Wellington Road Action Master Plan
Roads Committee Meeting #2

June 8, 2021

COUNTY ROADS
Connecting Communities

The Corporation of the County of Wellington

DILLON CONSULTING

75 YEARS

Agenda

- Recap of Work to Date
- Existing Conditions
- Master Plan Process
- Problem Statement
- Alternative Road Solutions
- Evaluation Criteria
- Preliminary Evaluation
- By-pass Assessment
- Next Steps

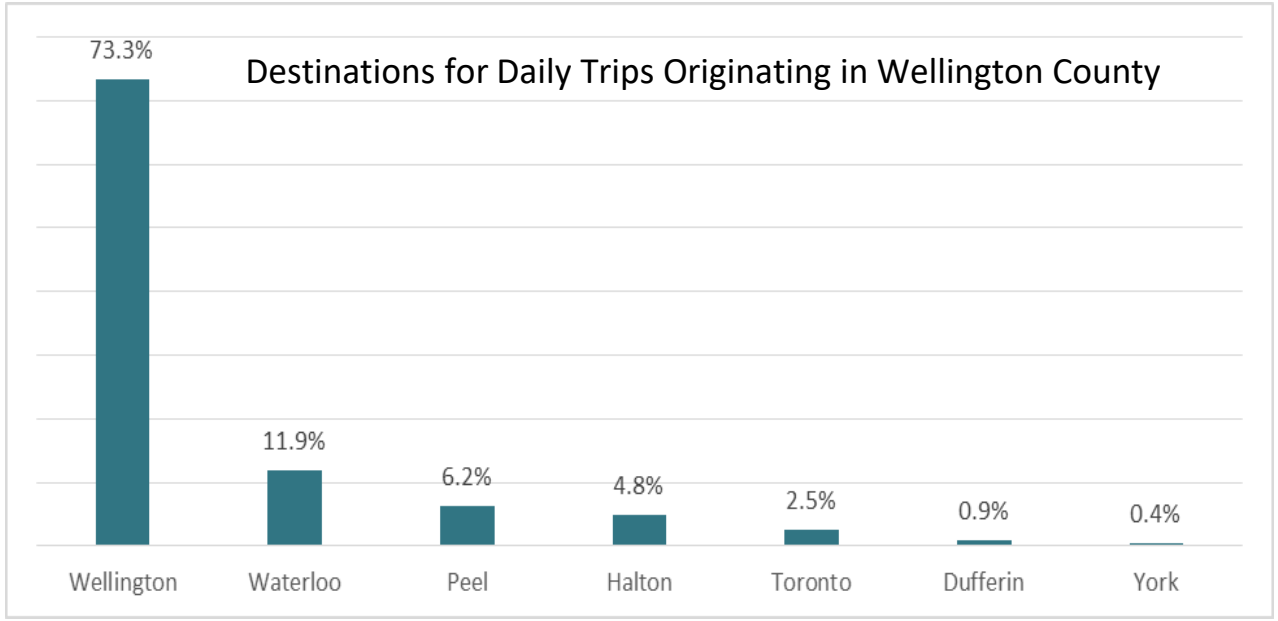
Recap of Work to Date

COMPLETED	NEXT STEP
Confirm Vision and Goals based on engagement, and use to frame recommendations	Present Vision and Goals at PIC
Develop 2041 Travel Demand Model and identify problem statements, alternatives and criteria	Confirm the evaluation criteria with TAG and community, determine alternative solutions
Initial discussions on public transit in the County and identification of recommended next steps	RIDEWELL Transit proposed improvements
Data Driven Roadway Safety Strategy and Speed Management Guidelines	Data Driven Roadway Safety Strategy approved April 2021, and Speed Management Guidelines to be revised and presented to future Roads Committee
Short-term improvements to intersections and corridors to address roadway safety, speed management and geometric issues	Present analysis summary to future Roads Committee
Assess potential for road diet on WR46 through Aberfoyle	Confirm analysis and present report to Roads Committee
Preliminary Urban By-Pass Assessment	Confirm recommendations moving forward and confirm presentation materials at PIC

Existing Conditions

Existing Conditions – Travel Characteristics

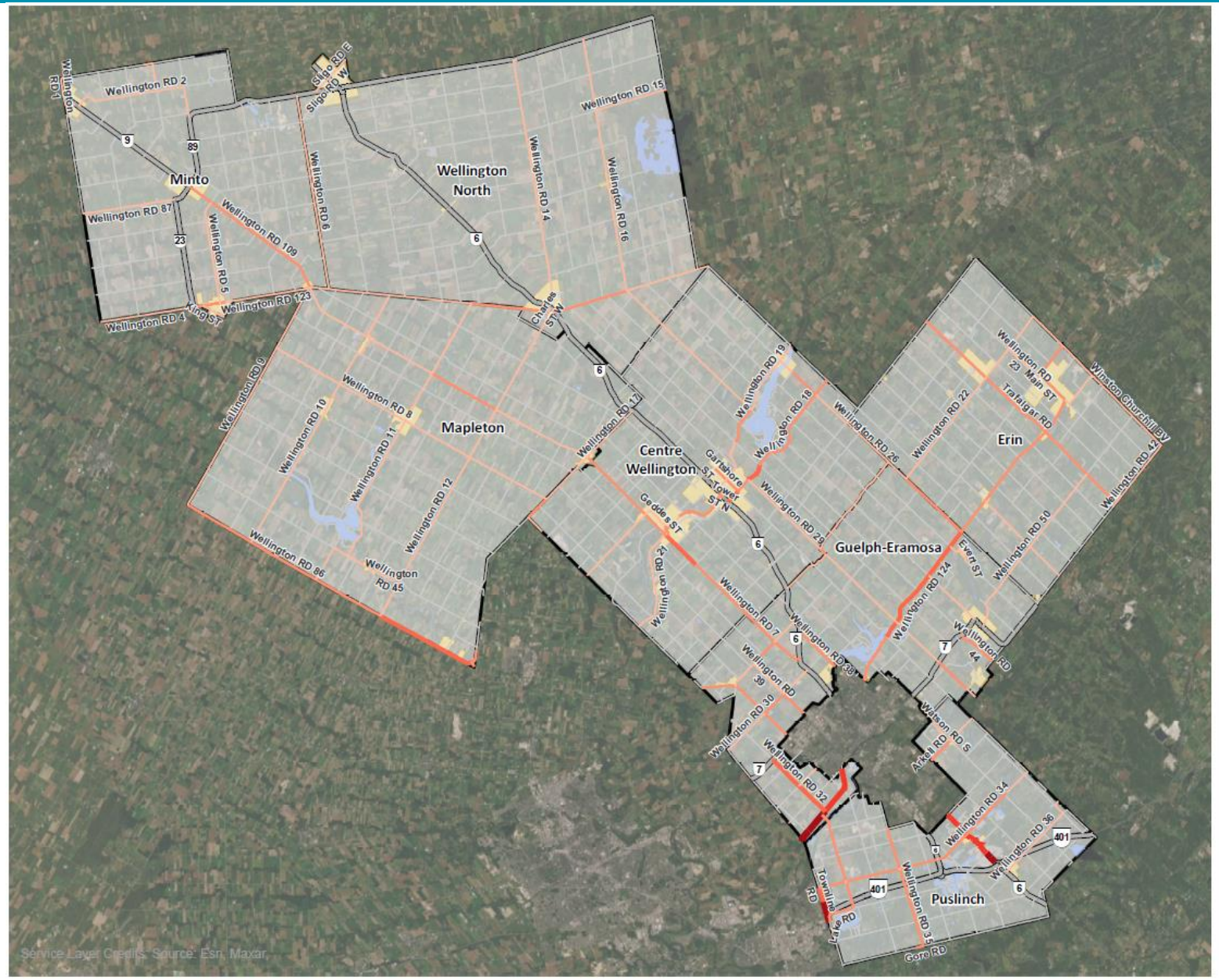
Mode of Travel	2006	2011	2016
Auto Driver	75.3%	76.1%	76.6%
Auto Passenger	15.4%	15.8%	14.9%
Transit	5.5%	5.5%	5.9%
Cycling / Walking	3.5%	2.5%	2.4%
Other	0.3%	0.2%	0.2%



Source: Transportation Tomorrow Source (TTS), Data Management Group.

