Welcome

Wellington Road 46 (Brock Road South) Road Study

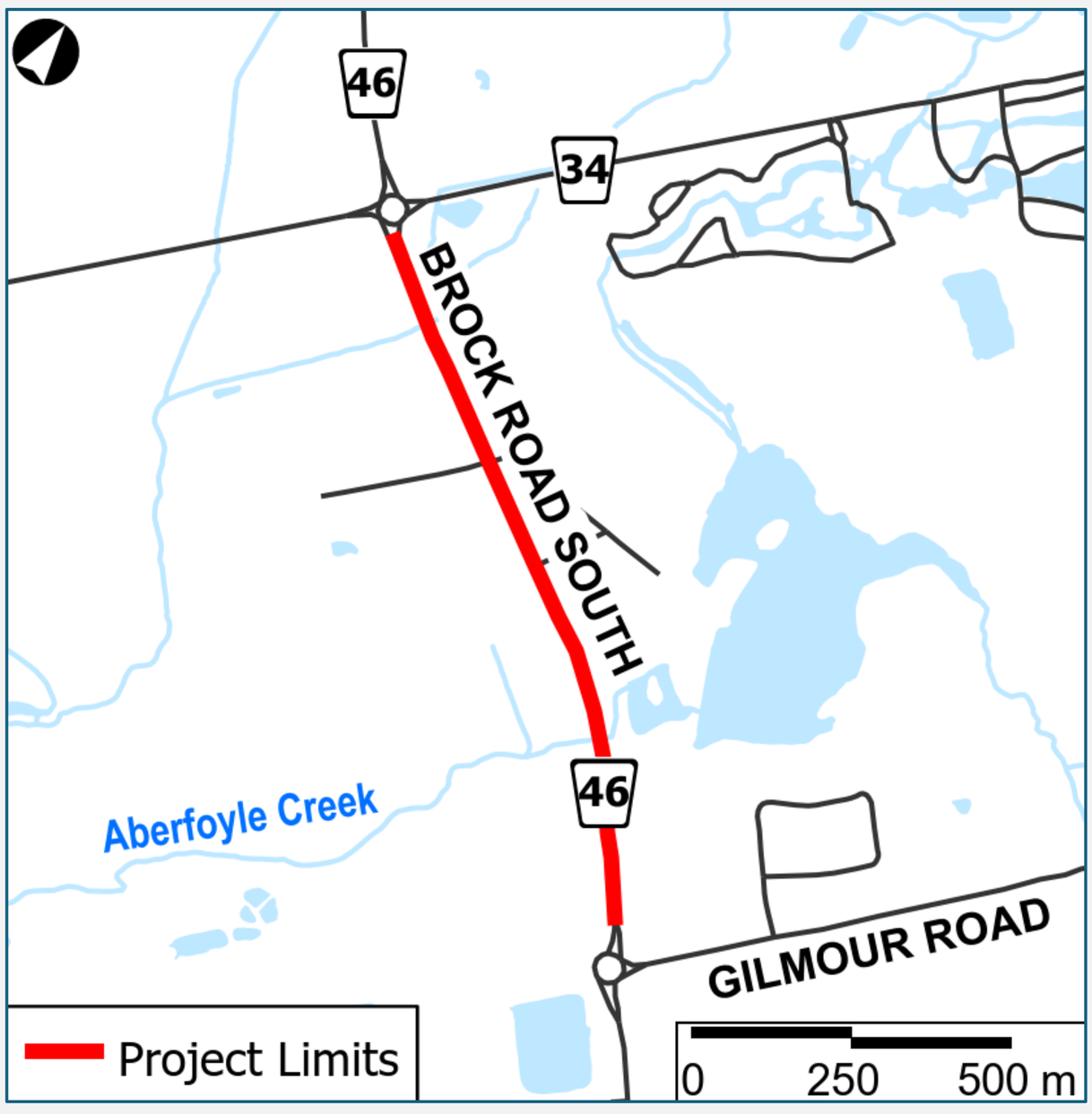
November 3, 2026, 5:00 to 7:30 p.m.

