate if the money can be found anymore, we need to find it. Perhaps there are efficiencies to be found in other aspects of the city's budget where we spend nearly 20% of total. Money won't matter if we can't grow food or go outside.</p>	<p>intersections of Paisley and Norfolk and at least three where cars have invaded the bike lane either (almost) into us, or just ahead of us. Two of these incidents required hard braking and maneuvers by me to avoid myself and my toddler being seriously injured. All these incidents involved motorists being either ignorant of, or ignoring us as cyclists and could have resulted in serious injury or death for me and/or my child. We always ride with lights, and carry all required safety gear when we ride, but it can be scary.</p>
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		<p>Canada is maintenance. The solution to this issue is not city-powered snow clearing, as anyone who has walked Paisley in the winter can attest that city snow clearing of sidewalks often makes them less passable even for those without mobility challenges. The solution is to compel homeowners to clear sidewalks of snow and ice codified in bylaw. I think it appalling that Guelph does not have a bylaw like this given that it has a strict and enforced bylaw about the height of plants on the boulevard of homes. Here again, another example of car-centric and people-ignorant policy and law. Time for a change here.</p>		
Phil Allt	<p>C+ We need dedicated bike lanes separated from roads and sidewalks. They are sidewalks not side rides. Roads are too frightening for many bike riders and those using alternatives to automobiles and public transit. I do like Guelph has buses equipped to take bikes.</p>	<p>Bike lanes often stop never to resume on busy roads. Connectivity needs to be expanded. Trails are in short supply in some of the poorest areas of Ward 3 ie Willow Rd area. In fact, in many parts of W3 - you can't get there from here to quote Yogi Berra.</p>	<p>I am quite prepared to support financing for more active transit and multi use trails. I would be wholeheartedly in support of dedicated discreet bike and active transit lanes on major thorough fares.</p>	<p>Biking, hiking, scuba diving, walking wherever I go. I consider swimming active transit as well although some might disagree. I put my bike on the bus, I have used trains in Europe for biking. I am proud to say I biked around Paris's Arc de Triomphe, throughout London England, Holland and even had to go in to East Germany to rescue my bike which got lost on an East German train. I have hiked the Rockies, the West Coast Trail, the Bruce Trail, some of Hadrian's Wall, When I travel I walk everywhere.</p>

Ward 3 Candidates Dallas Green, Nathan Ford, John Bertrand, Sam Elmslie and Michele Richardson did not respond

