
7. PROVINCIAL HIGHWAY IMPROVEMENTS

7.1 PROVINCIAL HIGHWAY POLICY AND PROGRAMS

7.1.1 Significance for Guelph and Wellington

One of the key objectives of this study is to assess the need and priorities for improvements to the Provincial road network through the study area. From the City's and the County's standpoints, improvements to the Provincial highway system will reduce pressure on their roads by regional and provincial traffic, especially provincial truck traffic.

The Guelph-Wellington study area is strategically located within South Central Ontario, and can be considered a conduit for trade and tourism between the Greater Toronto Area, areas to the north and the United States. International and inter-provincial trade and goods movements through the study area are critical to the local, regional and provincial economies. The efficiency of the provincial highway system in the study area is therefore essential to the economic prosperity that the area has experienced as well as for trade flows through the area.

7.1.2 Strategic Transportation Directions

In 2003 MTO, through discussions with municipal governments, businesses and interest groups, developed the *Strategic Transportation Directions* documents for each of the MTO regional districts including Southwestern, Eastern, Northern, and Central Ontario.

The Strategic Transportation Directions documents set out a course of action for transportation in Ontario, taking into account the different needs of the various regions. The directions for Southwestern Ontario focused on the following:

- Provides an overview of the transportation network of the region;
- Examines the contribution of different transportation modes to the region's overall transportation system;
- Identifies social and economic factors in the region that affect transportation;
- Identifies growth patterns and their effect on future transportation needs;
- Identifies strategic directions for the development of the provincial transportation system;
- Sets out strategies that MTO may pursue in relation to the region's overall transportation network.

The analysis carried out for the Strategic Directions document for Southwestern Ontario identified several trends:

- As in the rest of the province, the automobile (including vans and light trucks) is the dominant intercity travel mode in Southwestern Ontario, accounting for over 90% of passenger-kilometres traveled. The remaining transportation modes (bus, rail, GO Transit, marine and air) account for 7.5% of passenger kilometres traveled.
- All major urban centres show improved commuter containment (i.e. live-work arrangements), however, total commuter kilometres will more than double for the Kitchener-Waterloo-Cambridge-Guelph area, London and Barrie, while Windsor and Sarnia are projected to grow by 21% and 34% respectively.
- The primary modes used for the transportation of goods in and through the region, based on tonnes shipped, are truck (68%), rail (18%) and marine (15%). Mode usage varies with the particular commodity transported, the market served, the need for “just in time” service, and the industry distribution system. Market trends indicate that truck transport will play a greater role in the future.
- Trucking is the primary means of moving goods in Southwestern Ontario. As the highway system links industry and markets in Southern Ontario and the U.S., there is substantial international truck freight movement on freeways in the region. The accessibility provided by the provincial and municipal road network makes trucking very competitive with other modes, except in the case of certain bulk goods and long distance hauls to markets outside Ontario.
- The provincial and regional level highways play a key role in the movement of intercity passengers and goods, and by 2026 will carry over 75% of the total system traffic in vehicle kilometres.
- A reduced level of service is forecast for the entire system, with the provincial and regional level routes showing substantial increases in the vehicle kilometres operating at congested conditions. This will be detrimental to trade, tourism and all travelers.

Based on these trends the Province identified several potential initiatives with implications for the study area:

- Continue to focus on the preservation and maintenance of the provincial highway system and improve highway sections with critical deficiencies to ensure that the provincial highway system is safe and financially sustainable for the long term.
- Focus particular attention on optimizing the operation of Highway 401 as a strategic trade corridor.
- Undertake a network study of the highways in the Kitchener-Waterloo-Cambridge, Guelph and Brantford areas, including Highways 8, 24 and 6. The study should also assess potential links from the Guelph area to the GTA, and the Kitchener-Waterloo and Guelph area to Hamilton.
- Undertake strategic improvements to the region’s highways, including potential widening of sections of Highways 6, 7, 24, and 85.

7.1.3 Emphasis on Public Transit

The Province has also indicated a renewed emphasis on public transit not only for meeting urban travel demands but also for inter-regional travel. To that end, the Province has identified several priorities:

- Improve public transit by ensuring that seamless, safe, reliable and affordable public transit systems are available to Ontarians living in urban communities.
- Invest in critical transportation infrastructure by keeping people and goods moving smoothly and efficiently across Ontario and through the borders by making strategic and effective investments in provincial highways and border crossings.
- Improve road safety and enhance customer service by maintaining Ontario's road safety record among the top jurisdictions in North America as well as increasing access to, and developing new ministry products and services.

The main Provincial responsibilities are identified as:

- Building an integrated transportation system through effective transportation policies and planning.
- Investing in Ontario's transit systems, including GO Transit, which reports to MTO.
- Effectively managing the construction and maintenance of Ontario's highways and bridges.
- Promoting road safety through education, legislation and enforcement.
- Licensing drivers and registering vehicles and commercial carriers.
- Overseeing the maintenance and operation of 29 remote airports and eight ferry services.
- Using the latest technology to maintain safe roads in all weather conditions and provide driving condition information to the public.