Purpose of today's Open House:

- Provide an overview of the study
- Present the evaluation results and the preferred alternative that has been identified
- Gather feedback to inform final recommendations

Study objectives:

- Assess options to reconfigure Wellington Road 46 (Brock Road) between Wellington Road 34 and Gilmour Road
- Consider potential to mitigate traffic speeds and support economic development, among other relevant evaluation criteria



How you can participate:

- Review the information boards
- Ask questions and provide feedback to the project team
- Fill out a comment form
- Visit the project webpage to stay informed on the study: www.wellington.ca/wr46

What We've Heard So Far

March 2026

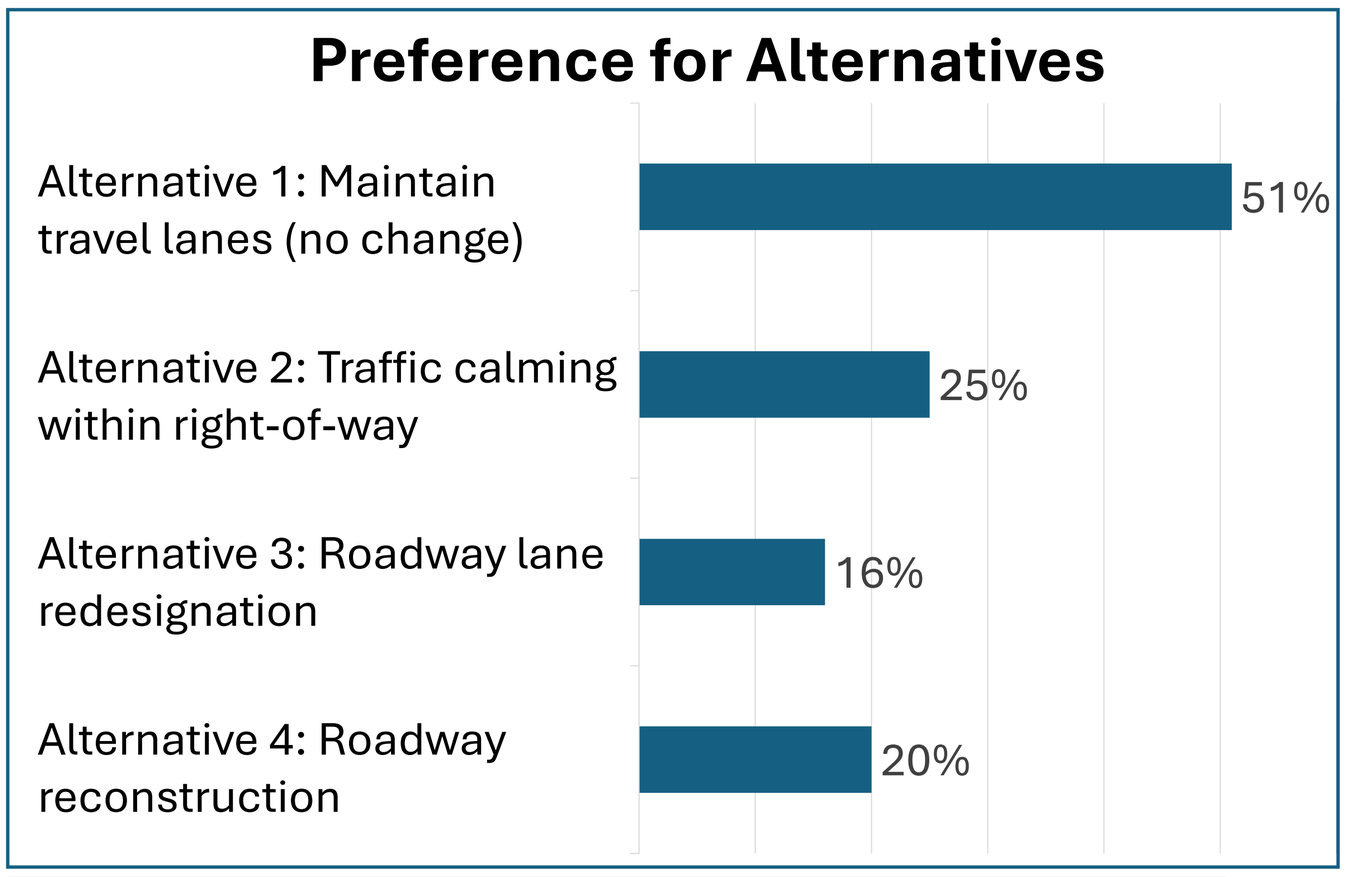
Township of Puslinch Council Presentation

