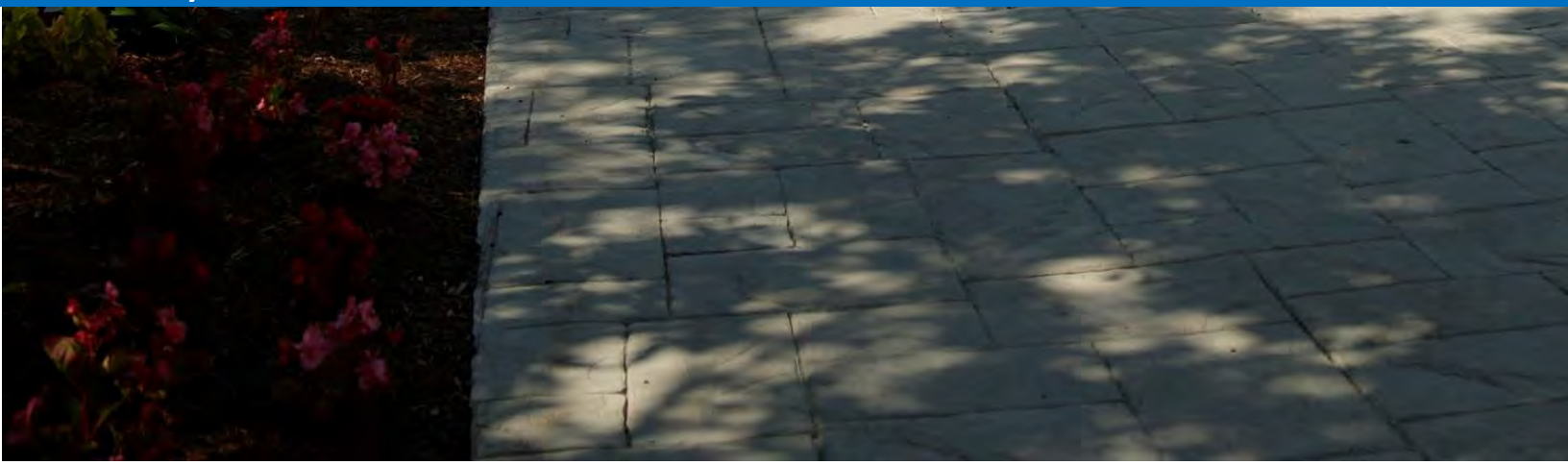
Township of Centre Wellington
Active Transportation and Mobility Plan

July 2025



WSP

Centre Wellington

STUCKLESS CONSULTING INC.

Statement of Limitations

WSP Canada (WSP) prepared this report solely for the use of the intended recipient, the Township of Centre Wellington, in accordance with the professional services agreement. The Township of Centre Wellington is solely responsible for the disclosure of any information contained in this report. The content and opinions contained in the present report are based on the observations and/or information available to WSP at the time of preparation.

If a third party makes use of, relies on, or makes decisions in accordance with this report, said third party is solely responsible for such use, reliance or decisions. WSP does not accept responsibility for damages, if any, suffered by any third party as a result of decisions made or actions taken by said third party based on this report. This limitations statement is considered an integral part of this report.

The original of this digital file will be conserved by WSP for a period of not less than 10 years. As the digital file transmitted to the Township of Centre Wellington is no longer under the control of WSP, its integrity cannot be assured. As such, WSP does not guarantee any modifications made to this digital file subsequent to its transmission to the intended recipient.

Image Attribution Statement

All figures and photographs included in this report were taken by WSP Canada or the Township of Centre Wellington, unless otherwise specified. Any figures or photographs sourced from third parties are clearly credited accordingly.

Land Acknowledgement

The lands we know today as the Township of Centre Wellington have been home to Indigenous peoples since time immemorial. We acknowledge that we are on the treaty lands and traditional territory of the Anishinaabe and the Haudenosaunee.

With increasing encroachment by non-Indigenous settlers in the Township of Centre Wellington, the Anishinaabe and Haudenosaunee could not continue their traditional lifestyle and settled in their villages along the Credit River and in the Grand River Valley. These Indigenous nations uphold their Treaty Rights within our jurisdiction.

Today, the Township of Centre Wellington remains home to Indigenous peoples from across Turtle Island. We are grateful to have the opportunity to share and respect Mother Earth and are committed to building constructive and cooperative relationships with Indigenous nations.

Executive Summary

This Active Transportation and Mobility Plan (ATMP) provides strategic direction for shaping the future of the Township's on- and off-road active transportation and mobility network through to 2051. Building an interconnected active transportation network that improves safety, comfort, and accessibility for people of all ages and abilities is essential to a successful multi-modal transportation system.

This Plan will guide the planning, budgeting, and development of both physical and social infrastructure to support walking, cycling, and rolling throughout Centre Wellington. It will help the community achieve the strategic goals of the Township and the County by fostering healthy, sustainable, and complete communities—where residents and visitors alike can walk, bike, or wheel to reach their daily destinations.

This ATMP includes an introduction to active transportation, the purpose and vision of the ATMP, the study process, and the extensive engagement that helped inform this Plan. It delves into the Centre Wellington context, discussing policy backgrounds, socio-economic patterns, and transportation trends. The Plan details the proposed Centre Wellington active transportation network and phasing plan. Additionally, it suggests policies and education and promotional initiatives to support the execution of ATMP.

Vision and Goals

The ATMP is guided by a vision that reflects the Township's priorities and ongoing commitment to providing a safe and comfortable active transportation network. This vision and its supporting goals were shaped by key themes and priorities identified through a review of existing plans and policies, as well as through initial engagement with Township staff, stakeholders, and members of the public.

The Vision of this ATMP is:

"The Township of Centre Wellington envisions a safe, accessible, and well-connected active transportation and mobility network that serves people of all ages and abilities. Our goal is to connect people to the places they need and want to go, support a healthy, active lifestyle, enhance the overall quality of life, and meet the mobility needs of a growing community."

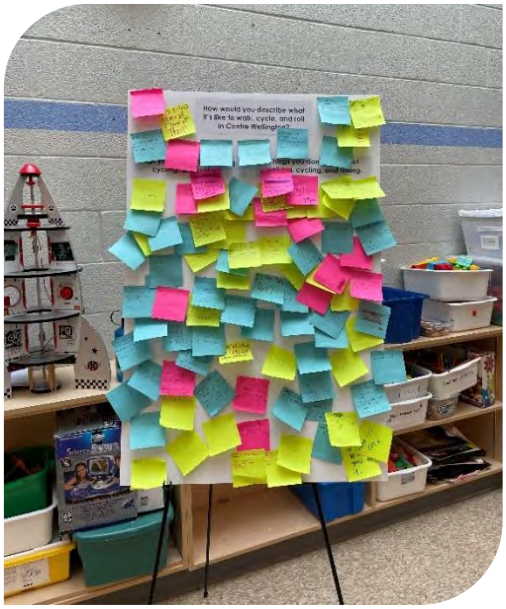
To support the vision statement, a series of project objectives were established. Like the vision, these objectives were formed based upon the Township's existing policy directives and through a collaborative process with Township staff, community partners, and members of the public:

- **Improve connectivity**: Enhance connections within urban areas to key destinations, services, and schools. Link hamlets and rural areas to nearby urban centres.
- **Multi-modal system:** Support a variety of mobility and transportation choices.
- **Accessible facilities**: Develop active transportation infrastructure that is accessible to people of all ages and abilities.
- **Promote active lifestyles and community health:** Encourage active living and enhance community health through active transportation initiatives.
- **Incorporate active transportation in new developments:** Ensure new developments and growth support and integrate active transportation.
- **Prioritize safety:** Prioritize pedestrian and cyclist safety and implement safe and protected active transportation facilities.

Engagement

The development of the ATMP was guided by a robust and inclusive engagement process involving community partners, the public, and municipal staff. This collaborative approach ensured the plan reflects the community's values and supports informed, community-driven decision-making.

Community input was gathered throughout every stage of the ATMP's development, shaping the plan's direction and priorities. In total, 27 engagement and outreach events were conducted, including Listening Sessions with targeted groups, community pop-ups, school workshops, public information centres, and other initiatives. These activities were designed in collaboration with Township staff and project partners to reach a broad and diverse cross-section of the community.



EX 1: Feedback from Students during a school workshop at J D Hogarth Public School

BARRIERS TO ACTIVE TRANSPORTATION

Key barriers to residents and visitors using active transportation in Centre Wellington included:

- Gaps in the sidewalk and trail network
- Lack of dedicated infrastructure such as bike lanes
- Concerns about speeding and aggressive driver behaviour
- Car-centric community design limiting mobility options
- Insufficient amenities like washrooms and bike racks

Figure 2: Community Workshop with Centre Wellington Food Bank clients

KEY PRIORITIES

Key priorities and important features desired for the active transportation network and the ATMP includes:

SAFETY: Prioritize pedestrian and cyclist safety through sidewalks, dedicated cycling lanes separated from motor vehicles, well-lit paths, and traffic calming measures.

CONNECTIVITY: Well-connected active transportation routes to key destinations, schools, and between settlements.

ACCESSIBILITY: Accessible facilities that can be used by people of all ages and abilities.

WAYFINDING: Clear signage and wayfinding to navigate the network easily.

SUPPORTIVE AMENITIES: Strong desire for amenities like bike racks, rest areas, and public washrooms that enhance the usability and comfort of the network.

VISIBILITY: Address blind corners and provide adequate lighting to increase visibility.

MAINTENANCE: Year-round maintenance of facilities to ensure infrastructure can be used during any season.

This input has been instrumental in shaping a plan that is responsive, inclusive, and forward-looking—laying the foundation for a more active, connected, and accessible Centre Wellington.

Proposed Facility Types

The proposed active transportation network is comprised of a variety of facility types, as assigned through the network development process. The following are the proposed active transportation facilities for Centre Wellington:

PAVED SHOULDERS

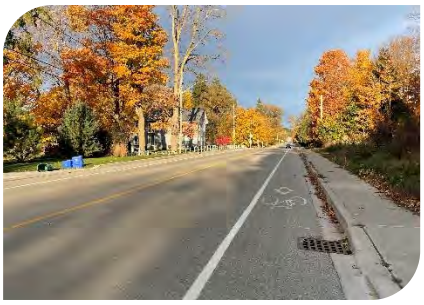
A paved shoulder is the portion of a rural roadway adjacent to the main travel lane, providing space for stopped vehicles, pedestrians, and cyclists. It offers cyclists a space to travel separate from the motor travel portion of the roadway. Cyclists must travel in the same direction as the motor vehicle traffic.

QUIET STREETS

Quiet Streets, or neighbourhood bikeways, are low-speed, low-traffic roads designed to prioritize people walking, biking, and rolling. These streets are shared between active transportation users and motor vehicles and allow local access and parking while discouraging any cut-through traffic using traffic calming and diversion measures to enhance safety and comfort.

CONVENTIONAL BIKE LANES

A conventional bicycle lane is a portion of a roadway which has been designated by pavement markings and signage for preferential or exclusive use by people riding bikes.



PHYSICALLY SEPARATED BIKE LANES

Protected Bike Lanes are dedicated cycling paths that are physically separated from motor vehicle traffic by a barrier that restricts encroachment of traffic. Separation techniques can vary widely, from flex bollards to pre-cast concrete curbs or planters.

CYCLE TRACK

Cycle tracks are separated bike lane located within the boulevard with both horizontal and vertical separation from motor vehicle traffic, creating a safer and more comfortable space for cyclists. They often run parallel to the sidewalk and are designated exclusively for bicycle use.

MULTI-USE PATHS

In-boulevard multi-use paths are two-way facilities adjacent to the roadway but separated by a curb and a buffer. They are shared use by pedestrians and cyclists.

OFF-ROAD TRAILS

Off-road trails are dedicated paths separated from roadways, often set in natural areas, providing a pleasant setting for active transportation and outdoor activities. They are key components of the Township's network, ranging from natural gravel trails to paved routes that enhance accessibility and amenities.

The Preferred Active Transportation Network

The ATMP process developed a proposed active transportation network for Centre Wellington, shaped by input from the community and local partners to ensure the network is reflects the needs and desires of the community. The network builds on the existing active transportation network, made up of sidewalks, trails, multi-use paths, shared routes, and cycling lanes, and aims to create a safer, better connected, and more comfortable active transportation network designed to elevate the experience for people of all ages and abilities.

The network development process involved a combination of technical assessments and consultation with stakeholders, Town staff, and the public. The process aligns with the latest standards in the Ontario Traffic Manual Book 18: Cycling Facilities (2021).

Technical assessments included:

- Existing network gaps and barriers, including limited connections to destinations, the Grand River, County roads, the absence of transit, and the Township's large geographic area in order to inform a strategic network design that addresses and overcomes these challenges.
- A level of traffic stress (LTS) analysis was conducted on urban roads to assess comfort levels for active transportation users and to identify low-stress streets suitable for shared routes and Quiet Streets.
- Existing on- and off-road cycling and multi-use facilities were evaluated for alignment with updated Ontario Traffic Manual *Book 18: Cycling Facilities* guidelines to determine which facilities should be upgraded.
- Route alternatives were assessed using route selection criteria developed from technical findings and community input, to ensure the network is optimized and reflects the communities needs.

Figure 3: The Grand River presents a major barrier to connectivity between the northern and southern areas of the Township

Based on these assessments, a set of route selection criteria were established to guide the identification and evaluation of potential routes and to help prioritize future investments in active transportation infrastructure. Following this process, a preferred network alternative was selected.

The proposed active transportation network is detailed in **Table 1** and illustrated in **Maps 5.5 to 5.8**. The proposed network includes approximately 145 km of new active transportation routes, along with two pedestrian bridges, several crossing improvements, and additional corridors identified for future study.

Table 1: Existing and Proposed Active Transportation Network by Facility Type

Facility Type	Existing Length (km)	Proposed Length (km)	Total Length (km)
Bike Lane	0.9	7.7	8.6
Cycle Tracks	0.8	4.5	5.3
Desire Lines	0.0	20.6	20.6
Feasibility Study	0.0	10.0	10.0
Multi-use Path/Trail	69.2	37.8	107.0
Quiet Streets/ Neighbourhood Bikeway	20.3	32.5	52.8
Paved Shoulders	1.3	24.7	26.0
Physically Separated Bike Lanes	0.0	1.3	1.3
Traffic-Calmed Downtown	0.0	1.1	1.1
Recreational Trail	0.0	4.6	4.6
Total	**92.5**	**144.9**	**237.4**

Township of Centre Wellington

Active Transportation and Mobility Plan

Final | July 2025

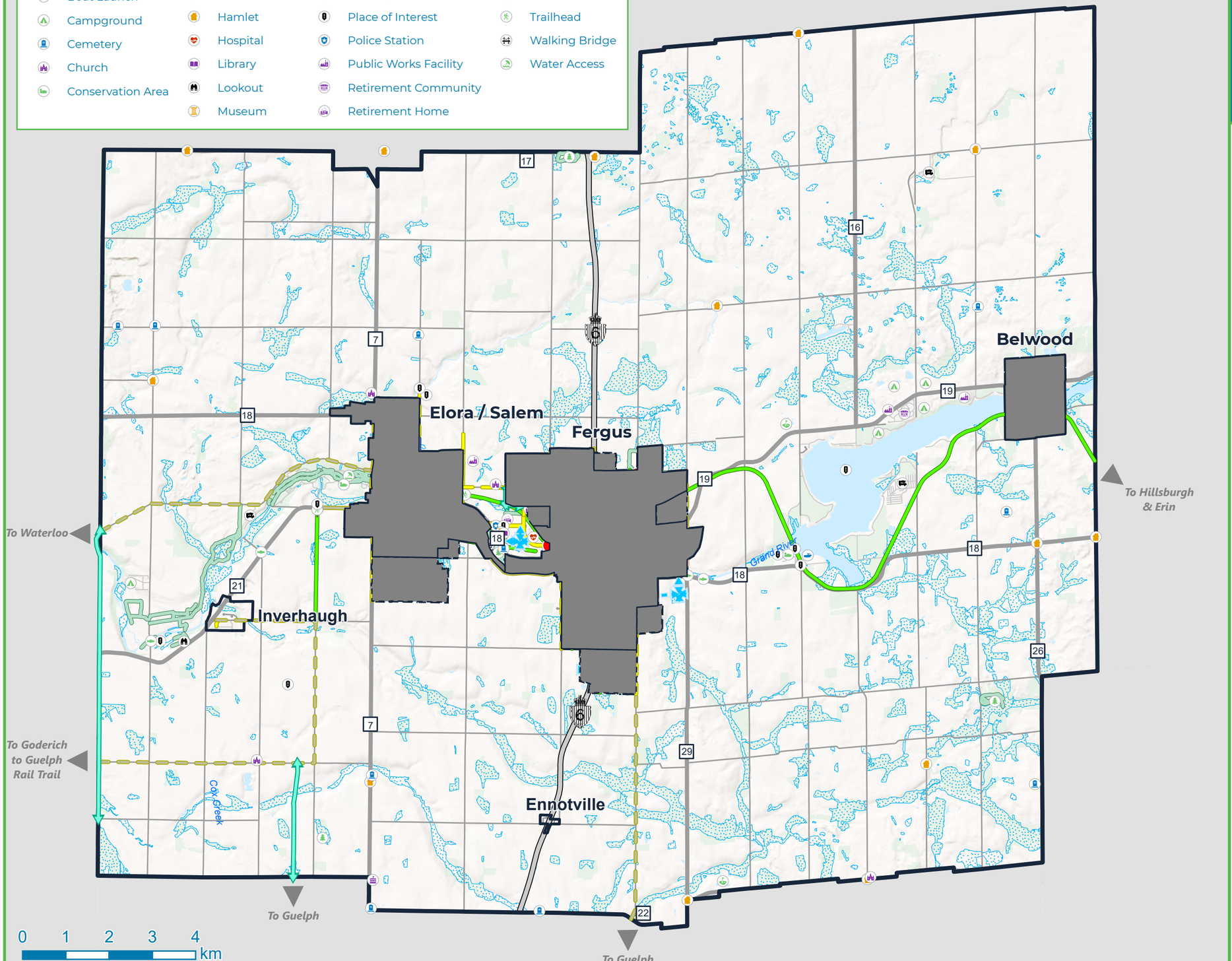
MAP 5.5

Proposed Active Transportation Network

Township

Point of Interest

- Boat Launch
- Campground
- Cemetery
- Church
- Conservation Area
- Fishing Access
- Golf Course
- Hamlet
- Hospital
- Library
- Lookout
- Museum
- Park
- Parking
- Place of Interest
- Police Station
- Public Works Facility
- Retirement Community
- Retirement Home
- School
- Trailer Park
- Trailhead
- Walking Bridge
- Water Access



Source: Township of Centre Wellington

Proposed Active Transportation Network

- Proposed Crossing Improvements
- Bicycle Lane
- Multi-Use Path
- Multi-Use Trail
- Neighbourhood Bikeway
- Paved Shoulder
- Recreational Trail
- Desire Line
- Feasibility Study Required

Existing Active Transportation Network

- Multi-Use Path
- Multi-Use Trail
- Neighbourhood Bikeway
- Paved Shoulder
- Recreational Trail

Base Features

- Province
- County
- Township
- Other
- Future Roads
- Waterbody
- Wooded Area
- Wetland
- Urban Boundary
- Urban Boundary Expansion

N

wsp Centre Wellington

Township of Centre Wellington

Active Transportation and Mobility Plan

Final | July 2025

MAP 5.6

Proposed Active Transportation Network

Elora / Salem

Point of Interest

- Accessible Washroom
- Bank
- Bike Repair Station
- Cemetery
- Church
- Community Garden
- Conservation Area
- Drinking Water
- Electric Charging Station
- Fishing Access
- Fire Hall
- Gas Station
- Grocery Market
- Hamlet
- Information Centre
- Library
- Lookout
- Municipal Office
- Museum
- Park
- Parking
- Place of Interest
- Police Station
- Post Office
- Public Works Facility
- Recreation Facility
- Retirement Home
- School
- Skate Park
- Splashpad
- Theatre
- Trailhead
- Walking Bridge
- Washroom
- Water Access

Proposed Active Transportation Network

- Proposed Crossing Improvements
- Bicycle Lane
- Multi-Use Path
- Multi-Use Trail
- Neighbourhood Bikeway
- Paved Shoulder
- Recreational Trail
- Traffic Calming
- Desire Line

Existing Active Transportation Network

- Multi-Use Path
- Multi-Use Trail
- Neighbourhood Bikeway
- Paved Shoulder
- Recreational Trail
- Shared Lane

Base Features

- Province
- County
- Township
- Other
- Future Roads
- Waterbody
- Wooded Area
- Wetland
- Urban Boundary
- Urban Boundary Expansion

See Inset Map

Inset: Downtown Elora

0 250 500 750 m

Source: Township of Centre Wellington

wsp

Centre Wellington

Township of Centre Wellington

Active Transportation and Mobility Plan

Final | July 2025

MAP 5.7

Proposed Active Transportation Network

Fergus

Point of Interest

- Bank
- Bike Repair Station
- Cemetery
- Church
- Dog Park
- Drinking Water
- Electric Charging Station
- Fishing Access
- Fire Hall
- Gas Station
- Grocery Market
- Hamlet
- Hospital
- Information Centre
- Library
- Museum
- Park
- Parking
- Place of Interest
- Post Office
- Public Works Facility
- Recreation Facility
- Retirement Home
- School
- Shopping Centre
- Skate Park
- Splashpad
- Theatre
- Trailhead
- Walking Bridge
- Washroom

Proposed Active Transportation Network

- Proposed Crossing Improvements
- Bicycle Lane
- Cycle Track
- Multi-Use Path
- Multi-Use Trail
- Neighbourhood Bikeway
- Paved Shoulder
- Physically Separated Bicycle Lane
- Recreational Trail
- Traffic Calming
- Desire Line
- Feasibility Study Required

Existing Active Transportation Network

- Bicycle Lane
- Cycle Track
- Multi-Use Path
- Multi-Use Trail
- Neighbourhood Bikeway
- Paved Shoulder
- Recreational Trail

Base Features

- Province
- County
- Township
- Other
- Future Roads
- Waterbody
- Wooded Area
- Wetland
- Urban Boundary
- Urban Boundary Expansion

0 250 500 750 m

Source: Township of Centre Wellington

wsp

Centre Wellington

Township of Centre Wellington

Active Transportation and Mobility Plan

Final | July 2025

MAP 5.8

Proposed Active Transportation Network

Belwood

Proposed Active Transportation Network
- Cycle Track
- Multi-Use Path
- Multi-Use Trail
- Desire Line

Existing Active Transportation Network
- Multi-Use Trail

Base Features
- Province
- County
- Township
- Other
- Future Roads
- Waterbody
- Wooded Area
- Wetland
- Urban Boundary
- Urban Boundary Expansion

Point of Interest
- Boat Launch
- Church
- Grocery Market
- Park
- Parking
- Place of Interest
- Post Office
- Recreation Facility

0 250 500 750 m

Source: Township of Centre Wellington

Centre Wellington

Network Phasing

The phasing plan was designed to guide the gradual rollout of the proposed network in a practical and strategic way, ensuring that key destinations and routes are connected throughout the implementation period. The timing of each phase is influenced by factors including proximity to key destinations, equity-priority areas, potential for active transportation, development activity, available funding, partnership opportunities, and potential cost efficiencies when coordinated with other projects (e.g., capital infrastructure initiatives).

