COUNTY ROADS

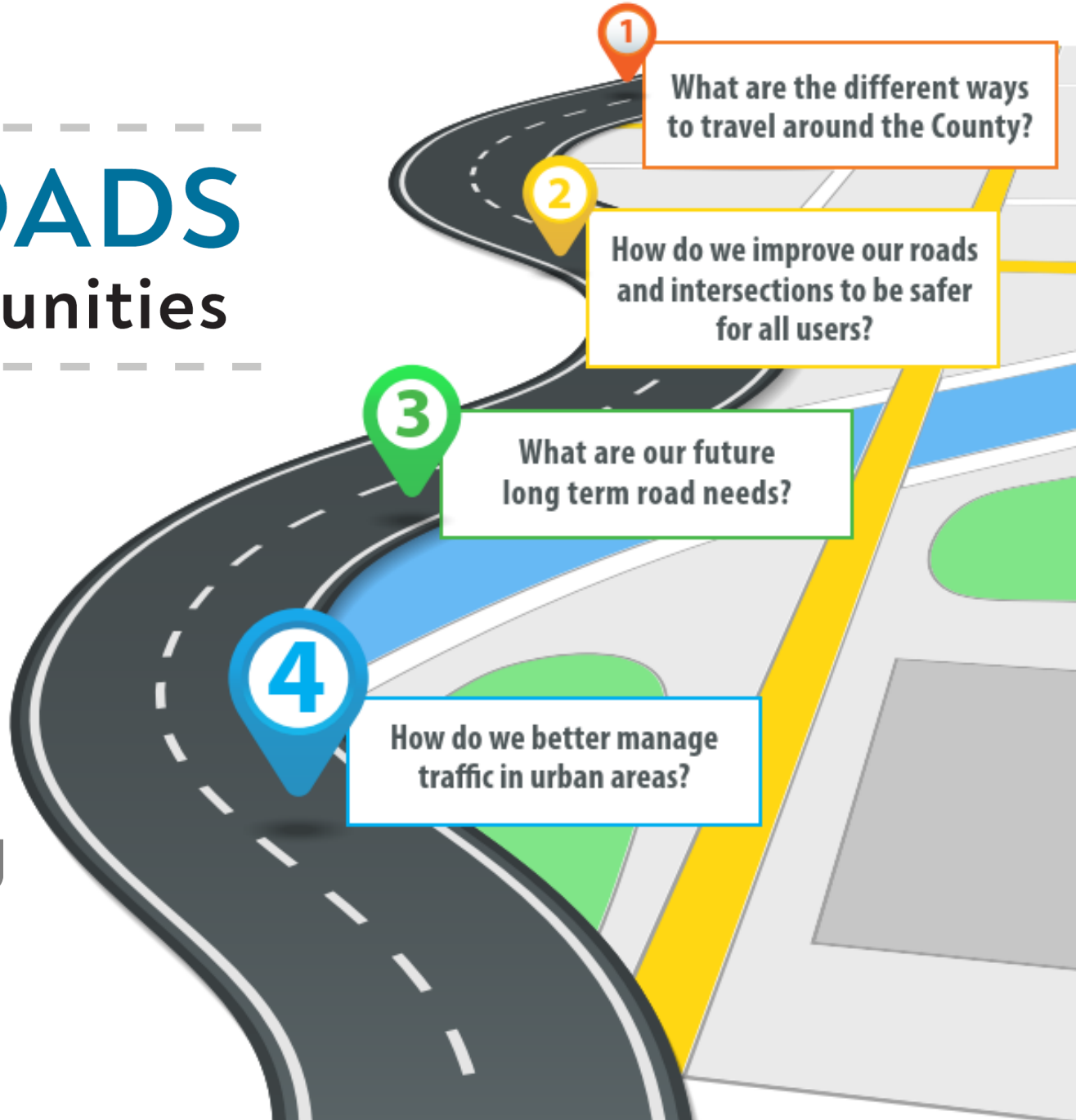
Connecting Communities

WELCOME!

Online Community Meeting

Thursday June 17th, 2021

7:00 p.m. - 8:30 p.m.



Agenda

- Welcoming Remarks and Housekeeping
- Presentation
- Q&A
- Discussion Activity – Breakout Rooms
- Closing

Meeting Guide

Project overview

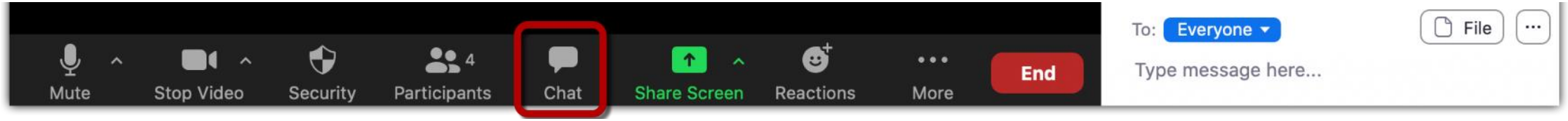
Approach and key recommendations

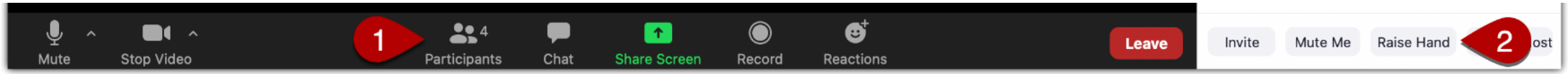
Participants will be on mute during the main session

Use the chat bar to ask questions

Q/A at the end of the Presentation followed by an Activity Session for a more focused discussion

Meeting Guide

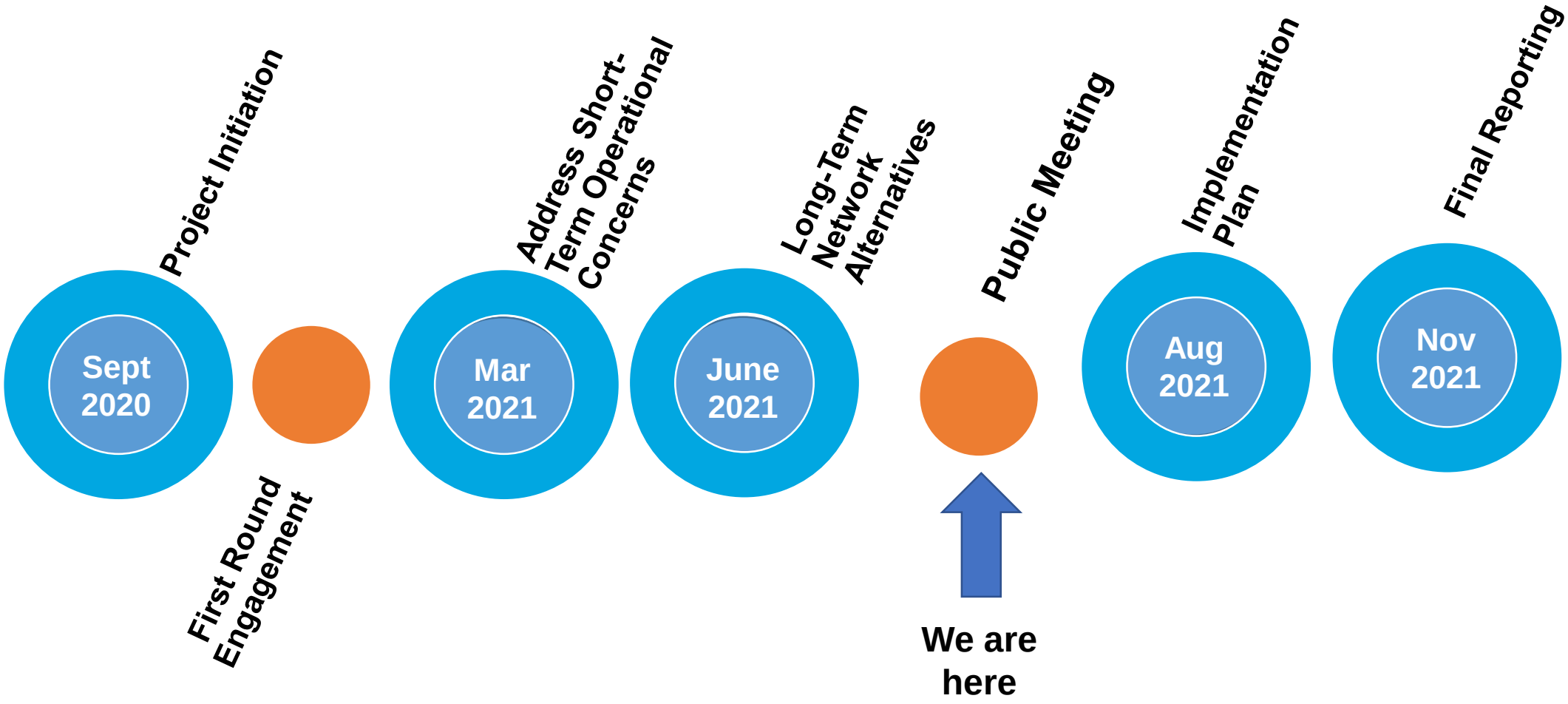




Purpose of the RMAP

1. Long-term road network to support population and employment growth
2. Focus on speed management, road safety, and the role and function of urban main streets
3. Identifies future of transit
4. Integrates with other transportation planning and policy efforts within the County, in adjacent municipalities and the broader region
5. Links to future Development Charges Background Study, corporate asset management, and Official Plan Review

Project Timeline



VISION

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

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 in 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