- Presented the proposed study approach, alternatives, and next steps
- Township Council suggested safety should be the priority when considering changes to the road

April-May 2026

Public Questionnaire

- Feedback on issues, values, proposed alternatives
- 112 survey responses were received, mainly from locals
- Common themes:
  - Speeding and road safety
  - Traffic congestion
  - Active transportation (cycling/walking)
  - Issues with roundabouts
  - Highway 401 spillover and heavy vehicles



Key takeaway: Community feedback identified safety concerns along with a preference for maintaining two travel lanes in each direction

October 2026 — July 2026

Technical Advisory Committee

A Technical Advisory Committee (TAC) was formed to help guide the study with expertise and local knowledge. Representatives from municipalities, agencies, and interested members of the public were invited to attend two workshops.

TAC Workshop #1

- Overview of the study, existing conditions, traffic analysis completed to date, public questionnaire results, proposed alternatives, and evaluation criteria
- Discussion included:
  - Suggestions for the traffic analysis, including specific data sources
  - Concerns about safety, particularly at the Old Brock Road intersection, and traffic volumes/diversion to other roads

TAC Workshop #2

- Update on the study and an overview of the evaluation results, including the preliminary preferred alternative
- Discussion included:
  - Questions about the traffic analysis and potential traffic diversion
  - A request to explain evaluation methods in upcoming consultation

Traffic Analysis

What we did:

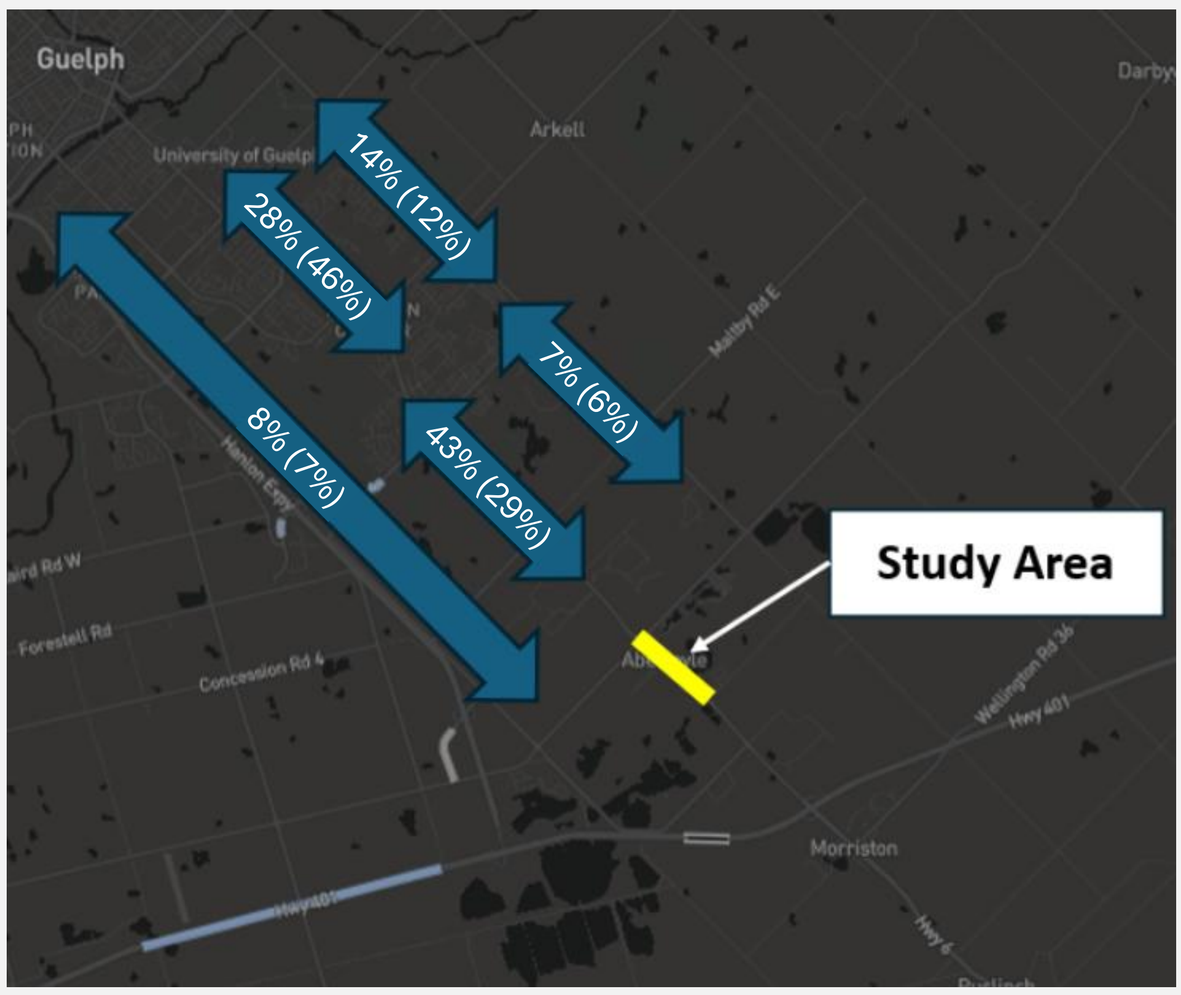
- Reviewed historical traffic and collision data
- Forecasted future traffic volumes based on planned development and background traffic growth
- Compared the expected traffic flows for the existing 4-lane road (Alternatives 1 and 2) vs a 3-lane road (Alternatives 3 and 4)

What we found:

- Traffic is forecasted to operate well with the existing 4 lanes maintained
- A reduction to 3 lanes is expected to result in:
  - Vehicle queues of up to 1 kilometre in peak periods
  - Delays causing up to 580 vehicles to divert to other roads in peak hours, as shown in the table to the right
  - The need to upgrade Gilmour Road to accommodate diverted traffic

Existing Traffic Flows

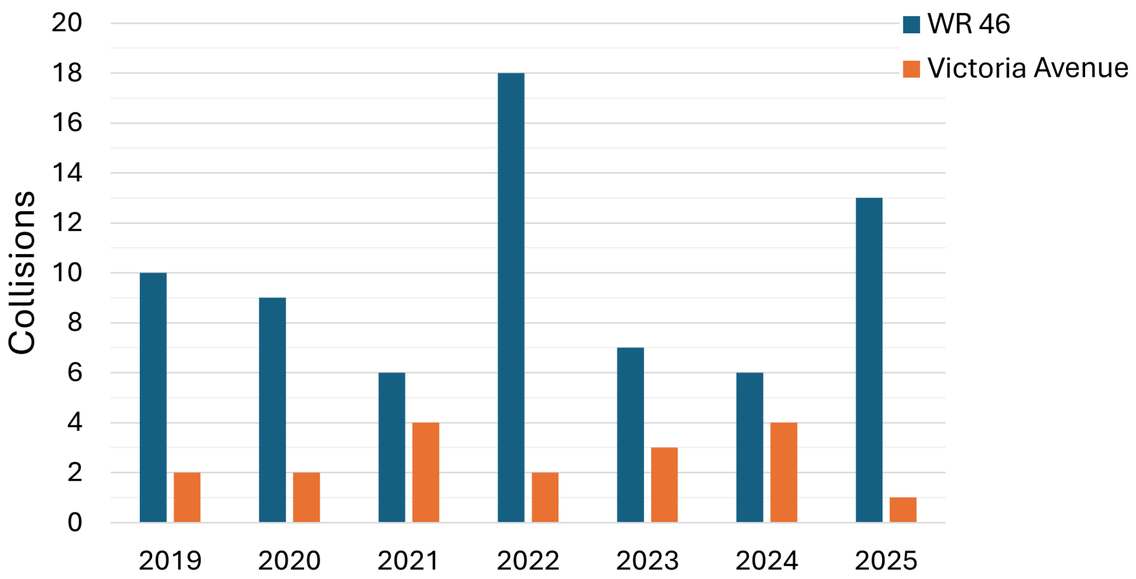
- Less than 20% trips on Wellington Road 46 are local trips (to/from study area) vs more than 80% that are external (e.g., to/from Guelph)