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Ward 4 Candidates				
Linda Busuttill	D - while the city has made great strides to create bike lines there is need for greater connection, at least from the west-end where the Hanlon is a significant barrier to accessing the rest of the city	<ol style="list-style-type: none"> <li>1. Metrolinx underpass - prior to the addition of the 6' fencing of the rail line, even though safety is an issue, many of the Westwood youth and families would access Paisley and Stephanie Drive intersection over the rail line; families report that it is harder to access sports and other activities, youth want to visit with friends; the Metrolinx underpass study will be important to Ward 4 residents and will assist with connecting active transportation options</li> <li>2. connectivity - the Ward 4 residents have found that the linkage of trails and bike paths throughout the west-end and the connection to the river and nature is lacking</li> <li>3. sidewalk clearing - this has been an issue raised prior to my municipal campaign, clearing around bus stops, clearing sidewalks for school children, parents with strollers, pedestrians, for assisted devices are forced to walk on the road</li> </ol>	<p>This is a great commitment and I support all efforts to increase public transit use and a culture of public transit. I would like to speak to an issue of Equity of Opportunity that was brought to my attention by families, mainly with children, along the Westwood corridor. In the summer of 2021 I worked with the Children's Foundation to provide bikes to children and youth, this conversation and area of support extended into a conversation and meeting this year in 2022, I believe CGAT was also at the table. While we want to encourage the use of active transportation, specifically bikes, there has to be a recognition that not everyone has access to bike storage [or for that matter sled storage, or skate storage etc].</p> <p>In the meeting with the Children's Foundation I raised the struggle of families along Westwood Road who can't find bike storage in their building, no close storage means that active transportation is not an easy mode for many youth and children. When I speak about development projects I have raised the need for a bike storage area and that this should be reflected in the site plan and Urban Design Guidelines.</p> <p>While I am committed to active transportation and our climate goals, I am concerned that many of the systems we put in place serve the privileged.</p>	<p>I am from Italy and Malta and in my youth I cycled a lot through many countries. When I had children back here in Guelph we cycled with the "bike choo choo", and later with the kids bikes linked to ours, that was a long time ago and precarious as there were no dedicated bike lanes. Now we bike for recreation, occasionally taking our bikes from the west-end to the Guelph Market downtown. We still find traffic lights with short timing, hard to get through sometimes. Going from road to trail to dirt paths is uncomfortable, but I believe that Guelph is going in the right direction with bike paths.</p>
Adrian Salvatore	<p>Our current cycling network is unfortunately very patchwork. Some areas are served decently, other areas are very poorly served. Our walking infrastructure is better connected, though many areas in our city are not inviting to pedestrians. Crossings are often quite spaced out, and many intersections de-prioritize pedestrians. Overall I would rate our network to be around a "C".</p> <p>To improve our cycling network, focus should be placed on improving connectivity. I'm supportive of continuing to create bike lanes along the proposed cycling network. Though consideration should be made to implement separated bike lanes instead of</p>	<ol style="list-style-type: none"> <li>1. Access between the neighbourhoods of Ward 4</li> </ol> <p>The train tracks running through Ward 4 result in limited connections between West Willow and Parkwood Gardens. This can cause long detours and awkward routes when moving between the neighbourhoods using active transportation. The tunnel connection being looked into at Margaret Greene Park would go a long way to improving connectivity within the Ward.</p> <ol style="list-style-type: none"> <li>2. Access between Ward 4 and the rest of Guelph</li> </ol> <p>Accessing the rest of the city from Ward 4 is currently quite challenging both as a cyclist and as a pedestrian.</p>	<p>I am supportive of allocating funding toward active transportation to achieve the modal shift targets outlined in the Transportation Master Plan. Active transportation infrastructure is generally much cheaper to both build and maintain than car based infrastructure, for similar throughput. There is a strong business case for adequately funding this infrastructure.</p>	<p>I frequently enjoy using active transportation for in town trips. My experience varies wildly depending on the trip I'm making. Short trips within Ward 4 are generally okay, there are some sections with no dedicated bike lane that are less comfortable.</p> <p>Trips outside of Ward 4 are less pleasant. Generally the worst part is crossing the Hanlon. From my location, often the shortest route is going along Wellington 124, then turning onto Waterloo once I've crossed the Hanlon. This route feels very dangerous, much of Wellington 124 doesn't have bike lanes, though they do appear briefly at the overpass. The lanes at the overpass go through the high speed slip lanes on and off of the highway. This results in uncomfortably close vehicle passes.</p>



## Guelph Coalition for Active Transportation 2022 Municipal Election Active Transportation Questionnaire Candidate Responses

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	<p>shared use lanes where feasible. For our walking infrastructure, a major area of improvement that has been shared with me by many residents would be increased pedestrian crossing frequency.</p>	<p>Navigating across the Hanlon is not very inviting, and can be quite dangerous. Though the crossing at Westwood is grade separated, it doesn't have a cycle lane, and connects to Silvercreek which also lacks one. The crossing at Wellington 124 is unsafe for both pedestrians and cyclists as it involves crossing multiple high speed slip lanes. Lastly the crossings at Paisley and Willow are large, offering little pedestrian comfort or protection. Focusing on improving our connectivity along roads like Paisley, Wellington 124, and completing more of the proposed cycling infrastructure would be the first step to improving connectivity greatly.</p> <p>3. Overall safety</p> <p>For our residents to choose active transportation, they must feel safe and comfortable doing so. Understandably, many residents don't feel safe crossing a busy street on foot, or biking meters away from traffic unprotected. I'm supportive of implementing "AAA" Cycling infrastructure along the identified cycling spine network. Also working to proceed with our proposed trail network identified in the Guelph Trail Master Plan where feasible.</p>		
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Ward 4 Candidates Christine Billings, Brendan Clark, Anne-Marie Blackadar, Justin Van Daele and Hitesh Jagad did not respond

