

TOWN OF WASAGA BEACH
EAST-WEST TRANSPORTATION ROUTE STUDY

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File No. 108072
October, 2008

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1. INTRODUCTION

This report is submitted in response to a request from Mr. Jim McIntosh, Director of Public Works, Town of Wasaga Beach, for an East-West Transportation Route Study. The purpose of this study is to explore alternative routes to address existing traffic volume and congestion issues on the existing east-west arterial corridor through Town.

The Town of Wasaga Beach currently has only one east-west arterial route through Town consisting of County Road 92/ River Road West from Vigo Road through to Mosley Street at Highway 26. The existing arterial route is a predominantly two-lane rural roadway with some sections widened to a four-lane urban standard. Figure 1 shows the Town road network and highlights all existing arterial and collector roads as per the Town of Wasaga Beach Official Plan amended February 2008. Figure 1 also highlights the existing east-west Mosley Street – River Road West arterial corridor.

2. BACKGROUND

In 1974 the Ministry of Transportation, Ontario (MTO) prepared a Feasibility Study regarding the internal road system throughout the Wasaga Park Community, currently the Corporation of the Town of Wasaga Beach. This study included the Wasaga Park Community Master Plan, 1967. A copy of this plan is provided in Figure 2. The Feasibility Study generally concluded that the Mosley Street – River Road West corridor was required as an east-west passage through Town including construction of the Schoonertown Bridge over Nottawasaga River. The report also identified two other east-west routes for Wasaga Beach in addition to Mosley Street – River Road West. “New Highway 26” was identified approximately along the current south limit of the Town as well as an “East-West Parkway” identified approximately through the center of the current Town boundaries. This would have provided three east-west arterial routes rather than the one that is available today.

In 1999 the Town of Wasaga Beach completed a Transportation Study for the Town road network. The purpose of the study was to identify road network improvements required over a 5 and 10-year time horizon and assist the Town in updating development charges. The study identified the necessity of widening and/or other improvements to the existing Mosley Street – River Road West corridor and recommended staging of the improvements by priority of various sections of the arterial roadway.

The 1999 Transportation Study addressed a public perception that a large volume of trucks travel straight through Town and that a Town by-pass was required to relieve traffic congestion along River Road West and Mosley Street. The study provided a conceptual alignment for a potential by-pass route located approximately along the south limit of Town (see Figure 3). This by-pass would be approximately 18.3km long and was estimated to cost approximately \$27,000,000 to construct.

Data obtained for the 1999 study indicated that truck traffic only accounted for approximately 10% of total traffic volume. Traffic counts also indicated that there was a much larger volume of trucks at the commercial area on Mosley Street and Sunnidale Road than at other locations on the east-west route. This suggested that the majority of truck traffic was stopping in Town for business and therefore, only a small percentage of truck traffic would use a Town by-pass. Furthermore, a large percentage of car traffic volume on the east-west arterial route is due to developments directly