Anticipated Diversion with 3-lane Corridor (Balanced Scenario)

Diversion Route		Via Hwy 6	Via Conc. 7	Via Victoria
Distribution of Trips	8% AM (7% PM) to/from west of Gordon	80%	10%	10%
	28% AM (46% PM) to/from Gordon (north of Maltby)	80%	10%	10%
	43% AM (29% PM) to/from Gordon (Maltby to WR 34)	50%	25%	25%
	14% AM (12% PM) to/from Victoria (north of Maltby)	25%	0%	75%
	7% AM (6% PM) to/from Victoria (Maltby to WR 34)	0%	0%	100%
Diverted Trips	**AM Peak Hour – SB**	280	75	**165**
	PM Peak Hour – NB	345	72	**160**

Annual Collision Data (2019-2025)



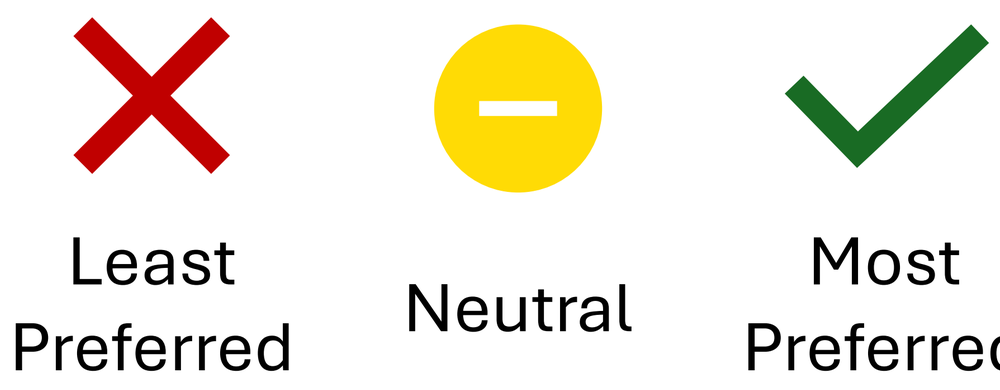
- Up to 20 incidents per year within Study Area including roundabouts

Evaluation Approach

Comparative Evaluation Methods

- The alternatives were compared with each other based on pros and cons across the criteria listed on this panel
- Rather than using a numerical scoring system, a qualitative approach was taken to apply reasoning in assessing key trade-offs between the alternatives
- The ranking scale is shown to the right; the findings are summarized on the following panels

Comparative Ranking System



Evaluation Criteria

Transportation

- Opportunity for active transportation facilities (Township responsibility)
- Pedestrian crossing exposure to vehicles
- Potential to reduce traffic speeds
- Vehicle capacity and potential diversion
- Accommodates future growth
- Accommodates emergency vehicles

