

APPENDIX A

Engagement Summary



WELLINGTON
COUNTY

Road Master Action Plan





**WELLINGTON
COUNTY**

Road Master Action Plan

Engagement Summary

December 2021

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1.0 Introduction

In 2005, Wellington County undertook a review of its transportation network, when the Guelph Wellington Transportation Study was completed. Since then, other related initiatives such as the Active Transportation Plan, Development Charges Background Studies, Passing Lane Studies, and various road and bridge environmental assessments have been completed. Additionally, other area jurisdictions and agencies have also completed or are currently undertaking transportation related studies, including the Province's draft regional transportation plan for Southwestern Ontario, the Township of Centre Wellington's 2019 Transportation Master Plan, and the City of Guelph's Transportation Master Plan.

Wellington County is undertaking a Road Master Action Plan (RMAP) study to build on this work, provide an updated review, and coordinate with the transportation related initiatives that have been completed since 2005. The RMAP will review current and future transportation network requirements to accommodate future population and employment growth projected in the County to 2041. The RMAP will address a number of objectives:

1. Identify long-term road network to support population and employment growth
2. Provide input into the future Development Charges Background Study, corporate asset management, and Official Plan Review
3. Address ongoing operational concerns, including speed management, road safety, and the role and function of urban main streets
4. Identify the future of public transit within the County
5. Integrate with other transportation planning and policy efforts within the County, in adjacent municipalities, and the broader region

The Road Master Action Plan (RMAP) will identify short- and long-term improvements to County Roads and transit services as it continues to grow, and will shape the way we move around the County in years to come. The study area includes all County Roads within Wellington County, connecting the municipalities of Minto, Wellington North, Mapleton, Centre-Wellington, Erin, Guelph-Eramosa, and Puslinch. Provincial roads and local roads which provide connections within these municipalities are not included as part of this study.

1.1. The Municipal Class Environmental Assessment Process

The RMAP was completed to satisfy the Class Environmental Assessment (EA) process in accordance with the master planning process for Municipal Class EAs. The process is overseen by the Ministry of Environment, Conservation and Parks, and is designed to identify issues and opportunities that the Master Plan will focus on, design solutions, and chart a path forward for improvements to the road network across Wellington County.

Transportation Master Plans are high level, strategic level studies undertaken using Approach 1 of the Master Planning Process to assess system wide issues and constraints (see **Figure 1** below). The Master Plan document is prepared at the conclusion of Phases 1 and 2 of the Municipal Class EA process.

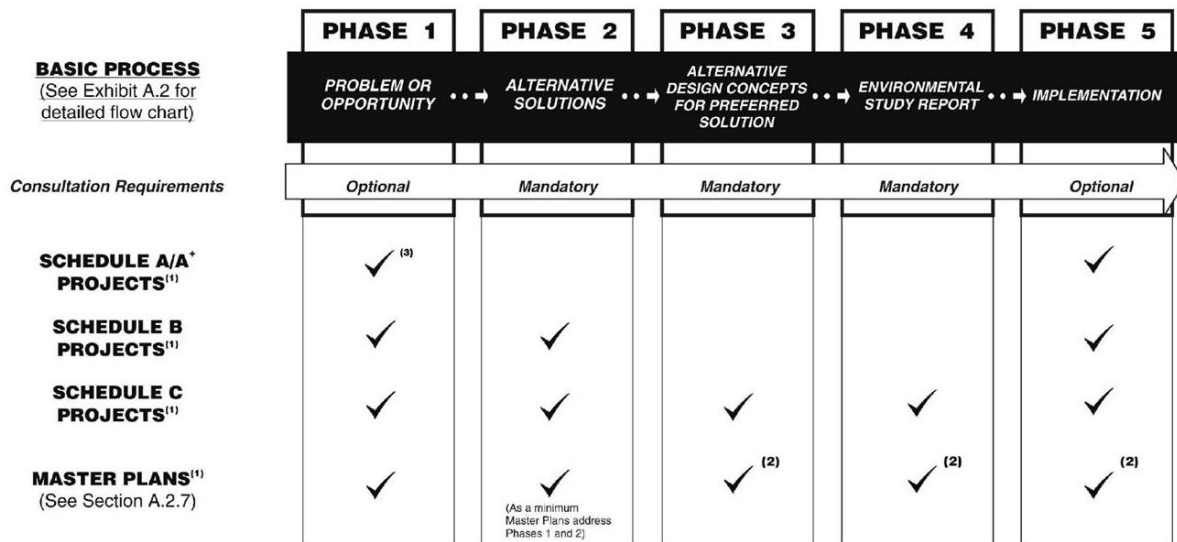
Introduction

The Master Plan becomes the basis for, and used in support of, future investigations for the specific Schedule B and C projects identified within it.

Schedule B projects require the filing of the Project file for public review, while Schedule C projects have to fulfill Phases 3 and 4 prior to filing an Environmental Study Report (ESR) for public review.

The engagement activities feed into the key decision points along the process, and for this Project were designed to go beyond the minimum requirements of the MCEA process. Critical to the successful development of the RMAP will be the ability to effectively engage with the public and stakeholders.

EXHIBIT A. 1 KEY FEATURES OF THE MCEA



NOTES:

✓ Actions required during relevant phase

(1) Schedule A, A*, B and C projects and Master Plans can also be integrated with the requirements of the Planning Act (See Section A.2.9)

(2) Complete Phases 3 and 4 for any Schedule C projects included in the Master Plan prior to implementation

(3) For Schedule A* projects, public to be advised. See Section A.1.2.2.

Figure 1: The Municipal Class Environmental Assessment Process

1.2. Engagement Goals

The engagement process was designed to meet the following set of goals that were established early on in the project process:

- ❖ **Increase awareness** of what the RMAP is and **get the public interested** in the Study.
- ❖ **Communicate the importance of the RMAP** to the community.
- ❖ **Ensure a balance between virtual and traditional methods** of engagement to reach different populations. Use communication methods and tactics that ensure a **wide cross-section** of the community is engaged.
- ❖ Ensure engagement is **inclusive of diverse stakeholder groups**, and across the geography of Wellington County. No matter where you are in the County, you will have an opportunity to participate in the engagement process in an accessible way.
- ❖ **Respect for the public's time** and engagement fatigue. Provide the public with **quick engagement** options that focus on a few key questions or points of engagement, that only take a few minutes to complete.
- ❖ Provide multiple touch points for **two-way conversations** with the community. Continue these conversations with the public throughout the RMAP.
- ❖ Use engagement as **an opportunity for public education** to provide the public with a better understanding of County management, road safety, and the function of County roads.
- ❖ **Early and timely** communication that is in a **clear** and **accessible** format.
- ❖ **Transparency** through open public engagement, decision-making processes and outcomes.
- ❖ Public **comments and concerns are reflected** in the project outcomes. We want to ensure that the public understands that the feedback they provided was valuable and was used to help develop the RMAP.
- ❖ **Be open and honest** about the implications of decisions being made. The need for compromises is inevitable. There will be trade-offs associated with differing community desires and competing demands. Have the difficult conversations up-front through this planning process in order to limit surprises to the community in the future when it comes time for implementation.
- ❖ **Build trust, garner buy-in.** Foster genuine relationships based on mutual respect and dialogue through this process, undertake collaborative decision making wherever possible, and be clear about how public and stakeholder input impacted decision making.

2.0 How We Engaged: Techniques and Approach

A series of activities to support community and stakeholder engagement were held throughout the project process.

Notifications and Mailing List

A project mailing list was set up and updated throughout the project process. A Notice of Commencement as well as notices for the public events held were shared with the mailing list, and published on the County's website.

Advisory Committees

The Technical Advisory Group (TAG) provided technical expertise and guidance throughout the project. The membership consisted of representatives from all the local municipalities, Wellington OPP, MTO and the City of Guelph to provide diverse and balanced technical expertise and perspectives to the RMAP.

The County Roads Committee is the body that is responsible for reviewing road related policy, development, and the adoption of recommendations in the County. The Roads Committee was engaged throughout the project, and provided regular updates at each phase of the assignment, seeking direction at key milestones. Nine updates were presented to the Roads Committee to review some of the key study recommendations in this study.

Project Website and Online Surveys

A project website provided information on upcoming engagement activities, updates to the project, and results from previous engagements. Two online surveys were administered: A Vision and Values survey in January 2021, and a survey to provide input on the key decisions for the RMAP in support of the online community meeting held on June 17, 2021.

Social Pinpoint Mapping Activity

An interactive mapping activity allowed stakeholders and the public to drop markers on specific locations within a map of the Study Area and leave comments related to safety, improvements, opportunities and general issues or concerns.

Virtual Public Meeting

A virtual public meeting was held on June 17, 2021 featuring a presentation by the project team, break out rooms with facilitators, and a Question and Answer period.

Email and Correspondence

The public was able to submit comments or questions directly to the project team. Their comments were responded to, or included as part of the "what we heard" record for the consideration.

3.0 Consultation Engagement Activities and What We Heard

The engagement process was designed to collect input from the community and stakeholders at key milestones in the project life cycle, and the feedback heard was integrated into decision-making at each stage. Consultation occurred in three rounds. The following sections provide a summary of the approach and feedback received for each of the activities highlighted in Section 2.0.

3.1. Notifications and Mailing List

A mailing list was established for the project at the outset, integrating with existing transportation subscriber lists in Wellington County. Additional subscribers to the mailing list were added through registration on the project page set up through the County's website.

Notices for the following events were posted on the website and on the County's social media accounts, and were also published in local newspapers. All notices were provided in accordance with the requirements of the Municipal Class Environmental Assessments for Master Plan projects. Copies of the notices are provided in **Appendix A-1 – Notices & Media Releases**.

- The Notice of Commencement was posted the project website, shared with the community and mailing lists, and was published in the *Wellington Advertiser*.
- The online survey and mapping activity was advertised through a County of Wellington media release on January 21, 2021, which was distributed to subscribers, and promoted through social media.
- An event notification for the Open House Event on June 17, 2021 was published in the *Wellington Advertiser*. The notice was also circulated to the mailing list, posted to the website and distributed using the County's social media accounts.

COUNTY ROADS

Connecting Communities

Wellington County is creating a **Road Master Action Plan (RMAP)**. This Plan will help the County map out improvements to the County's transportation network.

JOIN THE CONVERSATION!

A Virtual Community Meeting will be held on:
Thursday, June 17, 7:00pm - 8:30pm

Visit www.wellington.ca/RMAP for more details and project information

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. This notice was first issued on June 3rd, 2021.

For further information or if you have any questions, please contact
Don Kudo, County Engineer
Wellington County 74 Woolwich St.,
Guelph, ON. N1H 3T9
E rmmap@wellington.ca • T 519.837.2600

Official Mark of The Corporation of the County of Wellington
Alternate formats available upon request.

Figure 2: Notification for the virtual public open house

3.2. Project Website

The project page on the County's website at www.wellington.ca/RMAP provided a one-stop location for all engagement-related activities and updates. The page was updated continuously throughout the project, and was the home for the two online surveys conducted for the project as well as presentation materials and meeting summary documents.

The screenshot shows a website titled "County Roads, Connecting Communities". The navigation bar includes links for Home, Roads, Environmental Assessments, and Road Master Action Plan (RMAP). A sidebar on the left lists various road-related topics, with "Road Master Action Plan (RMAP)" highlighted. The main content area features a "Subscribe to this Page" button, a section titled "About the Road Master Action Plan (RMAP)" explaining the project's purpose, and a "Community Engagement" section detailing three rounds of engagement. The third round, "Community Engagement Round 3 – RMAP Survey July 2021", is highlighted with a red banner indicating the survey closed on July 31. Below this, a welcome message and survey details are provided, including a list of survey questions and information about the survey's follow-up.

County Roads, Connecting Communities

Home / ... / Roads / Environmental Assessments / Road Master Action Plan (RMAP)

Roads

- Winter Maintenance
- Road Notices and Closures
- Construction
- Roundabouts
- Policies and Permits
- Environmental Assessments
- Road Master Action Plan (RMAP)**
- Wellington Road 11 Flax Bridge (Mapleton)
- Wellington Road 109 Bridges (North Wellington)
- Wellington Road 7 Bosworth Bridge (Mapleton)
- Wellington Road 124 (Guelph-Eramosa)

A to Z Services

- Applications, Licences and Permits
- Emergency Management
- Environment
- Garbage and Recycling
- The Green Legacy^{CM}

Subscribe to this Page

Interested in staying up to date with the project? Subscribe to this webpage to receive email updates.

About the Road Master Action Plan (RMAP)

The County of Wellington is creating a Road Master Action Plan. This Plan will help the County map out improvements to the County's transportation network.

- Background
- Project Goals and Objectives
- County of Wellington Road Network

Community Engagement

- Community Engagement Round 1 - Winter 2021
- Community Engagement Round 2 - Virtual Community Meeting June 2021

Community Engagement Round 3 – RMAP Survey July 2021

Survey closed July 31

Welcome to the second survey for the Wellington Road Master Action Plan!

By participating in the survey before July 31, 2021 you will receive a \$5.00 RIDE WELL Transit coupon code, PLUS the chance to win one of twenty \$25.00 Esso/Mobil or Petro Canada gift cards.

The survey is your opportunity to provide input on the key decisions for the RMAP:

- What are the issues that matter in making a decision that will feed into the evaluation of possible solutions for the future County roadway network identified in the RMAP?
- What are the alternative solutions to address each of the long-term congestion issues identified to be solved through this Plan, and what does the evaluation tell us about which ones are recommended?

The survey is a follow-up to the Online Community Meeting held on June 17th, 2021. The meeting recording and presentation can be found in the Community Engagement Round 2 – Community Meeting June 2021 section.

Your feedback will be used to refine the recommendations of the RMAP over the summer, with a set of Preferred Solutions to be brought forward in fall 2021.

Figure 3: Snapshot of the Project Page for the Wellington RMAP Project

3.3. Advisory Groups

A Technical Advisory Group (TAG) was set up to steer the direction of the RMAP and provide a technical-lens to the development of the design options. The TAG provided an opportunity to collect in-depth feedback from a range of interested stakeholders and groups to inform and guide the RMAP. The TAG comprised of representation from the County, each County municipality, Ontario Provincial Police, and Ministry of Transportation.

The TAG met a total of 3 times throughout the development of the RMAP at critical milestones, providing continuous input on key decisions and reviewing the technical work completed.

From the early stages of the project, this group was instrumental in the development of the vision and goals for the RMAP, and providing a closer review of all elements of the proposed network as it was developed and fine-tuned. The following is a summary of the meetings held with the TAG:

TAG Meeting #1: November 25, 2020

The first TAG meeting focused on:

- The options for the Vision and Goals for the RMAP, and
- An advance link to the Social Pinpoint mapping activity to provide an opportunity for early input on key issues and opportunities for the RMAP to explore.

TAG Meeting #2: March 15, 2021

The second TAG meeting focused on:

- Reviewing the draft Speed Management Guidelines
- Reviewing the key areas of concern resulting from the intersection improvement analysis, and
- Presentation draft technical documents for the Speed Management Guidelines and Intersection Analysis to review and provide comments on.

TAG Meeting #3: May 26, 2021

The final meeting of the TAG focused on:

- Reviewing the alternative solutions for addressing key issues identified in the County Road network, and
- Reviewing the methodology and criteria for evaluation of solutions and the preliminary results of the evaluation.

The County Roads Committee is the body that is responsible for reviewing road related policy, development, and the adoption of recommendations in the County. Updates to the project were presented to the Committee at various points throughout the project to ensure that there was alignment and for review of the technical work and advancement of the road options. The following is a summary of the meetings held with the County Roads Committee:

Road Committee Meeting: September 8, 2020

The Roads Committee was presented the following items:

- RMAP Update #1 Committee Report:
 - Review of the scope and purpose of the RMAP
 - Identification of the awarded consultant: Dillon Consulting Limited

Road Committee Meeting: January 12, 2021

The Roads Committee was presented the following items:

- RMAP Update #2 Committee Report:
 - Background data
 - Intersection improvement assessment
 - Speed management criteria and analysis
 - Wellington Road 46 site specific traffic study

Consultation Engagement Activities and What We Heard

- Public and stakeholder consultation engagement strategy
- Identification of the project public launch date: January 21, 2021

Roads Committee Meeting: April 13, 2021

The Roads Committee was presented the following items:

- RMAP Update #3 Committee Report:
 - Summary of engagement from early winter 2021
 - Overview of the Vision and Goals for the RMAP
 - Technical information on the Data-Driven Safety Strategy and draft Speed Management Guidelines for the project

Road Committee Meeting: May 11, 2021

The Roads Committee was presented the following item:

- Further information about the Speed Management Guidelines, which were presented to the Roads Committee and Council in April 2021

Roads Committee Meeting: June 8, 2021

The Roads Committee was presented the following items:

- RMAP Update #4 Committee Report (Report and Future Transportation Presentation):
 - Summary of existing conditions and issues of concern along County Roads
 - Problem statement
 - Overview of the alternative road solutions
 - Overview of the evaluation criteria
 - Overview of the preliminary evaluation
 - Overview of the by-pass assessment

Roads Committee Meeting: September 14, 2021

The Roads Committee was presented the following items:

- Speed management guidelines
- Speed management corridor review
- Intersection assessment
- Wellington Road 46 strategic traffic analysis memo and presentation

Roads Committee Meeting: October 12, 2021

The Roads Committee was presented the following items:

- Level of service condition criteria

Roads Committee Meeting: November 9, 2021

The Roads Committee was presented the following items:

- RMAP Update #5 Committee Report:
- Guidelines for Traffic Impact Studies

The final RMAP items will be presented at the Roads Committee meeting in January 2022.

Roads Committee Meeting: January 11, 2022

The Roads Committee will be presented the following items:

- Final Road Master Action Plan Report and future transportation network requirements
- Community Safety Zone addendum to the Speed Management Guidelines

3.4. Engagement Round 1

3.4.1. Online Survey #1: Vision and Values

A short survey was developed at the beginning of the project, to collect feedback on the proposed guiding vision and values for the RMAP. The aim of the survey was to allow the public to determine the vision that would guide the development of the document, and identify the values that were important to them, so that they could be included in the RMAP. The survey received 103 total responses.

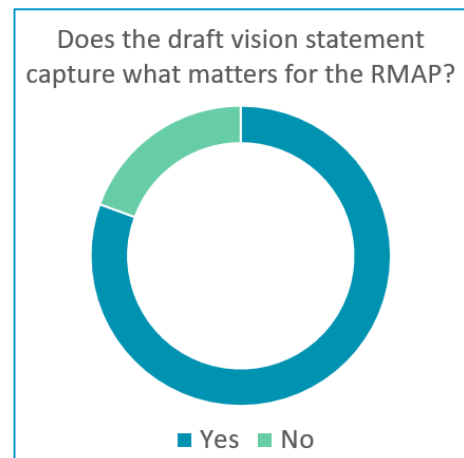
A draft vision statement was developed for the RMAP:

“To connect people and goods across the County safely, conveniently, efficiently and sustainably.”

Respondents were asked if this draft vision statement captures what matters most of the Plan, and more than 75% selected “yes”.

The survey also indicated that consideration for health, environment, and inclusiveness of all modes of transportation were key aspects that mattered to the public, and that they wanted to see reflected in the RMAP.

Respondents were asked to prioritize the goals of the RMAP in order to help the project team understand the most important issues or objectives that the public would like to see addressed and achieved. The following is how the public prioritized the RMAP goals:



1. Create a Transportation Network with a Focus on Safety
2. Provide Sustainable and Equitable Mobility Options that Connect Communities
3. Be Proactive in Planning for Future Expansion of the County Road Network based on Complete Streets Principles
4. Make Investment Decisions that are Environmentally Responsible
5. Support Economic Development
6. Be Fiscally-Responsible When Making Investment Decisions
7. Develop Transparent Policy Tools that Guide Investment Decisions in the Transportation Network
8. Create a Culture of Collaboration with Municipal Stakeholders where the County Transportation Network Intersects with Areas of Local Importance

These results indicated that safety, proactive planning, sustainability and inclusivity of all transportation types are main prioritizes of the public, which also reflect the draft vision statement as well as the comments received in the survey about what should be considered and addressed in the RMAP. This provided a foundation for the RMAP.

3.4.2. Social Pinpoint Mapping Activity

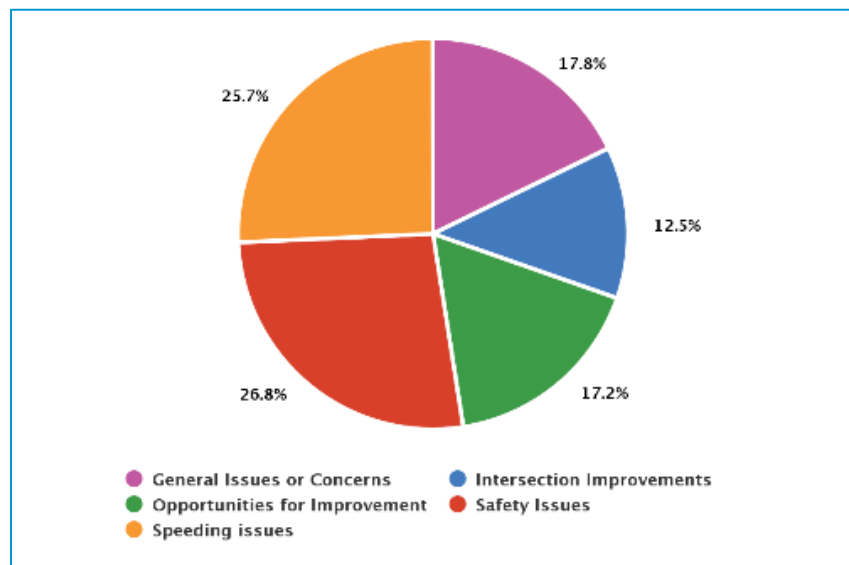
An online mapping activity was created to provide the public with the opportunity to drop pins onto specific locations within a map of the study area, and leave comments. We asked the public to leave pins and comments based around 5 themes: general issues or concerns, intersection improvements, opportunities for improvement, safety issues, and speeding issues.

In total, the mapping activity page received 3967 visits and 601 total comments. For a full listing of the comment received, please see **Appendix A-2 – Social Pinpoint Mapping Activity Comment Tables**.

Most of the comments received were about safety issues (26.8%) and speeding issues (25.7%) respectively, although there was a significant number of comments for each theme.

The mapping activity allowed users to pin their comments at any location within the Study Area, whether it was a particular site, street or intersection. In doing so, this allowed participants to drill

down on specific sites of interest. The following heat map shows where comments were the most concentrated. The areas that are darker, known as “hotspots”, are the locations that have the highest concentration. This information is useful as it provides insight on what specific locations may be of the most concern for the public, or may have greatest opportunity for improvement.



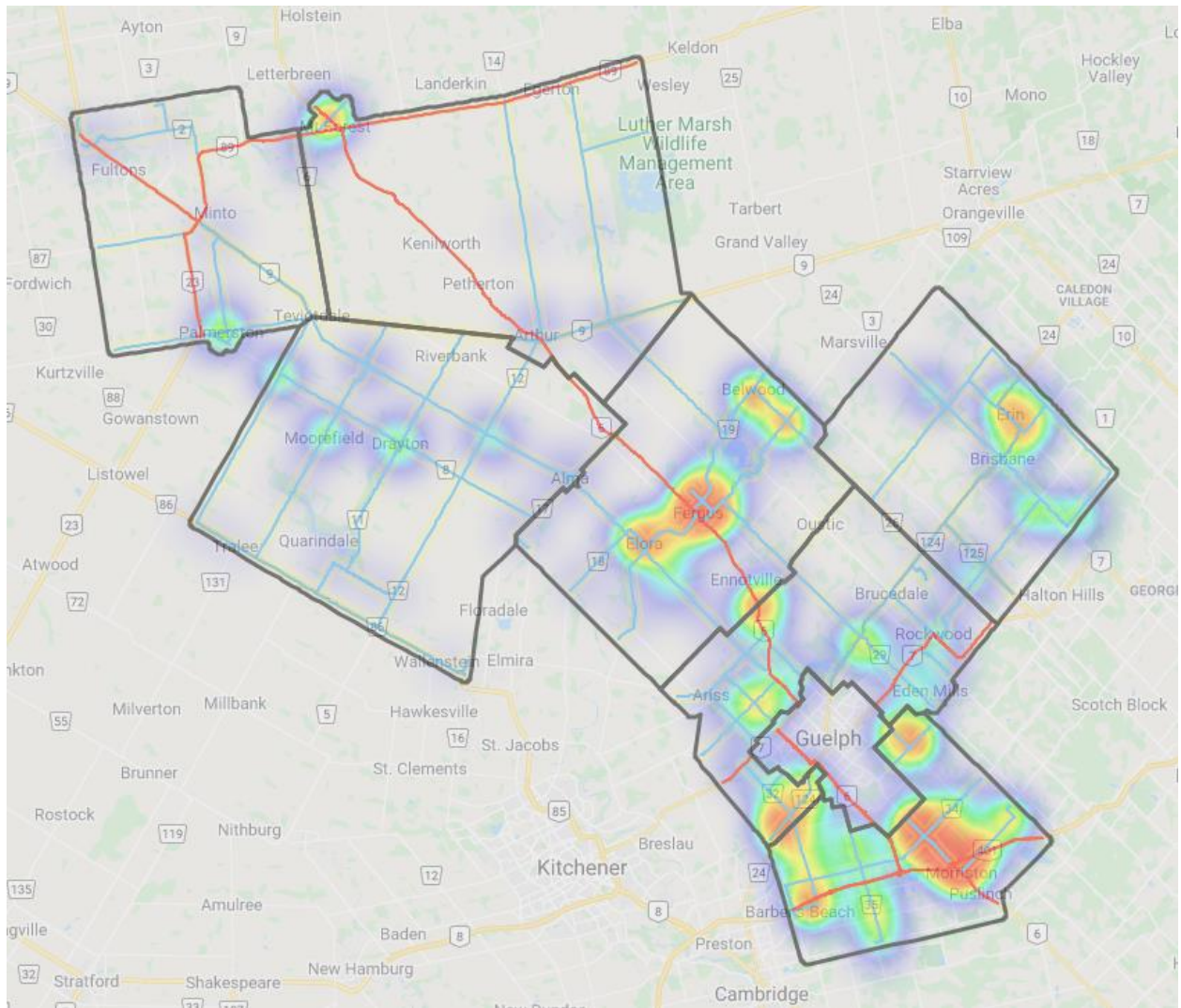


Figure 4: A Heat Map from the Social Pinpoint Mapping Activity

3.5. Engagement Round 2

3.5.1. Virtual Community Meeting

A virtual community meeting was held on June 17, 2021 via Zoom from 7:00pm to 8:30pm. This event was the Statutory Public Event for the RMAP under the Municipal Class Environmental Assessment process (Phase 2).

The event included a presentation, breakout room discussions, and a question and answer period. The goal of the meeting was to provide the public with a chance to hear from the project team, and to centre discussion with the public around four topics:

1. What are the different ways to travel around the County?
2. How do we improve our roads and intersections to be safer for all users?
3. What are our future long term road needs?

Five breakout rooms were used to focus discussions around the proposed evaluation criteria. It was important that public had a chance to review and understand the evaluation criteria, as these will be the measures being used by the team to assess the options and determine what the preferred alternative solutions will be.

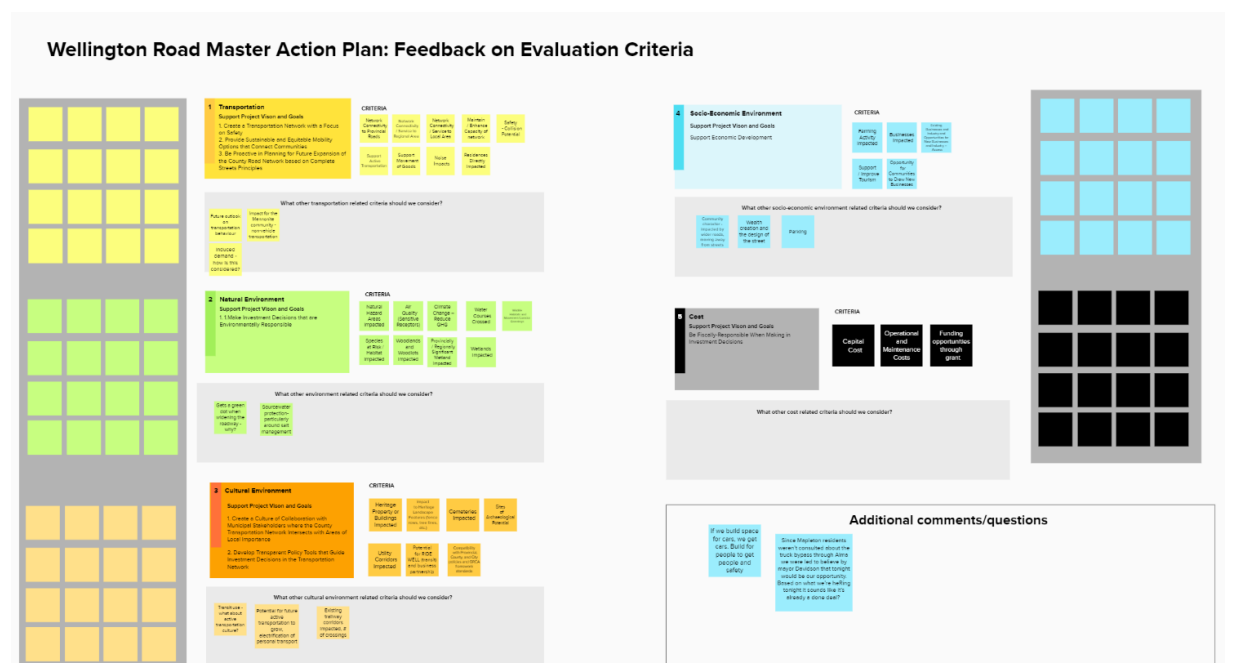


Figure 5: Image of MURAL Board used during the Virtual Community Meeting Break Out Rooms

Each break out room had one facilitator, one member of the project team (to answer questions), and public member participants, sorted at random. The facilitators guided their groups through each of the 5 evaluation criteria areas using a MURAL board to track the feedback and comments collected from the group/individuals. The following is a summary of “what we heard” during these break out rooms, and how the project team has addressed these comments.

Transportation Criteria	
What we heard from Virtual Community Meeting Breakout rooms	How we responded
The criteria mentions the movement of goods, but this should also be expanded to include the movement of people as well.	Criteria was revised to “Support the movement of goods and people ”
The criteria mentions safety and collision potential, but not speed and congestion (which were highlighted as major issues)	The definition of safety was expanded to include speed. Congestion is included as part of the “maintain/enhance capacity of network” criteria.
No consideration is given to non-vehicular traffic that is used by the local Mennonite community.	This comment was taken into consideration for the formation of the criteria. The criteria which aligns with this comment are, “Maintain / Enhance Capacity of Network” and “Safety - collision potential”.

Natural Environment	
What we heard from Virtual Community Meeting Breakout rooms	How we responded
Salt management is an issue that does not seem to be mentioned, particularly as it relates to salt leakage in Source Water Protection.	The evaluation completed for Master Plan level process does not include this level of detail. Salting roads is required as a safety requirement during the winter months and is not considered a differentiating factor at this level of study. It would be considered as part of a more detailed Environmental Assessment process in terms of impacts and mitigation.
Active transportation should be included in the Natural Environment criteria, since this has positive impact for the natural environment.	Active transportation has been included in the transportation criteria as “Support Active Transportation”, as it relates to the transportation network and connectivity, and it directly relates to one of the goals of the Transportation Criteria, which is “provide sustainable and equitable mobility options that connect communities”. Therefore, active transportation will be covered off under this criteria.

Consultation Engagement Activities and What We Heard

Cultural Environment	
What we heard from Virtual Community Meeting Breakout rooms	How we responded
Community services is missing from the list of cultural criteria. This includes consideration for access to public parks, lakes and natural areas, and impacts that the proposed solutions will have on community services, like access and safety for schools and churches.	The issue are of access and safety are considered as part of the Transportation Criteria, specifically “Network Connectivity / Service to Local Area” and “Safety/Collision Potential”. More refined analysis and evaluation would be considered as part of a more detailed Environmental Assessment process in terms of impacts and mitigation.
The proposed criteria speaks to cultural built form (buildings, archaeological sites), but culture is also understood as the overarching behaviours of community. This is something that is not captured in the criteria.	For the Master Plan level of assessment, the characteristics of cultural behaviour are considered as part of the Transportation Criteria, specifically “Network Connectivity / Service to Local Area”, “Safety/Collision Potential”, and “Support Active Transportation”. The ultimate design of the preferred infrastructure would address the support cultural behaviour of a community and would be considered as part of a more detailed Environmental Assessment process in terms of impacts and mitigation.

Socio-economic Environment	
What we heard from Virtual Community Meeting Breakout rooms	How we responded
Will the “businesses impacted” criteria consider issues such as losing park, lack of space for businesses if roads widen, and affecting access to businesses.	Yes, all of these factors will be examined and assessed under the “businesses impacted” criteria.
Road widenings could result in less shoulder space for farm equipment and farm related traffic.	<p>This will be assessed under the “farming activity impacted” criteria.</p> <p>Road shoulders will also be maintained to at least the standard widths to maintain safety and allow for continued usage for farm equipment.</p>

Socio-economic Environment	
What we heard from Virtual Community Meeting Breakout rooms	How we responded
The socio-economic impacts to businesses and farm activity is consider, but what about for landowners and adjacent properties?	Landowners and adjacent properties are considered in Transportation Criteria for residential uses and in Socio-Economic Development for business and industry (including farming). The evaluation has been completed for Master Plan level process does not include level of detail for indirect impacts. This would be considered as part of a more detailed Environmental Assessment process in terms of impacts and mitigation.

Cost	
What we heard from Virtual Community Meeting Breakout rooms	How we responded
The criteria examines capital, operations and maintenance costs of solutions. But what about also including the human costs of solutions, such as how if safety is increased and collisions or injuries are reduced by X%, this is a human cost that is saved.	The “human cost” of solutions will be considered under the “Transportation - Safety – collision potential” criteria.

3.6. Engagement Round 3

3.6.1. Online Survey #2

Following the virtual community meeting held on June 17th, 2021, an online survey was developed for the community to provide input on the key decisions of the RMAP:

- What are the issues that matter in making a decision that will feed into the evaluation of possible solutions for the future County roadway network identified in the RMAP?
- What are the alternative solutions to address each of the long-term congestion issues identified to be solved through this Plan, and what does the evaluation tell us about which ones are recommended?

The survey was available online from July 12 to August 16, 2021 and received 360 responses. Gathering feedback on these questions was important to help refine the evaluation of solutions that will be carried forward to the RMAP.

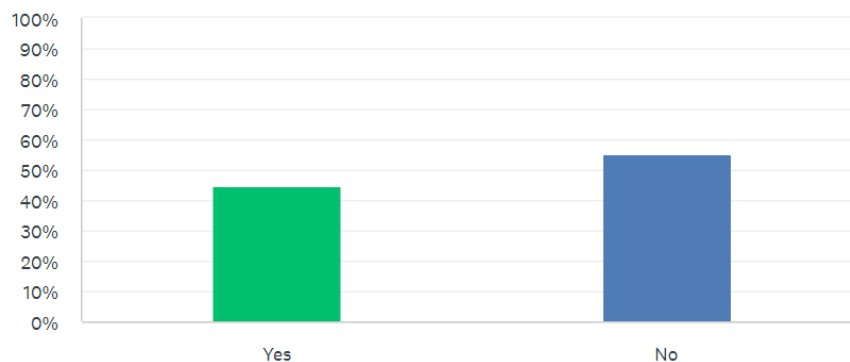
Part 1 of the survey focused on how we make a decision. Survey respondents were asked if there were any additional criteria that they think should be considered as part of the evaluation, for each of the 5 criteria groups (Transportation, Natural Environment, Cultural Environment, Socio-Economic Environment and Cost). The following is a summary of what we heard through the responses, and how the project team responded.

Transportation Criteria

Support Project Vision and Goals	Criteria
1. Create a Transportation Network with a Focus on Safety	Network Connectivity to Provincial Roads
	Network Connectivity/ Service to Regional Area
	Network Connectivity/ Service to Local Area
2. Provide Sustainable and Equitable Mobility Options that Connect Communities	Maintain / Enhance Capacity of network
	Safety - Collision Potential
	Support Movement of Goods
3. Be Proactive in Planning for Future Expansion of the County Road Network based on Complete Streets Principles	Noise Impacts
	Support Active Transportation
	Residences Directly Impacted

Are there any additional Transportation criteria that you think should be considered as part of the evaluation?

Answered: 352 Skipped: 8



Consultation Engagement Activities and What We Heard

The **majority of respondents (55%) did not have additional Transportation criteria to add**, while 45% felt that there should be additional criteria. Of this 45%, the main criteria they wanted were:

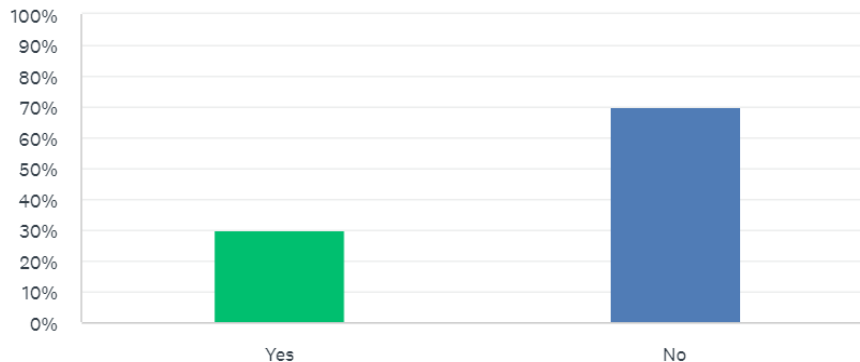
What survey respondents wanted to be added to the criteria	How we responded
Concern for the impacts on environment, ecosystems and natural landscapes caused by expanding and building new roads	These concerns will be considered under the “Natural Environment” Criteria group.
Concerns for trucks and other heavy traffic vehicles being re-routed through residential areas	This will be considered under the “Residences directly impacted” criteria
Consideration for other (non-automobile) vehicles – bike lanes, trails, public transportation, etc.	This will be considered under the “Support Active Transportation” criteria
Better speed limit enforcement and the need to lower speed limits in certain areas (side roads)	This will be considered under the “Safety – Collision Potential” criteria
Increased safety concerns for the students at the school close to the bridge	This will be considered under the “Safety – Collision potential” criteria

Natural Environment Criteria

Support Project Vision and Goals	Criteria
1. Make Investment Decisions that are Environmentally Responsible	Natural Hazard Areas Impacted
	Air Quality (Sensitive Receptors)
	Climate Change – Reduce GHG
	Species at Risk / Habitat Impacted
	Woodlands and Woodlots Impacted
	Water Courses Crossed
	Wildlife Habitats and Movement/Corridor Crossings
	Wetlands Impacted
	Provincially / Regionally Significant Wetland Impacted

Are there any additional Natural Environment criteria that you think should be considered as part of the evaluation?

Answered: 323 Skipped: 37



The majority of respondents (70%) did not have additional Transportation criteria to add, while 30% felt that there should be additional criteria. Of this 30%, the main criteria they wanted added were:

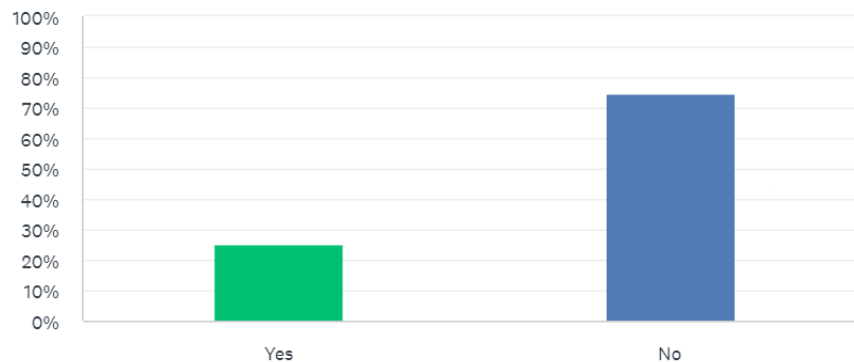
What survey respondents wanted to be added to the Natural Environment criteria	How we responded
Consider the impact on the Grand River and surrounding ecosystem	This will be considered as part of the Natural Environment criteria. In particular, it will be examined under the “Water courses crossed” and “Wetlands impacted”
Impact to eco-tourism (fishing). Area is one of the top brown trout fishing areas, attracting tourists from around the world.	This criteria will be considered under the “Wildlife habitats and movement” and “Species at risk/habitat impacted” criteria
Concern for re-routing traffic over bridges and waterways	This criteria will be considered “Water courses crossed”
Impact of vehicle exhaust on neighbouring communities and John Black Public School (local children in outdoor school spaces)	This criteria will be considered under the “Air quality” criteria

Cultural Environment Criteria

Support Project Vision and Goals	Criteria
1. Create a Culture of Collaboration with Municipal Stakeholders where the County Transportation Network Intersects with Areas of Local Importance	Heritage Property or Buildings Impacted
	Impact to Heritage Landscape Features (fence rows, tree lines, etc.)
	Cemeteries Impacted
	Sites of Archaeological Potential
2. Develop Transparent Policy Tools that Guide Investment Decisions in the Transportation Network	Utility Corridors Impacted
	Potential for RIDE WELL (transit) and business partnership
	Compatibility with Provincial, County, and City policies and GRCA framework standards

Are there any additional Cultural Environment criteria that you think should be considered as part of the evaluation?

Answered: 307 Skipped: 53



Consultation Engagement Activities and What We Heard

The majority of respondents (75%) did not have additional Cultural Environment criteria to add, while 25% felt that there should be additional criteria. Of this 25%, the main criteria they wanted added were:

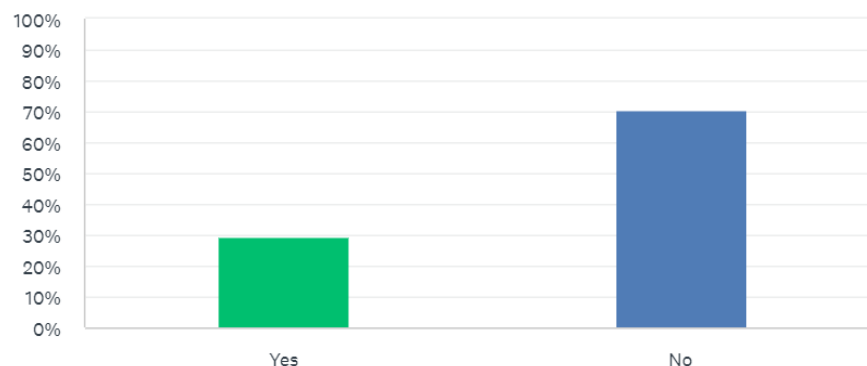
What survey respondents wanted to be added to the Cultural Environment criteria	How we responded
Consideration and protection of for First Nations lands, land claims and historical significance. This is a culturally significant area for Six Nations, and they conduct ceremonies on their annual All Nations Water Walk and the solutions should not impact these lands.	This will be considered under the “Impact to Heritage Landscape Features” criteria
Impact to neighbourhood dynamic and character (impact on quiet residential areas)	This will be considered under the “Residences impacted” criteria
Respect the history and heritage of the community – e.g. John Black Settlement and Richard Pierpoint	This will be considered under the “Heritage property or buildings impacted” criteria and “Impact to heritage landscape features” criteria

Socio-Economic Environment Criteria

Support Project Vision and Goals	Criteria
Support Economic Development	Farming Activity Impacted
	Businesses Impacted
	Existing Businesses and Industry and Opportunities for New Businesses and Industry – Access
	Opportunity for Communities to Draw New Businesses
	Support/ Improve Tourism

Are there any additional Socio-Economic Environment criteria that you think should be considered as part of the evaluation?

Answered: 301 Skipped: 59



The majority of respondents (71%) did not have additional Socio-Economic Environment criteria to add, while 29% felt that there should be additional criteria. Of this 29%, the main criteria and considerations they wanted added were:

What survey respondents wanted to be added to the Socio-Economic Environment criteria	How we responded
Greater emphasis on the “socio-” aspect of this category. Most criteria seem to focus on economics/business, but there should be a focus on the needs of people and those who live in the area	The characteristics of the social needs of the community are considered as part of the Transportation Criteria, specifically “Network Connectivity / Service to Local Area”, “Safety/Collision Potential”, and “Support Active Transportation”. The ultimate design of the preferred infrastructure would address the support social needs and cultural behaviour of a community, and would be considered as part of a more detailed Environmental Assessment process in terms of impacts and mitigation.
Impact to existing neighbourhoods and local residents in Anderson, Dianne, Sunnybrae, St. George areas. Including noise impacts and impacts to property values.	This criteria will be considered under the Transportation “Residences Impacted” and “Noise Impacts” criteria
Concern for safety of children and impact on local schools	This criteria will be considered under the Transportation “Safety – Collision potential” criteria

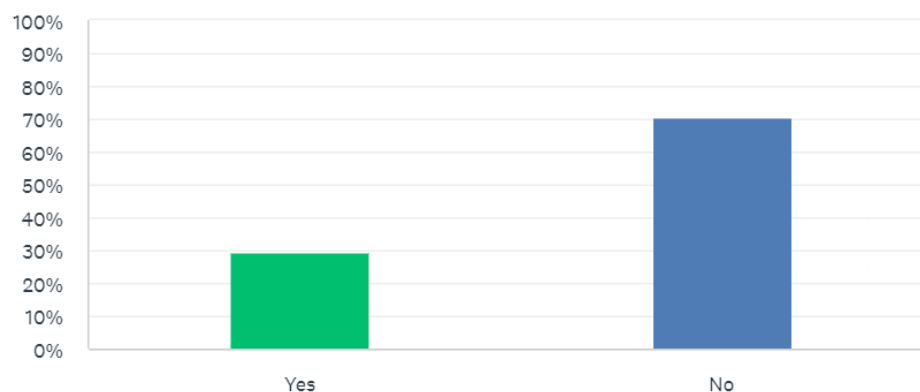
What survey respondents wanted to be added to the Socio-Economic Environment criteria	How we responded
Promoting tourism (supporting local businesses, limiting impacts on fishing, making streets in the downtown more walkable)	This criteria will be considered under the "Support / Improve Tourism" criteria

Cost Criteria

Support Project Vision and Goals	Criteria
Be Fiscally-Responsible When Making in Investment Decisions	Capital Cost
	Operational and Maintenance Costs
	Funding opportunities through grant

Are there any additional Cost criteria that you think should be considered as part of the evaluation?