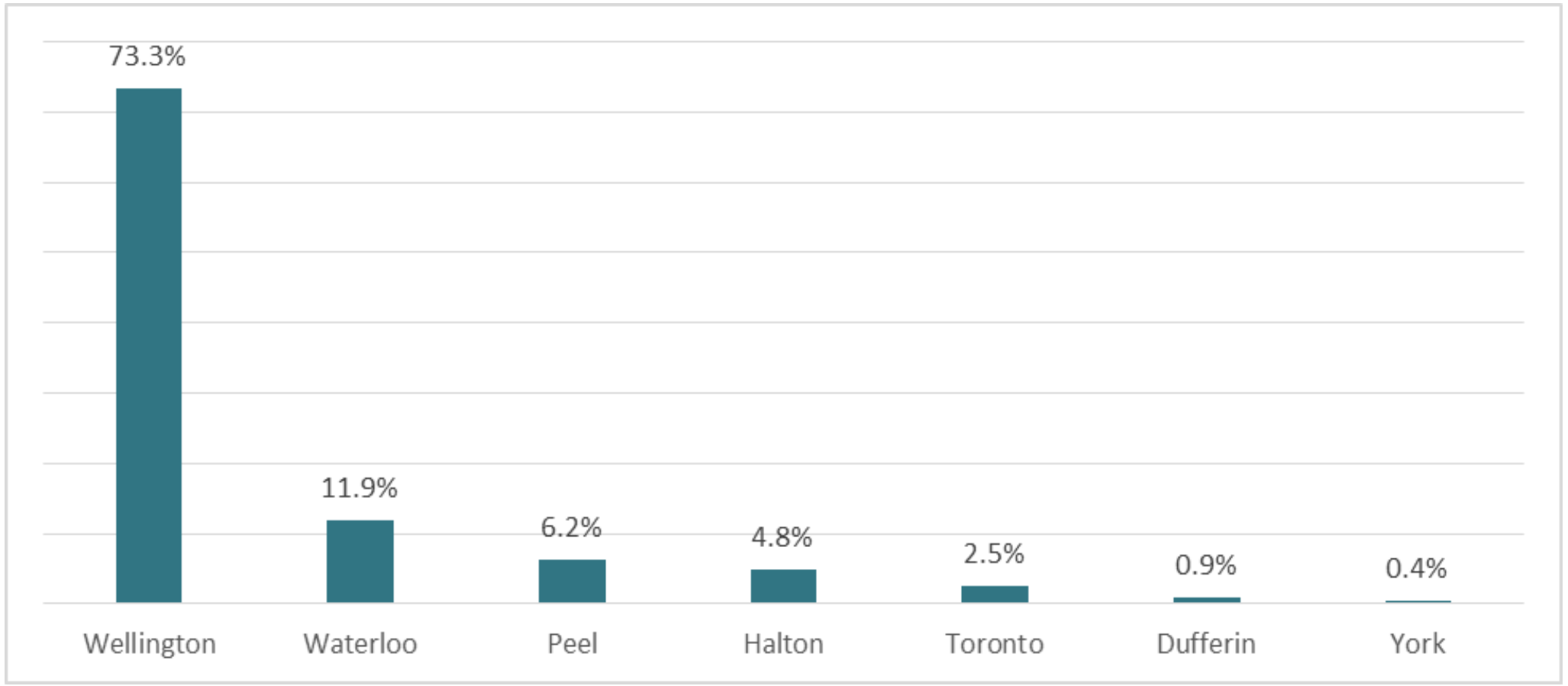
How do we move on County Roads today?

Current Travel Modes

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%

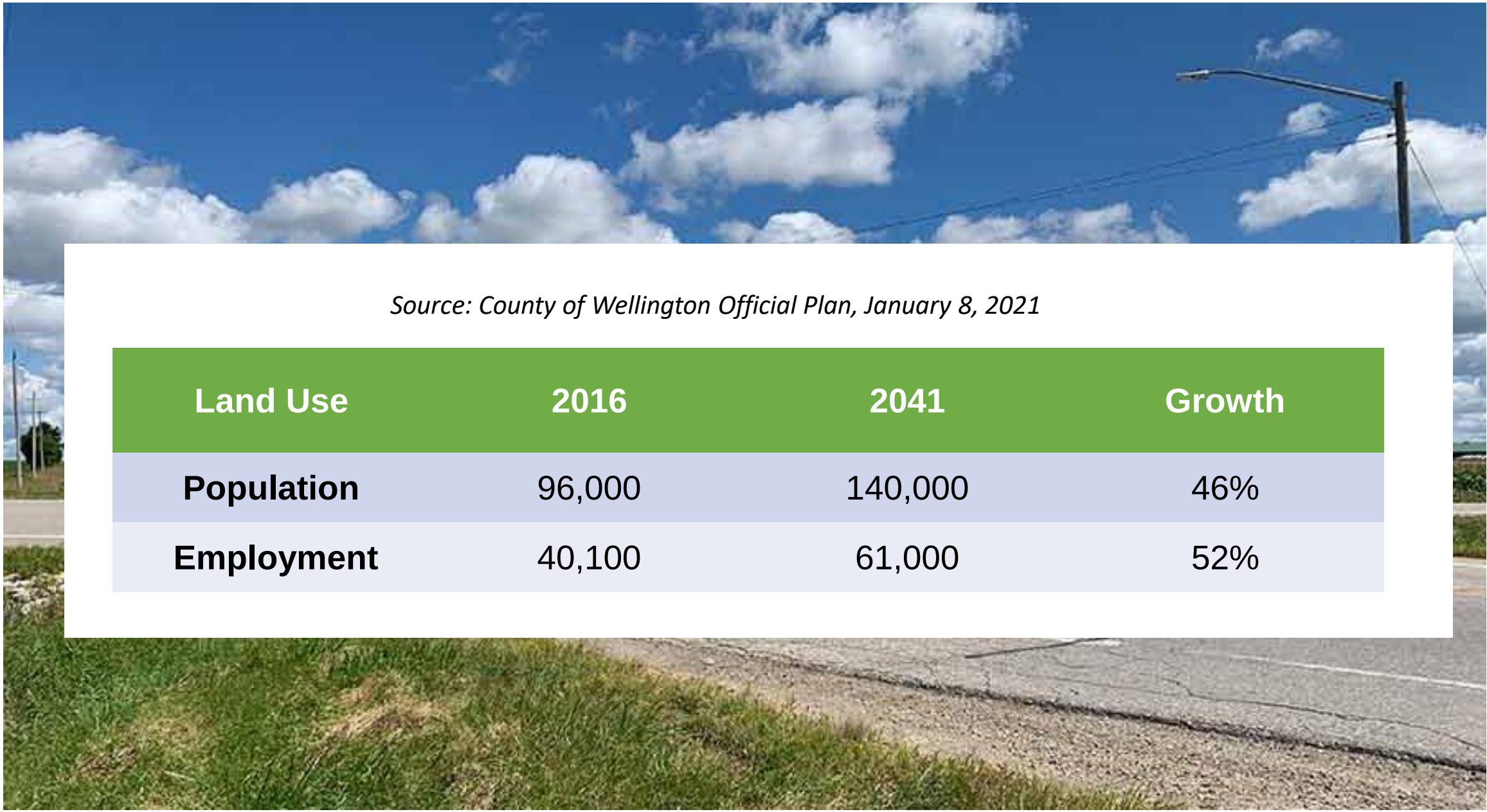
Current Travel Modes

Destinations for Daily Trips Originating in Wellington County



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

How will we move on County Roads by 2041?



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%

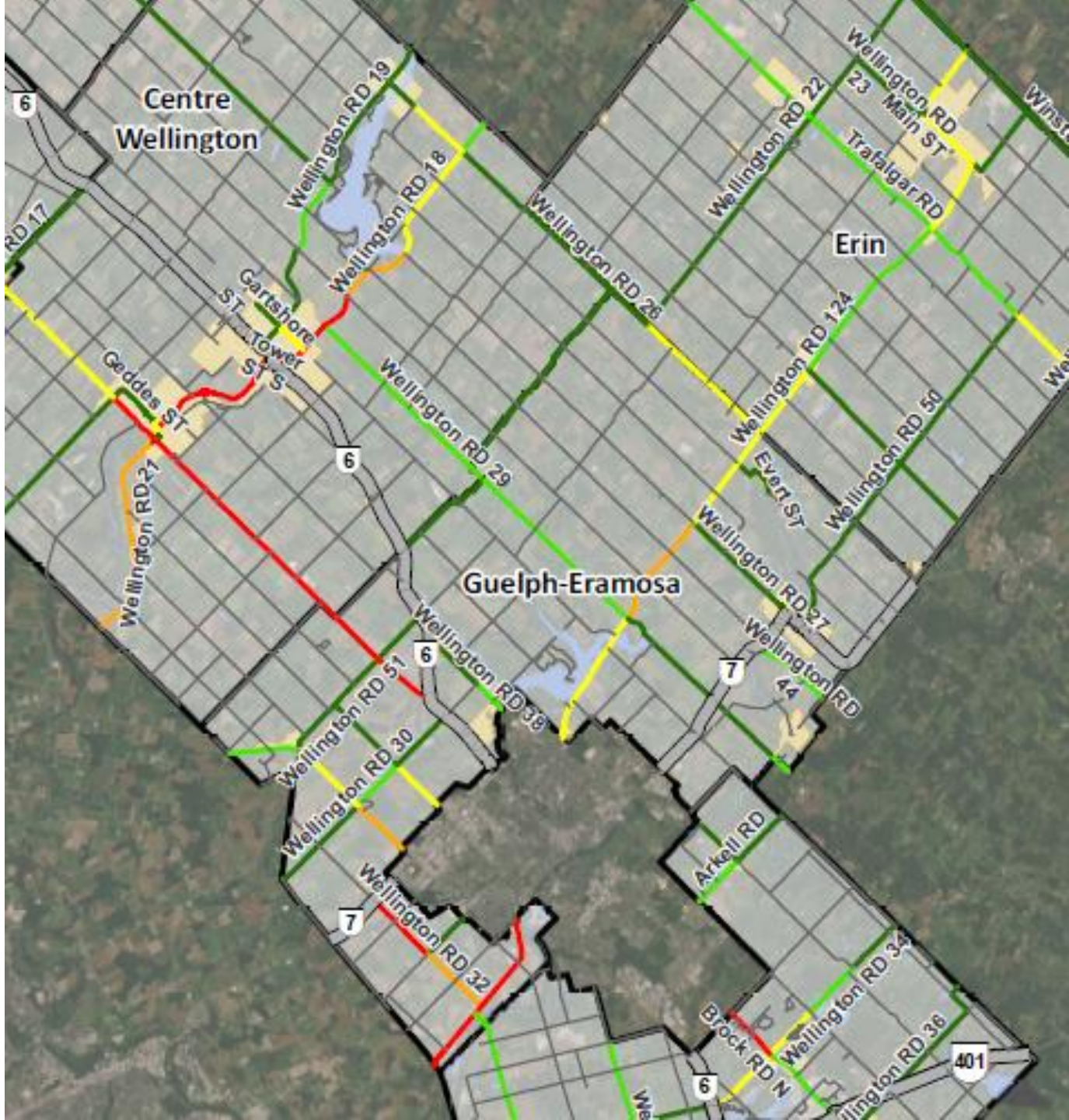
Key Areas with Travel Time Concerns - 2041