DILLON CONSULTING 75 YEARS

Existing Conditions – Daily Traffic Volume (AADT)



WELLINGTON COUNTY
ROAD MASTER ACTION PLAN

EXISTING ANNUAL AVERAGE DAILY TRAFIC

Annual Average Daily Traffic (AADT)
- 0 - 5,000
- 5,000 - 10,000
- 10,000 - 15,000
- 15,000 - 20,000
- 20,000 - 30,000

Road Network
- Provincial
- Township/Private
- Waterbody
- Urban Centres
- Municipalities

Annual Average Daily Traffic (AADT) data is sourced from Wellington County Traffic Counting Stations

0 1.25 2.5 5 km

SCALE 1:275,000

MAP DRAWING INFORMATION:
DATA PROVIDED BY: WELLINGTON COUNTY, MNRF, DILLON CONSULTING

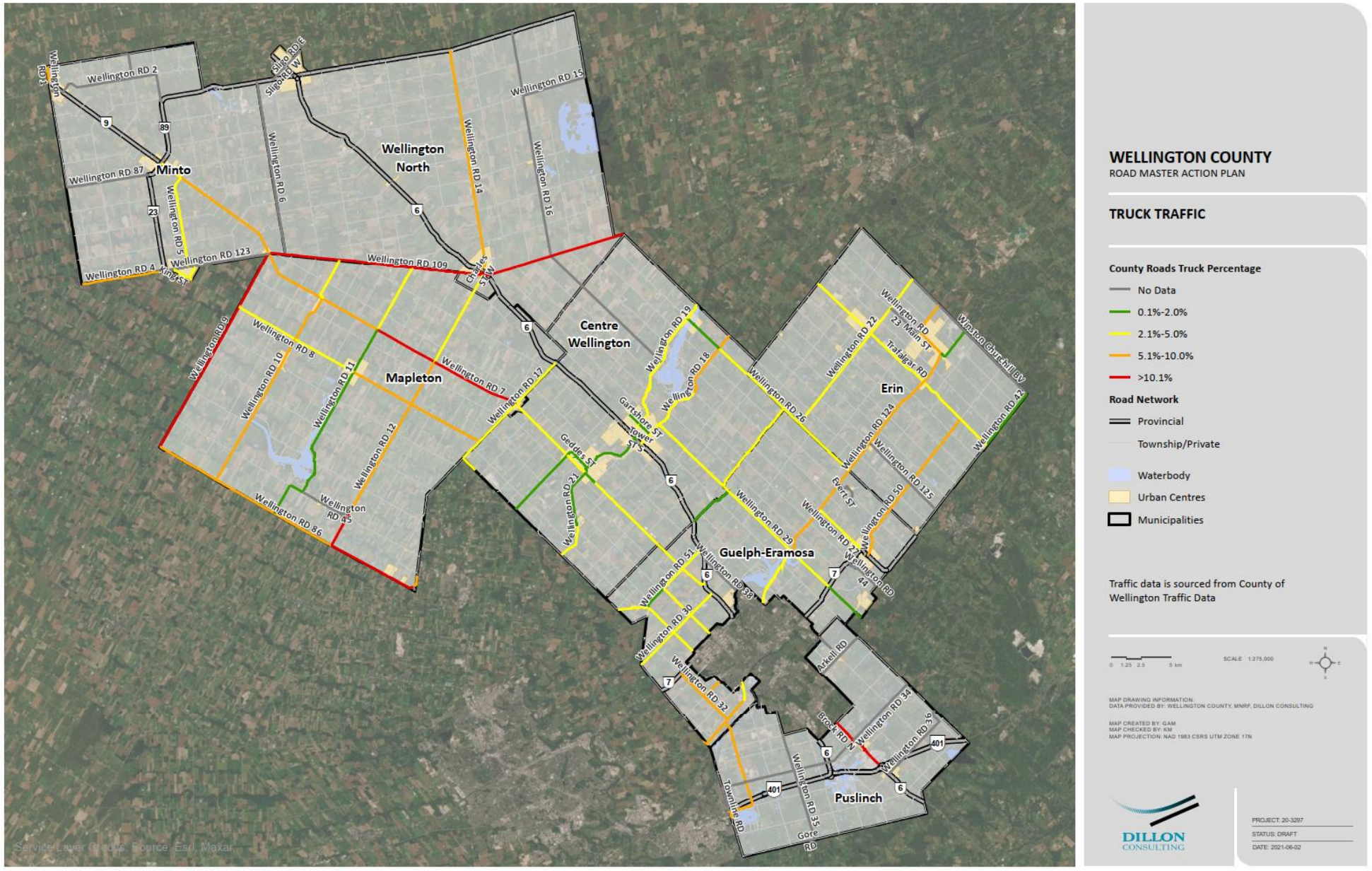
MAP CREATED BY: GAM
MAP CHECKED BY: PB
MAP PROJECTION: NAD 1983 CSRS UTM ZONE 17N

DILLON CONSULTING

PROJECT: 20-3297
STATUS: DRAFT
DATE: 2021-05-11

DILLON CONSULTING 75 YEARS

Existing Conditions – Truck Traffic % of Volume



WELLINGTON COUNTY
ROAD MASTER ACTION PLAN

TRUCK TRAFFIC

County Roads Truck Percentage
- No Data
- 0.1%-2.0%
- 2.1%-5.0%
- 5.1%-10.0%
- >10.1%

Road Network
- Provincial
- Township/Private

- Waterbody
- Urban Centres
- Municipalities

Traffic data is sourced from County of Wellington Traffic Data

SCALE 1:275,000

MAP DRAWING INFORMATION:
DATA PROVIDED BY: WELLINGTON COUNTY, MNRF, DILLON CONSULTING

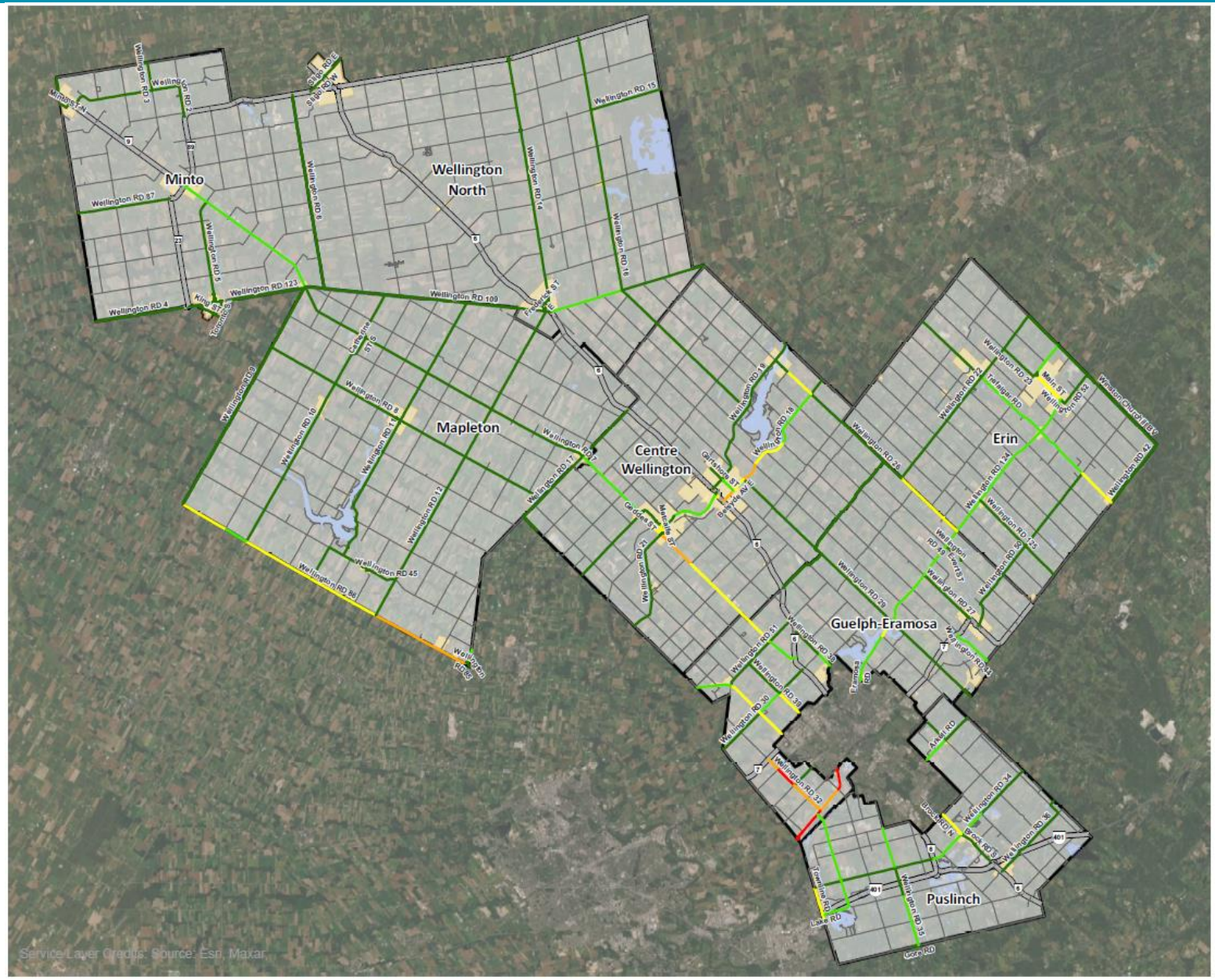
MAP CREATED BY: GAM
MAP CHECKED BY: KM
MAP PROJECTION: NAD 1983 CSRS UTM ZONE 17N

DILLON CONSULTING

PROJECT: 20-3297
STATUS: DRAFT
DATE: 2021-06-02

DILLON CONSULTING 75 YEARS

Network Performance – Existing Conditions



WELLINGTON COUNTY
ROAD MASTER ACTION PLAN

EXISTING CAPACITY CONSTRAINTS

Volume to Capacity Ratio on County Roads
- >1.00
- 0.85 - 1.00
- 0.70 - 0.85
- 0.50 - 0.70
- 0.00 - 0.50

Road Network
- Provincial
- Township/Private
- Waterbody
- Urban Centres
- Municipalities