Answered: 289 Skipped: 71



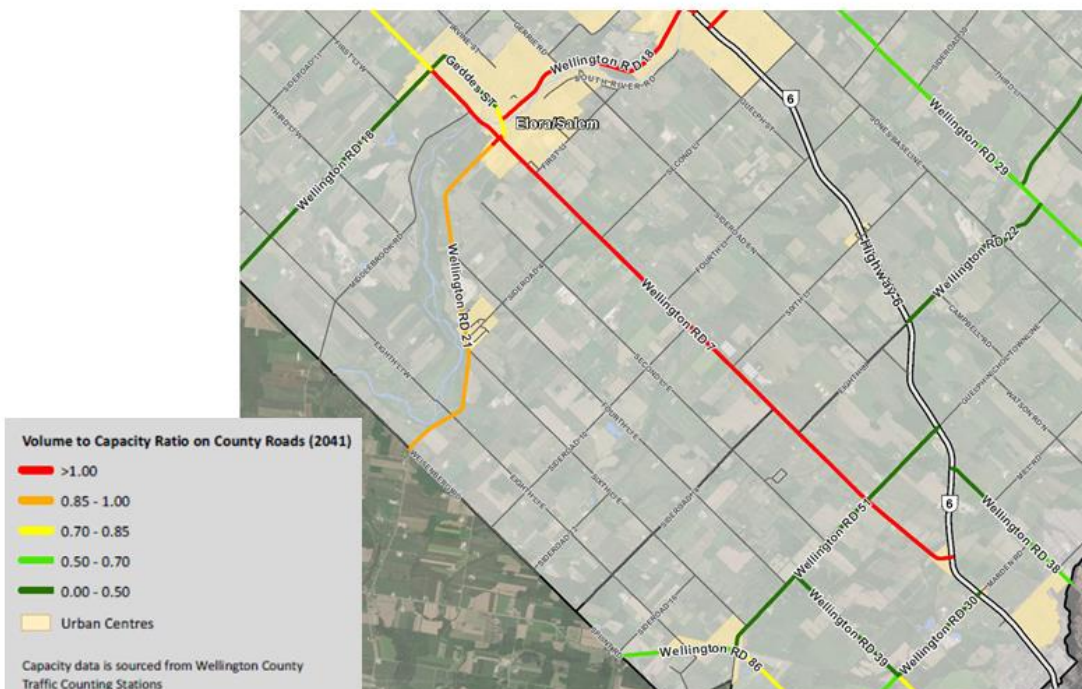
Consultation Engagement Activities and What We Heard

The majority of respondents (71%) did not have additional Cost criteria to add, while 29% felt that there should be additional criteria. Of this 29%, the main criteria and considerations they wanted added were:

What survey respondents wanted to be added to the Socio-Economic Environment criteria	How we responded
Consideration for property value losses	This criteria is considered under the “residences directly impacted” criteria
Costs should be used to maintain existing roadways and bridges, rather than constructing new ones	This criteria is considered under the “capital costs” criteria
Making greater use of existing roads (such as Scotland Street) and bridges (such as 2 nd line) to save costs on constructing new bridges	This criteria is considered under the “network connectivity” criteria
Land acquisition and expropriation costs should be included in the criteria	This criteria is considered under the “residences directly impacted” criteria

Part 2 of the survey focused on what the preliminary evaluation tell us. Survey respondents were asked to provide their feedback on the preliminary recommended solution to address the transportation issue, for each issue area. The following is a summary of the feedback received.

AREA 1: WELLINGTON ROAD 7 BETWEEN ELORA/SALEM AND THE HIGHWAY 6 JUNCTION



Consultation Engagement Activities and What We Heard

Two alternatives were evaluated in this area:

Option A: Improve roadways within the current Right of Way – e.g. with new turning lanes, lane markings, signage, etc.

Option B: Widen Roadway by Adding Lanes – Add one travel lane in each direction.

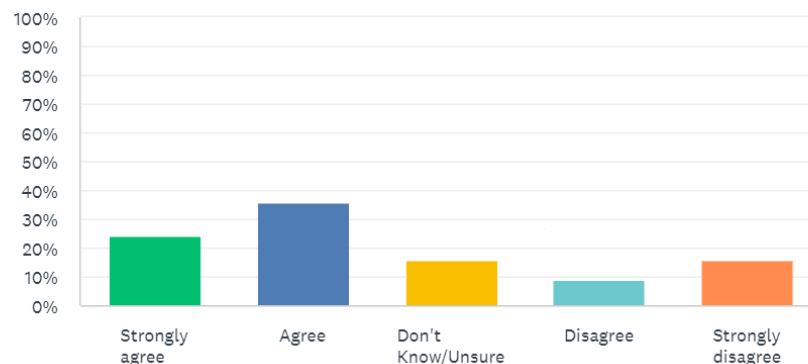
EVALUATION OF ALTERNATIVE SOLUTIONS: WELLINGTON ROAD 7 (between Elora and Highway 6 Junction) SUMMARY OF RESULTS		
CRITERIA GROUP	A. TSM	B. WIDEN EXISTING
TRANSPORTATION	Good	Very Good
NATURAL ENVIRONMENT	Very Good	Very Good
CULTURAL ENVIRONMENT	Very Good	Very Good
SOCIO - ECONOMIC ENVIRONMENT	Good	Very Good
COST	Very Good	Good
	Good	Very Good

Not Applicable
Poor
Good
Very Good

The recommended solution is **Option B, to widen the existing roadway to add another travel lane in each direction**. Survey respondents were asked to indicate their level of support/agreement with this recommended solution.

Using the scale below, please indicate your level of agreement with the recommended solution:

Answered: 283 Skipped: 77



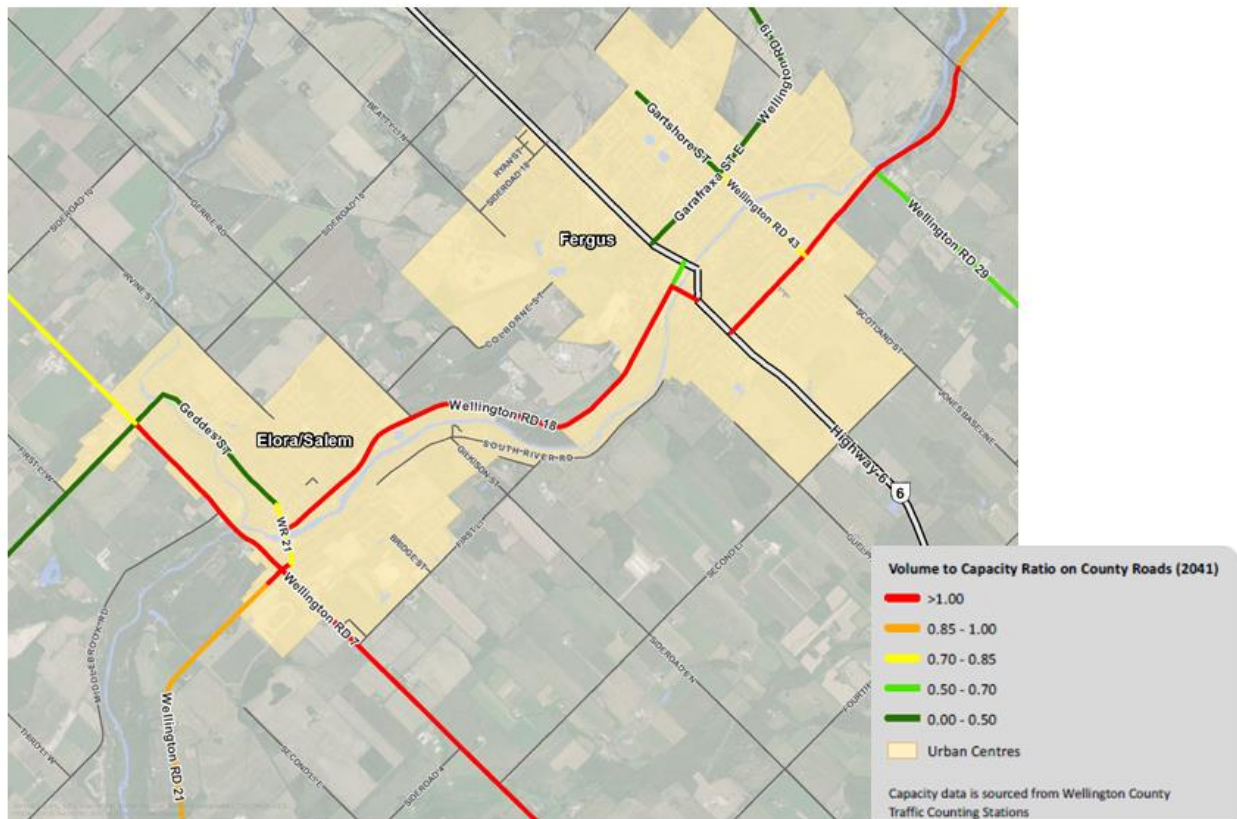
Consultation Engagement Activities and What We Heard

Overall, **60% of respondents either agree or strongly agree** with the recommended solution. The most common feedback received on this recommended alternative was:

What we heard	How we responded
Expanding the road will have impacts on the environment and local residents.	This has been considered as part of the Environment and Socio-economic criteria and was taken into consideration as part of the evaluation of alternatives.
Concern that this could bring additional noise, pollution and traffic to the local area.	This has been considered as part of the Environment and Transportation criteria.
Concerns that expanding the road will encourage vehicles to travel at greater speeds and volume through Elora.	This has been considered as part of the Transportation criteria. The RMAP has specific sections related to speed management and safety guidelines that will be used to monitor and mitigate identified and emerging issues.
Support for expanding the existing route, rather than constructing a new one.	This has been considered as part of the Transportation criteria. No changes are required to the criteria, alternatives, or solutions.
Safety concerns for children and residents.	This has been considered as part of the Transportation criteria. The RMAP has specific sections related to speed management and safety guidelines that will be used to monitor and mitigate identified and emerging issues. No changes were made to the criteria, alternatives, or solutions.
Concern about the existence of the Wellington Road 7 bridge.	Several river crossing alternatives were added in response to public feedback for the concern of impacts to the Wellington Road 7 bridge. Potential improvement/widening of existing river crossings and a new corridor on Wellington Road 29 added to the evaluation.

Consultation Engagement Activities and What We Heard

AREA 2: WELLINGTON ROAD 18 BETWEEN WELLINGTON ROAD 21 (ELORA) AND WELLINGTON ROAD 43 (FERGUS)



Three alternatives were evaluated in this area:

Option A: Improve roadways within the current Right of Way – e.g. with new turning lanes, lane markings, signage, etc.

Option B: Widen Roadway by Adding Lanes – Add one lane per direction between Elora and Fergus and add 1 lane per direction between Highway 6 and WR 43

Option C: New road – New north-south by-pass to address future congestion issues on Highway 6, and new east-west by-pass to address figure congestion issue on Wellington Road 18

Consultation Engagement Activities and What We Heard

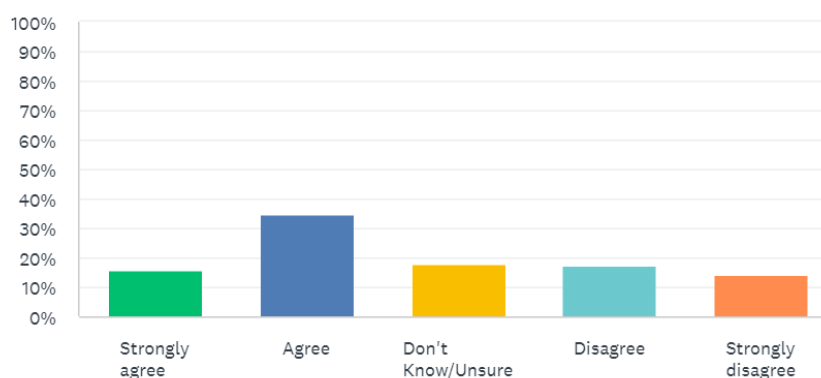
CRITERIA GROUP	OPTION A: IMPROVE ROADWAY WITHIN EXISTING RIGHT-OF-WAY	OPTION B: WIDEN ROADWAY – ADD LANES	OPTION C: NEW ROAD
TRANSPORTATION	●	●	●
NATURAL ENVIRONMENT	●	●	●
CULTURAL ENVIRONMENT	●	●	●
SOCIO - ECONOMIC ENVIRONMENT	●	●	●
COST	●	●	●
OVERALL	●	●	●

● Not Applicable
● Poor
● Good
● Very Good

The recommended solution is a combination of Option A and Option B, to implement both an improved roadway with the existing Right-of-Way, and a widened roadway solution. Survey respondents were asked to indicate their level of support/agreement with this recommended solution.

Using the scale below, please indicate your level of agreement with the recommended solution:

Answered: 270 Skipped: 90



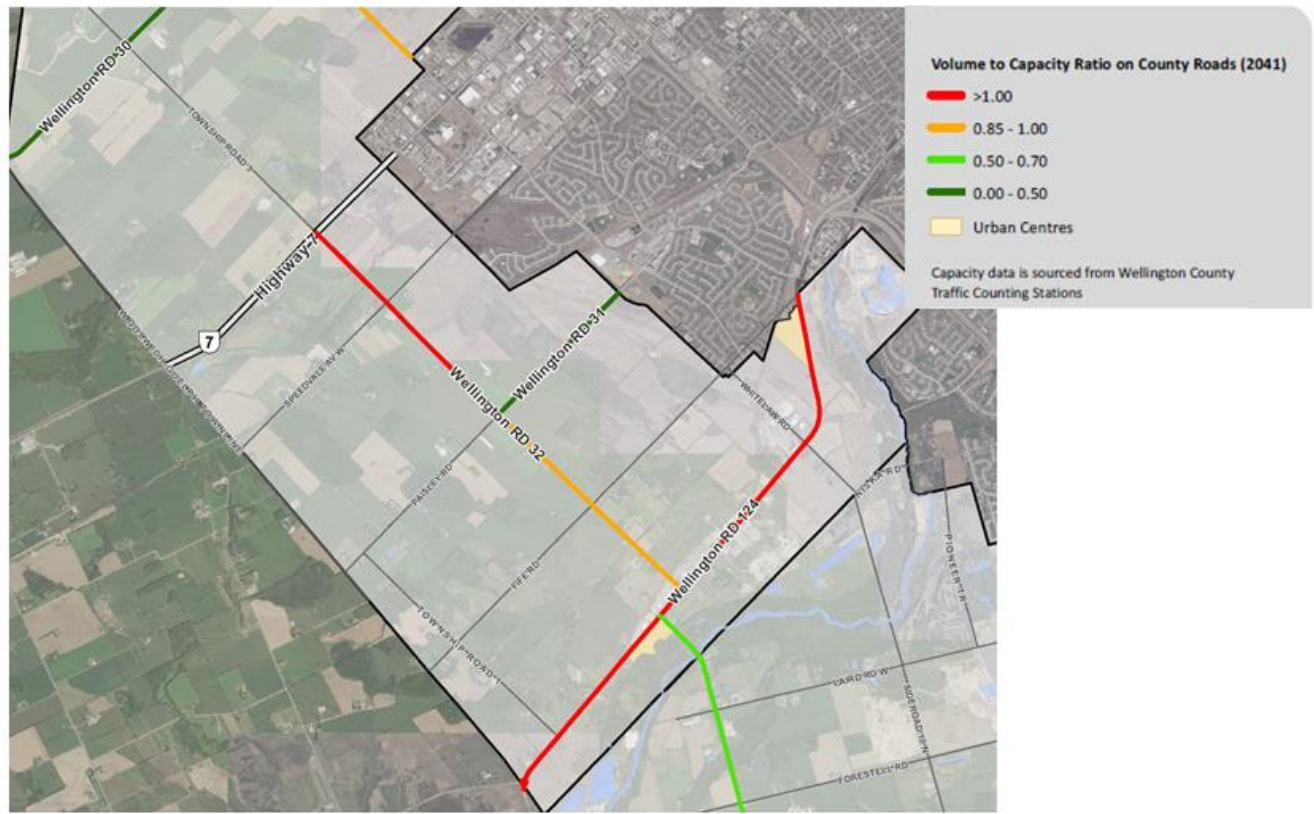
Overall, **51% of respondents either agree or strongly agree** with the recommended solution. The most common feedback received on this recommended alternative was:

Consultation Engagement Activities and What We Heard

What we heard	How we responded
Concerns that widening roads and adding lanes will increase safety risk, due to more vehicles and speeding. Traffic lights or other method of reducing speeds should be considered.	This has been considered as part of the Transportation criteria. The RMAP has specific sections related to speed management and safety guidelines that will be used to monitor and mitigate identified and emerging issues. No changes are required to the criteria, alternatives, or solutions.
Consideration for an additional solution to address north/south congestion.	This has been considered as part of New Road (Improve Parallel Infrastructure) solution. No changes are required to the criteria, alternatives, or solutions.
Concerns for bringing more traffic and heavy vehicles to residential areas/streets.	This has been considered as part of the Transportation criteria. The RMAP has specific sections related to speed management and safety guidelines that will be used to monitor and mitigate identified and emerging issues. No changes are required to the criteria, alternatives, or solutions.
Unclear about where the proposed changes (widenings, improved roadways) would occur.	The RMAP is a strategic level assessment. Specific details related to design of different sections within the corridor will be assessed and reviewed during a Municipal Class Environmental Assessment. No changes are required to the criteria, alternatives, or solutions.
This stretch goes through a commercial street in Elora with hotels, restaurants and businesses. The public would like consideration for the impact that the proposed solution will have on the businesses and parking restrictions.	This detail would be assessed and reviewed during a Municipal Class Environmental Assessment. It has also been considered as part of the Socio-economic criteria. No changes are required to the criteria, alternatives, or solutions.

Consultation Engagement Activities and What We Heard

AREA 3: WELLINGTON ROAD 32 BETWEEN WELLINGTON ROAD 124 AND HIGHWAY 7

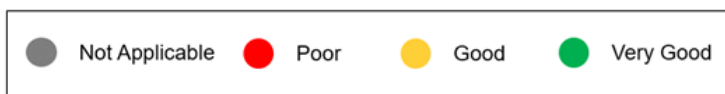


Two alternatives were evaluated:

Option A: Improve Roadway within the current Right-of-Way – widen/formalize road shoulders

Option B: Widen Roadway by adding lanes – add 1 lane in each direction

CRITERIA GROUP	OPTION A: IMPROVE ROADWAY WITHIN EXISTING RIGHT-OF-WAY	OPTION B: WIDEN ROADWAY – ADD LANES
TRANSPORTATION	●	●
NATURAL ENVIRONMENT	●	●
CULTURAL ENVIRONMENT	●	●
SOCIO - ECONOMIC ENVIRONMENT	●	●
COST	●	●
OVERALL	●	●

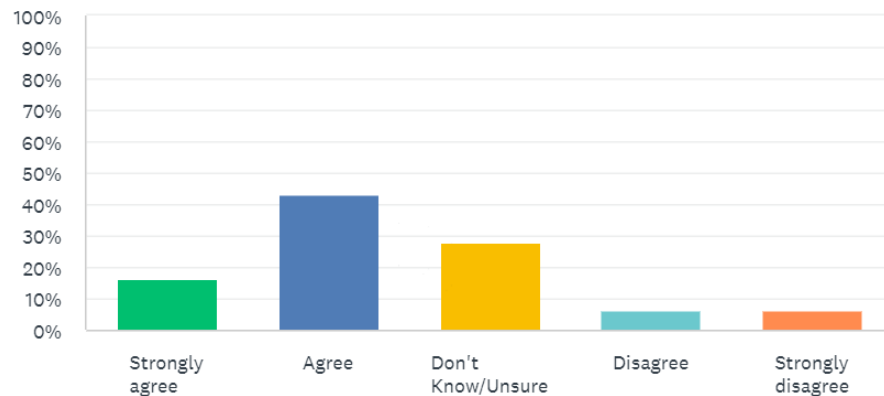


Consultation Engagement Activities and What We Heard

The recommended preliminary solution is **Option A – to improve the Roadway by formalizing/widening roadway shoulders, and providing localized improvements (turn lanes) south of Speedvale for Mosborough Market accesses**. Survey respondents were asked to indicate their level of support/agreement with this recommended solution.

Using the scale below, please indicate your level of agreement with the recommended solution:

Answered: 263 Skipped: 97



Overall, **60% of respondents either agree or strongly agree** with the recommended solution. The most common feedback received on this recommended alternative was:

Consultation Engagement Activities and What We Heard

What we heard	How we responded
Ensure that construction does not impact natural landscape and forested land.	This has been considered as part of the Environment criteria. Specific construction methods and impact mitigation will be identified during design and construction stages of future projects. No changes are required to the criteria, alternatives, or solutions.
Concern that option A is a band-aid solution, rather than something that will address the issue long-term.	The assessment of the nature and magnitude of the problem is based on long-term (2041) county-wide growth. Traffic levels as forecast for this corridor show that there are localized constraints in the corridor that can be addressed through specific improvements at intersections. As well, the provision of a wider, formalized shoulder will maximize the available capacity and general safety of the corridor (i.e. providing safe space of cycling and horse and buggy modes). These improvements are considered the most efficient way to maximize the efficiency of the roadway over the next 20+ years. No changes are required to the criteria, alternatives, or solutions.
Support for using existing infrastructure/roads, and improving upon what is already in place.	Widening the road is a required step to accommodate future capacity of the road, as this is a major inter-community route. No changes are required to the criteria, alternatives, or solutions.
Consideration for using the solution as an opportunity to improve access to public spaces, particularly the Mosborough Market.	This has been considered as part of the Socio-economic criteria, and can be taken into consideration by private land owners (i.e. Mosborough Market). No changes are required to the criteria, alternatives, or solutions.

AREA 4: WELLINGTON ROAD 46 BETWEEN MALTBY ROAD AND WELLINGTON ROAD 34



Three alternatives were evaluated:

Option A: Improve Roadway within the Current Right of Way - Improve cycling and pedestrian access with bike lanes and wider sidewalks

Option B: Widen Roadway by Adding Lanes – Add 1 lane in each direction (widening from two lanes to four lanes) between Maltby Road and Wellington Road 34 (four lanes already exists between Wellington Road 34 and McLean Road)

Option C: New Road – Identify potential improvements to parallel roads not under County Jurisdiction (e.g. Ontario Ministry of Transportation, Puslinch)

Consultation Engagement Activities and What We Heard

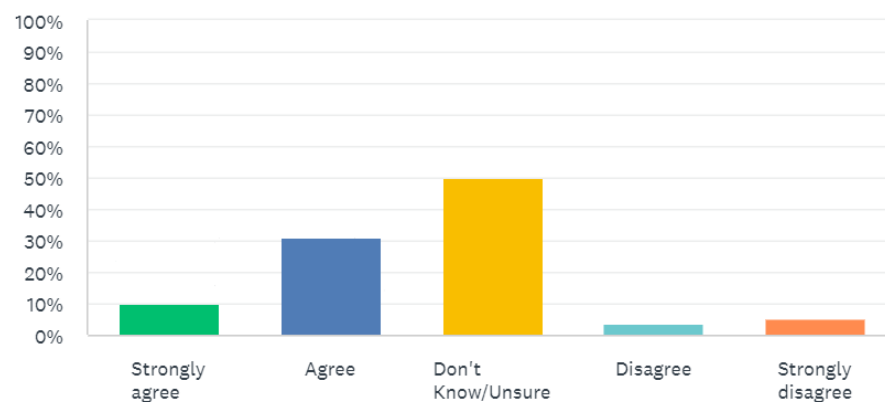
CRITERIA GROUP	OPTION A: IMPROVE ROADWAY WITHIN EXISTING RIGHT-OF-WAY	OPTION B: WIDEN ROADWAY – ADD LANES	OPTION C: NEW ROAD
TRANSPORTATION	●	●	●
NATURAL ENVIRONMENT	●	●	●
CULTURAL ENVIRONMENT	●	●	●
SOCIO - ECONOMIC ENVIRONMENT	●	●	●
COST	●	●	●
OVERALL	●	●	●

● Not Applicable
● Poor
● Good
● Very Good

Based on the evaluation criteria, **the recommended preliminary solution is Option B – to widen the roadway to four lanes. The recommendation is also consistent with the preferred alternative identified in the Gordon Street Wellington Road 46 Environmental Assessment.** Survey respondents were asked to indicate their level of support/agreement with this recommended solution.

Using the scale below, please indicate your level of agreement with the recommended solution:

Answered: 255 Skipped: 105



Overall, **41% of respondents either agree or strongly agree** with the recommended solution, while **50% were unsure/don't know**. Only **9% of respondents either disagreed or strongly disagreed** with the recommended solution.

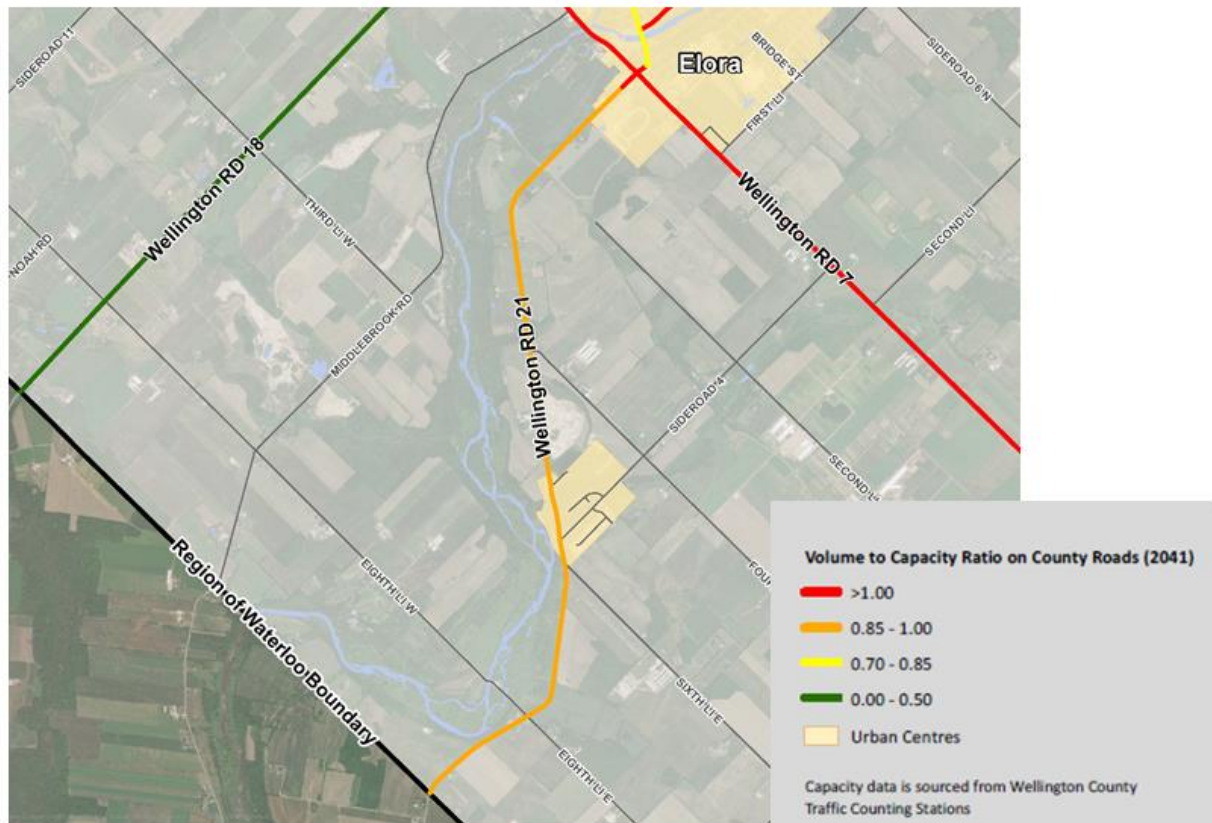
Consultation Engagement Activities and What We Heard

The most common feedback received on this recommended alternative was:

What we heard	How we responded
Greater consideration for bike lanes, active transportation, sidewalks for pedestrians. The option seems to focus only on automobiles.	Alternative modes and the provision of dedicated space for these modes has been considered in the active transportation portion of the RMAP report. No changes are required to the criteria, alternatives, or solutions.
Cycling safety issues were flagged in this area for consideration if roads are widened.	This has been considered as part of the Transportation criteria. The RMAP has specific sections related to speed management and safety guidelines that will be used to monitor and mitigate identified and emerging issues. No changes are required to the criteria, alternatives, or solutions.
Consider the impact that additional lanes may have on limiting spaces for parking, and for the businesses along the major commercial street in Aberfoyle.	This detail would be assessed and reviewed during a Municipal Class Environmental Assessment. It has also been considered as part of the Socio-economic criteria. No changes are required to the criteria, alternatives, or solutions.

Consultation Engagement Activities and What We Heard

AREA 5: WELLINGTON ROAD 21 BETWEEN WELLINGTON ROAD 7 (ELORA) AND REGION OF WATERLOO BOUNDARY



Two alternatives were evaluated:

Option A: Improve Roadway within the Current Right of Way - Urbanize corridor to support cycling and pedestrian access; develop strategy (signage) to promote alternative use of existing parallel facility (W.R. 18)

Option B: Widen Roadway by Adding Lanes – Add 1 lane per direction

Consultation Engagement Activities and What We Heard

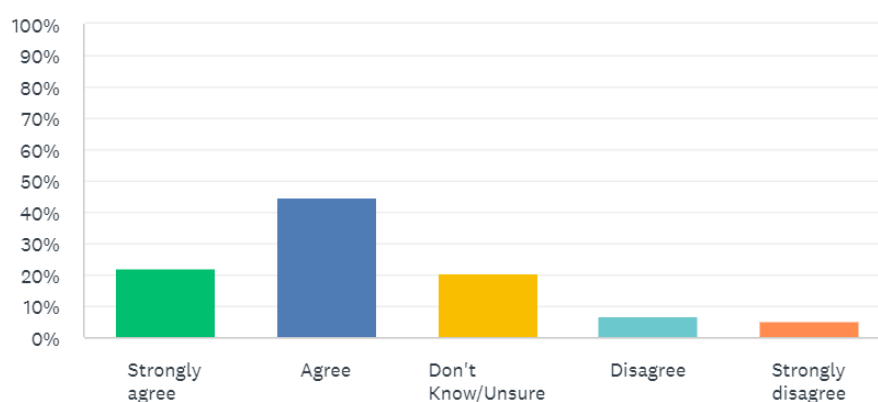
CRITERIA GROUP	OPTION A: IMPROVE ROADWAY WITHIN EXISTING RIGHT-OF-WAY	OPTION B: WIDEN ROADWAY – ADD LANES
TRANSPORTATION	●	●
NATURAL ENVIRONMENT	●	●
CULTURAL ENVIRONMENT	●	●
SOCIO - ECONOMIC ENVIRONMENT	●	●
COST	●	●
OVERALL	●	●

● Not Applicable
● Poor
● Good
● Very Good

Based on the evaluation criteria, **the preliminary recommended solution is Option A, Improve Roadway within the Current Width by formalizing, widening and paving, shoulders to support cycling and pedestrians, along with future monitoring.** Survey respondents were asked to indicate their level of support/agreement with this recommended solution.

Using the scale below, please indicate your level of agreement with the recommended solution:

Answered: 255 Skipped: 105



Overall, **67% of respondents either agree or strongly agree** with the recommended solution. The most common feedback received on this recommended alternative was:

Consultation Engagement Activities and What We Heard

What we heard	How we responded
The bike lanes should be protected and/or separated, rather than just painted lanes for enhanced safety.	Such designs are typically provided in an urban environment. As this facility is rural in nature and design, the accepted standard is to provide adequate surface and separation treatments (i.e. wide, paved shoulder). This is considered a formalized cycling lane alternative. No changes are required to the criteria, alternatives, or solutions.
Some feel that cycling lanes are not needed at this section of the roadway, and would not be heavily used.	Cycling lanes were considered to align with the Wellington County Active Transportation Master Plan. No changes are required to the criteria, alternatives, or solutions.
Concern for bottle necks.	The long term capacity assessment considers and assesses the impacts of localized issues on the broader corridor capacity. No changes are required to the criteria, alternatives, or solutions.

Consultation Engagement Activities and What We Heard

AREA 6: WELLINGTON ROAD 86 BETWEEN WELLINGTON ROAD 10) AND WELLINGTON ROAD 85



Two alternatives were evaluated:

Option A: Improve Roadway within the Current Right of Way- Formalize shoulders; Provide dedicated left turn lanes on Wellington Road 86 through the Hamlet of Dorking

Option B: Widen Roadway by Adding Lanes – Road widening – add 1 lane in each direction

Consultation Engagement Activities and What We Heard

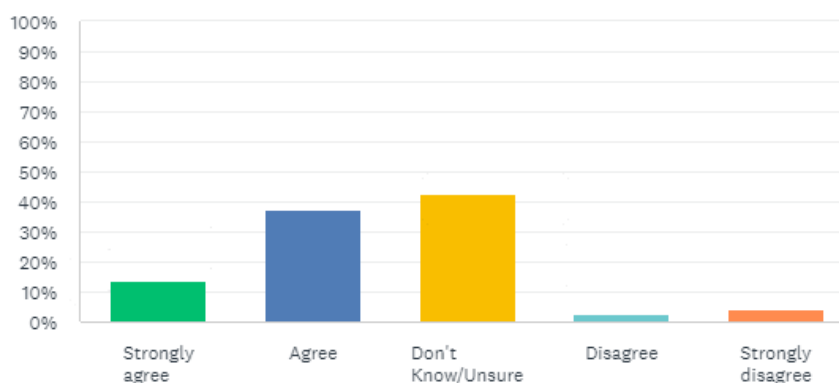
CRITERIA GROUP	OPTION A: IMPROVE ROADWAY WITHIN EXISTING RIGHT-OF-WAY	OPTION B: WIDEN ROADWAY – ADD LANES
TRANSPORTATION	●	●
NATURAL ENVIRONMENT	●	●
CULTURAL ENVIRONMENT	●	●
SOCIO - ECONOMIC ENVIRONMENT	●	●
COST	●	●
OVERALL	●	●

● Not Applicable
● Poor
● Good
● Very Good

Based on the evaluation criteria, **the preliminary recommended solution is Option A, Improve the Roadway within the Current Width by formalizing, widening and paving the road shoulders, providing auxiliary left turn lanes in Dorking, and undertaking future monitoring.** Survey respondents were asked to indicate their level of support/agreement with this recommended solution.

Using the scale below, please indicate your level of agreement with the recommended solution:

Answered: 252 Skipped: 108



Overall, **51% of respondents either agree or strongly agree** with the recommended solution, **while 42% were unsure or don't know.**

Consultation Engagement Activities and What We Heard

The most common feedback received on this recommended alternative was:

What we heard	How we responded
This is a route that is taken by the Mennonite community using horse and buggy. Ensure that roadway shoulders are wide and safe enough for this means of travel.	This has been considered as part of the Transportation criteria. The shoulder width suggested in the Wellington County Active Transportation Plan will be followed. No changes are required to the criteria, alternatives, or solutions.

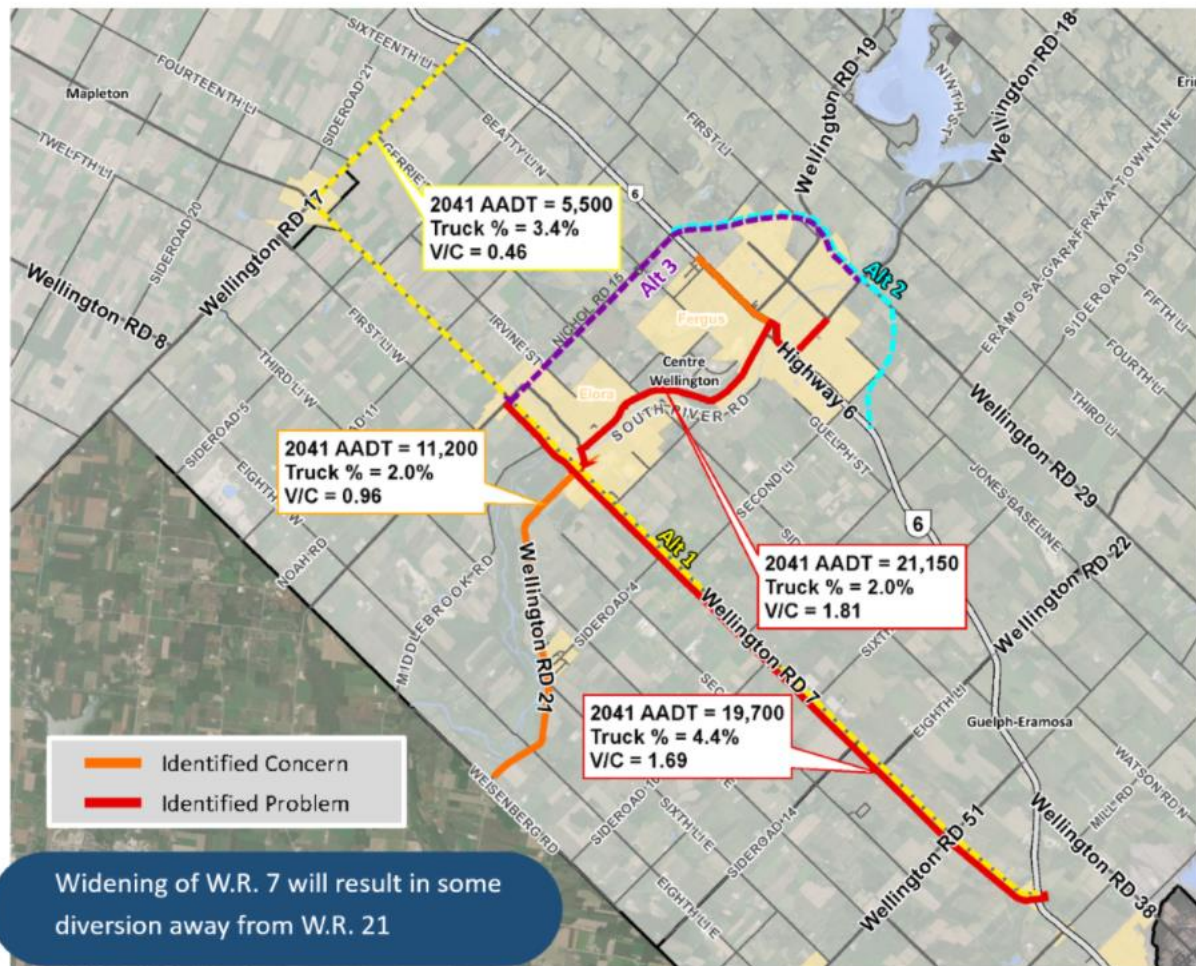
FERGUS-ELORA BY-PASS ROUTES

The transportation analysis indicates a need to address traffic congestion and operational issues in the Fergus-Elora area along Highway 6, Wellington Road 7, Wellington Road 18, and Wellington Road 21 South. These corridors pass through urban communities and create a number of issues, including traffic delay, a high volume of truck traffic (on Highway 6), safety and speeding concerns (on Wellington Road 18), and noise exposure for residents, schools, and other sensitive uses along Highway 6.

There is limited space along the corridor in these communities to improve east-west and north-south roadway capacity to address traffic issues. Doing so will also increase concerns over truck traffic, speeding, safety, and quality of life, particularly in the historic downtown areas and in residential communities.

To address this in the short and long-term (as travel demand continues to grow), three sets of alternative by-pass locations are being considered for the Fergus-Elora area. The three sets of alternatives are shown in the figure below:

1. **By-pass Set 1:** Wellington Road 17 and Wellington Road 7 to provide an alternative north-south capacity just west of Fergus-Elora.
2. **By-pass Set 2:** Nichol Road 15 (improve through TSM or widening, to be determined) and a new full easterly by-pass road
3. **By-pass Set 3:** Nichol Road 15 (improve through TSM or widening, to be determined) and a new partial easterly by-pass road



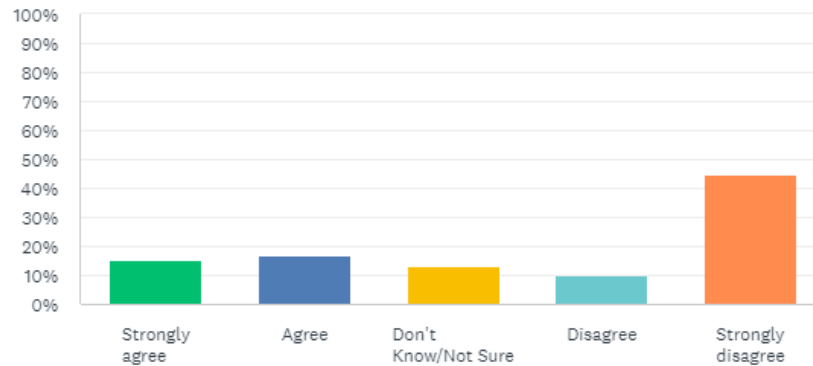
From the current strategic analysis the following measures are recommended:

- Implement Wellington Road 17 / Wellington Road 7 alternative truck route signage
- Widen Wellington Road 7 to 2-lanes in each direction between Salem and Highway 6
- Widen sections of Wellington Road 18 between Kertland and Canrobert and between Highway 6 and Scotland
- Protect future opportunity to extend Wellington Road 29 across Grand River and East By-pass of Anderson Street to connect with Nichol Road 15
- Conduct a further detailed area transportation study in coordination with the Ministry of Transportation and the local Townships to identify and assess the feasibility and impacts of a full range of alternative solutions.

Survey respondents were asked to indicate their level of agreement with these recommendations.

Using the scale below, please indicate your level of agreement with the above recommendations:

Answered: 247 Skipped: 113



The results indicated that **32% of respondents agree or strongly agree** with the by-pass recommendations, while **55% disagree or strongly disagree**. The following is the most common feedback received, related to the recommendations:

- Many concerns for a potential bridge across the Grand River in the WR 29 corridor for a variety of reasons:
 - Disruption to local ecosystem;
 - Impact on wildlife (Canadian geese, Blue Heron, etc.) and fishing habitats (and ecotourism);
 - Constructing a by-pass through an established neighbourhood;
 - Increased noise levels and traffic on residential neighbourhoods;
 - Greater safety risks for local residents and children (particularly at the local school);
 - Removal of mature trees for construction; and
- Consideration for using the existing bridge (one concession away on 2nd Line), rather than constructing a new one/and making better use of this existing bridge.

The low level of support for the By-pass reflects several separate issues:

- Impacts of increased auto and truck traffic on WR 7 / 17 and the village of Alma;
- Impacts and cost of WR 7 widening on the bridge crossing the Grand River; and
- Impacts of connecting WR 29 across the Grand River on the natural environment and on the community in the Anderson Street corridor.

To address these concerns, additional alternative by-pass scenarios will be identified: the use of Side Road 5 as an alternative to WR 17; the use of 2nd Line as an alternative to WR 29; and the improvement of other existing lower tier roads crossing the Grand River. These alternatives would be carried forward for more detailed analysis as part of a recommended Area Transportation Plan.

3.7. Other Comments Received

Throughout the duration of the Road Master Action Plan, the public could provide their comments and feedback about the project by sending an email to the project team, or submitting comments via the project website. The comments received through these means were generally concerned with the Highway 6 By-Pass and the proposed solutions for the roadway improvements.

Wellington Road 29 Alternative

Community members were also concerned with a future By-Pass using the Wellington Road 29 corridor. This potential route would impact residents on Anderson Street and impact Pierpoint Park. This by-pass alternative would include a proposed bridge link over the upper Grand River to connect WR 29 and to Anderson Street. Concerns raised include:

What we heard in emails	How we responded
Comments concerned about the Upper Grand River Watershed being a historical river designation.	Additional alternative by-pass scenarios have been identified, including the westerly options using Side Road 5 or, Wellington Road 17; and easterly option using 2nd Line; and improving other existing municipal roads crossing the Grand River. All of these options will have some negative effects on the watershed which will need to be assessed in more detail as part of future Environmental Assessment studies.
Comments concerned about the impact to the trout fisheries which attracts tourism dollars to the local community.	The impacts on natural and wildlife habitat (including water habit) have been assessed at a strategic level. This detail would be assessed and reviewed during future Municipal Class Environmental Assessment studies.
Comments concerned about the impact on the natural environment and wildlife habitat.	The impacts on natural and wildlife habitat (including water habit) have been assessed at a strategic level. This detail would be assessed and reviewed during future Municipal Class Environmental Assessment studies.
Comments concerned about the impact that this proposal would have on the heritage and history of the area. Richard Pierpoint is an important part of the area's history. The site is a black heritage site, where Richard Pierpoint lived, is commemorated, and was supposedly buried.	The impacts on cultural heritage and social environments have been assessed at a strategic level. This detail would be assessed and reviewed during future Municipal Class Environmental Assessment studies.

Consultation Engagement Activities and What We Heard

What we heard in emails	How we responded
Comments raised concerns for the safety students of John Black School nearby, who use the areas around the river as well as the accessibility of the river if a bridge were to be constructed.	This has been considered as part of the Transportation criteria. The RMAP has specific sections related to speed management and safety guidelines that will be used to monitor and mitigate identified and emerging issues. This detail would also be assessed and reviewed during future Municipal Class Environmental Assessment studies.
Comments concerned about homeowners and residents who live in the surrounding neighbourhoods.	The impacts on cultural heritage and social environments have been assessed at a strategic level. This detail would be assessed and reviewed during future Municipal Class Environmental Assessment studies.
Comments concerned about property values.	This detail would be assessed and reviewed during future Municipal Class Environmental Assessment studies.
Comments concerned about increased traffic passing through residential streets.	This has been considered as part of the Transportation criteria. Additional detail would be assessed and reviewed during future Municipal Class Environmental Assessment studies
Comments concerned about increased noise.	This has been considered as part of the Transportation criteria. Additional detail would be assessed and reviewed during future Municipal Class Environmental Assessment studies
Comments concerned about increased safety risks.	This has been considered as part of the Transportation criteria. The RMAP has specific sections related to speed management and safety guidelines that will be used to monitor and mitigate identified and emerging issues.

Wellington Road 7/Wellington Road 17

Community members were also concerned with the by-pass going through Alma via Wellington Road 17 and Wellington Road 7. Concerns raised include:

Consultation Engagement Activities and What We Heard

What we heard in emails	How we responded
Comments concerned about safety for pedestrians and residents.	This has been considered as part of the Transportation criteria. The RMAP has specific sections related to speed management and safety guidelines that will be used to monitor and mitigate identified and emerging issues.
Comments concerned about increased traffic and speeding.	This has been considered as part of the Transportation criteria. The RMAP has specific sections related to speed management and safety guidelines that will be used to monitor and mitigate identified and emerging issues.
Comments concerned about intersection control at Wellington Road 17 and Wellington Road 7.	This has been considered as part of the Transportation criteria. Additional detail would be assessed and reviewed during future Municipal Class Environmental Assessment studies or through an operational assessment triggered by speed management and safety guidelines that will be used to monitor and mitigate identified and emerging issues.

