
8. TRANSPORTATION MASTER PLAN

8.1 MASTER PLAN OUTLINE

As discussed in the previous sections, the Guelph-Wellington Transportation Master Plan is based on strategies to manage transportation facilities from both the **demand** and **supply** sides. Specific recommendations were developed in regard to Transportation Demand Management (TDM) measures and non-motorized modes (Section 4), public transit (Section 5), City and County roadway improvements (Section 6), and Provincial highway improvements (Section 7). Section 8 summarizes these recommendations under the following headings:

- 1) Transportation Demand Management (TDM) Program
- 2) Land Use and Urban Design Measures
- 3) Walking and Cycling
- 4) Guelph Transit
- 5) Inter-regional Transit
- 6) Guelph Roadway Improvements
- 7) Wellington Roadway Improvements
- 8) Provincial Highway Improvements

8.2 TRANSPORTATION DEMAND MANAGEMENT PROGRAM

As discussed in Sections 4 and 5, TDM strategies in their broadest sense include all efforts to promote the reduced use of the automobile and the increased use of alternative travel modes. These strategies include land use and urban design measures, walking and cycling promotion, and the promotion of public transit. They also include the promotion of ride sharing and car pooling, the management of parking supply, and flexible hours at work places. TDM objectives can also be achieved as part of new developments: by limiting parking supplies, by giving parking priority to ridesharing employees, by facilitating walking and cycling, by transit-friendly subdivision design and by providing transit service in the early stages of major developments. All these measures are applicable in Guelph, and a majority of them are being implemented at the University of Guelph.

Sections 8.3, 8.4, 8.5 and 8.6 summarize specific recommendations in regard to land use and urban design, walking and cycling, Guelph Transit, and inter-regional transit. Additional steps are required to create public awareness about undertaking TDM measures in Guelph and to involve the residents, major institutions, employers and developers in actively promoting the use of alternative modes among Guelph residents and employees. To that end, the Transportation Master Plan recommends the following:

- 1) The establishment of a TDM Implementation Committee comprising City staff and representatives of residents, institutions, employers and developers to prepare a TDM Program and guidelines for implementation.

- 2) Identification of potential TDM users (i.e. institutions/employers/developers) and effective measures specific to each user.
- 3) Initial focus on areas where some TDM measures have been tried (University of Guelph), and areas where there is potential (Downtown, other employment areas and new developments).
- 4) Monitoring of TDM implementation and changes in travel characteristics.

8.3 LAND USE AND URBAN DESIGN MEASURES

As discussed in Section 4, land use and transportation have a dialectical relationship, each influencing the other. Transportation choices can be influenced over a long period by land use and urban design measures, while the selection and implementation of transportation facilities have a bearing on the location of land uses and the choices people make about their residential and employment locations and modes of travel. The land use concepts and strategies applicable to the study area are as follows:

- 1) Changes to Urban Form: Promote an urban system of nodes and corridors that will support the concentration of activities and mix of land uses. A potential system applicable to Guelph was illustrated in Figure 4.1. As experience in other municipalities has shown, a system of nodes and corridors minimizes the need for car use and facilitates the use of alternative modes such as walking, transit and cycling. However, changes to urban form can only be achieved over a long period of time and depend on consistent policy in light of changing market pressures.
- 2) Increase Density: Increasing residential and employment densities is consistent with the nodes-and-corridors urban form, is favourable to the use of alternative modes, and provides other benefits such as reduced land consumption, energy use and air pollution. However, density increases should be compatible with preexisting land uses, especially residential land uses. Policy measures and design guidelines will be required to identify higher density areas in the study area and intensify development in those areas.
- 3) Promote Mixed Land Use Developments: Mixed land use developments involving residential, commercial and employment uses are also supportive of alternative travel modes, particularly walking. This is already evident in the downtown and university areas in Guelph. While these areas have evolved over a long period of time, it is possible to achieve similar results in other areas through proactive measures such as identifying appropriate locations for mixed use development and implementing mixed use policies through the development process.
- 4) Neighbourhood Design Measures: Urban design plays a key role in creating the ambience for walking, cycling and transit, as opposed to urban and roadway designs that discourage the use of these modes. Guelph has developed specific design guidelines for the Stone Road Mall and South Guelph District Centre. Design guidelines should also be used in new residential and employment areas.