Capacity data is sourced from Wellington County Traffic Counting Stations

0 1.25 2.5 5 km

SCALE 1:275,000

MAP DRAWING INFORMATION:
DATA PROVIDED BY: WELLINGTON COUNTY, MNRF, DILLON CONSULTING

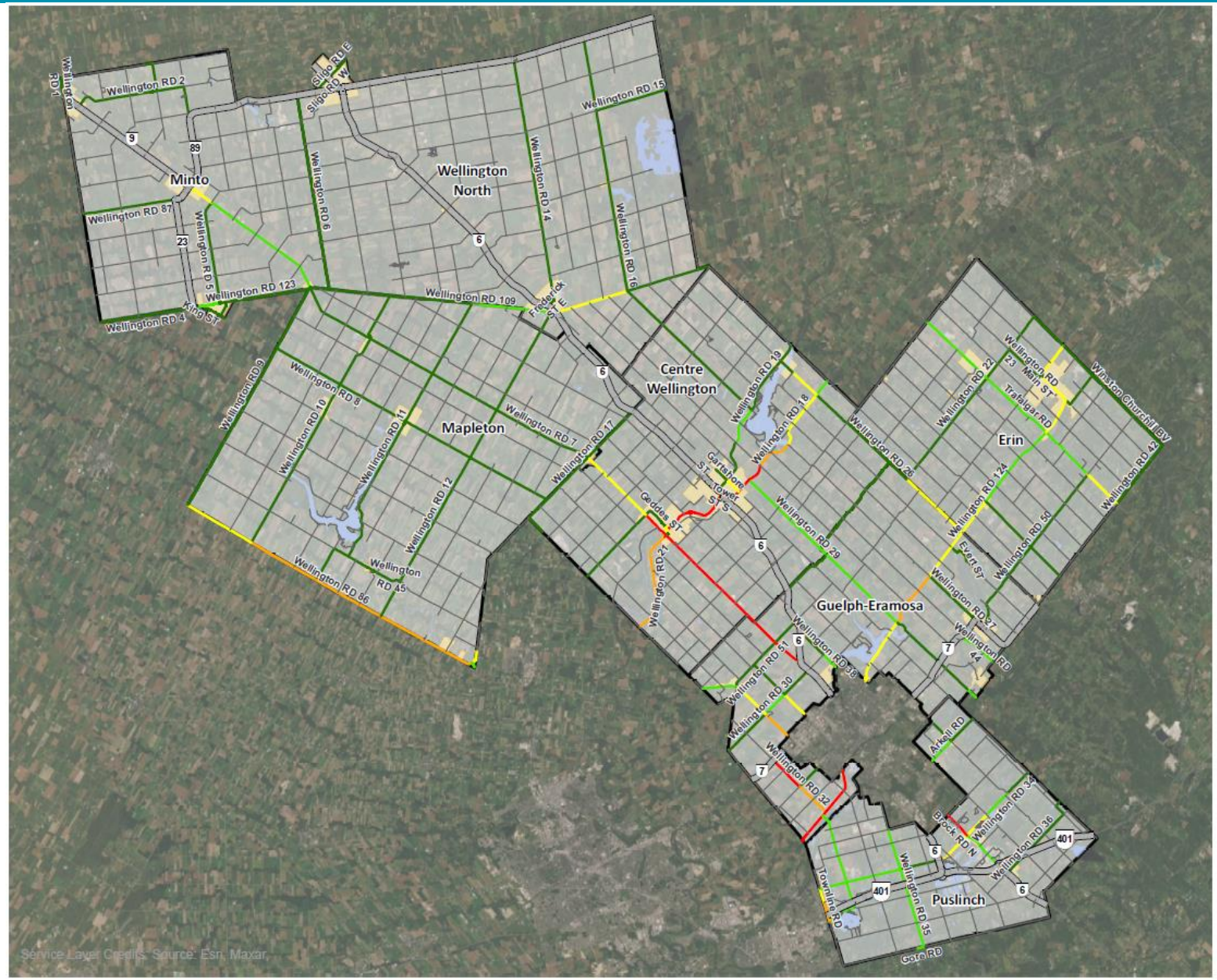
MAP CREATED BY: GAM
MAP CHECKED BY: PB
MAP PROJECTION: NAD 1983 CSRS UTM ZONE 17N

DILLON CONSULTING

PROJECT: 20-3297
STATUS: DRAFT
DATE: 2021-05-11

DILLON CONSULTING 75 YEARS

Network Performance – Future 2041 Conditions



WELLINGTON COUNTY
ROAD MASTER ACTION PLAN

FUTURE CAPACITY CONSTRAINTS

Volume to Capacity Ratio on County Roads (2041)

- >1.00
- 0.85 - 1.00
- 0.70 - 0.85
- 0.50 - 0.70
- 0.00 - 0.50

Road Network

- Provincial
- Township/Private
- Waterbody
- Urban Centres
- Municipalities

Capacity data is sourced from Wellington County Traffic Counting Stations

SCALE: 1:275,000

MAP DRAWING INFORMATION:
DATA PROVIDED BY: WELLINGTON COUNTY, MNRF, DILLON CONSULTING

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

DILLON CONSULTING

PROJECT: 20-3297
STATUS: DRAFT
DATE: 2021-05-11

DILLON CONSULTING 75 YEARS

Growth to Future 2041

Horizon Year	Population (Persons)	Employment (Jobs)
2016	96,000	40,100
2021	103,800	44,800
2026	112,900	49,800
2031	122,000	54,000
2036	132,000	57,000
2041	140,000	61,000

Source: County of Wellington Official Plan, January 8, 2021

Land Use	2016	2041	Growth
Population	96,000	140,000	46%
Employment	40,100	61,000	52%

Problem Statement and Alternative Road Solutions

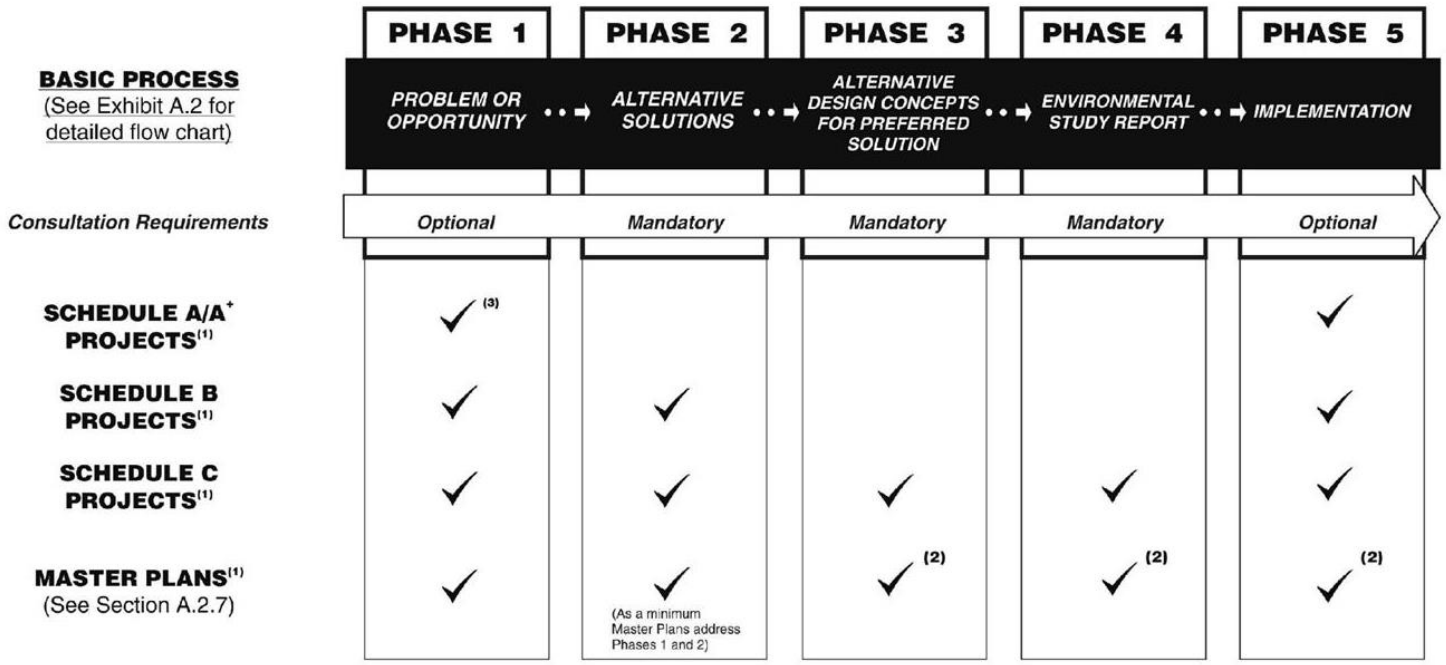
Master Plan and MCEA Process

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. The Master Plan document is prepared at the conclusion of Phases 1 and 2 of the Municipal Class EA process.

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.

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.