The phasing strategy is intended to be flexible rather than rigid. It should evolve in response to ongoing changes and emerging needs of the Township. the recommended plan spreads out both the costs and implementation efforts structured into three distinct phases:

- Short Term (0–10 years)
- Medium Term (10-20 years)
- Long Term (20+ years)

The phasing and costing of the preferred network are summarized in **Table 2.**

Table 2: Summary of Phasing and Costing by facility type (includes Project Cost, Design and Contingency)

Facility Type	Short Term Length (km)	Short Term Cost	Medium-Term Length (km)	Medium-Term Cost	Long-Term Length (km)	Long-Term Cost
On-Road/In-Boulevard	46.53	$ 9,084,000	36.33	$ 10,390,000	44.50	$ 8,172,000
Trails	10.10	$ 3,278,000	7.30	$ 2,594,000	0.19	$ 53,000
Other Improvements	-	$ 1,900,000	-	$ 2,500,000	-	$2,000,000
Grand Total	**56.63**	**$19,966,800**	**43.63**	**$21,677,600**	**44.68**	**$14,315,000**
Annual Cost (per phase)		$1,996,680		$2,167,760		$1,431,500

PILOT PROJECTS

As the network expands, pilot projects can serve as valuable tools to test new facility types and gather community support and feedback. These pilots can be implemented multiple times in different areas of the Township, incorporating improved design elements using temporary materials. This approach helps confirm whether community concerns have been addressed and can inform decisions about making the facilities permanent.

QUICK WINS

The Township should prioritize the implementation of identified quick wins, including:

- Implement traffic calming measures along identified corridors.
- Launch a Calm/Quiet Street pilot project in Fergus, connecting to the Elora Cataract Trail
- Install a pedestrian crossing at Metcalfe Street and Church Street intersection in Elora.
- Install temporary bike corrals in high-demand areas during the summer and fall seasons.
- Improve on-road wayfinding signage to improve access to the Elora Cataract Trail.

Summary of Policy Recommendations

ALL AGES AND ABILITIES

Centre Wellington's All Ages and Abilities (AAA) policy highlights the importance of universal accessibility in active transportation. AAA principles should be applied to network development and facility design, wherever feasible, to help create a network that is safe, comfortable, and inclusive for diverse users regardless of age or ability, promoting equitable access. Key recommendations of this policy include:

Table 3: Recommended Accessibility Policies

Policy Statement	Policy Objectives
Design Safe and Comfortable Cycling and Multi-use Facilities	Design facilities with the needs of those who are most at risk and aim to create a low-stress environment. Ensure appropriate separation from traffic based on the road's context. Provide active transportation infrastructure that is consistently well-lit and maintained, working towards enhanced maintenance standards to improve accessibility for all users.
Make Intersections Safe for Pedestrians	Implement the following for safer intersections for pedestrians: • Extending walk signal times in areas with high pedestrian volumes or frequent use by children and seniors. • Use a walking speed of 1.0 m/s to calculate pedestrian clearance interval or 0.8 m/s where there may be higher numbers of people with mobility challenges. • Shorten crossing distances with median refuges or curb extensions, where feasible. • Consider people living with neurodivergence by testing Accessible Pedestrian Signal (APS) tones through consultation.
Make Intersections Safe for Cycling and Micromobility	Adopt best practices for intersection treatments, including setback crossings, adjacent crossings, and protected intersections. Where turning conflicts are likely, consider No Right Turn on Red, Leading Pedestrian/Bicycle Intervals, and protected signal phases.

Policy Statement	Policy Objectives
Support Inclusive Design	Develop a monitoring program with equity-deserving groups to ensure inclusive design is serving all communities

SIDEWALKS & ACCESSIBILITY

Sidewalks are the backbone of the active transportation network, and ensuring their accessibility is essential to delivering a high-quality, inclusive system.

To ensure a safe and equitable pedestrian environment, the application of universal design principles is needed. Gaps and discontinuities in the sidewalk network should be closed to improve network accessibility and continuity, particularly in areas with high pedestrian demand, underserved areas, and near key destinations, like schools. Sidewalks should meet or exceed Accessibility for Ontarians with Disabilities Act (AODA) standards, be well-lit, consistently maintained, wide enough to accommodate diverse users and include accessibility features, such as tactile walking surface indicators (TWSIs), curb ramps, and tactile delineation.

Figure 4: Sidewalk on Church St., Elora

Recommendations for sidewalks and accessibility are summarized below:

Table 4: Recommended Sidewalk Policies

Policy Statement	Policy Objectives
Prioritize completing sidewalk gaps	Sidewalk gaps should be prioritized within 1.6 km of elementary schools, 3.2 km of high schools, and in areas with low vehicle ownership, such as near retirement homes, long-term care facilities, and low-income housing. Sidewalk gaps near key destinations should be prioritized. Where sidewalks aren't feasible, alternative pedestrian facilities, such as quiet streets or protected on-road multi-use paths, should be provided.
New sidewalks and sidewalk retrofits	When building or reconstructing roads, sidewalks should be included as follows: • Arterial roads: Both sides of the road, minimum 2.0 m wide • Collector roads: Both sides of the road, minimum 1.8 m wide • Local roads: Preferably both sides; at minimum, one side in constrained areas, minimum 1.8 m wide

Policy Statement	Policy Objectives
	• Downtown/Main streets: Both sides of the road, minimum 2.5 m wide or more to support high pedestrian volumes
Provide Accessible Sidewalks	Update standards to provide: • All sidewalks should be at least 1.8 metres wide to allow two people using wheelchairs or mobility devices to pass comfortably. • In areas near key destinations or with high pedestrian volumes, sidewalks should be 2.0 metres or wider to support accessibility and comfort.
Provide Accessible Sidewalk Surfaces	Improve accessibility by replacing or rehabilitating existing sidewalks that are deteriorating and in tandem with capital works and road rehabilitation projects.
Provide Tactile Features and Separation	Update standards to provide a bevelled curb at a minimum height of 50 mm to be cane detectable (half-height curb) when sidewalks are immediately adjacent to in-boulevard dedicated active transportation facilities. Install attention tactile walking surface indicators (TWSIs) at crossings of dedicated cycling facilities. Provide directional tactile guidance at complex intersections or in other in other navigationally challenging environments.

MAINTENANCE

Maintenance is essential to ensuring the safety, reliability, and usability of active transportation infrastructure. Maintenance levels of service, based on route classification and seasonal needs, determines how frequently and thoroughly routes are maintained. The ATMP's Maintenance Strategy provides maintenance targets for active transportation facilities.

Non-winter maintenance activities include clearing debris, repairs of facilities, and maintaining trail surfaces. These needs vary by facility, surface type and context. For enhanced accessibility, an enhanced level of service is recommended, particularly along sidewalks and multi-use paths.

Winter maintenance is essential for year-round usability but may not be feasible for all routes. Winter maintenance should be prioritized in areas with the highest likelihood of active transportation use and in historically underserved areas.

Some trails, like the Trestle Bridge Trail, should be maintained year-round, whereas other trails may be better suited to be maintained for winter recreational activities. Facilities not maintained year-round should have clear signage indicating that these routes are closed for the winter season and be included in an annual notice outlining the winter-maintained network.

AMENITIES

Network amenities are essential elements integrated into an active transportation network to create a functional, attractive, and user-friendly network. Amenities should be places strategically to ensure they are easily accessible to users.

Figure 5: Examples of a variety of amenities. Left to Right: Bike corral, Ottawa, ON; Creative seating, Elora, ON; Climate protection shelter with seating, Charlottetown, PEI

Several amenities are recommended for the network along routes, at minor hubs, and at major hubs. This is summarized in **Table 5**.

Table 5: Recommended Amenities Placement

Amenity	Major Hubs	Minor Hubs	Along Routes
Bike Parking (short-term)	●	●	
Bike Parking (long-term)	●		
Wayfinding	●	●	●
Washrooms and potable water	●	○	
Waste and recycling bins	●	●	
Rest Areas	●	●	●
Lighting	●	●	●
Climate protection	●	●	●
Bicycle repair stands	●	○	
Public Art	●	○	○
Interpretive signs/displays	●	○	○
Dedicated Mobility Device charging stations	●	●	○
Micromobility Device charging stations	●	○	

● = Minimum recommended

○ = Additional amenities to consider

NEW DEVELOPMENTS AND INFILL

Secondary plans, new development areas, and infill sites offer key opportunities to proactively integrate active transportation into the street network, supporting safe, accessible, and convenient travel for people of all ages and abilities.

Key recommendations include:

- Designing new developments and infill sites with a high degree of permeability through a fine-grained street network, short blocks, cut-through paths, and open spaces to support ease of movement for pedestrians, cyclists, and mobility device users.
- Ensuring all linkages are safe, comfortable, and accessible year-round.
- Providing direct connections to key destinations such as schools, shops, parks, services, and employment areas, as well as to the broader active transportation network.
- Incorporating separated or protected active transportation facilities on all new collector and arterial roads.
- Requiring long-term bicycle parking in all new higher-density developments.

Wayfinding

In Centre Wellington, effective wayfinding is essential as people travel through the community using various modes of transportation and entering from different entry points. Clear guidance is needed on how to navigate the infrastructure, where to go, and how to interact with others.

The ATMP's wayfinding strategy outlines the types of signage needed, their placement and siting, and applicable standards. It also provides design guidance and templates to help the Township establish a consistent visual identity across all signs. Collaboration with the County and the Grand River Conservation Authority (GRCA) is recommended to ensure signage consistency across jurisdictions.

Figure 6: Example of on-road directional signage template

Summary of Programming Recommendations

SUPPORTIVE PROGRAMMING

The Township will invest in social programs that engage diverse groups, including children, seniors, and people with disabilities. These initiatives aim to increase visibility, empower local champions, and promote community pride in active travel.

A range of programs is proposed to complement physical infrastructure. These initiatives have been prioritized for short-term implementation to build on the momentum of the plan and initiate early progress. The outreach efforts are designed to increase visibility of active transportation, empower local champions, and encourage residents to walk or cycle more frequently.

They aim to improve public attitudes toward active transportation, enhance safety for all road users, strengthen partnerships with local organizations, and support existing initiatives led by community groups. Collaboration with local partners will be key to creating a welcoming and inclusive culture that supports active transportation for all.

Figure 7: The Township will support local bicycle shops and groups with programming, like this Mobile bike fix-it cart run by Green Lanes (Source: Wellington Advertiser, 2024)

Recommended supportive programs include:

- **Public awareness campaign:** aims to inform, educate, engage, and inspire the community to embrace active transportation options.
- **Open streets events:** temporary closure of a roadway to cars, similar to street fair, to create additional space for active travel and recreational programming
- **Supporting local bike shops and groups**: enhance their capacity to serve the community through supporting programming like repair and maintenance services and workshops
- **Feasibility study for bike share**: consideration of conducting a Feasibility Study for the potential implementation of an urban Bike Share Program
- **Active school travel program:** an initiative that promotes and supports children traveling to and from school using physically active modes of transportation
- **School streets**: creates safer, healthier, and more welcoming environments around schools during peak drop-off and pick-up times.

Monitoring and Evaluation

Monitoring, evaluation, and reporting programs and mechanisms are designed to track and assess the ATMP's implementation and progress over time. They are important component post-implementation to evaluate the success of a route, and to inform smarter investments through data-driven measures. The data collected should be regularly evaluated.

The recommended programs to support monitoring and evaluation of the ATMP are:

- **Short-Term Counts**: Manual counts of pedestrians and cyclists during peak summer periods to establish baseline usage data.
- **Automated Counters**: Install automated counters on key routes to continuously monitor active transportation volumes. This data will support evidence-based updates to the ATMP.
- **Bike Parking Utilization**: Track bike parking availability at key destinations during peak times to assess demand and inform future infrastructure planning.
- **Plan Implementation Tracking**: Measure implementation progress by reporting the percentage of completed projects.
- **Demographic and Travel Trends**: Monitor shifts in population demographics and travel behavior to ensure the network evolves with community needs.
- **School Travel Patterns**: Track how students travel to school to evaluate the impact of infrastructure and education programs over time.
- **Equity Monitoring**: Identify and report on systemic barriers and disparities in access and use of the active transportation network, as defined by equity-deserving groups.

Table of Contents

Chapter 1: Vision & Goals

1.1 What is Active Transportation?

Active transportation refers to any form of human-powered travel that involves physical activity as a means of getting from one place to another. This includes walking, cycling, using a wheelchair or assistive-mobility device, skateboarding, and other non-motorized modes of transport. While traditional active transportation typically involves non-motorized means of travel, small electric-powered devices, like motor-assisted wheelchairs and e- micromobility devices like e-bikes and e-scooters, can also be considered active transportation. These devices operate similarly to non-motorized modes, offer comparable benefits, and are increasingly popular. As such, they are becoming integral to the broader active transportation network. However, future policy development is required to permit e-scooter use within the Township, as discussed further in **Chapter 6**.

By investing in active transportation, the Township of Centre Wellington can provide for more sustainable and healthy alternatives to driving vehicles, especially for short to medium distances. This not only helps reduce traffic congestion and greenhouse gas emissions, but also contributes to enhanced livability of communities, improved public health by encouraging regular physical activity, and promotes more equitable access to transportation options.

1.1.1 Active Transportation Facilities

An active transportation facility refers to infrastructure designed to support active modes of transportation. This includes sidewalks, bike lanes, cycle-tracks, and multi-use paths. When referring to the active transportation network or facilities, these include active transportation facilities that are exclusively used by cyclists and other micro-mobility users (e.g., bike lanes) or shared with pedestrians (e.g., multi-use paths) but excludes sidewalks which are solely for pedestrian use.

1.1.2 Network Users

An effective active transportation network is designed with a deep understanding of its users. These users vary widely in age, ability, confidence, and purpose of travel, and each group has unique needs that must be considered in the planning and design process.

PEDESTRIANS

The Ontario Traffic Manual (OTM), a technical guideline that outlines standards and best practices for road infrastructure across the province, defines a pedestrian in Book 15: Pedestrian Crossing Treatments as:

- A person who is not in or upon a vehicle, motorized or otherwise propelled;
- A person in a non-motorized wheelchair;
- A person in a motorized wheelchair that cannot travel at over 10 km per hour; and/or
- A person pushing a bicycle, motorized or non-motorized wheelchair.

Pedestrians are one of the most vulnerable road users. Walking or rolling is considered a more accessible mode of transportation, since it typically does not require special equipment, like a bike or vehicle, and has no age minimum. Every trip starts with a person as a pedestrian, whether it's a walk or roll to a bike or a car.

CYCLISTS AND OTHER MICRO-MOBILITY USERS

Cyclists and other micro-mobility users are individuals who travel using small, lightweight vehicles, excluding those classified as pedestrians. This group includes users of bicycles, scooters, skateboards, roller skates, and other human-powered modes, as well as electric micro-mobility devices such as e-bikes and e-scooters.

Transportation professionals often categorize cyclists, into groups based on their comfort level, confidence, and the types of infrastructure they prefer. However, this concept can be applied to all active mode users. These categories typically include: "interested but concerned," "somewhat confident," and "highly confident." The largest segment is the "interested but concerned" group—individuals who are open to cycling but feel uncomfortable sharing the road with motor vehicles, except on low-speed, low-volume streets. These users are most likely to consider active modes for short to moderate trips but may be discouraged by inconsistent infrastructure, challenging terrain, or high traffic volumes. Understanding these user types is essential for designing inclusive and effective active transportation networks.

Given that pedestrians and cyclists are the most common user groups of the active transportation network, they are considered the primary "design" user, meaning the network should be planned and designed with their needs at the forefront, ensuring it is safe, accessible, and comfortable for these core user groups.

1.2 What is an Active Transportation and Mobility Plan?

This Active Transportation and Mobility Plan (ATMP) provides strategic direction for shaping the future of the Township's on- and off-road active transportation and mobility network through to 2051. Building an interconnected active transportation network that improves safety, comfort, and accessibility for people of all ages and abilities is essential to a successful multi-modal transportation system.

This Plan will guide the planning, budgeting, and development of both physical and social infrastructure to support walking, cycling, and rolling throughout Centre Wellington. It will help the community achieve the strategic goals of the Township and the County by fostering healthy, sustainable, and complete communities—where residents and visitors alike can walk, bike, or wheel to reach their daily destinations.

The ATMP is intended to ensure that the greatest amount of people in Centre Wellington can access the proposed network and participate in an active lifestyle. The network is designed to be equitable and accessible to ensure that residents and visitors of all ages and abilities can move through the community.

While an ATMP sets out the long-term vision, goals, policies, and strategies to enhance active transportation, it is not a binding or prescriptive document. Rather, it acts as a framework for building a future where every trip – whether by foot, bike, or other mobility device – is more safe, comfortable, and convenient. The Plan outlines actionable steps that could be taken to realize this vision, supported by policies and guidelines aligned with best practices.

This plan is community-driven; it was developed through an extensive collaborative engagement process, outlined in **Section 1.6**, to ensure it reflects the voices, values, and priorities of Centre Wellington residents and community partners.

1.3 Vision and Goals

The ATMP is guided by a vision that reflects the Township's priorities and ongoing commitment to providing a safe and comfortable active transportation network. This vision and its supporting goals were shaped by key themes and priorities identified through a review of existing plans and policies, as well as through initial engagement with Township staff, stakeholders, and members of the public.

The Vision of this ATMP is:

"The Township of Centre Wellington envisions a safe, accessible, and well-connected active transportation and mobility network that serves people of all ages and abilities. Our goal is to connect people to the places they need and want to go, support a healthy, active lifestyle, enhance the overall quality of life, and meet the mobility needs of a growing community."

To support the vision statement, a series of project objectives were established. Like the vision, these objectives were formed based upon the Township's existing policy directives and through a collaborative process with Township staff, community partners, and members of the public:

- **Improve connectivity**: Enhance connections within urban areas to key destinations, services, and schools. Link hamlets and rural areas to nearby urban centres.
- **Support diverse mobility options**: Encourage a variety of mobility and transportation choices.
- **Create accessible facilities**: Develop active transportation infrastructure that is accessible to people of all ages and abilities.
- **Promote active lifestyles and community health:** Encourage active living and enhance community health through active transportation initiatives.
- **Incorporate active transportation in new developments:** Ensure new developments and growth support and integrate active transportation.
- **Prioritize safety:** Implement safe and protected active transportation facilities.