8.4 WALKING AND CYCLING

Guelph's Transportation Strategy provides the overall goals, objectives and specific policies for promoting cycling and walking as alternative modes of transportation in Guelph. Since the adoption of the strategy, Guelph has taken a number of ongoing measures for promoting these modes including:

- Provision of sidewalks in new subdivisions
- Extension of sidewalks in old development areas
- Provision of bicycle lanes as part of road reconstructions in accordance with the Official Plan

In addition to continuing these measures, the City should implement other measures recommended in the Transportation Strategy and discussed in Section 4 of this report. Specifically, they include:

- 1) Implement the recommendations of the new Trails Master Plan following its adoption by Council.
- 2) Improve connectivity between the on-street and off-street bicycle and walking facilities.
- 3) Improve cycling/walking connections between residential, employment and institutional areas.
- 4) Improve integration between transit routes/stops and walking/cycling facilities.

8.5 GUELPH TRANSIT

As outlined in Sections 2 and 5, public transit plays an important role in Guelph's transportation system. The City Council and the community are remarkably supportive of Guelph Transit and its continual improvements to reach the Official Plan transit share target of 10% of all daily trips. Transit improvements to be undertaken during the planning period (2001-2021) should focus on the following areas:

- Transit Route Structure Changes
- Route Improvements
- Service Improvements
- Roadway Transit Priority Measures
- Downtown Transit Terminal
- Advanced Transit Technology
- Transit Fleet and Facilities
- Transit Fare Strategies
- Transit Ridership Strategies
- Transit Accessibility

Specific recommendations in each area were discussed in Section 5 and are summarized in Table 8.1.

TABLE 8.1: TRANSIT IMPROVEMENT RECOMMENDATIONS

Improvement Areas	Improvement Measures
Transit Route Structure Changes: Route Concept Plan (Figure 5.1)	<ul style="list-style-type: none"> ● Gradually change from radial system to modified radial-grid system; ● In addition to the downtown and the University transit transfer points, develop other transfer points at Willow West Mall, Stone Road, South Gordon District Centre and the Woodlawn & Woolwich commercial area; ● Establish Gordon-Wellington-Woolwich corridor as the principal transit corridor with provisions for route interlining, other radial routes that have effective coverage of the outer areas.
Route Improvements	<ul style="list-style-type: none"> ● Implement the perimeter route system as currently proposed and based on the 2002 transit study; ● Implement transit priority measures along existing and new transit routes as appropriate; ● Reduce the dependence on single timed transfer between the current routes and provide for flexibility by establishing additional transfer points and route connections.
Service Improvements	<ul style="list-style-type: none"> ● Implement higher frequency service (15 min. instead of the current 30 min. headway); ● Where possible, interline additional routes along corridors with higher demand; ● Introduce new routes in critical corridors.
Roadway Transit Priority Measures	<ul style="list-style-type: none"> ● Provide signal priority at critical intersections; ● Provide Queue Bypass Lanes, as required, at intersections as shown in Figure 8.1: Gordon/Wellington, Gordon/Stone, Woolwich/Eramosa, Gordon/College, Stone/Edinburgh, and College/Edinburgh; ● Implement other measures including adequate road geometry, avoiding parking conflicts and bus bays.
Transit Fare Strategies	<p>Based on the successful bus pass system with University of Guelph students, explore the following:</p> <ul style="list-style-type: none"> ● Payroll deduction bus pass system for university employees; ● Payroll deduction bus pass system for City of Guelph employees; ● Payroll deduction bus pass system for private sector employees; ● Monthly bus pass at discounted rates for all users; ● Reduced Transit fare during off-peak periods; ● Employer-subsidized bus passes for both private and public sector employees.

TABLE 8.1: TRANSIT IMPROVEMENT RECOMMENDATIONS (CONTINUED)

Improvement Areas	Improvement Measures
Transit Ridership Strategies	<ul style="list-style-type: none"> • Attract more choice riders (i.e. those with access to the automobile) to transit by providing convenient, reliable and direct transit service and by providing fare and workplace incentives; • Provide more frequent service and fare incentives to increase transit usage in the five core districts bounded by Woodlawn Road, Hanlon Expressway, Clair Road and Victoria Road; • Implement new direct routes, more frequent service and fare incentives to attract transit riders in the eight outer districts.
Transit Accessibility	<p>Continue ongoing accessibility initiatives and expand them to include:</p> <ul style="list-style-type: none"> • Increasing the number of low floor buses in service; • Accessibility improvements at bus stops and terminals; • Fare incentives, where possible, to encourage patrons with disabilities to use conventional transit.