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

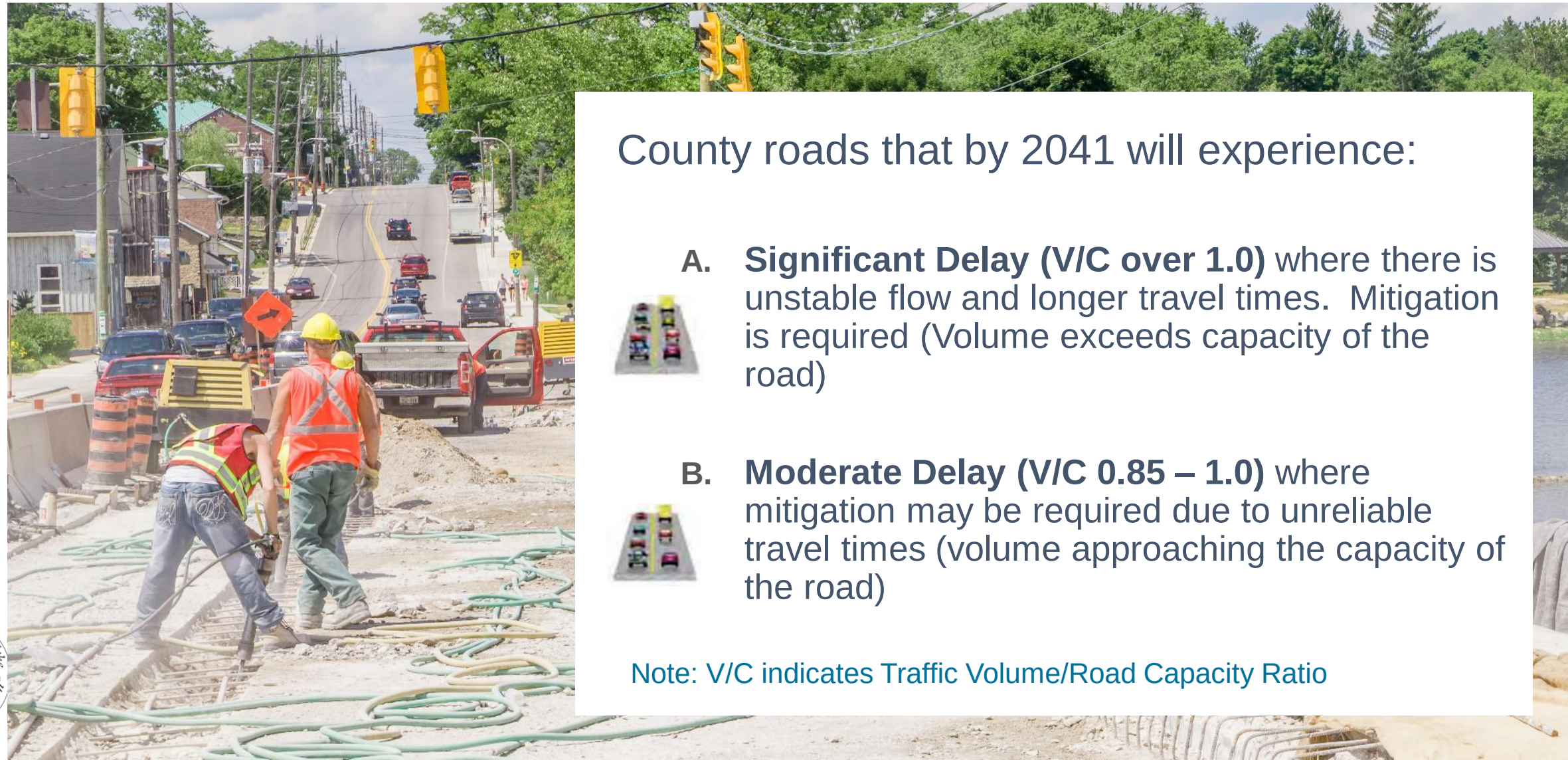
Road Network

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



What are the key issues for the RMAP to address?

How Do We Identify a 'Problem'?



County roads that by 2041 will experience:

A. **Significant Delay (V/C over 1.0)** where there is unstable flow and longer travel times. Mitigation is required (Volume exceeds capacity of the road)

B. **Moderate Delay (V/C 0.85 – 1.0)** where mitigation may be required due to unreliable travel times (volume approaching the capacity of the road)

Note: V/C indicates Traffic Volume/Road Capacity Ratio

What Happens if We Do Nothing?

Future County roads will experience:

- Delays to travelers – results in decreased mobility; increased vehicle operating costs (e.g. fuel); increased speeding on other roads to make up for lost time.
- Diversion of vehicles to local roads – local roads are not designed for high volume of vehicles. Can result in safety issues for vehicles and residents and increased maintenance/improvement costs
- Increased out of way travel – results in increased vehicle operating costs (e.g. fuel); increased vehicle emissions

Identified Problems – By 2041

Exceed Practical Capacity by 2041 (Significant Delay)

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 (Moderate Delay)

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

Identified List of Solutions

Travel Demand Management (TDM)

- Modify travel behaviour
- Reduce vehicle use – (shift to other modes)

Potential Impact: LOW

Transportation System Management (TSM)

- Optimize infrastructure to improve performance
- Improve the quality of the roadway (e.g. road surface, pave shoulders
- Use of technology (e.g. traffic signal coordination)
- Add turning lanes

Potential Impact: MEDIUM

Increase the Supply of Transportation Infrastructure

- Expand existing infrastructure (e.g. widen roads)
- Add new infrastructure (e.g. create new road)

Potential Impact: HIGH

How do we determine the right solution for each area of concern?

Evaluation Factor Groups

- Transportation
- Natural Environment
- Cultural Environment
- Socio-Economic Environment
- Cost

Transportation Criteria

Support Project Vison 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

Natural Environment Criteria

Support Project Vison 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

Cultural Environment Criteria

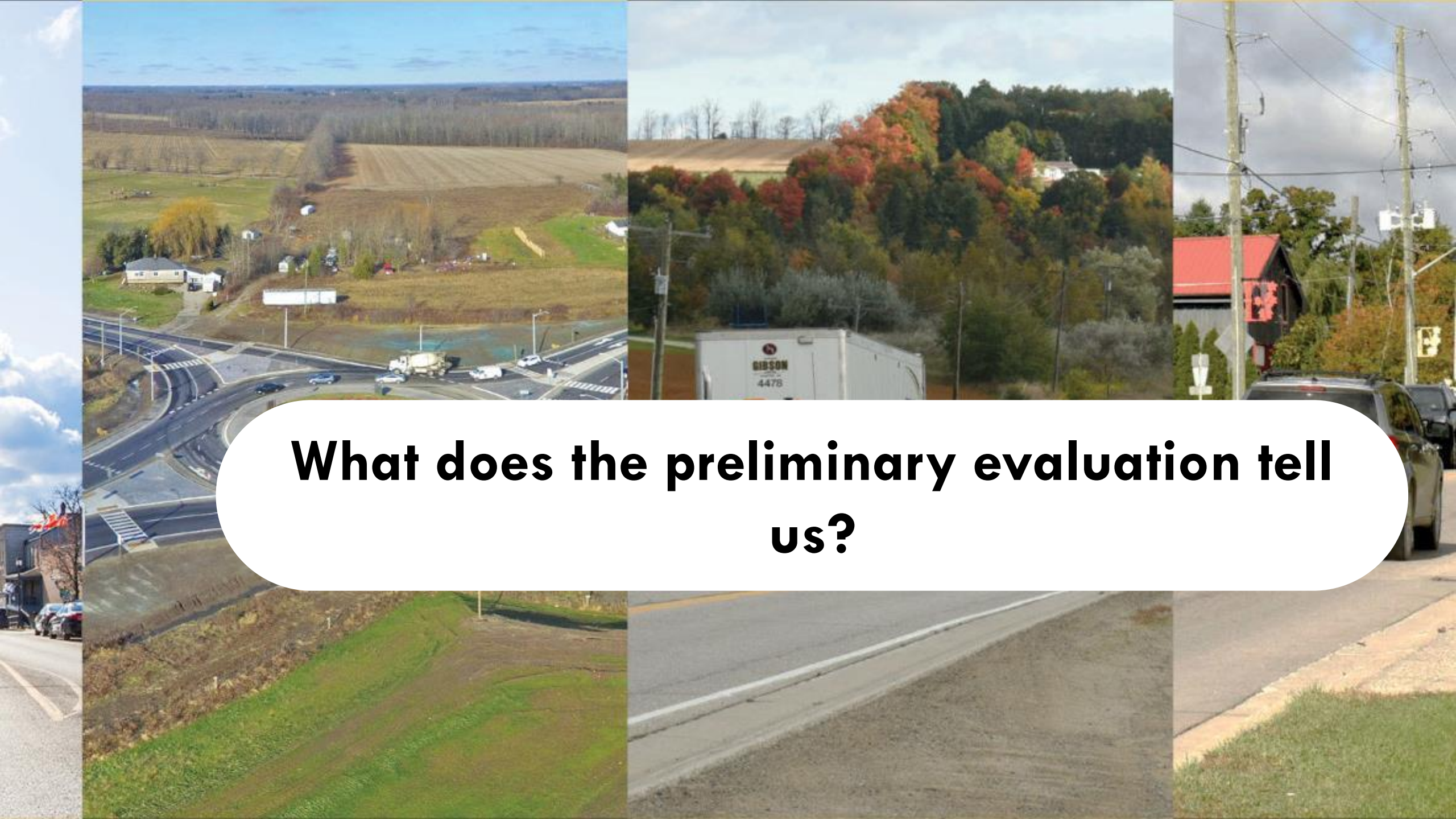
Support Project Vison and Goals	Criteria
1. Create a Culture of Collaboration with Municipal Stakeholders where the County Transportation Network Intersects with Areas of Local Importance 2. Develop Transparent Policy Tools that Guide Investment Decisions in the Transportation Network	Heritage Property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

Socio-Economic Environment Criteria

Support Project Vison 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

Cost Criteria

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



What does the preliminary evaluation tell us?

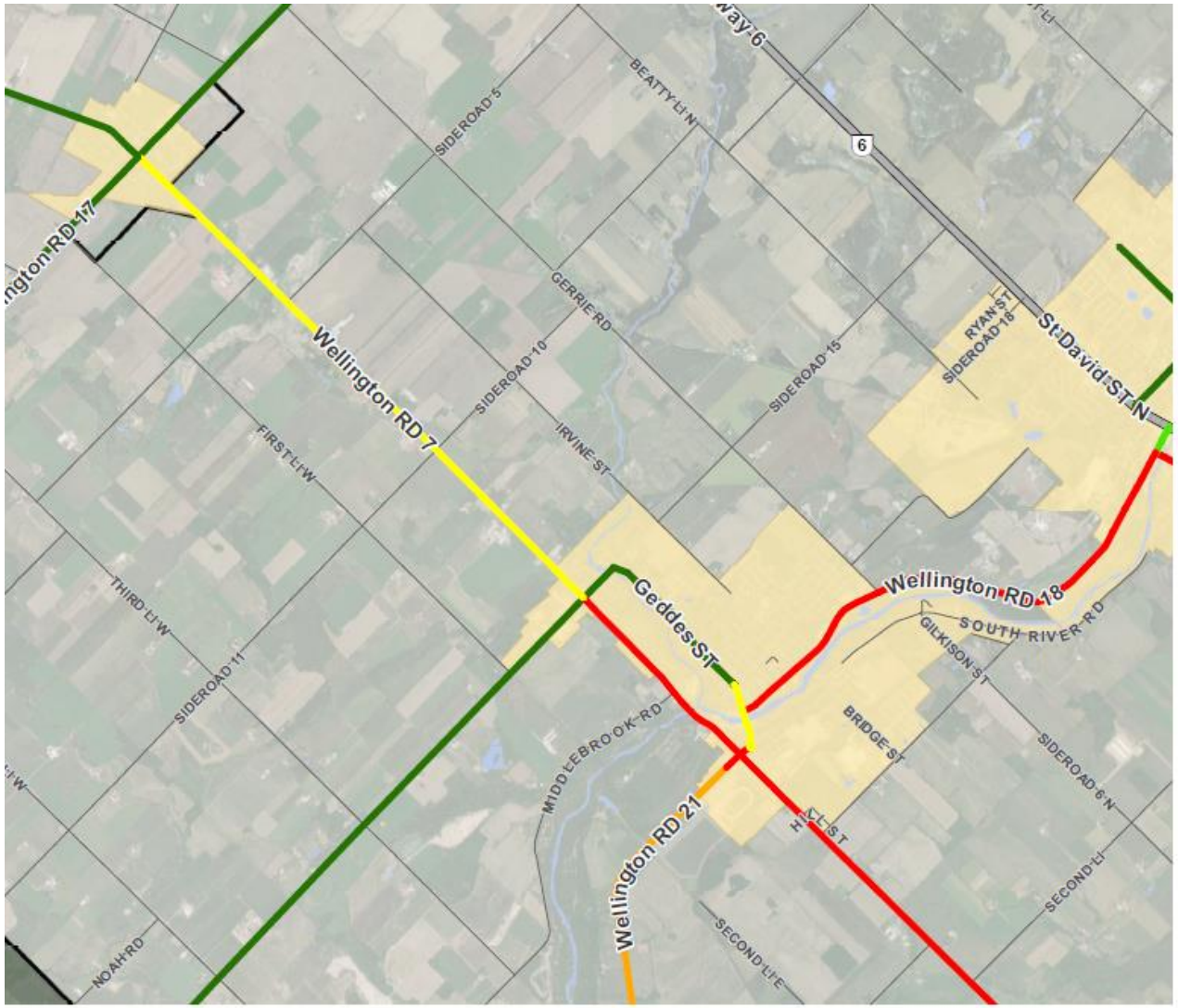
Area of Concern 1: WR 7 between Elora/Salem and the Highway 6 Junction