7.2 NEED AND JUSTIFICATION FOR HIGHWAY IMPROVEMENTS

7.2.1 Existing Provincial Highway System in the Study Area

In identifying the need for future Provincial highway improvements in the study area, it is important to note the following features of the existing highway system.

Highway 401

Highway 401 is currently the only "400" series freeway serving the study area, and provides the only freeway linkage to major urban and industrial centres and international bridge crossings. Any disruption to traffic flow on Highway 401 due to accidents, construction, or inclement weather

results in significant delay and user costs for vehicles, including commercial vehicle traffic which could have time sensitive delivery. The significant delays are due in part to the lack of a major alternative east-west route capable of accommodating similar traffic volumes.

There are only two interchanges on Highway 401 serving the entire study area, at Wellington Road 46 (Exit #299) and at the Hanlon Expressway (Exit #295). The limited number of interchanges contributes to traffic pressures, especially truck traffic pressure, on the Wellington Road/Gordon Street corridor through the County and the City. The GATS study of 1994 identified the need for a future interchange east of the existing interchange at Wellington Road 46. There is also potential for an additional interchange to the west of the Hanlon Expressway at Wellington Road 35.

The Highway 6 / Hanlon Corridor

The north-south Highway 6 corridor through the study area has been assessed in three sections: Highway 6 South, to the south of Highway 401; the Hanlon Expressway, between Highway 401 and Highway 7 West, is 4 km to the east of Highway 6 South; and Highway 6 North, north of the Highway 7 corridor (i.e. Woodlawn Road), is 2.5 km to the east of the Hanlon Expressway. The staggered arrangement and the resulting east-west traffic flows put significant pressure on Woodlawn Road, which is a City arterial road with a number of signalized intersections and commercial accesses, as well as on Highway 401, reducing its capacity to carry east-west traffic movement. North of Woodlawn Road, Highway 6 North continues to Fergus as an extension of the southerly corridor comprising Wellington Road 46, Gordon Street, Norfolk Street and Woolwich Street.

The proposed improvements to Highway 6 South and the future interchanges on the Hanlon Expressway were noted in Section 6 of this report. The required timing of the Hanlon intersections, the northerly extension of the Hanlon Expressway to connect with the existing Highway 6 North and the need for a bypass around Fergus in the Township of Centre Wellington will be discussed in this section.

Highway 7

Highway 7 (West) between Kitchener and Guelph connects the City of Guelph and the northern parts of the County to the Cities of Kitchener and Waterloo in the Region of Waterloo. In Guelph and Kitchener, Woodlawn Road and Victoria Street respectively serve as connecting links for the existing Highway 7.

As noted in Section 6, an Environmental Assessment for realigning Highway 7 is currently under review by the Ministry of the Environment. The EA recommends a new alignment for Highway 7 located to the north of the existing alignment, to be built as a freeway connecting Highway 86 in Kitchener to the Hanlon Expressway in Guelph over a distance of 18 km.

East of the Hanlon Expressway, Highway 7 continues through 'connecting links' in Guelph, namely, Wellington Street and York Road, and proceeds further east through Wellington County, Halton Region and Brampton in Peel Region. In 2000, the Province undertook the Role and Function Study for Highway 7 (East) between Brampton and Guelph. Since then, the Province has identified the need for a strategic corridor study to the north of the existing Highway 7 East, called the GTA East

West Corridor, from Highway 400 in the GTA to the Hanlon Expressway in Guelph.

7.2.2 Wellington Road 124 (formerly Highway 24)

The former Highway 24 (now Wellington Road 124 after it was downloaded by the Province to the County in 1997) continues to play a vital link between Highway 401 through Cambridge in Waterloo Region and the Hanlon Expressway in Guelph. Although an EA had been completed by the Province before the downloading, the EA recommendation to upgrade the roadway as a divided expressway along a new alignment has not been implemented. It has been acknowledged that the County of Wellington does not have the resources to build the new expressway, and the vehicular demand on the roadway has been steadily increasing. This study addressed the current status of WR 124 and the possibilities for its improvements.

7.2.3 Future Highway Capacity Deficiencies

The travel demand forecasting methodology, population and employment projections, and the road network assumptions were summarized in Section 3. The following Provincial highway improvements are assumed to be in place by 2021:

- The new Highway 7, between Guelph and Kitchener, as a four lane divided facility with a lane capacity of 1800 vehicles per hour.
- The Highway 6 realignment and the connection to the Hanlon Expressway through Highway 401. The Highway 6 connection south of Highway 401 is assumed to be a 4 lane controlled access facility with a lane capacity of 1100 vph.
- The Hanlon Expressway as a 4 lane divided freeway with a lane capacity of 1800 vph.

The PM Peak Hour forecasting assignments under which the Provincial highway improvements were identified are as follows:

- 2021 Volumes—Existing Road Network (Do Nothing)
- 2021 Volumes—with previously identified road improvements (as noted above and in Section 4.0) and GWTS-proposed improvements
- Post-2021 Volumes—with previously identified improvements and GWTS-proposed improvements

Additional assignments were also undertaken to test the scenario in which the above-noted Provincial highway improvements are not completed by 2021.