Proposed Solutions for the Roadway Improvements.

Further concerns from community members included the following for roadway improvements to Wellington Road 46. Concerns raised include:

Consultation Engagement Activities and What We Heard

What we heard in emails	How we responded
Comments concerned about increased truck traffic.	This has been considered as part of the Transportation and Socio-Economic criteria. No changes are required to the criteria, alternatives, or solutions.
Comments concerned about speeding.	This has been considered as part of the Transportation criteria. The RMAP has specific sections related to speed management and safety guidelines that will be used to monitor and mitigate identified and emerging issues. No changes are required to the criteria, alternatives, or solutions.
Comments concerned about safety.	This has been considered as part of the Transportation criteria. The RMAP has specific sections related to speed management and safety guidelines that will be used to monitor and mitigate identified and emerging issues. No changes are required to the criteria, alternatives, or solutions.

Community members were also concerned with the roadway improvements to Wellington Road 7. Concerns raised include:

What we heard in emails	How we responded
Comments concerned about increased truck traffic.	This has been considered as part of the Transportation and Socio-Economic criteria. Based on the feedback received, there were not any changes made to the criteria, alternatives, or solutions.
Comments concerned about safety and speeding.	This has been considered as part of the Transportation criteria. The RMAP has specific sections related to speed management and safety guidelines that will be used to monitor and mitigate identified and emerging issues. No changes are required to the criteria, alternatives, or solutions.

Consultation Engagement Activities and What We Heard

What we heard in emails	How we responded
Comments concerned about the environmental impact on the Elora Gorge.	This has been considered at a strategic level as part of the Natural Environment criteria. Additional detail would be assessed and reviewed during future Municipal Class Environmental Assessment studies. No changes are required to the criteria, alternatives, or solutions.
Comments concerned about tourism impacts.	This has been considered at a strategic level as part of the Socio-Economic criteria. Additional detail would be assessed and reviewed during future Municipal Class Environmental Assessment studies. No changes are required to the criteria, alternatives, or solutions.

Appendix A-1

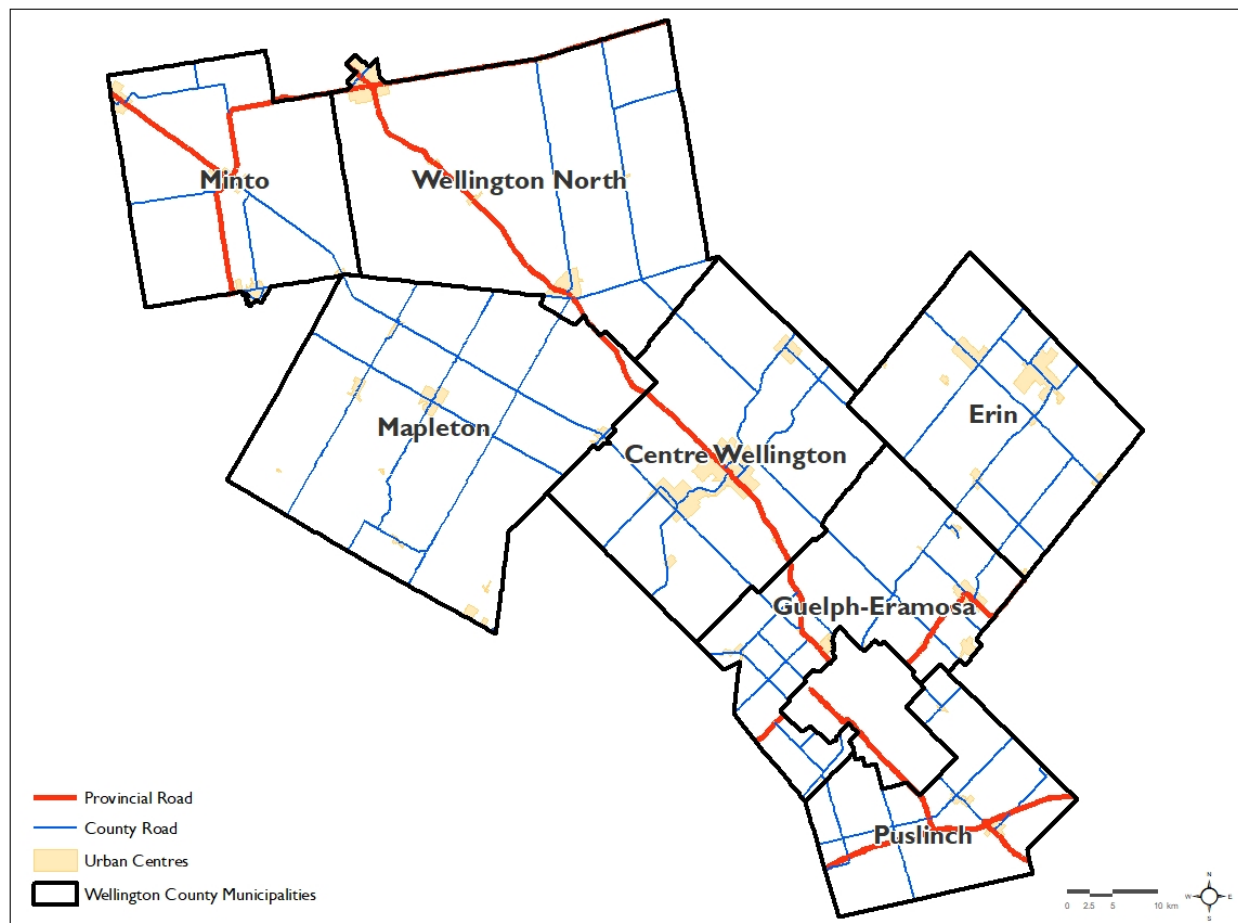
Notices & Media Release

Notice of Study Commencement – Wellington County Road Master Action Plan

“County Roads Connecting Communities”

Wellington County is developing a **Road Master Action Plan (RMAP)** that will identify short- and long-term improvements to County Roads as we continue to grow, and will shape the way we move around the County in years to come. The **RMAP** is guided by the following key objectives:

1. Identify long-term County road network needs to support area growth
2. Provide input into other County plans and studies that will help make decisions on how to pay for improvements to the County road network
3. Identify and address concerns with the County roads through rural and urban areas, including safety and speed
4. Identify opportunities to better connect the County to neighbouring municipalities and the broader region through an integrated transportation planning approach.



The study area includes all County Roads within Wellington County, connecting the municipalities of Minto, Wellington North, Mapleton, Centre-Wellington, Erin, Guelph-Eramosa,

and Puslinch. Provincial roads and local roads which provide connections within these municipalities are not included as part of this study.

This study is being conducted in accordance with the requirements of the Municipal Class Environmental Assessment process. As part of these requirements, the County will be engaging with the public who will have a chance to comment and review study materials and plans. Throughout the study, information and upcoming opportunities for public input will be available at the [Project Website](http://www.wellington.ca/RMAP) (www.wellington.ca/RMAP).

For further information or if you have any questions, please contact Don Kudo, P. Eng., County Engineer at 519.837.2601 x2280 or email rmap@wellington.ca.

COUNTY OF WELLINGTON

MEDIA RELEASE



FOR IMMEDIATE RELEASE

January 21, 2021

COUNTY OF WELLINGTON LAUNCHES ITS ROADS MASTER ACTION PLAN

WELLINGTON COUNTY, ON – The County of Wellington is creating a Road Master Action Plan (RMAP). The plan will help the County map out improvements to the County's transportation network. The project study is called "County Roads, Connecting Communities".

The RMAP is guided by the following key objectives:

1. Identify long-term County road network needs to support area growth
2. Provide input into other County plans and studies that will help make decisions on how to pay for improvements to the County road network
3. Identify and address concerns with the County roads through rural and urban areas, including safety and speed
4. Identify opportunities to better connect the County to neighbouring municipalities and the broader region through an integrated transportation planning approach.

The study area includes all County Roads within Wellington County, connecting the municipalities of Minto, Wellington North, Mapleton, Centre-Wellington, Erin, Guelph-Eramosa, and Puslinch. Provincial roads and local roads which provide connections within these municipalities are not included as part of this study.

The County will be engaging with the public who will have a chance to comment and review study materials and plans. Throughout the study, information and upcoming opportunities for public input will be available at the project website.

"Community engagement is critical to the success of Road Master Action Plan," said Andy Lennox, County Roads Committee Chair. "By engaging, we can be certain that the RMAP is shaped by our community. Residents have an opportunity to participate in meaningful engagement."

Initial ways for the public to participate in the study is through a mapping activity and survey that are hosted on the study website. Participants will receive a \$5.00 RIDE WELL Transit coupon code, plus the chance to win one of twenty \$25.00 gas gift cards. The mapping activity and survey will close on February 11, 2021.

For more information, visit: www.wellington.ca/RMAP.

Media Contact:

Don Kudo, County Engineer

T 519.837.2600 x 2280

E donk@Wellington

COUNTY ROADS

Connecting Communities

Wellington County is creating a **Road Master Action Plan (RMAP)**. This Plan will help the County map out improvements to the County's transportation network.



JOIN THE CONVERSATION!

A Virtual Community Meeting will be held on:
Thursday, June 17, 7:00pm - 8:30pm

Visit www.wellington.ca/RMAP
for more details and project information

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. This notice was first issued on June 3rd, 2021.

1

What are the different ways to travel around the County?

2

How do we improve our roads and intersections to be safer for all users?

3

What are our future long term road needs?

4

How do we better manage traffic in urban areas?



For further information or if you have any questions, please contact

Don Kudo,
County Engineer

Wellington County 74 Woolwich St.,
Guelph, ON. N1H 3T9
E rmap@wellington.ca • T 519.837.2600

Official Mark of The Corporation of the County of Wellington



Alternate formats available upon request.



Appendix A-2

Social Pinpoint Mapping Activity Comment Tables

Appendix A-2 – Social Pinpoint Mapping Activity Comment Tables

The results are organized into 5 sets of maps, one for each of the comment types (themes). Each of the maps have numbered markers which correspond to a comment in the Comment Tables below. These tables contain all of the location-specific comments that were received from the public.

General Issues or Concerns

Most commonly identified comments:

- The kayaking and hiking community expressed the need for access to the Grand River and the Elora Gorge from County Road 21 and County Road 7. The previous access has been closed off, making it difficult to access the waterway and natural resources.
- In Mapleton, the intersection at Wellington Road 8 and Wellington Road 9 is a high collision area, with a deceiving speed on the “S” bend road.
- In Mapleton, the intersection of Wellington Road 12 and Wellington Road 7 was noted as an area of frequent road accidents.
- In Puslinch, vehicles stopped on County Road 36 looking to turn South onto Hwy 6 are too close making larger vehicles or those with trailers unable to turn onto CR-36. It is recommended that red light stopping be moved back to allow safer/easier turning onto CR-36.
- In Puslinch, by Little Lake on Concession Road 2, this area was identified as have a large volume of large transport trucks that travel through the neighbourhood, resulting in the degradation of the road and posing a threat to the surrounding wetland and environmental ecosystem. It is suggested that large transport vehicles use Wellington 34 instead. Respondents also noted the increased traffic around Little Lake, the illegal parking, and the concern for road safety of families and small children in the area.

GENERAL ISSUES OR CONCERNS			
Marker #	Municipality	Comment	Up Votes
4	Erin	Numerous speeding complaints	5
5	Erin	Numerous speeding complaints through Erin	6
6	Guelph-Eramosa	Numerous comments from residents about safety of this intersection Highway 6/WR 22/ 8th Line	0
7	Erin	Speeding issues identified here. Possible candidate for a roundabout to reduce the incident of collision.	2
8	Guelph-Eramosa	Concern over commuter traffic using Township roads as by-pass due to congestion on County Roads	2
9	Mapleton	Frequent area of high severity injury collisions. Most common causation is fail to yield/fail to stop at stop signs.	14
10	Guelph-Eramosa	Concern over commuter traffic using Township roads as by-pass due to congestion on County Roads	7
11	Erin	The geometry of this intersection is poor and would benefit from a roundabout.	5
12	Guelph-Eramosa	High Collision Intersection	7

GENERAL ISSUES OR CONCERNS			
Marker #	Municipality	Comment	Up Votes
13	Erin	Speeding complaints identified here	2
14	Puslinch	There is a safety concern with the alignment of this intersection	7
15	Mapleton	significant accident frequency intersection with severe injuries	11
16	Mapleton	Concern with trucks bypassing the intersection traffic lights and detouring through residential roads. we have imposed a no heavy truck on local roads bylaw to deter this.	5
17	Minto	Residents have voiced concerns regarding the rate of speed travelling through the Hamlet of Drew on Cnty Road 2	2
18	Wellington North	This intersection has a yield to oncoming traffic for a control entering onto Wellington Road 6, there was a significant car accident at this location this past summer and it may be time to revisit this to a Stop sign control	8
19	Minto	large residential development underway which pedestrian and vehicular conflicts have been mentioned during early stages of occupancy	2
22	Centre Wellington	Very busy intersection during rush hour traffic. Needs traffic signals.	3
23	Centre Wellington	Also a tricky left turn. Could there be a traffic signal that is related to a car sitting there?	8
24	Centre Wellington	People drive too fast down Robertson Street. There is a high school at the end of the road, and multiple daycares on this road. I believe speed bumps on this road would slow drivers down and greatly improve pedestrian safety.	2
25	Mapleton	At least 2 deadly collisions in the last year...road 140 is a long straight away from 86 and then all of a sudden the stop sign is there. Also the speed of the S bend can be deceiving	17
26	Centre Wellington	There is far too much traffic on Hwy6 through town and it is projected to triple with the new development in town. A bypass is becoming a critical need for CW.	4
27	Erin	Ditch needs to be reconstructed as water is not able to flow properly	0
28	Erin	Ditch needs to be reconstructed	0
29	Centre Wellington	At least 2 cars a day go through the stop sign at 50kph when heading to David St. N. Bigger sign might help.	2
30	Centre Wellington	Large transport trucks coming from the A O Smith factory routinely come down St.George St. West to get to St. David St. North. This is a residential area and it the trucks are loud and very noisy, not to mention too heavy for these roads. Signage is necessary to direct these trucks from using narrow residential streets.	2
31	Centre Wellington	With the growth of South Elora Development... traffic is anticipated to funnel down South River Road, along Union	3

GENERAL ISSUES OR CONCERNS			
Marker #	Municipality	Comment	Up Votes
		to the already overloaded Tower/Union intersection. This road cannot be widened; nor should it! By paving Side Road 6 between 1st Line and 2nd Line, traffic could divert around to Hwy 6	
32	Centre Wellington	Without a bypass or truck route around the core area , all the new and proposed residential development will create very congested traffic flow. Emergency vehicles can be restricted .	2
35	Puslinch	Victoria Road to CR-36 is VERY Blind, 80km/hr+ coming from the south-west (morrison) is very hard to see as the come over the bridge blind to the intersection and blind to those waiting to turn.	7
36	Puslinch	As one moves south bound, and wants to turn left onto CR-36. People stopped on CR-36, looking to turn South onto Hwy6, are too close making larger vehicles or those with trailers unable to turn onto CR-36. Red light stopping should be moved back to allow safer/easier turning onto CR-36.	27
37	Centre Wellington	A northbound advanced left-turn signal was put in at this intersection when the Tower Street bridge was closed. There is no need for this left-turn signal anymore as little NB left-turn traffic is occurring. Remove the NB LT advanced.	2
38	Guelph-Eramosa	The WB left-turn advanced signal is not needed in the afternoon peak hours.	1
39	Guelph-Eramosa	Would like to see the County take over Township Rd 3 (extend WR32 to WR30). this road is busy and used by high number of trucks to by-pass Guelph. The road is not built for this high of volume.	7
40	Puslinch	Major roadkill area on 32 between the east and west ponds between forestall road and the concession. of turtle and wildlife. Turtles nest on road road shoulders and are killed crossing many frogs also also birds and geese. Need wildlife tunnel and restrictive fencing we collect snapping turtle eggs for RARE from the nests on the side of the road. And incubate the turtles. I have pictures of the road kill if you are interested. There is a big road kill of swallows too, nighthawks, geese, etc.	0
41	Puslinch	Too many speeders. There is a lot of road kill in this area of turtles and wildlife need wildlife tunnel and exclusionary fencing.	1
42	Erin	Speeding	1
43	Mapleton	This corner should have rumble strips cut into pavement to make drivers more aware of stops signs	3

GENERAL ISSUES OR CONCERNS			
Marker #	Municipality	Comment	Up Votes
44	Centre Wellington	Nothing major here, except, in the winter if the roads have not been heavily gritted the down slop from CR8 to the T jcn with CR17 can be an ice rink	3
45	Centre Wellington	vehicle travelling north on Floradale RD do not always wait for vehicles turning left into Arthur St N. This Jct would be better as an always stop not just a two way as it is now.	2
46	Guelph-Eramosa	This road is in serious need of new pavement	2
47	Mapleton	This entire road from SD 6 until Glen Allen is falling apart and losing pavement causing water to pool and be very unsafe in bad weather. There has been numerous accidents and it needs a major repair as it is a highly traveled road often used for detours.	1
48	Mapleton	As a commercial driver who relies on this road numerous times a day it is in need of a repave like the rest of the concession got in 2019. It is very bumpy and narrowing causing it to be very dangerous for 2 big vehicles driving past one another.	2
49	Puslinch	Concession 2 / side Rd 10 paved to dirt rough bumps same with rest of side road 10 specially @ bridge	1
50	Centre Wellington	Poor visibility at this intersection due to the house at the corner and the shape of county rd 19	2
51	Puslinch	Consider paving Maltby road east of Gordon	3
52	Erin	Main street is poorly designed, multiple manhole covers right in the tire tracks of north bound traffic. All have sunk several inches with excessive noise from trucks bouncing through them hours a day	2
53	Minto	recently extra pedestrian lights and an extended sidewalk was built. Kudos for the pedestrian lights but the large concrete sidewalk extension makes turning even more difficult in the intersection than it was before! and snow removal is difficult- who thought of this?	0
54	Minto	It's extremely hard to make a left hand turn from Minto road 12 on to Wellington road 6 due to visibility. In addition, Minto road 12 was removed last summer however they stopped paving it at the worst part. Cars need to go into the opposite lane to avoid the hard hits to the cars tires and suspension.	1
55	Mapleton	Can be hard for traffic to turn onto 86 from 140 due to heavy traffic at times. Trucks use this road to bypass the towns which is great for safety but makes it hard for them to get out onto 86.	1
56	Centre Wellington	To much speeding on Scotland st add speed bumps	0

GENERAL ISSUES OR CONCERNS			
Marker #	Municipality	Comment	Up Votes
57	Centre Wellington	2nd Line really needs to be repaved!	0
58	Centre Wellington	Eighth line south towards Guelph needs to be resurfaced. It's terrible. County aware as speed limit down to 50 due to poor quality of road. It is a good route from north down towards Guelph avoiding town. Please consider.	2
59	Guelph-Eramosa	Should be a 50km/hr in the town just as is for others. Start of the golf course and slightly beyond the 86&51 intersection. Also, signage for NO Engine Breaks is needed. Frequently hear and see the transports & common drivers going so fast they skid + screech to a stop, it disturbs the community. To see simple road poles/pylons in between the lanes to enforce slowing down. It's a safety concern, there are people/children/bus stops/dog walkers/cyclists + occasionally horses, Snowmobiles present.	0
60	Puslinch	This section of roadway separates wetland areas resulting in high mortality of many amphibians, reptiles, mammals and bird species. After working as a volunteer on a mortality study, I strongly believe there should be wildlife tunnels and reduced speed limit.	9
61	Puslinch	Adjacent to a wetland pond, this area has high mortality of amphibians and reptiles. Wildlife tunnel protection measures should be installed	1
62	Centre Wellington	This intersection is very dangerous for pedestrians and children. Traffic is fast, and frequent but people need to cross to get to the park. Cross walk or lights needed, please!	4
63	Centre Wellington	This was a great idea for car traffic! Not so good for large trucks but perhaps an alternate truck route is planned.	0
64	Erin	Motorcycle noise, increase transport truck traffic.	1
65	Puslinch	(Pre-COVID) this stretch of Cty Rd 32 is used as a link between Cambridge & Guelph. Between 8:00 am and 9:00 am and then again between 4:00 pm - 6:00 pm the traffic is almost always at a stand still, first at the Speed River bridge (which is one lane usage for trucks) and also at the traffic lights at 124 & 32. It can take as much as 5-10 minutes to get out of a driveway at these times.	0
66	Puslinch	If there is a way to re-direct truck traffic we think this would help with volume and speed issues on this road. Also, paved shoulders on the road would also alleviate that massive amount of dust blowing into our homes in the summer when the trucks and farm machinery go up the road.	1
67	Puslinch	Many people use this lake all season now that Puslinch Lake is Closed to public. Large amount of transport truck traffic when it is unnecessary with Townline Rd. running Parallel.	24

GENERAL ISSUES OR CONCERNS			
Marker #	Municipality	Comment	Up Votes
		Children live on this road. It's time to consider our environment with plans of being smack in the middle of 2 mayor highway and bypass soon to come.	
68	Puslinch	The volume of traffic by commuters and and transport trucks raises environmental and road integrity concerns. This section of road runs through a Provincially Significant Wetland where there have been several species at risk fatalities. Also, there are concerns of the road integrity from the heavy haulers. It seems like the road will continue to degrade due to the heavy haulers. I believe these haulers should use Wellington 34 instead of traveling through a neighbourhood.	21
69	Puslinch	Well traveled by cyclist Especially on the weekends Provide a partly paved shoulders for the bicycles	3
70	Puslinch	When the Paddocks Bridge is replaced Provide a wide deck to accommodate cyclists Keep the approach guide rails back from the road and provide a paved shoulder on the approaches to the bridge	2
71	Puslinch	Intersection of WR 35 at the Gore Road A bit difficult to see traffic approaching from the east due to the trees	2
72	Puslinch	Excellent job by the County of Wellington with the 2 roundabouts and Aberfoyle construction The county should look at a durable/permanent pavement marking in the roundabouts With the traffic and the winter sand the lines are almost gone over the winter	5
73	Puslinch	When coming off the WB ramp from the 401 to NB WR 46. It does not look like there is a speed limit sign until north of Nicholas Beaver Rd	6
74	Puslinch	Nicholas Beaver and McLean Road Road Attach the road name to the traffic signal arm Advance sign for Nicholas Beaver Road south of the intersection	3
75	Puslinch	Vehicles park on the soft shoulders (Little Lake side) and regularly fish or dock their boats. As Lake Puslinch is now closed to the general public, the general public is parking illegally causing dangerous situations for pedestrians and drivers. Many parked vehicles are families with small children. With the fast speeds of the cars and number of transport trucks using Lake Road, it is hair raising.	14
76	Puslinch	WR 36 at Con 11 Very dark at night Place a single street light	1

GENERAL ISSUES OR CONCERNS			
Marker #	Municipality	Comment	Up Votes
77	Centre Wellington	There is a large maple on this corner blocking visibility to the south when stopped at the wb stop sign. While it would be a shame to lose this tree visibility is poor.	0
78	Centre Wellington	Consider making tower st n from hill to Garafraxa st and maiden In one way in opposites as both are equally narrow and pose passing and parking risks.	0
79	Centre Wellington	Consider making perry and wood side one way in opposites due to their narrowness.	0
80	Centre Wellington	The center speed signs pose a traffic hazard and unintended vehicle damage risk when a passing vehicle clips them. Better would be speed bumps or a speed camera.	0
81	Centre Wellington	Some sort of transit around fergus and down to Guelph would be of benefit.	0
82	Centre Wellington	Strathallan has a church, a public school and kids playground and park. It also doubles as a racetrack for people headed too and from Walmart. If Fergus wants to continue to attract young families then making side streets safe for kids (especially ones with multiple facilities designed specifically for kids)	8
83	Centre Wellington	This is one of the WORST roads in the township. I think the whole road is made up of spot pavement. It should be repaved, especially with the new hospital access here. Imagine being in the back of an ambulance taking that route...	1
84	Centre Wellington	This intersection has been a problem for years. As the owner of the land on the northwest corner of this intersection for over 60 years we welcome the proposed roundabout. However the painted passing lane lines on CR 18 all the way through the intersection should have been changed years ago. The passing lane lines to the west of the intersection should also be reviewed for the blind spot.	0
85	Centre Wellington	This is a big item on my wish list. I wish the speed limit around schools would be the same everywhere (like 30 or 40 k) and that lights are flashing on a sign when school is in to alert drivers. I would then let drivers go normal speeds for the area when school is not in and lights are not flashing. This goes for evenings, weekends and holidays. We see this in Arizona and it makes so much sense!!! This would especially be appreciated on CR 16 near Eramosa PS.	0
86	Wellington North	Main street is rough with pot holes	4
87	Centre Wellington	Main street is rough with pot holes	1

GENERAL ISSUES OR CONCERNS			
Marker #	Municipality	Comment	Up Votes
88	Puslinch	we are on the south end of Puslinch con. 11 the road is a dirt road witch is mainly clay and when it is wet from rain or snow melt it is very slippery and messy	0
89	Centre Wellington	The traffic light going eastbound is only triggered by vehicles. There are many cyclists that use this route and it is very inconvenient by the time new cyclists at this corner realize they are never going to get a green light unless they dismount and push the walk button.	0
90	Centre Wellington	Why on earth are you only worried about speeding on COUNTRY roads? I live on St. Andrew St. East. People treat it as an expressway. No stop signs anywhere. No one obeys the 50 km speed limit. Speeding is appalling and getting worse.	1
91	Puslinch	The paved shoulder for bicycles has been a wonderful safety improvement!!	1
92	Centre Wellington	This used to be the access for the Guelph Kayak Club to put our kayaks in before heading down the River. This access has now been completely closed off. I would like to see cooperation between the township and Whitewater Ontario to secure a put in for future continued use of the Grand River to continue Whitewater kayaking locally.	95
93	Guelph-Eramosa	We still get a lot of heavy truck traffic (52' trailers) on this road and the new Niska bridge that has a 5T limit. There's ample signage coming into town about no heavy trucks on Fife...why not the same amount about Whitelaw/Niska?	0
94	Centre Wellington	The kayaking community needs access to the river via the trail on the south bank of the river.	19
95	Centre Wellington	Please allow the kayakers, fishers and hikers (etc) to have their river access back to the Elora Gorge	17
96	Mapleton	Rachel test	0
97	Centre Wellington	Why do pedestrians need to push button for walk sign?	0
98	Centre Wellington	Pedestrians should not have to push button for walk sign.	2
99	Erin	We need help in keeping our roads safe. Speeding, texting and driving, distracted drivers. The list is ongoing.,	0
100	Guelph-Eramosa	When the GTA West Corridor is built it will cause a lot of traffic to go through Rockwood from Guelph to get onto the new highway on the other side of Georgetown. It might be a good idea to look at how the traffic flow could be improved in Rockwood in advance of the GTA West Corridor being built.	1

GENERAL ISSUES OR CONCERNS			
Marker #	Municipality	Comment	Up Votes
101	Puslinch	The addition of the stop lights has helped with the safety of traffic. Certain times of day have a high traffic volume and a lot of risk takers rushing to get to their destinations.	0
102	Puslinch	It's difficult for worshippers to get out of the parking lot from Duffs Church. The speed of drivers on County Rd 46 here is inconsistent so that makes it hard to judge the speed of all traffic when pulling out. It's even more difficult to walk from the church to the cemetery across the road.	6
103	Puslinch	I am thoroughly disgusted with the misleading statements made by the county engineer at the information presentation for the roundabout that the roundabouts would calm the traffic and help reduce speeding. In all the years I've lived in Aberfoyle, I've never seen as many speeding vehicles as I've seen since the roundabout was put in.at 34. With 2 lanes merging northbound I've seen cars racing up the shoulder passing cars already competing in the 2 paved lanes.	3
104	Puslinch	Every resident I spoke to at the 34 roundabout information presentation objected to the roundabout being built. At what point do the needs and desires of a tax paying community become meaningless.	4
105	Puslinch	There is a massive swelling inthe middle of the intersection running east-west. Coming south on Victoria Rd S, through a green light, you don't have to be speeding to send you flying over the hump	1
106	Puslinch	We have been granted a driver's license to share the road and to drive according to conditions. Lowering all speed limits is NOT the answer! If there are children, animals, pedestrians, cyclists, farm vehicles, etc., drive accordingly. Those are all special situations that warrant driver caution. If someone is in a hurry behind you, pull over and let them pass.	1
107	Puslinch	Virtually every large transport uses their engine brakes coming south on R46. (Brock Rd. N.)	2
108	Puslinch	just speed thur Aberfoyle and round abouts could have been bigger for lager trucks	0
109	Puslinch	Wildlife - Turtles, frogs, deer crossing	0
110	Puslinch	Many, many turtles and other wildlife are killed along this stretch of road every year due to the bordering wetlands. Please consider installing mitigating measures. I personally have recorded a number of turtle deaths here in the summer of 2019.	0

GENERAL ISSUES OR CONCERNS			
Marker #	Municipality	Comment	Up Votes
111	Puslinch	Please take action to reduce the level turtle road mortality along this road. There's been ample evidence of a major issue here.	2
112	Puslinch	34, 35 and all surrounding side roads have huge littering problems...I pick up garbage from my front yard and driveway almost daily!	1
113	Puslinch	There was a time when we could walk from our house to all the amenities in Aberfoyle. Not anymore as there is no safe shoulder to walk on without the risk of being struck by a car or truck. We also looked forward to bicycling here in the hamlet of Aberfoyle. This has also ended due to roadway changes, vehicle volume and inconsiderate, selfish speeders. As the taxes get higher our quality of life gets lower, WHY????	3
114	Centre Wellington	High volume of traffic on Scotland street. A bypass connecting County Road 29 to Highway 6 north of Fergus would drastically reduce this.	1
115	Centre Wellington	Too many drivers using Prince's/Perth to bypass the Union W. corner (Elora bound traffic).	1
116	Puslinch	Walking dogs or with children along these roads as a resident often feels unsafe and scary at times. When residents are waiting to pull into their own driveways, cars behind them often drive into the shoulder (lake side) to pass rather than waiting.	0
117	Erin	Excess noise caused by large commercial vehicles accelerating and decelerating with engine brakes.	0
118	Erin	Custom exhaust systems on vehicles causing unnecessary excess noise.	0

Intersection Improvements

Most commonly identified comments:

- Highway 6 and Wellington Road 18 (Fergus): Large transport trucks travelling through Downtown area result in constant emissions and create a barrier to creating an inclusive and vibrant downtown.
- Wellington Road 30 and Wellington Road 86 (Guelph-Eramosa): It was recommended that this would be a good location for a roundabout to limit collisions.
- Highway 6 and Highway 401 off ramp (Puslinch): It was noted that traffic lights signals are not timed properly, and people are waiting too long for the light to change. It was recommended that these lights be re-programmed.
- Thi.
- Streets that intersect with Lake Road such as (Puslinch): It was noted that there should not be a yield onto Lake Road from 32, as it results in vehicles speeding over the limit on the bend before they fully merge onto Lake Road. It is recommended that the yield be replaced with a 3 way stop to slow traffic down properly. The same recommendation for a 3-way stop was provided for Old Marina to Lake Road, and for Butler Avenue and McClintocks Drive onto Lake Road.
- Mount Forest Intersections (Wellington-North): It was noted that the exits to from No Frills and Canadian Tire are unsafe and difficult to navigate. It was recommended that a light be added here to improve safety and better manage traffic.

INTERSECTION IMPROVEMENTS			
Marker #	Municipality	Comment	Up Votes
1	Centre Wellington	It's difficult to create a meaningful downtown and Main Street when large transport trucks are constantly travelling through the downtown as a main route. Not a pleasant atmosphere and constant emissions from large trucks is a barrier for building inclusive downtowns. Means that streets can't be narrowed to maintain turning radius for transports which take away from downtown rehabilitation or change.	13
2	Minto	It is very difficult to turn left from county road 6 onto highway 89. A roundabout would be perfect at this location	2
3	Minto	It is very difficult to turn from Highway 23 coming from Harriston towards Palmerston due to traffic flow.	7
4	Centre Wellington	Add a traffic circle due to increased traffic and reduced visibility	7
5	Centre Wellington	Busy intersection could use lights	5
6	Centre Wellington	Lights worked great here. Stop signs can get backed up.	8
7	Centre Wellington	The pedestrian signals for the traffic lights at this busy intersection should be automatic. Currently they are manual in the east west direction and can't be activated by	7

INTERSECTION IMPROVEMENTS			
Marker #	Municipality	Comment	Up Votes
		pedestrians arriving after the light has changed. This is a busy pedestrian intersection for residents travelling into and back from downtown Fergus. In the winter the buttons freeze and can't be activated manually, meaning the pedestrian crossing sign never comes on.	
8	Centre Wellington	This intersection is becoming a busier pedestrian crossing and will become even busier with the opening of the new hospital and Trailside Medical Centre. Beatty Line will also become busier with the new residential developments to the north. I would recommend this become a pedestrian crosswalk. I would also recommend a pedestrian and cycling path be created to connect the Trailside Medical Centre to the Rail Trail which will also link it to Groves Hospital.	3
9	Guelph-Eramosa	This would be a suitable location for a roundabout to limit the severity of collisions.	11
10	Minto, Municipality Boundaries	This intersection is very congested during the summer and holiday weekends. A roundabout would allow for easier turning movements as well a slow vehicles down entering the town.	5
11	Wellington North	Intersection of Cty 109 and 16 is extremely busy and at times it is almost impossible to cross going north and south. It is extremely dangerous to cross with farm equipment during times of heavy traffic. Speeding of traffic from the east is common with a poor line of sight in that direction from the intersection. As well, the intersection is not square adding to line of sight issues. A roundabout would slow down traffic and allow for the safe crossing for north south traffic.	4
12	Puslinch	As a frequent user of this intersection since 1969, I would make the following suggestion: To construct a new CR 32 S bypass starting at Laird Rd W with a new bridge over the Speed R. to align with CR 32 N toward HWY 7, incorporating the new round-about on CR 124. Grounds: The old bridge is becoming more hazardous for the traffic. It is too narrow for two trucks at once, (as per posted sign) and has a sharp curve at its south end. As well, this plan will be safer for local homeowners.	4
13	Erin	Odd intersection	0
14	Wellington North	Where there is the No Frills/Canadian Tire plaza it is very difficult to turn out of these areas. A traffic light would improve it	10

INTERSECTION IMPROVEMENTS			
Marker #	Municipality	Comment	Up Votes
15	Mapleton	The main issue here are vehicles travelling north and south on 140 are not always stopping and waiting for traffic to clear	3
16	Guelph-Eramosa	This would be an ideal place for a roundabout, which is a better option than a traffic light.	4
17	Centre Wellington	There will need to be a traffic light at the corner of St Andrew and Beatty line. Volume of cars and trucks from the subdivisions north and traffic flow along St Andrew.	4
18	Guelph-Eramosa	This would be an ideal place for a roundabout, which is more efficient than a traffic light.	5
19	Centre Wellington	Travelling along St Andrew to St David and planning to turn left/ north on St David. One car makes the turn per light change. Advanced green makes sense. This has been the case after the Tower bridge was completed.	3
20	Centre Wellington	Large stop signs needed as twice this week as I was travelling north on Maiden lane with no stop sign had cars travelling west on Hill St not stop but drive through forcing me to stop.	1
21	Erin	This is an ideal place for a roundabout which is safer and more efficient than traffic lights.	1
22	Puslinch	This is an ideal location for a roundabout which would be safer and more efficient than a traffic light.	7
23	Centre Wellington	Would be an ideal location for a roundabout in order to improve safety and efficiency.	9
24	Mapleton	Unsafe intersection with several accidents annually. Some fatal. People blow through the stop sign constantly! Round about needed!	6
25	Mapleton	Terrible visibility at this intersection! Very difficult to make a turn safely when vehicles zoom over the hill. Remember, many vehicles turning off of Booth St. Are transport trucks that can't speed up quickly, when suddenly a vehicle comes speeding over the hill on McGivern St.	5
26	Mapleton	Poor visibility here for vehicles coming off of the side street and either crossing Cty road 7, or turning on to it. Due to the hill.	4
27	Centre Wellington	A roundabout would be beneficial here.	2
28	Minto	This is a tough corner for trucks. It has a bend just before the corner. It requires a truck turning right on to main st from king st. To occupy both lanes or drive on the curb. Widening the east side of king st at the corner would help.	3
29	Guelph-Eramosa	Long lines can form on East bound Marden rd, turning left onto hwy 6 north. There needs to be an advanced left turn lights to manage this volume of traffic	7

INTERSECTION IMPROVEMENTS			
Marker #	Municipality	Comment	Up Votes
30	Wellington North	If your heading south on Highway 6 trying to turn right onto Sligo Road during a red light. The building on the east side causes a severe blind spot to see traffic. Cars pretty much have to be in the middle of the intersection before turning right on a red.	0
31	Wellington North	The roads through Arthur East and West on Hwy 9 and North on Hwy 6 are terrible and very hard on a car. They need to be fixed asap.	4
32	Wellington North	The intersection on Highway 89/Highway 6 needs to have advance green lights or allow turning of vehicles first. When two cars are facing each other wanting to turn opposite directions they simply can't as other cars keep passing by them going straight making it a stale mate at the intersection.	6
33	Puslinch	Can we please re program these traffic lights? Why wasn't time considered when running these programs? There isn't a line up if cars off the 401 at 3AM. Nobody should have to wait 3+minutes	12
34	Puslinch	This light has gotten alot better on the past few weeks, maybe we can sync the PLC program with the lights on the south side of the 401? Once we fix those of course.	9
35	Erin	CROSSWALK** this would be an ideal place for a similar cross walk to the village of Erin. so many times you simply can't cross safely.	1
36	Erin	Need for smart stop sign. Red light camera	1
37	Guelph-Eramosa	Wellington Rd 44 & Milton/ Eramosa Town Line. Significant number of vehicles run the stop sign daily	2
38	Puslinch	The county should coordinate with the City of Guelph to make a roundabout at Maltby Rd and Gordon/46 Brock Rd. There has been too many deadly accidents and close calls at this intersection. A roundabout might also help slow traffic going in both directions.	9
39	Guelph-Eramosa	This would be a good spot for a roundabout. Traffic gets backed up in all directions especially 7.	3
40	Mapleton	I know the County is well aware of this problematic intersection and there are other outside factors involved but it's disappointing how there's not enough collective will across government bodies to make this a roundabout.	3
41	City of Guelph	trucks are causing back ups and stop lights are not efficiently getting people going straight or right turns	0
42	Guelph-Eramosa	When turning right from Township Road 1 to Highway 124, impatient drivers from behind honk when waiting for a gap in traffic. It is confusing can traffic travelling down 124 to Cambridge use both lanes when passing Two rd 1 or is the	0

INTERSECTION IMPROVEMENTS			
Marker #	Municipality	Comment	Up Votes
		right lane on 124 dedicated to traffic turning right from 124? Needs more sign to avoid road rage/accidents.	
43	Guelph-Eramosa	At the intersection highway 24 and 29 - the light does create a backup of traffic from 4pm-5pm. Can the timing of the light be looked at. The drivers get restless and have tried using the ditch as a man made right turn lane. 30 years ago maybe from 4-5pm we saw a handful of cars, now we cannot get into our driveway without someone leaving a space as they wait for the light to turn.	1
44	Puslinch	This intersection should not have a yield onto lake rd from 32. Because of the yield most vehicles are way over the speed limit on the bend before they even fully merge onto lake rd. The yield should be removed and the intersection turned into a 3 way stop to slow traffic properly.	14
45	Puslinch	People turning onto Butler or McClintocks drive are often almost struck due to speeders. Opportunity for a 3 way stop here to slow traffic on the road.	11
46	Guelph-Eramosa	Sign for Indian Trail on Guelph Line is difficult to see due tree/bush cover. Also, it is an unsafe intersection when attempting to turn onto Indian Trail from Guelph Line because of traffic speed and cars attempting to pass.	0
47	Guelph-Eramosa	Consider a 3 way stop at Sammon Drive and Harris Street -	0
48	Puslinch	Make this a single entrance and single exit intersection.	6
49	Puslinch	I hold my breath every time I come to this intersection. I have seen bad accidents here and cars run stop sign. When travelling on 34 You can't see cars approaching on concession 2 to know if they are going to stop. Roundabout would be much safer.	1
50	Puslinch	Add 2 stop signs @ this intersection to control vehicles moving south on Travelled & East on Swastika.	4
51	Puslinch	The yield sign needs to be replaced with a stop sign in an attempt to slow the traffic merging onto Lake Road. Instead, drivers pick up speed with a disregard for the 50 km speed limit.	6
52	Centre Wellington	Adding a stop sign to the intersection of Strathallan and Annandale along with Strathallan and Kelsowood would significantly increase the safety and decrease the speeding on Strathallan St.	5
53	Centre Wellington	Turning lanes should be added for both directions, as it is extremely dangerous for anyone to slow down/stop in either direction at the bottom of this valley.	1

INTERSECTION IMPROVEMENTS			
Marker #	Municipality	Comment	Up Votes
54	Centre Wellington	Flashing "stop sign ahead" would help those unfamiliar with the road, and help in bad weather to reduce the amount of drivers who drive through the stop sign and onto the busy highway.	1
55	Centre Wellington	The timing of this light coordinated with the lights at St. Andrew & Tower as well as the light at Belsyde & Tower need some serious work.. They create traffic jams when there is no need to.	1
56	Wellington North	The intersection coming out of No Frills/Canadian Tire at the north end of Mount Forest needs attention. It is very difficult to exit this road and turn left, especially in the summer. The town has proposed a right turning lane at this corner, but this certainly would not improve the ability to turn left ! If this road was extended, behind Canadian Tire and Vintex towards the high schoolit would cut down on a lot of traffic coming out onto Main St/ highway 6.	8
57	Wellington North	NoFrills, Canadian Tire, Beer Store intersection is absolutely crazy.	5
58	Wellington North	Advanced green lights and/or left turn lanes would be very helpful at this intersection	3
59	Wellington North	At a red light, headed south on hwy 6, turning right onto Sligo Road is a safety issue. There are trees and bushes creating a large blind area. Turning right on a red light is like taking a blind guess.	1
60	Wellington North	Tsc, No Frills parking lot intersection. A set of lights would greatly improve safety.	6
61	Wellington North	A couple of suggestions here, connect Mount Forest drive to Church St.(Bing Lytle dr.) Also connect Industrial dr. to Victoria St. Last option, line up industrial drive with Mount Forest drive and not that I want it but a stoplight there.	10
62	Centre Wellington	Poor site lines at this intersection and with purposed subdivisions in Inverhaugh increased traffic including school buses.	0
63	Guelph-Eramosa	A right turn lane at the south east corner will be really helpful.	1
64	Wellington North	Bad intersection at canadian tire and no frills. Push the speed limit out of town more. People do not slow down passing the police station you think you can pull out to the left but vehicles tend to be coming in to town fast. A set of lights at that intersection would be great. If no lights then a caution light with reduced speeds.	4
65	Wellington North	Waiting to get in to an accident on this intersection and ALOT of others in town. People always parking too close to stop signs limits intersection visibility. The indicated parking	3

INTERSECTION IMPROVEMENTS			
Marker #	Municipality	Comment	Up Votes
		spots on hw6 and far too close to the intersection. Vehicles are always parked and you are forever playing a guessing game weather you can pull out on to hw6 or if your going to be T boned	
66	Mapleton	This intersection continues to be a huge hazard to motorists. There have been numerous collisions and fatalities. A roundabout would be beneficial here.	2
67	Erin	Make this a 3-way stop. So much confusion with the southbound traffic. (No stop sign) They stop when there is not a stop sign, or they don't indicate a left turn.	0
68	Wellington North	Traffic lights would be a HUGE improvement here. Making a left turn from Mt Forest Drv to Main St is downright dangerous at times and difficult on a good day!	1
69	Centre Wellington	Hard to see to left when coming from Beatty Line.	0
70	Puslinch	Intersection at Lake road and Concession 2. Remove the yield and make it a 3 way stop. Would reduce the speeding of vehicles through the yield and could reduce the number of large transports using the roadway and therefore increase safety for people crossing and walking/running /biking along Lake road. An overflow parking area for the conservation area has developed at the corner and changes to the intersection could reduce the potential for an accident as vehicles exit or enter	2
71	Guelph-Eramosa	Improvements need to be made to the intersection at Whitelaw Rd & Niska Rd & Sideroad 10 N. Three yield signs do not make sense. A stopsign at Sideroad 10 N is needed at a minimum. A roundabout would be a decent solution. There is a lot of traffic at this intersection with people coming/going to the trailhead at Niska Rd & the Speed River, as well as people coming/going to Whitelaw Rd park.	1
72	Erin	We need the traffic lights that were promised to us two years ago. It is very difficult turning onto Trafalgar rd with the increase in traffic. Proper crossing corners would be required as well for pedestrian safety when crossing Trafalgar Rd. to go to the mail box or community centre park. It's time to make some changes for the safety of our residents and people responsibly driving through Ballinafad.	0
73	Puslinch	Hard to merge in this intersection, also no protection for the turtles crossing from both sides there are ponds.	0
74	Puslinch	Cars, very difficult to merge, a stop sign or lights are needed,	0

INTERSECTION IMPROVEMENTS			
Marker #	Municipality	Comment	Up Votes
75	Puslinch	Stop signs / Lights - Very hard to merge in this intersection, cars moving in Gordon won't stop to give you the right of way.	0
76	Puslinch	On Rd 34 at intersection with Hanlon Expswy turning lanes are needed with an advanced green lights for left turns.	2
77	Puslinch	Many vehicles pass through intersections (especially large heavy trucks) while waiting for cars to turn...turning lanes going east and west are desperately needed	0
78	Centre Wellington	Install curves mirror across from Watt street to allow to view fast-moving traffic, install a crosswalk to make using the sportsplex more accessible, for at Belsyde and Scotland St people don't stop for red lights.	0
79	Centre Wellington	Roundabout please.	0
80	Wellington North	Sightlines are a major issue at this intersection and make it very dangerous for travellers and prone to accidents. Consideration needs to be given to realigning the roads or perhaps even a roundabout, similar to what was implemented at County Roads 12 & 8 in Mapleton.	2
81	Wellington North	Consider an advance left turn signal both directions on Highway 6, to help eliminate backlog of traffic. Reconsider timing, staggering of lights considering traffic flows. This section of town has many new commercial businesses and employers that increase traffic going all directions at certain times of day.	0

Opportunities for Improvement

Most commonly identified comments:

- Puslinch: Transport trucks using Lake Road, which is a safety concern for small children and residents.
- Morriston: too much traffic and bottlenecking (CR-46).
- Puslinch: Control speed on Brock Road between the two roundabouts by adding bikes lanes on the sides with one traffic lane in each direction.
- Guelph-Eramosa: Add well-marked cycling lanes connecting Guelph and Rockwood (and Eden Mills). For busier roads, have extra wide shoulders.