8.6 INTER-REGIONAL TRANSIT

Although the transit share of inter-regional travel is not very significant at the present time, transit should be promoted to play a bigger role in the future because of growing inter-regional travel and the limits to expanding highway capacity to accommodate this growth. As discussed in Section 5, the City of Guelph is involved in a number of initiatives to promote transit as an alternative mode to the automobile for inter-regional travel. Also, as pointed out in Section 7, unlike in the past, improvements to highways should not be limited to accommodating increasing automobile traffic only but should be used to promote inter-regional bus service as well. Ongoing and potential initiatives for inter-regional transit are listed below:

- 1) Inter-regional, Inter-modal Transit Station: Guelph has completed a feasibility study for developing an inter-regional and intermodal transit station at the VIA Station site. The City should pursue the implementation of this proposal with funding support from the Provincial and Federal Governments.
- 2) North Mainline Rail Service Improvements: Guelph is part of an alliance of municipalities, along the North Mainline, from London to Halton Hills, whose goal is to obtain more frequent and faster train service between London and Toronto. The alliance is preparing a business plan to support this goal and secure funding from senior governments. Guelph is ideally located to benefit from both an extension of GO Train service west of Georgetown and the introduction of a more frequent VIA Rail service to/from Toronto.
- 3) Intercity Bus Service: Guelph and Wellington should request the introduction of a GO

Bus and/or private intercity bus service on the Highway 401 corridor. This could connect Guelph, Wellington and Waterloo areas to the Milton GO Station and to Toronto. Guelph and Wellington have been supportive of the Provincial proposal to establish a Park & Ride intercity bus station on Wellington Road 46 to the north of Highway 401.

- 4) Guelph Transit & Grand River Transit Service Coordination: Guelph Transit should explore the possibility of providing coordinated bus service with Grand River Transit to serve Guelph-Wellington and Kitchener-Waterloo-Cambridge areas.
- 5) Integrated Fare Medium: Guelph Transit is planning to upgrade its fare collection system using the smartcard fare medium. In so doing, Guelph Transit should work with the Province and other municipal transit operators to obtain an integrated fare medium for transit transfers.
- 6) Highway Transit Corridors: Provincial and regional highway improvements in the study area and adjacent Waterloo Region should consider the potential for accommodating Rapid Bus Service and High Occupancy Vehicle (HOV) lanes on highway corridors. Specifically, Wellington Road 124, Highway 7 and the Hanlon corridors can be used to promote the use of transit in inter-regional travel between Cambridge, Kitchener, Waterloo, Wellington and Guelph.

8.7 THE ROAD NETWORK

8.7.1 Roadway Improvements

The road network improvements identified in Sections 6 and 7 and recommended for the Study Area are under three separate jurisdictions:

- City of Guelph roadway improvements
- Wellington County roadway improvements
- Provincial highway improvements

However, the recommended improvements are mutually supportive of each other and almost all of them are required within the planning period to enable the study area road network to accommodate the anticipated growth levels, not only within the study area but also in adjacent municipalities. Delays in undertaking improvements by one jurisdiction will affect the level of service on roads within the other two jurisdictions and affect the study area network as a whole.

The road improvements are not intended to serve passenger vehicular traffic only. Within the City, the roads accommodate passenger vehicles, walking, cycling, transit, as well as goods movement. The County roads accommodate both passenger vehicles and significant volumes of external truck traffic. The Provincial highways carry long-distance vehicular traffic and truck traffic. This study recommends that both the County roads (e.g. Wellington Road 124) and the Provincial highways (the Hanlon Expressway, Highway 6 North and Highway 7) should also be considered for promoting inter-regional transit.

The recommended improvements are in different stages of identification and environmental assessment, as categorized below:

- 1) Previously identified and EA approved improvements
- 2) Previously identified improvements and reconfirmed in this study, subject to EA approval
- 3) Improvements identified and justified by this study, subject to EA approval

8.7.2 City of Guelph Roadway Improvements

The recommended roadway improvements within the City of Guelph are tabulated below as individual projects according to their EA requirements, as shown in Table 8.2, Table 8.3 and Table 8.4, and illustrated in Figure 8.1. They fall under three categories: projects for which the EA has been completed; projects for which EA has to be undertaken; and projects that are considered pre-approved in terms of the Municipal Class EA guidelines. All of the projects listed below are included in the City’s 2004 Development Charges By-law. The need and justification statements for projects for which an EA is required are included in the Technical Appendix to this report.