1.4 Design Principles

When identifying routes and facility types to build a network that is safe, equitable, and accessible, it is essential to clearly articulate the guiding principles behind its development. Informed by current design standards, ATMP goals, and community input gathered through the ATMP process, the proposed network for the Township of Centre Wellington is grounded in a set of core principles.

1.4.1 Designing for Safety

Developing a high-quality active transportation network is essential for fostering a safe, accessible, and attractive environment for all users. Well-designed cycling infrastructure plays a key role in minimizing conflicts between cyclists, motorists, and pedestrians by providing clear separation and predictable interactions.

The preferred network will be guided by best practices in cycling facility design, prioritizing the safest appropriate treatments based on the surrounding context. Consistent design standards and intuitive layouts will help users navigate the network with greater confidence and ease. Visibility is also a critical factor—the network must ensure that cyclists and pedestrians are clearly seen at crossings and intersections.

1.4.2 Design for All Ages and Abilities

All Ages and Abilities (AAA) refers to the planning and design of transportation networks and public spaces that are perceived as safe, comfortable, and inclusive by the community. Historically, active transportation infrastructure in North America has catered primarily to confident, able-bodied individuals. In contrast, the AAA approach prioritizes the needs of groups that have historically been underserved in active transportation planning—such as children, seniors, women, people of colour, low-income individuals, people with disabilities, and those transporting goods or cargo.

This plan aims to incorporate AAA facilities wherever feasible, with the goal of making active transportation accessible to the entire population of Centre Wellington. In practice, this involves providing physically separated spaces for different road users whenever possible, and implementing measures to reduce vehicle speeds and traffic volumes where such separation cannot be achieved.

The Ontario Traffic Manual offers comprehensive direction for planning and designing safe and accessible pedestrian and cycling networks across Ontario. Incorporating these standards and best practices into the network design process significantly improves the safety, functionality, and user experience of the Township's active transportation infrastructure.

1.4.3 Designing for Equity and Accessibility

Historically, transportation systems have often been planned and developed without fully considering the needs of underserved and marginalized communities, due in part to both implicit and explicit biases in the planning process. Transportation equity seeks to correct these imbalances by ensuring that all individuals—especially those from traditionally underserved groups such as low-income residents, racial and ethnic minorities, seniors, immigrants, people with disabilities, and youth—have fair access to transportation that supports their social and economic well-being. Recognizing that each community has unique demographic and geographic characteristics, equity must be context-specific and responsive.

Developing an active transportation network that prioritizes safe and accessible infrastructure in underserved neighbourhoods is essential to building healthier, more connected communities. By expanding mobility options and reducing barriers to movement, such investments can help address long-standing disparities in access and opportunity. Equity considerations will be integrated into both the network design and phasing plan, with priority given to areas where equity-deserving populations are most concentrated—ensuring that those historically overlooked are meaningfully served.

1.5 Study Process

The Centre Wellington ATMP was undertaken in a seven-phase process, with public and community partner consultation undertaken throughout the study. The approach for the study was consistent with Phase 1 and 2 of the Master Planning process as identified in the Municipal Class Environmental Assessment.

The development of the active transportation network is guided by a combination of technical assessments and engagement with stakeholders, Township staff, and members of the public. This process aligns with the updated guidelines outlined in the Ontario Traffic Manual Book 18: Cycling Facilities (2021), ensuring consistency with current best practices. The process is outlined in **Table 1.1**.

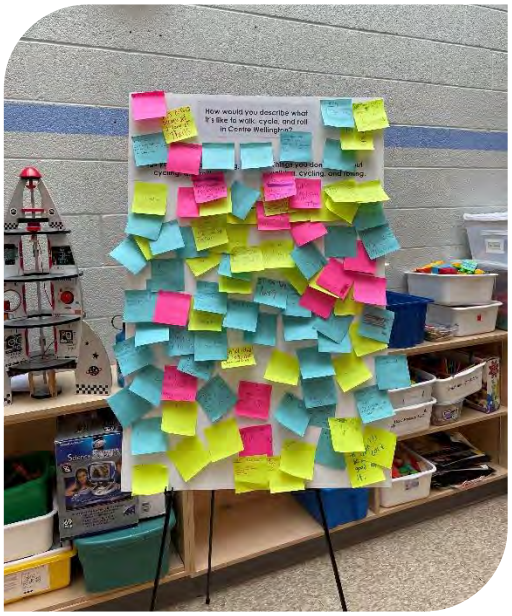
Table 1.1: Network Development Process

Description	Associated Section/Chapter
Engagement Engagement with local partners and the community occurred throughout the project to ensure it was informed with community feedback every step.	Section 1.6 Engagement Additional feedback has been incorporated throughout the report.
Vision and Goals Conduct a Policy Review to develop vision and goals for the project.	Section 1.3 Vision and Goals
Background and Existing Conditions Review Assess demographics, trends, and existing conditions, and undertake community engagement to understand and identify gaps and missing links in the current network and key priorities and barriers to using active transportation.	Chapter 2: Existing Conditions and Background
Network Development • Define Route and Facility Types • Develop evaluation criteria to help select, assess, and refine route options. • Identify potential candidate routes and alternative options that could form part of the Township's active transportation network. Review them with Township Staff, the public, and key partners. • Finalize the preferred network, and assign proposed facility types.	Chapter 3: Route Types and Facilities Chapter 4: Active Transportation & Mobility Network Alternatives Chapter 5: The Preferred Network

Description	Associated Section/Chapter
Network Phasing • Establish a proposed phasing plan for the Township's preferred active transportation network and verify with Township staff.	Section 5.3 Prioritization and Phasing
Policies & Programs Develop key policies and programming to support the implementation of the ATMP and building a culture of active transportation in the Township.	Chapter 6: Policies and Strategies Chapter 7: Wayfinding Strategy Chapter 8: Programs and Promotions

1.6 Engagement

To develop this plan, an extensive engagement process was undertaken with community partners, the public, and municipal staff. Their input was essential to creating a plan that reflects the community's values and supports informed decision-making. A comprehensive summary of these efforts is available in the What We Heard report (**Appendix A**).



A variety of engagement activities were carefully designed in collaboration with Township staff and project partners to meet the unique needs of the community. Engagement activities were carried out throughout the entire development of the ATMP development, ensuring that community perspectives shaped the plan at every stage.

In total, 27 engagement and outreach events were held, ensuring that input was gathered from a broad and diverse range of voices.

Engagements included the following:

- Six listening sessions with various community groups;

- Eight community pop-ups at libraries, a grocery store, an English as a second language class, the Elora farmer's market, the Centre Wellington Community Dinner, and at an affordable housing complex;
- Four in-school workshops at the Elora Public School and J.D. Hogarth Public School;
- Presentation and participation at Township committee meetings, including at the Healthy Communities Advisory Committee, the Diversity, Equity, and Inclusion Committee, and the Heritage Centre Wellington Committee;
- Meetings with the Active Transportation and Environment Working Group of the Township's Healthy Communities Advisory Committee;
- Meetings with a Technical Advisory Committee, comprised of representatives from Wellington County, the Elora-Cataract Trailway Association, Wellington-Dufferin Public Health, and the Grand River Conservation Authority;
- Presentation and participation at a Wellington County Joint Accessibility Committee meeting;
- One-on-one interview with Members of Township Council;
- Outreach to Indigenous Communities;
- Three Public Information Centres; and,
- Online surveys.

Through the initiatives outlined above, the ATMP achieved direct engagement with over 2,000 community members, with an additional 8,000 online impressions made via the project webpage and associated surveys.

1.6.1 What We Heard

The following summarizes the main themes identified from the input received by the Project Team during the series of consultation activities. Other key messages and themes heard from the engagements will be highlighted throughout this ATMP.

BARRIERS TO USING ACTIVE TRANSPORTATION

Key barriers to using active transportation in Centre Wellington:

- Gaps in the sidewalks and trails network
- Lack of proper infrastructure to use active transportation, like bike lanes
- Speeding and aggressive driver behaviours, indicating a desire to be separated while walking, cycling, and rolling.
- Car-dependent community design makes it inconvenient to use other forms of transportation
- Lack of amenities, like washrooms, sufficient lighting, and bike racks

KEY PRIORITIES

Key priorities and important features desired for the active transportation network and the ATMP includes:

Safety: Prioritize pedestrian and cyclist safety through sidewalks, dedicated cycling lanes separated from motor vehicles, well-lit paths, and traffic calming measures.

Connectivity: Well-connected active transportation routes to key destinations, schools, and between settlements.

Accessibility: Accessible facilities that can be used by people of all ages and abilities.

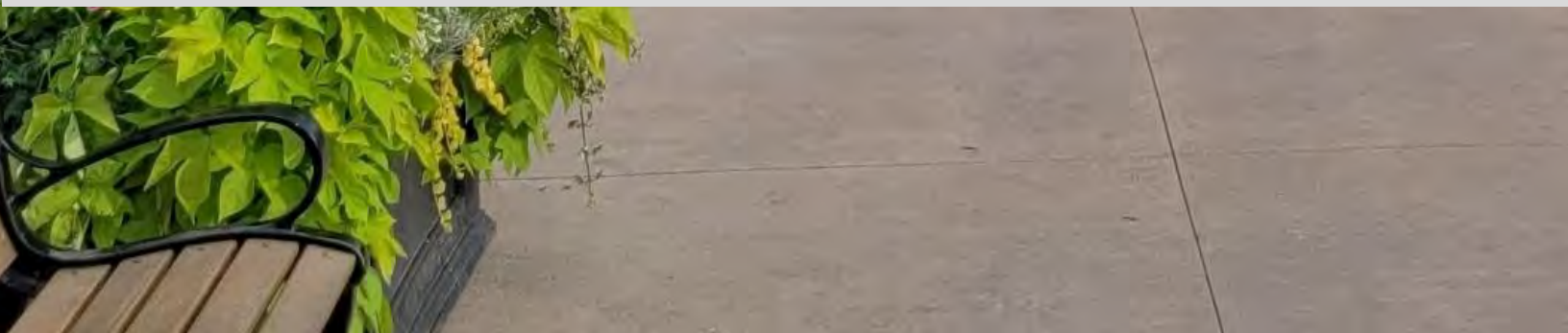
Wayfinding: Clear signage and wayfinding to navigate the network easily.

Supportive amenities: Strong desire for amenities like bike racks, public washrooms that enhance the usability and comfort of the network.

Visibility: Address blind corners and provide adequate lighting to increase visibility along routes.

Maintenance: Year-round maintenance of facilities to ensure infrastructure can be used during any season.

Chapter 2: Existing Conditions and Background



2.1 Overview

To support the development of the ATMP and better understand the needs of the Centre Wellington community, a comprehensive analysis of several key elements was undertaken:

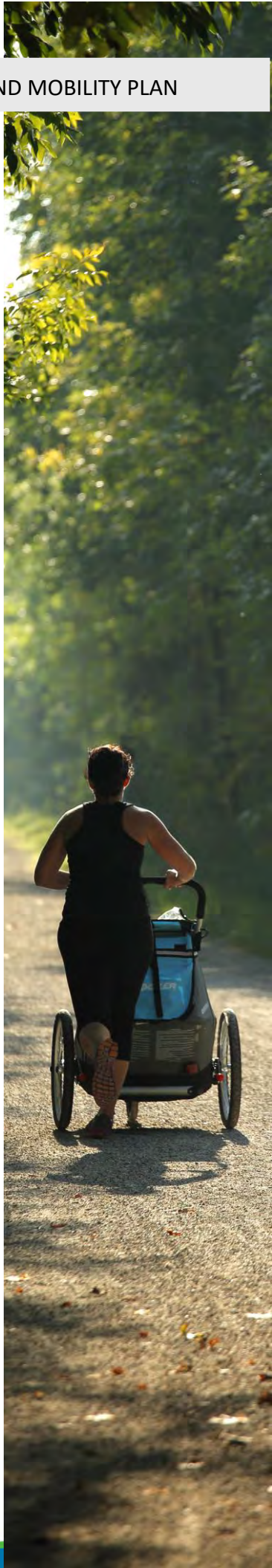
Policy Alignment: A review of current municipal, regional, and provincial policies was conducted to ensure the goals of the active transportation network align with broader strategic directions.

Community Trends: Community travel patterns were analyzed to identify where people are going, how they are getting there, and which areas would benefit most from enhanced active transportation infrastructure.

Growth Projections: Anticipated community growth was considered to ensure the network is designed to meet both current and future demands.

Existing Infrastructure: The Township's current active transportation facilities were reviewed to support accurate mapping, confirm infrastructure locations, and identify potential gaps in the network.

Standards Alignment: Existing facilities were evaluated for alignment with current design standards to guide future improvements and ensure safety, accessibility, and consistency.



2.2 Policy Alignment

The Active Transportation and Mobility Plan builds on a foundation of existing policies and plans at the federal, provincial, regional, and municipal levels. Relevant plans were reviewed to help shape the vision and goals of this Plan.

Across all levels of policy, there is a strong and consistent emphasis on the following themes:

- **Creating safe, connected, and inclusive** active transportation networks that serve all users.
- **Integrating active transportation into broader land use and infrastructure planning** to support complete communities and sustainable growth.
- **Prioritizing multimodal transportation options** that accommodate users of all ages and abilities, including the design of streets and public spaces that are safe and accessible for pedestrians, cyclists, and other non-motorized users.
- **Establishing well-connected routes** that link urban centres, residential areas, local and regional networks, and key destinations such as schools, parks, and commercial hubs.
- **Planning for future demand** by incorporating active transportation facilities into new developments and road improvement projects, ensuring long-term value and adaptability.
- **Maintaining infrastructure safety and usability year-round** through regular inspections and proactive hazard mitigation.

2.3 Socioeconomic Trends

To ensure that the ATMP recommendations and strategies are specific to the Town's context and reflective of the current and future residents who may use active transportation, it is important to understand the local context, including demographic and transportation characteristics. A review of the socio-economic and transportation data was completed to build a foundation for an equity-based active transportation and mobility network.

2.3.1 Total Population

Understanding the current population and its anticipated growth is a key factor in evaluating the current state and the future potential of active transportation in Centre Wellington. In the 2021 Census, Centre Wellington had a population of 31,093, which represents a growth of 10.3% from 2016. The Township is expected to grow to 58,200 by 2051, with the most growth seen in the urban centres.

Figure 2.1 shows the changes in population from 2011 to 2021 and the expected population growth in Centre Wellington.

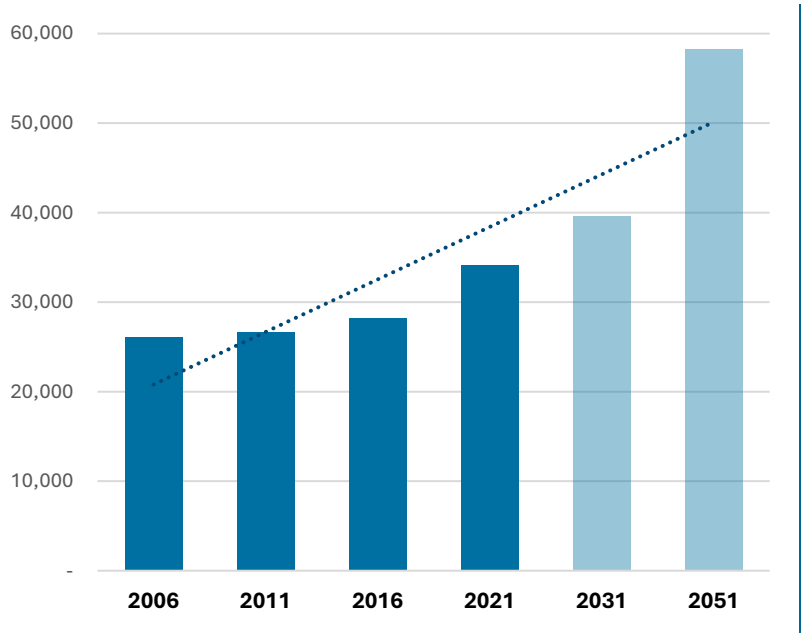


Figure 2.1: Population Growth and Growth Forecast in Centre Wellington

2.3.2 Population Density

Population density varies across different areas of the Township, with higher population densities in urban areas of Elora, Salem and Fergus. Higher densities are focused in areas where higher-density forms of development are located, including townhouses, apartment buildings, and senior residences. Population density trends for the Township are shown in **Figure 2.2.**

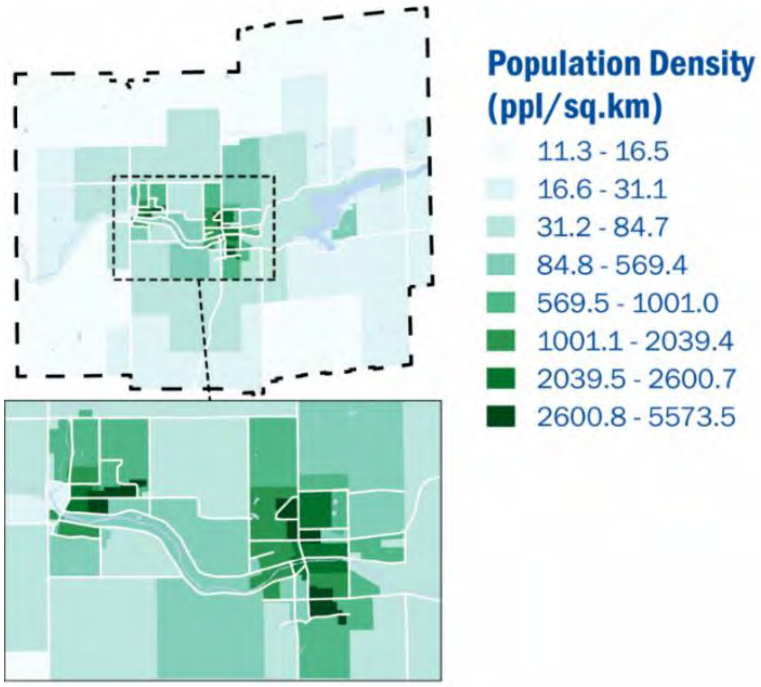


Figure 2.2: Population Density (Source: 2021 Census)

2.3.3 Population Distribution by Age

Enhancing active transportation infrastructure can improve the quality of life and accessibility experienced by both youth and seniors as these two groups are often the most limited by not having access to a car for mobility purposes.

Figure 2.3 and **Figure 2.4** illustrate the distribution of seniors (ages 65 and older) and youth (ages 14 and younger). Youth seem to be located in more recently developed areas, likely due to the increased opportunities for younger families to purchase housing. Higher densities of seniors tend to be located in older residential areas or developments that have been planned or marketed to seniors.

What We Heard

YOUTH shared that they enjoy using active modes of transportation because it's fun, promotes physical well-being, encourages socializing with friends, and gives them a greater sense of independence.

SENIORS also noted it helps them stay active and supports their independence, especially for those who do not drive or prefer not to.