Table 7.1, Table 7.2 and Table 7.3 identify the Provincial highway sections indicating capacity deficiencies under the different test scenarios:

TABLE 7.1: CAPACITY DEFICIENCIES: 2021 VOLUMES—“DO NOTHING” NETWORK

Highway	Section	Direction(s)
Highway 7 West	Wellington/Waterloo Boundary to County Road 32	Both
	West of Imperial Road to Hanlon Parkway	Eastbound
Wellington Rd 124	Wellington/Waterloo Boundary to Fife Road	Both
Hanlon Expressway	Downey Road/Kortright Road to Stone Road	Southbound
	Stone road to Wellington Street	Both
	Wellington Street to Paisley Road	Southbound

TABLE 7.2: CAPACITY DEFICIENCIES: 2021 VOLUMES—NETWORK WITH IMPROVEMENTS

Highway	Section	Direction(s)
Wellington Rd 124	Whitelaw Road to Fife Road	Eastbound
	West of Wellington Road 32 to the Region of Waterloo Boundary	Both
Highway 6 North	Wellington Rd 38 to Wellington Rd 51	Northbound

TABLE 7.3: CAPACITY DEFICIENCIES: POST-2021 VOLUMES—NETWORK WITH IMPROVEMENTS

Highway	Section	Direction(s)
Highway 7 East	East of County Road 29 to County Road 44	Both
	County Road 44 to County Road 27	Westbound
	County Road 27 to 7 th Line (Blue Springs)	Both
	7 th Line (Blue Springs) to Halton Region Boundary	Eastbound
Wellington Rd 124	Wellington / Waterloo Boundary to Fife Road	Both
Hanlon Expressway	Stone Road to College Avenue	Northbound
	College Avenue to Speed River	Both
Highway 6 North	Wellington Rd 7 to south of Wellington Rd 18	Northbound
	St. Andrew Street to Garafraxa Street	Northbound

7.3 ASSESSMENT OF FUTURE PROVINCIAL HIGHWAY IMPROVEMENTS

7.3.1 Highway 401

In addition to the above-noted capacity deficiencies, sections of Highway 401 through the study area also indicated capacity constraints. While this is a matter to be reviewed by the MTO in greater detail, the forecast capacity problems on Highway 401 suggest that alternatives such as transit should be seriously promoted to accommodate inter-regional travel in the future.

The City of Guelph has been supportive of inter-regional transit promotion, including the introduction of GO Bus service on Hwy 401 to supplement private service providers, as well as the implementation of transit supportive measures such as providing shoulder bus lanes.

7.3.2 The Hanlon Expressway

Recent reviews of Hanlon operations indicate that the existing at-grade intersections should be upgraded as interchanges or converted to grade separations by 2013. This is consistent with the GWTS model forecast for 2021 under 'Do Nothing' conditions which shows that without these improvements, Hanlon will experience capacity deficiencies in the section between Kortright Road and Paisley Road. The 2021 assignment with the Hanlon improvements in place indicates no deficiency along the Hanlon. However, under post-2021 conditions capacity problems are predicted in the Stone-College-Speed River section of the Hanlon.

At present, there is one all-movement interchange at Wellington Street. To the north of Wellington Street, MTO has previously identified through an EA process the following improvements:

- Interchange to the north of Paisley Road and grade-separation at Paisley Road
- Grade-separation at Willow Road
- Interchange at Speedvale Avenue
- Connection to the proposed Highway 7 and interchange north of Woodlawn Road (included in the Highway 7 West EA)

The first three improvements will require an EA addendum prior to implementation. The improvements at Woodlawn Road are part of the Highway 7 EA which is currently under review by the Ministry of the Environment (MoE).

Improvements to the south of Wellington Street and the Speed River have been identified as follows:

- Partial interchange (to/from north) at College Avenue identified in the 1994 GATS study
- Full interchange at Stone Road identified in the GATS study
- A partial interchange (to/from south) at Kortright Road/Downey Road identified in the

- GATS along with an alternative for extending College Avenue to Downey Road
- Full interchange at Laird Road identified as part of the development of the Hanlon industrial lands
- Full interchange between Maltby Road and Wellington Road 34 identified in the Highway 6 South (Morrison) Bypass EA recommendation currently under MoE review.

The GWTS recommendation is for the undertaking of a comprehensive EA that will address all the required improvements south of the Speed River. This will include:

- the consideration of a full interchange at Kortright Road/Downey Road, as discussed in Section 6, along with a full interchange at Stone Road and a partial interchange at College Avenue;
- the proposed interchange at Laird Road; and
- consideration of providing separate interchanges at Maltby Road and Wellington Road 34 as an alternative to the currently proposed interchange between Maltby Road and Wellington Road 34, as shown in Figure 7.1. Should the interchange between Maltby Road and Wellington Road 34 be reconfirmed as the preferred option, the construction of this interchange should include connections to Maltby Road and Wellington Road 34.