DILLON CONSULTING 75 YEARS

Problem Identification – Future 2041 Capacity Issues

Exceed Practical Capacity by 2041

1. **Wellington Road 7** between Elora/Salem and the Highway 6 junction
2. **Wellington Road 18** between Wellington Road 21 (Elora) and Wellington Road 43 (Fergus)
3. **Wellington Road 32** between Wellington Road 124 and Highway 7
4. **Wellington Road 46** between Maltby Road and Wellington Road 34
5. **Wellington Road 124** between the Region of Waterloo boundary limits and the City of Guelph boundary limits

Approach Practical Capacity by 2041

1. **Wellington Road 21** between Wellington Road 7 (Elora) and the Region of Waterloo boundary limits
2. **Wellington Road 86** between Wellington Road 10 and Wellington Road 85

Identification of Opportunities - Overview

1. Travel Demand Management (TDM)

- Modify travel behaviour – time of travel, land use characteristics
- Reduce vehicle use – provide improved programs, services and facilities for other modes (Consistent with Vision Zero initiative)

Examples: expand transit service, increased bicycle use, increased walk mode, ride-share opportunities

Identification of Opportunities - Overview

2. Transportation System Management (TSM)

- Optimize infrastructure efficiency to improve performance and improve safety for all modes
- Re-allocation of space within right of way to accommodate all users (Consistent with Complete Streets philosophy)
- Improve the quality of the roadway – upgrade road surface, formalize shoulders
- Use of technology

Examples: narrow or widen pavement widths, provide auxiliary turning lanes, implement turn restrictions, implement signal coordination, repave, widen and/or pave shoulders

Identification of Opportunities - Overview

3. Increase the Supply of Transportation Infrastructure

- Expand existing infrastructure
- Add new infrastructure

Examples: widen road by adding basic travel lanes, provide new road, extend existing road

DILLON CONSULTING 75 YEARS

Status of Alternative Road Solutions

Problems and solutions as assessed as part of RMAP confirm findings and recommendations identified in previous studies:

1. 2017 Development Charges (DC) Background Study
2. Municipal Class Environmental Assessment (EA)
   - 2000 Gordon Street Wellington Road 46 ESR
   - 2019 Wellington Road 124 ESR
3. Master Plan
   - 2005 Guelph-Wellington Transportation Study
   - 2019 Township of Centre Wellington Transportation Master Plan

The alignment of each problem statement and potential solution with these past studies is identified on the following slides as the project “status”.

DILLON CONSULTING
75 YEARS

Problem Identification -
WR 7 between Elora/Salem and the Highway 6 Junction

Problem Statement

- Projected to be well over capacity by 2041
- Volume to Capacity ratio of range from 1.25 to 1.69 (Level of Service F)

Opportunities

- TDM
  - No strategies to significantly change modal behaviour
- TSM
  - Does not address the magnitude of capacity constraint
- Expand Infrastructure
  - Road widening, add 1 lane per direction
- Add Infrastructure
  - Opportunities to add/improve parallel capacity limited

Status

1. Previously Identified in DC

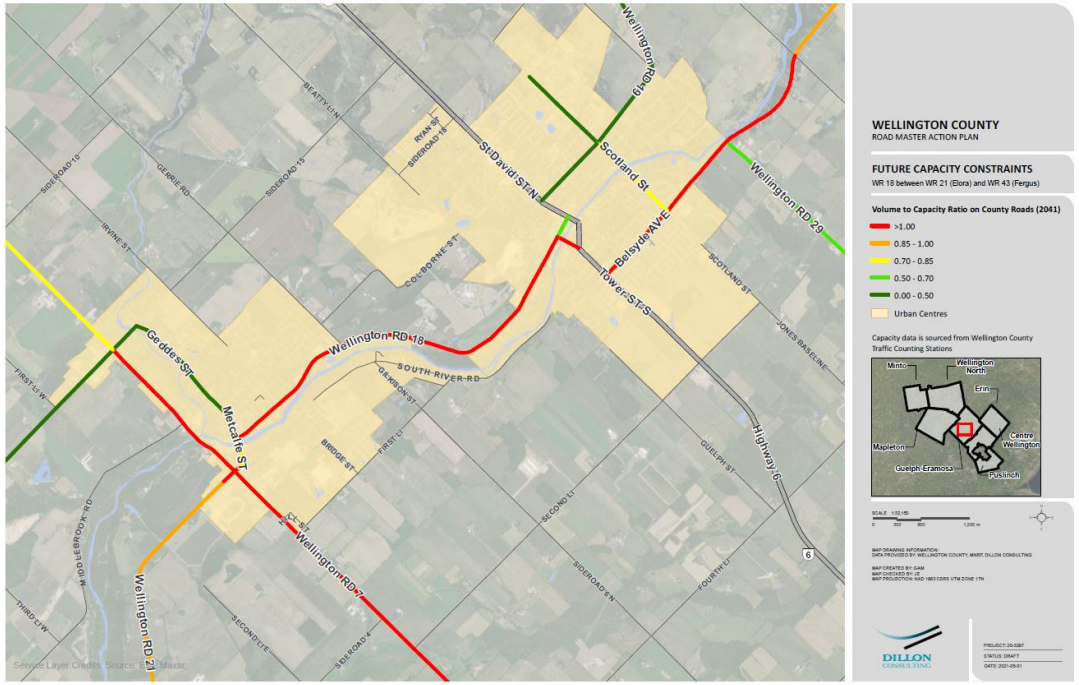
Problem Identification – WR 18 between WR 21 (Elora) and WR 43 (Fergus)

Problem Statement

- Projected to be over capacity by 2041
- Volume to Capacity ratio:
  - Elora to Fergus – 1.69 to 1.81
  - Highway 6 – 1.19
  - Highway 6 to WR 43 (Scotland Street) – 0.96 to 1.07

Opportunities

- TDM
  - No strategies to significantly change modal behaviour
- TSM
  - Metcalfe Street to Kertland Street – redesignate pavement for 3-lanes
  - Kertland Street to Fergus Street – urbanize
  - Fergus Street to Beatty Line - redesignate lane use
  - Beatty Line to Highway 6, Highway 6 – restrict peak parking
  - Highway 6 to WR 43 (Scotland Street) – Add auxiliary lanes at key intersections
- Expand Infrastructure
  - Road widening - add 1 lane per direction between Elora and Fergus
  - Road widening – add 1 lane per direction between Highway 6 and WR 43
- Add Infrastructure
  - Opportunity for a north-south by-pass to address Highway 6 constraint
  - Opportunity for an east west by-pass to address WR 18 constraint



Status

1. Previously Identified in DC

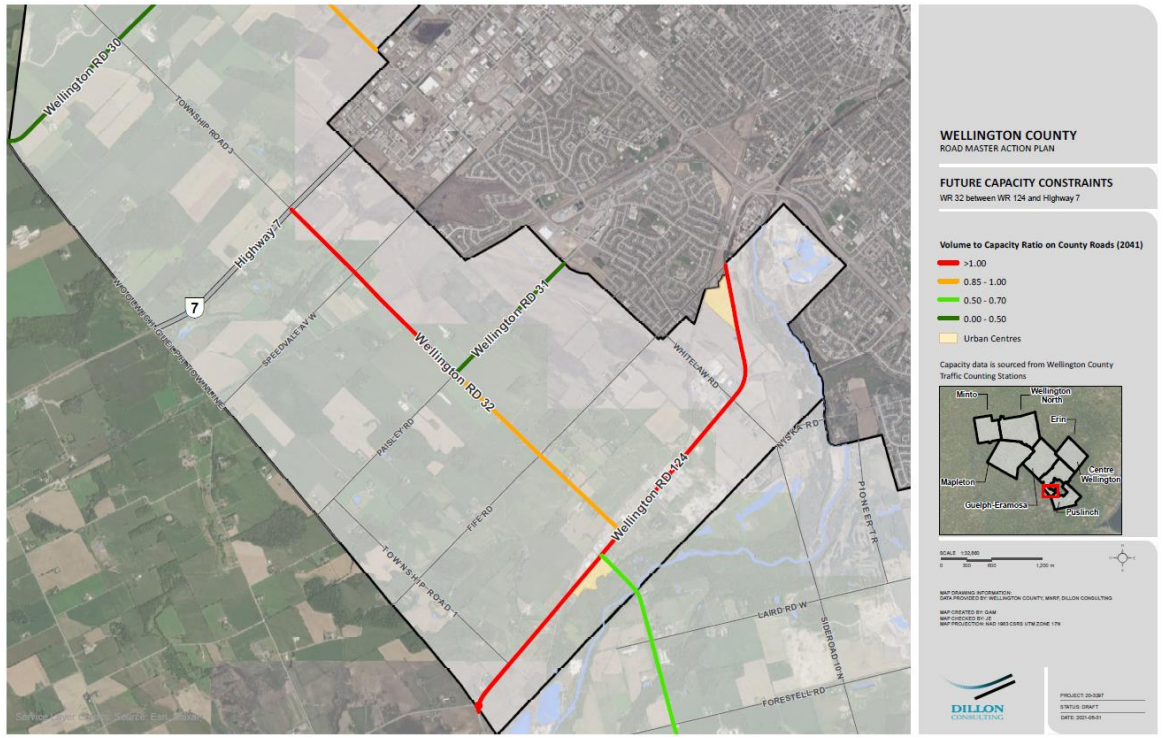
Problem Identification – WR 32 between WR 124 and Highway 7

Problem Statement

- Over capacity by 2041
- Volume to Capacity ratio range from 0.99 to 1.28 (Level of Service F)
- Critical link identified is south of Speedsvale Road, adjacent to Mosborough Market.