Problem Statement

- Projected to be well over capacity by 2041 (Significant Delay)

Opportunities

- Expand Infrastructure
  - Road widening, add 1 lane per direction
- Add Infrastructure
  - Opportunities to add/improve parallel capacity limited



Status Previously Identified in Development Charges

Area of Concern 1: W.R. 7 between Elora/Salem and the Highway 6 Junction

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

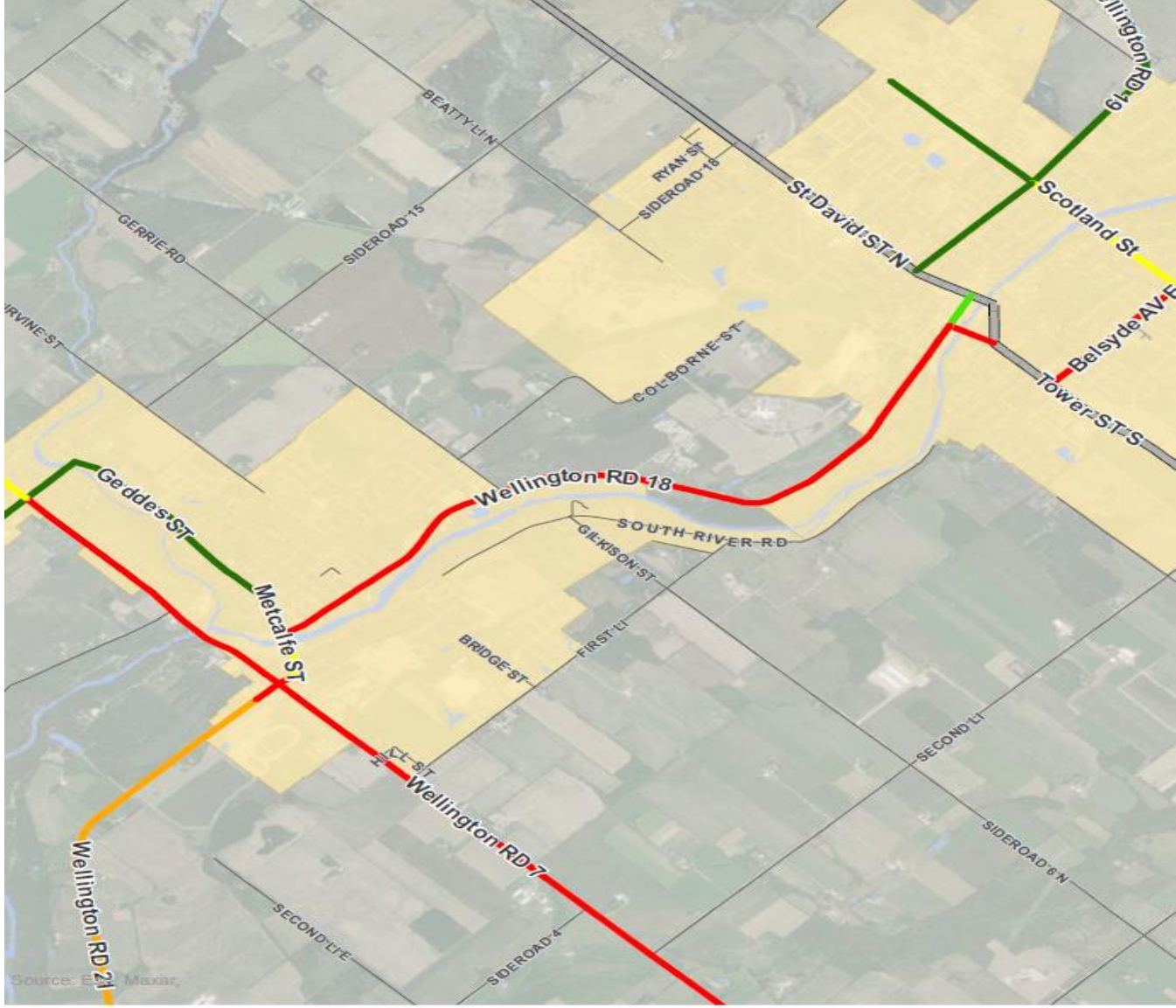
Preliminary Alternative Solution

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

Area of Concern 2: W.R. 18 between W.R. 21 (Elora) and W.R. 43 (Fergus)

Problem Statement

- Projected to be well over capacity by 2041 (Significant Delay)
- Near capacity between Highway 6 and W.R. 43 (Scotland Street) (Moderate to Significant Delay)

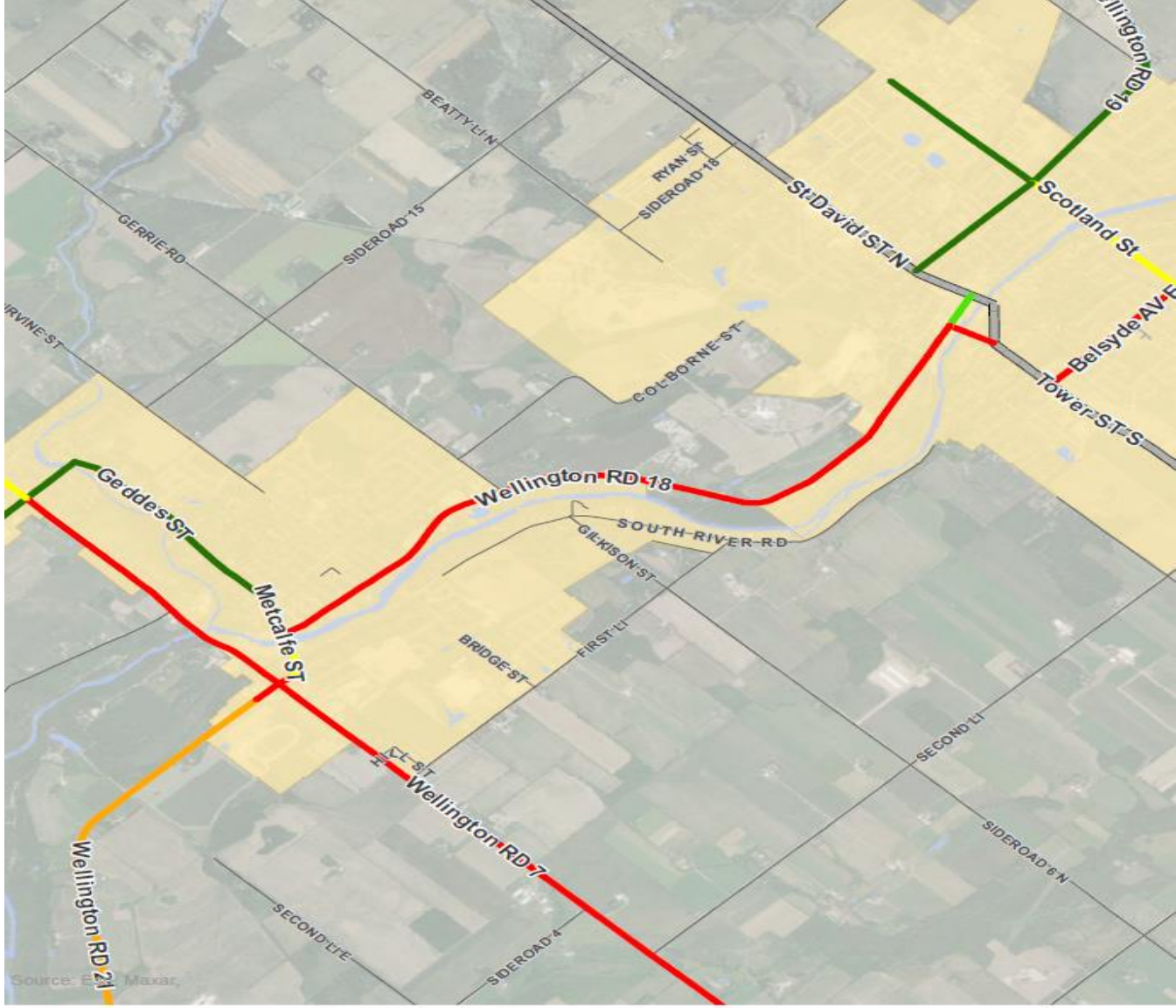


Status Previously Identified in Development Charges

Area of Concern 2: W.R. 18 between W.R. 21 (Elora) and W.R. 43 (Fergus)

Opportunities

- Transportation System Management
  - Modifying within the existing corridors (new turning lanes, repurpose pavement, etc.)
- Expand Infrastructure
  - Add 1 lane per direction between Elora and Fergus
  - Add 1 lane per direction between Highway 6 and W.R. 43
- Add Infrastructure
  - New north-south by-pass to address Highway 6 constraint
  - New east west by-pass to address W.R. 18 constraint



Status Previously Identified in Development Charges

Area of Concern 2: W.R. 18 between W.R. 21 (Elora) and W.R. 43 (Fergus)

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

Area of Concern 2: W.R. 18 between W.R. 21 (Elora) and W.R. 43 (Fergus)