It should be noted that the assumption that the above-noted Hanlon Expressway improvements, shown in Figure 7.1, would be in place by 2021 was made to establish the need and justification for their implementation during the planning period (2001-2021). The assumption, however, is not a confirmation that these improvements will be in place by 2021. The main considerations regarding the timing of Hanlon improvements are the following:

- The interchange at Laird Road should be undertaken to allow full development of the Hanlon industrial lands;
- There is limited potential for adding capacity through at-grade intersection improvements to intersections north of Laird Road. According to recent reviews, such improvements will not be effective beyond 2013; and
- The entire Hanlon Expressway should be upgraded as a freeway before it is connected the new Highway 7 from Kitchener.

On the other hand, if the Hanlon Expressway is not upgraded as a freeway before 2021, there will be significant impacts on the City and the County road networks. This is discussed in Section 7.4.

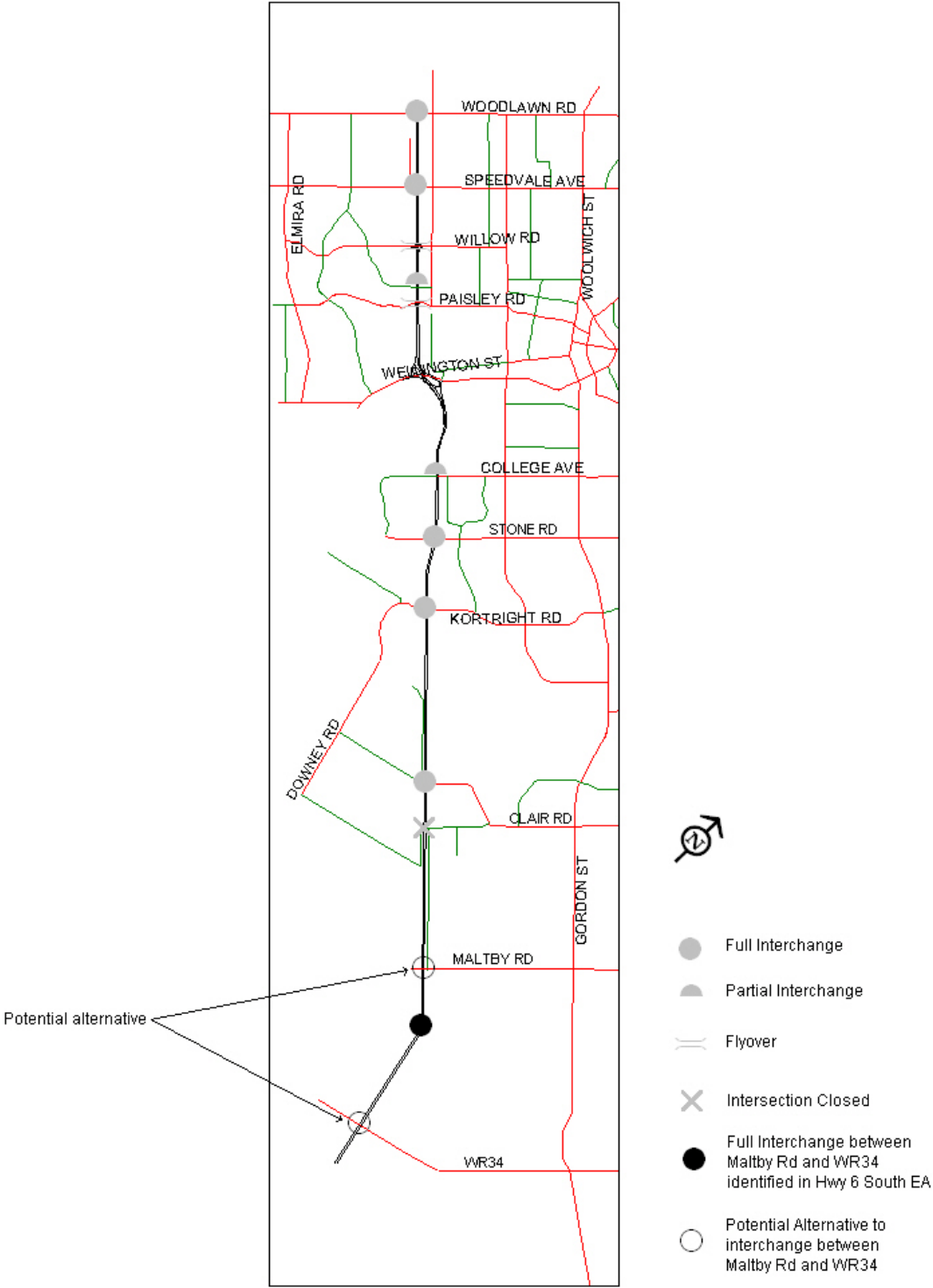


FIGURE 7.1: HANLON EXPRESSWAY PROPOSED INTERCHANGES

7.3.3 Highway 7 West Kitchener to Guelph

The Environmental Assessment Addendum for the new Highway 7 Recommended Route was submitted to the Ministry of the Environment in the Fall of 2004. The MoE review is expected to be completed by August 2005. The proposed roadway will be on a completely new alignment to the north of the existing Highway 7 alignment, as shown in Figure 7.2. The roadway will be 18 km long, with 11 km in the Region of Waterloo, 6 km in Wellington County and 1 km in Guelph. There will be two interchanges within the GWTS study area, one at Wellington Road 86/Elmira Road, and the other at the connection between Highway 7 and the Hanlon Expressway at Woodlawn Road/Silvercreek Parkway. The timing of construction, which is likely to be staged with the middle section and the Kitchener end given priority, is not known at the present time.