OPPORTUNITIES FOR IMPROVEMENT			
Marker #	Municipality	Comment	Up Votes
2	Erin	This section of road is a boundary road and should be a County road as it provides a major regional connection.	0

OPPORTUNITIES FOR IMPROVEMENT			
Marker #	Municipality	Comment	Up Votes
3	Erin	This is a boundary road and provides a major regional connection that could also be a County Road.	0
4	Puslinch	Would be nice to highlight provincial highways in a different/more contrasting colour	2
5	Guelph-Eramosa	There is significant delay during peak times at this double intersection. Simple improvement could be more optimized signals; complex improvement could be road re-alignment. I believe there is an EA for this, not sure of status and would like to know there is still a commitment by the county to move that forward.	3
6	City of Guelph	Clair Maltby Secondary Plan moving closer to approval. This area will experience significant growth through 2051, which will increase traffic volumes to the south.	1
8	Guelph-Eramosa	Possible candidate for a County Road?	0
9	Guelph-Eramosa	MTO has intersection improvements planned (Stop Control)	3
10	Centre Wellington	Common speed related community concerns that are backed up by speed analysis. Traffic calming measures needed	6
12	Erin	The geometry of this intersection is poor ... possible roundabout or improvement.	2
13	Centre Wellington	MTO has improvements planned for this intersection (stop control)	5
14	Erin	Future intersection with Solmar subdivision from commercial and residential development.	0
15	Guelph-Eramosa	heavy traffic congestions	1
16	Minto	Large residential development proposed accessing Wellington Road 109 at this approximate location	0
17	Minto	Vehicular and pedestrian movement conflicts have been mentioned during various parts of school days with the Highschool in this vicinity	3
18	Minto	Awkward offset intersection creating sightline issues	3
19	Minto	Westbound traffic speed has been voiced as a concern from area residents, I do not believe these allegations have been verified	1
20	Centre Wellington	Would be a great spot for larger shoulders or a bike lane. Cyclists and runners are always on this stretch and vehicles like to speed. Would be a great addition to have another path for non-vehicles to go to and from Fergus-Belwood	4
21	Centre Wellington	Need bike infrastructure so that we can actively access downtown	3
22	Guelph-Eramosa	Heavy cyclist and motor vehicle traffic. A paved shoulder between 6 and 39 would give cyclists and pedestrians a safer place while allowing easier traffic flow. The stretch also leads to marden park and the kissing bridge trail	6

OPPORTUNITIES FOR IMPROVEMENT			
Marker #	Municipality	Comment	Up Votes
23	Guelph-Eramosa	Add well-marked cycling lanes connecting Guelph and Rockwood (and Eden Mills). For busier roads, perhaps just extra wide shoulders.	9
24	Centre Wellington	This road is a part of a popular and designated cycling route. It is also a route to 2 public schools. I would recommend that the lane on the south side of Garafraxa that is used for parking should be repurposed to allow proper bike lanes on both sides of the road all the way to Marantha Public School and the new Summerfields subdivision.	3
25	Centre Wellington	Create a pedestrian and cycling path that connects the new Trailside Medical Centre to the Elora-Cataract Trailway. At this point there is no sidewalk to the Trailside Medical Centre along Beattie Line. A path to the Trailway would create a safe route and link the Medical Centre to the new Groves Hospital.	1
26	Centre Wellington	Too much trucking through the downtown. By-Pass needed Hwy-6 at Nichol RD15, East to 2nd Line and then South to CR-18.	7
27	Centre Wellington	Putting a bridge across here without a new by-pass through to HWY-6 at the 2nd line will create issues of safety and congestion on River Road South/Union.	0
28	Puslinch	This is a major roadkill area for wildlife especially turtles, snakes and amphibians. We collect turtle eggs from nests along the shoulders. For RARE and incubate them to be released back to the wetlands to sustain the populations. There is excessive speeding in this area too that needs to be addressed. Wildlife tunnels and exclusionary fencing needs to be built along this section between the concession and 34. I have pictures of the road kill and RARE has GPS locations of the nesting area	2
29	Erin	Make this a no truck route	5
30	Guelph-Eramosa	Stone road and elmira road need to be connected to the hanlon expressway	0
31	Puslinch	Watson road needs to be assumed as county road and connected into the 401 with an interchange. Too much traffic north-southbound on brock road now.	2
32	Guelph-Eramosa	Pressure off county roads required at north end of Hanlon by having the province build a connecting link from the Hanlon to highway 6 north of guelph. Why should county taxpayers pay for county road upgrades in this area?	3
33	Puslinch	Paving Calfass Rd with a sidewalk and more street lights from Victoria St to Settlers Court would increase the safety of this stretch for cars & pedestrians.	1

OPPORTUNITIES FOR IMPROVEMENT			
Marker #	Municipality	Comment	Up Votes
34	Puslinch	For Brock Rd between the 2 new roundabouts, an idea to control speed is: Add bike lanes on the sides with one traffic lane in each direction & a turning lane down the middle. Having 2 lanes each direction increases speeding/passing.	11
35	Guelph-Eramosa	Would like to see Hwy 7 widened to 2 lanes EB & WB with a centre turn lane from Guelph city limits (CL) across to Kitchener (similar to Hwy 6 from Morriston to Clappison's Corners). This would eliminate the need for a 400-series super highway through this area.	2
36	Puslinch	This area of Concession 11 needs to be regraded continuously and is a mud hole in the spring.	1
37	Mapleton	Unsafe due to vehicles parked on either side of the road letting children out for school: makes the road way very tight. Kids running into traffic, flinging doors open, vehicles pulling off of the side and doing u-turns in front of flowing traffic. Speed limit was reduced to 40 recently, but that only helps traveling vehicles, not parked/stopped vehicles or children trying to get to the school. Move the drop off point to make safer for all.	2
38	Mapleton	This road gets really drift full of snow in the winter and is a big hazard.	0
39	Centre Wellington	I think it would be great if James street got paved. People would love it and it would help it not to be rough and it would help in this high end housing on this street.	0
40	Mapleton	Very dangerous stop. There should be warning lights to slow traffic heading towards 86 as it can be hard to cross	0
41	Mapleton	Speed limit should be reduced coming up the hill so that traffic can safely cross intersection and complete turns. People are often racing and aren't seen until last minute	0
42	Erin	Highway 124 needs to be 2 lanes all the way to Guelph! Too much traffic and one slow driver or truck causes a lot of frustration and is a safety hazard.	1
43	Centre Wellington	Busy intersection. Too many cars going too many directions.	1
44	Guelph-Eramosa	Hey 124 is very busy. Can be difficult making a left turn onto it	0
45	Guelph-Eramosa	Work with the city to create a bike lane from the Niska bridge to the edge of the county on Whitelaw. Guelph could hopefully connect then to Woodlawn's existing bike path.	2

OPPORTUNITIES FOR IMPROVEMENT			
Marker #	Municipality	Comment	Up Votes
46	Minto	although only one road is highlighted , this could apply to all country roads. Because country roads have no lighting , I suggest rumble strips on the edges of the road so during storms drivers could at least use the strip to guide them home.	0
47	Minto	repaving and getting curbs would be awesome	0
48	Minto	continue new paving from white's road onto line 8 and including blind line.	1
49	Centre Wellington	Notorious area for black ice just after road bends and then straightens out right before Ennotville as you head to Guelph from Fergus. Speed signs are for optimal weather conditions. I recommend a slippery road warning sign if one is not already being considered.	1
50	City of Guelph	Street lights on street please	0
51	Centre Wellington	Turning lanes at this intersection would help the flow of traffic	2
52	Centre Wellington	a truck bypass is dearly needed for this stretch of road. This is mostly a residential area and trucks frequently use their engine brakes at all hours of the day going down the hill, and tandem gravel trucks are frequent creating excessive noise and high traffic volumes making it dangerous for pedestrians. This condition generally extends all the way to the south end of Fergus.	7
53	Guelph-Eramosa	Wellington County needs to communicate with Waterloo Region and work together to resurface Fife road between township rd 1 and wr32. I also don't opposed a roundabout at Fife/wr2. Everyone knows waterloo region neglects their eastern edge however this section of road is highly dangerous and very well traveled.	0
54	City of Guelph	The sidewalk needs to be extended on Whitelaw to Paisley. It ended because the development stopped. however people walking dont just stop they walk the road. i walk the road. super dangerous at night because again there is no lights either. i know it would have gotten done when Lowes almost went in but they pulled out and the condos didnt go in at the corner and youre probably waiting for that to go through, however we still walk. sooner than later there will be fatality there.	1
55	Guelph-Eramosa	There absolutely needs to be lighting at this T intersection. At night its so dark here you cannot see when you turn on where to turn. At night in the rain its damn near impossible. Couldnt imagine what its like for seniors. its a guessing game. during rush hour compounds this problem. you see so many drivers hesitating. many close calls.	4

OPPORTUNITIES FOR IMPROVEMENT			
Marker #	Municipality	Comment	Up Votes
56	Puslinch	We all know this. I dont need to say this but i will because this map is fun. THIS entire roadway needs to be 4 lane divided. Waterloo region / Wellington Cty put your heads together lets get some money from Dougie!	0
57	Erin	A truck bypass of Erin village is essential for safety, efficiency and quality of life. A route to the south of the village is the most economically feasible option, and should be considered in connection with the rebuilding of key intersections.	0
58	Erin	Rebuild this intersection, including possibility of a roundabout, to increase efficiency and allow for truck bypass to the south of Erin village.	0
59	Centre Wellington	Continue pavement on the Eramosa / Garafraxa Townline from the 5th line east to Wellington 26. Makes no sense why the pavement would end at the 5th line, and makes for a very rough drive during spring and fall. This section of the E/G Townline is in constant need of grading.	0
60	Centre Wellington	18 & 26 has been a site plagued by Motor Vehicle Collisions. In this case, like other intersections across Wellington County, we need to work together to decrease or eliminate all of the serious injuries and fatalities that are happening. Infrastructure, education and enforcement working together to have the greatest impact is crucial. A roundabout is slated to be placed at this intersection, OPP is enforcing this and that leaves education. Who wants to help?	2
61	Guelph-Eramosa	I am very curious about why traffic lights were installed here instead of a traffic circle? Lots of traffic heading north and south including trucks. If it can work on busy roads such as hwy 24 south to Cambridge it could work on hwy 6.	3
62	Centre Wellington	This road needs some major work especially considering the new housing and access to Groves hospital.	2
63	Centre Wellington	When trying to drive across the street from Victoria Terrace onto Cameron, the visibility to the east is very poor due to the hill especially with piled snow on the roadside.	0
64	Centre Wellington	Road surface needs repaving.	2
65	Puslinch	A wider paved shoulder for cyclists are needed all along here. The road is narrow and I really don't want to hit one.	6
66	Puslinch	Fully Loaded Transport Trucks are using Lake Road often and over the weight restriction. This is a safety concern for small children alongside this road as well as a noise concern for residents	25

OPPORTUNITIES FOR IMPROVEMENT			
Marker #	Municipality	Comment	Up Votes
67	City of Guelph	Really should be a roundabout rather than a 4-way stop. This intersection gets run through all the time.	4
68	Centre Wellington	new bridge needed to accommodate growth and move cars quickly without bogging the Elora and Fergus downtown intersections with traffic in areas that can not be expanded - and direct access to the hospital for all of the growth planned in the S end of Fergus	2
69	Centre Wellington	direct access to hospital at the end of garafraxa street need to the hospital	0
70	Guelph-Eramosa	I am a farmer and there is a wide paved shoulder on 124 by the lake but it doesn't go all the way to Jones Baseline. It should, on north and south sides of 124. This part of 124 is the most dangerous part of hauling wagons up and down Jones Baseline. I have seen lots of close calls here.	3
71	Guelph-Eramosa	Indian Trail needs to be repaved real soon, all of it.	2
72	Erin	First line between 50 and 24 needs to be Paved. The pot holes in the spring and fall are so bad it's damaging vehicles. It's like driving in a mine field in order to avoid them. Dumping dirt and grading the road several times a year is costly and every time it's done it's done just before it rains! Waste of time and money! At least tar and chip PLEASE	1
73	Puslinch	I would recommend a street light at this intersection.	0
74	Puslinch	Pave the end of Travelled south of Swastika.	1
75	Puslinch	Add a public parking lot, infrastructure & access to the lake either here or @ the old road on the north side of Concession 1 1/2 way between Townline rd. & McCormick's Ln. which leads to Mitten bay. (map won't allow issue flag to be dropped in the second location)	1
76	Centre Wellington	Consider placing high visibility trucking route signs here to prevent transports from following gps routes up tower and either turning on to st.David or up on to st. George	2
77	Puslinch	There is way too much traffic and bottleneaking happening through Morriston.	13
78	Centre Wellington	The lights are on a cycle that gives all advantage to vehicle traffic North/south. Some consideration should be given to pedestrians by having the traffic wait a little longer, maybe the drivers will agitate for a bypass route. The pedestrian signals should be automatic as now if no button is pushed one cannot cross with the green light. Also get rid of the offensive voice commands, they are nowhere else in town.	1
79	Centre Wellington	This road needs some serious repair !!	1

OPPORTUNITIES FOR IMPROVEMENT			
Marker #	Municipality	Comment	Up Votes
80	Guelph-Eramosa	There are bike trails at the river, but no bike lane connected to the Guelph Lake entrances	0
81	Guelph-Eramosa	I support the bike lane request from the other person	1
82	City of Guelph	This area needs wider sidewalks and protected bike lanes. It's terrifying if you need to walk along the 124.	0
83	City of Guelph	There should be bike infrastructure in this area for people that want to bike to the grocery store/shopping plaza or the nearby rec centre	1
84	Guelph-Eramosa	With Guelph Transit planning a connection to the Tri-Cities a dedicated bus lane or HOV might make sense along here	0
85	Minto	Stop sign heading into town would be great. It can be quite dangerous coming off of 2. Could large trucks also be rerouted around pad the town?	0
86	Wellington North	An improvement to the traffic congestion at the north end of Mount Forest on Highway six and the intersection near no-frills/Canadian tire.... It would seem logical to extend Industrial Drive as the original plans for the town had indicated. This would allow people from the west end of Mount Forest to turn right onto Highway six and then turn left onto industrial Drive to get home.	5
87	Wellington North	Headed east and west on Sligo at the intersection with hwy 6, the light changes are not accurate anymore. The light to turn north or south, depending, takes so long to change and is very short. It can take quite a while to try and get through there.	2
88	Wellington North	Continue road to church or connect to sligo. Reduce traffic out to the main intersection. Build road for use of transports to limit transport traffic on hw6 when possible.	3
89	Erin	There is no pedestrian crossing in Hillsburgh and with the traffic on Trafalgar and speeding, it's an issue	0
90	Guelph-Eramosa	A bike lane on Paisley would be great!	1
91	Centre Wellington	Access to Elora Gorge for kayakers year round	20
92	Centre Wellington	Difficult intersection. needs more than a flashing red light. People get impatient.	1
93	Puslinch	This section of roadway is the downtown of Puslinch with Community Facilities, Recreation Facilities, Library, Markets in the summer and fall. It should be designed for the community not traffic moving as fast as possible to get to the 401. Accordingly, the 4 road lanes should be reconfigured to a lane in each direction, a centre lane for left turns and a parking lane. Sidewalks should be continuous between the two roundabouts. See Puslinch Council resolution on this issue.	3

OPPORTUNITIES FOR IMPROVEMENT			
Marker #	Municipality	Comment	Up Votes
94	Puslinch	Approximately 5% of the population of Puslinch live in the Mini Lakes and Mill Creek communities. Access to/from these communities is a concern with the traffic on WR34. Consideration should be given to provide improved access by measures such as provision of a left turn lane and or acceleration/deceleration lane.	1
95	Puslinch	Create public access to Lake Puslinch. As per the Lakes and Rivers Improvement Act; "The ownership or exclusive right to use water is not vested in the Crown in right of Ontario. Water in Ontario is considered a right in common and cannot be privately owned."	2
96	Erin	We need safer measures implements for pedestrians, more signs, possible sidewalks.	1
97	Guelph-Eramosa	This could become a road underpass when Metrolinx increases its train traffic in the future. It could also be the site of a new GO Transit station to service Wellington County.	0
98	Mapleton	The County should encourage planting of Green Legacy Programme trees all along WR 7 to reduce the winter road problems. Basically, where there are trees along the road, the road stays clear from blowing snow and visibility is good. Where there are no trees, it is hazardous in the winter with big snow drifts encroaching on the road, blowing snow, and it has to be plowed many times to keep it clear. Plant trees as wind breaks along many County roads to fix this issue.	0
99	Puslinch	A turn lane for East bound traffic would be nice here. Some drivers turning into Mini Lakes put on their turn signal just before turning. That can be hard for drivers following behind them. The reduced speed of 70 km/h has helped.	0
100	Puslinch	A lot of bicyclers use the county roads along with the adjacent ones in Halton. It would be nice to encourage the biking on designated roads and those roads have bike lanes. This idea would have to go hand in hand with Halton doing something similar. Bicyclers would be safer and vehicular traffic would hopefully not have to swerve so much.	0
101	Puslinch	Adding a paved shoulder along this portion of watson road would allow safer parking for Smith Property Loop users.	0
102	Puslinch	Install a counter in the speed indicator sign to track the number of speeding vehicles to determine how bad the speeding problem really is.	3
103	Puslinch	Wellington County Rd #34 has become a highly used road for commuters and for gravel trucks. We and 5 other homes	3

OPPORTUNITIES FOR IMPROVEMENT			
Marker #	Municipality	Comment	Up Votes
		live at the top of a hill. Drivers travelling eastbound from #32 often pass slower moving vehicles coming up the hill, as soon as the line on the road becomes broken. There are 6 driveways right at that location. We feel that it would be much safer if the painted line were solid and passing was not permitted until after the 6 driveways.	
104	Puslinch	Many transport trucks going westbound on #34 are using their engine brakes as they approach the roundabout at #32. A sign for them not to be used would be an improvement for the residents living in this area.	2
105	Puslinch	The new sign for "Puslinch" looks great, but this town is "Aberfoyle". A little confusing. Maybe more signs are to come... I think the Puslinch signs should be used when entering the township.	3
106	Puslinch	Little tract is a much loved and well used trail area. Many visitors are needing to park along the road because the parking lot is much too small. We are concerned that someone will get hurt. Please make more parking available.	1
107	Centre Wellington	Dangerous left turn. 3-way stop, 3-way roundabout or at least a traffic light would be beneficial.	0
108	Centre Wellington	Due to the speeding of non-residents on Walker st., please consider adding speed bumps.	4
109	Centre Wellington	Close Walker St. to all traffic except residents, visitors and deliveries.	2
110	Centre Wellington	I believe the kayakers cause a safety issue and the area is glad they cannot access this area. Get a life, dudes	2
111	Puslinch	A lot of cars roll through the stop signs. The yield encourages drivers to maintain high speed coming on to Lake Rd from Highway 32. Cars coming over the 401 towards the yield are slowing from 80km speed limit as the 50km signage is just before the 3 way corner.	0
112	Centre Wellington	There is a hazard to school kids at the Scotland Road and Walker St/Elgin St intersection. Kids have to cross Scotland to access the sidewalk north on Scotland, over the bridge and then east to John Black Public School. Traffic is heavy in morning and afternoon when kids need to cross. Drivers use Scotland as a speedway going to or from work. We need a lighted crosswalk and or a painted crosswalk with a school crossing guard.	1
113	City of Guelph	Put an advanced green for eastbound traffic that want to turn left at Imperial and 24.	0
114	Wellington North	Re-open Wells St. that was closed without foresight. This would create a transport truck bypass that would take these vehicles out of the school zones and residential areas (Farm	0

OPPORTUNITIES FOR IMPROVEMENT			
Marker #	Municipality	Comment	Up Votes
		equipment too). Trucks going to Musashi would equally have better access to their plants then using town streets. With the possibility of a County/Township public works yard being built on Wells St., County trucks would have access to County rd 14 (Conn rd) at all times. Makes perfect sense to re-open this road.	

Safety Issues

Most commonly identified comments:

- Hwy 6 and CR-36: Adding an advanced green would make it safer
- Bridge over Hwy 401 and Hwy 6: Needs a raised sidewalk on both sides for pedestrian safety, it is not safe to walk across
- Hwy 6 and Hwy 401 off ramp (Puslinch): Traffic lights are not timed properly, and people are waiting too long for the light to change
- Morriston: unsafe due to speeding – needs greater speed control and enforcement
- Puslinch: Lake Road is unsafe due to speeding trucks, running red lights, turning issues and lack of safety controls (stop signs, solid lines)

SAFETY ISSUES			
Marker #	Municipality	Comment	Up Votes
1	Centre Wellington	This is a busy corner and is very dark for pedestrians.	3
2	Centre Wellington	People coming down the hill to CR18 barely stop. This was just newly done and is way better as a roadway but people roll through that stop sign making it a dangerous pedestrian corner.	1
3	Centre Wellington	This signalled intersection has very short amber lights and many trucks are going through it on the red. And there is heavy truck traffic at this one so there is going to be an accident.	4
4	Centre Wellington	Another intersection that big trucks are going through on the red. The Belsyde direction. And they do not appear going 50 km/h	3
5	Centre Wellington	A number of accidents occur at this intersection every year, I would suggest the County consider a roundabout here are at a minimum a set of lights.	3
6	Erin	bad accidents happen here. Large dumptrucks and long trucks on their way to Alliston. Could do with lights here.	10
7	Wellington North	Terrible intersection. Usually unable to cross. Dangerous to cross. Should be a roundabout.	2
8	Mapleton	Dangerous intersection. Lights or roundabout	5
9	Centre Wellington	The intersection at Provost Lane and St. George St. West has a two way stop. The stop signs are too small and should have a bright yellow long chevron bar beneath the stop sign. We live on this corner and see at least five or more cars go through the stop sign each and every week! Two years ago there were 3 accidents in this intersection! People do not see the stop signs!!	0
10	Centre Wellington	Speeding is very normal on the blind corner at Kertland and Mill St. Summer traffic, waiting in line for the Quarrey regularly	1

SAFETY ISSUES			
Marker #	Municipality	Comment	Up Votes
		<p>block the road to downtown. This would limit access if any emergency vehicle had to navigate at hat time. Yes that blocked, that it drives any traffic into oncoming lanes</p> <p>? You can only attach 1 photo There are many from 2017 - 1019</p>	
11	Guelph-Eramosa	This spot is notoriously dangerous. Motorists often pass on the hill, pass/do not stop for school buses, trucks engine-brake daily, and many people and heavy transport trucks speed down this hill towards Guelph. There have been many accidents here, including one that was fatal several years ago where a tractor trailer jackknifed and killed a woman driving towards Cambridge. As someone who lives directly on the highway with young children, this spot is worrisome. The speed needs to decrease.	0
12	Centre Wellington	Very poor visibility and growing traffic volumes. Could a round-about be installed to balance traffic?	3
13	Centre Wellington	The trail crossing on county road needs bigger signage. The west bound (into Fergus) if speeding approach the area so quickly hard to cross on foot or bike.	1
14	Centre Wellington	This intersection has constant accidents drivers on 18 go way too fast and drivers on 26 do not wait. It's only a two way stop.	1
15	Centre Wellington	Intersection of Eighth Line and Hwy 6 just south of Ennotville is dangerous having had a number of high speed collisions over the years with some resulting in fatalities. Traffic lights or a well designed roundabout would help immensely.	2
16	Centre Wellington	I live nearby and this corner needs a set of lights. there are constant accidents at this intersection.	3
17	Centre Wellington	<p>This whole stretch from about Ponsonby to Elora is full of aggressive/unsafe drivers.</p> <p>I've been unsafely passed many times or had high beams flashed at me when I'm stuck behind a tractor (my car is small, it's hard for me to see a window of opportunity to safely pass large farm vehicles).</p> <p>More enforcement along this stretch is probably necessary or they're should be another passing lane area.</p>	3
18	Centre Wellington	This is a dangerous intersection for pedestrians for a few reasons. Aggressive driving is the main cause. Drivers run red lights at speed. It is a popular intersection for drivers to use to make right and left hand turns on & off Hwy 6.	5

SAFETY ISSUES			
Marker #	Municipality	Comment	Up Votes
		There is no advanced green in any direction. There is a very poor sight line to the south when making a R turn from Garafraxa onto Hwy 6 because of the hill and curve in the road coming up Hwy 6. This makes turns a risky event with the focus other drivers.	
19	Centre Wellington	Drifting in the winter is really bad here even with the snow fence in the field. I think the fence needs to be extended more towards Fergus. Perhaps pay the farmer to keep a wide strip of crop standing.	6
20	Centre Wellington	Exiting the dump on a busy day is super dangerous especially when cars are lined up on the road to get in. I've nearly been hit numerous times while cautiously exiting the facility. Better signage?	4
21	Puslinch	According to numerous residents here; this is a "blind" hill, making all residential driveways a safety concern should people be speeding, or even doing the 80km/hr this are is currently set at. Should be reduced to a 50-60max along ALL this stretch of residential driveways, from stop sign to last residential driveway to the south-west.	6
22	Centre Wellington	Winter or wet conditions create a dangerous hazard on the steep hill with a stop light right at the bottom	0
23	Centre Wellington	There is a bend in the road and a two-way stop, there are constant accidents and near misses at this spot. A roundabout would help to slow and control the traffic.	1
24	Wellington North	Intersection of Cty 109 and 16 is extremely busy and at times it is almost impossible to cross going north and south. It is extremely dangerous to cross with farm equipment during times of heavy traffic. Speeding of traffic from the east is common with a poor line of sight in that direction from the intersection. As well, the intersection is not square adding to line of sight issues. A roundabout would slow down traffic and allow for the safe crossing for north south traffic.	2
25	Centre Wellington	i think there should be no passing along this stretch (ie double yellow) as i often see cars passing going east at this intersection when often a car is slowing to turn left towards Maple Leaf Acres on the 5th Line. Also, turn lanes should be painted with a turn arrow indicating that they are for turning only, not a passing lane to get around someone making a left. i see this all the time at this and other intersections.	3
26	Centre Wellington	Very bad intersection for making a left turn onto 18 from 26. Could benefit from a roundabout i think.	1

SAFETY ISSUES			
Marker #	Municipality	Comment	Up Votes
27	Centre Wellington	This is a very dangerous intersection. It is extremely difficult to make a left hand turn on to County Road 7 due to speeding vehicles coming up the hill and the fact that you can not see what is coming. Lives have been lost at this intersection.	9
28	Puslinch	<p>The bridge over Hwy 401 at Hwy 6 S/Brock Rd needs to have a raised sidewalk on both sides for pedestrian safety. This bridge used to have this before it was renovated. The way it is now it is not safe to walk across to go from Morriston to Aberfoyle, but people use it anyway. Also, the intersections at the traffic lights on either side of the bridge are not pedestrian friendly.</p> <p>In larger cities that the 401 goes through, all of this exists at interchanges. Why not here?</p>	28
29	Puslinch	<p>Adding an advanced green light for cars turning left from Hwy 6 South onto CR36 (Badenoch St) would be a lot safer than the current set up. Even a 5 second advance would be enough time to allow 1 or 2 cars to turn left before the long line of cars and transport trucks creates a wall preventing you from turning on busy days.</p> <p>Keep in mind, this is an unofficial detour route for Hwy 401 when there is an accident on the Eastbound 401 between Hwy 6S & Guelph Line.</p>	37
30	Puslinch	Continuing the sidewalk from Back Street to Ochs Dr and adding streetlights for pedestrian safety would be a great idea. This is being used a lot for walking/jogging & at night can get very dark/difficult to see pedestrians.	5
31	Puslinch	This intersection sometimes confuses drivers as there should be stops on all roads. Currently the west bound side on gore road has no stop so people race through the intersection sometimes signaling sometimes not.	5
32	Puslinch	Would be nice to pave one or two of the side roads going north to south say 25 or 20. This may help to reduce cyclists on 35 which is a bit more dangerous due to traffic and speed. There are more cyclists because this is one of the few north to south roads that are paved	0
33	Centre Wellington	This road is used quite a lot by cyclists, pedestrians, dog walkers, etc. and it presents a dangerous situation. A bike lane, off-road path or paved shoulder would make drivers and others much more comfortable and safe.	1
34	Wellington North	109 and 16 is a very busy intersection. With traffic moving very fast on 109, it is challenging to turn off of 16. I've seen	8

SAFETY ISSUES			
Marker #	Municipality	Comment	Up Votes
		many near accidents. The layout of the intersection is dangerous as it's not aligned. This is evidenced by the many vehicles, including a transport, that have ended up on the lot on the corner, and the eventual destruction of the home there.	
35	Mapleton	Round about or lights are needed here	6
36	Mapleton	Many accidents at this 2 way stop with flashing light	4
37	Puslinch	Rise in the road leaves a 'blind' driveway entrance. Lots of near misses - honking horns, and speeding.	5
38	Centre Wellington	This corner needs to have a better sidewalk with a curb. It's dangerous when cars turn very close to the pedestrians	4
39	Puslinch	No safe way for ; pedestrians, cyclists, and disability scooters, to cross the Wellington 36 bridge (no actual room, unless in one of the lanes) over the 401	7
40	Centre Wellington	This section where the bike trail crosses needs to have a safer where to get across. The cars come around the bend at 80 KM per hour. It's difficult for families with children to get across safely. A light or a bridge would be nice	2
41	Centre Wellington	I fully support the last comment. I turn left at this corner daily and pray I don't get hit from behind from someone coming up the hill. There has been a few close calls, when they past very fast on the shoulder.	8
42	Guelph-Eramosa	As I stated regarding the speeding on this section of County Rd. 51, I cannot see traffic coming eastbound over the hill (who are supposed to slow to 50 but don't) and they can't see me. I've been almost hit many times pulling out of my driveway. I've been passed pulling into my driveway by westbound traffic on a double line at the hill. The chance of a head on collision scares me. A 50 km flashing sign and OPP radar might help.	0
43	Mapleton	A stop sign should be added here to slow traffic down and provide safer crossing for the students.	0
44	Mapleton	A stop sign should be added here to slow traffic down. Stop signs are at all the other intersections in this block where the traffic volume is significantly lower.	0
45	Mapleton	Needs signage for kids at play on 7. And there should be no through traffic from Catherine St through the subdivision to Sr 10 to the North. Transport trucks use it regularly.	0
46	Mapleton	This intersection is very DANGEROUS there has been numerous accidents here in a matter of weeks. There needs to be a heavy police pressence here or a new method to slow the traffic. It is VERY busy.	1
47	Mapleton	No through traffic to 7 through the subdivision.	0
48	Puslinch	No guard rail on S bend by small lake	2

SAFETY ISSUES			
Marker #	Municipality	Comment	Up Votes
49	Centre Wellington	Narrow bridge full of people in the summer with traffic moving fast	0
50	Centre Wellington	Trail crossing. Snow mobiles and pedestrians and can be quite busy	0
51	Centre Wellington	I've seen 2 accidents occur on 18 and 26. This area would benefit from a roundabout and more lighting	1
52	Guelph-Eramosa	There have been so many awful crashes at this intersection. A set of traffic lights would be a good preventative cause to any further accidents.	5
53	Wellington North	Highway 6 through the town of Mount Forest gets very busy in the summer. Can be very difficult for pedestrians to cross the street when visiting the small shops downtown. Some pedestrian crossings would help.	4
54	Guelph-Eramosa	The ramp for traffic coming from Victoria Road to Highway 6 South is not long enough. Have had multiple vehicles try to ram their way into 6 when it's busy instead of merging properly.	4
55	Puslinch	Need traffic light or round-about - dangerous intersection.	11
56	Puslinch	Narrow roads with two way traffic leaves no room for pedestrians and as this has seen more and more traffic diverted from the 401 it has become a major through way	2
57	Puslinch	The overpass used to have a sidewalk for pedestrians to safely pass with out risk of on coming traffic. I have encountered 80 kms traffic heading right at me with on place to safely go	5
58	Centre Wellington	Road has a slight bend coupled with a broken line which has led to many bad accidents (head on) as cars are hidden by all the large truck traffic. This needs to be a solid double line especially so close to the risky intersection of 18 and 26	1
59	Centre Wellington	We have lived here for 22 years .I think turning lanes would be best.no lights as all we would hear would be engine brakes .no thank you .no round about as coming down hill in all directions in winter wouldn't be smart.	4
60	Centre Wellington	White out conditions exist in several locations along Wellington road 7. Wind breaks along the road would make it much safer in winter.	3
61	Guelph-Eramosa	This trail head gets very busy, especially on the weekends, with many cars parked on both shoulders. I'm worried that children or pets could be hurt. Speed should be reduced to 50 km/h.	10
62	Guelph-Eramosa	This trail head gets very busy, especially on the weekends, with many cars parked on both shoulders. I'm worried that children or pets could be hurt. Speed should be reduced to 50 km/h.	8

SAFETY ISSUES			
Marker #	Municipality	Comment	Up Votes
63	Erin	High risk intersection could be improved with four-way stop signs.	1
64	Centre Wellington	Several accidents at this corner. Would benefit from a roundabout to allow for a better flow of traffic. The sooner the better.	3
65	Centre Wellington	I see vehicles not stopping at the red light. Happens often during commuting hours.	1
66	Puslinch	Numerous cars park along the edge of the road sometimes partially on the road, on the hills to access the trails around Starkey Hill. There are no parking signs in some spots but no one seems to abide by them. The speed that cars drive on this stretch and blind hills it is very dangerous.	8
67	Puslinch	Speed limit is 80, drivers (likely trying to avoid the 401 drive concession 1) over 100km/hr. There are many homes with small children, 2 businesses, blind hills, thus No good reason for 2-3km to be at 80. (Vs 60km limit until sideboard 20 east on Concession 1). I've seen drivers speed past my children's' bus while stopped for the children. Many dead animals on the road (deer, fox, etc).	2
68	Centre Wellington	Access to the Quarry, especially on weekends, blocks eastbound traffic from the quarry, all the way est on Mill Street to the downtown core - blocking access to driveways and blocking emergency vehicles	1
69	Centre Wellington	the corner of Geddes and Mill is very dangerous - no curb makes it difficult for pedestrians and because of the sightlines of traffic coming west, cars pull forward onto Mill street before making their turn. Perhaps consider making Geddes a one way, north to help mitigate this?	0
70	Puslinch	The Center lines are dotted which allows passing, add the speeding and in a residential area when people are pulling out of their driveways I have seen close calls for accidents	3
71	Puslinch	I have seen multiple turtles, and a dog get hit right in front of my house. The curve of the road and the speed of travelers doesn't allow for residents of at least 5 house to easily back out of their driveways. It's only a matter of time before a pedestrian gets struck by a car. There is a strong case for a community safety zoning in this area as it's well used by residents and visitors alike.	15
72	Centre Wellington	As a frequent pedestrian at the intersection of Beatty Line and St. Andrews Street, it is difficult to cross with the volume and speed of car and truck traffic.	0

SAFETY ISSUES			
Marker #	Municipality	Comment	Up Votes
73	Puslinch	A wide paved shoulder is needed here for cyclists. I drive a tandem axle truck and my career would be over if I ever hit one.	2
74	City of Guelph	A wider paved shoulder for cyclists are needed all along here. The road is narrow and I really don't want to hit one.	10
75	Puslinch	A wider paved shoulder for cyclists are needed all along here. The risk of hitting one here is high due to the bike park proximity.	5
76	Puslinch	A wider paved shoulder for cyclists are needed all along here. Keep the bikes off the main roads where we drive. Give them more room and there won't be anyone going to the hospital. I have seen the ambulances picking them up along here before.	2
77	Puslinch	Wider shoulder for bikes and walkers. The shoulder is almost non-existent, I don't like them being that close to where I drive.	7
78	Centre Wellington	Wider shoulder for bikes and walkers. The shoulder is almost non-existent, I don't like them being that close to where I drive.	0
79	Puslinch	Ive had to dodge and evade speeding motorists for taking me out as a pedestrian more times than I can count. Traffic travelling north making the right hand turn onto Badenoch. People are to scared to slow down to take the corner at a normal pace because there is a speeding transport truck on its ass so they would rather turn right into me and my dog.	14
80	Erin	There are at least 8 active crop and/ or livestock farms in the area between 50 and 124. There is also an implement dealer at 124 and 125. Many tractors and implements use this road daily, especially during seeding and harvest. The public needs to be made aware of the slow vehicles and their necessity on the road. A slow-moving or turning vehicles sign does not do this as well as a farm vehicles using this road sign does. Please.	0
81	Guelph-Eramosa	This narrow section is often congested with parked cars and people loading and unloading fishing gear, including late at night and early in the morning. Build a parking lot nearby and post no parking signs along the road. A streetlight would add safety to the area, too.	5
82	Puslinch	Constant flow of speeding transport trucks, all day long, serious safety issue they cannot stop in time. Why do we post " community safety zone " fines but I am told OPP wont enforce this area due to the lack of shoulders.	30

SAFETY ISSUES			
Marker #	Municipality	Comment	Up Votes
		Do we just let someone else die on this stretch of highway 6?? Build the bypass sooner rather than too late, PLEASE	
83	Puslinch	they put 2 small parking spots right off highway 6 in a downhill section. This section of highway 6 is single lane each way, the traffic is something like 30,000+ cars a day on this 1 lane, with heavy commercial traffic. Someone is going to get hurt pulling in front of a speeding 18 wheeler	30
84	Erin	Bicycles on county roads or anywhere that are not on a designated path are dangerous.	0
85	Puslinch	Highway 6 through Morriston is dangerous as hell with speeding big rigs, there is zero police enforcement. I've seen big rigs not be able to slow in time for school buses stopping. Need flashing speed signs	25
86	Puslinch	I believe this area through Morriston needs some speed control and enforcement, I won't let my kids even get off the bus here, they get off around the corner, after seeing multiple speeders on hwy 6 go past a flashing bus light I cannot take that chance	28
87	Puslinch	Lake Road is an issue for excessive speeding! With no sidewalks on this road, residents with small children are forced to walk with their small children alongside these speeding cars!	17
88	Puslinch	During the spring and summer months, boats are regularly docking as Lake Puslinch is now closed to the public. The loading and unloading of boats poses dangerous concerns- especially during 'rush hour'.	1
89	Puslinch	With everyone parking on the north side of the road we cannot get out of our own driveways because of the vehicles blocking the view.	10
90	Puslinch	When the 401 is under construction and/or backed up, drivers use Lake Rd and Concession 2 to detour instead of using Wellington 34. Drivers go through the intersection without stopping at the stop sign, the volume of traffic raises concerns for children and people walking around the community and walking around the vicinity of the Puslinch Tract area, and it also raises environmental issues of vehicle idling at the intersection.	13
91	Puslinch	My 11 month old son was assaulted by a speeder driving by who threw something out his window.	13

SAFETY ISSUES			
Marker #	Municipality	Comment	Up Votes
92	Guelph-Eramosa	A lot of cyclists use Jones Baseline to get out of the city - necessitating the use of 124 for the short jog around this section of Guelph Lake. The paved shoulder on 124 (both directions) between the southern section of Jones baseline and the Guelph Lake "causeway" is dangerously narrow. Widening the shoulder for this 300 meter section to the same width as the shoulder ON the causeway would greatly improve road safety at this location.	3
93	Puslinch	There are safety issues with turning onto Butler if you are coming from Cambridge and cars are waiting to get onto Lake Rd. from McClintock Dr. I've found it feels safest if I don't signal my turn until I'm right at McClintock or those waiting will think I'm turning into McClintock and drive out in front of me. It feels safer to turn into McClintock and then switch over to Butler in front of the mail boxes. Maybe lights that are triggered by traffic coming out onto Lake Rd. ?	8
94	Puslinch	Lake Road should be a community Safety zone with electronic speed radar.	15
95	Puslinch	Residents are tailgated and harassed for driving the speed limit in their own road. Vehicles have passed us illegally while we attempt to slow and turn into our driveways. Likewise, backing out is dangerous. Cars are on our tail. Harassment like this is uncalled for.	13
96	Erin	this intersection desperately needs a stop sign - waiting to turn onto 50 from First Line is dangerous as there is a hill on 50 and you can't see traffic coming and people speed like crazy. Gotten much worse since angelstone came	2
97	Erin	Sight line issues for driveway	0
98	Puslinch	Ditto to what others have commented. This area of road between Starkey Hill and east towards Concession 11 is RIDICULOUSLY busy with people parking on the road, cyclists, joggers, people crossing the road, dogs, kids, you name it. PLUS ADD SPEEDING TO THIS and it is a recipe for disaster.	3
99	Erin	this intersection desperately needs a 4 way stop. Waiting to turn onto 50 from First Line is dangerous as there is a hill on 50 and you can't see traffic coming and people speed like crazy. Gotten much worse since angelstone came	1
100	Puslinch	People cutting the 4 way corner in Arkell speeding down our street is dangerous!	3
101	Puslinch,	Watson Rd. or Victoria Rd. requires dedicated bike lanes to 34. The road is extremely busy and tight. Someone is going to be killed on a bike or from a car passing a bike on a hill.	1

SAFETY ISSUES			
Marker #	Municipality	Comment	Up Votes
		There is more traffic every year using this road. The city and county cannot continue to build housing without these considerations as county roads become busy thoroughfares.	
102	Puslinch	When turning left from Lake Rd. to Travelled, cars behind me have passed me while I am slowing and have my blinker on. Also, when turning left from Travelled Rd. to Lake Rd., cars pass while driving east on Lake Rd. , putting them into the lane I am turning into. I suggest a solid line plus No Passing signs from Townline Rd. to at least Travelled Rd., and from Sandy Shore Blvd. to Travelled Rd.	6
103	Puslinch	Very dangerous for pedestrians to try and use these local shops with transport trucks barreling through speeding	26
104	Puslinch	WR 35 from Gore Road to RR Tracks A lot of dead ash trees, may fall on the County Road in a wind storm Some may be on private property, the 10 m widening for road construction was not purchased in the 1990's on the west side	0
105	Puslinch	Permanently remove a portion of the tall plants on the south east corner of this intersection that restrict visibility when turning off Travelled onto Lake .	4
106	Centre Wellington	Heavy truck traffic past the school especially around start and finish poses a significant safety risk especially with the lack of parking and drop off areas for JMQ	0
107	Centre Wellington	The sidewalk is right beside the narrow road. It's difficult for the town to clear it of snow after the plow has buried it. If the other side of the road has fewer entrances and no sidewalks. Have the plow go southbound first and less snow will be deposited on the sidewalk.	0
108	Centre Wellington	Residential side streets with many young kids, a public school and a church. The direct access to Walmart and busy nature of 6 has made the street a speeders dream and a residents nightmare.	8
109	Centre Wellington	Strathallan St. has a park, a school, and a church along it. The sidewalks are always busy with children walking, and there is a safety issue with the amount of reckless driving and speeding happening. There is also a fair amount of transport trucks that drive down this residential side street.	5
110	Centre Wellington	There are numerous accidents all year around especially with bad weather at this intersection.	1
111	Centre Wellington	Needs a sidewalk	0

SAFETY ISSUES			
Marker #	Municipality	Comment	Up Votes
112	Puslinch	This comment applies all along this road. We ride our bikes along here frequently. The edge of the road is in poor condition and there is no paved shoulder. We are forced more into the middle of the road than we would like to avoid the broken pavement at the edge. Cars generally move over to go around us when there is no oncoming traffic. However, many do not move over very much or slow down and wait when faced with oncoming traffic. It is very scary. We have almost been hit multiple times.	2
113	Minto	Dangerous curve in road, people often take this turn at a high rate of speed.	1
114	Centre Wellington	There needs to be a sidewalk all the way along David Street. There's a school at one end, and an Arena & skatepark to which children frequently travel, at the other. I've seen near misses with kids on foot and on bikes on that road. People providing before & after school care walk that road pushing a stroller with 3-4 little ones walking and they are all over the road. It's an accident waiting to happen. Kids deserve to be able to walk safely to school.	0
115	Wellington North	Intersection hwy 6 and 89 need advance green in every direction. The intersection is too small to have vehicles pulled into the centre hood to hood. It's very unsafe.	2
116	Wellington North	We need a set of stop lights at grey rd 109 and highway 6... i worry on the speed of folks heading southbound with people turning south off of 109. Too many close calls with high speeds of travel still. Way too fast coming into town from the north. Very worried on my children turning out southbound with speeders heading south on 6.	3
117	Guelph-Eramosa	The stop sign is too far back on Barden, that we can't see traffic coming south on hwy29.	2
118	Puslinch	Parking anywhere on this road should not be allowed. Lots of cyclists use this road, and have to go around parked vehicles. Not safe.	4
119	Wellington North	Pedestrian crossings added to highway 6 along main drag	1
120	Wellington North	People may no like this one but remove parking along the main street hw6. There is more than enough parking in behind the stores on both sides. Make parking lot entrances more visable and 2 lanes wide. Maintain the parking lots. Greatly improve traffic by adding turn lanes where needed and pedestrian crossings where needed.	1
121	Centre Wellington	Too many accidents at this intersection	0
122	Guelph-Eramosa	I nearly killed a cyclist here last summer - she was riding as safely as she could; it was completely my fault. Flashing	0

SAFETY ISSUES			
Marker #	Municipality	Comment	Up Votes
		lights on this corner would have encouraged me to slow down and be more careful, but, even better, put in a paved shoulder for cyclist safety, at least between Campbell Road and Jones Baseline. I've subsequently noticed it's a popular cycle route.	
123	Guelph-Eramosa	39 from Woodlawn to 30 is a very well-used cycling route. Extremely dangerous for cyclists in the sections that do not have a paved shoulders, especially due to heavy truck traffic. Please pave the shoulders for cyclists.	4
124	Guelph-Eramosa	Nearly rear-ended on my bicycle by a driver speeding through this corner, even though I was carefully riding on the white line. LOTS of bicycle traffic between Jones Baseline and Campbell Rd - give us a safe paved shoulder before somebody gets killed.	0
125	Guelph-Eramosa	Need to provide paved shoulder for cyclists. After having been run off the road a few times by trucks, I no longer ride on 29 north of Highway 124.	1
126	Guelph-Eramosa	I was nearly hit by a speeding motorist coming out of this corner last summer - she was so upset she stopped to apologize. 22 is commonly used by cyclists, but we all dread it - very dangerous. Please pave the shoulder.	0
127	Centre Wellington	Bicyclists are often on this section, either heading to 6 or 8 line. A paved shoulder needs to be provided.	1
128	Guelph-Eramosa	There is a paved shoulder on 39 that is great, but it's a dead-end for cyclists. Turning right or left on 51, there is no longer a shoulder for cyclists to safely access the quieter concessions.	0
129	Puslinch	There is a section of road along Downey going southbound before Laird that is crumbling and is very unsafe. The road needs to be repaved with wider shoulders for cyclists	3
130	City of Guelph	The shoulders on this road should be paved. Parking lines, and curbs should be added. Too many people park incorrectly or partially on the roadway. Possibly sidewalks added as well to keep people off the roadway. With the cars, bikers, and hikers, this becomes a bottleneck, and is dangerous. Speed should also be reduced to 40 KPH in this stretch.	3
131	Wellington North	Natural Snow Fences would help to improve the condition of Wellington Road 14 especially north above Gordonville. The large farmers who have eliminated fence rows and brought their "tillable" land out as far as possible have contributed to this road becoming quite dangerous to travel in the winter. The entire stretch from Arthur to Conn could use some form of work to improve the winter driving	1