TABLE 8.2: ROAD IMPROVEMENTS WITH COMPLETED ENVIRONMENTAL ASSESSMENTS

Project Description	Anticipated Timing
Clair Rd (Laird Rd to Victoria Rd): widen from 2 to 4 lanes (Laird Rd to east of Gordon St); 2-lane upgrading (east of Gordon St to Victoria Rd).	2005-2007
Gordon St (Clair Rd to Maltby Rd): widen from 2 to 4 lanes.	In conjunction with development of adjacent lands
Stone Rd (Monticello Cr to Victoria Rd): widen from 2 to 4 lanes.	Subject to Council approval, based on actual traffic volumes
Stone Rd (Victoria Rd to Watson Pkwy): widen from 2 to 4 lanes.	In conjunction with development of adjacent lands
Victoria Rd (York Rd to Clair Rd): widen from 2 to 4 lanes (York Rd to Stone Rd); 2-lane upgrading (Stone Rd to Clair Rd).	2006-2009
Watson Rd (Watson Pkwy to Speedvale Ave): widen from 2 to 4 lanes (Watson Pkwy to Eastview Rd); 2-lane upgrading (Eastview Rd to Speedvale Ave).	In conjunction with development of adjacent lands

TABLE 8.3: ROAD IMPROVEMENTS SUBJECT TO EA APPROVALS

Project Description	Anticipated Timing
Edinburgh Rd (London Rd to Wellington Rd): given the road right-of-way constraints in this section, a range of options will be considered including intersection improvements, adding a third centre-turn lane and widening to 4 lanes where possible, as well as a grade separation at CN Rail crossing (Schedule C).	Beyond 2010
Laird Rd (realigned section from Hanlon to Downey Rd): widen from the initial 3-lane cross section, that will be built as part of the Hanlon Creek Business Park Subdivision development, to the ultimate 4-lane mid-block cross section and 6-lane cross-section at the interchange (Schedule B/C).	Depends on Hanlon Business Park development and the timing of the Hanlon/Laird interchange
Niska Rd Bridge Replacement: from a single-lane bridge to a 2-lane bridge (Schedule B).	2008
Stone Rd to Elmira Rd connection: extension of Stone Rd and Elmira Rd to Wellington Rd 124 (West) (Schedule C).	Beyond 2021 (sooner if Hanlon is not upgraded by 2021)
Watson Rd to Woodlawn Rd connection: extension of Watson Rd and Woodlawn Rd to Wellington Rd 124 (East) (Schedule C).	Beyond 2021
Woodlawn Rd (Hanlon to Nicklin Rd): addition of centre-turn lane (Schedule B). The addition of a centre-turn lane between Nicklin Rd and Woolwich St will be undertaken in conjunction with adjacent developments.	2007-2009
York Rd (East City Limits to Wellington Rd): widen from 2 to 4 lanes east of Victoria Rd, and widen from 2 to 3 lanes west of Victoria Rd if existing right-of-way can accommodate a third lane (Schedule C).	2008-2009

TABLE 8.4: IMPROVEMENTS CONSIDERED PRE-APPROVED (SCHEDULE A) IN THE EA PROCESS

Project Description	Anticipated Timing
Arkell Rd (Gordon St to Victoria Rd): 2 lane upgrading	In conjunction with development of adjacent lands
Downey Rd (Forestell Rd to Teal Dr): 2 lane upgrading	2009
Eastview Rd (Starwood Dr to Watson Rd): 2 lane upgrading	2008
Maltby Rd (Hanlon to Gordon St): 2 lane upgrading	In conjunction with development of adjacent lands
Speedvale Ave (Elmira Rd to West City Limits): 2 lane upgrading	2007
Intersection upgrades on Victoria Rd from Woodlawn Rd to Eastview Rd	2008-2009
Intersection upgrades: Speedvale & Stevenson Speedvale & Silvercreek	2008-2009
Intersection upgrades: Silvercreek & Greengate Stevenson & Elizabeth Eramosa & Delhi Speedvale & Delhi College & Scottsdale	Beyond 2009