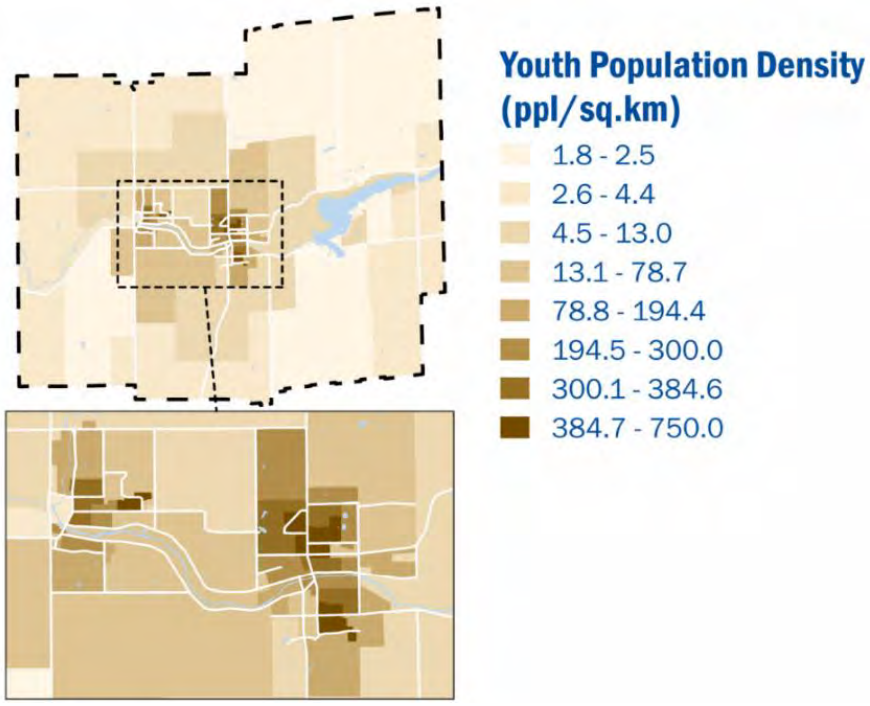


Figure 2.3: Youth Population Density (Source: 2021 Census)

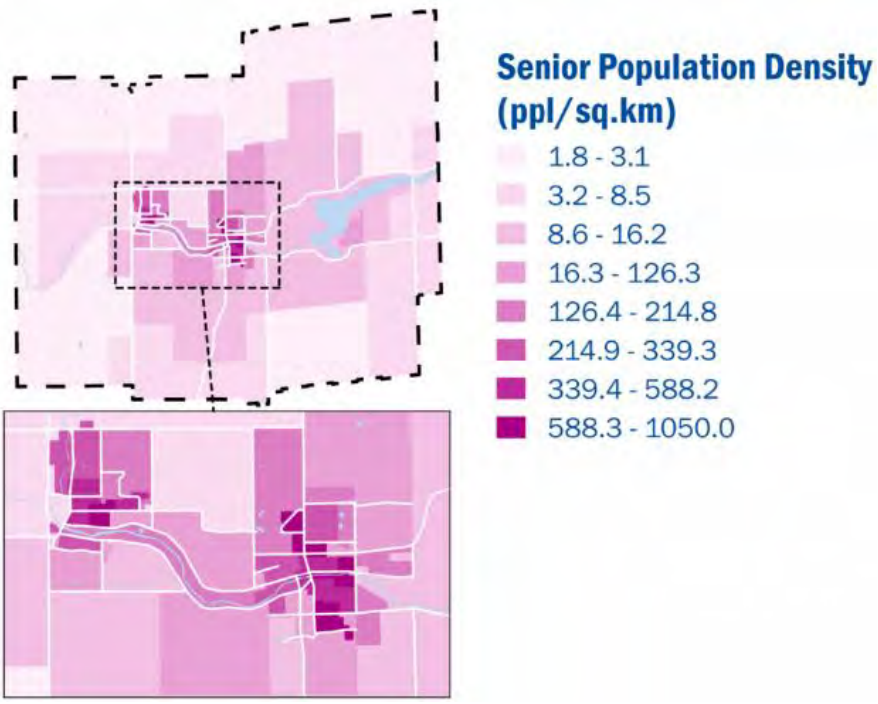


Figure 2.4: Senior Population Density (Source: 2021 Census)

2.3.4 Immigrant Population Density

The transportation system may not have been designed in a value-neutral manner, potentially overlooking the needs of underserved and marginalized communities due to both implicit and explicit biases in the planning process. Among those affected are immigrant communities, who may not receive equitable access to transportation routes or supporting infrastructure compared to other groups.

As part of an equity-focused approach, the distribution of these population groups within Centre Wellington was analyzed to better understand their transportation options. While it is important to consider the distribution of all immigrants, particular attention should be given to recent immigrants, whose lived experiences often differ significantly. Newcomers may face unique and additional challenges, including concerns about safety, language barriers, and navigating unfamiliar environments. **Figure 2.5** illustrates the population density of all immigrants in Centre Wellington, while **Figure 2.6** highlights the density of recent immigrants—those who arrived within the ten years preceding the 2021 Census.

What We Heard

Newcomers shared that they love the local trail network but noted a need for better promotion and clearer information about where trails are located and how to access them.

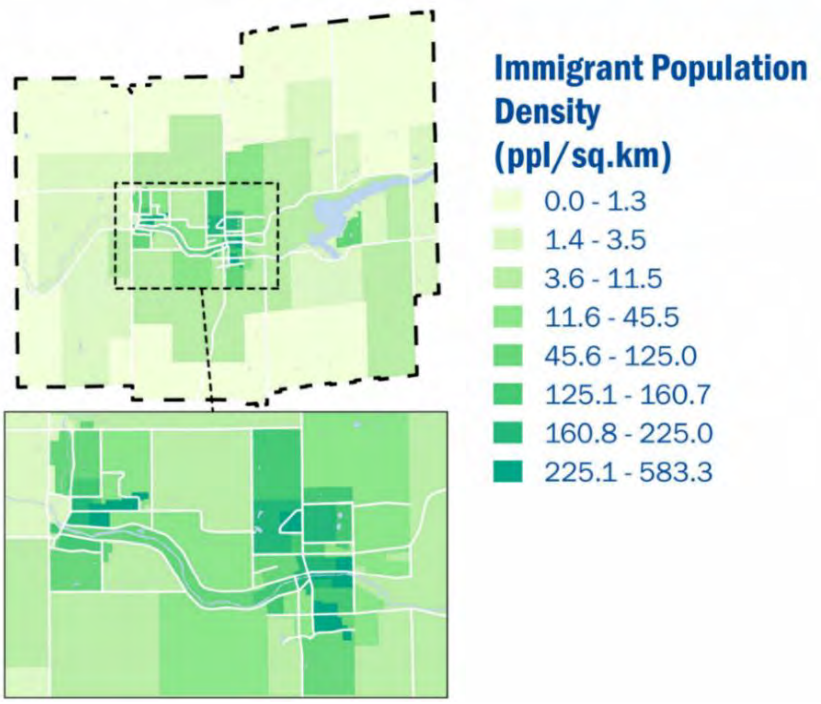


Figure 2.5: Immigrant Population Density (Source: 2021 Census)

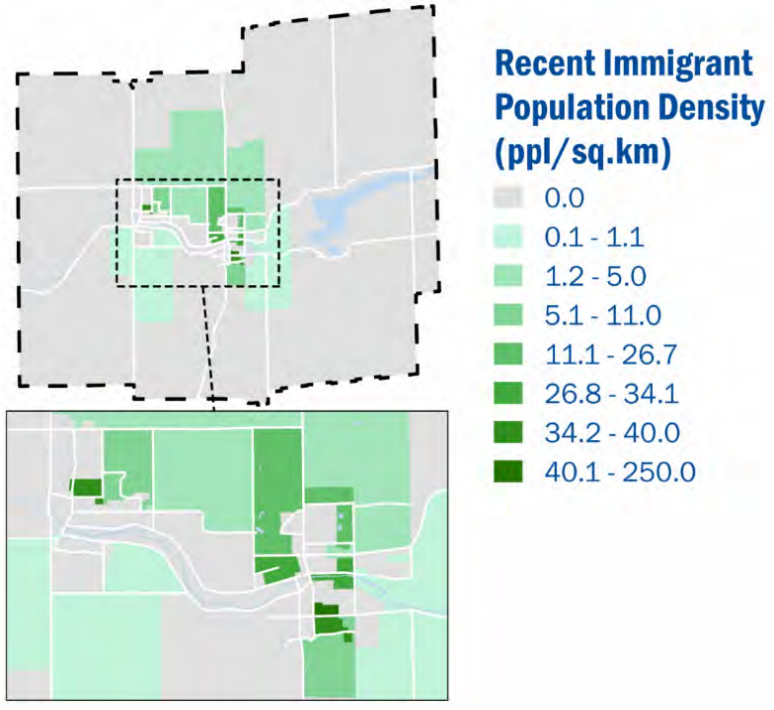


Figure 2.6: Recent Immigrant Population Density (Source: 2021 Census)

2.4 Growth & Intensification

Council recently adopted a preferred scenario for growth and intensification for the Official Plan Review, setting targets for a 20% intensification rate within the existing built-up areas of Fergus and Elora-Salem and a target of 53 people and jobs per hectare in the Designated Greenfield Area (**Figure 2.7**). The preferred scenario retains the existing intensification rate to maintain the growth in the existing built-up areas, while increasing the density targets of development areas.

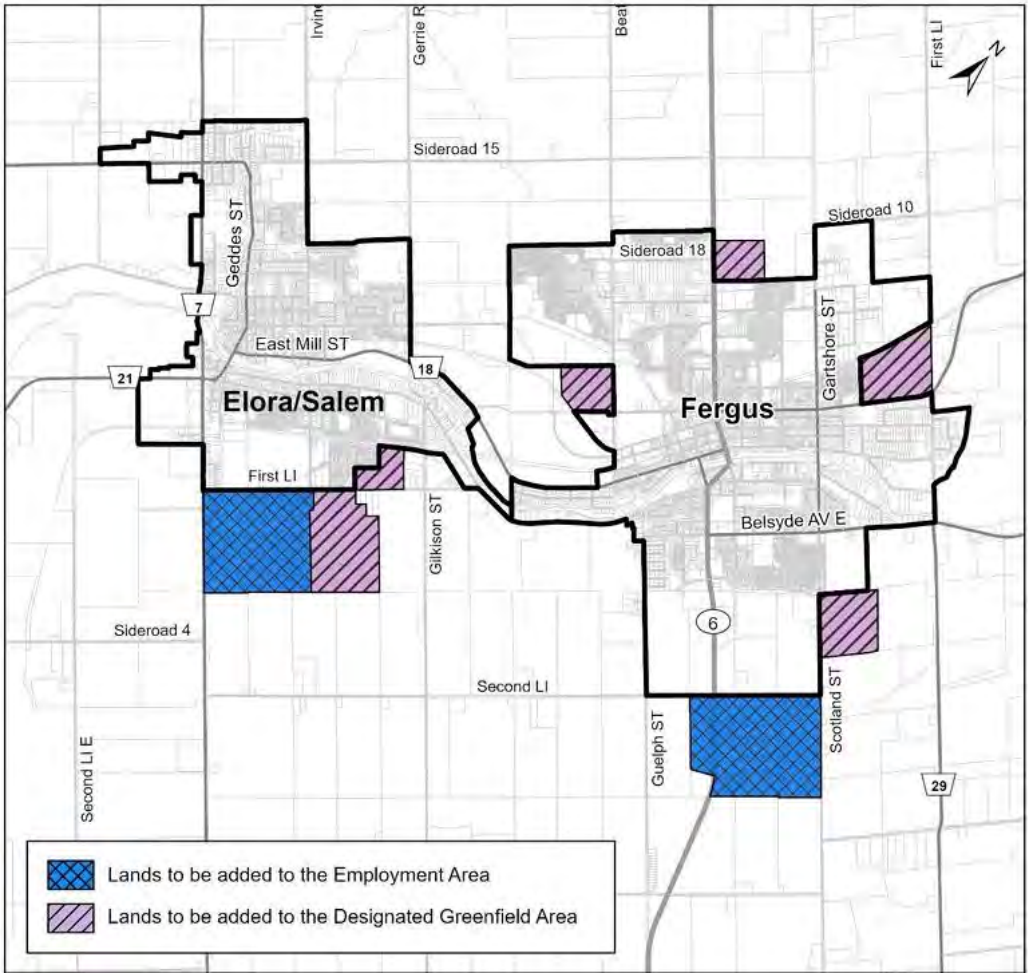


Figure 2.7: Schedule A-1 Designated Greenfield Area lands and Employment Area lands (Source: Centre Wellington Official Plan)

The report and presentation, prepared by Watson & Associates, does not include discussion on the additional servicing needs to accommodate increased density. However, it is noted that increased density and new development areas results in increased traffic demands. Shifting increased traffic from new development to active transportation is a key consideration in the ATMP.

2.5 Travel Trends

2.5.1 Mode Shares

Current travel trends show that active modes are not commonly used and most people rely on using vehicles as their main mode of transportation. The 2021 Canadian Census showed that 93.8% of people commute by using a personal vehicle, while only 3.7% walk to work and 0.6% use a bicycle. Other methods of commuting, including micro-mobility devices such as e-scooters, make up 1.5% of commuters. While these travel mode choices are characteristic of many municipalities in Ontario today, there is a growing demand from some residents to offer more sustainable transportation choices for Centre Wellington residents and visitors. A full summary is included in **Table 2.1**.

Table 2.1: Commuting Mode Shares (Source: 2021 Census)

Main Mode of Commuting	Total Count (25% sample data of total population)	Percentage of Mode Share
Car, truck or van	10,785	93.8%
Public transit	35	0.3%
Walking	430	3.7%
Bicycle	65	0.6%
Other method	175	1.5%

2.5.2 Short Trips

The current commuting trends in Centre Wellington do not necessarily reflect the potential in the township for active transportation. The lack of a connected and safe network may be a factor in the low proportion of commuters using active transportation or their commute distance may be too far. The Transportation Tomorrow Survey, a data collection initiative led by the Data Management Group (DMG) at the University of Toronto in partnership with the Ontario Ministry of Transportation and regional municipalities, provides more details on all types of trips, distances of trips, and mode of transportation. It is helpful to look at the number of trips that are 5 km or less, since these trips have the greatest potential to be replaced by active transportation. **Table 2.2** shows that 33% of all types of trips are under 5 km in length. Only 21% of trips to work are under 5 km, but 41% of school trips and 39% of discretionary trips (groceries, errands, etc.) are under 5 km.

Table 2.2: Total Trips and Short Trips under 5 km (Source: Transportation Tomorrow Survey 2016)

Type of Trip	Total Number of Trips (all distances)	Number of Trips Under 5 km[1]	Percentage of Trips Under 5 km (%)
Work	18,191	3,745	21%
School	4,736	1,954	41%
Discretionary	26,387	10,388	39%
All Types	49,314	16,087	33%

Note: Trip distance estimates are based on a Manhattan Distance (travel distance based on a perfect east-west and north-south road grid)

Figure 2.8 shows the areas where there are high numbers of originating trips that are under 5 km. The areas generating high numbers of short trips are typically located in the urban areas, indicating a high potential for active transportation.

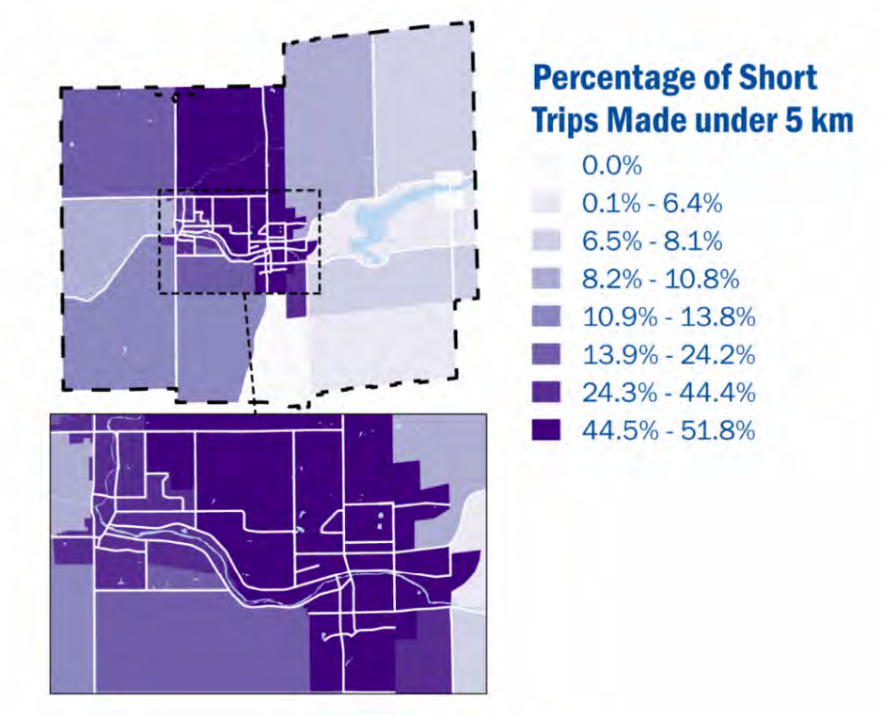


Figure 2.8: Percentage of Trips Made under 5 km (Source: Transportation Tomorrow Survey 2016)

2.6 Healthy Community Design Baseline Survey

Wellington-Dufferin-Guelph Public Health and the Township of Centre Wellington conducted the Healthy Community Design Baseline Project to establish a set of baseline indicators for healthy community design in Fergus and Elora-Salem. This initiative included a Neighbourhood Design Survey (NDS)[1], completed in 2019 by local residents, along with the collection of physical design data. The project aimed to deepen understanding of healthy lifestyle behaviours, with a particular focus on active transportation.

Survey results revealed that Fergus residents were more likely to use active transportation than those in Elora-Salem. When asked whether they could access twelve key destinations using active modes, 80% of Fergus respondents indicated they could reach at least five, compared to 64% of Elora-Salem respondents. Similarly, 80% of Fergus residents reported actually using active transportation to reach these destinations, while only 64% of Elora-Salem residents did the same.

The survey also asked residents to rate the importance of being able to use active transportation to reach various destinations, including parks, schools, healthcare services, farmers markets, and community centres. The results found the most frequently selected destinations were parks/greenspaces, schools, exercise locations, trails, local shops, and community centres. Overall, the results indicated a stronger preference for recreational destinations over those related to community life or commuting, as illustrated in **Figure 2.9**.

Figure 2.9: Neighbourhood Design Survey Results - Desired Destinations (Source: Healthy Community Design Baseline Project Report, 2019)

[1] For more information, visit https://wdgpublichealth.ca/sites/default/files/file-attachments/report/centre-wellington-healthy-community-design-baseline-project_access.pdf

2.7 Existing Active Transportation Network

The current active transportation network in Centre Wellington has been reviewed to map and confirm existing infrastructure conditions. The ATMP will leverage the existing active transportation network and focus on developing a connected, comfortable network of active transportation facilities, designed to elevate the experience for people of all ages and abilities as the ATMP is implemented.

Active transportation design philosophies and regulations have evolved over the decades. The latest version of the Ontario Traffic Manual Book 18: Cycling Facilities (2021) prioritizes the comfort and safety of the "interested but concerned" population of potential cyclists and other micro-mobility device users. These individuals tend to feel uneasy sharing space with automobiles, especially in high-speed conditions. They often prefer using multi-use paths/trails, physically separated cycling facilities, and low-speed, low-volume residential streets. This group has the highest potential for change in their mode choices, particularly for in-town trips between 1 and 5 km, which represents a significant portion of journeys taken in Centre Wellington's urban areas. As we evaluate the Township's existing active transportation and mobility network, it is important to keep the "interested but concerned" users in mind.

2.7.1 Existing Facilities

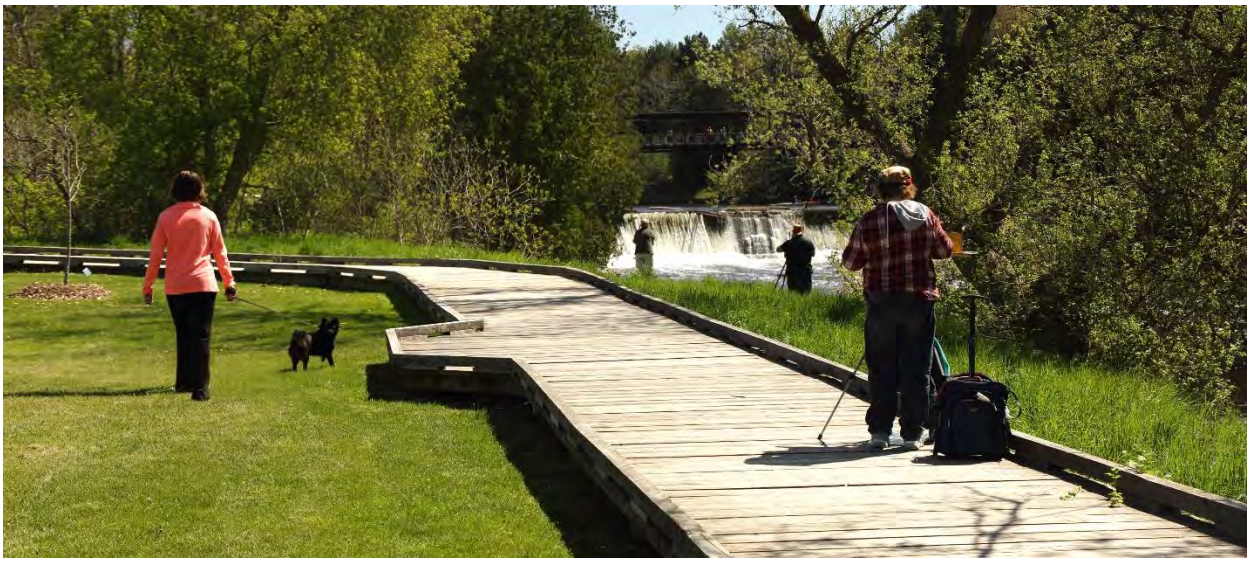
Centre Wellington has an extensive network of on and off-road active transportation facilities, consisting of sidewalks, trails, multi-use paths, shared routes, and cycling lanes, which travel through both the urban and rural areas of the Township. These active transportation facilities are not only used for recreation, but there is a growing number of residents who rely on them to move through the community.