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Ward 5 Candidates				
Alex Green	D. For starters, there are some places that just plain don't have sidewalks, with no indication that they're coming to an end before you get there. At the very least, every street should have a sidewalk down one side. The streets themselves are in such poor shape that biking can be incredibly hazardous just based on the probability of hitting a major pothole.	1) Lack of bike lanes on Edinburgh north of Stone. It's a major North-South route and it's dangerous to ride on. 2) Complete lack of sidewalks on several side streets. If you want to walk anywhere, I hope you like walking in the middle of the road. 3) General poor condition of roads and sidewalks. The solution to all three is increased infrastructure spending with a focus on making it easier to walk, ride, or roll around the city.	I'm going to encourage development that encourages active transportation and makes it more convenient to walk, bike, and roll than to drive. One of the best ways to reduce emissions is to make it easy for people to get where they're going without a car.	I walk everywhere I can, and frequently, that means walking in the middle of the road, or on the edge of the ditch. This will never be a truly livable city until you can make it down every street without putting yourself in the middle of traffic.
Cathy Downer	Grade C The recent approval of the Transportation Master Plan, Guelph Trail Master Plan and the 2017 recommendations in the Active Transportation Network Study are all excellent movements in the right direction. I am committed to implementing the recommendations. However, we will need to be more strategic if we want the modal share of 10% cycling and 15% walking as identified in the TMP. People need to feel safe and I look forward to the outcomes from the Protected Cycling Network Study.	1) Trail connection under the Hanlon on the north side of the Speed River to connect the trail system. 2) Sidewalk needed on Victoria Rd between Decorso Dr and Arkell Rd. There is a commercial plaza at the intersection of Arkell and Victoria but many new residents along Victoria Rd S do not have safe, walkable access to the plaza or the transit stops. 3) Protected or separated bike lanes I have been advocating for all 3 of these and will continue to do so. I believe #1 is underway with the partnership of the Guelph Hiking Club.	We know that 25 - 100% of the costs will be covered by Development Charges. I am committed to supporting the Budget investments for Active Transportation recommendations set out in the TMP. We all need to understand that these investments are much, much smaller than what would be required in road construction/reconstruction if we don't achieve our goals. I am open to exploring opportunities to increase funding in consultation with the community and our staff.	I am not a cyclist but have been a walker most of my life -both for recreation and as a means of transportation. I live close to the Downtown so that has made it convenient for me.
Leanne Caron	Grade: C. We've got ambitious policies to support active transportation, but implementation is slow. Focus has been too much on on-road bike lanes, and in my opinion, more resources should go to creating off-road (trails, short-cuts) and mixed-use separated lanes.	1. Connectivity. There are too many broken linkages in Ward 5. The biggest barrier is under the Hanlon and over the Speed River at the western edge of Silvercreek Park. I have been, and will continue, to champion getting these projects completed. 2. Edinburgh Road, between Wellington and Stone. A safety nightmare that needs to be addressed in the capital budget. 3. Royal Rec Trail - improved winter maintenance in the operating budget.	As one of the movers of the Net Zero motion, I support the investment of additional budget resources to implement the plan. There are 25 recommendations to get us to the 2050 target, at a cost of \$3.2 billion (over 30 years) with a return on investment (savings and revenue) of \$4.9 billion. As your city councillor, I will advocate for moving these investments forward faster, strategically with other capital projects, so that the modal shift is accelerated. One recommendation that I will champion sooner than later is funding directed to increase our urban canopy. We've lost ground due to Emerald Ash Borer. Although it is a carbon sequestration contributin to our Net Zero goal, it is also essential for active transportation goals to have all active transportation routes well-shaded for pedestrians, transit stops, etc. Walking or cycling in an urban area without shade trees is not a pleasant experience (heat, air quality, wind, etc.). Those who have no choice will walk/bike out of necessity. A true modal shift will only happen when those who have cars and other	I walked and biked to work regularly until I moved further away from my employment in 2017, so I now drive an EV. I recently modified my bike with a Swytch so that I can manage the Gordon Street hill (my nemesis) to get me back to cycling to work. My kids biked to high school using Edinburgh Road, hence my fear of that stretch. My son was hit by a car turning right (driver error). Other than that, most of my active transportation is recreational, using local trails wherever possible. I do NOT enjoy using arterial roads. As a pedestrian, I choose routes with mature trees for shade, see answer above about increasing investment in urban canopy.

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			choices, consciously change their transportation mode -- so we need to make active transportation a more enjoyable "choice".	
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Ward 5 Candidates Lana Haines, Hesham Genidy and Denese Renaud did not respond

