



Don Kudo, P. Eng.
County Engineer
County of Wellington
VIA EMAIL:
donk@wellington.ca

Township of Puslinch
7404 Wellington Road 34
Puslinch, ON N0B 2J0
www.puslinch.ca

RE: 10.4 County of Wellington Regarding Road MAP - A Road Master Action Plan - Update #4
and Future Transportation Network Presentation

Please be advised that Township of Puslinch Council, at its meeting held on June 16, 2021
considered the aforementioned topic and subsequent to discussion, the following was resolved:

Resolution No. 2021-190: ☐ Moved by Councillor Sepulis and
Seconded by Councillor Bailey

☐

**That Council receive Correspondence item 10.4 regarding County of Wellington Road
Master Action Plan Update; and**

**That Council submit questions and comments to the CAO and that they be forwarded to
the County of Wellington Roads Committee for consideration; and**

**That Council direct staff to request that Don Kudo, County Engineer, and Dillon Consulting
present to Puslinch Council regarding the County Road Master Action Plan at an upcoming
Council meeting.**

CARRIED

Council's questions and comments are included as follows:

Q1: It states that the proposal is based on five components. I would like more information on
two components; the Cultural environment component and the Socio-Economic environment
component and how these factors influence the option to widen the road through Aberfoyle.



Q2: In August 2020 when Dillon Consulting was hired, what vision of Aberfoyle was shared with them? At what point in the process is the local heritage committee consulted? Economic development at a local level (vs a broader “moving goods for the province benefit” perspective)?

Q3: Did the projections take the future Morriston by-pass into account?

Q4: How does public feedback factor into the future options for priorities or alternative solutions?

Q5: Do we collect data on where and why people are using certain roads?

Q6: I would like to see more than one option for 46.

Q7: What exactly does “road capacity exceeded” mean?

How has the construction of the mid block interchange been factored into the assessment of the plans for WR 46?

Since County roads are intended to serve as our primary arterial roads for the movement of goods from employment lands to provincial highways, does the RMAP envision the roads that connect the mid block interchange on Highway 6 to our industrial park as being County Roads or remaining as local roads?

Since County roads are intended to serve as the primary arterial roads that create connections between provincial highways, does the RMAP envision the roads that connect the mid block interchange on Hwy #6 with the 401 at Brock Road as being County Roads or remaining as local roads?

Since County roads are intended to serve as the primary arterial roads for the movement of goods between nearby employment lands, , does the RMAP envision the roads that connect our employment lands with the employment lands located on the north side of Maltby Road as being County Roads or remaining as local roads?

The Aberfoyle bypass was built several decades ago and is now being enhanced, how do the plans for WR 46 reflect the ongoing investments intended to reduce the traffic passing through Aberfoyle?

Create Community safety zones around schools with electronic speed enforcement

Priority to push traffic towards Provincial infrastructure (Hanlon) ,

Road design in 50 zones promotes slower speeds, narrower lanes curbs, centre blvds

County of Wellington Report Regarding Road MAP: A Road Master Action Plan - Update #4 and Future Transportation Network Presentation



notes Wellington Road 46 between Maltby Road and Wellington Road 34 will be exceeded in 2041; does this take into account diversion to the Hanlon and Morriston bypass?

notes that a Municipal Class Environmental Assessments (EA) have also been approved for Wellington Road 46 (2000);surely an update is required based on the passage of time and changed conditions.

note that Brock Road has one of the highest truck volume and no bypass is being considered for Aberfoyle

- "Potential improvements to parallel roads not under County Jurisdiction (MTO, Puslinch)"; what should the process to review and implement and who would pay for study and implementation given that it would offload County Road?

- important criteria for Aberfoyle missing ie. community facilities, school zone, residential homes

-should include diversion to Hanlon, impact of Morriston Bypass

Sincerely,
Courtenay Hoytfox
Municipal Clerk