Opportunities

- TDM
  - No strategies to significantly change modal behaviour
- TSM
  - Widen / formalize shoulders
- Expand Infrastructure
  - Road widening, add 1 lane per direction
- Add Infrastructure
  - Opportunities to add/improve parallel capacity limited



Status

1. Previously Identified in DC

DILLON CONSULTING 75 YEARS

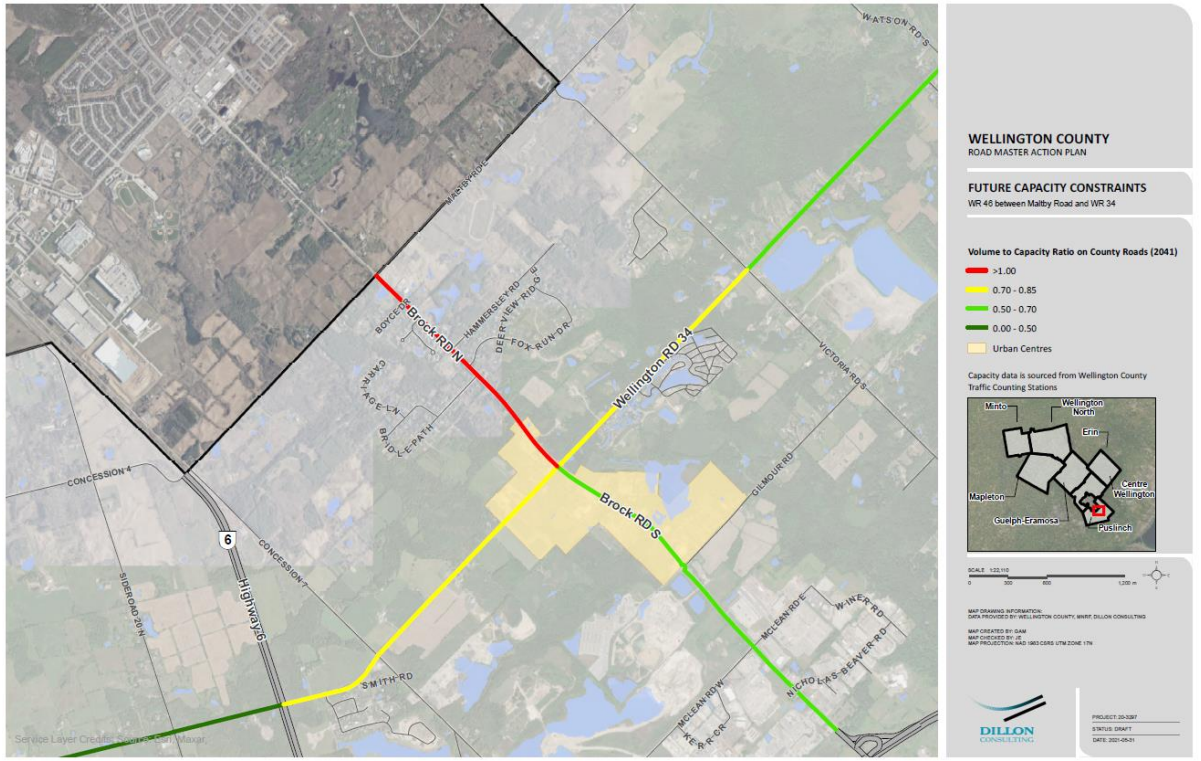
Problem Identification – WR 46 between Maltby Road and WR 34

Problem Statement

- Over capacity by the 2041
- Volume to Capacity ratio of 1.28 (Level of Service F)

Opportunities

- TDM
  - No strategies to significantly change modal behaviour
- TSM
  - Urbanize corridor through Aberfoyle to Maltby Road with bike lanes and sidewalks on both sides
  - Widen formalize shoulders for bike lane use
- Expand Infrastructure
  - Road widening – add 1 lane per direction (two to four) between Maltby Road and WR 34 (four lanes already exists between WR 34 and McLean Road)
- Add Infrastructure
  - Opportunities to add/improve parallel County capacity limited
  - Potential improvements to parallel roads not under County Jurisdiction (MTO, Puslinch)



Status

1. Previously Identified in DC
2. Consistent with finding of EA*
3. Guelph Wellington Transportation Study

DILLON CONSULTING 75 YEARS

Problem Identification – WR 124 between Region of Waterloo and City of Guelph Boundaries

Problem Statement

- Projected to be well over capacity by 2041
- Volume to Capacity ratio ranges from 1.25 to 1.96 (Level of Service F)

Opportunities

- TDM
  - No strategies to significantly change modal behaviour
- TSM
  - Provide 3-lane cross section (center left turn lane) to improve safety and maximize travel lane efficiency
  - Improve geometry through key intersections
- Expand Infrastructure
  - Road widening - add 1 lane per direction
- Add Infrastructure
  - Opportunities to add/improve parallel capacity limited

Status

1. Consistent with finding of EA*
2. Guelph Wellington Transportation Study

**MTO EA prior to download of Hwy 24 include 2005 GWTS*

DILLON CONSULTING 75 YEARS

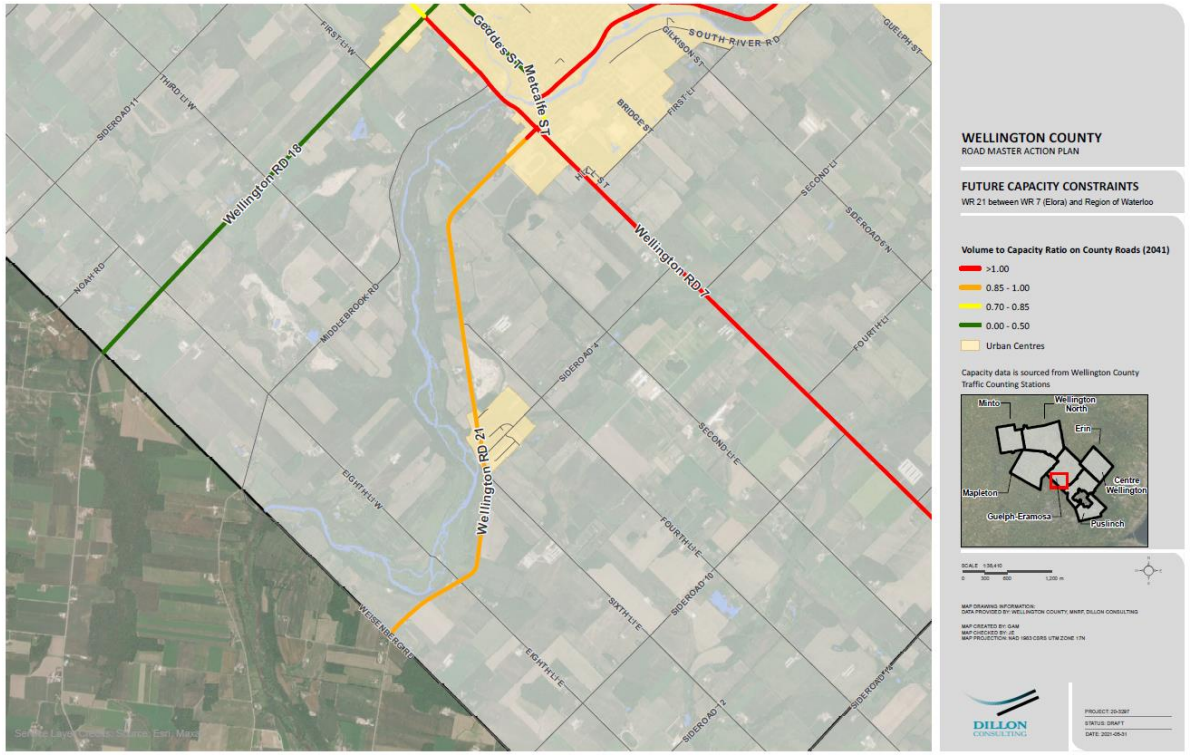
Problem Identification - WR 21 between WR7 (Elora) and the Region of Waterloo Boundary

Problem Statement

- Anticipated to reach capacity by 2041
- Volume to Capacity ratio ranges from 0.88 to 1.08 (Level of Service E / F)

Opportunities

- TDM
  - No strategies to significantly change modal behaviour
- TSM
  - Urbanize corridor between WR 7 and Elements Casino to include bike lanes and sidewalks on both sides
  - Formalize shoulders
  - Develop strategy (signage) to promote alternative use of existing parallel facility (WR 18)
- Expand Infrastructure
  - Road widening – add 1 lane per direction
- Add Infrastructure
  - Potential benefit of with WR 7 widening / Elora-Fergus By-Pass



Status

1. Previously Identified in DC

Problem Identification – WR 86 between WR 10 and WR 85

Problem Statement

- Expected to approach capacity by 2041
- Volume to Capacity ratio ranges from 0.88 to 0.94 (Level of Service E)

Opportunities

- TDM
  - No strategies to significantly change modal behaviour
- TSM
  - Formalize shoulders
  - Provide dedicated left turn lanes on Wellington Road 86 through the Hamlet of Dorking;
- Expand Infrastructure
  - Road widening – add 1 lane per direction
- Add Infrastructure
  - Opportunities to add/improve parallel capacity limited

Status

1. Not Previously Identified


Discussion

Evaluation Criteria

Evaluation Methodology

- Analysis and evaluation of the problem corridor alternatives to be undertaken using a high level evaluation methodology
- The factor groups made up of measurable criteria used to identify relevant benefits and impacts
- Define a unit of measure and the relative differences between alternatives

Evaluation Factor Groups

1. Transportation
2. Natural Environment
3. Cultural Environment
4. Socio-Economic Environment
5. Cost

Evaluation Criteria – Transportation

Support Project Vison and Goals	Criteria	Measure
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	Network Connectivity to Provincial Roads	High/Medium/Low
	Network Connectivity / Service to Regional Area	High/Medium/Low
	Network Connectivity / Service to Local Area	High/Medium/Low
	Maintain / Enhance Capacity of network	Yes / No
	Safety - Collision Potential	High/Medium/Low
	Support Movement of Goods	High/Medium/Low
	Noise Impacts	High/Medium/Low
	Support Active Transportation	High/Medium/Low
	Residences Directly Impacted	High/Medium/Low