Environmental

- Potential to reduce vehicle emissions through shift to other modes of transportation
- Anticipated footprint impacts (widening of paved area)

Socio-Economic

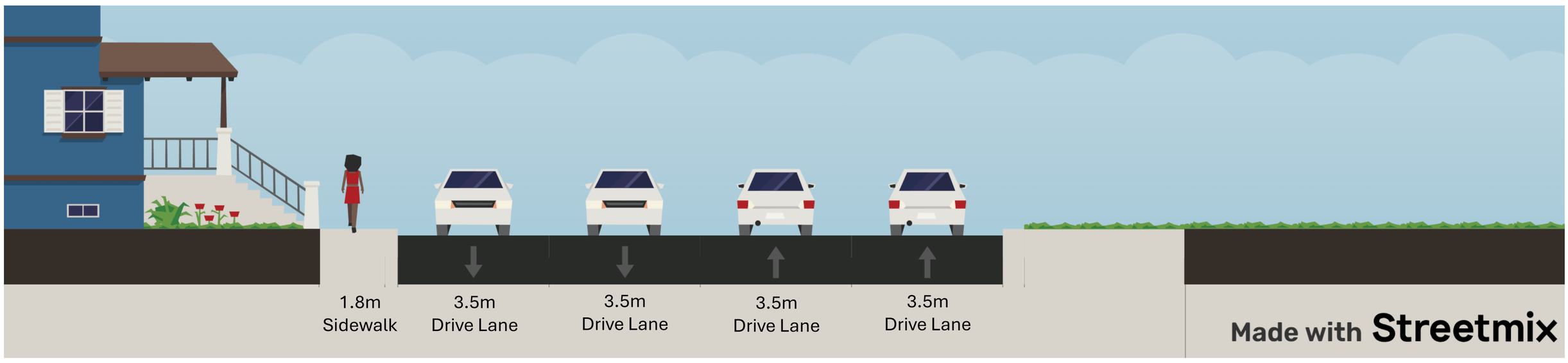
- Anticipated benefits for economic activity/development
- Improves street character (i.e., complete streets considerations)
- Opportunities to improve landscaping and aesthetics
- Disruption to community during construction
- Alignment with community feedback

Engineering & Cost

- Roadway design challenges
- Capital cost comparison
- Impacts to operational costs

Evaluation Overview

Alternative 1: Maintain Existing 2 Travel Lanes in Each Direction (No Change)



Transportation –

- No improvements; no potential to reduce traffic speeds

Engineering & Cost ✓

- No design required; no capital costs
- No change in operational/ maintenance costs

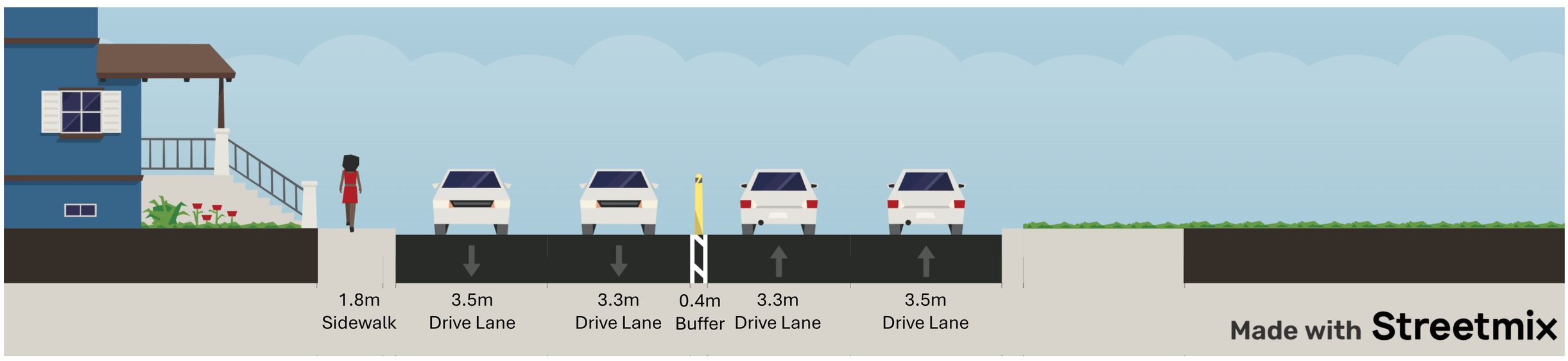
Socio-Economic ✗

- No construction-related disruption
- No improvement to streetscape or economic development potential