During the GWTS public consultation, participants identified the new Highway 7 as a priority undertaking in the study area. The GWTS recommendation is for the City and the County to support the early implementation of this project.

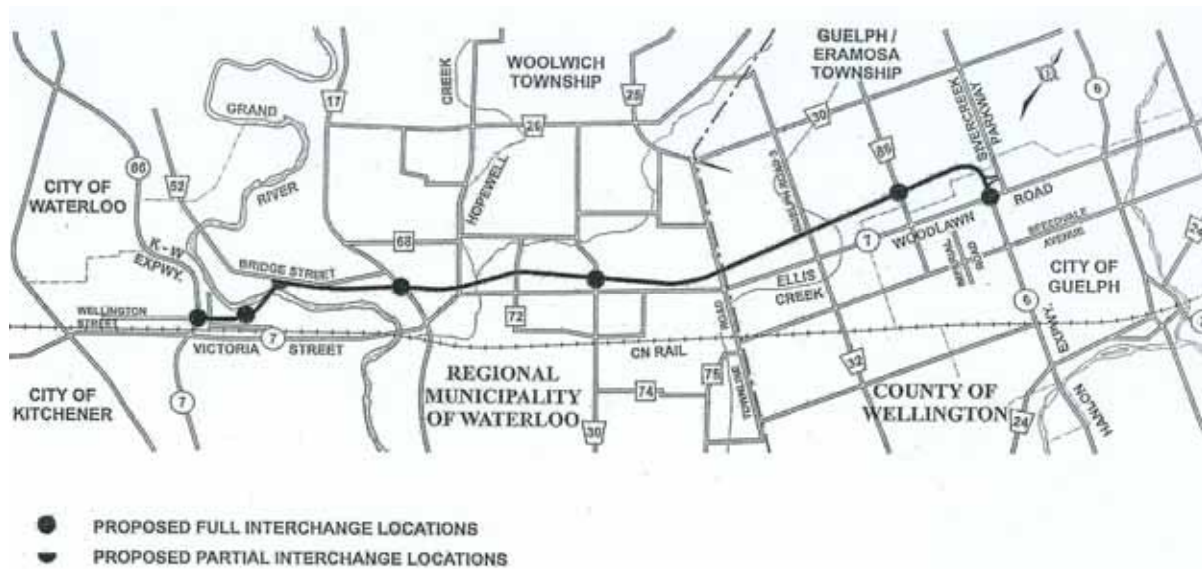


FIGURE 7.2: NEW HIGHWAY 7 RECOMMENDED ROUTE

7.3.4 Highway 6 South (Morrison to Guelph) Bypass

The Highway 6 South bypass, shown in Figure 7.3, includes the following four parts:

- 1) widening of Hwy 6 northerly up to Maddaugh Road;
- 2) a new 4-lane roadway from Maddaugh Road to Hwy 401, with a new connecting Road and interchange north of Morrison, and modifications to the existing Brock Road interchange;
- 3) extension of realigned Hwy 6 parallel to Hwy 401 (in the form of collectors separated

Guelph-Wellington Transportation Study

- from the Hwy 401 express lanes) and the reconstruction of the Hanlon interchange; and,
- 4) Hanlon Expressway improvements from Hwy 401 to a new Connecting Road interchange north of Wellington Road 34.

The widening of Highway 6 up to Maddaugh Road has been EA approved and completed. The EA for the remaining three parts has also been and is currently under MoE review, which is expected to be completed in December 2005.

The GWTS recommendation is for the City and the County to request early implementation of this project as it would contribute to relieving the Gordon Street/Wellington Road 46 corridor of through traffic pressure, particularly due to long distance truck traffic.