Evaluation Criteria - Natural Environment

Support Project Vison and Goals	Criteria	Measure
1. Make Investment Decisions that are Environmentally Responsible	Natural Hazard Areas Impacted	High / Medium / Low
	Air Quality (Sensitive Receptors)	High / Medium / Low
	Climate Change – Reduce GHG	Yes / No
	Species at Risk / Habitat Impacted	High / Medium / Low
	Woodlands and Woodlots Impacted	High / Medium / Low
	Water Courses Crossed	High / Medium / Low
	Wildlife Habitats and Movement/Corridor Crossings	High / Medium / Low
	Wetlands Impacted	High / Medium / Low
	Provincially / Regionally Significant Wetland Impacted	High / Medium / Low

Evaluation Criteria – Cultural Environment

Support Project Vison and Goals	Criteria	Measure
1. Create a Culture of Collaboration with Municipal Stakeholders where the County Transportation Network Intersects with Areas of Local Importance 2. Develop Transparent Policy Tools that Guide Investment Decisions in the Transportation Network	Heritage Property or Buildings Impacted	Yes / No
	Impact to Heritage Landscape Features (fence rows, tree lines, etc.)	High / Medium / Low
	Cemeteries Impacted	Yes / No
	Sites of Archaeological Potential	Yes / No
	Utility Corridors Impacted	Yes / No
	Potential for RIDE WELL (transit) and business partnership	Yes / No
	Compatibility with Provincial, County, and City policies and GRCA framework standards	Yes / No

Evaluation Criteria – Socio-Economic Environment

Support Project Vison and Goals	Criteria	Measure
Support Economic Development	Farming Activity Impacted	High / Medium / Low
	Businesses Impacted	High / Medium / Low
	Existing Businesses and Industry and Opportunities for New Businesses and Industry – Access	High / Medium / Low
	Opportunity for Communities to Draw New Businesses	High / Medium / Low
	Support / Improve Tourism	Yes / No

Evaluation Criteria – Cost

Support Project Vison and Goals	Criteria	Measure
Be Fiscally-Responsible When Making in Investment Decisions	Capital Cost	High / Medium / Low
	Operational and Maintenance Costs	High / Medium / Low
	Funding opportunities through grant	Yes/No


Discussion

By-pass Assessment

By-Pass Criteria

- Volume of traffic versus capacity of road
- Vehicle distribution in community (% heavy vehicles)
- Safety / Speed
- Number of sensitive land uses

Community issue identified

- Opportunities for alternative capacity that would effectively serve travel demand (minimize out of way travel)
- Non-Transportation Impacts (Natural Environment, Socio-Economic, Cost)

Other Considerations

By-Pass Candidate Locations and Potential Issues

- **Fergus By-Pass**
  - Truck traffic
  - Safety/speed
  - Noise
  - Capacity issue from on WR 7 (Salem to Highway 6), Highway 6 through Fergus, WR 18 between WR 21 and WR 43

- **Elora By-Pass**
  - Truck traffic
  - Noise
  - Capacity issue on WR 18 and WR 21 to west

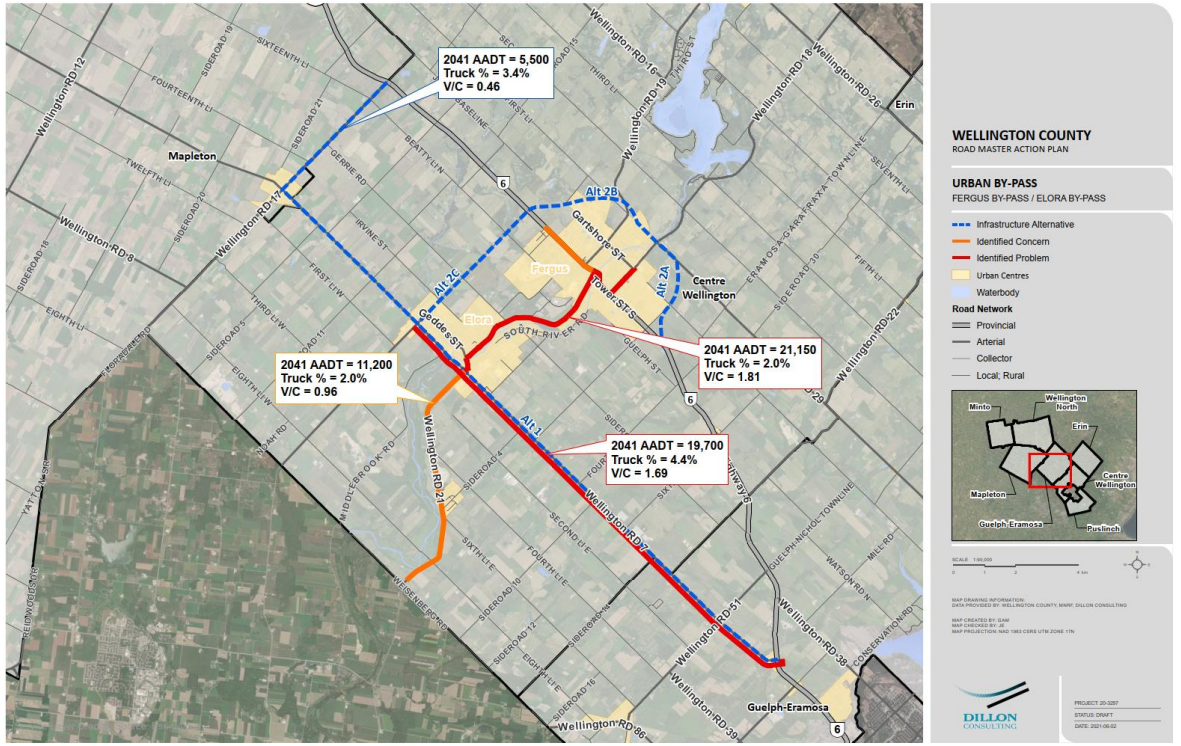
Fergus By-Pass / Elora By-Pass

Context

- Significant east-west travel along WR18 between Fergus and Elora
- Significant north-south travel along Hwy 6 through Fergus
- Trips already diverting in the network putting pressure on WR 7
- Potential for different by-pass alts address different issues

Problem Statement

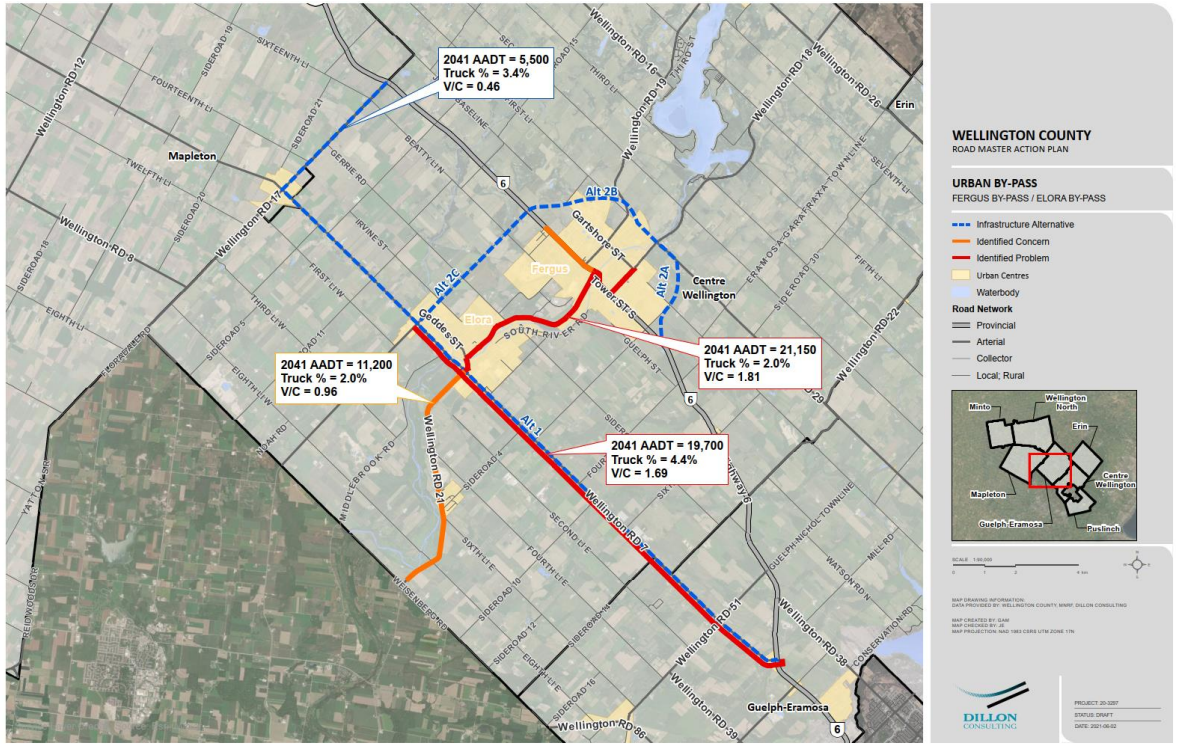
- WR 18 capacity issue from Salem to Hwy 6
  - Identified in 2017 DC and confirmed through RMAP Assessment
- High Volume of Truck Traffic on Hwy 6
  - 2019 Centre Wellington TMP
- Safety and Speed Concern
  - Identified as part of RMAP west of Scotland Street
- Noise exposure for sensitive receptors
  - Increased volume and activity by 2041 but within acceptable thresholds