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

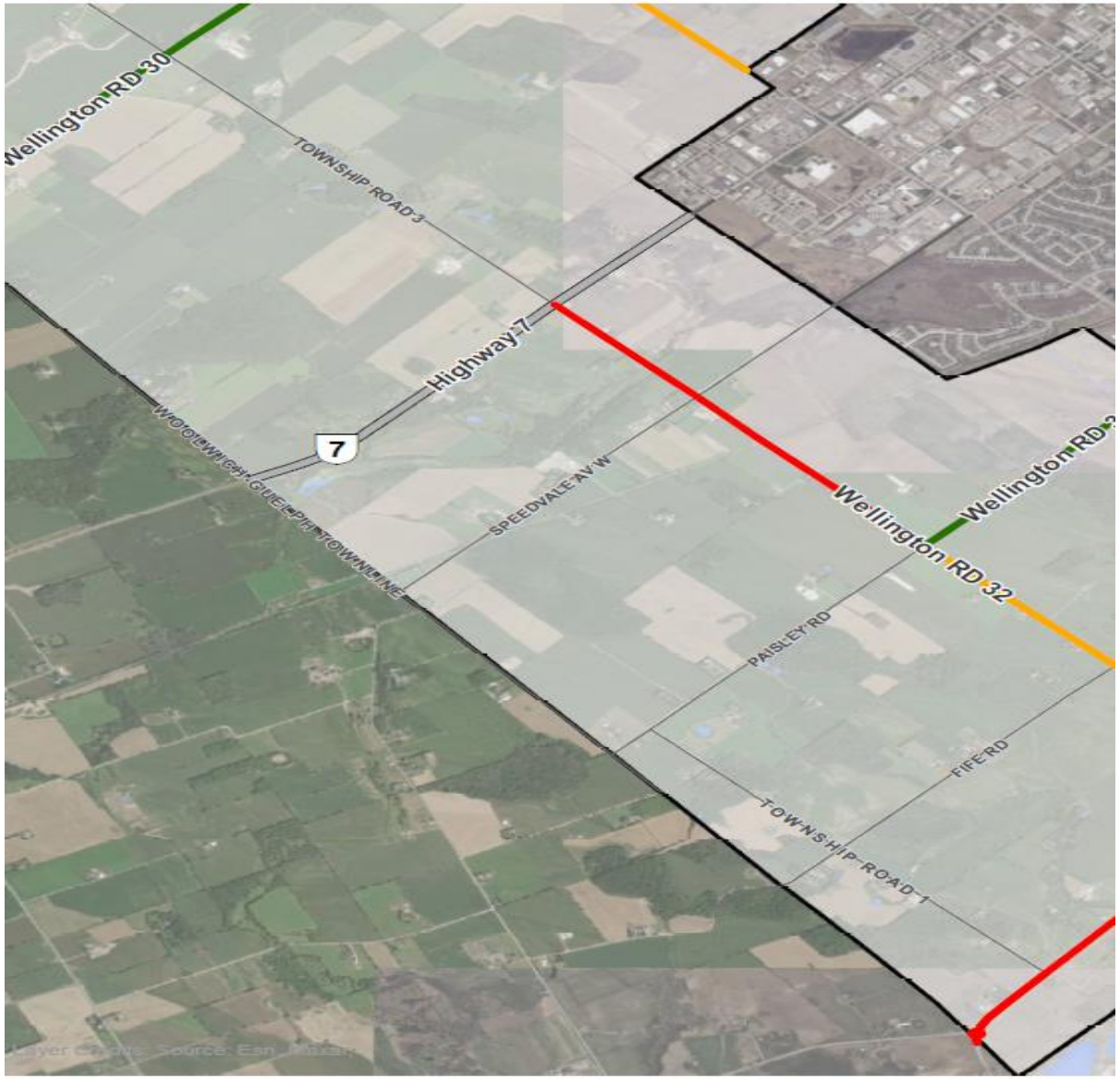
Area of Concern 3: W.R. 32 between W.R. 124 and Highway 7

Problem Statement

- Over capacity by 2041
- Critical link identified is south of Speedsvale Road, adjacent to Mosborough Market

Opportunities

- Transportation System Management
  - Widen / formalize shoulders
- Expand Infrastructure
  - Road widening, add 1 lane per direction
- Add Infrastructure
  - Opportunities to add/improve parallel capacity limited



Status Previously Identified in Development Charges

Area of Concern 3: W.R. 32 between W.R. 124 and Highway 7

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

- Transportation System Management
  - Pave/widen shoulders
  - Provide localized improvements (auxiliary turn lanes) south of Speedsvale for Mosborough Market accesses
- Monitor

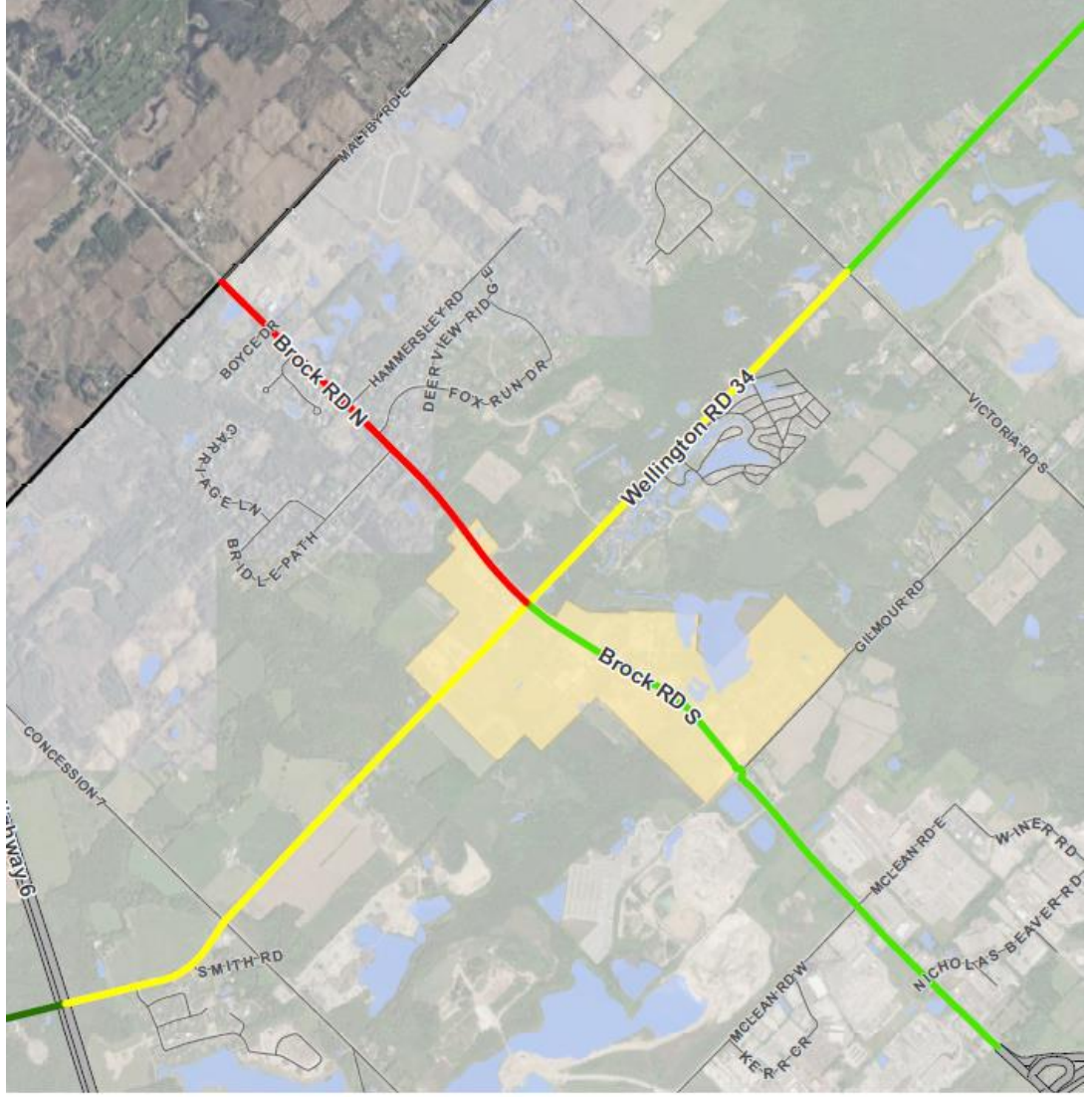
Area of Concern 4: W.R. 46 between Maltby Road and W.R. 34

Problem Statement

- Over capacity by 2041

Opportunities

- Transportation System Management
  - Improve cycling and pedestrian access with bike lanes and wider sidewalks
- Expand Infrastructure
  - Road widening – add 1 lane per direction (two to four) between Maltby Road and W.R. 34 (four lanes already exists between W.R. 34 and McLean Road)
- Add Infrastructure
  - Potential improvements to parallel roads not under County jurisdiction (MTO, Puslinch)



Status

Previously Identified in Development Charges

Consistent with finding of EA and Guelph Wellington Transportation Study

Area of Concern 4: W.R. 46 between Maltby Road and W.R. 34

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

Area of Concern 4: W.R. 46 between Maltby Road and W.R. 34

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 M.C.E.A. Process.

Preferred Solution

- Per recommendations from approved Gordon Street W.R. 46 Environmental Assessment

Area of Concern 5: W.R. 124 between Region of Waterloo and City of Guelph Boundaries

Problem Statement

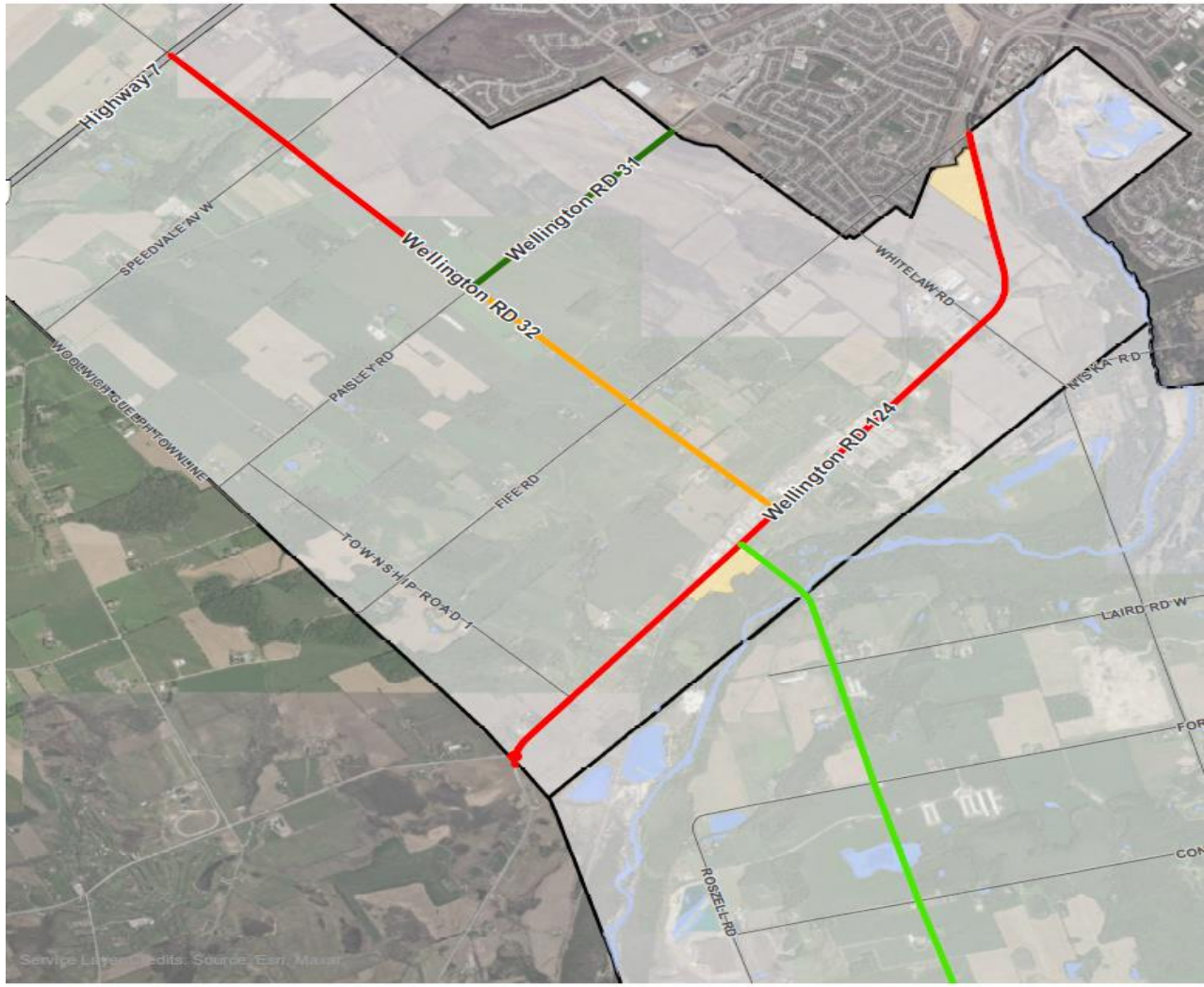
- Projected to be well over capacity by 2041