Environmental –

- No expansion of the roadway footprint
- No opportunity to reduce emissions through shift to active transportation

Alternative 2: Traffic Calming Within Right-of-Way



Transportation ✓

- May reduce traffic speeds while maintaining road's vehicle capacity

Engineering & Cost –

- Moderate cost for new line painting and infrastructure; no significant design challenges
- Increased operational costs due to complexity of winter operations

Socio-Economic ✓

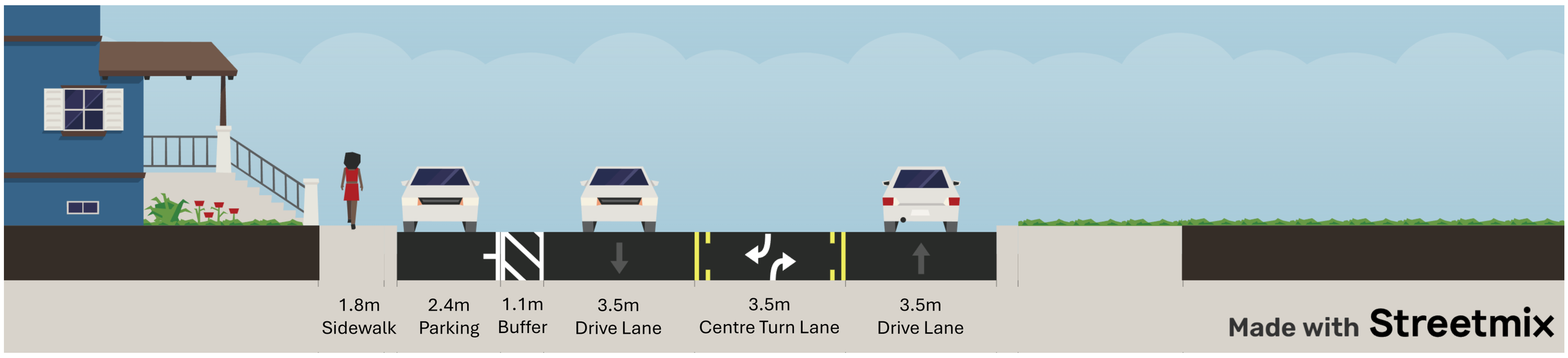
- Aligned with community feedback to calm traffic without reducing capacity
- Some opportunity for aesthetic enhancements
- Minor disruption during construction
- Moderate anticipated economic benefit

Environmental –

- No expansion of the roadway footprint
- Low potential to reduce vehicle usage through shift to active transportation

Evaluation Overview

Alternative 3: Roadway Lane Redesignation



Transportation ✗

- Shorter pedestrian crossing distances and slower anticipated vehicle speeds
- Expected to cause diversion of traffic to local roads and impact emergency vehicle movement

Engineering & Cost ✓

- Lowest capital cost (aside from no change)
- No significant engineering challenges