Fergus By-Pass / Elora By-Pass [Continued]

Alternative Solutions

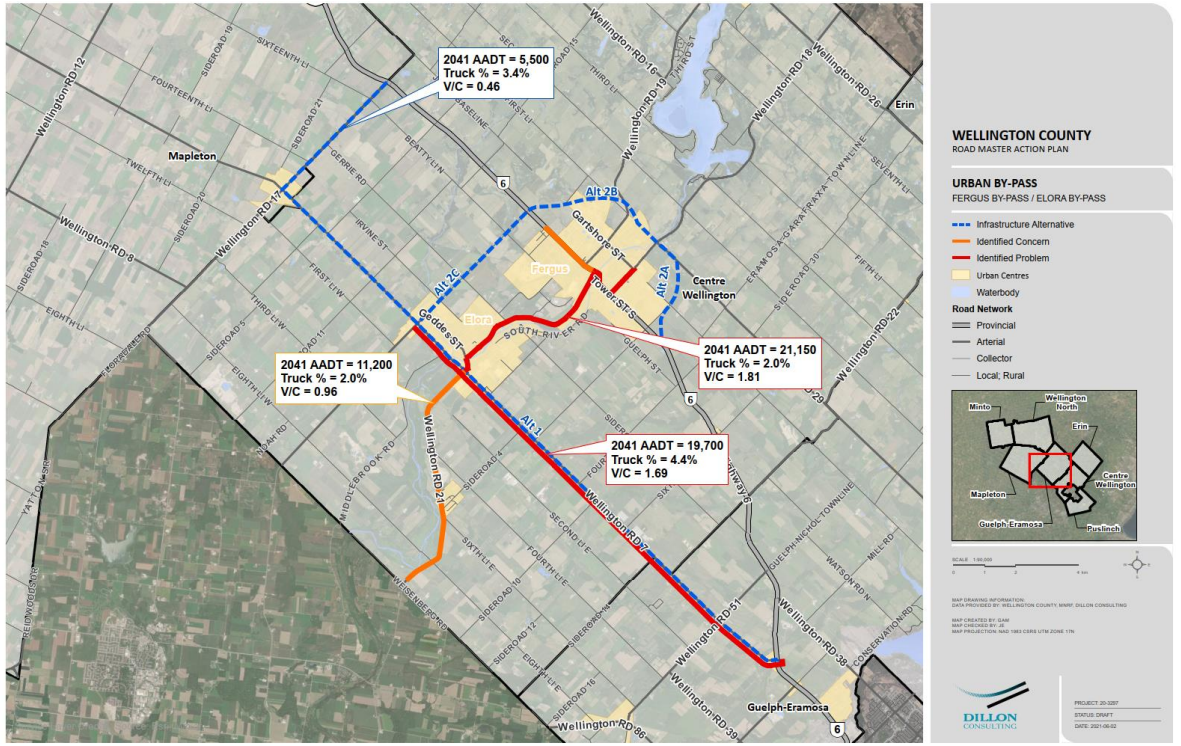
- Alt-1: WR17/WR7 By-Pass
  - Potentially resolves Hwy 6 issue re: trucks
  - WR 21 issue remains
- Alt-2 (A,B,C):
  - Full easterly by-pass resolves WR 21 and Hwy 6
  - New Crossing of Grand River – WR 29 extension to connect with Nichol Road 15
  - Truck issues likely to remain on Hwy 6
- Alt 2 (B,C)
  - Partial by-pass resolves WR 21
  - New Crossing of Grand River – WR 29 extension to connect with Nichol Road 15
  - Truck issues remain on Hwy 6
- Widening of WR-7 will result in some diversion away from WR 21



Fergus By-Pass / Elora By-Pass [Continued]

Preliminary Recommendation

- Implement WR17/WR7 truck by-pass signage – study required to identify mitigation of residual impacts
- Widen WR-7 to 2-lanes each direction, Salem to Hwy 6
- Widen sections of WR 18 between Kertland and Canrobert and between Hwy 6 and Scotland
- Protect opportunity to extend WR 29 across Grand River and East By-Pass of Anderson Street to connect with Nichol Rd 15 - Environment Assessment would ultimately be required
- Undertake detailed area study in coordination with Ministry to confirm area needs and the alternatives required to mitigate east-west and north south issues.



Evaluation and Preliminary Alternative Solution - WR 7 between Elora/Salem and the Highway 6 Junction

EVALUATION OF ALTERNATIVE SOLUTIONS: WELLINGTON ROAD 7 (between Elora and Highway 6 Junction) SUMMARY OF RESULTS		
CRITERIA GROUP	A. TSM	B. WIDEN EXISTNG
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

Preliminary Alternative Solution

- Expand Infrastructure
  - Provide additional 1 lane per direction Salem to Hwy 6 junction
- Additional technical study required
  - Review the impacts of potential use of WR 17/WR 7 as truck by-pass of Fergus / Elora on design elements of both roads

DILLON CONSULTING 75 YEARS

Evaluation and Preliminary Alternative Solution - WR 18 between WR 21 (Elora) and WR 43 (Fergus)

EVALUATION OF ALTERNATIVE SOLUTIONS:
WELLINGTON ROAD 18 (between WR 21 (Elora) and WR 43 (Fergus))
SUMMARY OF RESULTS

CRITERIA GROUP	A. TSM	B. WIDEN EXISTNG	C. NEW INFRASTRUCTURE
TRANSPORTATION	Good	Very Good	Very Good
NATURAL ENVIRONMENT	Very Good	Very Good	Very Good
CULTURAL ENVIRONMENT	Very Good	Very Good	Very Good
SOCIO - ECONOMIC ENVIRONMENT	Good	Very Good	Very Good
COST	Very Good	Good	Poor
	Very Good	Very Good	Good

Not Applicable Poor Good Very Good

Preliminary Alternative Solution

- TSM
  - Metcalfe to Kertland - Restrict parking and provide centre left turn lane
- Expand Infrastructure
  - Kertland to Canrobert - provide additional 1 lane per direction
  - Hwy 6 to WR 43 - provide additional 1 lane per direction

DILLON CONSULTING 75 YEARS

Evaluation and Preliminary Alternative Solution - WR 32 between WR 124 and Highway 7

EVALUATION OF ALTERNATIVE SOLUTIONS: WELLINGTON ROAD 32 (between WR 124 and Highway 7) SUMMARY OF RESULTS		
CRITERIA GROUP	A. TSM	B. WIDEN EXISTNG
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
	Very Good	Very Good

Not Applicable | Poor | Good | Very Good

Preliminary Alternative Solution

- TSM
  - Formalize/widen shoulders
  - Provide localized improvements (auxiliary turn lanes) south of Speedsvale for Mosborough Market accesses
- Monitor

Evaluation and Preliminary Alternative Solution (Approved EA) - WR 46 between Maltby Road and WR 34

EVALUATION OF ALTERNATIVE SOLUTIONS: WELLINGTON ROAD 46 (between Maltby Road and WR 34) SUMMARY OF RESULTS			
CRITERIA GROUP	A. TSM	B. WIDEN EXISTNG	C. USE / IMPROVE PARALLEL INFRASTRUCTURE
TRANSPORTATION	Good	Very Good	Good
NATURAL ENVIRONMENT	Very Good	Very Good	Very Good
CULTURAL ENVIRONMENT	Very Good	Very Good	Good
SOCIO - ECONOMIC ENVIRONMENT	Good	Very Good	Very Good
COST	Very Good	Good	Poor
	Very Good	Very Good	Good

Not Applicable | Poor | Good | Very Good

Preliminary Alternative Solution

- Expand Infrastructure
- Provide additional 1 lane per direction

Evaluation

- Evaluation completed confirms Environmental Assessment that undertook more detailed analysis as required by MCEA Process.

Preferred Solution

- Per recommendations from approved Gordon Street Wellington Road 46 Environmental Assessment

DILLON CONSULTING 75 YEARS

Evaluation and Preliminary Alternative Solution (Approved EA)- WR 124 between Region of Waterloo and City of Guelph Boundaries

Evaluation

- Evaluation not completed as current Environmental Assessment has undertaken more detailed analysis as required by MCEA Process.