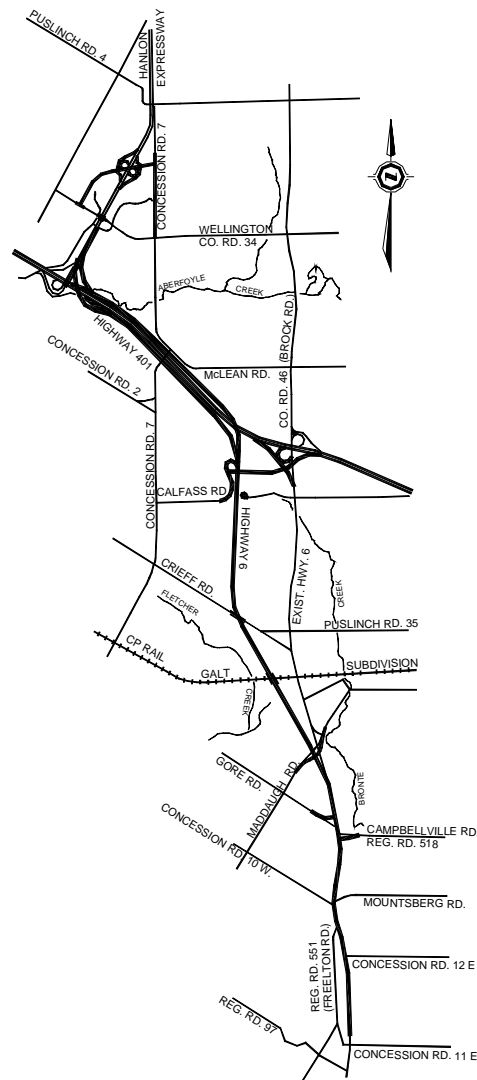


FIGURE 7.3: HIGHWAY 6 SOUTH MORRISTON BYPASS

7.3.5 Highway 6 North Fergus Bypass

In 2004, MTO undertook the *Highway 6 Corridor Study* to identify corridor improvements in the section between Marden and Chatsworth. The GWTS examined the need for a Highway 6 bypass around Fergus. The 2021 traffic forecasts indicate that almost 66% of the northbound (peak directional) traffic (900 vph) entering Fergus in the afternoon peak hour stop in Fergus. Thus only a third of the PM peak hour traffic (or 300 vph) can be considered to be through traffic. A Fergus bypass is therefore not justifiable before 2021. Also, diverting traffic from a main street when traffic capacity is not a major issue may not be supported by local businesses that see potential customers in pass-by traffic. With increasing traffic volumes, the need for a bypass might be more justifiable in the post-2021 period. This should be further reviewed in the upcoming Guelph-Wellington Transportation Needs Study by the Ministry of Transportation.

7.3.6 Highway 6 North—Hanlon Extension

The northerly extension of the Hanlon Expressway, shown in Figure 7.4, to connect with the existing Highway 6 North alignment (in the Gordon-Woolwich corridor) has long been advocated by the City as a means of diverting through traffic from City roads such as Woolwich Street and Woodlawn Road.

The model assignments indicate that a northerly extension of Hanlon will significantly benefit Silvercreek Parkway and Wellington Roads 30 and 51, but will divert traffic only marginally from Woodlawn Road and the parallel section of the existing Highway 6 North. Woodlawn is one of the few roadways in Guelph that is indicating future capacity constraints and the northerly extension of Hanlon does not appear to be providing it with any relief.

At the same time, connecting the Hanlon Expressway to the existing Highway 6 North will help in diverting long distance truck traffic from City roads, in addition to benefiting the surrounding County Roads. Its role and purpose should also be reviewed in the context of the new Highway 7 from Kitchener and the more long term plans for the GTA East-West corridor between Highway 400 and the Hanlon Expressway. This should be undertaken as part of MTO's proposed Guelph-Wellington Transportation Needs Study.

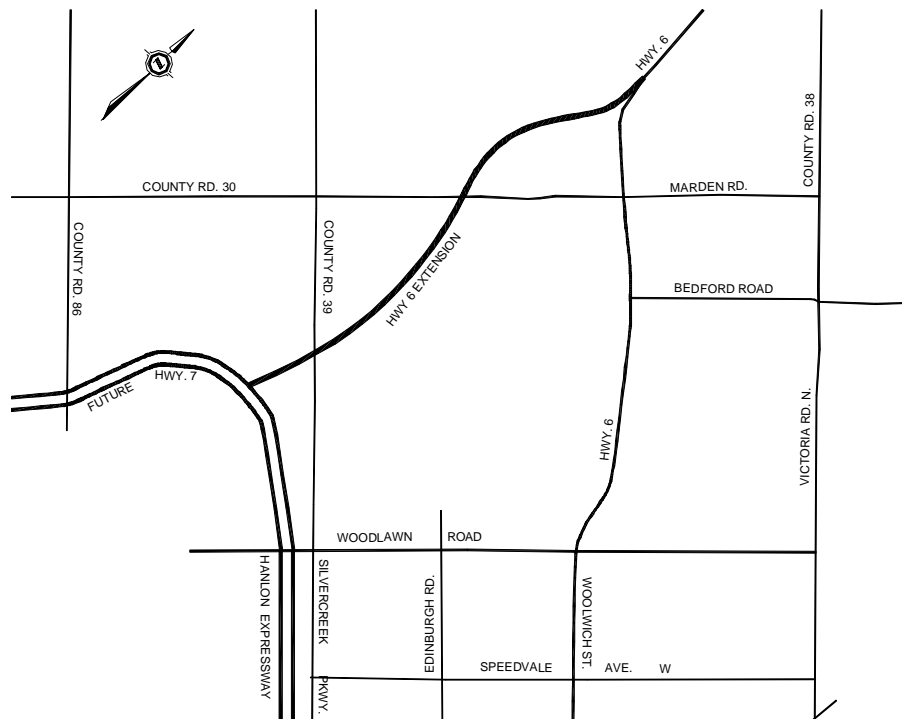


FIGURE 7.4: PROPOSED HIGHWAY 6 NORTH

7.3.7 Easterly Connection to Highway 401

The 1994 GATS study identified the need and potential alternatives for a new north-south connection from Highway 401 to the east of Guelph. As noted earlier, there is a distance of 13 km between the Guelph Line interchange (Exit 312) and the Wellington Road 46 interchange (Exit 299) on Highway 401, and it is feasible to locate a new interchange in between, as shown in Figure 7.5.