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### Ward 6 Candidates

Craig DiSero	I give a C. I think our system is inefficient because it is based on a spoke and wheel infrastructure. For many people who want to use transit, this system adds too much wasted time to their commute.	In Ward 6 we need more on demand options. We need the Clair/Laird area of businesses to have added sidewalks and street lights to make it a safer area to walk and/or take transit. Lastly, we need Gordon street to remain with four traffic lanes with a centre left turn lane to help ease congestion.	In my opinion, our current plans are like trying to fit a square peg into a round hole. Our city is too sprawled out and has grown up with the car. We have large areas that are only housing, and then large areas of stores and businesses. This is not conducive to walking or anything but cars. We need to face reality and recognize that our residents want to drive and need their personal vehicles. What we need to do as a city is offer incentives to purchasers and sellers of electric vehicles and disincentives to purchasers and sellers of 'gas guzzlers'. Instead of fighting against personal vehicles we need to accept they are the way of life in our province and do things to help our residents.	I do not use transit as I find it too time consuming. As most parents I know, transit is slow and inconvenient. My children use transit occasionally to get to and from school which is helpful when we are busy.
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Ken Yee Chew	<p>B- // The City of Guelph inherits a rich network of trails, parks and open spaces that make up the ecological and recreational network. Ward 6, in particular, has an interconnected network of naturalized trails and open spaces that interlace throughout the forested meadows of Preservation Park to Westminster Woods. Guelph is also fantastic for off-roading bicycling and has a very well established organization. All this is to say that we need to be more mindful of integrating active transportation infrastructure in our urban centres. For example, the City is currently undergoing the Protected Cycling Network study. During this process, it will be important that we take in strong community feedback and apply a context sensitive approach to any physical interventions, especially along the major transit corridors like Gordon Street.</p> <p>I believe we also need to encourage active</p>	<p>1. Stronger wayfinding and signage throughout on and off road mixed use trails.</p> <p>In order to provide value and dependency for our trail network, we need to make strategic investments to boost the quality and perception of our physical environment. Most people are visual observers and strong wayfinding and signage are very powerful tools that can help change the perception of a space for the better. I believe that many of our parks and trails in Ward 6 are hidden secrets that deserve more attention and awareness. By investing in cost-effective wayfinding and signage upgrades, we can work towards just that.</p> <p>2. Improved design and context sensitive interventions for AT infrastructure along the Gordon Street Corridor and Downey Road.</p>	I am a strong advocate for strategic investments in active transportation infrastructure for proven areas where the investment will be best utilized. The City of Guelph has received funding from the Government of Canada back in 2021 which will see investments to enhance the City's Active Transportation Network. I am committed to ensuring that this external funding, in addition to funds allocated during the budget, are received so City Staff can make the action items in the Transportation Master Plan come to fruition. Any increase will have to come through strong staff recommendations and strong support from the public-- in which I am prepared to advocate for.	<p>As a former University of Guelph student, walking and taking my skateboard were my main forms of mobility. While this required the assistance of the bus services on and off campus, it has been relatively easy and convenient to get around the City. However, it has been a challenge to navigate through more mature neighbourhoods and streets off the arterial roads.</p> <p>As a resident of the South End, it has been an absolute joy to take walks from Clairfields to Preservation Park in the evenings. I am able to go to the grocery store for a bag of milk and see deer in Preservation Park all in the same evening. We have a great City with a lot of potential for development and capital improvements to enhance our trails, pathways and bike lanes. Suffice to say, I am a strong supporter of beautifying our parks and open spaces as a measure to encourage social value for long term active transportation infrastructure to be brought in.</p>
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## Guelph Coalition for Active Transportation 2022 Municipal Election Active Transportation Questionnaire Candidate Responses

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	<p>transportation mobility within the City. In order for the public to see social value in our investments to AT infrastructure, we need to make incremental changes to our urban environment to encourage more pedestrians and cyclists on the ground. Simple improvements to this would be to establish better wayfinding throughout the city for our on and off cycle trails and pathways.</p> <p>We also need to coordinate with our development planners and major stakeholders for better streetscape frontages that are consistent across our streets— so any mixed use pathways and protected bike lanes can be used to their utmost potential.</p> <p>(Continued on next page)</p>	<p>We need to better understand the needs of residents who are directly impacted by any long term interventions to their environment. I would like to help provide residents with a voice when scoping out any long term active transportation intervention through regular design charrettes and collaboration with city staff. Without proper buy-in from the public, you are going to get a fragmented active transportation network that does not see any strong return on investment and use from the public at large.</p> <p>3. Beautification of our trail network to encourage stronger modal split to justify longer term AT infrastructure.</p> <p>We need to better maintain our physical and natural environment, in order to encourage more people to get out and enjoy the great civic spaces we have here in Guelph. I would like to work closely with intergovernmental agencies like the GRCA and academic partners like the University of Guelph's School of Environmental Design and Rural Development, to promote creative and cost effective interventions for our great open spaces.</p>		
Mark MacKinnon	<p>Currently, Guelph's rating city-wide would be graded as a D since it's only been in the past few years that the city has been making significant efforts to increase active transportation options. The city's plans to move forward would be rated a B as it makes significant investment into active transportation and includes it in master planning.</p>	<p>The completion of the Gordon Street enhancements, with separated cycling and walking lanes, is of vital importance to that area of the city along the intensification corridor. The Clair-Maltby Secondary Plan includes active transportation routes right in the master plan design, which will make that south community a hub of non-auto movement. Finally, completion of the trail between Arkell Road and the Kortright East neighbourhood will provide a wonderful way to traverse the area without needing to use an arterial road (Gordon or Victoria).</p>	<p>I am committed to advancing active transportation improvements along the Gordon Street intensification corridor and in the Clair-Maltby Secondary Plan area, which will require further financial investments. And of course, I look forward to working with staff to identify other opportunities for additional active transportation infrastructure within the build-up areas of Ward 6 and the city.</p>	<p>Unfortunately, a coccyx fracture injury prevents me from cycling for active or recreational purposes. Since I largely work from home with little need to travel daily, I primarily walk for recreational purposes.</p>
Ward 6 Candidates Chetna Robinson and Dominique O'Rourke did not respond				