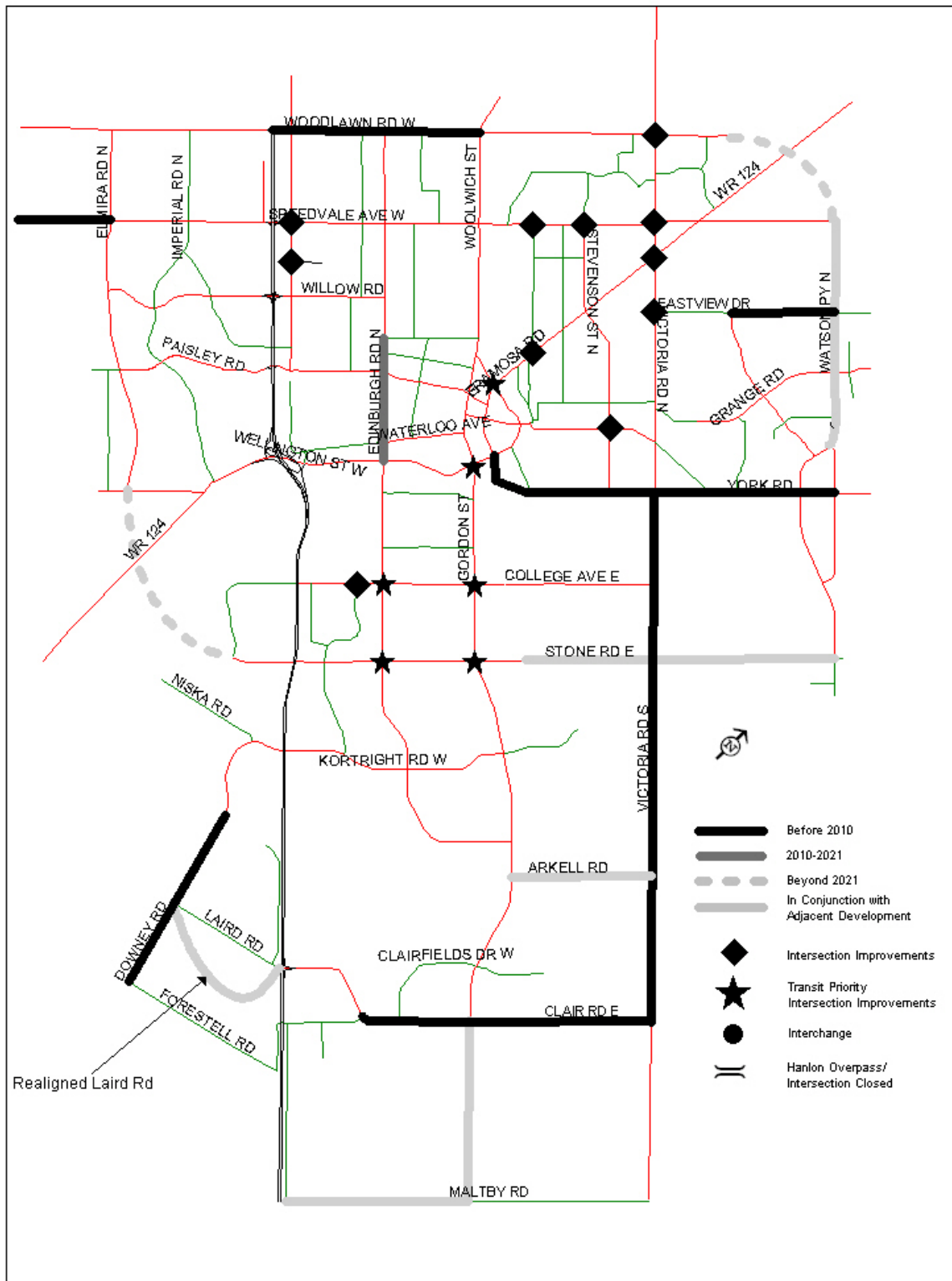


FIGURE 8.1: RECOMMENDED ROAD NETWORK UPGRADES AND TIMING IN GUELPH

8.7.3 County of Wellington Roadway Improvements

The County road network plays a critical role in the Guelph-Wellington transportation system, connecting Guelph's arterial roads to Provincial highways. The major County roadway projects to be undertaken during the planning period, as shown in Figure 8.2, include:

- The upgrading of Wellington Road 124 West (former Highway 24) between Guelph and Cambridge.
- The widening of Wellington Road 46 from the City limits at Maltby Road to Wellington Road 34, the EA for which was completed with the Gordon Street EA.
- The reconstruction/widening of Wellington Road 7 (Elora to Highway 6).