SAFETY ISSUES			
Marker #	Municipality	Comment	Up Votes
		conditions in regards to natural snow fencing or temporary snow fencing.	
132	Guelph-Eramosa	Speed and lack of available parking in the Kissing Bridge Trail area, including on the Silvercreek Parkway extension near the intersection with WC Rd 30	2
133	Guelph-Eramosa	Limited snow fencing in the field on the north side of WC Rd 30 between WC Rd 38 and Hwy 6 results in dangerous driving in winter when there are high winds and plows are unable to keep up with road snow drift accumulation.	1
134	Guelph-Eramosa	This Whitelaw/Niska is a 3-way yield, but most folks don't understand that. Can a small roundabout be added to avoid issues, and also assist in slowing traffic down that comes on to Niska? Lots of off-road incidents in snow, b/c drivers take that corner far too fast.	1
135	Centre Wellington	There needs to be more space on both sides of the bridge or a pedestrian bridge made for the safety of pedestrians and fisherman. I realize youth love to jump off the bridge in the summer, but there needs to be more enforcement to not jump later in the summer when the lake starts to drain. none locals were jumping from all parts of the bridge not realizing the hazards under the water.	1
136	Centre Wellington	Traffic moves fast in this area and people are trying to cross between both sides of the campground. Maybe a flashing crosswalk funded by the campground to warn motorist that people are crossing.	1
137	Centre Wellington	When going east and turning off at the road to the lake it is often necessary to come to a full stop as there is a lot of traffic approaching, meanwhile there is a lot of traffic including transport trucks going at least 80km, and they are behind with no visibility of the situation around the curve. There needs to be appropriate signage installed.	0
138	Mapleton	People very rarely stop at this stop sign	1
139	Centre Wellington	People often do not stop for pedestrians at this intersection.	0
140	Centre Wellington	Sight lines looking east for traffic turning onto E. Mill St. from Geddes and traffic exiting adjacent strip mall are very limited and are further aggravated by speeding west bound traffic. Recommend 3 way stop at Geddes or at Princess and E Mill in order to calm traffic. This is a high pedestrian traffic area with no curbing or sidewalks on the north side of E Mill and	0

SAFETY ISSUES			
Marker #	Municipality	Comment	Up Votes
		no safe crossing between Metcalf and Princess Sts. High density pedestrian tourism and activities.	
141	Centre Wellington	Truck traffic should be prohibited other than local delivery. High pedestrian traffic, high tourist season traffic. Increased commercialisation of are leading to further increased traffic. Intersection of Mill Sts and Metcalf are not designed or suited to large trucks negotiating turns without forcing traffic out of their right of ways.	0
142	Centre Wellington	Speeding traffic 60-70 km in school area and heavily visited quarry. Slow traffic through utilization of 3 way stop signs and designated safety zones. Restrict commercial traffic using Mill Street as a thoroughfare.	1
143	Erin	We need one name for our rd so emergency services can find us when there is an emergency.	0
144	Erin	Emergency services need to be able to find us. One Road one name would be ideal	1
145	Mapleton	The sidewalks in Moorefield are in horrible condition. Elderly people have to walk on the road or they will fall and risk breaking a limb. Children cannot even bike on them so we have kids out in traffic when they should be able to use a sidewalk and avoid being hit by the drag racers in our town. I sincerely hope no one is ever hurt.	0
146	Puslinch	Many drivers do not stop when heading south on Watson Rd onto County Rd 34. A camera would be great to catch these drivers. The camera and staff work would easily be paid for by the tickets issued.	1
147	Puslinch	Very few drivers stop at the intersection of Victoria Rd to get onto County Rd 36 when going south. As a driver on County Rd 36 you have to slow down just in case to protect yourself. A camera would be great to catch these drivers.	1
148	Puslinch	Many drivers do not stop at the stop sign on County Rd 36 at the bottom of the hill. When driving through the intersection on Concession 11 with the right-of-way, I have to slow down as I never know what a driver on County Rd 36 is going to do. A bigger stop sign may help. A camera would be help too. I appreciate the rumble strips being there.	0
149	Puslinch	Many drivers do not stop at the stop sign on County Rd 36 going onto Concession 11. When driving through the intersection on Concession 11 with the right-of-way, I have to slow down as I never know what a driver on County Rd 36 is going to do. A bigger stop sign may help. A camera would be help too. I remember there being rumble strips here. If they're still there then they've lost their rumbleness.	0

SAFETY ISSUES			
Marker #	Municipality	Comment	Up Votes
150	Mapleton	<p>Next Humboldt School Bus Crash waiting to happen. Transport Trucks and other vehicles Frequently run this stop sign where kids from Drayton and surrounding country are being brought to high school in Palmerston.</p> <p>Round-a-bout needed before this becomes international news - you've had so many warnings already. Only farm field at this intersection so lots of room.</p>	0
151	Mapleton	<p>Drivers frequently run this stop sign because they think it's "Stoptional" - an exact quote from Mapleton What's Happening Facebook group. The problem is that after the stop sign it's a 90 degree left with no additional signage and people need to cross this road to get to school. One day trying to cross here with my two kids I had to turn back as 4 cars and a tractor ran the stop sign in a row. I had a transport truck blow the stop sign and pull up quick on me before braking to intimidate me!</p>	1
152	Puslinch	<p>Post signs prior to intersection north and southbound "NO PASSING ON RIGHT"</p> <p>I have witnessed many vehicles passing cars on the right which are waiting to safely turn left and almost colliding with other vehicles.</p>	3
153	Guelph-Eramosa	<p>Have witnessed many near misses here as people pull U-turns after missing the Indian Trail intersection.</p>	1
154	Puslinch	<p>Better, more visible roadway lane markings.</p> <p>On a number of occasions trucks and cars travelling south have been driving southbound in the northbound left turn lane into Aberfoyle Creek.</p>	4
155	Puslinch	<p>Don't think that because there is a double line on the road in Aberfoyle that vehicles can't pass on the opposite side of the road.</p> <p>I've witness this happening and when I gave the plate number to the OPP, I was told it's not illegal because the double line is only a recommendation.</p> <p>For your safety, CHECK BOTH WAYS before pulling out onto the road.</p>	6
156	Puslinch	<p>I had a motor vehicle accident at this corner because of the impatience of another driver that could have easily cost me my life. I have witnessed transport trucks running through the red light where children and families cross on walks or to go to local business across highway 6. The speed limit is never adhered to and most come off the 401 heading south with the speed they had on the highway not slowing down</p>	20

SAFETY ISSUES			
Marker #	Municipality	Comment	Up Votes
		to the 50km per hour posted. The safety of the community is at serious risk.	
157	Puslinch	Impatient people are pulling too close behind school busses and sometimes passing stopped busses with lights and signs out. It is a major concern with the increase of traffic on Victoria Rd South.	2
158	Puslinch	We often use this roundabout, coming south on Brock, heading east on Gilmour. The bulk of the traffic is going north - south. This traffic circle is the scariest one I have ever tried to navigate. I have been almost hit many, many times. We are actually rerouting and taking longer routes home to avoid having to cross in front of two lanes of traffic coming north that barely pauses. It is a major accident waiting to happen - and I don't wish to be part of it.	3
159	Puslinch	County Rd #34 has become a very busy road, especially at commuter times. Many travel well above the posted 80km/hour speed limit and tailgate. I regularly have drivers sitting on my tail, even if I am doing 90 km/h. I am often concerned that I will be rear ended when trying to turn into my driveway.	5
160	Puslinch	Over the last few years, emergency vehicles are more often blocked by vehicles not moving to the right with ambulances right behind them with sirens and horn blasting. With today's technology we could install roadside indicator lights spaced accordingly with signage indicating emergency vehicle approaching that can be activated by the emergency vehicle to notify traffic in advance to be prepared to give right of way.	2
161	Puslinch	ponds and turtle crossing	0
162	Puslinch	More issues with turtles crossing	0
163	Puslinch	Wildlife crossing, specially turtles	1
164	Puslinch	Intersection of Townline rd and 34 has become problematic especially when there are issues on the westbound 401. Bottlenecks are becoming more frequent. Drivers impatient with the wait and turning right, often pull onto the shoulder and flyby to the stop sign. Possibly a 3 way stop at this intersection would be helpful to avoid the bottlenecks	1
165	Puslinch	This entire stretch of road is in desperate need of repair	0
166	Centre Wellington	Traffic signals at the Scotland/Belsyde corner do not allow enough time for pedestrians to safely cross. This is a particular problem since this intersection is a school crossing, both for students of J.D. Hogarth and CWDHS.	2
167	Guelph-Eramosa	I live on Walkerbrae Trail. When driving west on Wellington Road 30 toward County Road 86, the entrance to	0

SAFETY ISSUES			
Marker #	Municipality	Comment	Up Votes
		Walkerbrae Trail is about 50 yards short of the W30/CR86 intersection. I have almost been rear-ended a number of times waiting to do a left turn onto the street from cars driving too fast behind me. We need either an extension of the left turn lane at WR30/CR86 or visible anytime signage for a hidden entrance to the street. Someone is going to get killed here.	
168	Centre Wellington	Traffic has increasingly escalated since moving here in 2015. I have a "yield. caution children playing" sign that I put on the road to draw attention for the drivers (which has been hit). It appears that traffic use Walker st to avoid the Belsyde traffic light to reach county Rd 18. There are approximately 30 children who reside on Walker St. The speed of the drivers and increase of traffic is DANGEROUS!	2
169	Centre Wellington	The pedestrian buttons do not work properly in cold weather. The pedestrian "Walk" signal does not always activate with a green light as it should. Pedestrian standing area is too small, this is a particular concern with large trucks making right turns and wheels of trailer rollover the sidewalk. We need either a crossing guard or better walk signals like across from JD. Also requesting a camera to ticket anyone who runs the red light at 80 km an hour when kids are crossing the street.	1
170	Centre Wellington	Speeding traffic is a increasing concern (and occurrence) on our street and with lots of young children residing on Walker street, I am worried that a child may be hit by a speeding car. There has already been some close calls and hopefully this can be addressed before someone is seriously hurt.	2
171	Mapleton	Many drivers try to "run" the stop sign. Please consider a roundabout, traffic lights, or a 4-way stop.	0
172	Wellington North	sightlines are a major issue at this intersection and make it very dangerous for travellers and prone to accidents. Consideration needs to be given to realigning the roads or perhaps even a roundabout, similar to what was implemented at County Roads 12 & 8 in Mapleton.	0
173	Wellington North	pedestrian crossings Sligo has become increasingly dangerous. Consider enhance crossing measures to ensure safety.	0

Speeding Issues

Most commonly identified areas:

- **Puslinch:** Brock Road South, Lake Road
- **Aberfoyle:** Brock Road South, CR-34
- **Fergus:** Wellington Road 31, St. Andrew and Hwy 6

SPEEDING ISSUES			
Marker #	Municipality	Comment	Up Votes
1	Centre Wellington	This road is not a through road. The only people driving on it should be the people who live on it. There are plenty of people in excess of the 40 km/h speed limit on this road. I believe speed bumps would mitigate this speeding issue.	1
2	Centre Wellington	Speed limit is 80kph on most parts of this road, yet people are flying past me, easily going over 100. Cyclists are often on this road too which are likely unnerved by the speeds	3
3	Puslinch	Speed is an issue and law enforcement have continuously attempted to conduct traffic initiatives. shoulders are too narrow and steep.	16
4	Centre Wellington	Locals speed on McNab. There are no sidewalks so it is especially dangerous in the winter. The speed limit should be lowered and enforced, and a pedestrian lane should be delineated so that cars are not the only mode of transportation recognized.	4
5	Centre Wellington	Many cars coming over the hill out of the downtown have already accelerated to much higher velocities than the posted limit. Pedestrians have difficulty crossing St Andrew's St W at Beattie line	5
6	Wellington North	Vehicles ignore the 50 km limit when entering Damascus from the south. Those that do slow down, don't do it soon enough. The 50 km zone should be located further to the south. This would reflect new home builds, and also ensure traffic has slowed before passing Damascus Lake (where people walk and park on the side of the road). In addition, methods stronger than a sign should be explored to calm traffic.	7
7	Guelph-Eramosa	Speeding in both directions. Never enforced	5
8	Guelph-Eramosa	Traffic very often goes SLOWER than the posted speed of 80km from Rockwood to Guelph. Many seem to think that the speed doesn't change from 60km at Hwy 7 @ Guelph Line.	2
9	Erin	Speed limit to fast with large gravel trucks	4

SPEEDING ISSUES			
Marker #	Municipality	Comment	Up Votes
10	Centre Wellington	speeding into and out of Fergus on St. Andrew Str. at Beattie Line. Very hard to cross road as pedestrian at times. Vehicles coming west bound also don't seem to realize the intersection is there when they need to turn and either brake hard to turn or in case of large trucks stop just beyond intersection and back up! The large tree on south east corner makes it difficult to approach intersection safely from south side.	3
11	Mapleton	People speed through town. That makes this intersection dangerous, for people at the stop signs, to proceed carefully as visibility is already bad due to the slight hill. Speed limit does not increase until after the bridge. I've personally almost been hit twice here so I just avoid this intersection all together now.	5
12	Erin	the speed limit needs to be consistent.	2
13	Centre Wellington	It is very common for drivers in all direction to increase their speed to run a red light at this intersection. I see it almost every day while waiting to walk across. I would like to see red light cameras installed to inhibit drivers from running the red light and encouraging them to slow down in preparing to stop on yellow.	4
14	Puslinch	Long flat stirp often used for racing.	2
15	Centre Wellington	Since infrastructure was installed for the sub-division to the North and the road re-paved, the street has become a short-cut to CR-19 with an increase of speed to match. A straight, uninterrupted thoroughfare.	0
16	Centre Wellington	Scotland/Garthshore has heavy,heavy volume at high speeds. Volume is extreme 7:00 AM to 7:00 PM. Speeding is 24/7.	1
17	Puslinch	County Rd 34 between Townline Road and County Rd 32 is zoned 60 km/h , however many people use this road to get either to the 401 if there is an accident on 401 at Townline or into Guelph. They rarely do the posted speed limit and we have called the police several times over the past few years to no avail	1
18	Puslinch	County Rd 34 between Townline Road and County Rd 32 is zoned 60 km/h , however many people use this road to get either to the 401 if there is an accident on 401 at Townline or into Guelph. They rarely do the posted speed limit and we have called the police several times over the past few years to no avail	4
19	Erin	Much speeding on this road.	3
20	Erin	speeding in this location	1
21	Erin	Much speeding here	3

SPEEDING ISSUES			
Marker #	Municipality	Comment	Up Votes
22	Mapleton	People pull away from this intersection like it's a drag race!	0
23	Mapleton	The traffic coming west to east into Drayton often do not follow the speed limit posted. More police presence at random days and times. May create an awareness.	5
24	Erin	I quite often see vehicles speed from the library down to the fire hall way over 40 km. Day and night. Almost 60 to 80! Not safe with people walking by with strollers and dogs. At least now there is a sidewalk. Thank you for this fantastic interactive survey.	1
25	Centre Wellington	This area is posted 40KM no one ever drives the speed limit. The corner of Mill E and Geddes is an awkward corner and when cars turn right they are very close to the pedestrians as there is no curb on the the sidewalk	2
26	Puslinch	Extremely busy and even busier with the new pavement - loads of vehicles exceeding 70 KM. Most often in the morning 'rush hour' and evening 'rush hour'. This appears to have been exasperated by Covid - where sports cars and motorcycles will use this section as though a speedway (used to occur mostly on weekends, now any day 'the groups can get together' is a 'race day'.	3
27	Puslinch	Factory workers coming to and from work in the morning and afternoon. Large semi trucks using this road when it is not a truck route always speed through the neighborhood. Dump trucks also speeding to get to the gravel pit.	1
28	Puslinch	I live at 163 Downey, the cars speeding entering Kortright Hill going north on Downey is unreal...no one slows down. They are traveling at least 20km over the speed limit. It is hard enough getting out of my driveway, they do not yield to the yellow lite at all. The City needs to put speed bumps and radar to fix this. There is going to be a serious accident with people at the cross walk if not.	0
29	Centre Wellington	Excessive speeding on section of County Road 7 from Salem to County Road 21 Unsafe due to speeding transports and vehicles.	2
30	Guelph-Eramosa	Cars and trucks drive ridiculously fast on this road which is a school bus route. When you pull loutcof your driveway they ride up behind you and overtake even though you are driving at the posted speed limit. Cars have ended up in the ditch several times.	2
31	Guelph-Eramosa	Two major accidents with residential properties on both sides. Should be a 70.	1
32	Centre Wellington	I am sure most will complain about speed. This area on Side Road 4 is a 50km, most drive through and up the hill at great	2

SPEEDING ISSUES			
Marker #	Municipality	Comment	Up Votes
		speeds. It is a short cut to the Conservation Area. It is overused by large trucks. Must be an issue, as attempts for traffic calming measure were installed this summer. A really big shame the flashing speed sign was taken down after a week, this seem to slow them down when they approached. it would have been better to put it at the beginning of the 50km,	
33	Guelph-Eramosa	This is a 50 km zone. Since County Rd. 51 was redone and traffic lights installed at Hwy. 6, I feel the road has become much busier. East bound traffic are to slow from 80 km to 50 km and I'd bet no one slows 'till they get close to the traffic lights. I live just over the hill and have almost been hit by eastbound speeders. They can't see me pull out of my driveway, and I can't see them coming.	1
34	Centre Wellington	I live in Inverhaugh on County Rd 21 near the 6th Line intersection. The speed limit here is 50 km but despite having GPS beacons at either end of the village, people still speed through. My house is on a curve at the top of a hill and we have almost been hit many times trying to get out of our driveway. I've had people pass me going up the hill towards our house. The Pilkington Overlook is just past the house and there have also been many accidents near it as people fail to make the curve.	3
35	Puslinch	speeders all day long between roszell rd and 32	1
36	Mapleton	Speed limit should be lowered to 40km in the school zone. Drivers speed along this road constantly.	0
37	Centre Wellington	2nd Line bridge is a spot where people park their cars to cross on to the bridge to see wildlife or fish in the river. The speed of cars and trucks going up and down 2nd Line over the bridge can be quite high, especially coming south down the hill towards the bridge and stopping at 18. Also we've seen cars passing slower vehicles on the bridge which is very dangerous or swerving to avoid the potholes. The speed for that zone seems inappropriate for that area.	0
38	Mapleton	Heavy speeding and passing Lebanon, very highly travelled. Often people drive by our home and you cant even tell what kind of car they are driving too fast. Police presense here would be nice	0
39	Mapleton	People drive through Rothesay like it's a race track. Put in lights and make 7 and Catherine to 10 a 4way stop.	1
40	Guelph-Eramosa	To many ppl using as a pass through to Guelph line... Not respecting the speed limit...	2
41	Guelph-Eramosa	People use Eden Mills as a through way to Guelph line... No respect for speed or our safety!!	2

SPEEDING ISSUES			
Marker #	Municipality	Comment	Up Votes
42	Erin	Traffic traveling far too fast - no one obeys the speed limit - this is also a residential area! Can be terrifying - truck traffic is too fast to stop in case of emergency	1
43	Guelph-Eramosa	This S-bend curve needs a flashing posted speed limit sign in both directions. People use this as a race track. My fence line and garage have been hit 4 times in the 15 years I've lived here. The County has done nothing with many requests. Let's finally get something done. Flashing posted speed signs are put up in the middle of nowhere so let's do something useful for a change.	6
44	Puslinch	Multiple vehicles a day travelling well in excess of the posted 80km/h then passing vehicles travelling nearer the limit in unsafe locations and ways.	7
45	Centre Wellington	This is a 70 zone. Vehicles often are going almost 30km over the posted speed limit	2
46	Centre Wellington	Vehicles are doing 100kmh. The posted limit is 70.	1
47	Centre Wellington	Vehicles are speeding between shoppers drug mart and canadian tire. Both ways.	6
48	Centre Wellington	We have been complaining and our neighbors also about speeders on Scotland St. since last year and prior to then, have written to council last year, with copies to all councilors about this problem of speeding vehicles ie. cars, trucks, farm machinery and motor cycles. Electronic sign displaying "your speed is" installed last summer for approximately two weeks , never powered up, then removed. Children routinely cross this road to go to arena and skate park. Does someone have to die .???	0
49	Centre Wellington	Speeding up and down hill. Many using engine break even though posted not too. Many kids in the area.	3
50	Guelph-Eramosa	Speeding issues with traffic coming out of Guelph on Hwy 124 from imperial rd to Whitelaw not just motorcycle but heavy laden trucks coming down the hill from Whitelaw and not respecting the engine brake sign posted, most of the trucks have modified exhaust stacks that makes it even worse, putting up a speed camera would pay for its sell in less than a yr, and as for the 3rd lane proposal will just make it worse in my opinion as I live on the road you guys don't	3
51	Guelph-Eramosa	Odd that Jones Baseline is not a country road - A lot of people are using this to zip quickly from Stone Road to the North End and do not respect the speed limits. The road has numerous hills in it and biking on this road can be dangerous as cars come up from behind, can't see over the	2

SPEEDING ISSUES			
Marker #	Municipality	Comment	Up Votes
		hill and enforcement does not seem to help at all. Entering HW 7 to turn right and immediately left to follow Jones Baseline is dangerous because of traffic volume.	
52	Puslinch	Right here is Starkey Hills, famous for families to walk and connects across the road to the university of guelph grounds for fauna (birds, deer, people walking on the side of the road). The posted speed limit is not adhered to at all, which starts at the 4 way stop in Arkell. Starkey Hills is also a place where people walk their dogs, getting in and out of the parking can be dangerous as traffic does not slow down.	4
53	Puslinch	Most exceed posted 70 km/hr limit both North & South	6
54	Guelph-Eramosa	4th Line now the Rockwood bypass. Speeding in excess of 80 km in the 50 km zone is common now. Also a huge amount of semi trailer truck traffic that is bypassing Rockwood. Ever since the new school and 40 km zone was put in on road 27 through Rockwood. Have pleaded with OPP to use radar enforcement but has fallen on deaf ears from the OPP.	0
55	Puslinch	Speed limit of county rd. 32 at this location is 60 kph, typical speed of cars often exceeds this making exiting residential driveway hazardous due to limited line of sight	4
56	Puslinch	This is used for walking /running by many residents. With narrow roads and no sidewalks I have seen pedestrians pushed into ditches by speeders	0
57	Puslinch	Too many vehicles and trucks not going 50 especially near Smith property trail...	2
58	Guelph-Eramosa	This road is like a freeway .it is 60klm.on average ppl are doing 100klm.kids and pets live on this road .would like to see more OPP doing radar .so unsafe to fly over the hill doing 100klm.	0
59	Mapleton	People rip through town like it's an 80. There is a hump in the road that makes seeing oncoming traffic difficult. Pets and people have been hit trying to cross the road to the mailbox.	0
60	Puslinch	Lots of excessive speeding both directions.	5
61	Erin	So many gravel trucks speeding up and down Trafalgar day and night.	2
62	Centre Wellington	vehicles frequently speed up the hill approaching Belsyde Ave.	5
63	Erin	Speed radar. School zone! Too many in/out traffic at school	1
64	Guelph-Eramosa	The speed limit is 70 km/h here but most vehicles are doing well above that, large transport trucks especially.	5
65	Guelph-Eramosa	The speed limit is 70 km/h here but most vehicles are doing well above that, large transport trucks especially.	7

SPEEDING ISSUES			
Marker #	Municipality	Comment	Up Votes
66	Erin	The speeding and passing on solid lines along this entire stretch is awful. Very dangerous.	2
67	Centre Wellington	terrible speeding problem. Have told Mayor and OPP, no effect!!!!	1
68	Guelph-Eramosa	95% of all traffic is speeding. 30% of speeders are going 30km/hr over the posted 50 km/hr. Very dangerous for pulling out of driveway and also for pedestrians.	5
69	Puslinch	many drivers trying to avoid the Hanlon - if that highway was fixed (province, I know) that would address many issues	2
70	Puslinch	Drivers use Concession 1 when 401 is busy (yet it is NOT the official alternate). Driving well over the 80km limit (which is too fast for this stretch of rural road). It's dangerous.	4
71	Erin	This road is literally "Erin's Speedway". What scares me, as we have many more walkers now, due to covid. Many ride their bikes down this road & occasionally there has been animals loose from a farm down the road. School buses stop at the blind of the hill, as you pass Pioneer Drive. So drivers are coming up to buses approx 90-100km. Some use this road as a side by side drag strip in the summer. I fear for everyones safety. Many others who have stopped in even said they think its ridiculous.	1
72	Guelph-Eramosa	This curve has see many cars loose control and end up in the ditch, break hydro pole's damage fence and sadly a few fatality's. June 24 2019 being the last time. It is stressful waiting for the next time. Speeding in this area is always the cause. We call it dead man's curve.	4
73	Puslinch	80 km road which is constantly travelled at 100 or more. As a bypass to the 401 constant traffic of transport trucks outside of 401 issues, with significant speed. This is a residential area, very dangerous	3
74	Puslinch	There are NO speed limit signs on Victoria Rd S between Guelph city limits and Wellington Rd 36. As a resident, I don't know what is the speed limit. Can we please have some speed limit signs at Rd 36 for north bound and at 34 for north and south bound cars. (I presume the speed limit is 70 because that is the last sign, in Guelph, going south.)	0
75	Puslinch	Commercial traffic speeding through this corridor is insane, the volume "is what it is" but there is no reason to let these loaded transports go 80+km/h in a "Community safety zone" with a speed limit of 50km/h. This specific stretch is downhill both ways into the village of Morriston. Enforce the 50km/h better, save somebody.	33

SPEEDING ISSUES			
Marker #	Municipality	Comment	Up Votes
76	Erin	Speeds over 80 very common and you get a honk when you slow down to turn into your own laneway.	0
77	Guelph-Eramosa	Despite being a posted 50 km/h zone, there are frequent speeding problems along this section of Wellington Rd 51. Please consider traffic calming measures like those used in Cambridge: seasonal centreline posts. Drivers naturally slow and pay attention when this tool is in place.	0
78	Guelph-Eramosa	<p>The amount of traffic on this road has changed dramatically over 30 years.</p> <p>Speed - the light at corner 24 and 29 was needed, but this puts bad judgment on drivers, to start speeding through to hit the green light.</p> <p>Coming from the lake and the bend heading to 24, no one slows down. As I try to enter my driveway, I have to plan long before to let the drivers behind know I am turning, slow down!!!</p> <p>Extra flashing lights and lower speed from the lake to highway 24 would help.</p>	3
79	Erin	Inconsistent speed limit. Make it 70 kph all along.	1
80	Puslinch	Excessive speeding	12
81	Puslinch	Speed is a very a big problem here, particularly at school bus times. It is a very common occurrence to have vehicles blow by the busses when the busses are stopped, with the bar and stop sign out. We have witnessed many people rear end cars while a bus is stopped.	1
82	Puslinch	Speeding and distracted driving is a constant problem through Aberfoyle. The slow speed limit is a cue for drivers to start using their phone and distract themselves. To mitigate this, I suggest taking the example of Kleinburg, Ontario and adding non intrusive speed bumps through the community. This will not only force drivers to slow down, but will also serve to alert drivers if they are distracted by phones or other in car happenings.	3
83	Puslinch	<p>Roundabouts slow speed down considerably, but once vehicles get beyond them, speeds climb way above the posted speed limit.</p> <p>A) Reduce speed to 40km, it's, 95% residential area with school afterall</p> <p>B) Reduce lanes add middle turn lane (should've been done during reconstruction)</p> <p>C) Ban all heavy vehicles, tractor trailers mainly reroute them to Hanson where they belong. Speeding increases in</p>	16

SPEEDING ISSUES			
Marker #	Municipality	Comment	Up Votes
		order to get around them D) install speed cameras with funds going towards township improvem	
84	Puslinch	This is a community safety zone, 50km/h limit, yet speeding is rampant by constant lines of cars, never once seen enforcement	30
85	Puslinch	Lake Rd is extremely dangerous with speeding on the school bus route. 50% of the houses have small children and it's a 50KM/h zone with people often going 90	22
86	Guelph-Eramosa	People driving too slow (at least 10km/hr below the limit) along this road with no opportunity to pass	0
87	Puslinch	Lake Road is frequently used by fully loaded transport trucks as an alternative to 401. They do not adhere to the 50 speed limit.	19
88	Puslinch	Speeding has been an ongoing concern on Lake Road. There are often families along the side of the road fishing and it is frightening to see the transport trucks and other motor vehicles failing to adhere to the courtesies of the road.	0
89	Puslinch	This area has a serious problem with speeding. A large majority of the speeds are in excess of 80-100km/h	21
90	Puslinch	terrifying speeding on this road	12
91	Puslinch	Major concerns re: speeding - minimal enforcement	18
92	Puslinch	WR 46 from 401 to McLean Road With all the trucks and traffic Reduce to speed limit from 70 to 60	6
93	Puslinch	Not many who drive thru this area adhere to the speed limits. When I'm going slightly over the limit, people are often right on my bumper. Don't like seeing big trucks on this road as it has enough stability problems with the wetlands around it without the extra weight of large trucks. Might be better to restrict them to other roads close by.	17
94	Puslinch	Cars FLY downhill both ways.	20
95	Guelph-Eramosa	Concerns over commuter traffic spilling onto Township Road 1 resulting in speeding, passing where solid yellow lines exist on entire length of road, increased large truck traffic.	1
96	Puslinch	Lake Road routinely has speeders whizzing by other bars over the solid line, breaking two traffic laws at once. With multiple turnoffs on the south side and houses fronting the north side, this road should be a 3 lane road which would include a centre turn lane.	0
97	Guelph-Eramosa	Concerning speed of vehicles on segment of Wellington Road 50 between Salmon and Sixth Line- posted as 50km/hr -	0

SPEEDING ISSUES			
Marker #	Municipality	Comment	Up Votes
98	Puslinch	So many people speed and pass through our hamlet making it very dangerous.	4
99	Puslinch	people really like to mash the gas downhill here	21
100	Centre Wellington	Vehicles traveling both east and west are often traveling well above the posted speed limit. Rarely can they see traffic entering or exiting Garafraxa from homes or intersections.	1
101	Centre Wellington	Speeding is a consistent issue on this street. With a school on the street it is a recipe for an accident.	8
102	Centre Wellington	Speeding is an issue on Strathallan St. It appears the majority of people are going well above the posted speed limit (40km/h school zone) The OPP did a speed survey with Radar boxes but it was not a fair representation because it was done during the summer months and was located at the intersection of Strathallan and Annandale, where people slow down to turn. Which skews the results of average speed.	8
103	Centre Wellington	Speeding has become an issue, and an increasing issue over the last few years. With the new subdivision on the east side of town residents are using Strathallan Street as a through way and going much faster than the posted 40km. There needs to be changes in order to keep the subdivision safe for children especially with the school and church on the same street.	4
104	Centre Wellington	It'd be great if a side walk could be built to go all the way up to Irvine. I've noticed of lot of speeding down this road and kids walk up and down this road to go to school. A sidewalk would make it safer for them.	0
105	Centre Wellington	We have lived on WR 26 (6481) for almost 45 years. The increase in traffic has grown exponentially, especially as more housing developments are completed in Fergus. Many times our lives are threatened when we turn out of our driveway as the speed limit is often surpassed by 40-50 kph. We stand no chance. Is there any way speed could be 70kph from the intersection at 18/26 to Belwood??? We see few police patrolling.	2
106	Puslinch	A 3 way stop sign would really help with traffic issues at where this road intersects with Lake Road allowing for safe exit from Old Marina to Lake Road. It will also greatly help slow down speeders who constantly go well over the 50km speed limit if they actually are forced to come to a complete stop here.	4
107	Centre Wellington	There needs to be some traffic calming structures put in place. People speed up all the way east to Gartshore. There	1

SPEEDING ISSUES			
Marker #	Municipality	Comment	Up Votes
		are no signs to indicate that this is a residential area with appropriate speed limits. On the equivalent roads in Elora the speed limit is 20% less than in Fergus? We at least need a stop sign!	
108	Puslinch	The speed limit on Arkell rd. is 50 Km/hr. This is from Watson rd. to a little past the train tracks travelling west. No one drives at 50 Km/hr. Most are at least 60 to 65 Km/hr. I would say that one out of every 40 to 50 cars accelerate to 70 by the time they reach the train tracks going west. I have often seen some vehicles doing at least 80. either leaving the town going west & the same coming east. Coming east the the limit is 70 but they hardly slow down. I see this as walk 3 km's /day.	3
109	Puslinch	County Road # 37 needs speed signs posted between Watson Road and the railway tracks to the west. Speeding is constant making it hard to leave a driveway or cross the road to get mail on Boreham Drive. Vehicles heading west from Arkell are in full acceleration until they get to Victoria Road. Stop signs also are not working as vehicles only slow a bit and then make their turn	3
110	Centre Wellington	Cars always speed east bound through Beatty. Cars turning right on southbound Beatty onto St. Andrew going westbound accelerate many times at a very high rate of speed.	0
111	Guelph-Eramosa	The speed limit drops here because of the school but none of the road design changes and people often don't reduce their speed, or don't reduce it far enough.	0
112	Guelph-Eramosa	Sign says 50km/hr but road is designed like any country road with a speed limit of 80km/hr. The design should reflect the desired speed.	1
113	Wellington North	Sligo Road east is a drag strip. Many high speeds on this stretch while passing by the high school.	2
114	Wellington North	A good deal of transport trucks travel on this road. There is also a school, so lots of kids walking on the sidewalk. Speed limit needs to be reassessed	3
115	Wellington North	Sligo Rd from Main Street toward London. I live on Sligo and have kids and a dog that I fear they will get hit.	1
116	Wellington North	In warm months, this road is a racetrack. A handful of small kids here. Perhaps a speed bump half way down the road ?	2
117	Centre Wellington	There is an speed marker sign before the McDonalds Entrance - should be moved to the before the lights by Canadian Tire as people often miss the sign and speed through the intersection.	2

SPEEDING ISSUES			
Marker #	Municipality	Comment	Up Votes
118	Wellington North	The speed limit on this road heading into Southgate township on Southgate Sideroad 41 needs to be decreased in both townships. The speed limit was put in place before the development of the properties lining Sligo road east and Southgate sideroad 41 in Southgate township. People walk, jog, walk with strollers, walk dogs, play near and travel into town on foot while walking on this road. The concentration of people using this road will only increase in the future. Both townships need to reevaluat	2
119	Puslinch	Traffic speeds here make it dangerous to even pull out of your driveway. It is supposed to be a 50km/h zone but I dont think Ive ever seen a cop in my years of living here	18
120		Many trucks and motorcycles (in the summer) going through 26 at high speed and driving pretty dangerously. People taking over although it is yellow line.	0
121	Erin	There is a serious safety issue with speeders on the Ninth Line south of Armstrong St. We live at 5324 Ninth Line. We have felt unsafe walking on the shoulder, clearing snow in our driveway, cutting the grass and especially trying to safely get our mail! (Across the road) The speed limit is 50KM/HR. Consider a flashing warning light, a speed bump or two, and stop signs at both entrances to Armstrong Street. We observe daily: "stunt driving, unsafe passing & racing" at high speeds. (85KM+)	1
122	Puslinch	Drivers pick up speed going south on 32 , do not yield and then continue driving at high speeds, westbound on Lake Road. A stop sign would be helpful.	3
123	Centre Wellington	St. Andrew St. between Hwy 6 and Scotland St. Constant speeders, no one obeys the limit. People treat it as a highway. I have seen drivers doing 120 kms on this street. And why is it 50 km on this section of St. Andrew when absolutely everywhere else in Fergus and Elora it is 40 km? I want, at the very least, a stop sign at Herrick. So do all my neighbours. And soon!	1
124	Puslinch	The 50 kmh sign just north of Boreham Drive means people heading south don't slow down until they get to the intersection of Arkell and Watson. The sign should be placed much further north rather than right at the beginning of the hamlet. Traffic heading north from this intersection towards Boreham Drive are travelling at far greater than 50 kmh.	2

SPEEDING ISSUES			
Marker #	Municipality	Comment	Up Votes
125	Puslinch	We walk this road often and are dismayed by the speed of vehicles leaving the Arkell hamlet heading east, and those vehicles travelling west heading into the Hamlet.	2
126	Centre Wellington	Vehicles speed down this road, it is a recommended 50 due to the conditions of the road but no one follows it. I live on this road and gravel trucks, transport trucks and other vehicles speed by me while walking my dog.	0
127	Puslinch	Speed enforcement is required NOW on County Road #37 and County road # 46. West bound from Arkell is a constant speed zone with no regard for people crossing # 37, turning into a d/way will always get a horn blaring at you. County of Wellington OPP cars are often observed going west, only to see them in Farnham cemetery with other OPP having a group get together and a coffee. Thats 3 OPP who are doing nothing about speeding, as they can see the traffic from the cemetery.	1
128	Guelph-Eramosa	A mix of commercial and citizen travel in this area puts at risk users of the Royal City Trail (technically in the City of Guelph), and very nearby, users of the trail alongside the Speed River on the North side. I will forward or attach a letter addressing the matter.	0
129	Puslinch	Many speed with potholes and wavy road. Speed limit is 80 but for auto safety should be 60.	0
130	Mapleton	People speed up and down Edward St.	1
131	Puslinch	Traffic does not adhere to the 50km posted limit when either coming from Guelph (eastbound) or westbound from the 4-way stop. This includes some local residents as well. Perhaps a speed sign would help.	2
133	Centre Wellington	County Road 19 into Belwood , speeding down through the posted 50 km zone, motorists and tractor trailers(Sysco, NRD, Rothsay DHL Transport). Need more visual radar enforcement. Speeding issue has been here for a long time and something needs to be done.	0
134	Centre Wellington	Traffic moves at a high rate of speed (60-70 kmph) in a 40k. Area is in a school zone with increased bus and car traffic as well as a heavy tourist traffic conservation area and swimming quarry. Sightlines from Kertland looking west are limited by curve in road presenting a danger to vehicles exiting driveways. Recommend 3 way stops at Kertland and Mary Sts.	0
135	Erin	Speeding is a huge issue, we recently installed digital speed signs, the entire Village Requires these on both Trafalgar Rd going north and south as well as the Halton Erin Townline	1

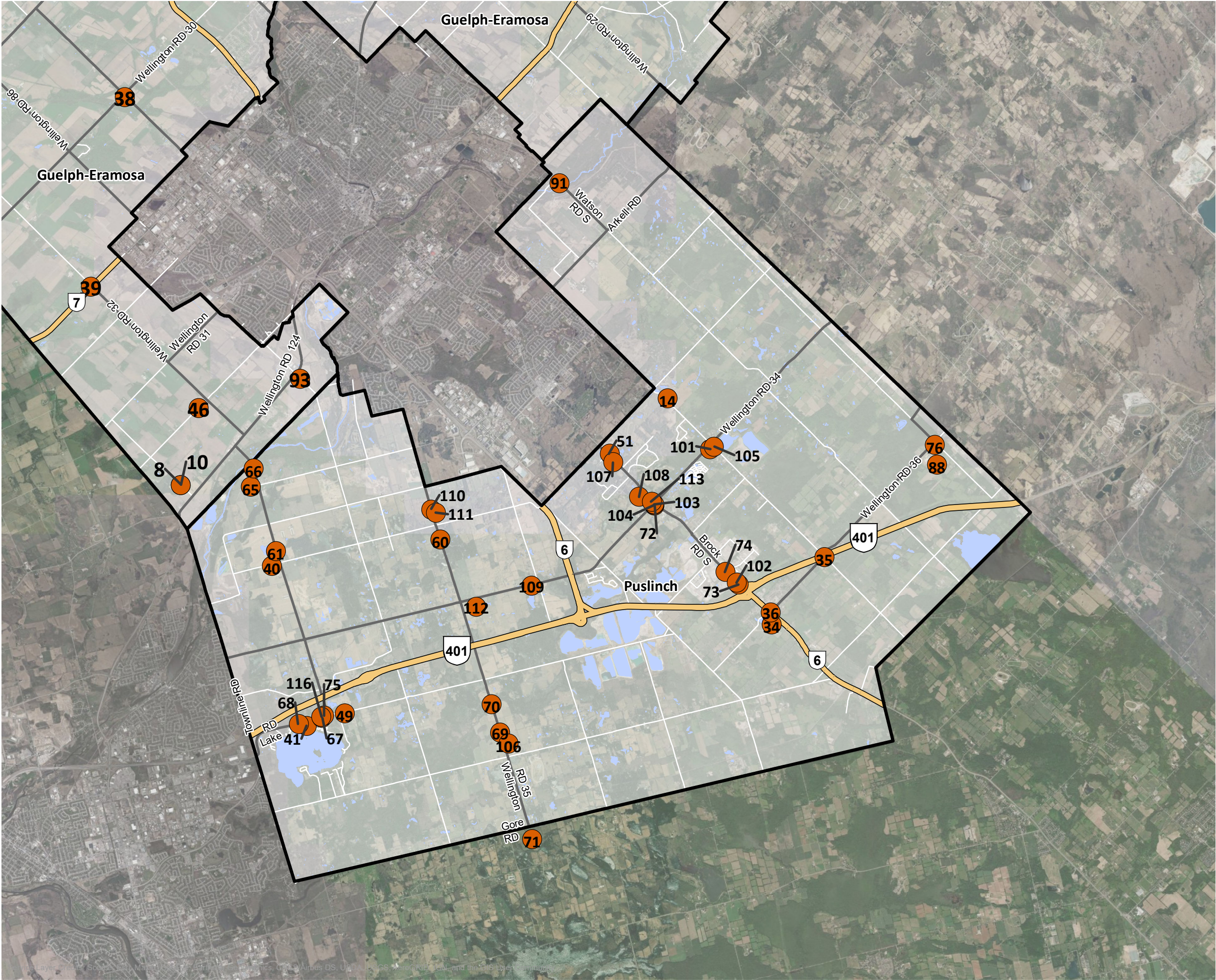
SPEEDING ISSUES			
Marker #	Municipality	Comment	Up Votes
		West of Trafalgar. Turning on to Halton Erin Townline from Sandalwood Drive is risking your life, there is a slight hill that interferes with visibility, and that in addition to speeding is going to result in a death one day.	
136	Guelph-Eramosa	Increased car and truck traffic with an alarming increase in speeding through the 40km/hr and 50km/hr zones. This issue was brought to the County Roads Committee in June 2018 accompanied by a petition signed by 100 residents. There have not been any noted solutions/strategies implemented, and speeding continues to be an issue.	0
137	Puslinch	County Rd 36 through the Badenoch swamp is flat, straight and has a low volume of traffic that seems to invite drivers to increase their speed.	0
138	Centre Wellington	Motorists regularly exceed the posted 50 km speed limit in this stretch of Wellington County Rd 7 despite the OPP routinely setting up speed traps at the Elora Cemetery.	1
139	Puslinch	Drivers don't get it that there is a community here. Between the roundabouts it's all about going fast.	5
140	Puslinch	The road signs say 60 km/h here, but I regularly get passed here while driving at the posted speed. I've even been passed right in front of the municipal building.	2
141	Mapleton	Speeding coming in from 80km /he road into town they don't slow down for the pedestrian crosswalk. As a driver I had someone PASS me doing 80Km/hr+ through the pedestrian crosswalk opposite side of the road and continue downtown at the same speed.	1
142	Mapleton	Drivers speeding downhill from the arena toward the firehall trying to catch the lights. There is a walk path hidden behind the bridge on both sides of the road with no pedestrian crosswalk indicators/song age of any kind. Foot traffic will be picking up here as there are now newly installed lights on the other side of the trail (it was not obvious before) which will promote more traffic to cross AND at night because of all the new lights.	1
143	Mapleton	I watched a truck go 70km/hr through the pedestrian crosswalk while it was flashing and people waiting to cross. I was watching the speed sign posted at the school - he was doing 70km/hr exactly, it's 50km/hr at this intersection- BUT the speed needs to be lowered MUCH further back or indicators such as rumble strip style white lines across the road to give drivers the indication of speed OR speed humps (not speed bumps). The school zone is immediately after this and drivers fly on through!	1

SPEEDING ISSUES			
Marker #	Municipality	Comment	Up Votes
144	Mapleton	Not slowing down for the transition from county 80 km to township 50 km roads - please work together to come up with a solution. Super dangerous as they are cresting a hill blind heading downhill (longer braking due to extra momentum). Think about large trucks engine braking (not supposed to engine brake here either).	0
145	Mapleton	Drivers speed in from the 80km/hr road towards the parks where it is 50km zone. Drayton has their park split across this road so you have to walk across this street to get to the other side. People speed downhill coasting to the lights, usually doing 70km/hr or more. Additional danger to cyclists - super old narrow bridge is exactly two lanes wide no more. Not enough room for two cars and a bike, high transport truck volume. As a cyclist I am too scared to take this bridge in traffic.	1
146	Erin	transport trucks traveling at double the posted speed. we need traffic calming speed humps	0
147	Puslinch	A resident of Aberfoyle had previously described the roundabouts as slingshots with drivers not having to stop giving them even more speed than a traffic light. Add to that a 1/4 mile 2 lane drag strip right after the roundabout where drivers race to see who can win an extra 5 seconds off their commute. Every day speeds over 100 in a 50 zone.	3
148	Puslinch	INSTALL PHOTORADAR CAMERAS IN THE 50km ZONE ENTERING ABERFOYLE AND LEAVING ABERFOYLE BEFORE THE 70km ZONE.	2
149	Puslinch	Reduce speed limit to 50km north past Maltby road.. Commuters will only lose 30 seconds in their commute but lives could be saved and that life could someone you know.	3
150	Guelph-Eramosa	A lot of speeding. Extra caution needed when turning onto 29 from Indian trail. Plus not a great situation for kids in the area including disregard for stopped school busses along this section of 29.	1
151	Puslinch	Vehicles speed on Brock road in the patch between round about on RR34 to round about on Gilmore. This is residential area with school, play grounds, and library. We are scared to have children walk to school or be around there. If a vehicle is driving at posted speed limit, vehicles coming from Guelph (southbound) or heading to Guelph (northbound) drive close to it and "push" them to go faster.	1