Sidewalks make up the majority (59%) of the active transportation infrastructure in the Township, whereas multi-use facilities account for 31%. The remaining 10% of the network is made up of signed/shared use lanes, paved shoulders, and dedicated bicycle facilities.

Table 2.3 summarizes the existing active transportation network in Centre Wellington.

Table 2.3 Existing Active Transportation Network

Facility Type	Existing Length (km)
Sidewalks	134.2
Paved Shoulder	1.3
Signed/Shared Use Lane	20.3
Dedicated Bicycle Lanes	0.9
Multi-use Paths/Trails	69.2
Cycle Tracks	0.8
Total	**226.7**



The following illustrates the typical active transportation facility types that exist in the Township of Centre Wellington:

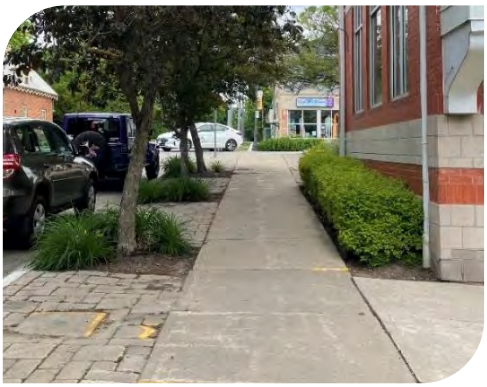


Figure 2.10: Sidewalk along Moir Street, Elora

SIDEWALKS

Paved paths intended exclusively for pedestrian use, which is typically aligned parallel to the roadway.

Figure 2.11: Paved shoulder on Wellington Road 21, Elora

PAVED SHOULDERS

A paved shoulder provides active transportation users an area that is separated from motor travel with a pavement marking. Typically, paved shoulders are located on rural roads.

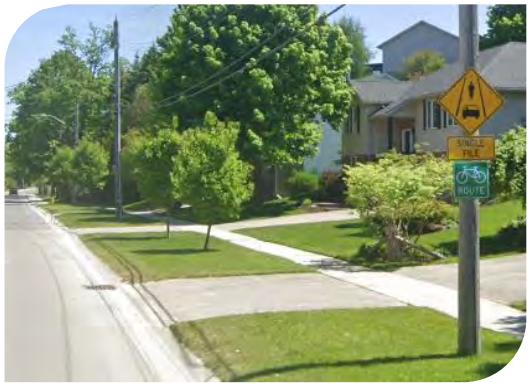


Figure 2.12: Signed Route along Water Street, Elora

SIGNED ROUTES

Signed routes are shared spaces for both motor vehicles and bicycles using signs and pavement markings. They are found along roadways with lower speeds and traffic volumes in both the urban and rural areas.

Figure 2.13: Bike lanes along St. Andrew Street, Fergus

BIKE LANES

Bike lanes are located on a portion of the roadway with designated space that is to be used exclusively by cyclists and other micro-mobility users. They are typically marked by a bicycle symbol and pavement markings.

Figure 2.14: Church Street On-Road Multi-use, Elora

ON-ROAD MULTI-USE PATHS

On-road multi-use paths are a designated or protected section of the roadway that has been reallocated for use by pedestrians and active transportation users.

Figure 2.15: Cycle Track on St. Davids St., Fergus

CYCLE TRACKS

Cycle Tracks are a type of separated bike lane located within the boulevard, with horizontal and vertical separation from motor vehicle traffic. They are exclusively by cyclists and other micro-mobility users

Figure 2.16: Multi-use Path along Charles Allan Way, Fergus

OFF-ROAD MULTI-USE PATHS

An off-road multi-use path is located within the road right-of-way but separated from vehicle traffic. It is located behind a curb or a wide buffer.

Figure 2.17: Trestle Bridge Trail, Fergus

MULTI-USE TRAILS

A multi-use trail is completely separated from the road right-of-way. They may be located within a parkland setting, along a watercourse, or within a former rail right-of-way. They are often used for recreational purposes but can also serve as utilitarian active transportation routes.

Map 2.1, Map 2.2, and Map 2.3 provide an overview of existing cycling facilities across Centre Wellington.

Township of Centre Wellington

Active Transportation and Mobility Plan

Final | July 2025

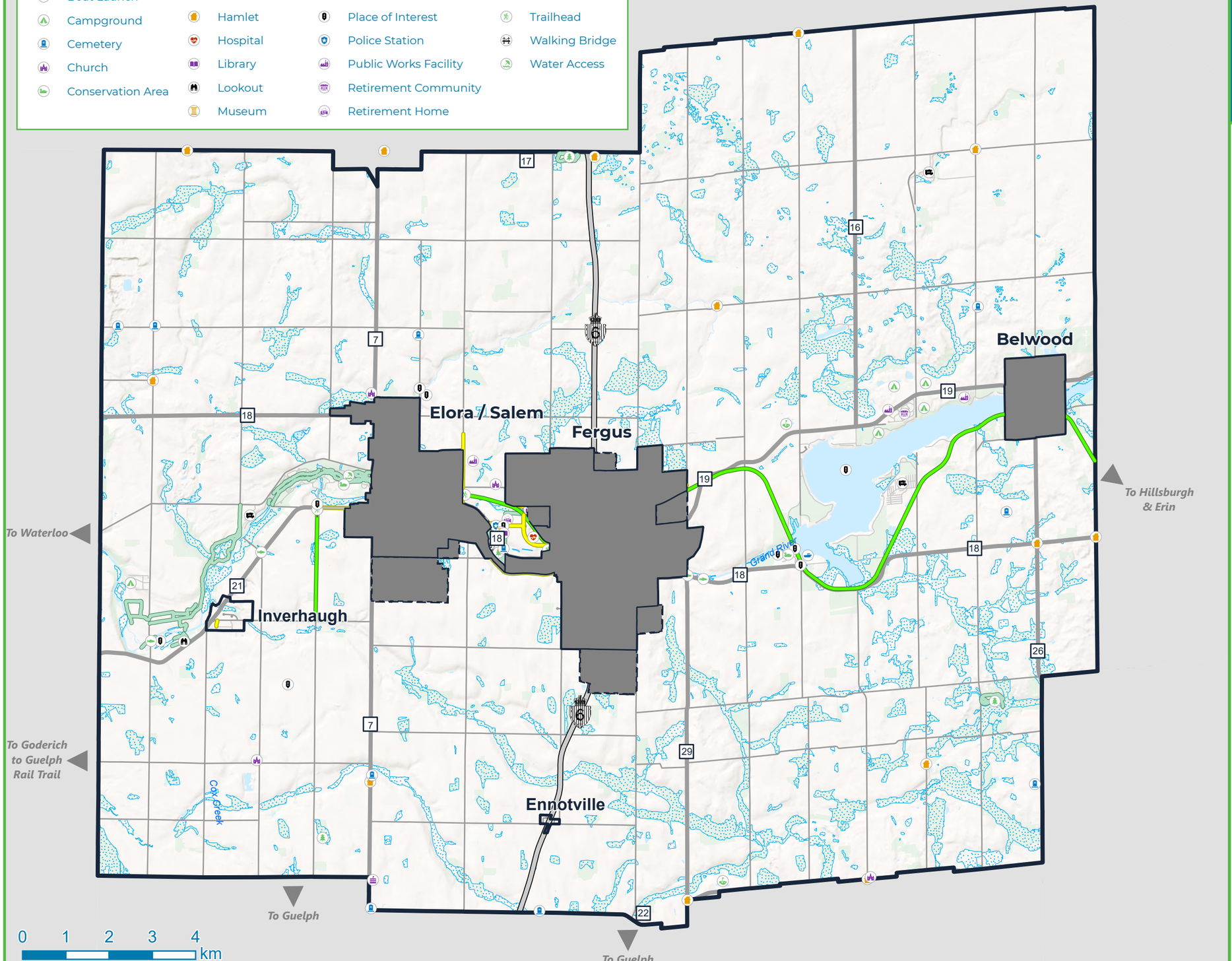
MAP 2.1

Existing Active Transportation Network

Township

Point of Interest

- Boat Launch
- Campground
- Cemetery
- Church
- Conservation Area
- Fishing Access
- Golf Course
- Hamlet
- Hospital
- Library
- Lookout
- Museum
- Park
- Parking
- Place of Interest
- Police Station
- Public Works Facility
- Retirement Community
- Retirement Home
- School
- Trailer Park
- Trailhead
- Walking Bridge
- Water Access



Source: Township of Centre Wellington

Existing Active Transportation Network

- Multi-Use Path
- Multi-Use Trail
- Neighbourhood Bikeway
- Paved Shoulder
- Recreational Trail

Base Features

- Province
- County
- Township
- Other
- Future Roads
- Waterbody
- Wooded Area
- Wetland
- Urban Boundary
- Urban Boundary Expansion

N

wsp

Centre Wellington

Township of Centre Wellington

Active Transportation and Mobility Plan

Final | July 2025

MAP 2.2

Existing Active Transportation Network

Elora / Salem

Point of Interest

- Accessible Washroom
- Bank
- Bike Repair Station
- Cemetery
- Church
- Community Garden
- Conservation Area
- Drinking Water
- Electric Charging Station
- Fishing Access
- Fire Hall
- Gas Station
- Grocery Market
- Hamlet
- Information Centre
- Library
- Lookout
- Municipal Office
- Museum
- Park
- Parking
- Place of Interest
- Police Station
- Post Office
- Public Works Facility
- Recreation Facility
- Retirement Home
- School
- Skate Park
- Splashpad
- Theatre
- Trailhead
- Walking Bridge
- Washroom
- Water Access

Existing Active Transportation Network

- Multi-Use Path
- Multi-Use Trail
- Neighbourhood Bikeway
- Paved Shoulder
- Recreational Trail
- Shared Lane

Base Features

- Province
- County
- Township
- Other
- Future Roads
- Waterbody
- Wooded Area
- Wetland
- Urban Boundary
- Urban Boundary Expansion

See Inset Map

Inset: Downtown Elora

0 250 500 750 m

Source: Township of Centre Wellington

Centre Wellington

Township of Centre Wellington

Active Transportation and Mobility Plan

Final | July 2025

MAP 2.3

Existing Active Transportation Network

Fergus

Point of Interest

- Bank
- Bike Repair Station
- Cemetery
- Church
- Dog Park
- Drinking Water
- Electric Charging Station
- Fishing Access
- Fire Hall
- Gas Station
- Grocery Market
- Hamlet
- Hospital
- Information Centre
- Library
- Museum
- Park
- Parking
- Place of Interest
- Post Office
- Public Works Facility
- Recreation Facility
- Retirement Home
- School
- Shopping Centre
- Skate Park
- Splashpad
- Theatre
- Trailhead
- Walking Bridge
- Washroom

Existing Active Transportation Network

- Bicycle Lane
- Cycle Track
- Multi-Use Path
- Multi-Use Trail
- Neighbourhood Bikeway
- Paved Shoulder
- Recreational Trail

Base Features

- Province
- County
- Township
- Other
- Future Roads
- Waterbody
- Wooded Area
- Wetland
- Urban Boundary
- Urban Boundary Expansion

0 250 500 750 m

Source: Township of Centre Wellington

wsp | Centre Wellington

2.7.2 Existing Network Gaps and Barriers

Centre Wellington's existing cycling and multi-use network includes both on and off-road routes. However, the existing network has many gaps and barriers, resulting in a discontinuous network. These create challenges for pedestrians, cyclists, and other micro-mobility users from moving within settlement areas and between different parts of the Township, as well as designers to develop a continuously interconnected network.

CONNECTIONS TO DESTINATIONS

Many key destinations are not connected to the existing active transportation network. Important places such as schools, grocery stores, and recreation facilities often lack direct links to active transportation infrastructure, creating significant access gaps. As future routes are planned, ensuring strong connections to these destinations will be a central focus.

What We Heard

A lack of connections to key destination, gaps between facilities, and limited connections across waterways were main reported barriers to using active transportation for community members.

THE GRAND RIVER

The Grand River flows through the urban communities of Elora, Fergus, and Belwood, splitting them in two. It presents a natural barrier that makes it challenging for all road users to move freely between different parts of the town, resulting in longer distances to travel. The river is crossed by road bridges in Elora, Fergus, and Belwood, and by pedestrian bridges in Elora and Fergus.

Figure 2.18: The Grand River and Bissel Park Pedestrian Bridge

COUNTY ROADS

Many of the arterial roads within Centre Wellington are under County jurisdiction, which affects the Township's ability to independently plan and implement cycling facilities on key connections between communities. However, some of these roads are part of the County's active transportation network and already have active transportation facilities on them, like paved shoulders or signed routes, which can be leveraged to connect to other areas of the Township and to adjacent municipalities.

ABSENCE OF TRANSIT

The limited availability of transit options presents a significant barrier to increasing the use of active transportation. Transit plays a crucial role in supporting active modes by providing essential connections and offering an alternative to car travel for longer distances. The Township current offers a free shuttle between Elora and Fergus, every Friday, Saturday, and Sunday during peak tourism hours, designed to enhance transportation accessibility and connectivity within these two communities. The limited transit availability outside of these hours represents a gap in the transportation network that limits the accessibility and convenience of using active transportation modes, such as taking a bus to downtown Elora and then walking or cycling around town. It reinforces the urgent need for greater investment and expansion in active transportation infrastructure to bridge the gap created by the absence of transit services. As a future step, the Township is considering conducting a transit feasibility study for Centre Wellington.

GREAT DISTANCES

The urban areas of Elora, Salem and Fergus are situated in the middle of the municipality, which can make active transportation connections to neighbouring municipalities challenging due to the great distances involved. The rural roads have higher speeds and limited road widths, which pose difficulties for separating active transportation users from traffic due.

Additionally, the rural hamlets of Belwood, Inverhaugh and Ennotville are separated from the urban centres by significant distances, making active travel challenging. These settlements are currently only accessible by higher-speed rural roads. Major roads through these hamlets are either County roads or the Provincial Highway 6, out of the Township's jurisdiction. Given the local roads into the communities, like Side Road 4 and 6th Line, typically have lower traffic volumes and rural in nature, they could potentially offer opportunities for enhancing active transportation connectivity.

Leveraging the existing trail networks, County roads with paved shoulders, and lower-volume rural local roads will be key for Centre Wellington in improve connectivity throughout the Township and connect with neighbouring municipalities.

2.7.3 Level of Traffic Stress Analysis

Traffic volume and speed data were obtained from the Township and used to determine the level of traffic stress (LTS) experienced by active transportation users. LTS is determined based on traffic volumes and traffic operating speeds on the roads. Due to limited data availability for operating speeds, speed limits were used instead. However, this can result in an under-estimation of the LTS, so this should be considered for the future planning of the network. LTS scoring ranges represent the following:

- **LTS 1:** Lowest level of traffic stress. Shared routes on roads are very low traffic volumes and speeds. On medium to high volume and speed roads, strong separation is provided. These routes are suitable for people of all ages and abilities.
- **LTS 2:** Active transportation users have their own space. Shared routes are possible in low traffic and speed situations. Physical separation is provided for higher speeds and volumes. These routes are suitable for people who are in the "Interested but Concerned" category of users.
- **LTS 3:** Interaction occurs with moderate speed or multilane traffic or there is little separation from high-speed traffic. These routes are suitable for people who are in the "Somewhat Confident" category of users.
- **LTS 4:** Highest level of traffic stress. Interaction occurs with high-speed traffic or there is no separation. These routes are suitable for people who are in the "Highly Confident" category of users.

The LTS analysis was conducted on Township roads within the urban areas. Due to high-speed limits being a major factor in determining the LTS, it is a less helpful tool for rural roads since they mostly have higher speed limits. Rural roads will be considered on a case-by-case basis when planning rural routes in the active transportation network.

The results of the analysis found that there were many local roads in the urban areas where lower scores of LTS 1 or LTS 2 are present. Road with scores of LTS 1 were mostly present on roads with speed limits of 40 km/h. While it should be noted that this doesn't necessarily mean that traffic is operating at 40 km/h, it demonstrates that there is a high potential to create a network of low stress active transportation routes by designing these roads with traffic calming measures to create a road design that enforces low traffic speeds.

The LTS analysis is shown in **Map 2.4** and **Map 2.5**.

Township of Centre Wellington

Active Transportation and Mobility Plan

Final | July 2025

MAP 2.4

Level of Traffic Stress

Elora / Salem

Point of Interest

- Accessible Washroom
- Bank
- Bike Repair Station
- Cemetery
- Church
- Community Garden
- Conservation Area
- Drinking Water
- Electric Charging Station
- Fishing Access
- Fire Hall
- Gas Station
- Grocery Market
- Hamlet
- Information Centre
- Library
- Lookout
- Municipal Office
- Museum
- Park
- Parking
- Place of Interest
- Police Station
- Post Office
- Public Works Facility
- Recreation Facility
- Retirement Home
- School
- Skate Park
- Splashpad
- Theatre
- Trailhead
- Walking Bridge
- Washroom
- Water Access

Level of Traffic Stress

- Level 1
- Level 2
- Level 3

Base Features

- Province
- County
- Township
- Other
- Future Roads
- Waterbody
- Wooded Area
- Wetland
- Urban Boundary
- Urban Boundary Expansion

See Inset Map

Inset: Inverhaugh

0 250 500 750 m

Source: Township of Centre Wellington

wsp

Centre Wellington

Township of Centre Wellington

Active Transportation and Mobility Plan

Final | July 2025

MAP 2.5

Level of Traffic Stress

Fergus

Point of Interest

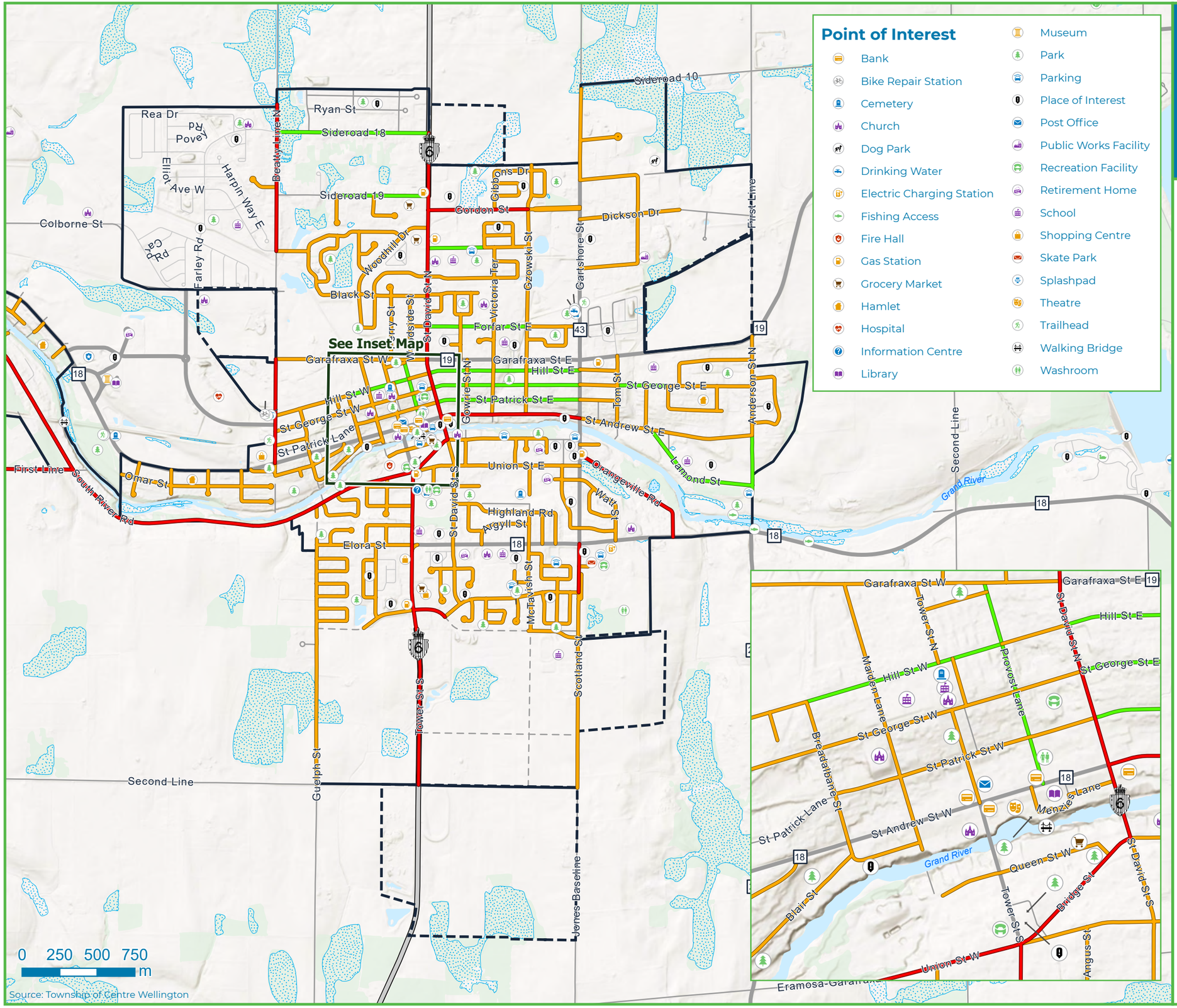
- Bank
- Bike Repair Station
- Cemetery
- Church
- Dog Park
- Drinking Water
- Electric Charging Station
- Fishing Access
- Fire Hall
- Gas Station
- Grocery Market
- Hamlet
- Hospital
- Information Centre
- Library
- Museum
- Park
- Parking
- Place of Interest
- Post Office
- Public Works Facility
- Recreation Facility
- Retirement Home
- School
- Shopping Centre
- Skate Park
- Splashpad
- Theatre
- Trailhead
- Walking Bridge
- Washroom

Level of Traffic Stress

- Level 1
- Level 2
- Level 3

Base Features

- Province
- County
- Township
- Other
- Future Roads
- Waterbody
- Wooded Area
- Wetland
- Urban Boundary
- Urban Boundary Expansion



wsp

Centre Wellington

2.8 Existing Facilities Alignment

A detailed review of the Township's on- and off-road cycling and multi-use facilities within the right-of-way was conducted to evaluate their alignment with the updated guidance of the OTM Book 18: Cycling Facilities. This review assessed the facilities by considering the current type of facilities and degree of separation based on the road speed limits and recent traffic volumes, as well as the widths of the facilities. **Table 2.4** summarizes the findings of this review and findings are represented in **Map 2.6.**

Table 2.4: Existing Facilities Alignment with OTM Book 18

Facility Type	Total Existing Length (km)	Length in Alignment (km)	Length Not in Alignment (km)
Signed/Marked Shared Use Lane	18.8	7.4	11.4
Dedicated Bicycle Lanes	0.9	0.9	0.0
Off-Road Multi-use Paths	9.6	9.6	0.0
On-Road Multi-use Paths	0.4	0.4	0.0
Cycle Tracks	0.8	0.8	0.0
Total	**30.5**	**19.1**	**11.4**

Based on this review, approximately 63% (19.1 km) of the Township's current on- and off-road shared and cycling network within the right-of-way meets the requirements of OTM Book 18, while 37% (11.4 km) does not.