Evaluation

- Evaluation not completed as current Environmental Assessment has undertaken more detailed analysis as required by M.C.E.A. Process

Preferred Solution

- Per recommendations from approved Wellington Road 124 Environmental Assessment



Status

Consistent with finding of Wellington Road 124 E.A. 2019, and 2005 Guelph Wellington Transportation Study

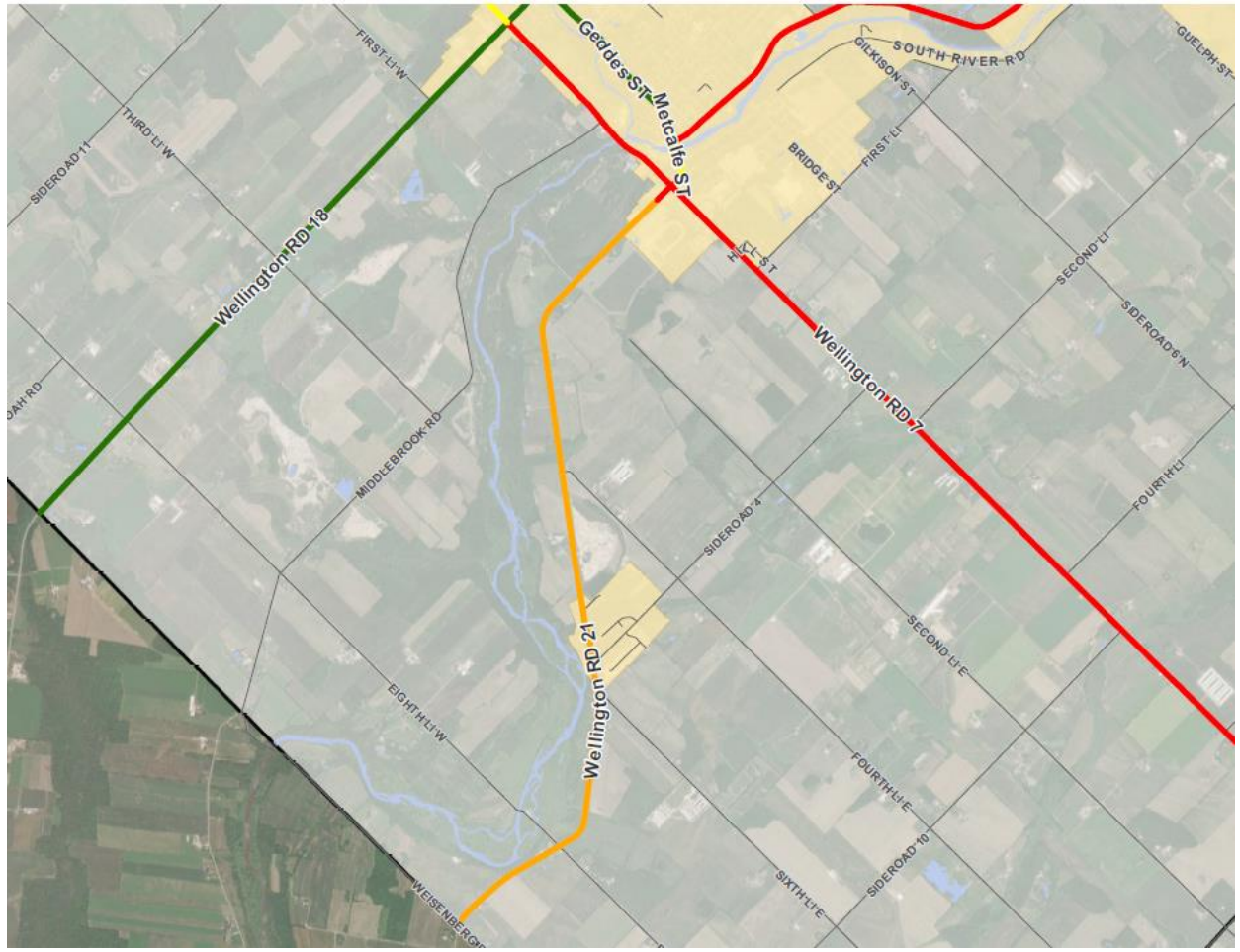
Area of Concern 6: W.R. 21 between W.R. 7 (Elora) and the Region of Waterloo Boundary

Problem Statement

- Anticipated to reach capacity by 2041

Opportunities

- Transportation System Management
  - Urbanize corridor to support cycling and pedestrian access
  - Develop strategy (signage) to promote alternative use of existing parallel facility (W.R. 18)
- Expand Infrastructure
  - Road widening – add 1 lane per direction
- Add Infrastructure
  - Potential benefit of with W.R. 7 widening / Elora-Fergus By-Pass



Status Previously Identified in Development Charges

Area of Concern 6: W.R. 21 between W.R. 7 (Elora) and the Region of Waterloo Boundary

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

- Transportation System Management
  - Formalize, widen and pave, shoulders
- Monitor

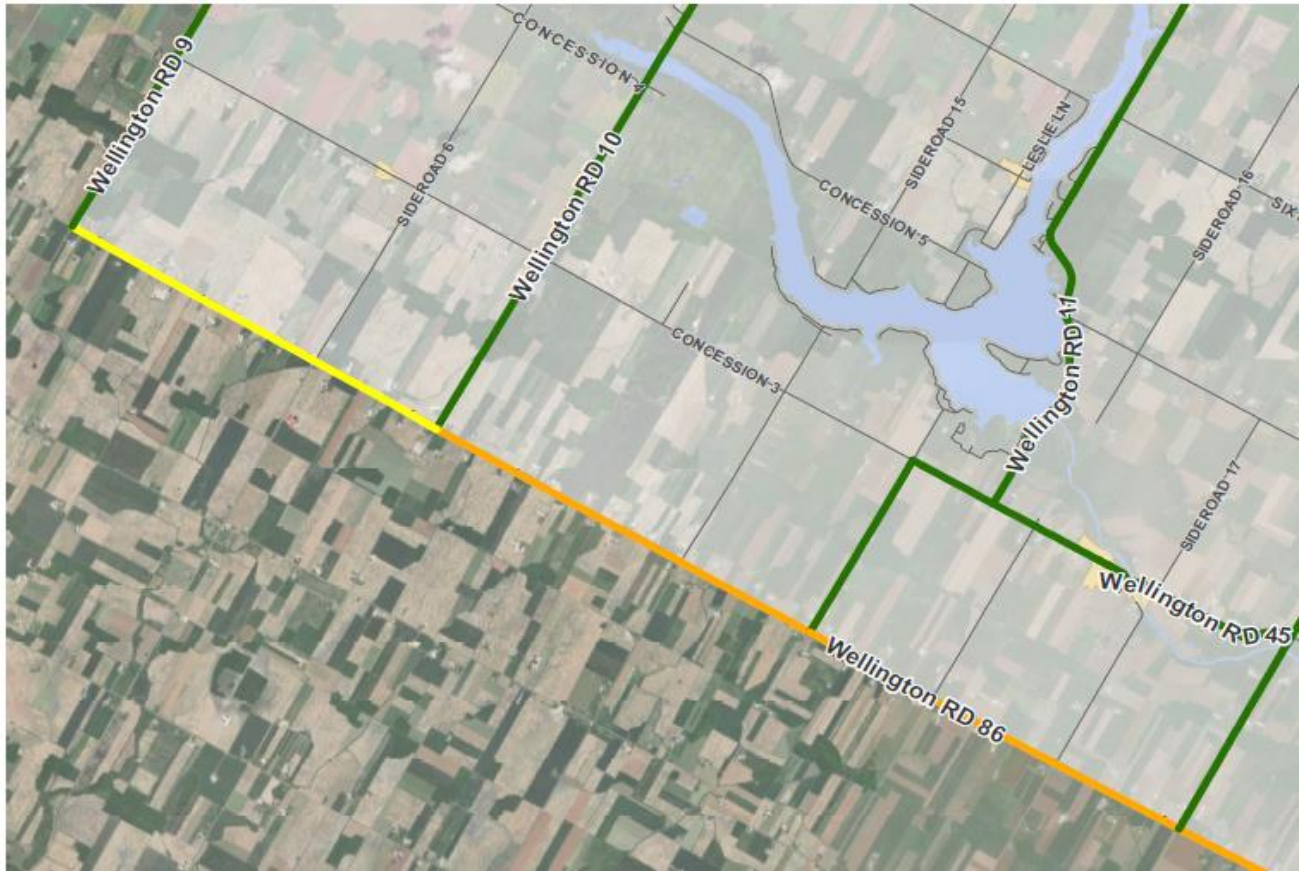
Area of Concern 7: W.R. 86 between W.R. 10 and W.R. 85

Problem Statement

- Expected to approach capacity by 2041

Opportunities

- Transportation System Management
  - 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
  - widening / Elora-Fergus By-Pass



Status Not previously identified

Area of Concern 7: W.R. 86 between W.R. 10 and W.R. 85

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

- Transportation System Management
  - Formalize, widen and pave, shoulders
  - Provide auxiliary left turn lanes in Dorking
- Monitor

How do we determine if a by-pass is needed?