SPEEDING ISSUES			
Marker #	Municipality	Comment	Up Votes
		To deter speeding in the residential area, it'll be useful to get autoticketing method on speeding.	
152	Puslinch	<p>Vehicles speed on Brock road in the patch between round about on RR34 to round about on Gilmore. This is residential area with school, playgrounds, and library. We are scared when kids walk to school across Brock or be in area.</p> <p>If a vehicle is driving at posted speed limit, vehicles coming from Guelph (southbound) or heading to Guelph (northbound) drive close to it and "push" them to go faster.</p> <p>To deter speeding in the residential area, it'll be useful to get autoticketing method on speeding.</p>	1
153	Puslinch	The speeding on Victoria Rd S to those trying to circumvent the traffic/traffic circles on Brock Rd is ridiculous. It is an 80 zone. We have had too many close calls trying to turn into our driveway to count - nevermind when kids are waiting for the bus...	1
154	Puslinch	Better signage is needed to clarify the speed limit - current signage says "60 ends". Needs to be clear where 60 starts, and where the 80 zone starts. Shouldn't be "just understood" as many people do not understand! 60 ends to some seems to mean, anything goes - and they go WAY TOO FAST	1
155	Puslinch	34, 35, concession 1, downy road, gore road, concession 2 and all side roads leading to bigger centres have serious speeding problems...in excess of 100 kms per hr!	2
156	Mapleton	Some people consistently speed from WR7 into and from Drayton along WR11. People take advantage of the hill in Bosworth to speed well above the posted limit. Never have I seen a police officer set a speed trap though this stretch.	0
157	Centre Wellington	Drivers continuously speeding both north and southbound on Scotland street near Belsyde. Hard acceleration by drivers from the Belsyde intersection northbound past the Walker/Elgin intersection is an ongoing problem.	2
158	Centre Wellington	On Walker Street (where I live), southbound Scotland street drivers attempt to avoid a red light (to turn left) at Belsyde and accelerate hard up Walker st. to the Watt street intersection and then turn left on County Rd. 18. My neighbours and I have had enough of our street being used as a shortcut with excessive speed. Walker st. is home to several families with small children.	4
159	Centre Wellington	Drivers using Albert st. to avoid a left turn at Union (Elora bound traffic) speed along Albert.	2

SPEEDING ISSUES			
Marker #	Municipality	Comment	Up Votes
160	Centre Wellington	I live on Walker Street in Fergus. Drivers heading east tend to use this street as a bypass for the traffic lights at Scotland/Belsyde. The problem is the speed at which they travel on this street. School busses are present morning and afternoon and kids wait curbside for them. Speeding, especially in winter (slippery conditions) makes them venerable to careless drivers. A 40 km Safety Zone would help, as would increased law enforcement presence (we rarely see a cruiser).	3
161	Centre Wellington	Speeding is almost 60 over all the time especially the big trucks it's super dangerous for kids and loud	1
162	Centre Wellington	Vehicles driving too fast coming over a hill. Seen too many vehicles pulling out from George St onto Wellington Rd 26, before they know a vehicle is on their back due to a site issue.	1
163	Centre Wellington	How does this happen? Tractor trailer jackknifed at the top of the hill. Its supposed to be 50km coming into Belwood. We can't stop who uses the road but maybe there can be more enforcement on the delinquent mototrists.	0
164	Centre Wellington	80 Km/h speed limit start point should be moved farther out of Salem, half a kilometer or more past the entrance to Grand River Community Church. There are several business entrances/driveways in this immediate vicinity, some with large trucks turning in and out frequently. Safety would increase if drivers approaching Salem from Waterloo direction have to slow down sooner, and if Waterloo-bound traffic does not attain highway speed until past the driveways.	0
165	Guelph-Eramosa	Excessive speeding on Township Road 1 often with unsafe passing.	0
166	Guelph-Eramosa	Excessive speeding of eastbound traffic after coming out of the roundabout as people race to get past each other before the right lane disappears. Same issue coming westbound after Twp Rd. 1 people race to pass each other coming into the roundabout. I do not understand why the speed limit from the roundabout to Fife Road is 70KPH in a densely populated area, when Speedvale and Whitelaw are only 60 KPH and considerably less populated. Reduce the speed limit and enforce it.	0
167	Erin	Residential area therefore speed should be reduced to 60km/hr for safety of pedestrians, cyclists and children playing. The 80km/hr zone is in close proximity to the	0

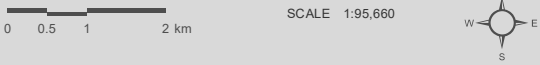
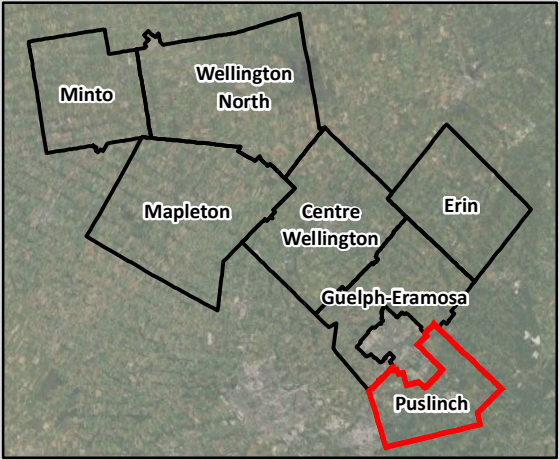
SPEEDING ISSUES			
Marker #	Municipality	Comment	Up Votes
		intersection and has contributed to several motor vehicle accidents.	
168	Puslinch	<p>Install photo radar to track repeat speeders.</p> <p>There are a number of drivers of cars and trucks that speed through this stretch of road on a daily basis.</p> <p>They need to be documented to force them to abandon their dangerous driving habits.</p> <p>Public shaming may have a positive effect on some of these inconsiderate drivers who feel that laws don't apply to them.</p>	0



WELLINGTON COUNTY
ROAD MASTER ACTION PLAN

GENERAL ISSUES OR CONCERNS
PUSLINCH

- General Issues or Concerns Comment
- Provincial Road
- County Road
- Township Road
- Waterbody
- Municipal Boundaries

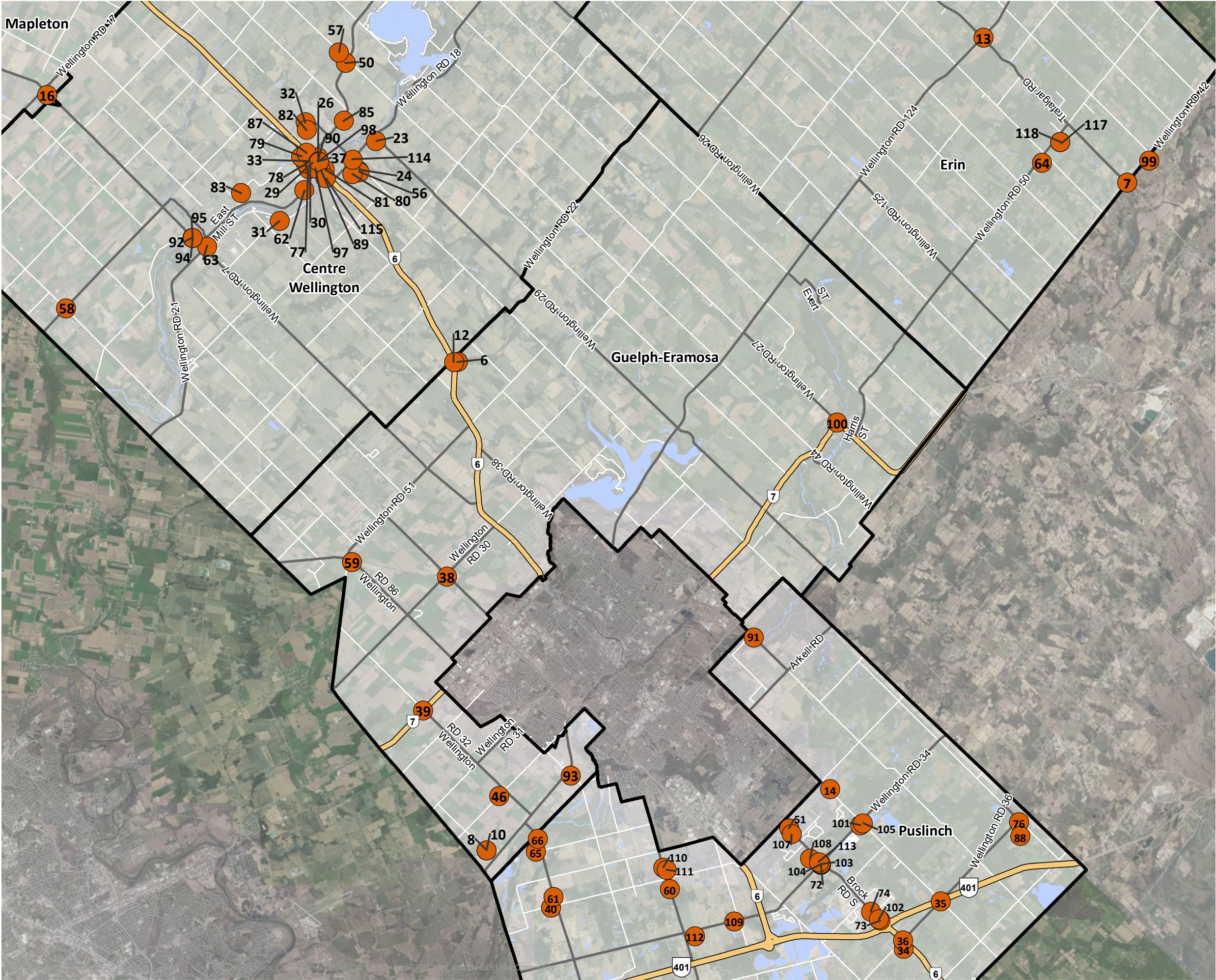


MAP DRAWING INFORMATION:
DATA PROVIDED BY: WELLINGTON COUNTY, MNRF, ORN

MAP CREATED BY: GAM
MAP PROJECTION: NAD 1983 CSRS UTM ZONE 17N









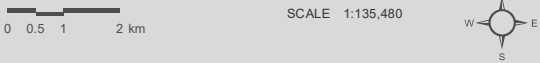
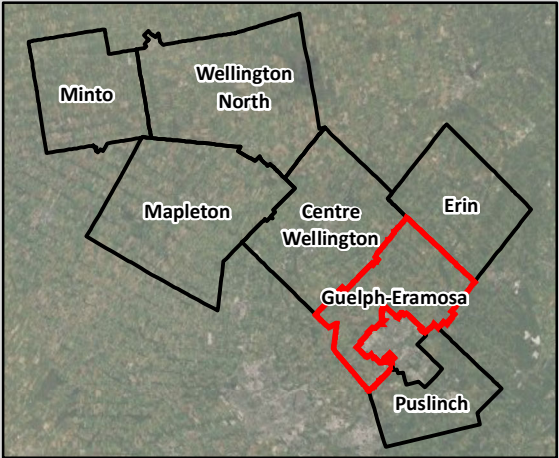
PROJECT: 20-3297
STATUS: DRAFT
DATE: 2021-03-08



WELLINGTON COUNTY
ROAD MASTER ACTION PLAN

GENERAL ISSUES OR CONCERNS
GUELPH-ERAMOSA

-  General Issues or Concerns Comment
-  Provincial Road
-  County Road
-  Township Road
-  Waterbody
-  Municipal Boundaries

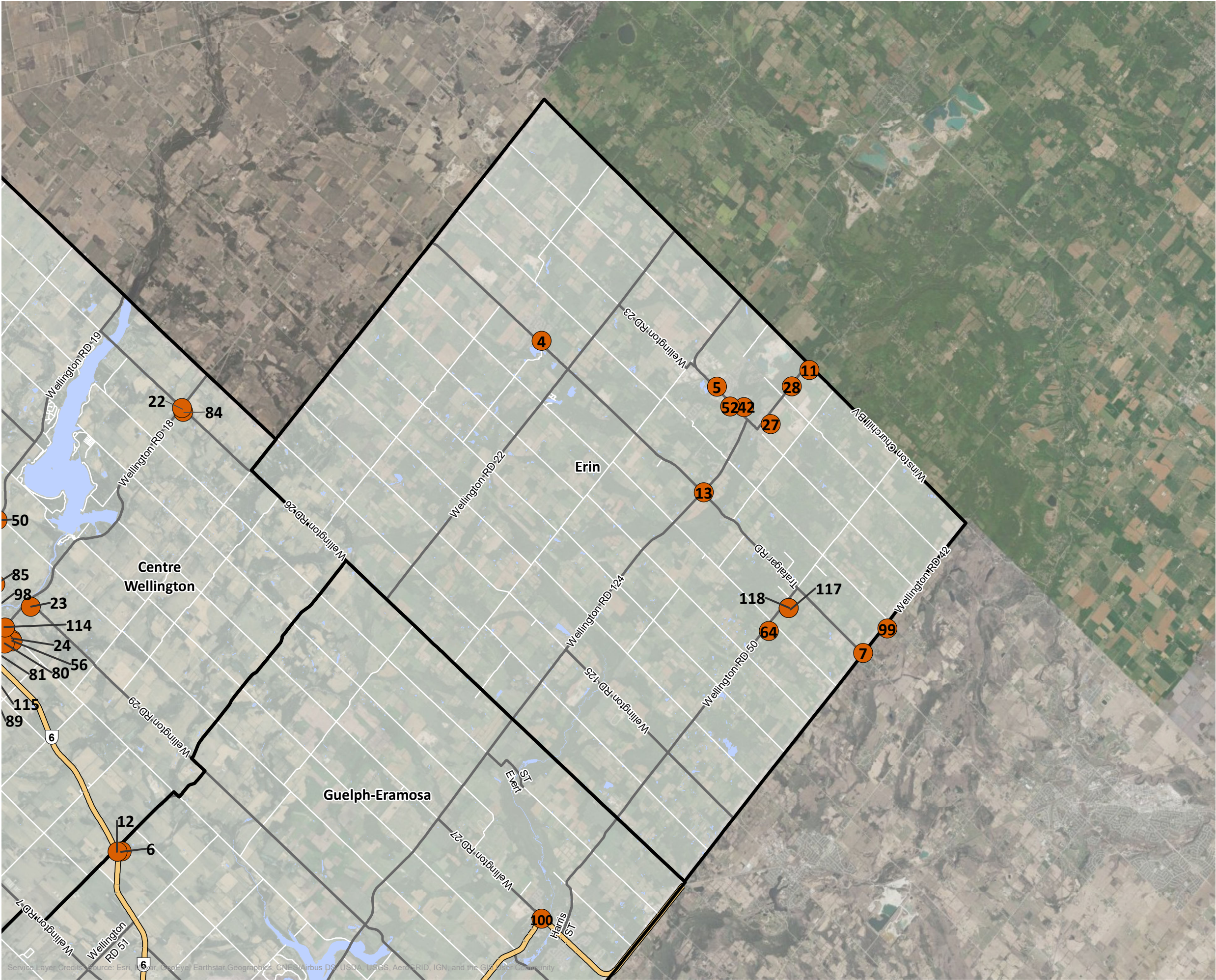


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DATA PROVIDED BY: WELLINGTON COUNTY, MNRF, ORN

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PROJECT: 20-3297
STATUS: DRAFT
DATE: 2021-03-08



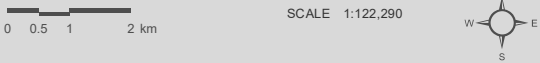
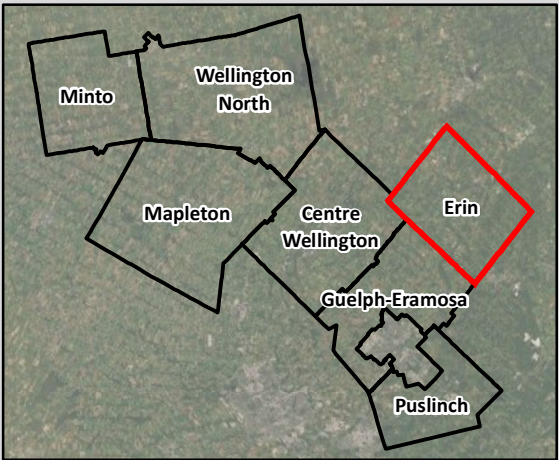
WELLINGTON COUNTY

ROAD MASTER ACTION PLAN

GENERAL ISSUES OR CONCERNS

ERIN

- General Issues or Concerns Comment
- Provincial Road
- County Road
- Township Road
- Waterbody
- Municipal Boundaries

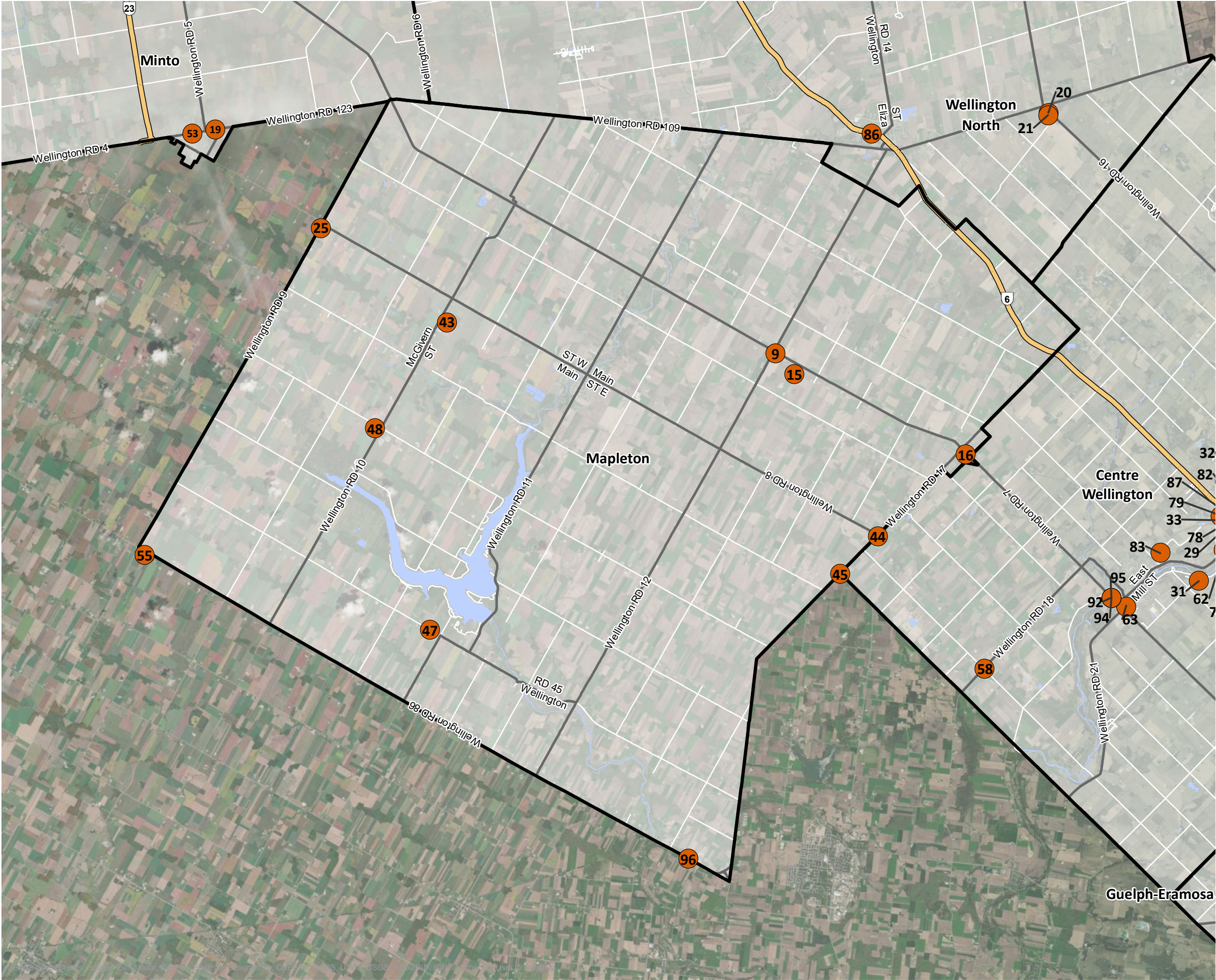


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





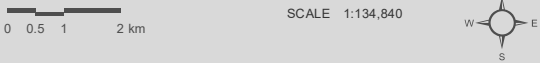
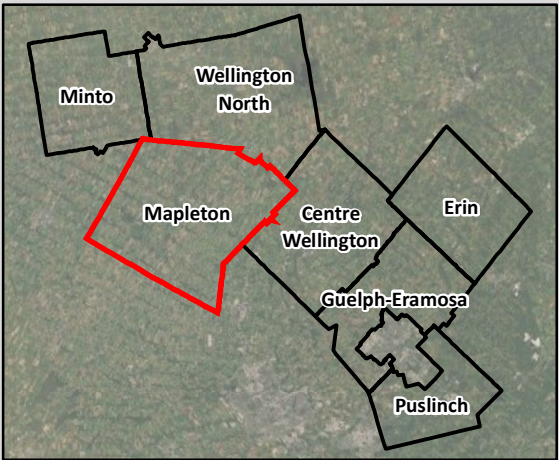
PROJECT: 20-3297
STATUS: DRAFT
DATE: 2021-03-08



WELLINGTON COUNTY
ROAD MASTER ACTION PLAN

GENERAL ISSUES OR CONCERNS
MAPLETON

-  General Issues or Concerns Comment
-  Provincial Road
-  County Road
-  Township Road
-  Waterbody
-  Municipal Boundaries

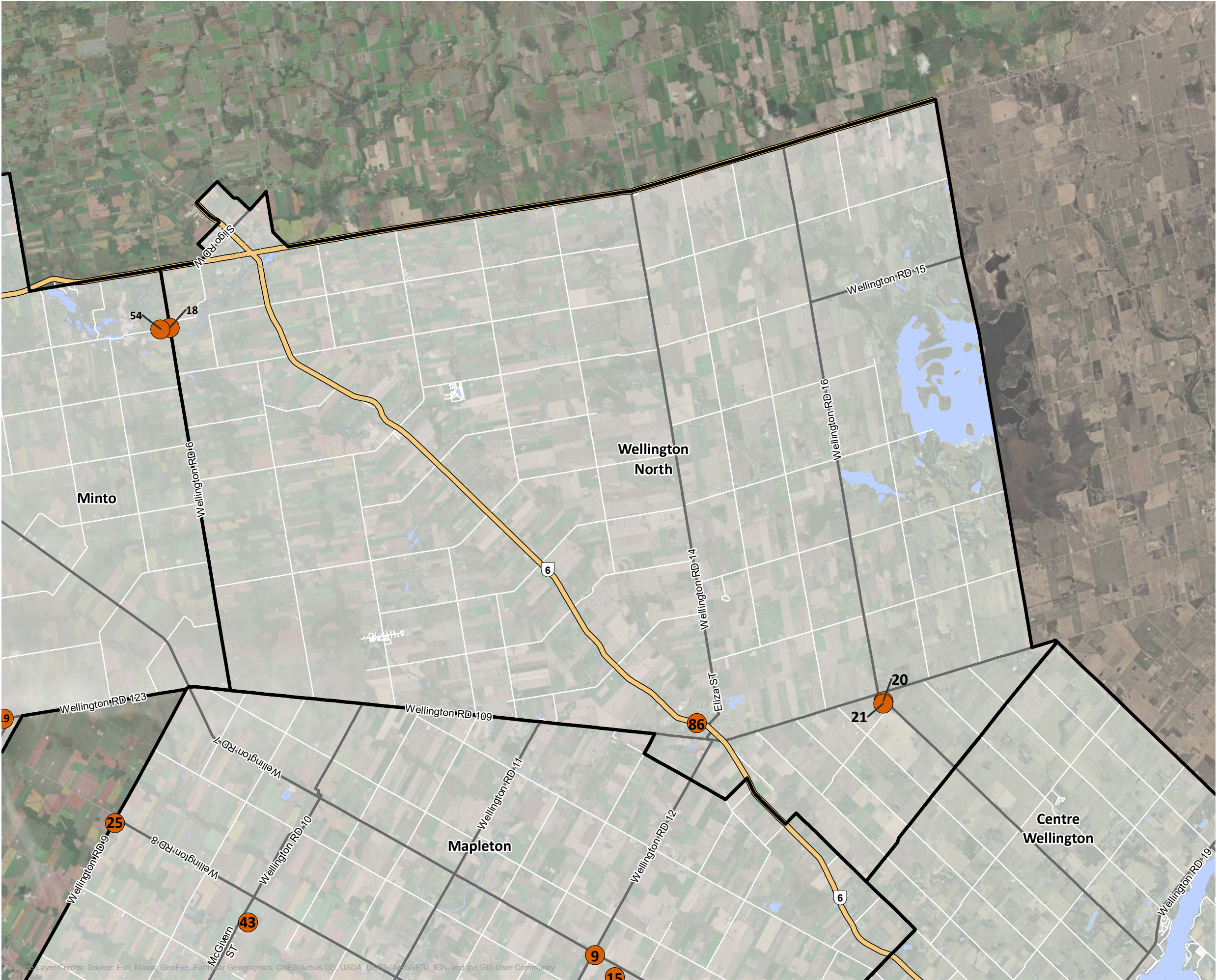


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





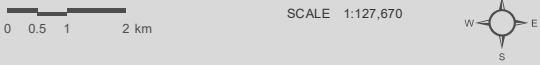
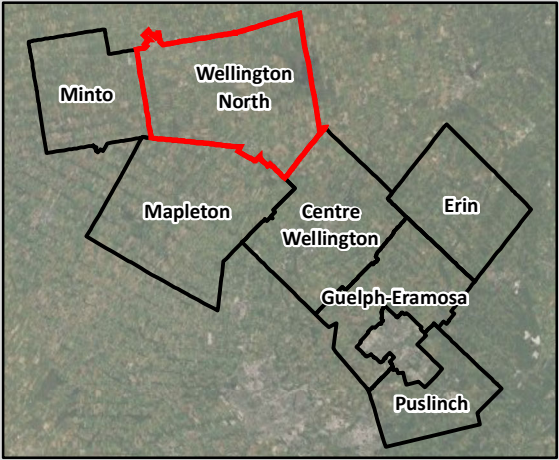
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WELLINGTON COUNTY
ROAD MASTER ACTION PLAN

GENERAL ISSUES OR CONCERNS
WELLINGTON NORTH

-  General Issues or Concerns Comment
-  Provincial Road
-  County Road
-  Township Road
-  Waterbody
-  Municipal Boundaries

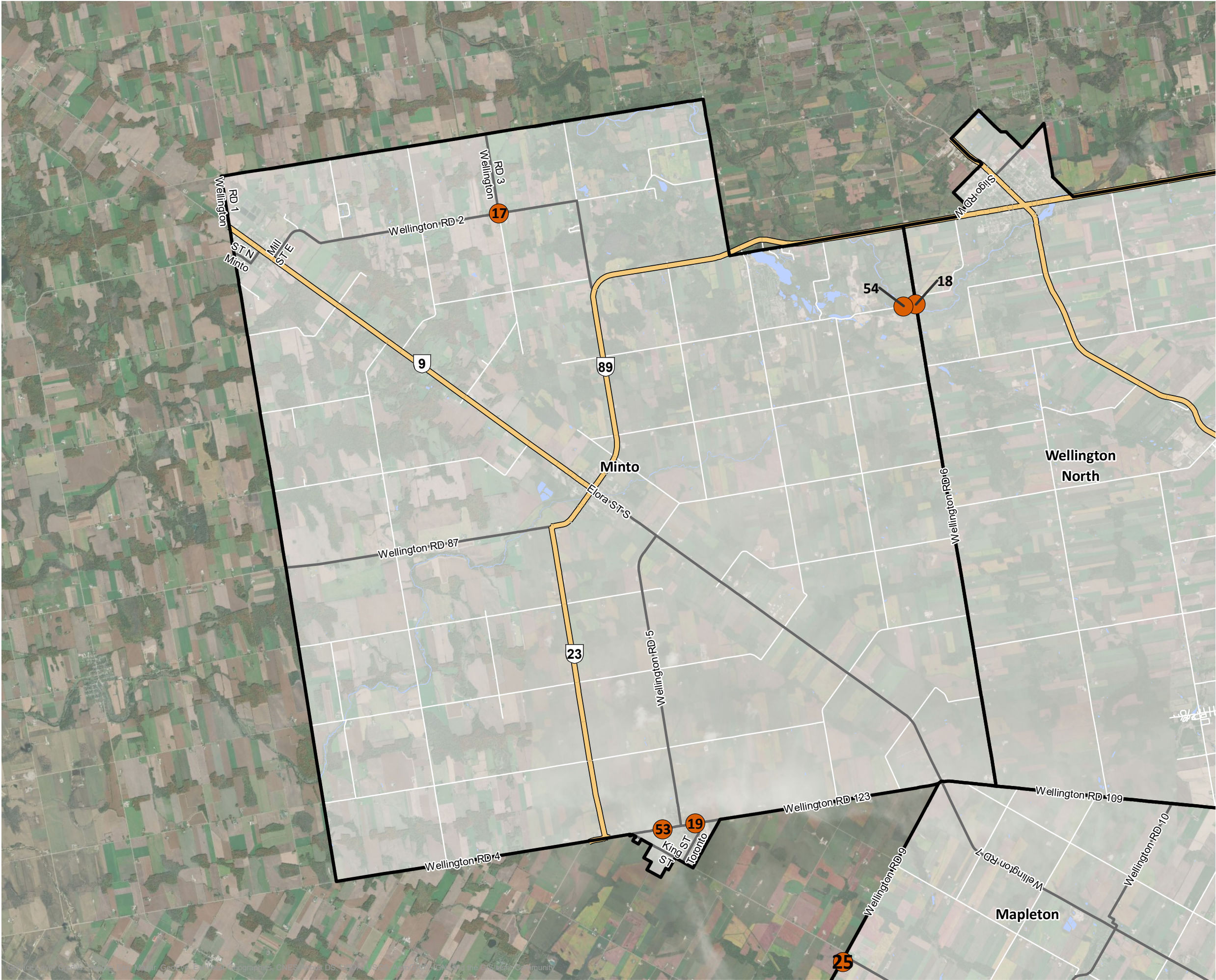


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PROJECT: 20-3297
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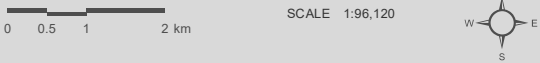
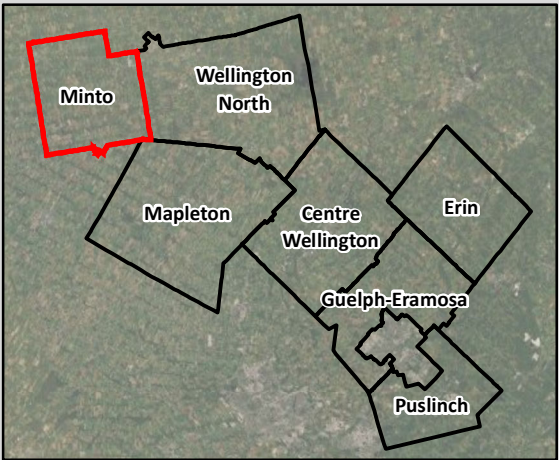
WELLINGTON COUNTY

ROAD MASTER ACTION PLAN

GENERAL ISSUES OR CONCERNS

MINTO

-  General Issues or Concerns Comment
-  Provincial Road
-  County Road
-  Township Road
-  Waterbody
-  Municipal Boundaries

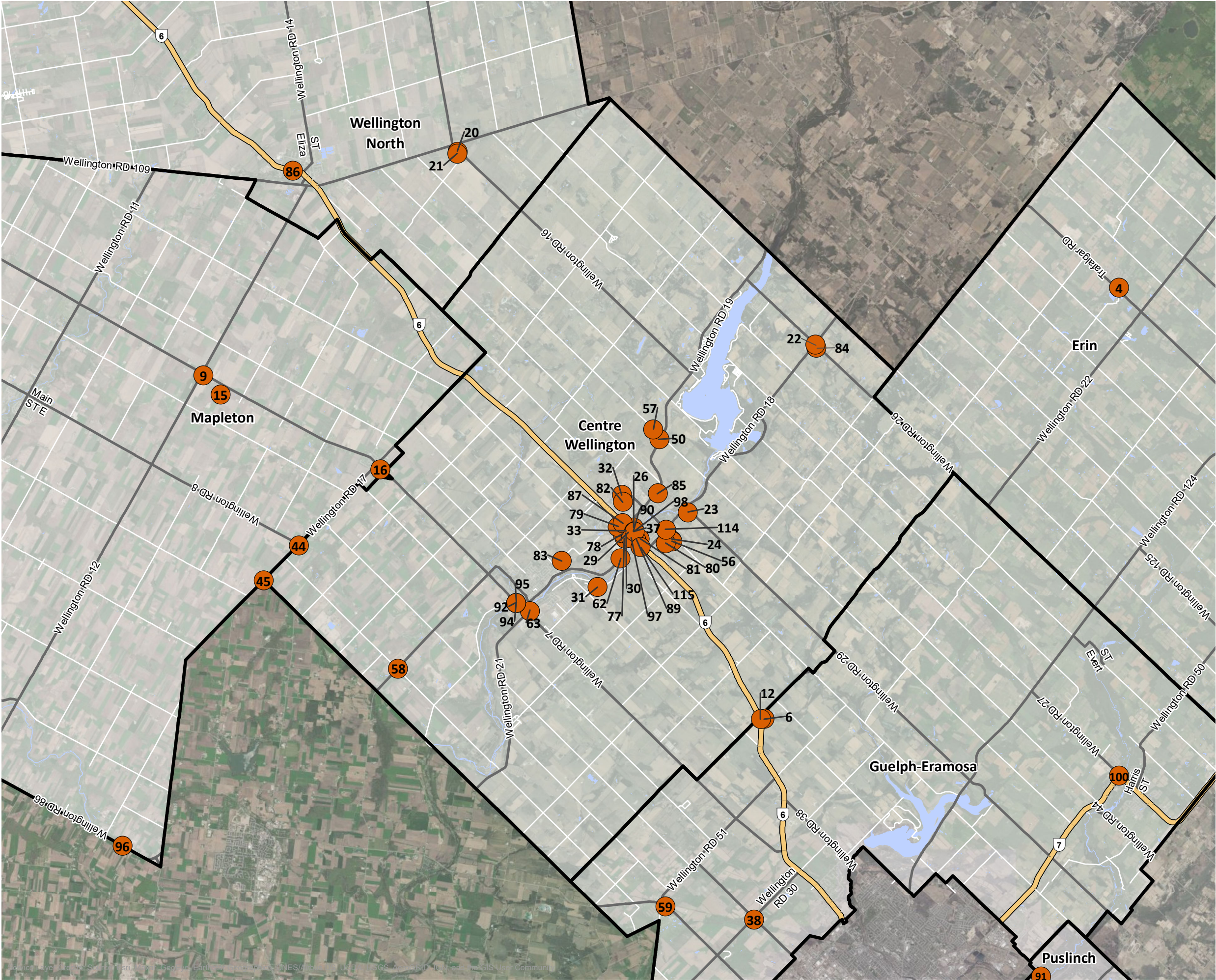


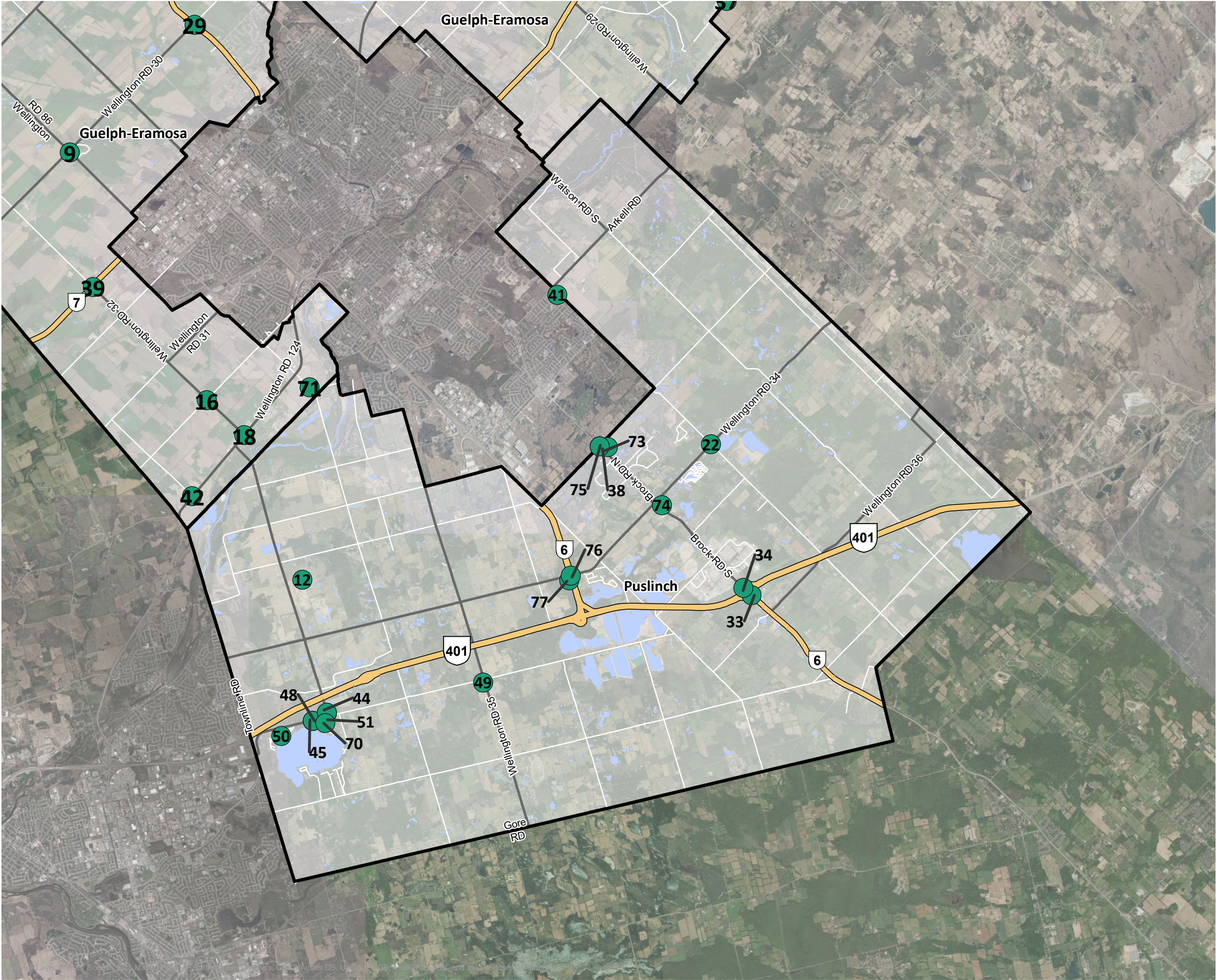
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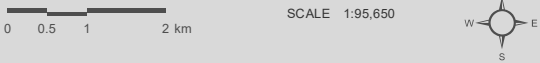
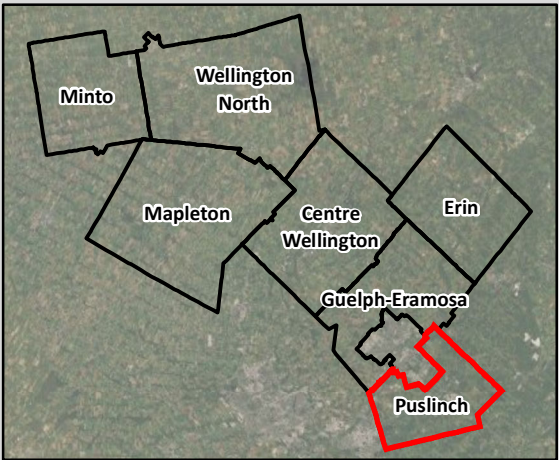




WELLINGTON COUNTY
ROAD MASTER ACTION PLAN

INTERSECTION IMPROVEMENTS
PUSLINCH

- Intersection Improvements Comment
- Provincial Road
- County Road
- Township Road
- Waterbody
- Municipal Boundaries

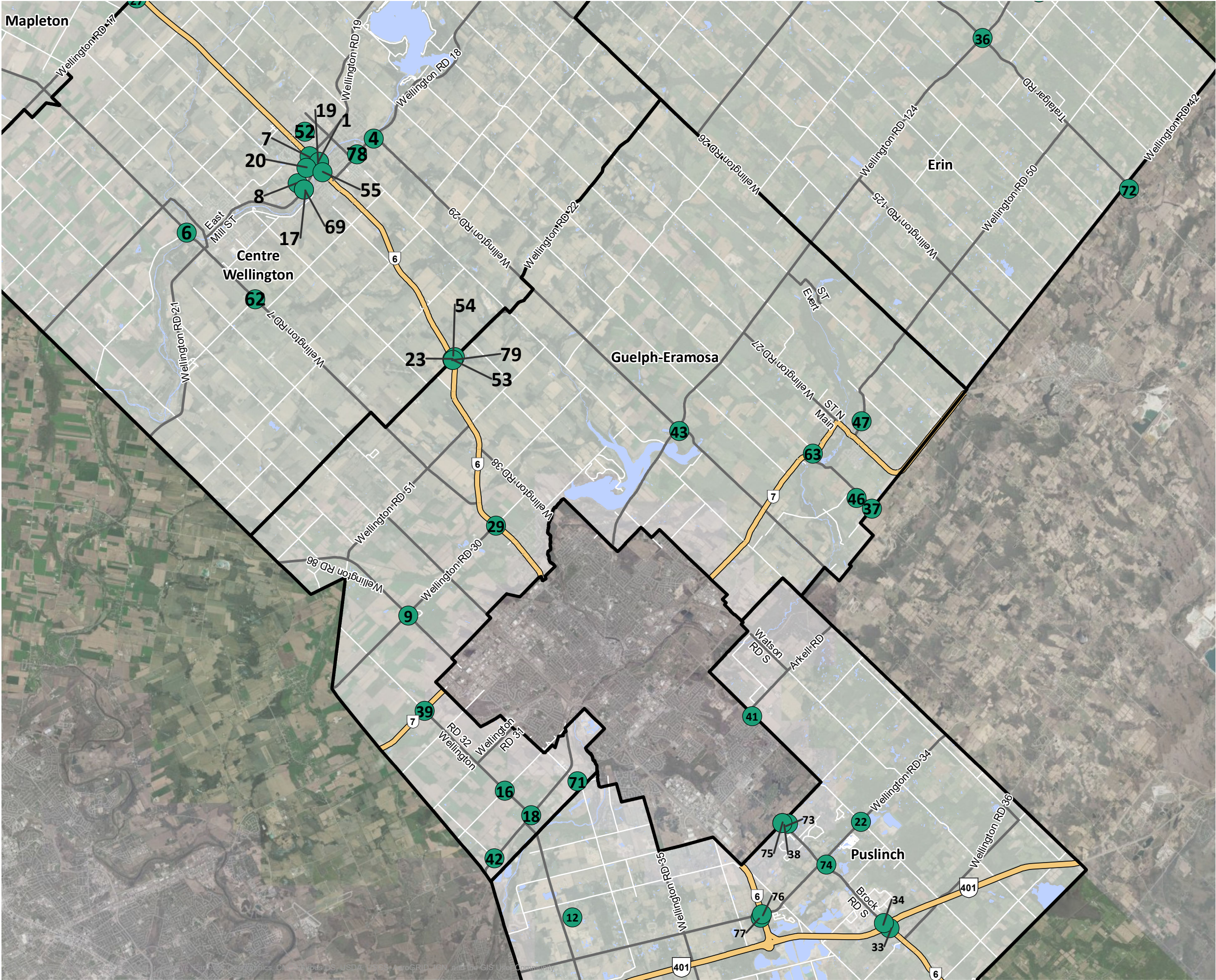


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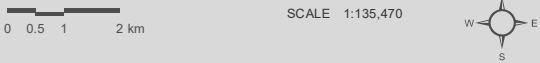
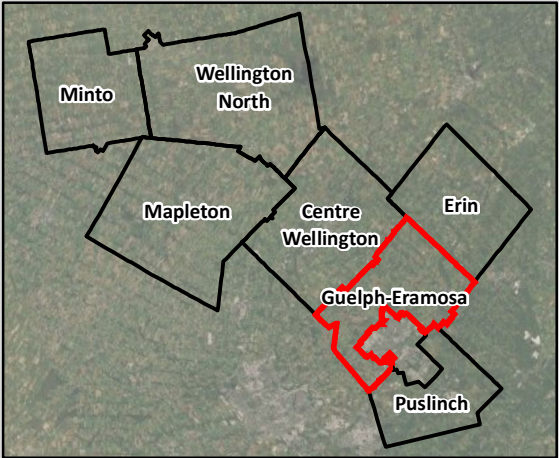
WELLINGTON COUNTY

ROAD MASTER ACTION PLAN

INTERSECTION IMPROVEMENTS

GUELPH-ERAMOSA

-  Intersection Improvements Comment
-  Provincial Road
-  County Road
-  Township Road
-  Waterbody
-  Municipal Boundaries