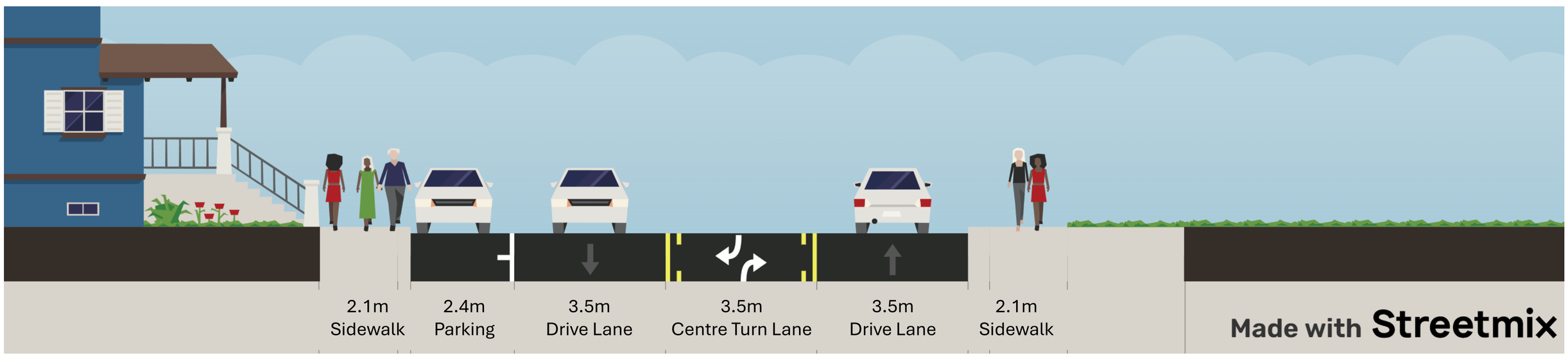
Socio-Economic –

- On-street parking and traffic calming may support business and economic benefits
- Not aligned with community feedback to keep four travel lanes

Environmental ✓

- No expansion of the roadway footprint
- Potential to reduce vehicle usage by increasing walkability

Alternative 4: Roadway Reconstruction



Transportation –

- Most potential to reduce traffic speeds and support active transportation
- Expected to cause diversion of traffic to local roads and impact emergency vehicle movement

Engineering & Cost ✗

- Highest anticipated capital cost and engineering complexity
- Reduces road maintenance costs but increases sidewalk maintenance costs

Socio-Economic ✓

- Parking, traffic calming, and aesthetic improvements most likely to support business and economic benefits
- Moderately aligned with community feedback (removes a lane but has most potential to reduce traffic speeds)

Environmental ✗

- Expands the roadway footprint
- Highest potential to reduce vehicle usage by increasing walkability

Preferred Alternative

Based on the comparative evaluation of alternatives, **Alternative 2: Traffic calming within the right-of-way** has been identified as the preferred solution.

Evaluation Summary	Alternative 1: No Change	Alternative 2: Traffic Calming	Alternative 3: Lane Redesignation	Alternative 4: Reconstruction
Transportation	Neutral	Most preferred	Least preferred	Neutral
Engineering & Cost	Most preferred	Neutral	Most preferred	Least preferred
Socio-Economic	Least preferred	Most preferred	Neutral	Most preferred
Environmental	Neutral	Neutral	Most preferred	Least preferred
Overall Results	**Neutral**	**Most preferred**	**Neutral**	**Least preferred**

Key advantages of Alternative 2:

- Potential to reduce traffic speeds without impacting traffic capacity
- Moderate anticipated engineering complexity and costs
- Improves pedestrian comfort and aligns with community feedback to address traffic speeds while maintaining four travel lanes
- Avoids expanding the roadway footprint and has some potential to decrease vehicle emissions through shift to active transportation

Looking Forward

Next Steps

- November-December 2026: Assess feedback from this Community Open House; present study findings to Township of Puslinch Council
- January 2027: Finalize study recommendations and present to the County of Wellington Roads Committee

Old Brock Road Intersection

- The Township of Puslinch recommended a raised intersection at Old Brock Road
- Traffic safety at this location was also raised as a concern during TAC workshop #1
- A raised intersection may be implemented at this location should additional traffic calming be required

Raised Intersection Example



Image source: https://better.boston/@kinkema/110970101222430451

Questions and Comments

- Ask questions and provide feedback to the project team, or fill out a comment form
- Call or write to either of the project team members below

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