Criteria for Evaluating the Need for a By-pass

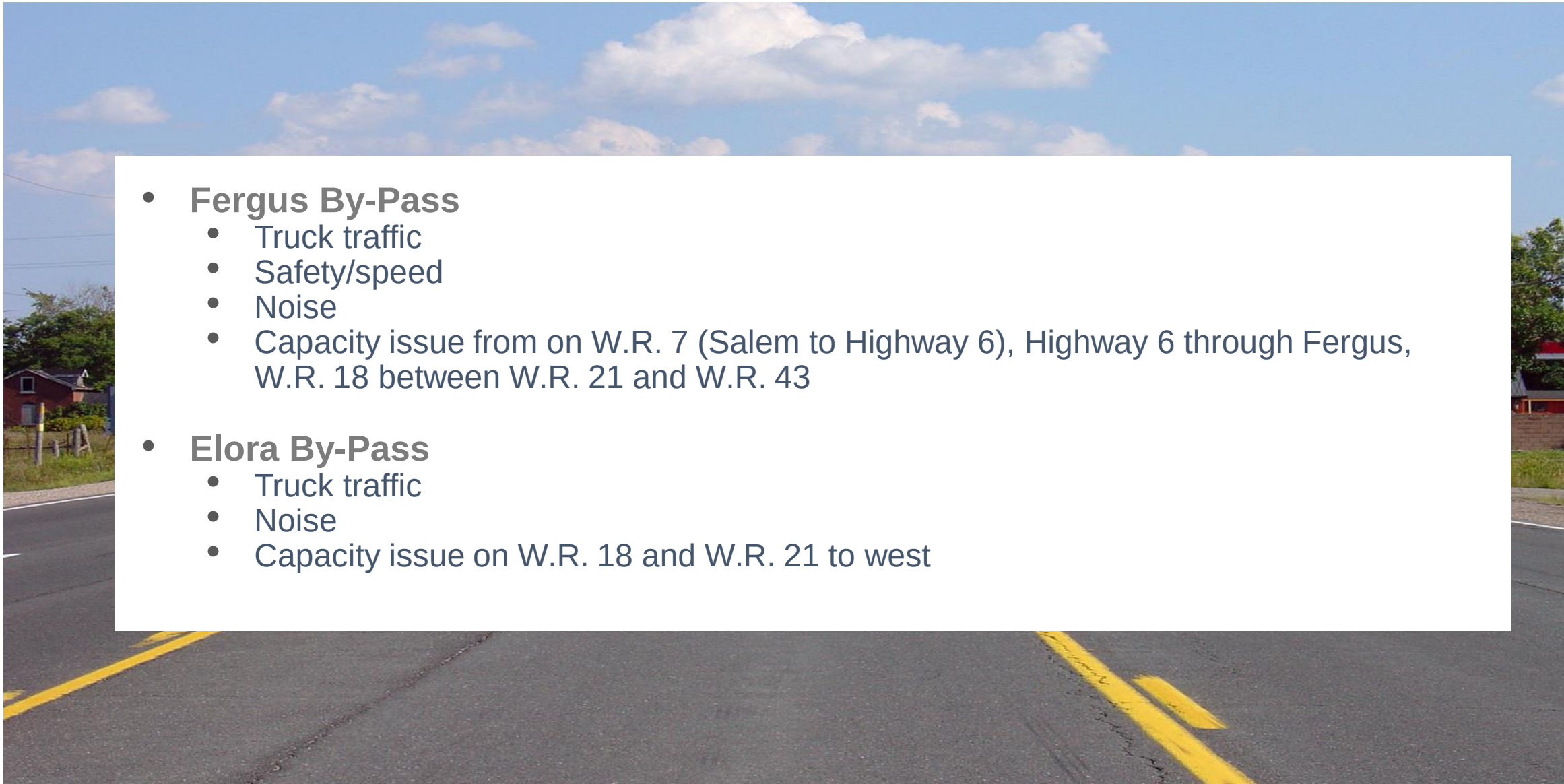
- Volume of traffic versus capacity of road
- Vehicle distribution in community (% heavy vehicles)
- Safety / speed
- Number of sensitive land uses

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 W.R. 7 (Salem to Highway 6), Highway 6 through Fergus, W.R. 18 between W.R. 21 and W.R. 43

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

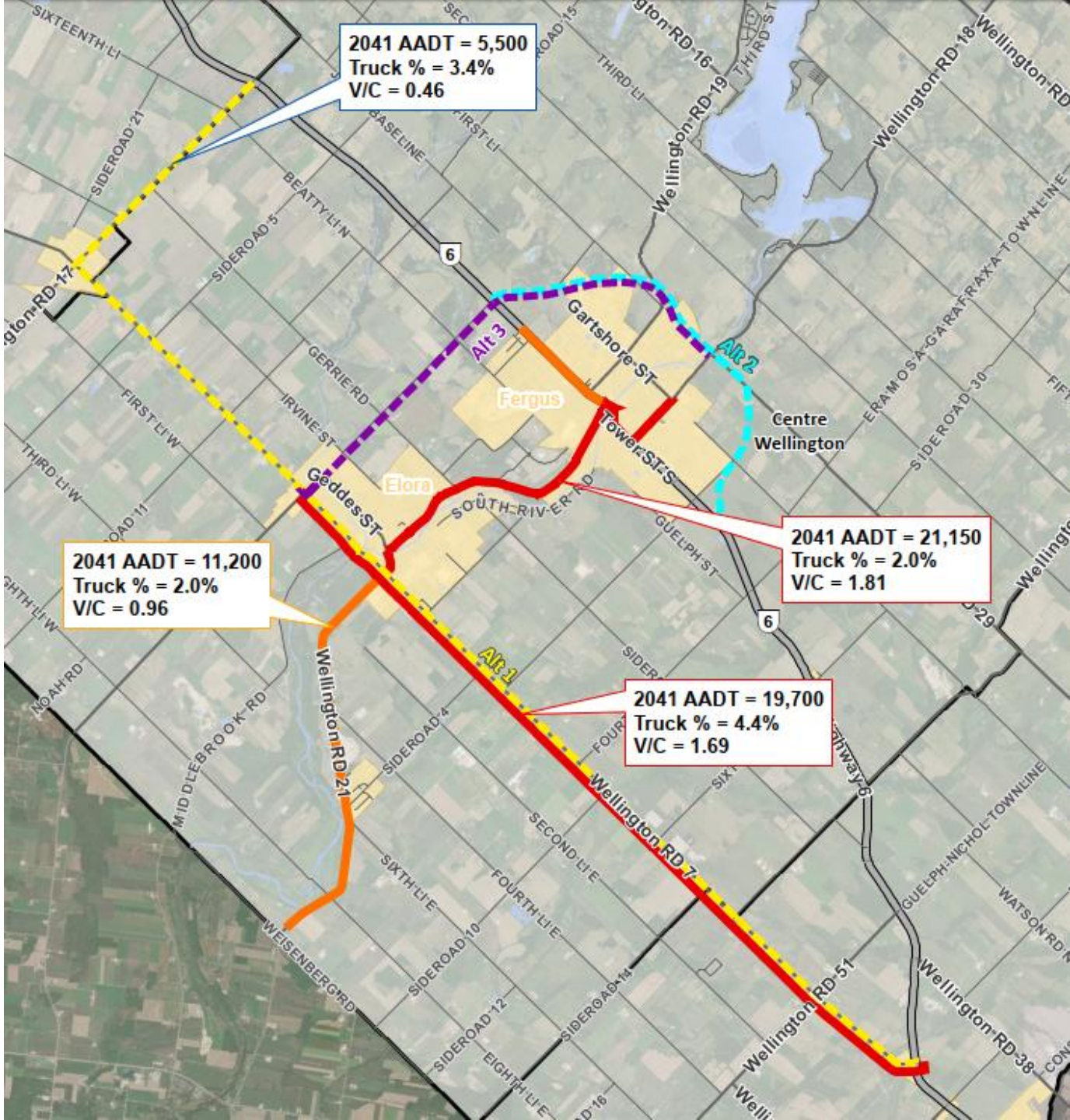
By-Pass Candidate Locations and Potential Issues

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

Problem Statement

- WR 18 capacity issue from Salem to Hwy 6
- High Volume of Truck Traffic on Hwy 6
- Safety and Speed Concern
- Noise exposure for sensitive receptors



Alternative Solutions: Bypass

Alt-1: WR17/WR7 By-Pass

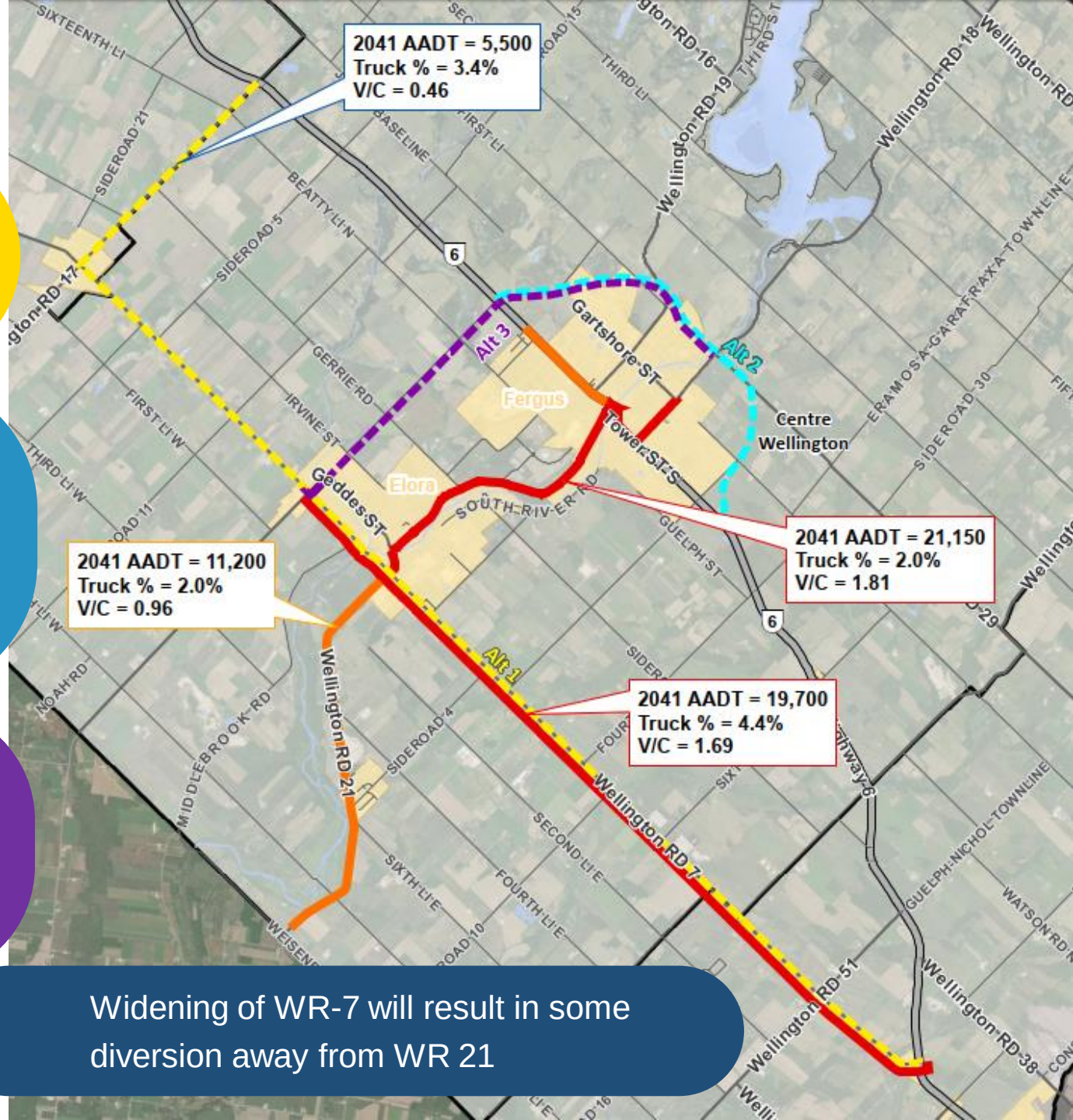
- Potentially resolves Hwy 6 issue re: trucks
- WR 18 issue remains