The greatest asset to build upon are the off-road multi-use paths (located in the boulevard of roadways), multi-use trails in parks and green space, and newly constructed cycle tracks, which provide a high degree of separation from vehicle traffic. Separation is achieved either in the boulevard of a roadway or completely outside of the road right-of-way, which creates an active transportation experience that can feel safer and more comfortable for users of all ages and abilities.

What We Heard

Concerns about driver behaviour remain one of the most significant barriers to choosing active transportation. Community members strongly emphasized the need for separation from motor vehicles, making it a clear priority for the future active transportation network.

Facilities not in alignment with OTM Book 18 may be upgraded through greater separation techniques, such as bollards or concrete, or by reducing vehicle speeds through traffic calming and lower speed limits. However, reducing vehicle speeds is only one part of the equation, as a reduction in speed does not equate to a reduction in volumes.

Even with a reduced speed limit, some roads may still fall outside of the recommended parameters for a bicycle lane without physical separation. Higher traffic volumes and speeds require physical separation to provide a comfortable experience for the 'Interested but Concerned' riders, as demonstrated in **Figure 2.19**.

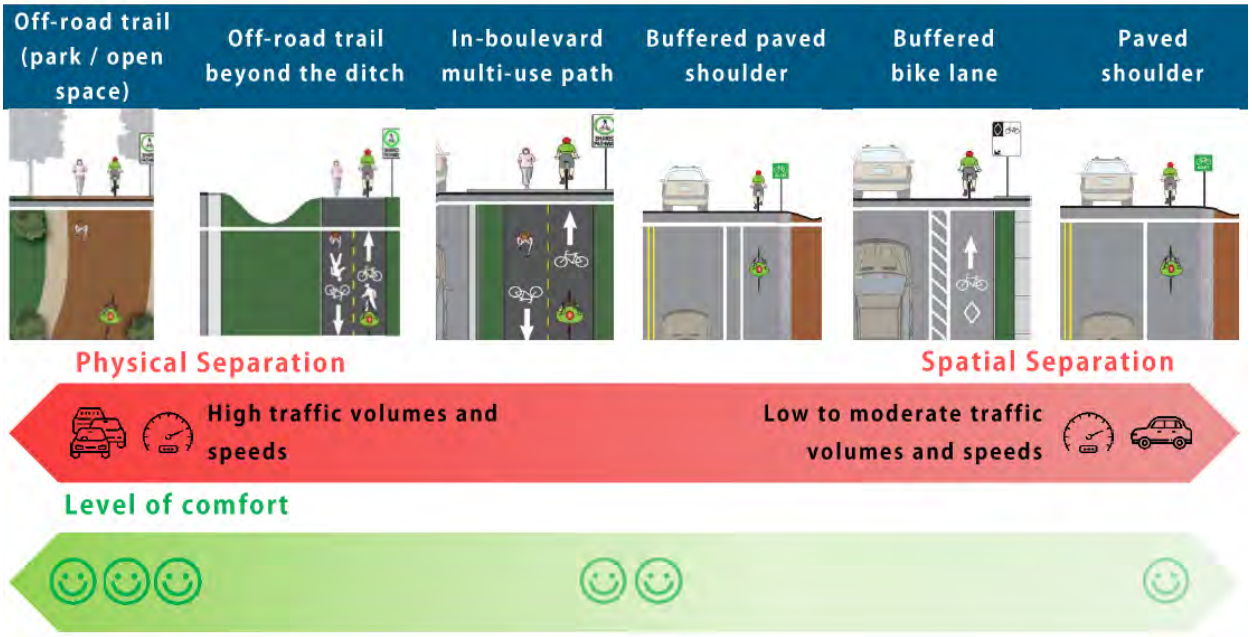


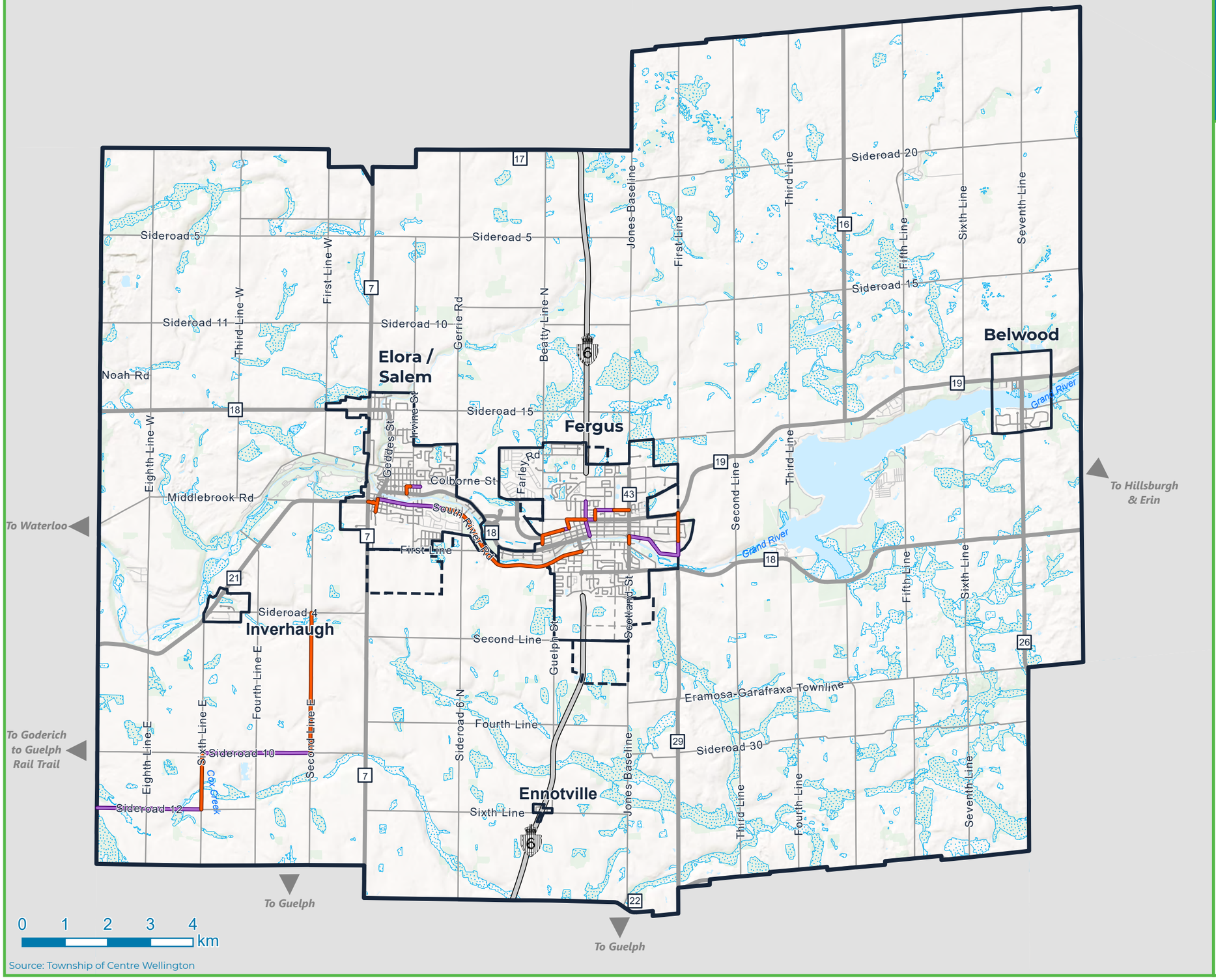
Figure 2.19: Physical separation techniques for cycling according to vehicle volume and speed

Township of Centre Wellington

Active Transportation and Mobility Plan

Final | July 2025

MAP 2.6
Existing Facilities Compliance Review



Source: Township of Centre Wellington

Existing Cycling Facilities
- Compliant with OTM Book 18
- Not Compliant with OTM Book 18

Base Features
- Province
- County
- Township
- Other
- Future Roads
- Waterbody
- Wooded Area
- Wetland
- Urban Boundary
- Urban Boundary Expansion

N

WSP | Centre Wellington

Chapter 3: Route Types and Facilities

3.1 Network Types

Within the recommended active transportation network, there are two types of active transportation networks: the Spine and Connector Network, and the Low Stress/Quiet Streets Network, as illustrated in **Figure 3.1**. The interlacing of these networks offers a variety of route types and facility options, helping to create a well-connected and comfortable active transportation system.

3.1.1 Spine and Connector Network

The Spine and Connector Network provides direct, continuous pathways to walk, bike or roll, serving as vital corridors that link users to key destinations and different parts of the Township. They are essential for those looking to get to and from places quickly, easily and comfortably, such as commuters or users accessing community hubs.

Most Spine and Connector Routes are located along arterial or collector roadways as they offer the most direct routes and often feature key destinations and amenities. This network also includes major trailways that create direct connections between communities.

Spine and Connector Routes should be designed to serve people of all ages and abilities, including children, seniors, people with disabilities, and those with varying levels of confidence, creating comfortable conditions for people to walk, bike or wheel.

3.1.2 Low Stress/Quiet Streets Network

The Low Stress/Quiet Streets Network, represented in **Figure 3.1**, is designed to facilitate local trips for active transportation users, particularly for non-commute purposes. It primarily utilizes local and residential streets characterized by low traffic speeds and volumes. Where necessary, design measures, like traffic calming, will be implemented to further reduce traffic speeds and volumes.

This network provides alternative routes for cycling on neighbourhood streets and are essential for activities, such as parents taking children to school or parks, running local errands, and children visiting friends. Low-stress roads are designed to be safe and comfortable for a wide range of users, including children, older adults, and people with disabilities, making them more accessible and appealing to more people compared to busier, higher-stress roads, which may be uncomfortable for some potential active transportation users.

The Low Stress/Quiet Streets network also includes some trails that are separate from the road right-of-way, since there will be little to no stress created from vehicle traffic. Some overlap may exist between the Spine and Connector Network and the Low-Stress/Quiet Streets Network where Spine/Connector Routes may utilize local roads as more direct connections. Similarly,

there may be situations where connectivity between low-stress routes may not be possible; in these situations, the Low-Stress/ Quiet Streets Network may direct users onto a Spine or Connector Routes to access another low-stress route, but these sections should be planned to be as short as possible.

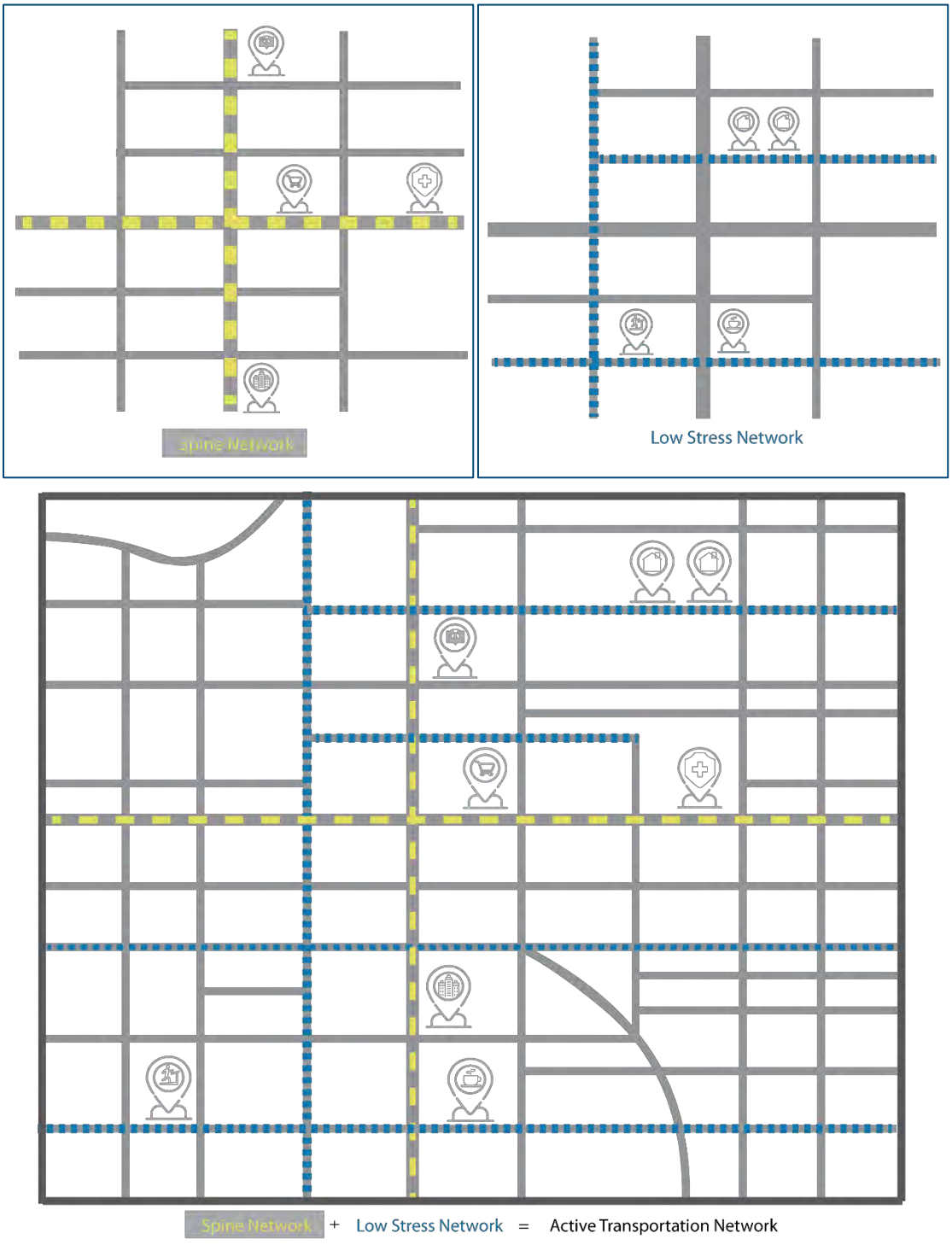


Figure 3.1: Representation of the Spine Network and Low Stress Network

3.2 Route Types

Within these networks, there are three key route types: **Spine Routes, Connector Routes,** and **Local Routes**.

3.2.1 Spine Routes

Spine Routes function as major routes for active users to access key destinations and other parts of the Township. They connect to commercial areas, employment centres, schools and greenspaces throughout the Township, providing a direct, continuous route to walk, bike or wheel.

Most Spine Routes are typically located on arterial or collector roadways, reflecting the important destinations and amenities that often exist along those corridors. They can also include major trailways that create direct connections between communities. Spine Routes should be designed to serve people of all ages and abilities, creating comfortable conditions for people to walk, bike or wheel.

Often, Spine Routes are along roads with higher traffic volumes and speeds, therefore facilities on Spine Routes are typically required to provide physical and spatial separation between active transportation user and motor vehicles. Typical facilities along roads include wide sidewalks, multi-use paths, trails, protected bicycle lanes, and curb-separated cycle tracks, as seen in **Figure 3.2**. In some situations, Spine Routes may be situated along a quiet street, thereby the facility type will be adjusted as suitable for the context.

Protected intersections may also be considered along Spine Routes to create an environment where active users feel safe and comfortable. These would typically be implemented at intersections of major roads. Other crossings along Spine Routes may include continuous crossings at minor intersections and driveways or controlled pedestrian crossings (PXOs) where intersections do not exist, but pedestrian crossings are desired.

3.2.2 Connector Routes

Connector Routes are designed to help active transportation users get to and from Spine Routes quickly, easily and comfortably. Connector Routes will typically be on roads with lower vehicular volumes and speeds than Spine Routes, allowing for the use of facilities where it is not typically required to provide physical separation between active users and motor vehicles. The design user for these routes is typically comfortable with minimal exposure to vehicle traffic for short distances. This user would include people who are interested in active transportation and have some concern when exposed to higher traffic volumes and speeds.

These routes are typically on local or minor collector routes where there is less need for physical separation than Spine Routes. Typical facility types include painted or contraflow bicycle lanes.

Figure 3.2: Cycle Track on St. David Street, Fergus

3.2.3 Local Routes

Local routes form local connections and alternative routes for cycling on neighbourhood streets that are designed for low traffic speeds and low traffic volumes. The focus for most local routes will be to enforce that motor vehicles are not the priority design user, but are still permitted through treatments such as Neighbourhood Bikeways/Greenways. They should prioritize mobility for people walking, cycling and wheeling while still allowing access for local residents, on-street parking and access for service and emergency vehicles. These types of routes are suitable for users of all ages and abilities, but only when designed to reduce both the speed differential between users and reduce the priority given to automobile traffic in these areas.

Vehicle operating speeds on local routes should be limited through traffic calming measures to create safe conditions for mixing vehicles and other road users. The goal of all traffic calming measures on these corridors is to reduce vehicle speeds to reduce the differential between motor vehicle speeds and active users. In addition to traffic calming, local routes should also incorporate elements of traffic diversion, including modal filters, directional closures, one-way streets and full closures at certain areas to reduce through movements of vehicles. Where appropriate and where vehicle speeds are already very low, stop signs may be placed on side streets instead of the street with the local route to allow for active transportation users to maintain a comfortable travel speed.

3.3 Proposed Facility Types

The proposed active transportation network is comprised of a variety of facility types, as assigned through the network development process. To support safer, comfortable and more convenient active travel, each facility type has their own design standards and considerations which reflect the needs of the end user.

What We Heard

Separation from motor vehicles is a priority for community members to support and feel more comfortable using active transportation.

Listed below are some key guidelines that inform the design of different active transportation facilities.

PAVED SHOULDERS

A paved shoulder is the portion of a roadway adjacent to the main travel lane and provides lateral support for the pavement structure. Typically implemented on rural roadways, paved shoulders accommodate stopped and emergency motor vehicles, pedestrians and people riding bikes. It is often used by cyclists for travel since it provides them with an area for riding that is adjacent to but separate from the motor travel portion of the roadway. Cyclists must travel in the same direction as the motor vehicle traffic.

QUIET STREETS

Quiet Streets or neighbourhood bikeways are low-traffic, low-speed roads designed to prioritize the safety and comfort of people walking, biking, and rolling. These streets are shared between active transportation users and motor vehicles. They allow access for local residents and on-street parking but discourage through traffic and speeding through traffic calming and traffic diversion measures.