MTO's *Highway 7 East Role and Function Study*, between Brampton and Guelph, identified significant volumes of north-south traffic between Highway 7 East and Highway 401 in the area between Guelph and Halton Region. Subsequently, MTO's *Strategic Transportation Directions* indicated a potential north-south corridor in the same area linking two east-west corridors to the north (GTA East-West Corridor) and south (Mid-Peninsula Corridor) of Highway 401.

In light of these developments, GWTS recommends that MTO's Transportation Needs Study should review the need and justification for an easterly connection to Highway 401.



FIGURE 7.5: EASTERLY CORRIDOR OPTIONS TO HIGHWAY 401

7.3.8 Strategic Provincial Initiatives

Two of the major economic/transportation corridors identified in the Provincial *Strategic Transportation Directions* have implications for the Guelph-Wellington study area: the Niagara-GTA Corridor (Mid-Peninsula Corridor) and the GTA East-West Corridor, shown in Figure 7.6.

Niagara-GTA Corridor

The Niagara-GTA Corridor is the new name for the Mid-Peninsula Transportation Corridor connecting the Niagara Frontier to the Greater Toronto Area (GTA). The identification of the need for a multi-modal Mid-Peninsula Transportation Corridor (MPTC) grew out of the Niagara Peninsula Transportation Needs Assessment study completed by MTO in June 2001. The extensive public consultation process for the Niagara Peninsula study and the EA Terms of Reference did not include Guelph and municipalities in Wellington County and Waterloo Region. However, one of the proposed route alternatives for a Mid-Peninsula highway includes a connection from Hwy 401 to

the east of Guelph in the vicinity of the southern and eastern boundaries of Wellington County (see attached Map, Alternative F). This alternative has implications for Guelph, the Township of Puslinch and the County of Wellington.

In 2003, MTO developed the Terms of Reference for an Environmental Assessment (EA) for the highway component of the corridor, specifically to determine the route location for a highway within the corridor, and invited public comments on the ToR. The County of Wellington and the City of Guelph provided comments and requested inclusion in the EA process. It is not known when the Environmental Assessment will get underway.

GTA East-West Corridor

The Highway 7 East (Brampton to Guelph) Role and Function Study undertaken by MTO in 2000 tested the option of a new corridor to the north of the existing Highway 7 as an alternative to widening the latter to four lanes. The traffic movements on Highway 7 indicated mostly short-distance east-west trips and frequent north-south trips to/from Highway 401. A new corridor to the north will provide an alternative to Highway 401 and avoid widening the existing Highway 7 through a number of urban areas. The Strategic Transportation Direction identified a broad economic/transportation corridor from Highway 400 in the GTA to the Hanlon Expressway in Guelph. It is not known at this time as to when further studies on this corridor will be undertaken by MTO.

The GTA East-West Corridor was not a consideration during the EA planning process for the new Highway 7 between Guelph and Kitchener. The functional design for connecting the new Highway 7 and the expected extension of the Hanlon Expressway to the north is also not formally identified in the new Highway 7 EA. As such, the freeway-to-freeway connections involving the new Highway 7, the northerly extension of the Hanlon Expressway, and the future GTA East-West corridor will have to be examined before the Highway 7–Hanlon connection, as currently proposed in the Highway 7 EA, is implemented. Guelph and Wellington should ask the Province to examine design options for connecting the three corridors after the conclusion of the EA for the new Highway 7.