The need and justification for upgrading Wellington Road 124 West (former Highway 24) as a divided highway along a new alignment was earlier established through the 1997 EA undertaken by the MTO, and is reconfirmed through the present GWTS study. The upgrading is overdue in light of the existing traffic conditions, and will be required with or without improvements to the Hanlon Expressway and building of the new Highway 7. Wellington Road 124 was downloaded to Wellington County in 1997 and the County is not in a position to undertake the reconstruction of Wellington Road 124 without Provincial support. The County and the City should jointly approach the Province to expedite the upgrading of this roadway by either (a) reassuming jurisdiction over WR 124 between Cambridge and Guelph, or (b) providing funding support for its reconstruction in consultation with Wellington and Guelph.

Sections of two of the proposed City roadway improvements, the Stone Road-Elmira Road connection and the Watson Road-Woodlawn Road connection will be located within the County's jurisdiction. The environmental assessment and the implementation of the two projects will have to be coordinated between the City and the County. The County has also indicated that the County and the City should discuss cost-sharing possibilities for the widening of Wellington Road 46 (Brock Road, continuation of Gordon Street south of Maltby Road), insofar as the need for widening this roadway is also driven by growth in Guelph.

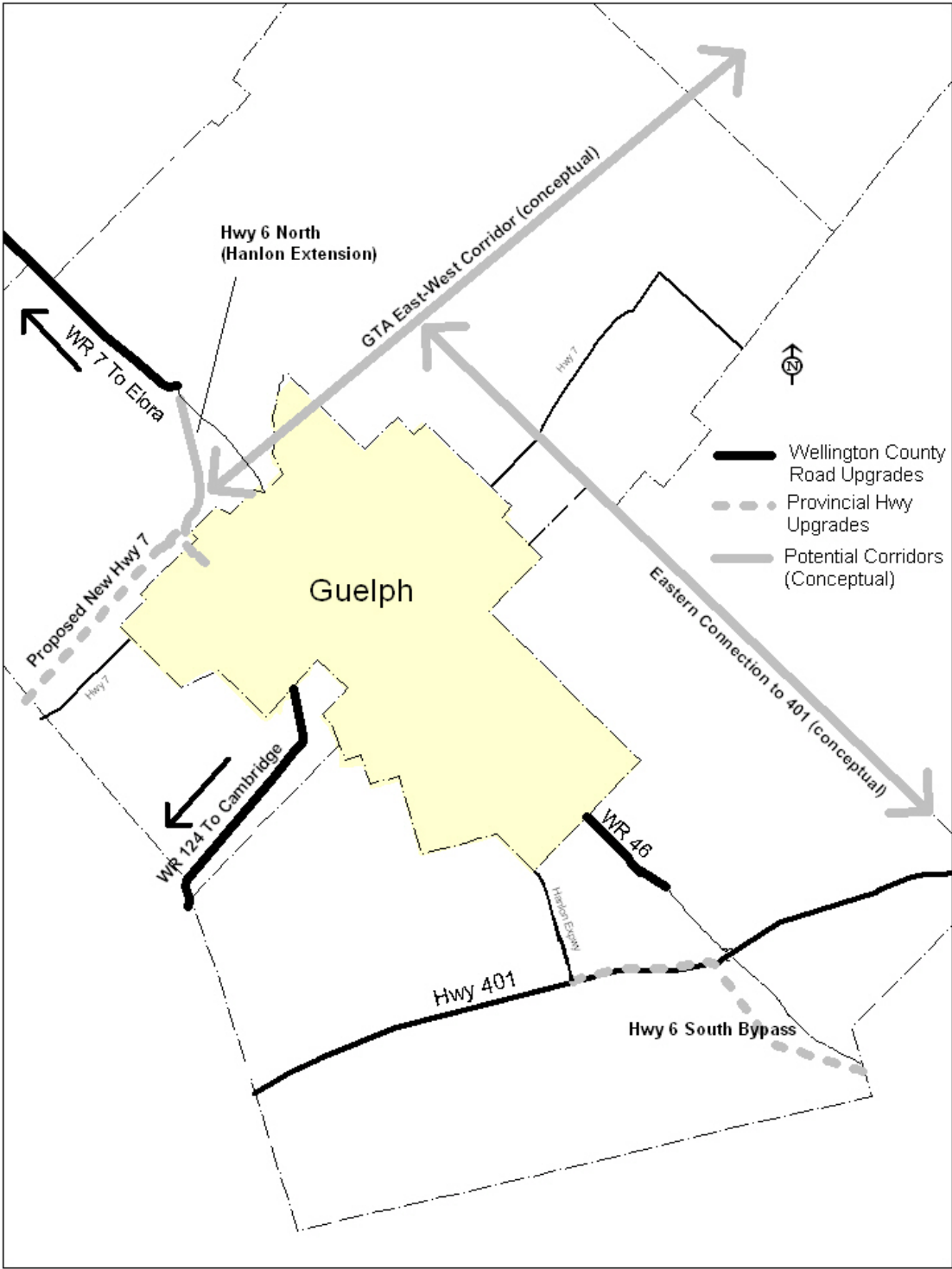


FIGURE 8.2: COUNTY AND PROVINCIAL ROAD UPGRADES

8.7.4 Provincial Highway Improvements

The Provincial highway improvements discussed in Section 7 are the responsibility of the Ministry of Transportation. The timing of these improvements is undetermined, although the present study has identified the need for some of the improvements to be implemented during the planning period (2001-2021). The improvements required during the planning period and the status of their environmental assessment, as shown in Figure 8.2, are as follows:

- 1) Highway 6 South (Morrison to Guelph) Bypass: The EA for the Bypass has been completed and is under MoE review. The review is expected to be completed by December 2005.
- 2) Highway 7 West (Kitchener to Guelph): The EA Addendum for the new Highway 7 is currently under MoE review, which is expected to be completed by August 2005.
- 3) The Hanlon Expressway: The upgrading of the Hanlon Expressway is critical to the Study Area as a whole and to the City of Guelph in particular. Hanlon is currently a north-south, 4-lane divided roadway with one interchange at Wellington Road and several at-grade intersections to the north and south of Wellington Road. The required improvements relate to the upgrading of the at-grade intersections to interchanges, as was shown in Figure 7.1.