CONVENTIONAL BIKE LANES

A conventional bicycle lane is a portion of a roadway which has been designated by pavement markings and signage for preferential or exclusive use by people riding bikes.

PROTECTED BIKE LANES

Protected Bike Lanes are dedicated cycling paths that are physically separated from motor vehicle traffic by a barrier that restricts encroachment of traffic. Separation techniques can vary widely, from flex bollards to pre-cast concrete curbs or planters.

CYCLE TRACK

Cycle tracks are a type of separated bike lane located within the boulevard, offering both horizontal and vertical separation from motor vehicle traffic. This separation is typically achieved using a curb and a buffer zone, creating a safer and more comfortable space for cyclists. While cycle tracks often run parallel to the sidewalk, they are designated exclusively for bicycle use.

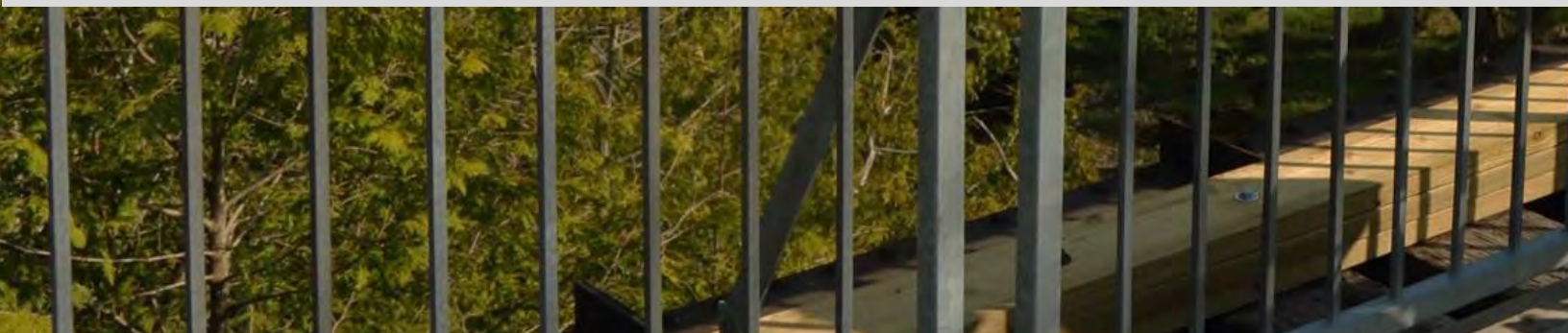
MULTI-USE PATHS

An in-boulevard multi-use path is a two-way facility that is separated from the roadway by both a curb and a buffer. It is shared use by pedestrians and cyclists.

OFF-ROAD TRAILS

Off-road trails are specific paths or routes that are isolated from standard roadways and are frequently situated in natural environments, providing a secure and pleasant setting for active transportation and outdoor activities. The trails are a significant asset to the Township's active transportation network. Depending on their classification, some trails maintain a more natural character with gravel surfaces, while others are paved to improve accessibility and support additional amenities.

Chapter 4: Active Transportation & Mobility Network Alternatives



4.1 Cycling Network Alternatives

4.1.1 Route Selection Criteria

Route selection criteria are used to identify and evaluate candidate routes and to prioritize future investments into active transportation projects. Criteria for route selection are based on best practices for active transportation network development.

Route selection criteria used to identify candidate routes in Centre Wellington are summarized in **Table 4.1**.

Table 4.1: Route Selection Criteria

Criteria	Description
Network Connectivity	Active transportation routes should provide a consistent user experience, with comfortable, continuous routes throughout Centre Wellington. Direct routes should be provided to key destinations, like between Elora, Fergus, and Belwood, to schools, and to natural areas and trails. Utilitarian active transportation users prioritize route directness because a longer trip requires more time and physical exertion. Routes that close gaps in existing routes or provide an opportunity for a consistent active transportation corridor should be prioritized.
Safety and Accessibility	Active transportation routes should be designed to improve safety and enhance accessibility. Routes are prioritized based on their degree of safety improvement compared with current conditions.
Public Feedback	A network that reflects the needs and preferences of the community will be more effective and widely used. Public feedback is highly valued in route planning and will be utilized to identify and prioritize key routes.
Municipal Roads	The municipal government has direct control over municipal roads. Thus, prioritizing routes placed along municipally owned roads, rather than regional or provincial roads, allows for quicker, easier, and more cost-effective implementation and maintenance of these facilities.
Social and Economic Factors	Social and economic trends shape the behaviours and habits of residents, workers, and visitors within a community. It is crucial to examine factors like age demographics, income levels, employment status, and car ownership, as they can help explain current and future travel patterns. Active transportation routes will be more effectively utilized if they are supporting the

	contextual trends of the location they are based in, to ensure they are equitable and accessible for all community members.
Topography	Considering topography when developing routes, specifically the steepness of hills along the route, is crucial. Steep hills can be challenging to navigate and pose safety risks for both pedestrians and cyclists. Routes with excessive gradients are particularly difficult for individuals with mobility issues, including the elderly and those with disabilities, making accessibility a key concern. The network will aim to avoid challenging topography and opt for adjacent connections that offer more manageable alternatives.

4.1.2 Candidate Routes

Building on the established network criteria, a conceptual network of potential routes was developed. This process involved reviewing the existing network to identify missing links, opportunities for enhancement, and potential new routes to create a well-connected and cohesive system. The initial network, illustrated in **Map 4.1** to **Map 4.4 ,** was refined through discussions with Township staff and the public.

In developing the Spine network, multiple route alternatives were explored to ensure that the final plan reflects the community's unique needs and garners public support. These alternatives are discussed below and in the following section.

SPINE CONNECTION BETWEEN ELORA AND FERGUS

Two primary alternatives were initially considered for connecting Elora to Fergus: the Elora Cataract Trail and the Trestle Bridge Trail. Both were evaluated for feasibility and cost. Ultimately, both routes were incorporated into the active transportation network. The Elora Cataract Trail was designated as a Connector Route due to its proximity to the proposed Colborne Street multi-use path, which is identified as a Spine Route. The trail will be maintained as a natural surface option.

The Trestle Bridge Trail was retained as a Spine Route, rather than an alternative, as it provides the only all-ages-and-abilities connection between south Elora and Fergus that is accessible, safe, and comfortable for all users.

Township of Centre Wellington

Active Transportation and Mobility Plan

Final | July 2025

MAP 4.1

Network Alternative Routes

Township

Point of Interest

- Boat Launch
- Campground
- Cemetery
- Church
- Conservation Area
- Fishing Access
- Golf Course
- Hamlet
- Hospital
- Library
- Lookout
- Museum
- Park
- Parking
- Place of Interest
- Police Station
- Public Works Facility
- Retirement Community
- Retirement Home
- School
- Trailer Park
- Trailhead
- Walking Bridge
- Water Access

Spine Route

- Spine Route
- Spine Route (Alternative 2)

Other Conceptual Routes

- Connector
- Local
- Recreational
- Rural
- Desire Line

Base Features

- Province
- County
- Township
- Other
- Future Roads
- Waterbody
- Wooded Area
- Wetland
- Urban Boundary
- Urban Boundary Expansion

Belwood

Elora / Salem

Fergus

Inverhaugh

Ennotville

Grand River

Cox Creek

To Waterloo

To Goderich to Guelph Rail Trail

To Guelph

To Guelph

To Hillsburgh & Erin

0 1 2 3 4 km

Source: Township of Centre Wellington

Centre Wellington

Township of Centre Wellington

Active Transportation and Mobility Plan

Final | July 2025

MAP 4.2

Network Alternative Routes

Elora / Salem

Point of Interest

- Accessible Washroom
- Bank
- Bike Repair Station
- Cemetery
- Church
- Community Garden
- Conservation Area
- Drinking Water
- Electric Charging Station
- Fishing Access
- Fire Hall
- Gas Station
- Grocery Market
- Hamlet
- Information Centre
- Library
- Lookout
- Municipal Office
- Museum
- Park
- Parking
- Place of Interest
- Police Station
- Post Office
- Public Works Facility
- Recreation Facility
- Retirement Home
- School
- Skate Park
- Splashpad
- Theatre
- Trailhead
- Walking Bridge
- Washroom
- Water Access

Spine Route

- Spine Route

Other Conceptual Routes

- Connector
- Local
- Recreational
- Rural
- Desire Line

Base Features

- Province
- County
- Township
- Other
- Future Roads
- Waterbody
- Wooded Area
- Wetland
- Urban Boundary
- Urban Boundary Expansion

See Inset Map

Inset: Inverhaugh

0 250 500 750 m

Source: Township of Centre Wellington

Centre Wellington

Township of Centre Wellington

Active Transportation and Mobility Plan

Final | July 2025

MAP 4.3

Network Alternative Routes

Fergus

Point of Interest

- Bank
- Bike Repair Station
- Cemetery
- Church
- Dog Park
- Drinking Water
- Electric Charging Station
- Fishing Access
- Fire Hall
- Gas Station
- Grocery Market
- Hamlet
- Hospital
- Information Centre
- Library
- Museum
- Park
- Parking
- Place of Interest
- Post Office
- Public Works Facility
- Recreation Facility
- Retirement Home
- School
- Shopping Centre
- Skate Park
- Splashpad
- Theatre
- Trailhead
- Walking Bridge
- Washroom

Spine Route

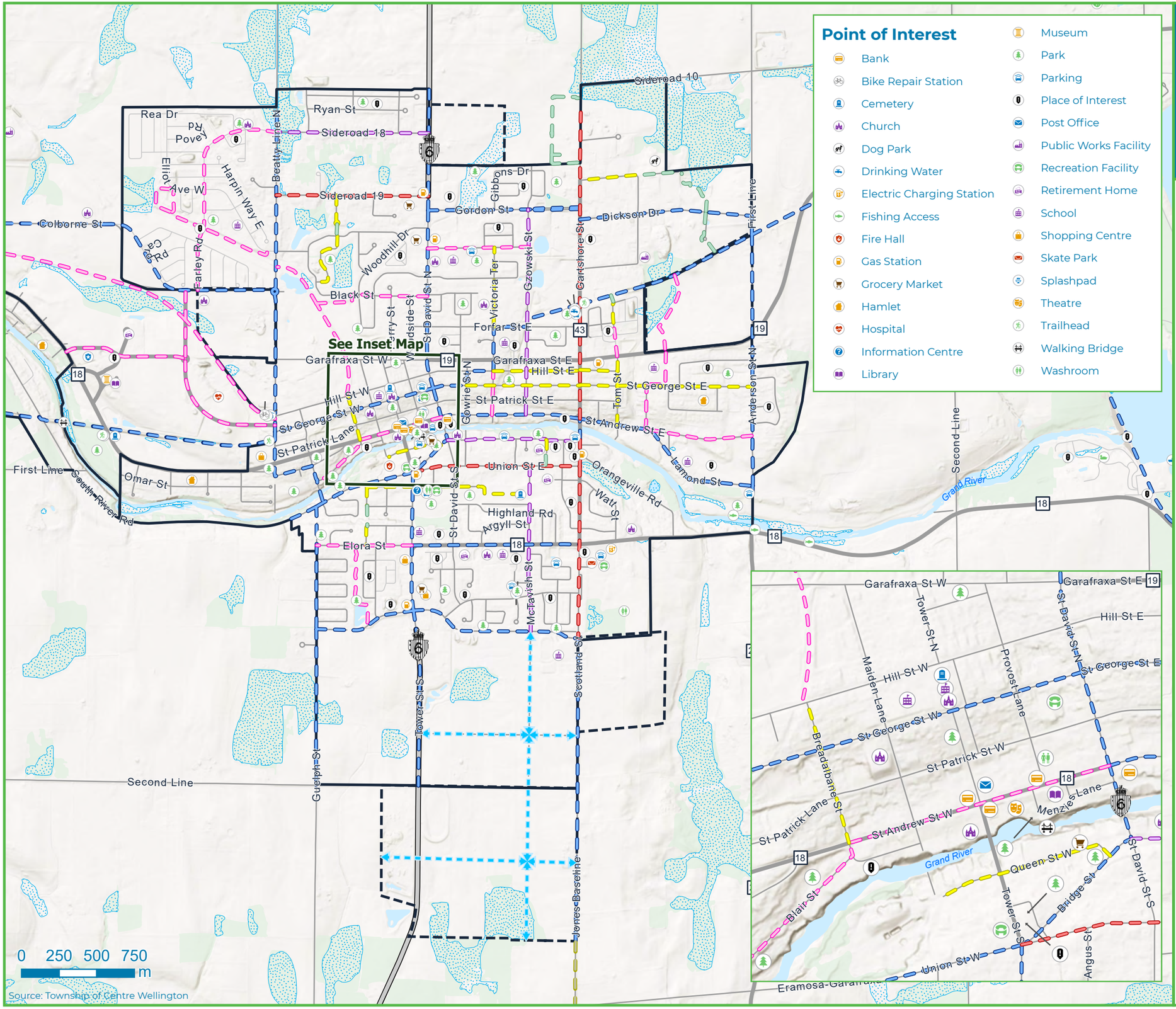
- Spine Route
- Spine Route (Alternative 1)
- Spine Route (Alternative 2)

Other Conceptual Routes

- Connector
- Local
- Recreational
- Rural
- Desire Line

Base Features

- Province
- County
- Township
- Other
- Future Roads
- Waterbody
- Wooded Area
- Wetland
- Urban Boundary
- Urban Boundary Expansion



Centre Wellington

Township of Centre Wellington

Active Transportation and Mobility Plan

Final | July 2025

MAP 4.4

Network Alternative Routes

Belwood

Spine Route

- Spine Route

Other Conceptual Routes

- Connector

Base Features

- Province
- County
- Township
- Other
- Future Roads
- Waterbody
- Wooded Area
- Wetland
- Urban Boundary
- Urban Boundary Expansion

Point of Interest

- Boat Launch
- Church
- Grocery Market
- Park
- Parking
- Place of Interest
- Post Office
- Recreation Facility

0 250 500 750 m

Source: Township of Centre Wellington

Centre Wellington

4.2 Cycling Network Alternatives

As part of the network refinement process, several on-road route options in Fergus were explored and presented to the public for feedback. These options were then further evaluated to ensure the final network is optimized for connectivity, safety, and community needs.

SIDEROAD 18 VS. SIDEROAD 19

In northern Fergus, two route options were explored to establish an east-west connection between the proposed routes on Beatty Line and St. David Street/Highway 6. The options explored included:

- *Alternative 1 - Sideroad 18:* An approximately 1.0 km paved shoulder route along Sideroad 18, from Beatty Line to St. David Street
- *Alternative 2 - Sideroad 19*: An approximately 1.0 km neighbourhood bikeway along Sideroad 19, from Beatty Line to St. David Street

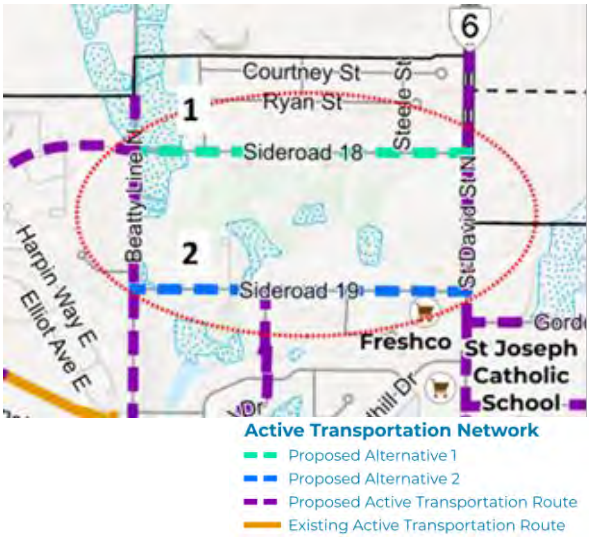


Figure 4.1: Alternatives for Sideroad 18 and 19

GZOWSKI STREET VS. GARTSHORE STREET

This alternative examined potential options for a north-south Spine Route in eastern Fergus, aimed at connecting northern Fergus to the area surrounding the Grand River. The route options considered are as follows:

- *Alternative 1 - Gzowski/Herrick Street*: An approximately 0.8 km bike lane along Gzowski Street, from Gordon Street to Forfar Street; continuing south as a neighbourhood bikeway along Gzowski Street and Herrick Street for approximately 0.6 km, from Forfar Street to St. Andrew Street
- *Alternative 2 - Gartshore Street*: An approximately 1.9 km cycle track route along Gartshore Street, from south of Sideroad 10 to Alice Street

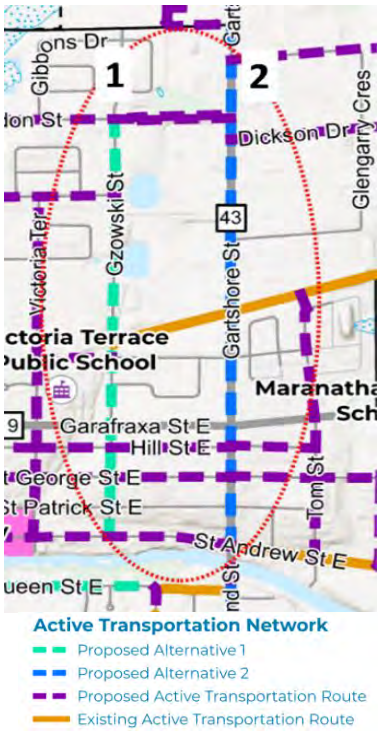


Figure 4.2: Alternatives for Gzowski Street and Gartshore Street

QUEEN STREET VS. UNION STREET

To establish an east-west Spine Route along the south side of the Grand River—connecting Highway 6 to Scotland Street—the following route options were explored:

- *Alternative 1 - Queen Street*: An approximately 0.9 km neighbourhood bikeway along Queen Street East, from St. David Street to Gartshore Street
- *Alternative 2 - Union Street*: An approximately 1.4 km bike lane route along Union Street, from Tower Street to Scotland Street

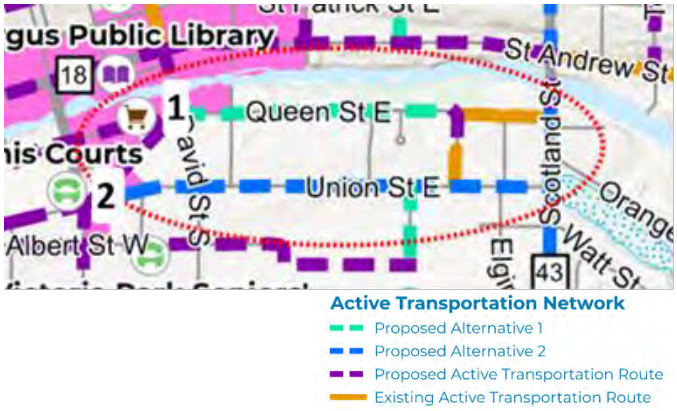


Figure 4.3: Alternatives for Queen and Union Street

MCTAVISH STREET VS. SCOTLAND STREET

To establish a north-south Spine Route running parallel to the eastern edge of the settlement boundary, connecting southern Fergus to the potential Spine Route identified along Queen Street or Union Street, the following route options were considered:

- *Alternative 1 - McTavish Street*: An approximately 1.1 km neighbourhood bikeway along McTavish Street from Union Street to McQueen Boulevard
- *Alternative 2 - Scotland Street*: An approximately 1.3 km cycle track route along Scotland Street, from Alice Street to McQueen Boulevard

Figure 4.4: Alternatives for McTavish and Scotland Street

4.3 Cycling Alternatives Evaluation

The evaluation of the alternatives involved analyzing public feedback and assessing the cost implications of each option.

SIDEROAD 18 VS. SIDEROAD 19 EVALUATION

Public Feedback: Overall, Sideroad 19 was favoured due to lower vehicular speeds, despite potentially higher traffic volume, and its proximity to amenities and efficiency. It is also recognized that users will be traveling from the South and want to access the FreshCo. Sideroad 18 was less favoured.

Costing: The projected costs for the two alternatives are presented in **Table 4.2.**The analysis showed that the Sideroad 19 option with a neighbourhood bikeway would be significantly more cost-effective compared to the Sideroad 18 alternative with a paved shoulder.