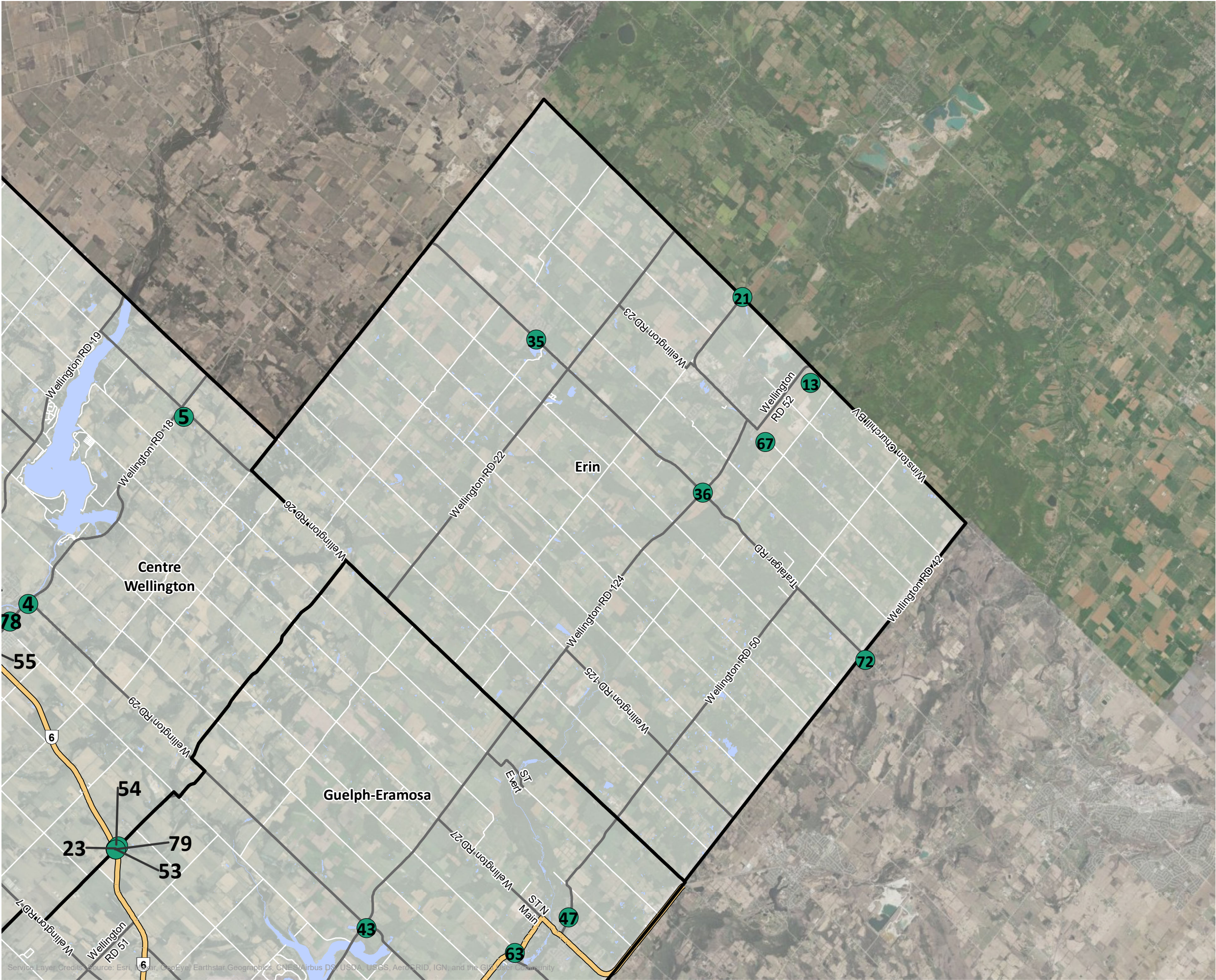


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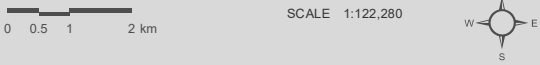
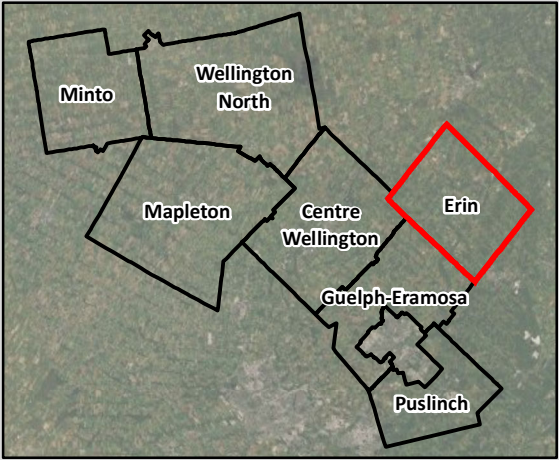
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WELLINGTON COUNTY
ROAD MASTER ACTION PLAN

INTERSECTION IMPROVEMENTS
ERIN

-  Intersection Improvements Comment
-  Provincial Road
-  County Road
-  Township Road
-  Waterbody
-  Municipal Boundaries

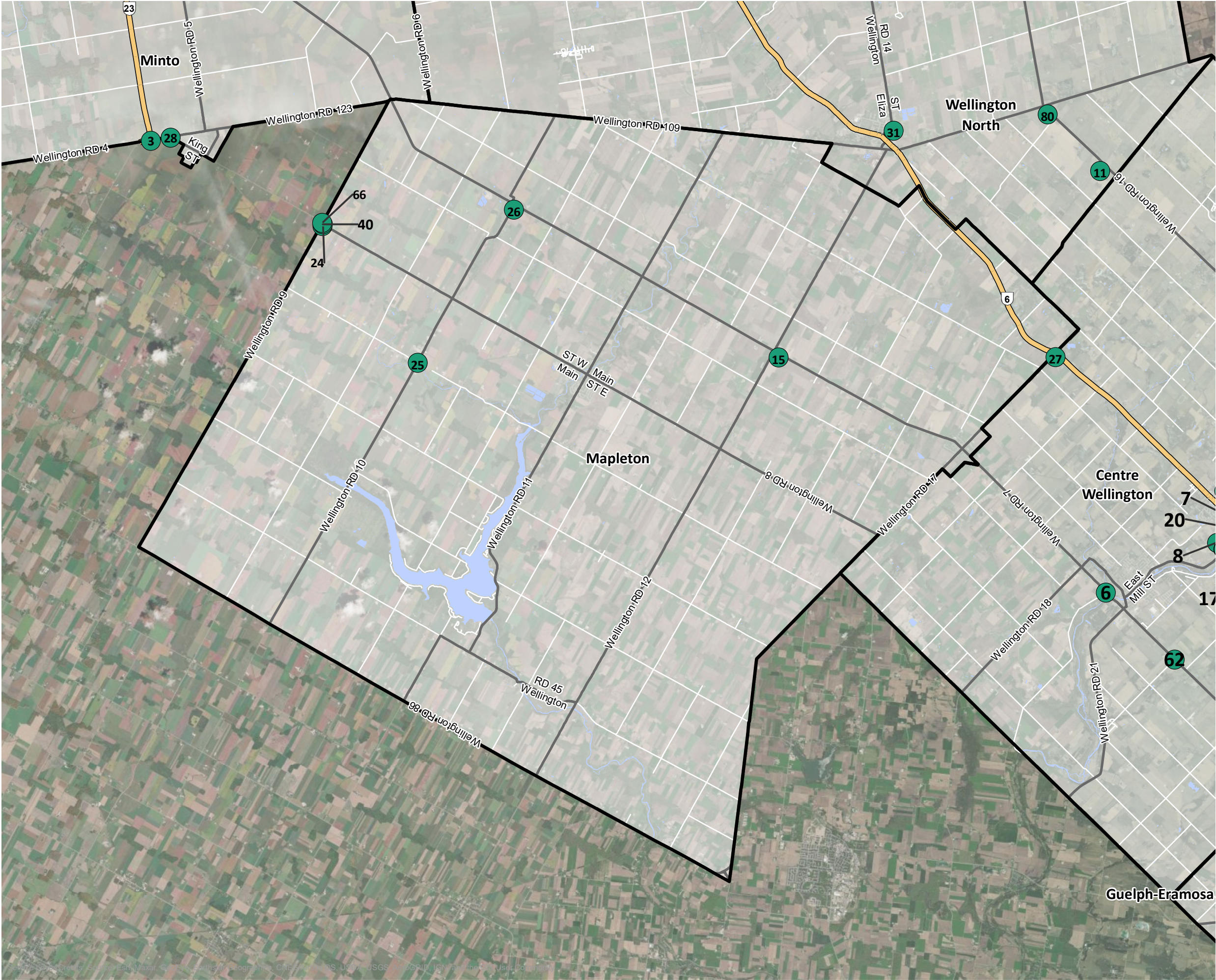


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PROJECT: 20-3297
STATUS: DRAFT
DATE: 2021-03-08



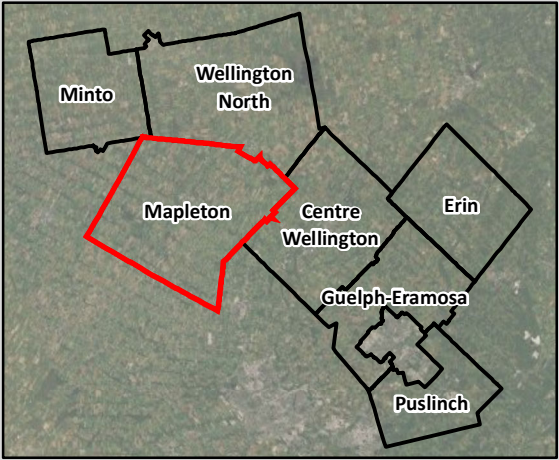
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WELLINGTON COUNTY
ROAD MASTER ACTION PLAN

INTERSECTION IMPROVEMENTS
MAPLETON

- Intersection Improvements Comment
- Provincial Road
- County Road
- Township Road
- Waterbody
- Municipal Boundaries



0 0.5 1 2 km

SCALE 1:134,830

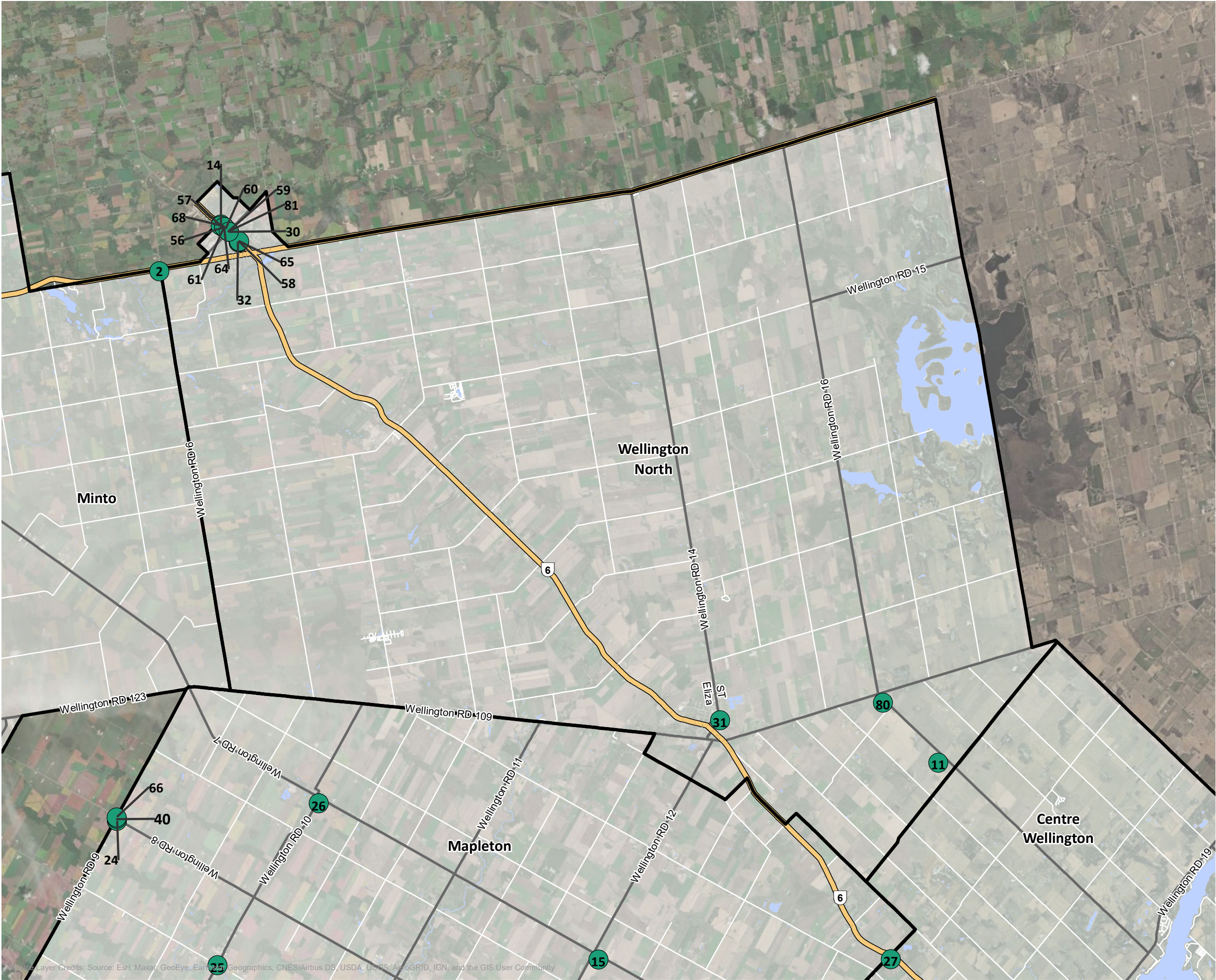


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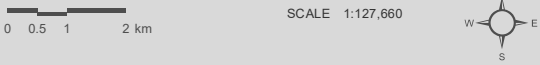
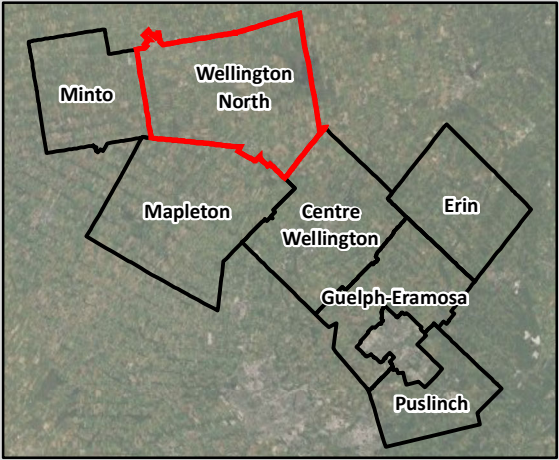
PROJECT: 20-3297
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WELLINGTON COUNTY
ROAD MASTER ACTION PLAN

INTERSECTION IMPROVEMENTS
WELLINGTON NORTH

- Intersection Improvements Comment
- Provincial Road
- County Road
- Township Road
- Waterbody
- Municipal Boundaries

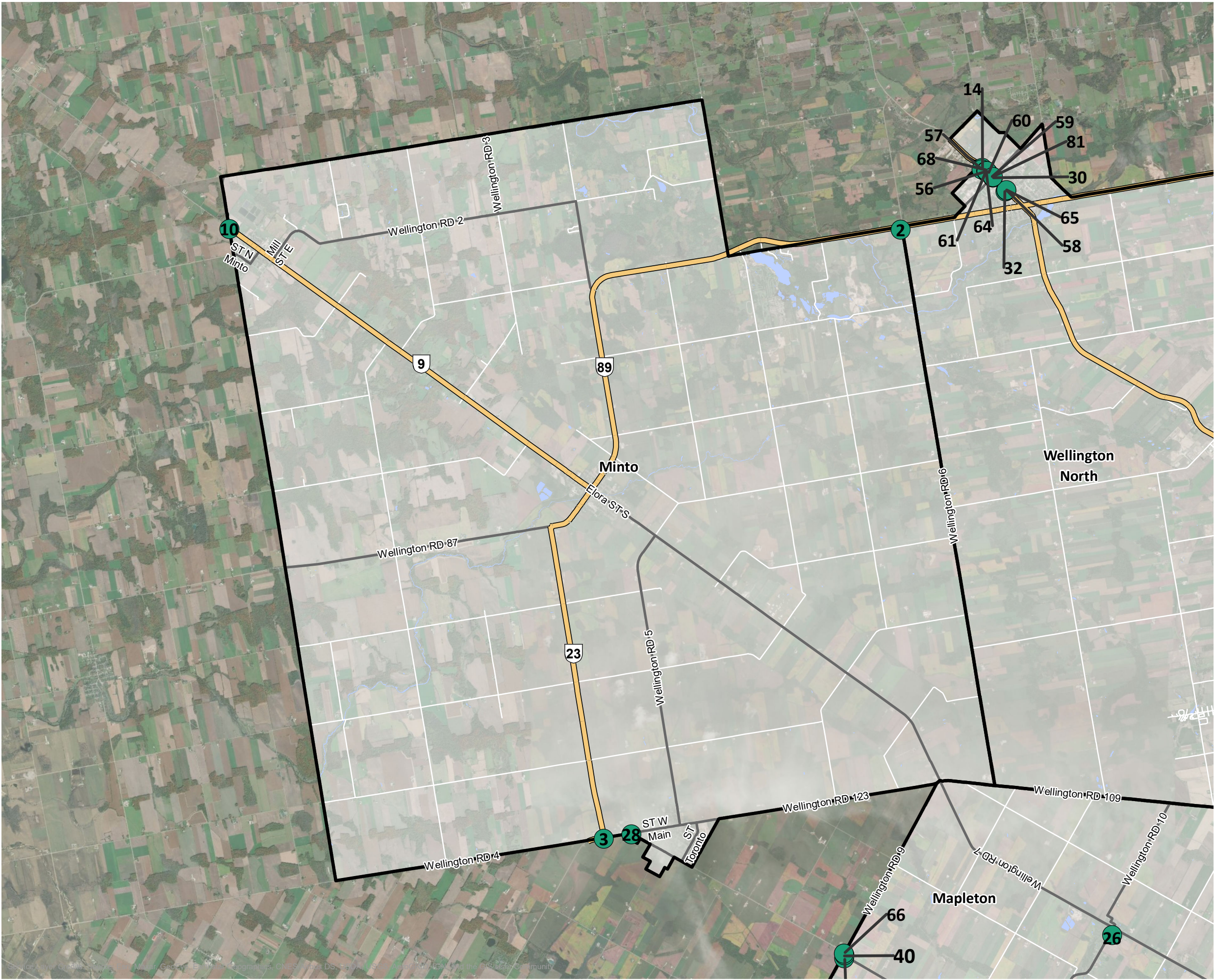


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PROJECT: 20-3297
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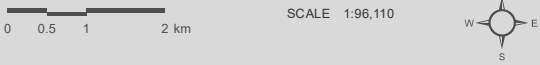
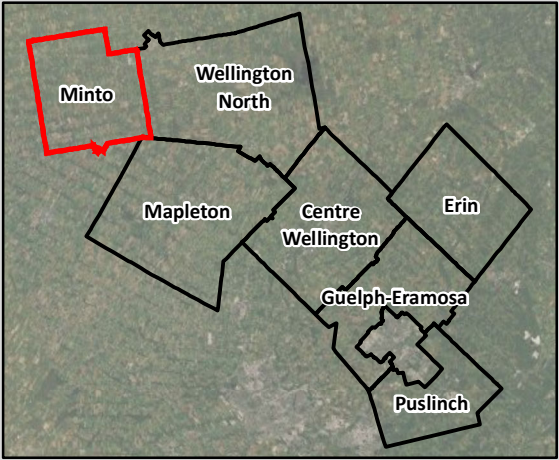
WELLINGTON COUNTY

ROAD MASTER ACTION PLAN

INTERSECTION IMPROVEMENTS

MINTO

-  Intersection Improvements Comment
-  Provincial Road
-  County Road
-  Township Road
-  Waterbody
-  Municipal Boundaries

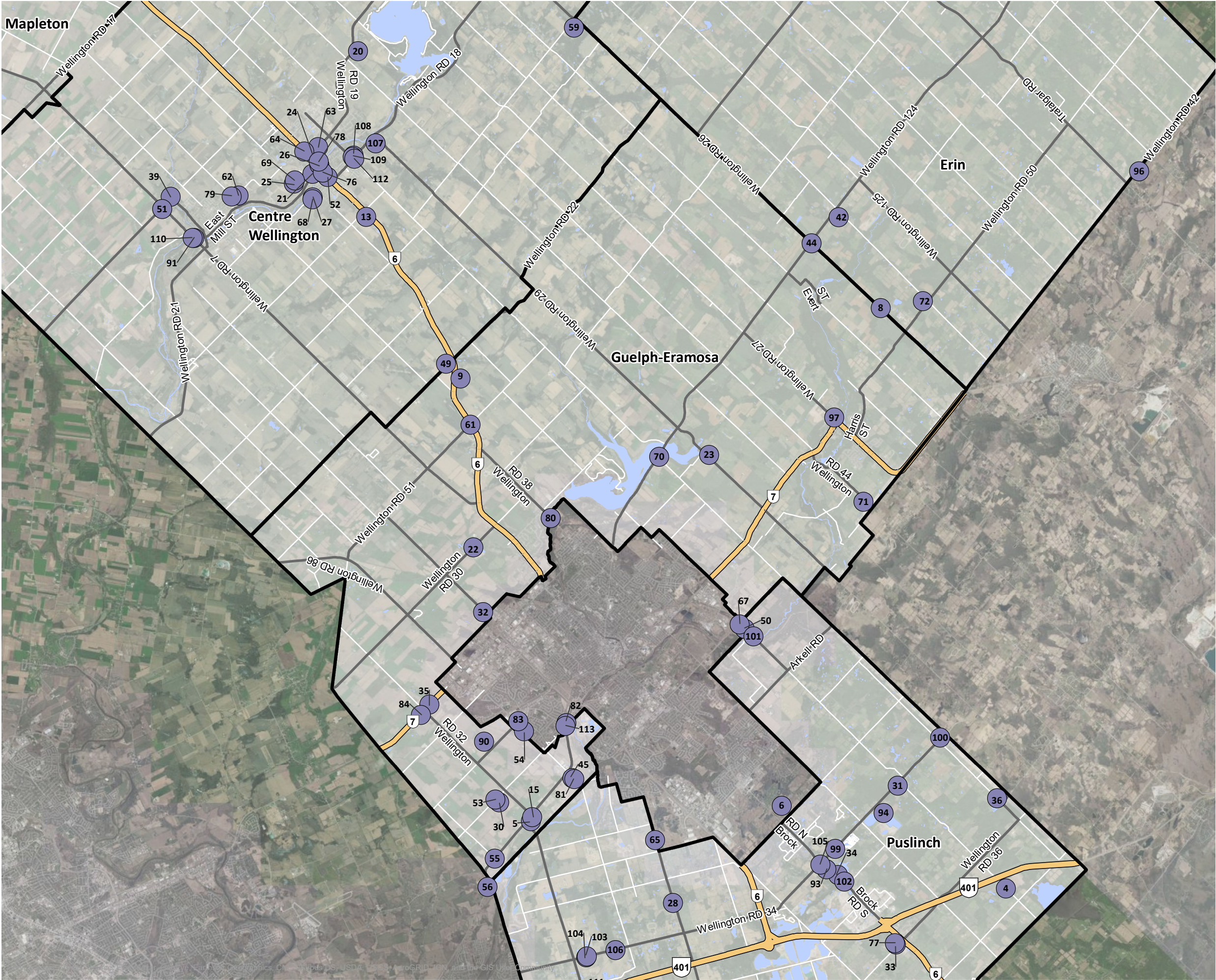


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STATUS: DRAFT
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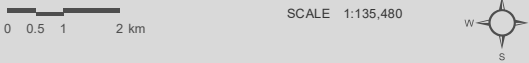
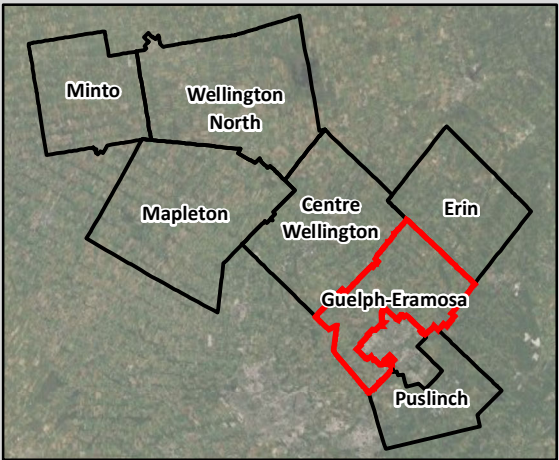
WELLINGTON COUNTY

ROAD MASTER ACTION PLAN

OPPORTUNITIES FOR IMPROVEMENTS

GUELPH-ERAMOSA

- Opportunities for Improvement Comment
- Provincial Road
- County Road
- Township Road
- Waterbody
- Municipal Boundaries

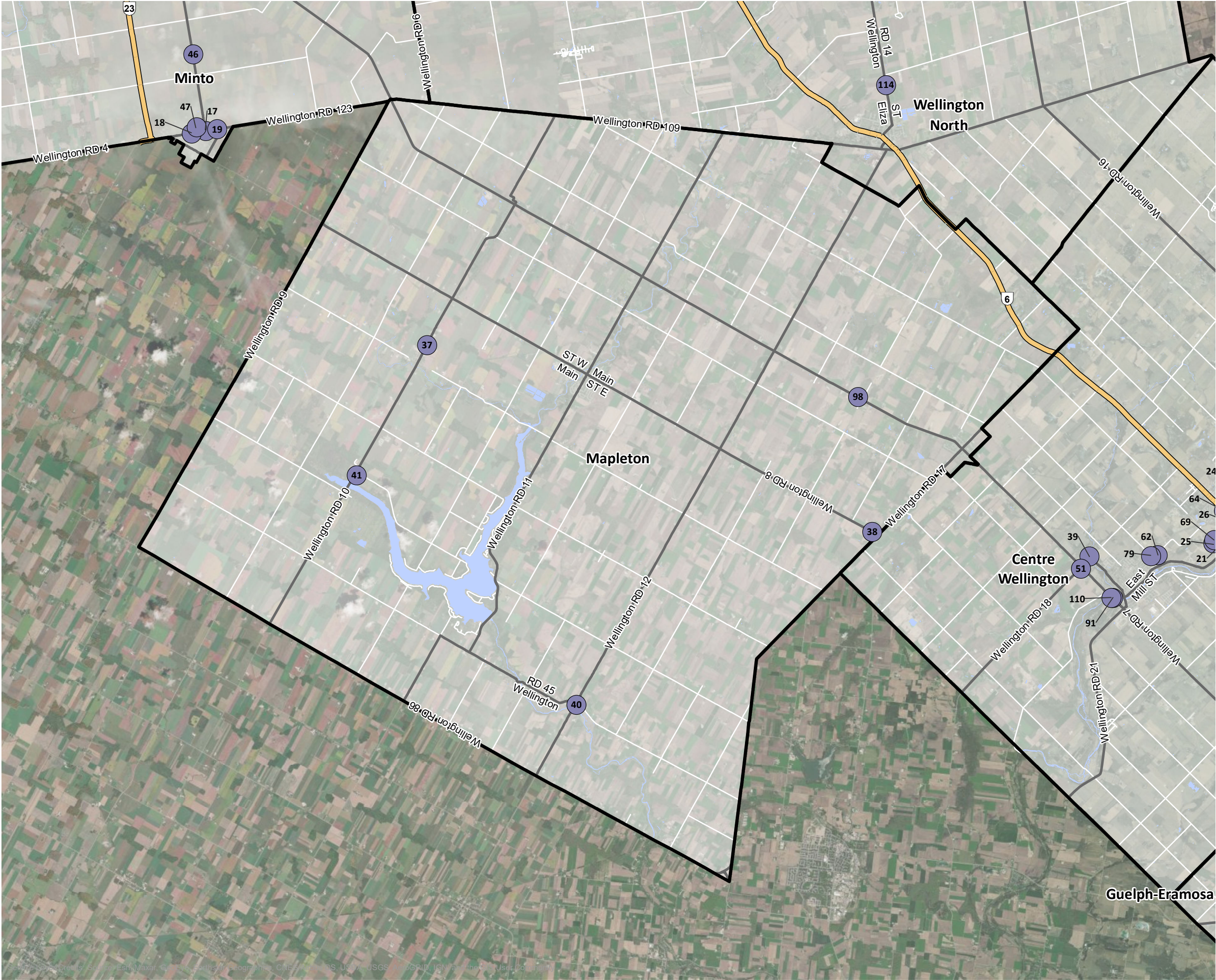


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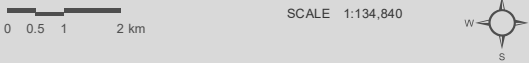
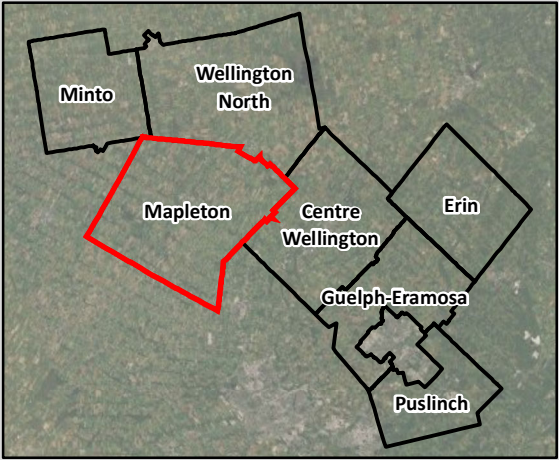
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WELLINGTON COUNTY
ROAD MASTER ACTION PLAN

OPPORTUNITIES FOR IMPROVEMENTS
MAPLETON

- Opportunities for Improvement Comment
- Provincial Road
- County Road
- Township Road
- Waterbody
- Municipal Boundaries

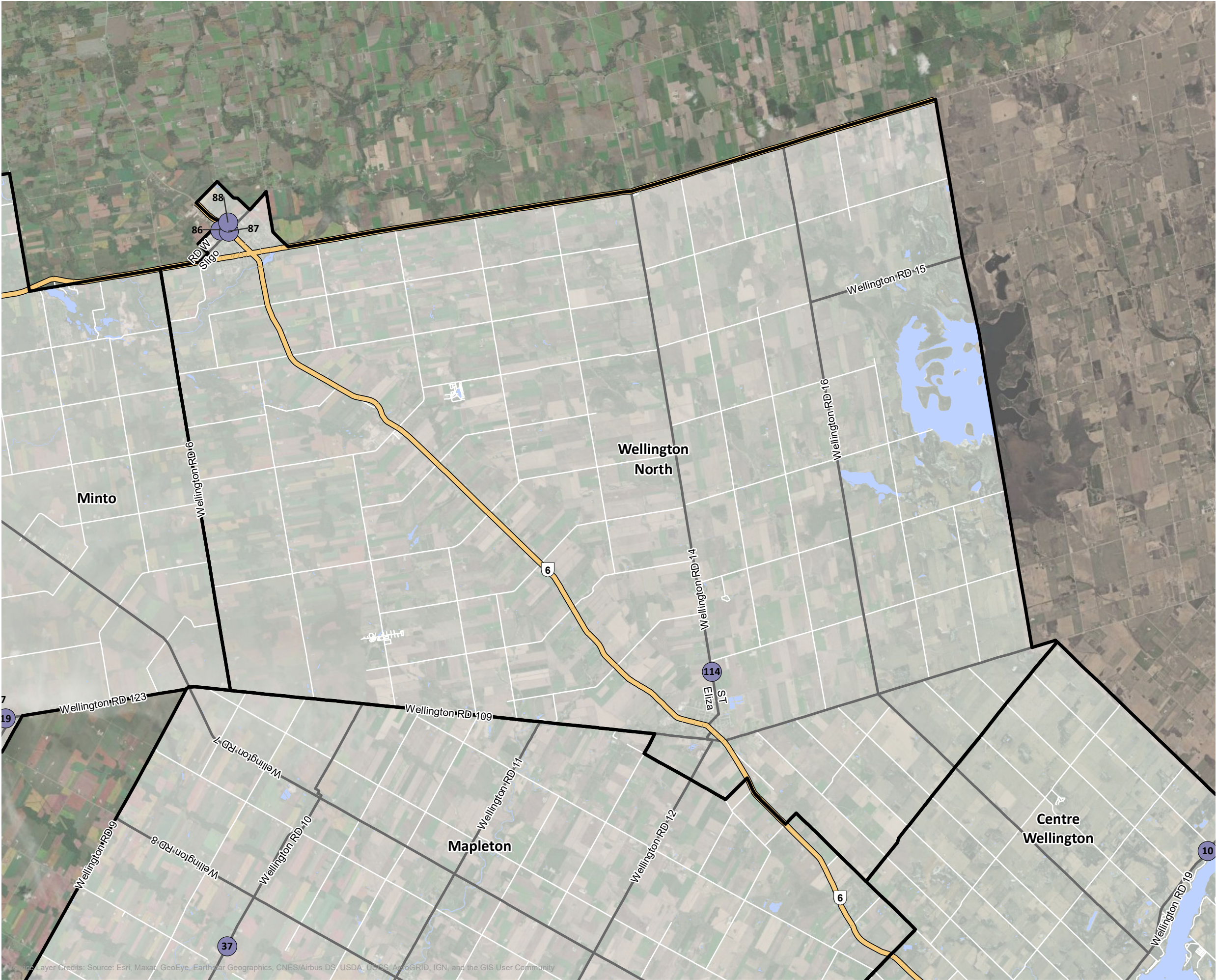


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





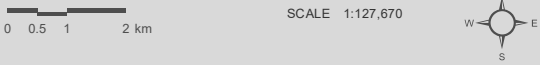
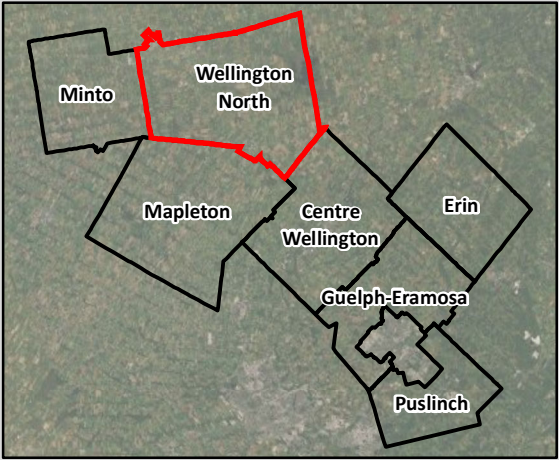
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WELLINGTON COUNTY
ROAD MASTER ACTION PLAN

OPPORTUNITIES FOR IMPROVEMENTS
WELLINGTON NORTH

-  Opportunities for Improvement Comment
-  Provincial Road
-  County Road
-  Township Road
-  Waterbody
-  Municipal Boundaries

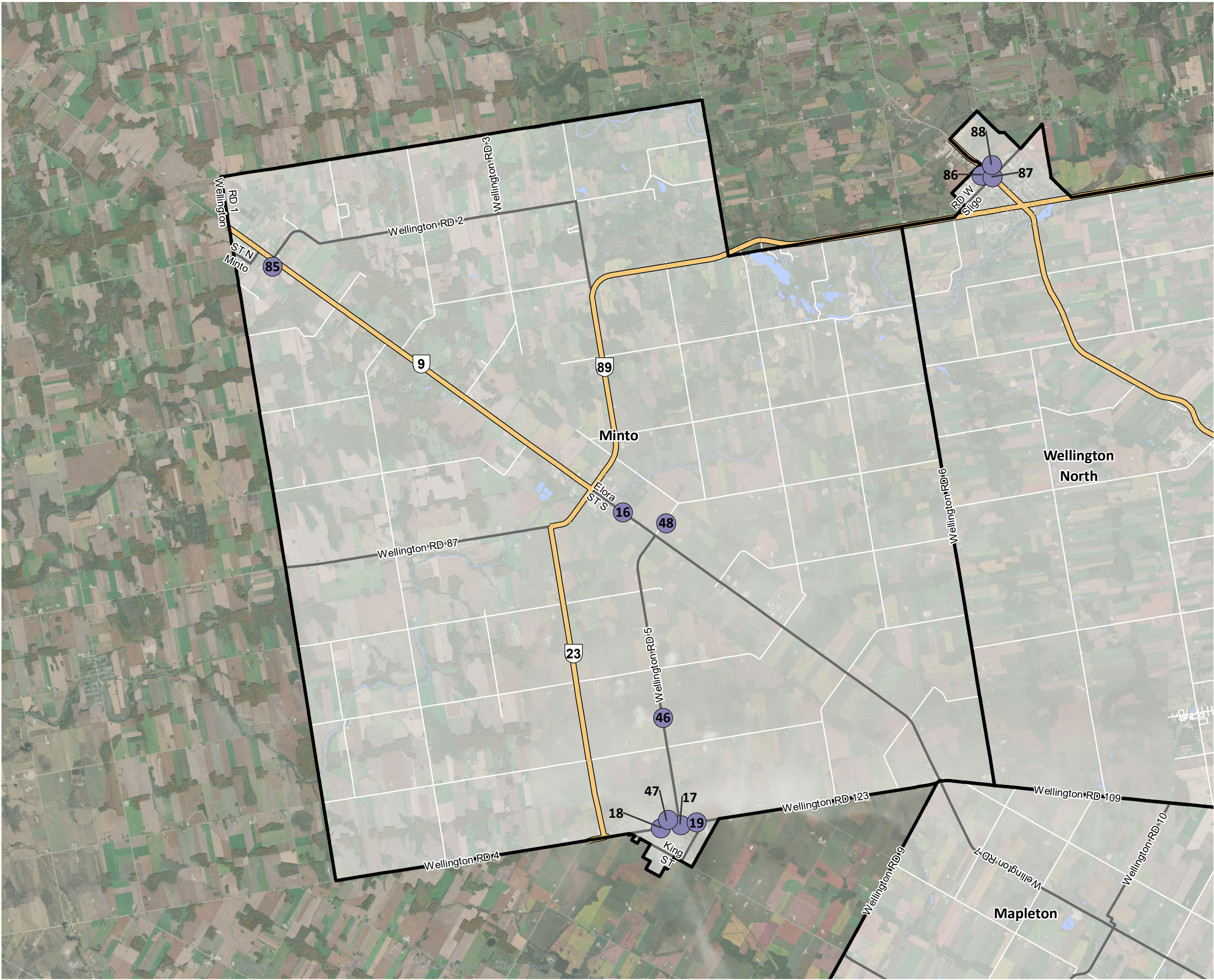


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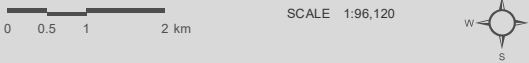
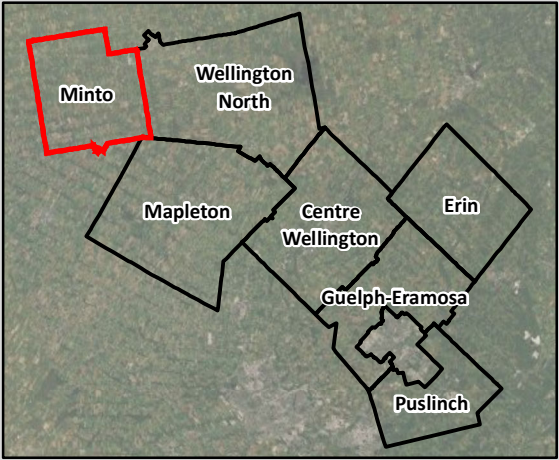
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WELLINGTON COUNTY
ROAD MASTER ACTION PLAN

OPPORTUNITIES FOR IMPROVEMENTS
MINTO

-  Opportunities for Improvement Comment
-  Provincial Road
-  County Road
-  Township Road
-  Waterbody
-  Municipal Boundaries

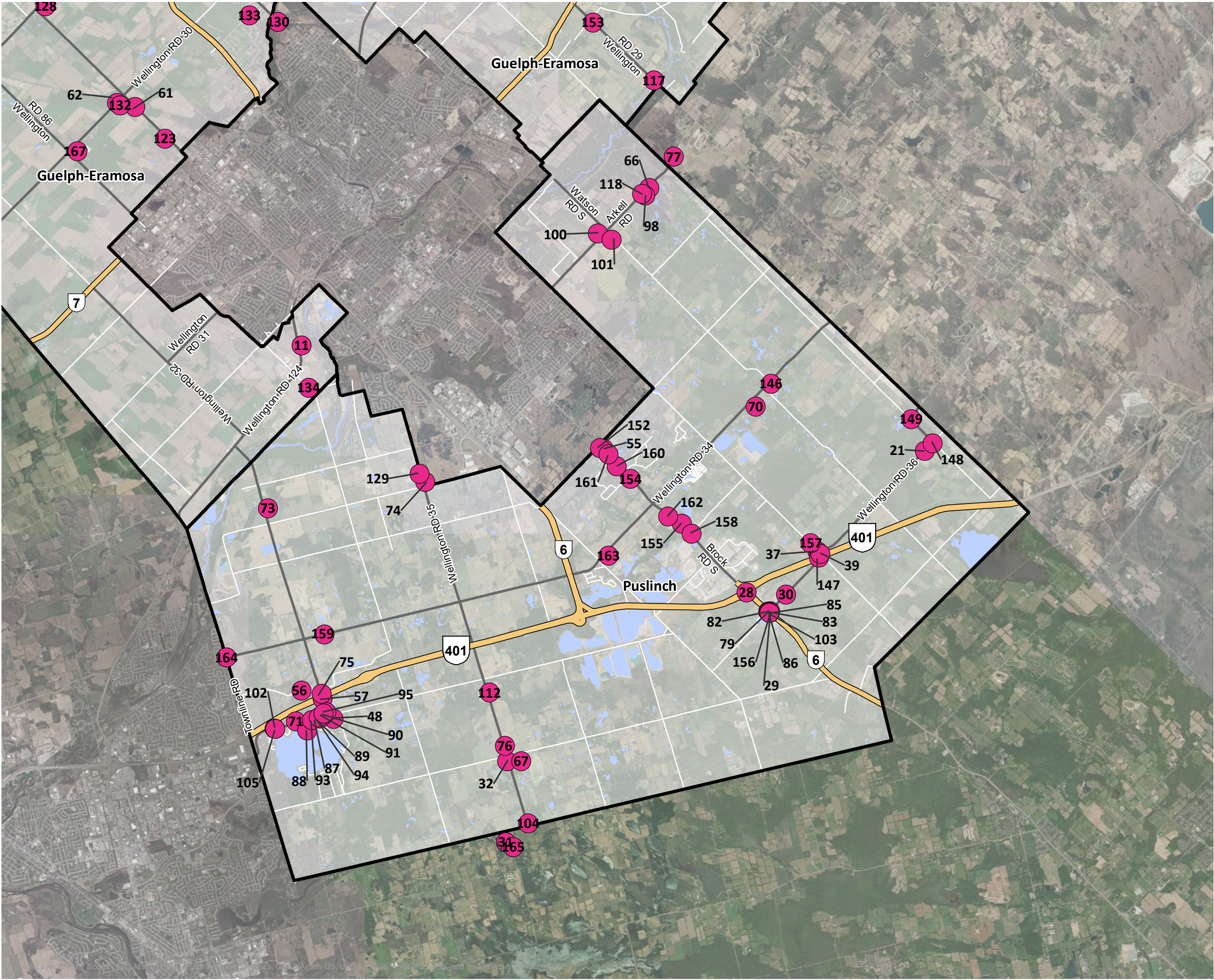


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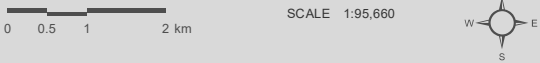
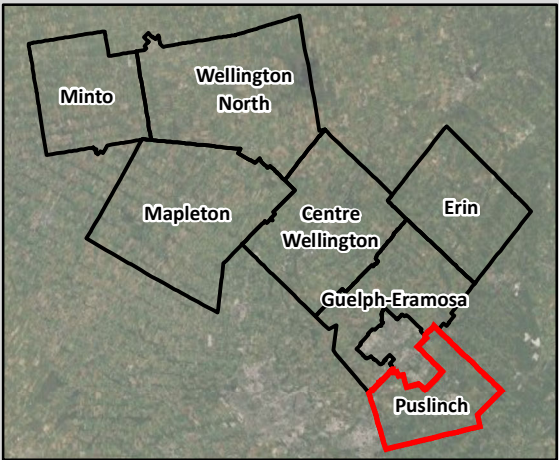
WELLINGTON COUNTY

ROAD MASTER ACTION PLAN

SAFETY ISSUES

PUSLINCH

- Safety Issues Comment
- Provincial Road
- County Road
- Township Road
- Waterbody
- Municipal Boundaries

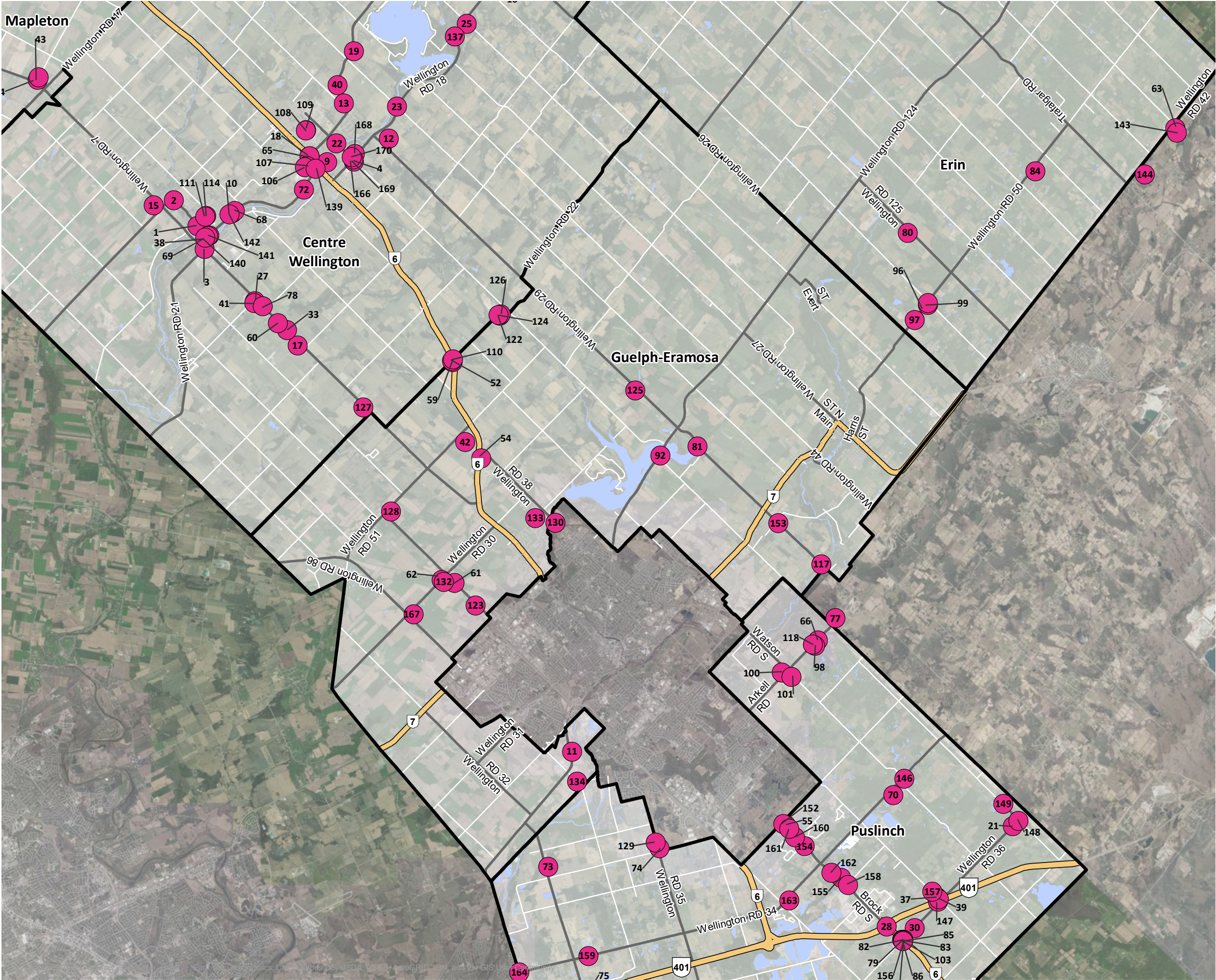


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PROJECT: 20-3297
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DATE: 2021-03-08



