



# COUNTY ROADS

Connecting Communities

## Wellington County Road Master Action Plan



### ROUND ONE ENGAGEMENT SUMMARY

Winter 2021



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# Wellington County Road Master Action Plan

## ROUND ONE ENGAGEMENT SUMMARY | WINTER 2021

Wellington County is developing a Road Master Action Plan (RMAP) that will identify short-term and long-term improvements to County Roads and transit services as it continues to grow and 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 that provide connections within these municipalities are not included in this study.

The RMAP is being completed under the Class Environmental Assessment (EA) process in accordance with the master planning process for Municipal Class EAs. In order to meet these requirements, various opportunities for public and stakeholder engagement are being undertaken to keep groups informed and provide methods for gathering meaningful feedback. The results collected will be used to shape the direction of the RMAP.

### Vision and Values Online Survey

An short survey was developed to collect feedback on the proposed guiding Vision and Values for the RMAP. The survey was hosted on the County's project webpage and received 103 total responses, drawing attention from 2,218 unique visitors of which 911 visitors were directed to the page from social media as a result of posts put out on the County's Twitter and Facebook accounts.

The survey focussed on the vision and values for the RMAP project. 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.”

Public engagement provides opportunities for the public to voice concerns and feedback to help shape and guide County Roads and transit services. It is essential to engage the public to create an RMAP that is inclusive and informed, as the RMAP will impact everyone that moves around the County. In order to engage the public during the COVID-19 pandemic, the engagement was conducted virtually to adhere to public health guidelines.

The first round of public engagement occurred from January to February 2021 and involved an online Vision and Values survey and a Social Pinpoint mapping activity. This document provides a summary of what we heard in this round.

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 to help the project team understand the most important issues or objectives that the public would like to see addressed and achieved. On the following page, the RMAP Goals are listed in the order of public priority.

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



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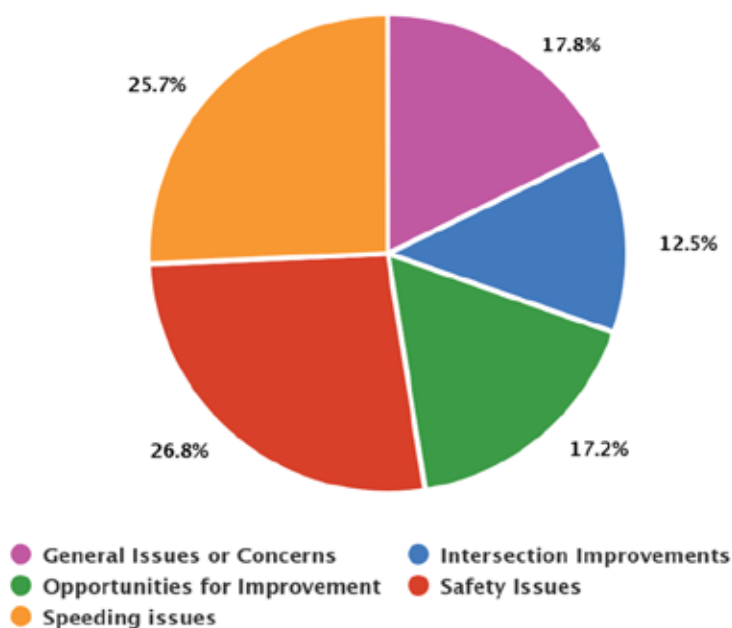


### RMAP Values

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

### Social Pinpoint Mapping Activity

Social Pinpoint is an online engagement platform that offers a mapping tool. This tool provides the opportunity for the public to drop markers onto specific locations within a map of the study area and leave comments. The public was asked to leave markers and comments based on five themes: general issues or concerns, intersection improvements, opportunities for improvement, safety issues, and speeding issues.



In total, the Social Pinpoint page received 3967 visits and 601 total comments. The results are organized into five sets of maps, one for each of the comment types (themes). Each of the maps has numbered markers that correspond to comment in the Comment Table. These tables contain all of the location-specific comments that were received from the public.

The maps and comment tables can be found in **Appendix A**.

The most common concerns were about speeding issues (25.7%) and safety issues (26.8%), with a significant number of comments for each theme.

