



OUR READERS WRITE

THE CANADIAN CHAMPION

GULP says it has win-win proposal to offer for Guelph Line

Dear Editor:

Re: Proposed reconstruction of Guelph Line (Tuesday).

While the article written by reporter Irene Gentle was well balanced, there are a few areas that require clarification.

First, the construction is proposed for Guelph Line between No. 10 Sideroad and No. 15 Sideroad with an estimated cost of \$4.45 million for a 3.2 km stretch of road.

It would seem that Councillor Barry Lee is somewhat out of touch with both his constituents and the geographic surroundings.

He has never in fact formally approached the Guelph Line Preservation Committee (GULP) to discuss the group's concerns.

To say this stretch of road is "deficient and dangerous" does little to explain the root cause of the problem which is speed.

If indeed there have been 29 accidents on Guelph Line, they were not all on Hutcheon's Hill. Any accidents that have taken place were the direct result of inclement weather and drivers not governing themselves according to the road.

To redesign a road to accommodate all scenarios isn't feasible. Hwy. 401, which is obviously a properly-constructed road, is flat with excellent sight lines and shoulders, yet has numerous accidents, primarily as a result of speed and inappropriate motorist behaviour.

If Mr. Lee believes it's better to build a road that will accommodate law-breaking motorists, then he's on the right track.

The Region claims to be surprised by GULP's involvement. The truth is that the Region has documentation from area residents dating as far back as 1994.

Unfortunately, the Region choose not to address the problem of speed. Documentation addressing these issues was buried in mounds of paperwork.

The Region said it was willing to work with GULP and yet it has consistently avoided the group. The only meeting GULP had with the Region was February 29.

At a community meeting March 8, the Region said it was willing to work with GULP through "intensive, night and day meetings." On March 14, GULP requested a meeting as soon as possible. Interestingly enough, the first available date was March 23, the day after a presentation was made to the Planning and Public Works Committee for a vote on the passing of the construction by-law.

There is no disputing that Guelph Line is an arterial road, but that doesn't justify a design that encourages speeding.

I cannot accept that it's "too late" to ask the Region to postpone this project until

further study, which would more fully recognize and involve the community.

It's never too late to do the right thing. It is far more difficult and expensive to undo a mistake than to postpone one.

One can only hope the Region and our elected officials will realize GULP offers a win-win proposal for everyone.

Tami-Anne Dams
Guelph Line Preservation Committee

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