The status of each Hanlon intersection is summarized in Table 8.5 below.

The Ministry of Transportation Southwestern Region will be undertaking future transportation studies to specifically address Provincial highway issues in Guelph and Wellington. The GWTS recommends the following highway improvements, shown in Figure 8.2, for further consideration in future MTO studies:

- 1) The Hanlon Expressway northerly extension to connect with Highway 6 North
- 2) Highway 6 North Bypass at Fergus
- 3) Easterly connection to Highway 401—a new north-south corridor to the east of Guelph

The long term Provincial initiatives with implications for the Guelph-Wellington area include:

- 1) Niagara-GTA Corridor—the former Mid-Peninsula corridor that may connect with Highway 401 in the Guelph-Wellington Study Area.
- 2) GTA East-West Corridor—a potential transportation/economic corridor to the north of Guelph between Highway 400 in the GTA and the Hanlon/Highway 6 corridor.

The potential for an East-West Corridor between Highway 400 and the Hanlon Expressway that has been recently identified by the Province 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.

TABLE 8.5: HANLON EXPRESSWAY INTERSECTION IMPROVEMENTS

At-Grade Intersections	GWTS Recommended Improvements	Planning/EA Status
Hanlon at Woodlawn Road	Full interchange with connections to new Highway 7, Woodlawn Road and Silvercreek Parkway.	Included in the Highway 7 EA.
Hanlon at Speedvale Avenue	Full interchange.	EA completed in 1994. Addendum required. Need and justification confirmed by GWTS.
Hanlon at Willow Road	Grade Separation.	Identified in the 1994 EA.
Hanlon at Paisley Road	Grade Separation, but an interchange will be provided to the north of Paisley.	EA completed in 1994. Addendum required. Need and justification confirmed by GWTS.
Hanlon at College Avenue	Partial interchange with to/from north connections.	EA required. Need and justification confirmed by GWTS.
Hanlon at Stone Road	Full interchange.	EA required. Need and justification confirmed by GWTS.
Hanlon at Kortright Road	Full interchange.	EA required. Need and justification confirmed by GWTS.
Hanlon at Laird Road	Full interchange, along with closure of Clair Road/Phelan Drive at the Hanlon.	EA required. Need and justification confirmed by GWTS and area traffic studies.
Hanlon at Maltby Road	Full interchange.	EA required. Need and justification confirmed by GWTS and area traffic studies.
Hanlon at Wellington Road 34	Full interchange as an alternative to the interchange identified in the Hwy 6 South Bypass EA.	EA addendum required.