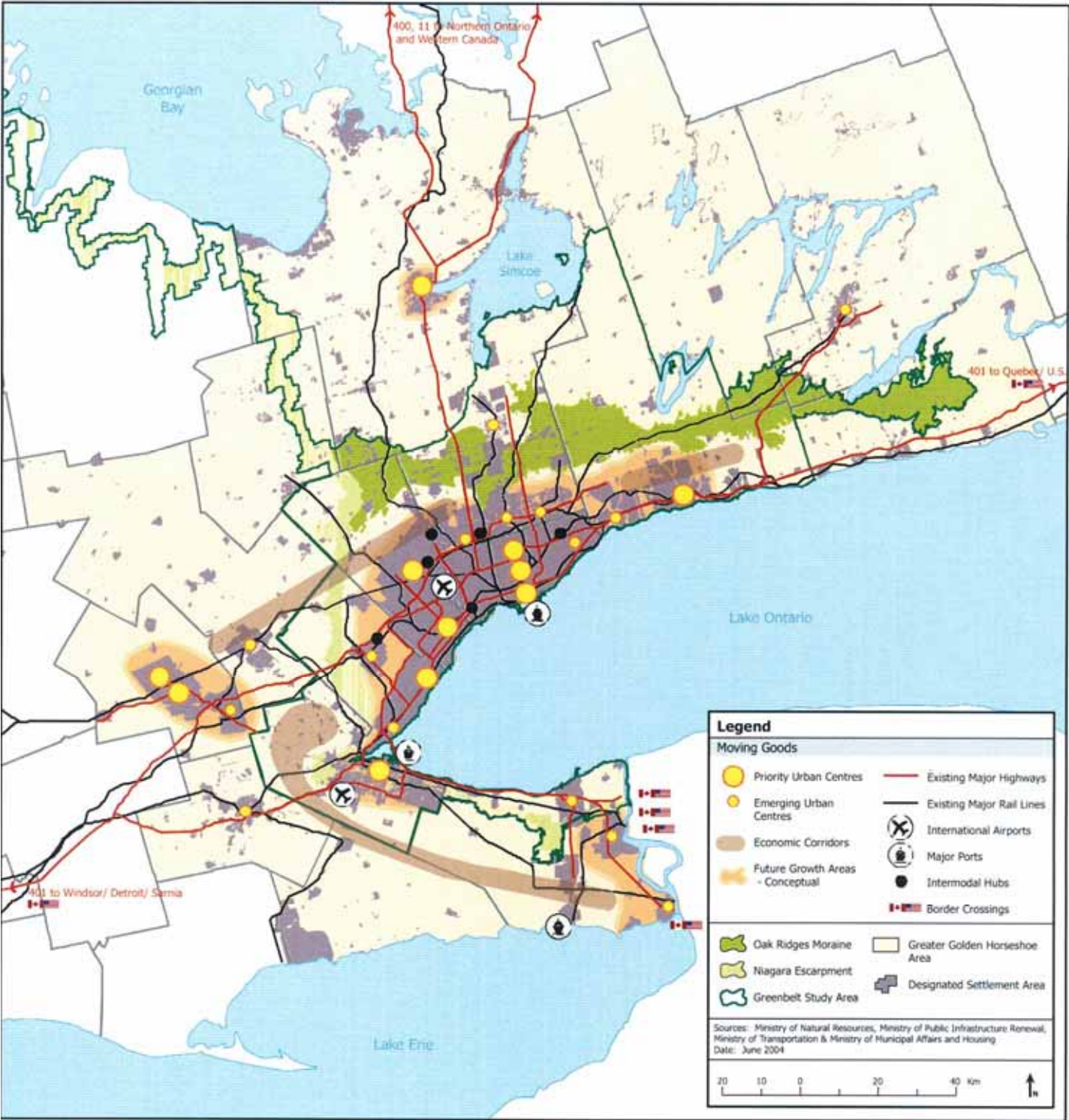


FIGURE 7.6: STRATEGIC DIRECTIONS

7.4 IMPLICATIONS FOR CITY AND COUNTY ROADS

The 2021 and post-2021 analysis assumed the following Provincial highway improvements in place:

- Realignment of Highway 6 North
- Upgrading of the Hanlon Expressway as a freeway
- The completion of the new Highway 7 West between Kitchener and Guelph

There will be significant impacts on the City and the County roads if these improvements are not completed during the planning period. Delay in completing the realignment of Highway 6 North will affect the following County and City roads:

- County Road 46
- County Road 34
- Gordon Street
- Clair Road (mostly truck traffic)
- Arkell Road (mostly truck traffic)

If the Hanlon Expressway is not upgraded by 2021 there will be significant impacts on both north-south and east-west roads including:

- Silvercreek Parkway
- Edinburgh Road
- Gordon Street/Woolwich Street
- Stone Road (including the westerly extension of Stone Road)
- Laird Road/Clair Road
- Wellington Road 124

The 2021 forecasting also assumed the completion of the new Highway 7. Without Highway 7 in place before the end of the planning period, a number of City and County roads in the Highway 7 corridor will be affected. They include:

- Woodlawn Road
- Speedvale Avenue
- Elmira Road/Wellington Road 86
- Wellington Road 30
- Wellington Road 51

It should be noted that during the planning period all of the arterial roads in Guelph will be of a four-lane cross-section or less, with the exception of Woodlawn Road which will have a centre-turn lane in addition to four through lanes. There will be sufficient capacity on these roadways to accommodate the projected traffic increases assuming that the provincial highway improvements are completed during the planning period. If the highway improvements are not completed within the planning period, there will be significant traffic congestion on city roads, most of which cannot be widened to six lanes owing to property constraints and community impacts.

7.5 PROVINCIAL HIGHWAYS AND INTER-REGIONAL TRANSIT

The highway improvements identified in this and earlier studies will address the projected traffic increases in the study area. As was pointed out in the earlier sections of this report, there are limits to roadway improvements in the study area and, if alternative modes are not increasingly used, resulting roadway traffic volumes will surpass the achievable road capacity in the post-2021 period. In addition to promoting transit usage within Guelph, consideration should be given to attracting inter-regional commuters to use transit by using the improvements to provincial highways to implement inter-regional transit service. The following inter-regional highway corridors can accommodate inter-regional bus transit service and High Occupancy Vehicle (HOV) operations:

- Wellington Road 124: To provide express bus service between Cambridge, southeast Kitchener, Guelph-Eramosa and Guelph.
- Highway 7 West Corridor: With the construction of the new Highway 7, the old alignment can be used to provide express bus service between Kitchener-Waterloo and Guelph.
- The Hanlon Expressway: Using shoulder lanes for local and inter-regional transit should be considered as part of upgrading the Hanlon Expressway.