Preferred Solution

- Per recommendations from approved Wellington Road 124 Environmental Assessment

Evaluation and Preliminary Alternative Solution - WR 21 between WR7 (Elora) and the Region of Waterloo Boundary

EVALUATION OF ALTERNATIVE SOLUTIONS:
WELLINGTON ROAD 21 (between WR7 (Elora) and the Region of Waterloo Boundary)
SUMMARY OF RESULTS

CRITERIA GROUP	A. TSM	B. WIDEN EXISTNG
TRANSPORTATION	Good	Very Good
NATURAL ENVIRONMENT	Very Good	Very Good
CULTURAL ENVIRONMENT	Very Good	Very Good
SOCIO - ECONOMIC ENVIRONMENT	Good	Good
COST	Very Good	Poor
	Very Good	Good

Not Applicable | Poor | Good | Very Good

Preliminary Alternative Solution

- TSM
  - Formalize, widen and pave, shoulders
- Monitor

DILLON CONSULTING 75 YEARS

Evaluation and Preliminary Alternative Solution - WR 86 between WR 10 and WR 85

EVALUATION OF ALTERNATIVE SOLUTIONS: WELLINGTON ROAD 86 (between WR 10 and WR 85) SUMMARY OF RESULTS		
CRITERIA GROUP	A. TSM	B. WIDEN EXISTNG
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	Poor
	Very Good	Good

Not Applicable | Poor | Good | Very Good

Preliminary Alternative Solution

- TSM
  - Formalize, widen and pave, shoulders
  - Provide auxiliary left turn lanes in Dorking
- Monitor

DILLON CONSULTING 75 YEARS

Preliminary Recommendations – Future 2041 Capacity Issues

1. **Wellington Road 7** between Elora/Salem and the Highway 6 junction
   - Expand Infrastructure - Provide additional 1 lane per direction Salem to Hwy 6 junction
   - Additional technical study required - Review the impacts of potential use of WR 17/WR 7 as truck by-pass of Fergus/Elora on design elements of both roads

2. **Wellington Road 18** between Wellington Road 21 (Elora) and Wellington Road 43 (Fergus)
   - TSM - Metcalfe to Kertland - Restrict parking and provide centre left turn lane
   - Expand Infrastructure - Kertland to Canrobert - provide additional 1 lane per direction ; Hwy 6 to WR 43 - provide additional 1 lane per direction

3. **Wellington Road 32** between Wellington Road 124 and Highway 7
   - TSM - Formalize/widen shoulders; Provide localized improvements (auxiliary turn lanes) south of Speedsvale for Mosborough Market accesses
   - Monitor

Preliminary Recommendations – Future 2041 Capacity Issues [Cont'd]

4. **Wellington Road 46** between Maltby Road and Wellington Road 34
   - Expand Infrastructure - Provide additional 1 lane per direction
   - Per recommendations from approved Gordon Street Wellington Road 46 Environmental Assessment

5. **Wellington Road 124** between the Region of Waterloo boundary limits and the City of Guelph boundary limits
   - Per recommendations from approved Wellington Road 124 Environmental Assessment

6. **Wellington Road 21** between Wellington Road 7 (Elora) and the Region of Waterloo boundary limits
   - TSM - Formalize, widen and pave, shoulders
   - Monitor

7. **Wellington Road 86** between Wellington Road 10 and Wellington Road 85
   - TSM - Formalize, widen and pave, shoulders; Provide auxiliary left turn lanes in Dorking
   - Monitor

Preliminary Recommendations By-Pass Locations

- **Fergus / Elora By-Pass**
  - Implement WR17/WR7 truck by-pass signage – study required to identify mitigation of residual impacts
  - Widen WR-7 to 2-lanes each direction, Salem to Hwy 6
  - Widen sections of WR 18 between Kertland and Canrobert and between Hwy 6 and Scotland
  - Protect opportunity to extend WR 29 across Grand River and East By-Pass of Anderson Street to connect with Nichol Road 15 - Environment Assessment would ultimately be required
  - Undertake detailed area study in coordination with Ministry and local municipalities to confirm area needs and the alternatives required to mitigate east-west and north south issues.

Next Steps

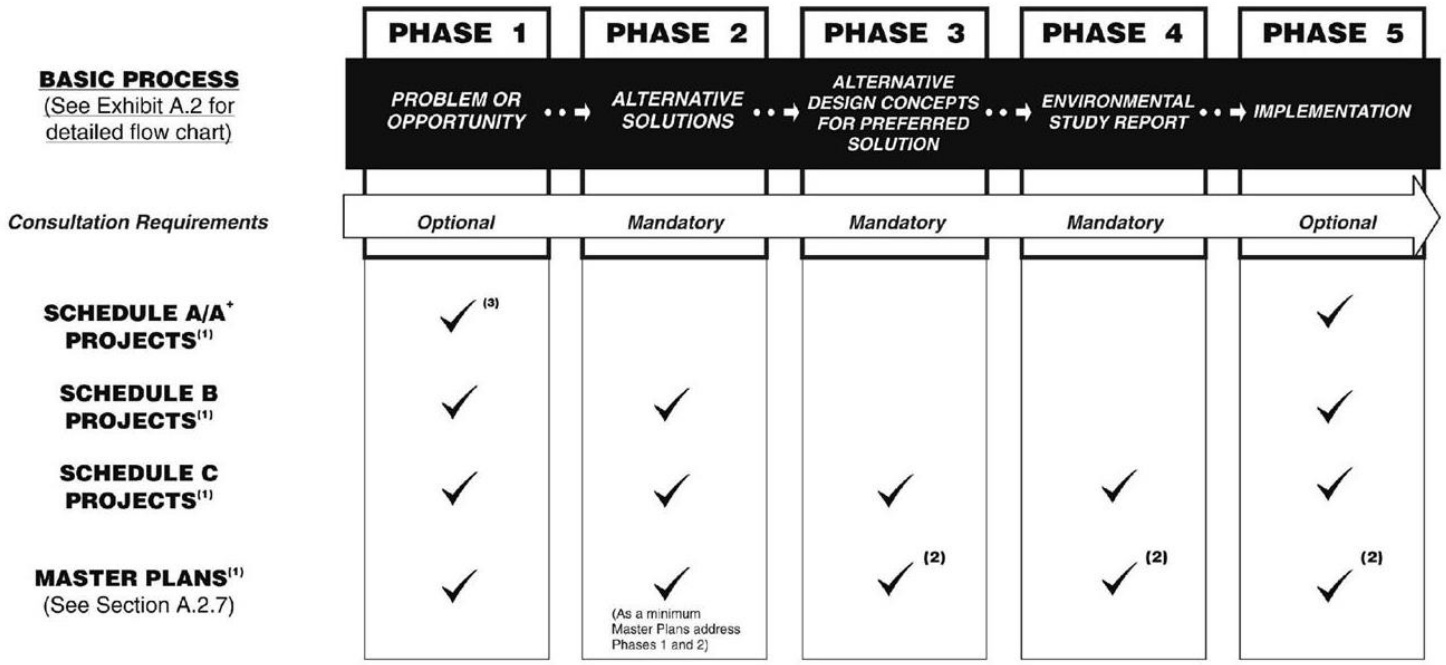
Master Plan and MCEA Process

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. The Master Plan document is prepared at the conclusion of Phases 1 and 2 of the Municipal Class EA process.

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.

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

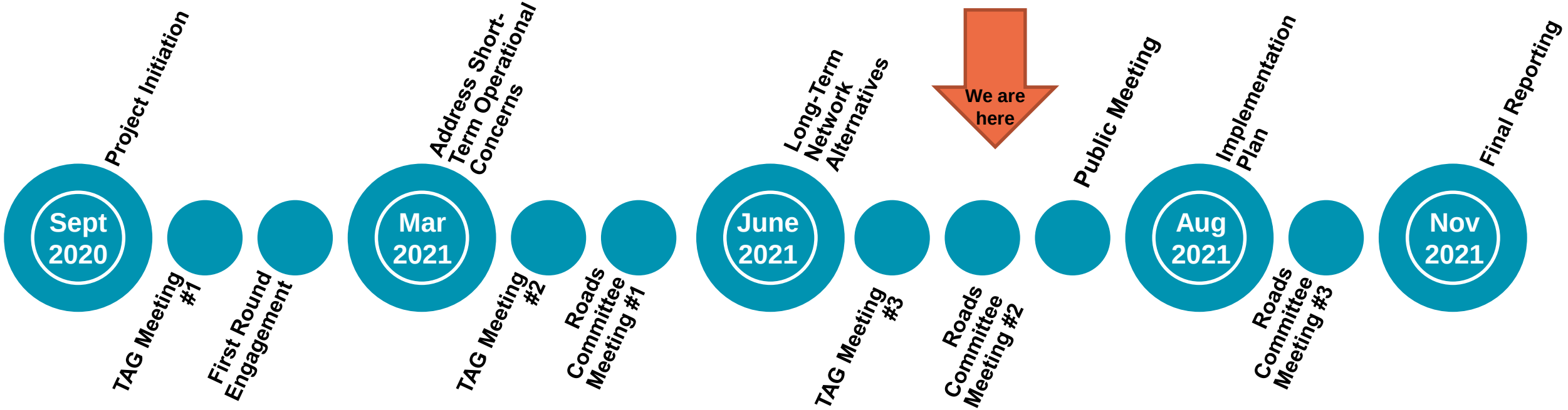
(3) For Schedule A+ projects, public to be advised. See Section A.1.2.2.

DILLON CONSULTING 75 YEARS

Next Steps

- Complete Evaluation of Alternatives
- Select Preferred Solutions
- Engage with Community and Seek Feedback
- Refine Strategic Level Costs for Preferred Solution
- Identify Priorities
- Develop Implementation Plan
- Identify Project Schedule (A, B or C) and identified future studies required (i.e. Environmental Assessment, Detailed Design)

Next Steps


Sept 2020
Project Initiation
TAG Meeting #1
First Round Engagement
Mar 2021
Address Short-Term Operational Concerns
TAG Meeting #2
Roads Committee Meeting #1
June 2021
Long-Term Network Alternatives
TAG Meeting #3
We are here
Roads Committee Meeting #2
Public Meeting
Aug 2021
Implementation Plan
Roads Committee Meeting #3
Nov 2021
Final Reporting

Thank you
Questions?

Dennis Kar – dkar@dillon.ca

Paul Bumstead – pbumstead@dillon.ca