Alt-2

- Full easterly by-pass resolves Hwy 6
- New Crossing of Grand River – WR 29 extension to connect to Hwy 6 at Nichol Road 15
- Truck issues likely to remain on Hwy 6

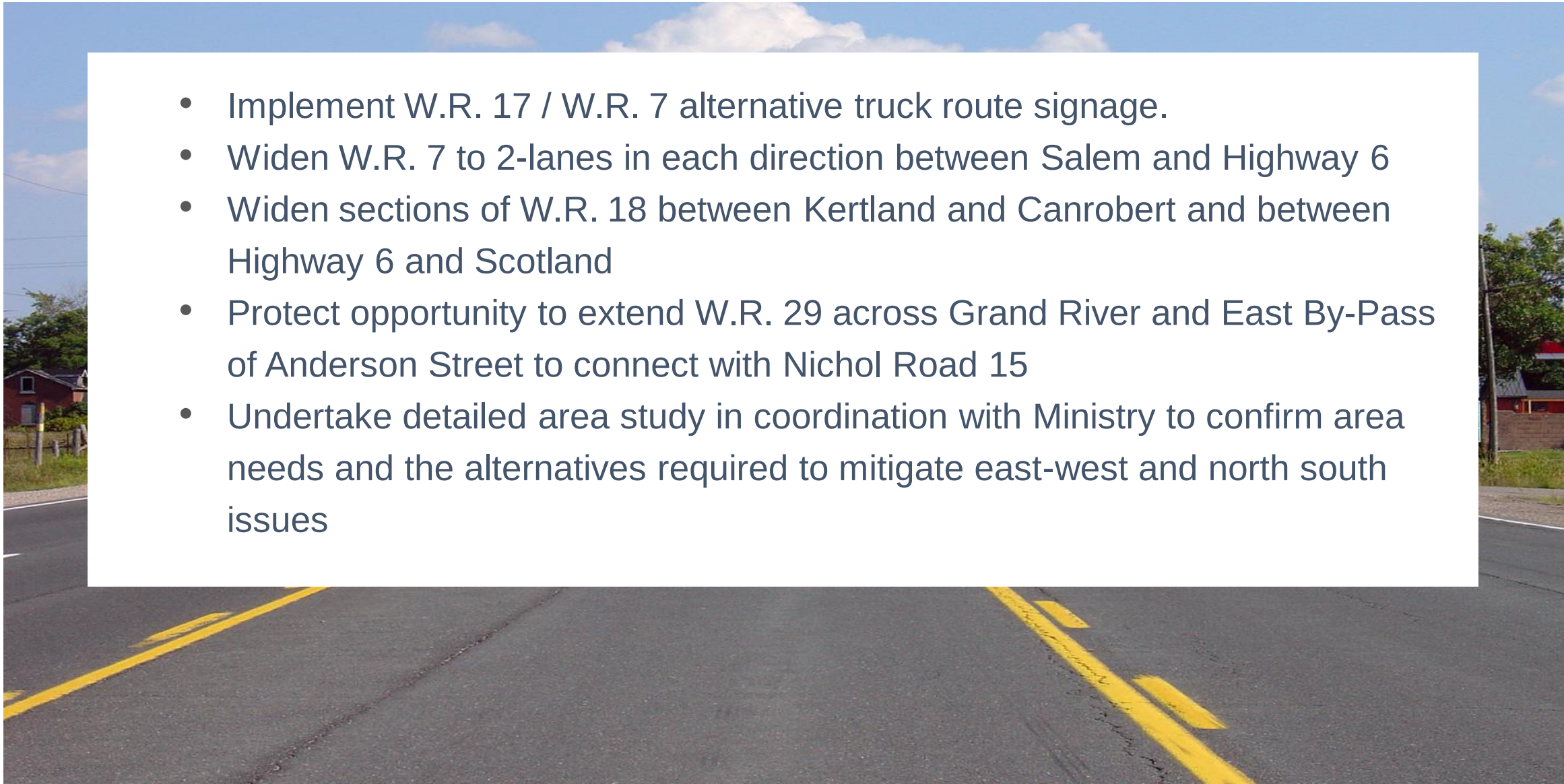
Alt-3

- Partial by-pass resolves WR 18
- 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

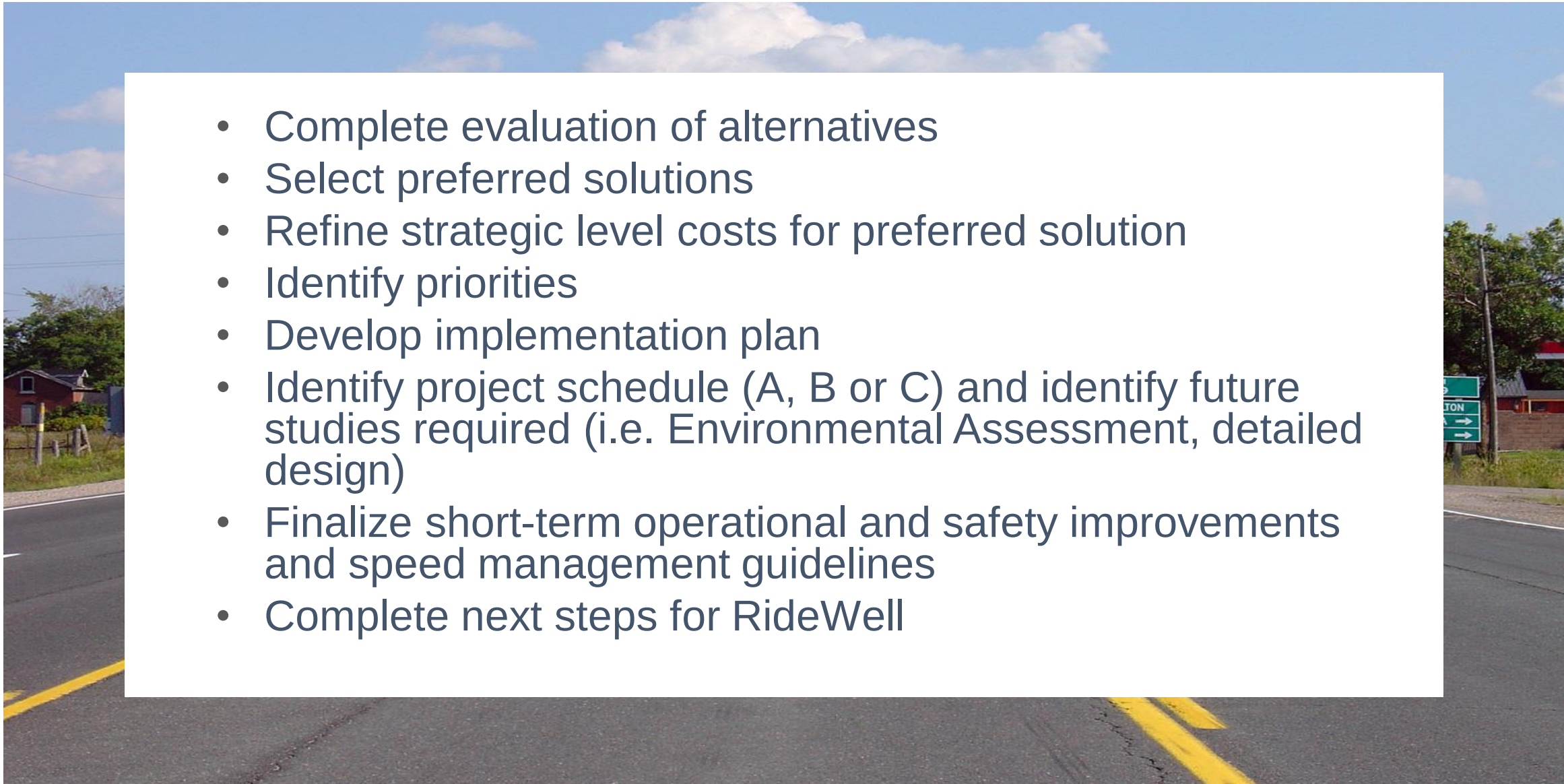
Preliminary Recommendations: By-pass



- Implement W.R. 17 / W.R. 7 alternative truck route signage.
- Widen W.R. 7 to 2-lanes in each direction between Salem and Highway 6
- Widen sections of W.R. 18 between Kertland and Canrobert and between Highway 6 and Scotland
- Protect opportunity to extend W.R. 29 across Grand River and East By-Pass of Anderson Street to connect with Nichol Road 15
- Undertake detailed area study in coordination with Ministry to confirm area needs and the alternatives required to mitigate east-west and north south issues

Next Steps

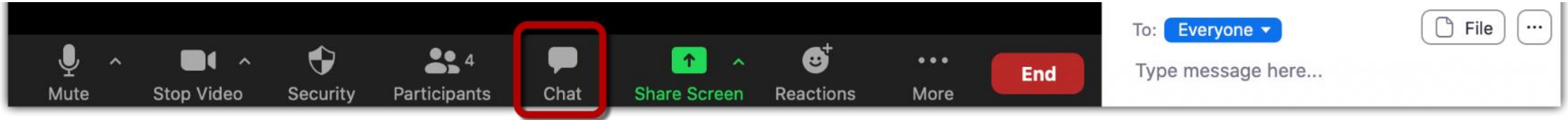
Next Steps

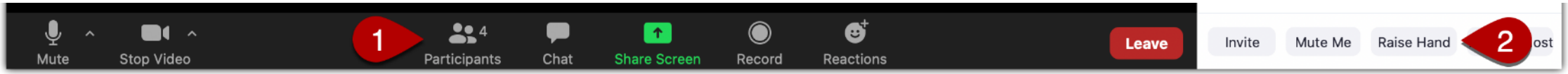


- Complete evaluation of alternatives
- Select preferred solutions
- Refine strategic level costs for preferred solution
- Identify priorities
- Develop implementation plan
- Identify project schedule (A, B or C) and identify future studies required (i.e. Environmental Assessment, detailed design)
- Finalize short-term operational and safety improvements and speed management guidelines
- Complete next steps for RideWell

Q&A

How to Participate





ACTIVITY SESSION

THANK YOU