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Mayoral Candidates				
Nicholas A, Ross	(I'll give it a ("G") for Good Giggles in the Summer Time but in the Winter Time I'll give it a ("F") for trusty fails.!)	<p>(1.) (I would like to have more activities for all ages at anytime of the day or night.?)</p> <p>(2.) (Make included buss shelters with vending machines T.V. a washroom sink a shower in them all but there Will be a time limit countdown clock When the times up it's time get out or pay extra money 🍷 to do your or there business there will be contacted stand before coming in to the shelter you have to have a code to get in but anyone can call get in of the big iPad or small tablet plus It will have free WiFi for everyone if you know what I mean, Like I'll run them all I'll check all of them if the bus shelter pad space need to be restocked up I'll buy the item or anyone could help me out like people could bring the items and put it in a bin that lucks it self like no one can't get in or out of it, "Even Baby 🧒" It will be inside or outside of "The Store Bus Shelter Relaxes Pad" Then they can use the tablet to send me a notification. Then I'll come maybe or not it depends if I'm doing something I may higher some people for me but it's not going to be much or they could say I don't want your money that's a good thing because I will have events like for free Barque and drinks in the future it's for everyone, like I take any donations for this Community of Guelph to help out the people if I can.!)</p> <p>(3.) (When it's snowing outside what does that mean it means it's slippery anyone can fall down and that's a energy to happen that's why I'm trying to say put a wall up all around Guelph straight to the sky maybe in space so we all can fly together in the sky if you know what I mean LoL</p>	(I do what I can do to help out if people don't want to donate to me then well that's okay with me if people don't want to help out this dieing Community if you know what I mean.!)	<p>(Well I have lived in Guelph all my 43 year's and when I started talking to bus school I have to be on time or I'll be late for class it comes every 30 minutes like I have to get up about 6 or 30 to catch the bus by 7:30 to at school by 8:30 if not then I wouldn't make it for class for 9:45am I have to go to the office to get a late slip like back in the day and now I think it's still the same I'm not sure about that because I'm a big kid now LoL )</p> <p>("My full name is Nicholas Alexander Ross but I used Nicholas A Ross for shor")          (You all have a great day and night hopefully over and out for now I hope this is to your liken and I would do what I say and mean even if I'm not the future mayor of Guelph that's it for now.!)</p>

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Shelagh McFarlane	A for walking – it's a very walkable town. F for biking - the road conditions are horrendous with dangerous sewer grates & deep potholes along the sides of every road. Those flags & curbs installed at McDonald's are extremely dangerous too – whose idea was that?	<ol style="list-style-type: none"> <li>1. Fix the roads so they are safer to bike on;</li> <li>2. Find out what wards think of bike lanes &amp; barriers – where &amp; if they need them. Forced infrastructure where it's not needed or wanted is fiscally irresponsible.</li> <li>3. Find out if Walk21 is connected to UN Agenda21 which is about getting rid of cars, not health. I would have to disclose that if I was Mayor so the people can make informed consent.</li> </ol>	Canada is a carbon sink with the Boreal Forest & low population base so we have already achieved negative CO2 output for the Agenda2030 target date. It's countries like India, US, China, Bangladesh & Pakistan that need to catch up. Re. committed to funding - I would fix the roads for cyclists.	I bike in the summer & walk in the winter - I was a personal trainer. I use my car to grocery shop & to take people to treatment & detox. They can't walk or ride & the distances are far. Thank you.
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Mayoral Candidates William Alabish, John Edward Krusky, Danny Drew and Cam Guthrie did not respond