8.8 TRANSPORTATION MASTER PLAN (TMP) IMPLEMENTATION

The recommended Transportation Master Plan (TMP) has different components, which are interconnected and are mutually supportive. Conversely, non-implementation or delays in implementing some components will have adverse consequences in other areas.

If the use of alternative modes in Guelph and the use of inter-regional transit do not increase during

the planning period, there will be significant strains not only on City roads but also on the County and Provincial roadways in the study area.

Roadway improvements in Guelph are necessary not only to accommodate passenger vehicular traffic but also to accommodate walking, cycling and buses. The County and Provincial roadway improvements should also promote inter-regional transit and efficient goods movement.

Delays in implementing the recommended improvements on identified roadways will create traffic congestion on them, adversely affect transit service, and will lead to traffic infiltration of neighbourhoods and communities. The City and County roadway improvements identified in this study are not excessive, involving, at most, widening from 2 to 4 lanes and intersection improvements. However, if the identified Provincial highway improvements are not implemented during the planning period, there will be significant impacts to adjacent City/County/Township roadways. Additional widening of these roadways will create significant social and community impacts.

The funding sources and the implementing agency for the different components of the TMP are identified below:

- Transportation Demand Management (TDM) Program: This can be accomplished within the existing staff resources in the Engineering, Transportation, and Planning Departments. After a TDM program is developed in consultation with stakeholders, it should be presented to Council for approval. The cost of program implementation will likely be modest and could be covered under the Transportation Strategy Implementation budget which is entirely funded by development charges.
- Guelph Transit: The transit recommendations will be implemented by Guelph Transit. Since the withdrawal of Provincial funding support in 1997, Guelph Transit, like other municipal transit operators, has been relying on property taxes and, to a limited extent, on development charges, for its capital expenditure. The recent fuel tax rebate by the Province for transit expenditure is a move in the right direction, but hardly adequate. The City and Guelph Transit should work with other municipalities and transit operators to obtain more transit funding from the Provincial and Federal governments. This will enable Guelph Transit to proceed with fleet expansion, fare technology, transit transfer point relocation and other capital improvements identified in this report.
- City of Guelph Roadways: City roadway improvements are undertaken to facilitate all modes of travel, and are the responsibility of the City's Engineering Department. Since the withdrawal of Provincial funding in 1997, the roadway improvements are funded by development charges, property taxes and, in some instances, by direct developer contributions. The breakdown of costs of and DC contributions to roadway upgrades are included in the *2004 Guelph Development Charges Background Study and By-Law*. The Provincial contribution is limited to roadways that are considered to be "connecting links" to Provincial Highways. The \$1.5 million fuel tax rebate that has now been introduced to support transit in Guelph represents about 10% of the total fuel taxes collected annually in the City. In addition, the City is also expected to contribute through development charges to the construction of the Hanlon/Laird interchange because of

- the anticipated development at this location.
- Wellington County Roadways: The roadway improvements in the County, with the exception of Wellington Road 124 West, will be funded by property taxes and development charges. In regard to Wellington Road 124 (the former Highway 24), the County and the City should ask the Province to either reassume jurisdiction over this roadway or provide funding support for its reconstruction.
 - Provincial Highway Improvements in the Guelph-Wellington Area: In addition to the reconstruction of Wellington Road 124 (the former Highway 24), the Provincial improvements that need to be completed during the planning period are the Hanlon Expressway upgrades, the Highway 6 South realignment, and the new Highway 7 (Kitchener-Guelph). The EA for the last two have been completed and are awaiting approval. The City should ask the Province to prepare an implementation plan for the Hanlon upgrades in consultation with the City and undertake the Environmental Assessment as required. Given the growing funding constraints for Provincial highway improvements, Guelph and Wellington should work with other municipalities in asking the Province to look at alternative funding sources such as road/congestion pricing, including toll roads where appropriate, to fund highway improvements in the long term.
 - Inter-Regional Transit: Guelph and Wellington should collaborate with neighbouring municipalities to ask the Provincial and Federal governments to undertake inter-regional transit initiatives to enhance transit service between Guelph-Wellington, the Region of Waterloo and the GTA areas. Guelph Transit should work with Grand River Transit to implement a coordinated transit service between Guelph-Wellington and the Kitchener-Waterloo-Cambridge areas.