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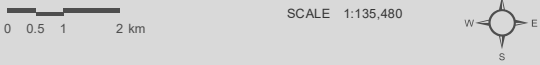
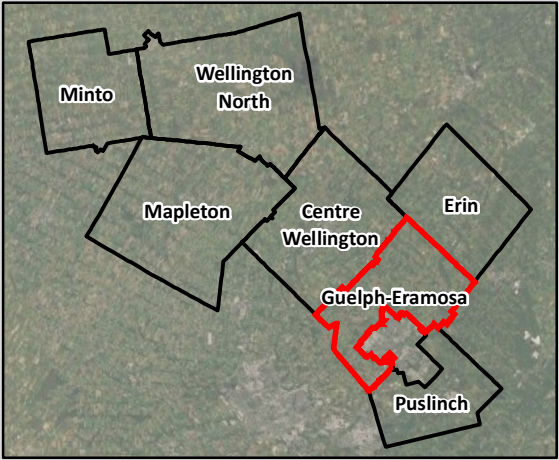
WELLINGTON COUNTY

ROAD MASTER ACTION PLAN

SAFETY ISSUES

GUELPH-ERAMOSA

- Safety Issues Comment
- Provincial Road
- County Road
- Township Road
- Waterbody
- Municipal Boundaries

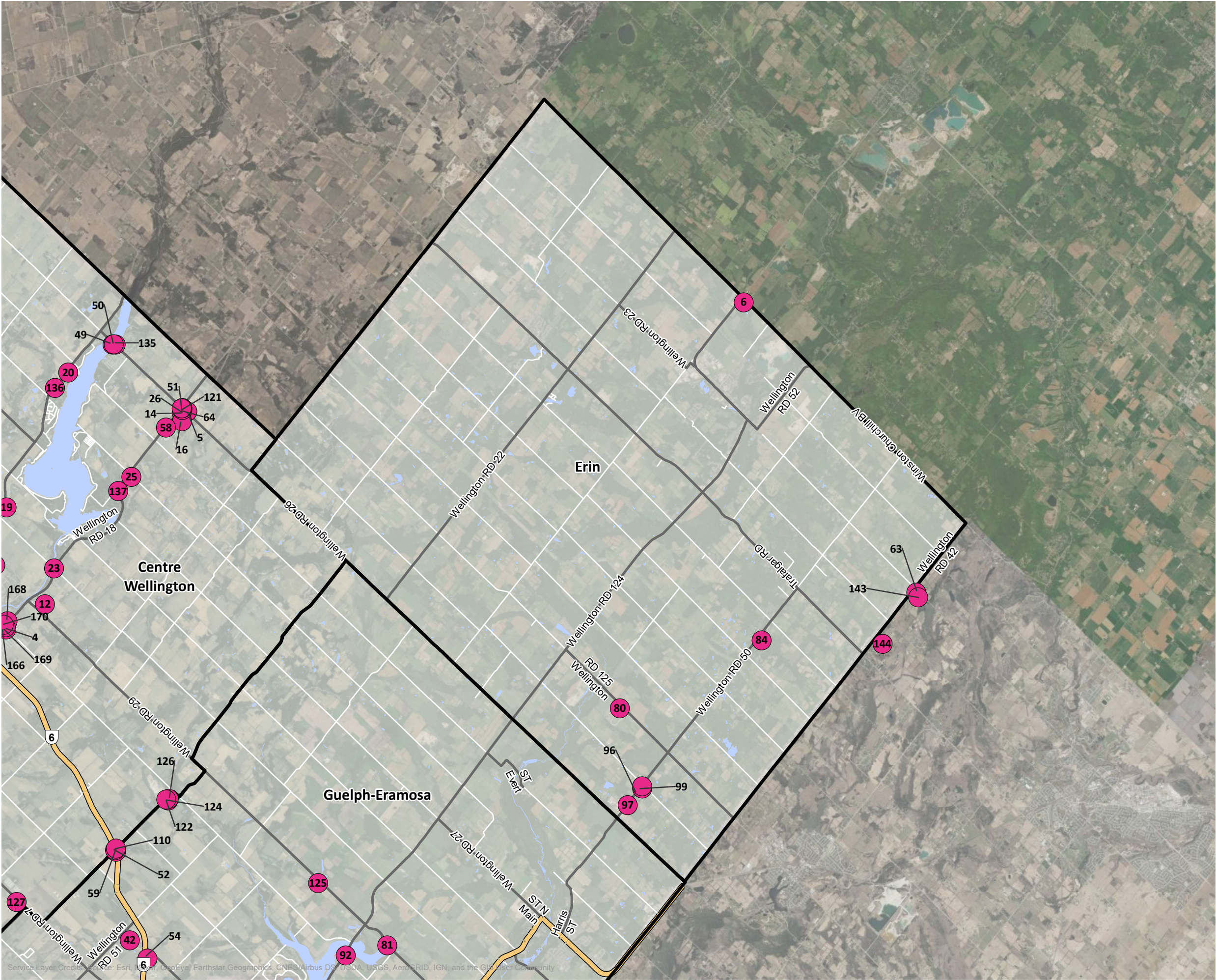


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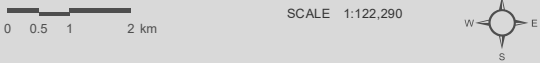
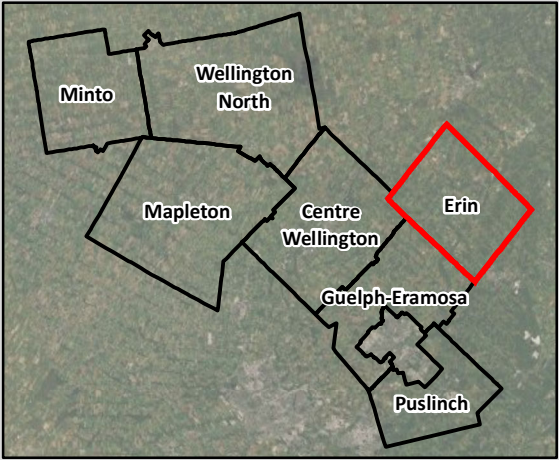
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FILE LOCATION: E:\Shared drives\SIM\2020\203297 - Road Master Action Plan\Product\Internal\GAM\SPP_Results\FX_SPP_Results_SafetyIssues.mxd

WELLINGTON COUNTY
ROAD MASTER ACTION PLAN

SAFETY ISSUES
ERIN

- Safety Issues Comment
- Provincial Road
- County Road
- Township Road
- Waterbody
- Municipal Boundaries

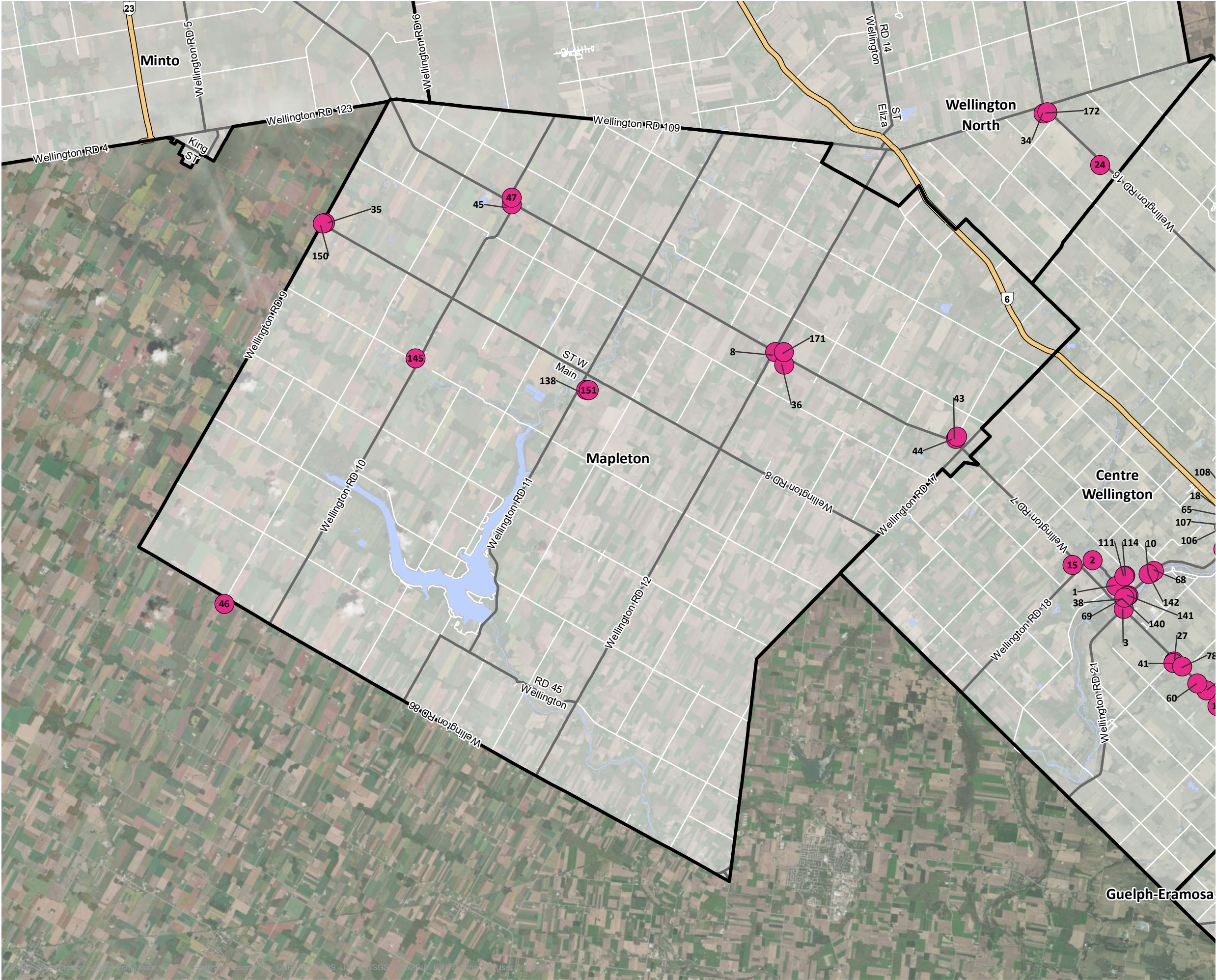


MAP DRAWING INFORMATION:
DATA PROVIDED BY: WELLINGTON COUNTY, MNRF, ORN

MAP CREATED BY: GAM
MAP PROJECTION: NAD 1983 CSRS UTM ZONE 17N



PROJECT: 20-3297
STATUS: DRAFT
DATE: 2021-03-08



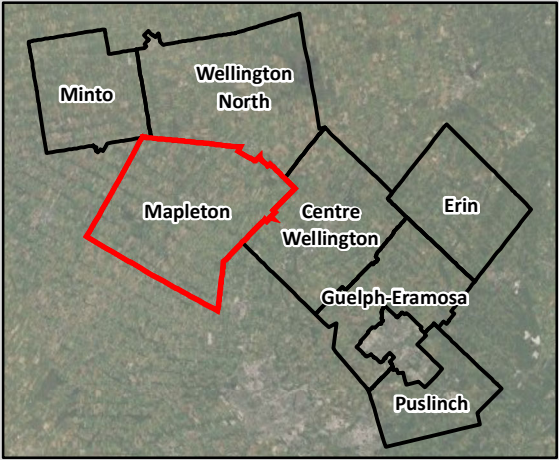
WELLINGTON COUNTY

ROAD MASTER ACTION PLAN

SAFETY ISSUES

MAPLETON

-  Safety Issues Comment
-  Provincial Road
-  County Road
-  Township Road
-  Waterbody
-  Municipal Boundaries



0 0.5 1 2 km

SCALE 1:134,840

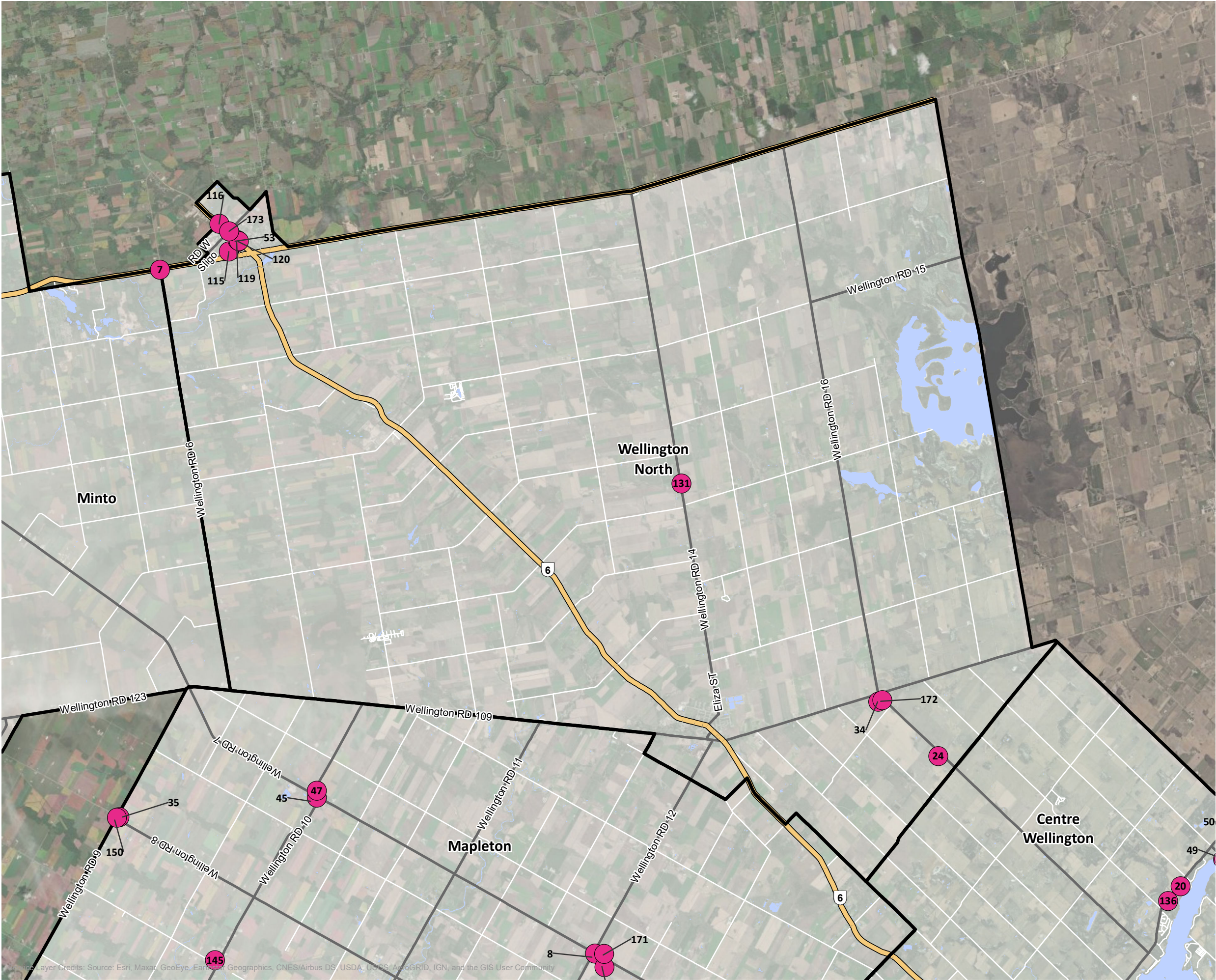


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



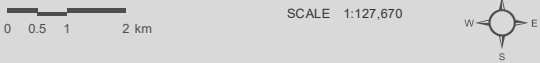
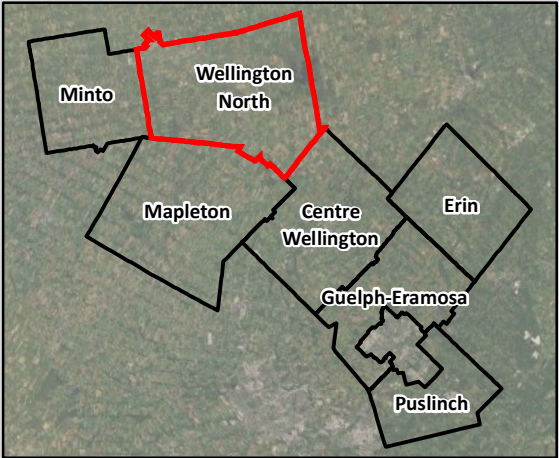
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WELLINGTON COUNTY
ROAD MASTER ACTION PLAN

SAFETY ISSUES
WELLINGTON NORTH

-  Safety Issues Comment
-  Provincial Road
-  County Road
-  Township Road
-  Waterbody
-  Municipal Boundaries

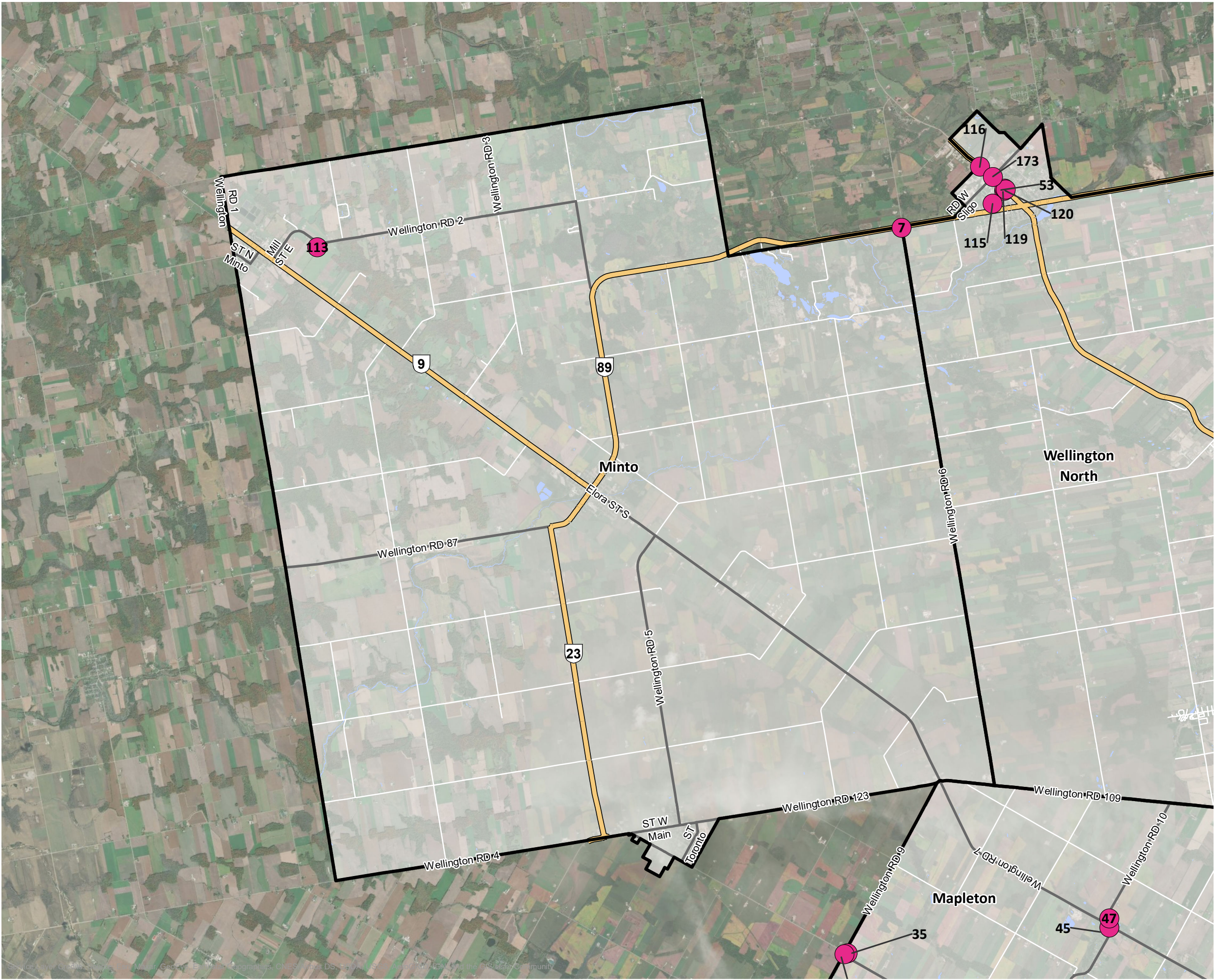


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



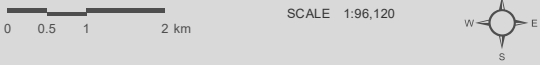
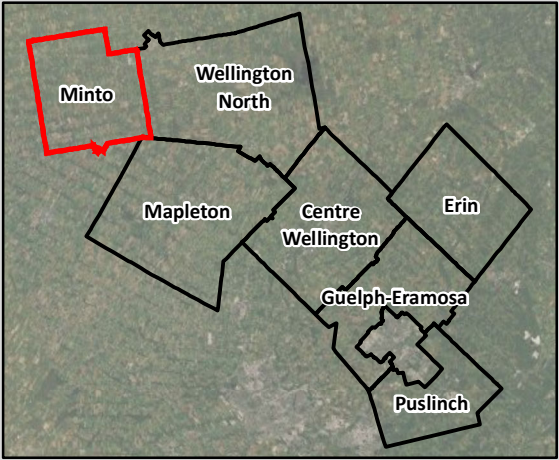
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WELLINGTON COUNTY
ROAD MASTER ACTION PLAN

SAFETY ISSUES
MINTO

-  Safety Issues Comment
-  Provincial Road
-  County Road
-  Township Road
-  Waterbody
-  Municipal Boundaries

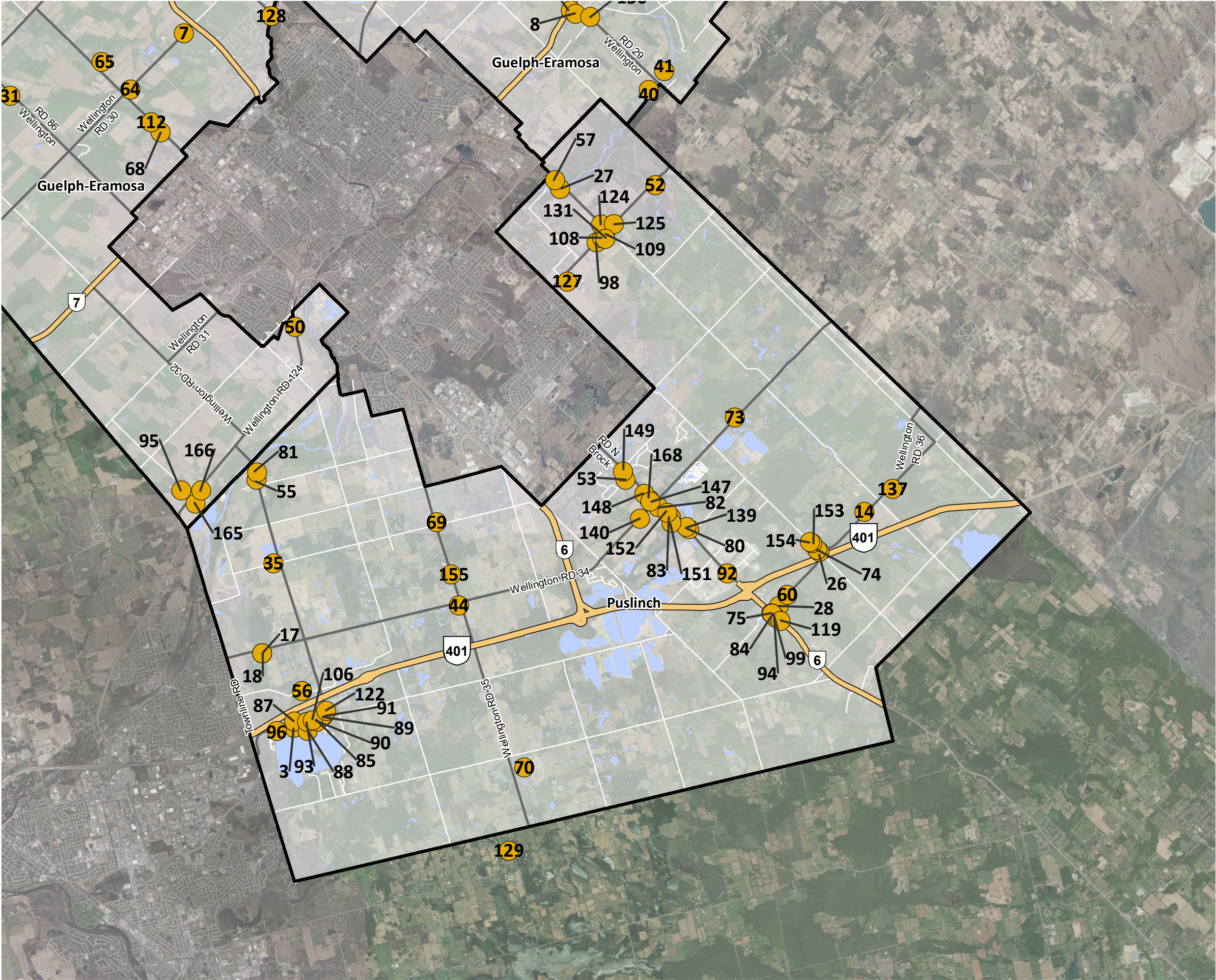


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





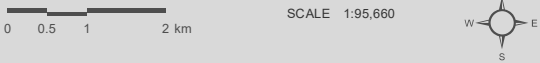
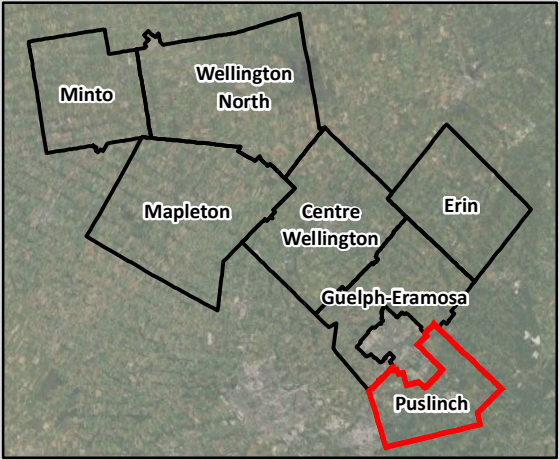
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WELLINGTON COUNTY
ROAD MASTER ACTION PLAN

SPEEDING ISSUES
PUSLINCH

-  Speeding Issues Comment
-  Provincial Road
-  County Road
-  Township Road
-  Waterbody
-  Municipal Boundaries

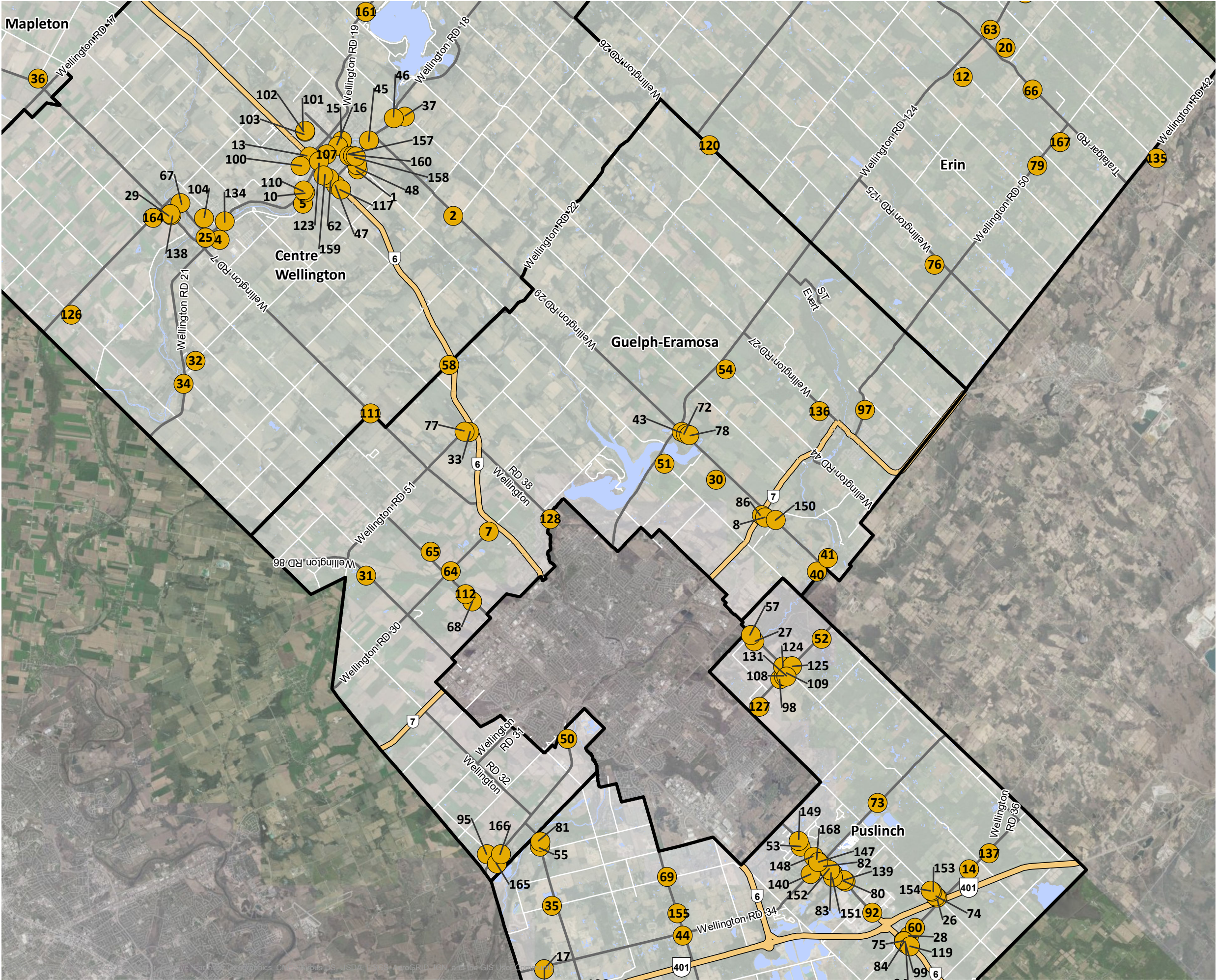


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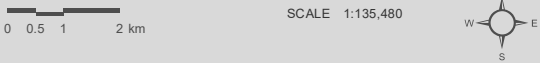
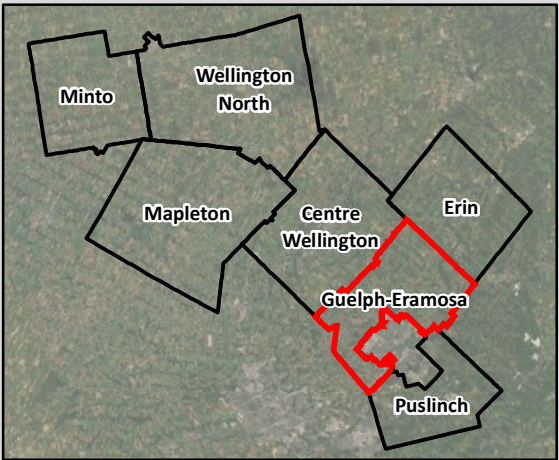
WELLINGTON COUNTY

ROAD MASTER ACTION PLAN

SPEEDING ISSUES

GUELPH-ERAMOSA

- Speeding Issues Comment
- Provincial Road
- County Road
- Township Road
- Waterbody
- Municipal Boundaries

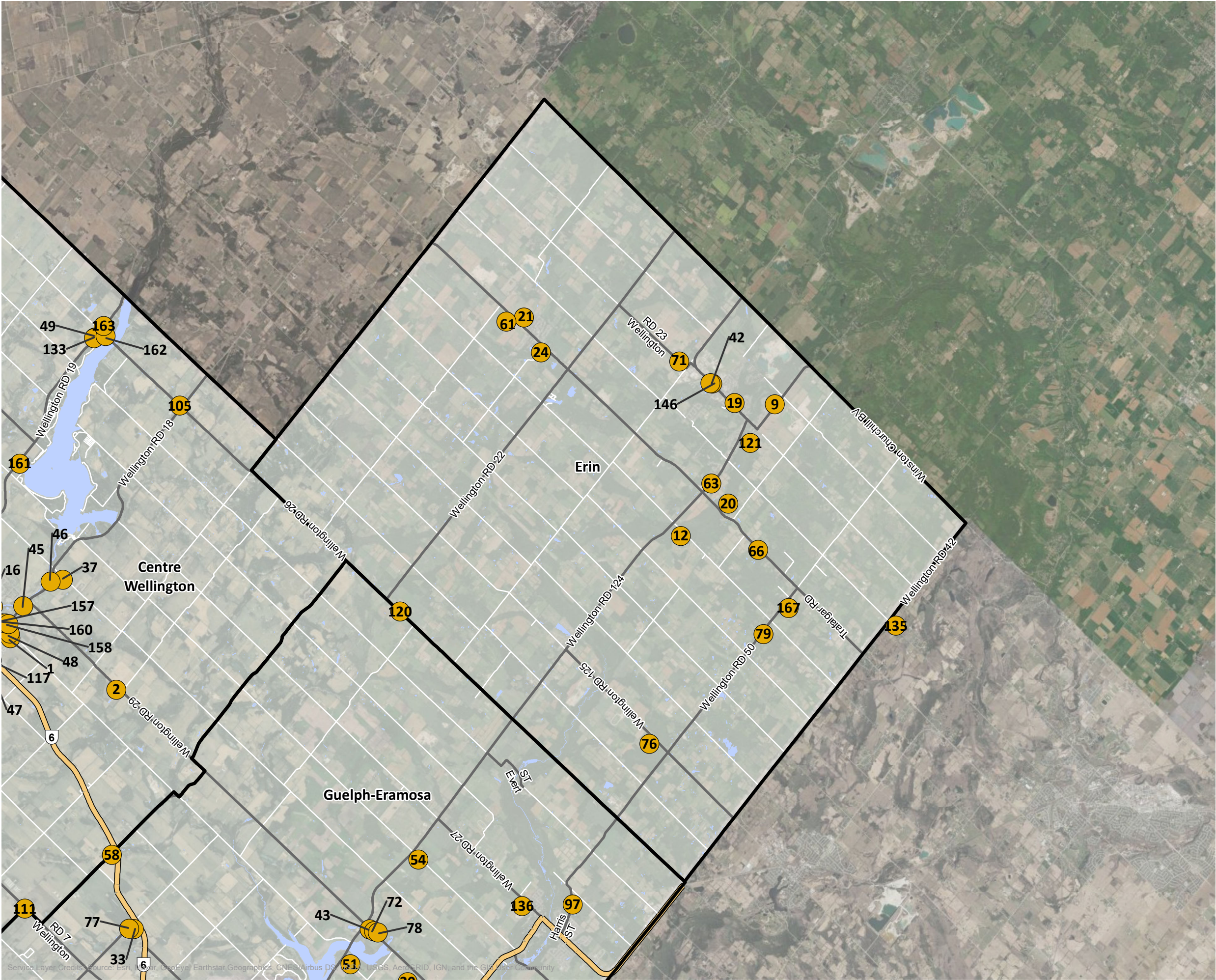


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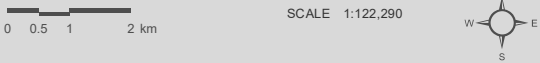
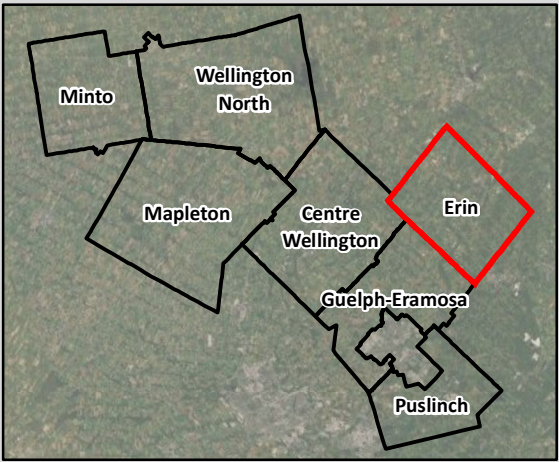
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WELLINGTON COUNTY
ROAD MASTER ACTION PLAN

SPEEDING ISSUES
ERIN

- Speeding Issues Comment
- Provincial Road
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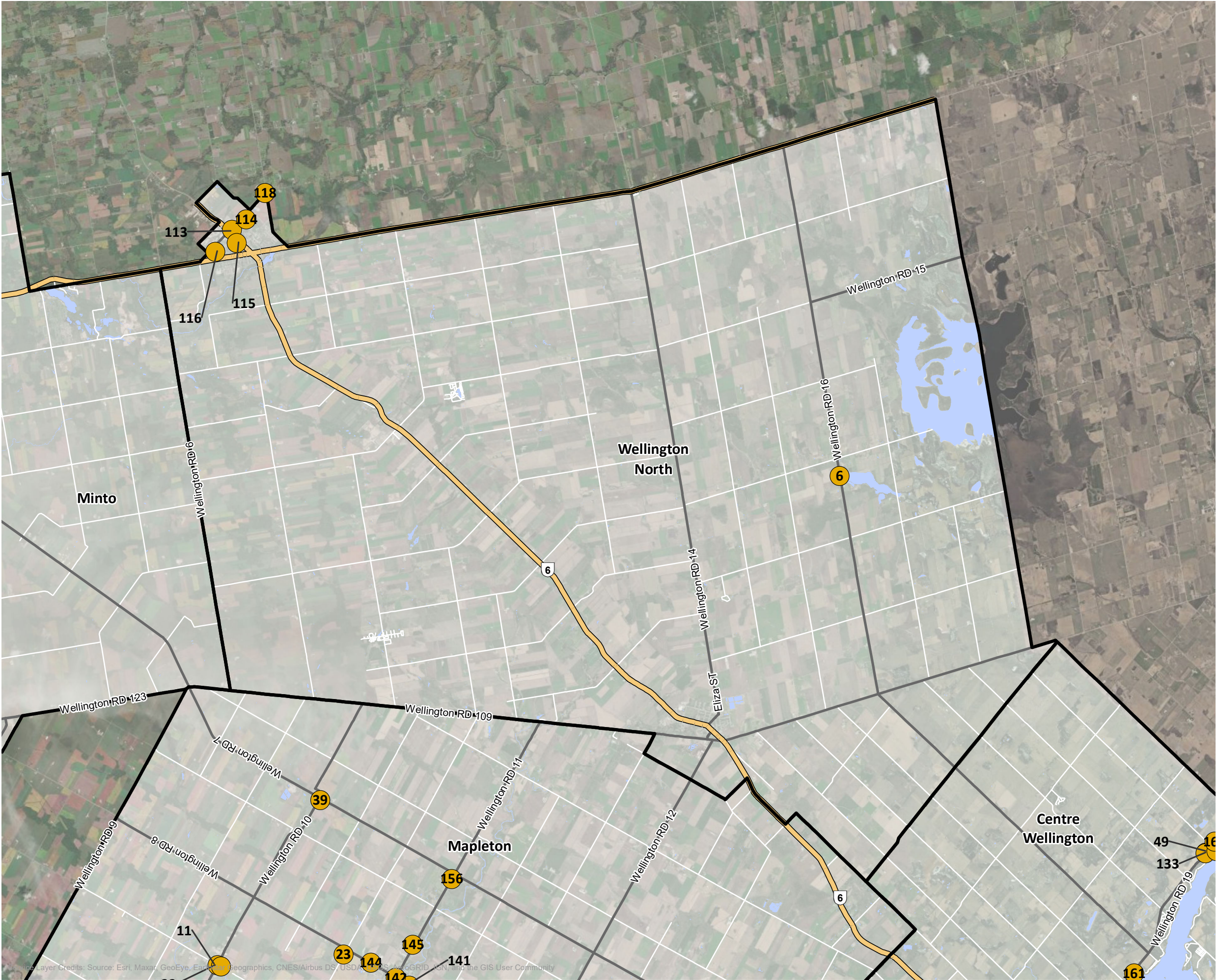


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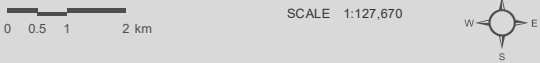
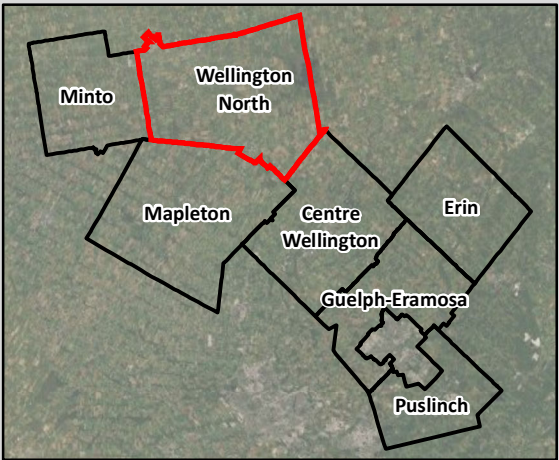
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WELLINGTON COUNTY
ROAD MASTER ACTION PLAN

SPEEDING ISSUES
WELLINGTON NORTH

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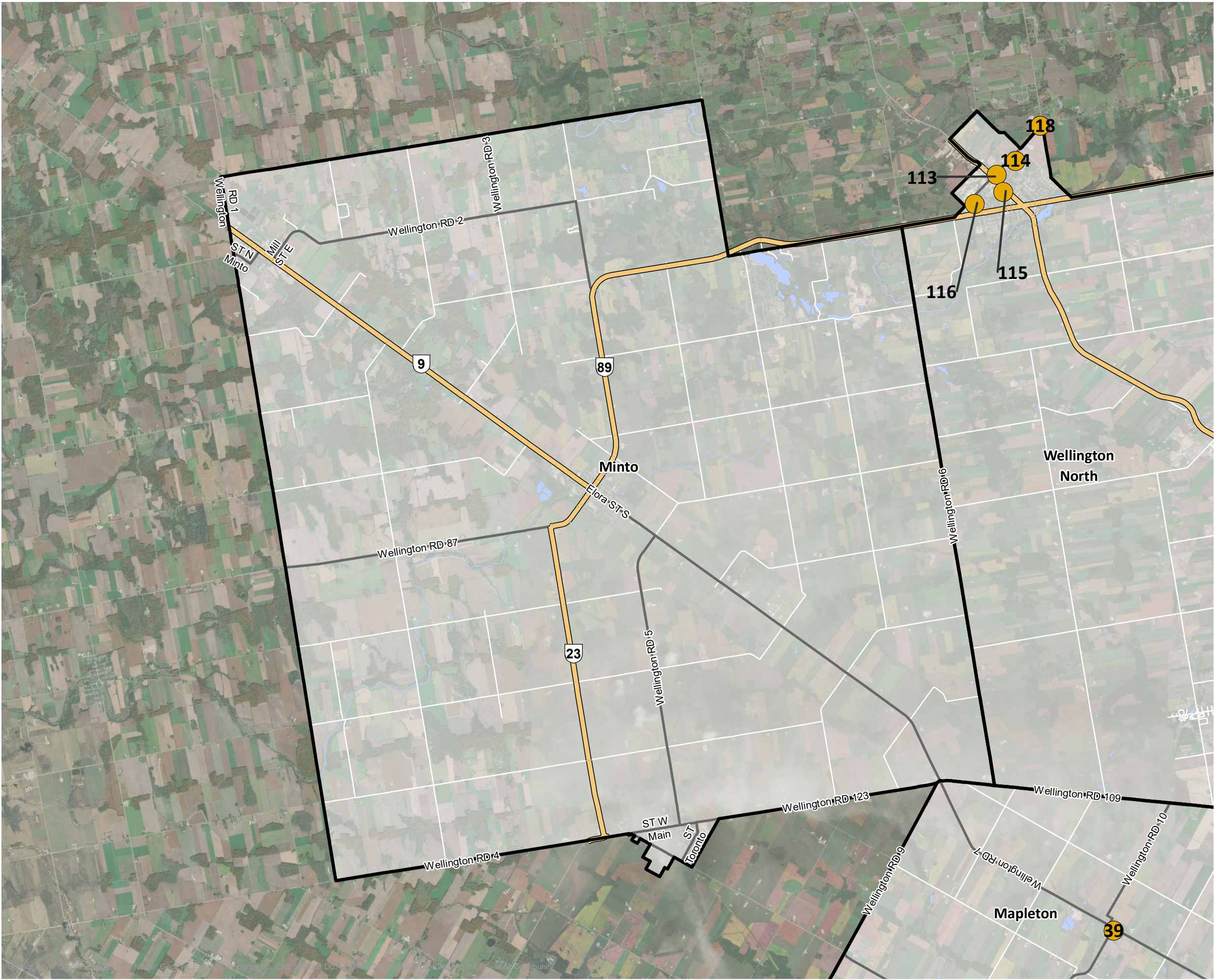


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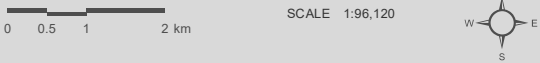
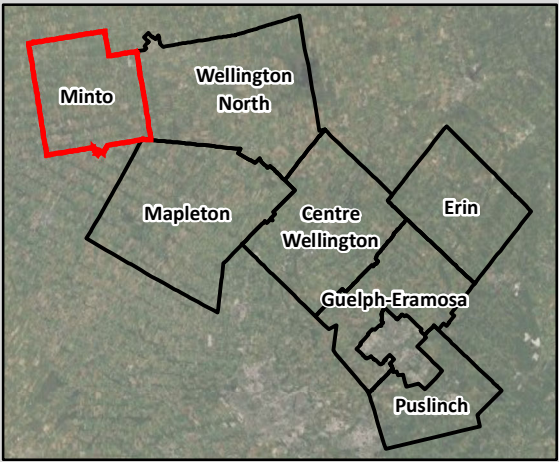
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WELLINGTON COUNTY
ROAD MASTER ACTION PLAN

SPEEDING ISSUES
MINTO

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