



Respondent No: 1

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IP Address: n/a

Q1. **Please provide your name:** James Munro

Q2. **Do you live in Port Hope** Yes

Q3. **Please provide your comments and feedback on the proposed changes:**

I don't see much going towards pedestrian friendly infrastructure. While I can appreciate the new sidewalk/multi use pathway going in with the construction of croft connecting to Rose Glen, the road construction seems to be the only reason it's happening. Additionally Cavan seems to be getting a road widening, which seems like it will only promote speeding along a road with a shared multi use path and lots of pedestrians walking the river. This doesn't seem to be a good idea for a road that isn't having congestion issues? Studies show wider roads promote speeding, and this is why people routinely speed along Molson/Jocelyn because despite the 50km/h limit the roads design speed is clearly much higher, at least 70km/h if not 80 (Fitzpatrick, 2016 - <https://ascelibrary.org/doi/10.1061/%28ASCE%29TE.1943-5436.0000884>). I'd much rather see these resources going towards widening sucks that are in desperate need of it, like nearly the entirety of downtown, and many portions of Ontario St have thin portions near high speed traffic (despite the 50 and 40km/h limits due to the width of the road!). As a resident of Port Hope I can't go but feel a bit jealous of how much more pedestrian friendly Cobourg's downtown is than our own. I understand the Walton dig reconstruction involves widening the sidewalks downtown and improving pedestrian spaces but the point remains for aging sidewalk infrastructure in the remainder of town. Not to mention most of the improvements seem to be surrounding the Ontario St intersection, while the remainder leaves on street parking a priority.