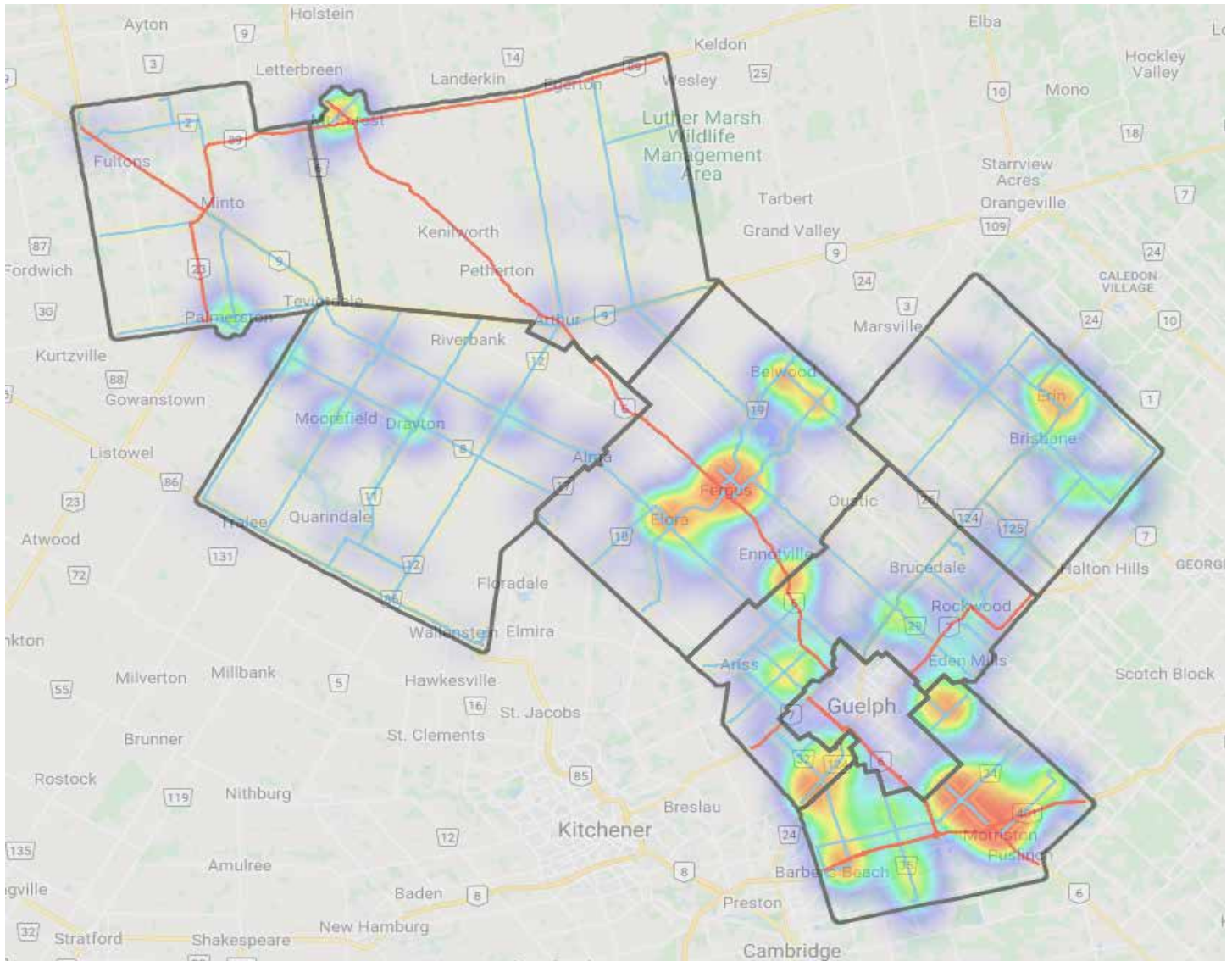
The mapping activity allowed users to pin their comments to a location within the Study Area, whether it was a particular site, street or intersection. In doing so, this allowed participants to drill down on specific sites of interest. On the following page, the heat map shows areas with the highest concentration of comments. The darker areas, known as “hot spots,” are the locations with the highest concentration. This information is useful as it provides insight into what specific locations may be of the most concern for the public or may have the greatest improvement opportunity.





### “Hot Spot” Areas”: Comments Focus

- In the North of the County, around the intersection of Highway 6 and County Road 6 (Slige Ave.)
- In Fergus, clustered around Highway 6, along County Road 18/St. Andrews Street, County 19 and County Road 13
- In Aberfoyle and Morriston, along County Road 46
- Southwest of the County, along County Road 32
- In Erin, along County Road 152 (Main St.)



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## Social Pinpoint Mapping Activity - Most Common Comments

### General Issues and Concerns

- 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 the red light stop be moved back to allow safer/easier turning onto CR-36.
- In Puslinch, the area on **Lake Road around Little Lake**, was identified as having 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, environment and residents.



### Intersection Improvements

- **Highway 6 and Wellington Road 18 (Fergus):** Large transport trucks travelling through Downtown area results in constant emissions and creates 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):** Traffic lights are not timed properly, and people are waiting too long for the light to change.
- **Streets that intersect with Lake Road, such as (Puslinch):**  
The yield sign 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 here and for Old Marina to Lake Road, and for Butler Avenue and McClintocks Drive onto Lake Road.
- **Mount Forest Intersections (Wellington-North):** The exits to/from No Frills and Canadian Tire are unsafe and difficult to navigate. It is recommended that a light be added to improve safety and better manage traffic.



### Opportunities for Improvement

- **Puslinch:** Transport trucks using Lake Road, which is a safety concern for small children and residents.
- **Morrison:** 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.



### Safety Issues

- **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.
- **Highway 6 and Highway 401 off-ramp (Puslinch):** Traffic lights are not timed properly, and people are waiting too long for the light to change.
- **Morrison:** 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).



### Speeding Issues

- **Puslinch:** Along Brock Road South and Lake Road.
- **Aberfoyle:** Along Brock Road S. and County Road 34
- **Fergus:** Along Wellington Road 31, St. Andrew and Highway 6