Table 4.2: Cost of alternatives 1 and 2 for the Sideroad 18 and Sideroad 19 Spine Routes

	Alternative 1: Sideroad 18	Alternative 2: Sideroad 19
Facility Type	Paved Shoulder	Neighbourhood Bikeway
Street	Sideroad 18	Sideroad 19
From	Beatty Line	Beatty Line
To	St. David Street	St. David Street
Length (km)	1.0	1.0
Unit Cost (per km)	$ 311,750	$ 58,000
Cost	$ 311,750	$ 58,000

Conclusion: **Alternative 2: Sideroad 19** was selected as the preferred option due to its superior efficiency and cost-effectiveness. This route provides a lower-stress environment for users and offers better proximity to community amenities. In contrast, Alternative 1 would require users to travel an additional 400 meters to connect the multi-use path on Beatty Line North with the proposed cycle track on St. David's Street North. It's substantially higher cost also played a significant role in the decision.

GZOWSKI STREET VS. GARTSHORE STREET

Public Feedback: The most preferred option was Gzowski Street/ Herrick Street due to less vehicular traffic, however there were desires for greater safety improvements and crossing lights at St. George Street. Gartshore Street was not preferred due to concerns about traffic volumes and truck traffic. However, this option was recognized as more efficient, less steep, and with better access to the industrial park.

Costing: The projected costs for these two alternatives are shown in **Table 4.3.** Alternative 1 along Gzowski Street/ Herrick Street, which would include both a cycle track and a neighbourhood bikeway, would be significantly more cost-effective than Alternative 2 along Gartshore Street, which would consist solely of a cycle track.

Table 4.3: Cost of alternatives for the Gzowski Street/Herrick Street and Gartshore Street Spine Routes

	Alternative 1: Gzowski Street / Herrick Street			**Alternative 2: Gartshore Street**
	Cycle Track Segment	*Neighbourhood Segment*	**Alternative 1 Total**	
Facility Type	*Cycle Track*	*Neighbourhood Bikeway*	Cycle track /Neighbourhood Bikeway	Cycle Track
Street	*Gzowski Street*	*Gzowski Street/Herrick Street*	Gzowski Street/Herrick Street	Gartshore Street
From	*Gordon Street*	*Forfar Street*	Gordon Street	South of Sideroad 10
To	*Forfar Street*	*St. Andrew Street*	St. Andrew Street	Alice Street
Length (km)	*0.8*	*0.6*	1.4	1.9
Unit Cost (per km)	*$ 71,050*	*$ 58,000*	-	$ 1,450,000
Cost	*$ 56,840*	*$ 34,800*	$ 91,640	$ 2,755,000

Conclusion: **Alternative 1: Gzowski Street/Herrick Street** was selected as the preferred option due to its lower traffic volumes and the absence of truck traffic, offering a more comfortable and

pleasant experience for active transportation users. Additionally, this route is significantly more cost-effective compared to Alternative 2.

QUEEN STREET VS. UNION STREET

Public Feedback: Queen Street was significantly favoured by the public over Union Street for its scenic route, being the quieter option, and better integration with existing infrastructure. There is also a strong emphasis on incorporating Confederation Park into the active transportation network.

Costing: The projected costs for these two routes are shown in **Table 4.4** below. The analysis shows that a neighbourhood bikeway along Queen Street would be more cost-effective than a bike lane along Union Street.

Table 4.4: Cost of alternatives for the Queen Street and Union Street Spine Routes

	Alternative 1: Queen Street	Alternative 2: Union Street
Facility Type	Neighbourhood Bikeway	Bike Lane
Street	Queen Street East	Union Street
From	St. David Street	Tower Street
To	Gartshore Street	Scotland Street
Length (km)	0.9	1.4
Unit Cost (per km)	$ 58,000	$ 71,050
Cost	$ 52,200	$ 99,470

Conclusion: **Alternative 1: Queen Street** was selected as the preferred option due to strong public support and its alignment with active transportation goals. This route offers a more pleasant and user-friendly experience for active transportation users and integrates well with the existing active transportation infrastructure. Additionally, it presents a significant cost advantage over Alternative 2, making it the more practical choice.

MCTAVISH STREET VS. SCOTLAND STREET

Public Feedback: The public was relatively split on this alternative. McTavish Street is slightly more preferred for its quieter, less busy nature, with suggestions to include crossing lights at Belsyde Avenue. On the other hand, Scotland Street is favoured for its directness and access to the bridge, with a recommendation to ensure it is a protected facility.

Costing: The projected costs for these two routes are shown in **Table 4.5** below. Alternative 1 along McTavish Street, which features a neighbourhood bikeway, is more cost-effective than Alternative 2 along Scotland Street, which includes a cycle track.

Table 4.5: Cost of alternatives for the McTavish Street and Scotland Street Spine Routes

	Alternative 1: McTavish Street	Alternative 2: Scotland Street
Facility Type	Neighbourhood Bikeway	Cycle Track
Street	McTavish Street	Scotland Street
From	Union Street	Alice Street
To	McQueen Boulevard	McQueen Boulevard
Length (km)	1.1	1.3
Unit Cost (per km)	$ 58,000	$ 1,450,000
Cost	$ 63,800	$ 1,885,000

Conclusion: **Both Alternatives** are being proposed as part of this plan, with a minor modification to the facility type along Scotland Street. Each route offers distinct and valuable contributions to the active transportation network. Scotland Street provides a critical connection for students traveling to and from Centre Wellington District High School, and the Centre Wellington Community Sportsplex, while McTavish Street enhances north-south connectivity within the surrounding neighbourhoods. In place of a cycle track, a multi-use pathway is recommended along Scotland Street as a more cost-effective solution along the bridge. A multi-use pathway along the west side will have few conflicts with high-volume entrances and connect well with Centre Wellington District High School as a major destination.

Chapter 5: The Preferred Network

5.1 Preferred Cycling Network

5.1.1 Cycling Networks

As outlined in **Section 3.1**, the proposed active transportation network is structured into two components: the Low-Stress/Quiet Streets Network and the Spine and Connector Network.

The Low-Stress/Quiet Streets Network leverages local and residential streets characterized by low traffic speeds and volumes, often enhanced with traffic calming measures, to support safe and comfortable local trips. This network is shown in **Maps 5.1** and **5.2**.

The Spine and Connector Network offers direct, continuous routes for walking, cycling, and wheeling, serving as key corridors that connect users to major destinations and different areas of the Township. This network is illustrated in **Maps 5.3** and **5.4**.

Together, these two sub-networks form a cohesive and well-connected active transportation network designed to support a range of users and trip types across the Township.

Township of Centre Wellington

Active Transportation and Mobility Plan

Final | July 2025

MAP 5.1

Low Stress Network

Elora / Salem

Point of Interest

- Accessible Washroom
- Bank
- Bike Repair Station
- Cemetery
- Church
- Community Garden
- Conservation Area
- Drinking Water
- Electric Charging Station
- Fishing Access
- Fire Hall
- Gas Station
- Grocery Market
- Hamlet
- Information Centre
- Library
- Lookout
- Municipal Office
- Museum
- Park
- Parking
- Place of Interest
- Police Station
- Post Office
- Public Works Facility
- Recreation Facility
- Retirement Home
- School
- Skate Park
- Splashpad
- Theatre
- Trailhead
- Walking Bridge
- Washroom
- Water Access

Network Stress

- Low Stress Network
- Spine / Connector Network

Base Features

- Province
- County
- Township
- Other
- Future Roads
- Waterbody
- Wooded Area
- Wetland
- Urban Boundary
- Urban Boundary Expansion

See Inset Map

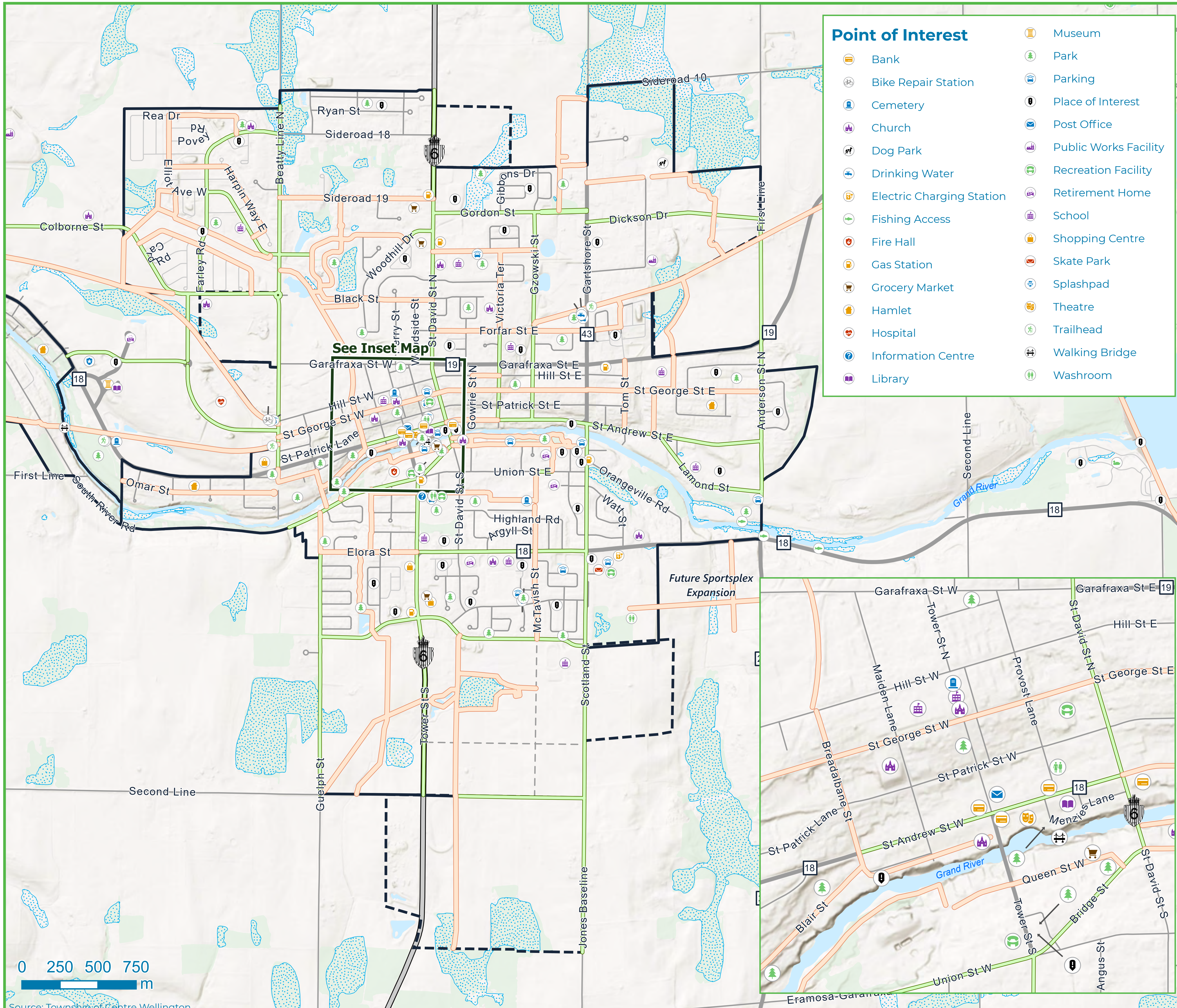
Inverhaugh

0 250 500 750 m

Source: Township of Centre Wellington

wsp

Centre Wellington



Point of Interest
Bank
Bike Repair Station
Cemetery
Church
Dog Park
Drinking Water
Electric Charging Station
Fishing Access
Fire Hall
Gas Station
Grocery Market
Hamlet
Hospital
Information Centre
Library
Museum
Park
Parking
Place of Interest
Post Office
Public Works Facility
Recreation Facility
Retirement Home
School
Shopping Centre
Skate Park
Splashpad
Theatre
Trailhead
Walking Bridge
Washroom
Rea Dr
Ryan St
Sideroad 18
Sideroad 10
Sideroad 19
Povey Rd
Elliot Ave W
Harpin Way E
Beatty Line N
Colborne St
Farley Rd
Gibbons Dr
Gordon St
Dickson Dr
First Line
Woodhill Dr
Black St
Victoria Ter
Gzowski St
Gartshore St
St David St N
Forfar St E
See Inset Map
Garafraxa St W
Garafraxa St E
Hill St E
Hill St W
St George St W
St George St E
St Patrick St E
St Patrick Lane
Gowrie St N
Tom St
St Andrew St E
Anderson St N
Second Line
Grand River
Union St E
Orangeville Rd
Lamond St
Watt St
Omar St
South River Rd
Highland Rd
Argyll St
St David St S
Elora St
McTavish St
Future Sportsplex Expansion
Scotland St
Tower St S
Guelph St
Jones Baseline
Second Line
Garafraxa St W
Garafraxa St E
Tower St N
St David St N
Hill St E
Hill St W
Maiden Lane
Provost Lane
St George St E
St George St W
Breadalbane St
St Patrick St W
Menzies Lane
St Patrick Lane
St Andrew St W
Grand River
Queen St W
Blair St
Tower St S
Bridge St
St David St S
Union St W
Angus St
Eramosa-Garafraxa
0 250 500 750 m
Source: Township of Centre Wellington

Township of Centre Wellington

Active Transportation and Mobility Plan

Final | July 2025

MAP 5.2

Low Stress Network

Fergus

Network Stress

- Low Stress Network
- Spine / Connector Network

Base Features

- Province
- County
- Township
- Other
- Future Roads
- Waterbody
- Wooded Area
- Wetland
- Urban Boundary
- Urban Boundary Expansion

wsp

Centre Wellington

Township of Centre Wellington

Active Transportation and Mobility Plan

Final | July 2025

MAP 5.3

Spine and Connector Network

Elora / Salem

Point of Interest

- Accessible Washroom
- Bank
- Bike Repair Station
- Cemetery
- Church
- Community Garden
- Conservation Area
- Drinking Water
- Electric Charging Station
- Fishing Access
- Fire Hall
- Gas Station
- Grocery Market
- Hamlet
- Information Centre
- Library
- Lookout
- Municipal Office
- Museum
- Park
- Parking
- Place of Interest
- Police Station
- Post Office
- Public Works Facility
- Recreation Facility
- Retirement Home
- School
- Skate Park
- Splashpad
- Theatre
- Trailhead
- Walking Bridge
- Washroom
- Water Access

Network Stress

- Spine / Connector Network
- Low Stress Network

Base Features

- Province
- County
- Township
- Other
- Future Roads
- Waterbody
- Wooded Area
- Wetland
- Urban Boundary
- Urban Boundary Expansion

See Inset Map

Inverhaugh

0 250 500 750 m

Source: Township of Centre Wellington

wsp

Centre Wellington

Township of Centre Wellington

Active Transportation and Mobility Plan

Final | July 2025

MAP 5.4

Spine and Connector Network

Fergus

Point of Interest

- Bank
- Bike Repair Station
- Cemetery
- Church
- Dog Park
- Drinking Water
- Electric Charging Station
- Fishing Access
- Fire Hall
- Gas Station
- Grocery Market
- Hamlet
- Hospital
- Information Centre
- Library
- Museum
- Park
- Parking
- Place of Interest
- Post Office
- Public Works Facility
- Recreation Facility
- Retirement Home
- School
- Shopping Centre
- Skate Park
- Splashpad
- Theatre
- Trailhead
- Walking Bridge
- Washroom

Network Stress

- Spine / Connector Network
- Low Stress Network

Base Features

- Province
- County
- Township
- Other
- Future Roads
- Waterbody
- Wooded Area
- Wetland
- Urban Boundary
- Urban Boundary Expansion

0 250 500 750 m

Source: Township of Centre Wellington

wsp

Centre Wellington

5.1.2 Preferred Cycling Network by Facility Type

In total, the Township of Centre Wellington's recommended active transportation network is made up of approximately 145 km of routes, summarized in **Table 5.1** and illustrated in **Map 5.5** to **Map 5.8.**

Table 5.1: Preferred Network Proposed Facilities and Lengths

Facility Type	Existing Length (km)	Proposed Length (km)	Total Length (km)
Bike Lane	0.9	7.7	8.6
Cycle Tracks	0.8	4.5	5.3
Desire Lines	0.0	20.6	20.6
Feasibility Study	0.0	10.0	10.0
Multi-use Path/Trail	69.2	37.8	107.0
Quiet Streets/ Neighbourhood Bikeway	20.3	32.5	52.8
Paved Shoulders	1.3	24.7	26.0
Physically Separated Bike Lanes	0.0	1.3	1.3
Traffic-Calmed Downtown	0.0	1.1	1.1
Recreational Trail	0.0	4.6	4.6
Total	**92.5**	**144.9**	**237.4**

Township of Centre Wellington

Active Transportation and Mobility Plan

Final | July 2025

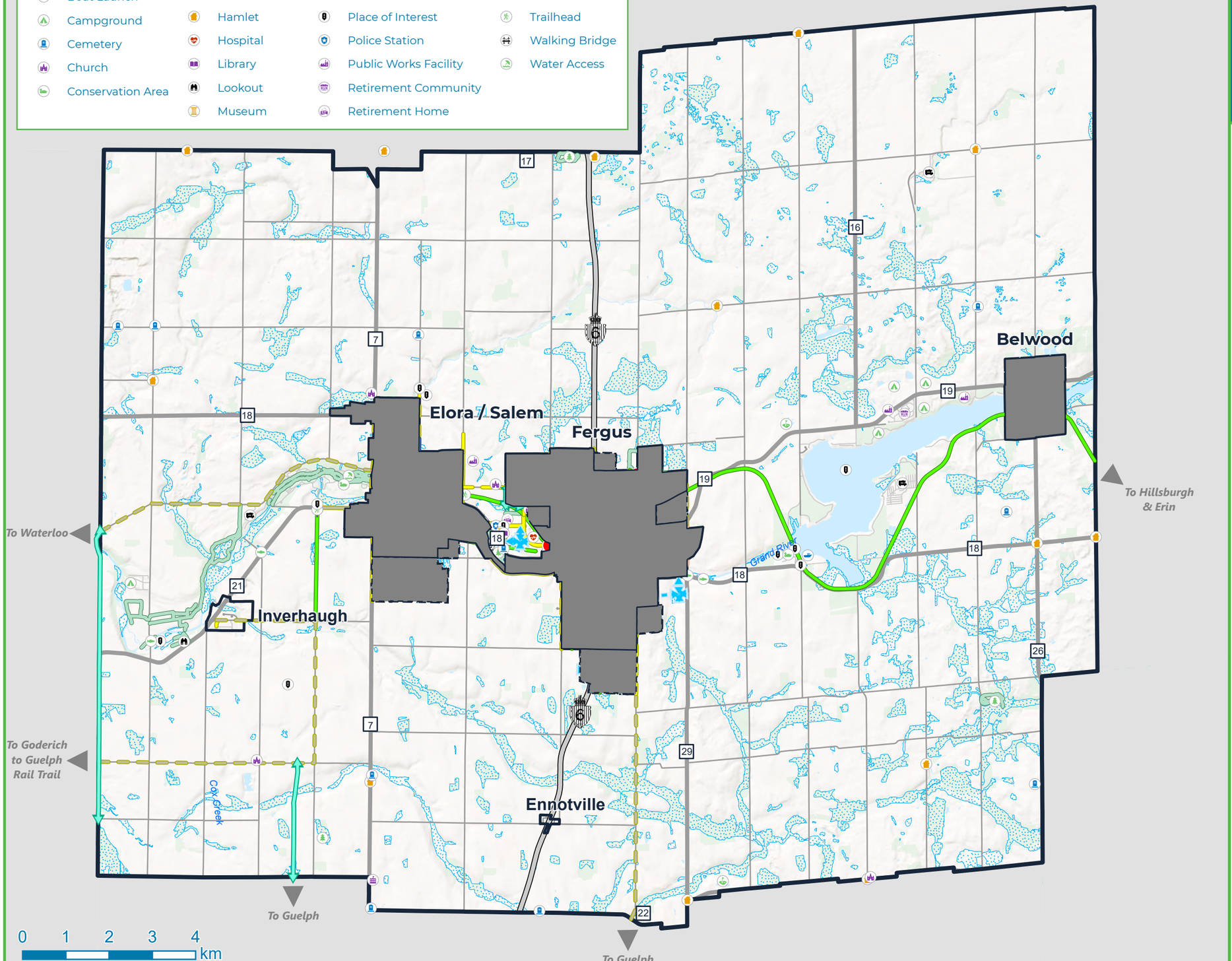
MAP 5.5

Proposed Active Transportation Network

Township

Point of Interest

- Boat Launch
- Campground
- Cemetery
- Church
- Conservation Area
- Fishing Access
- Golf Course
- Hamlet
- Hospital
- Library
- Lookout
- Museum
- Park
- Parking
- Place of Interest
- Police Station
- Public Works Facility
- Retirement Community
- Retirement Home
- School
- Trailer Park
- Trailhead
- Walking Bridge
- Water Access



Source: Township of Centre Wellington

Proposed Active Transportation Network

- Proposed Crossing Improvements
- Bicycle Lane
- Multi-Use Path
- Multi-Use Trail
- Neighbourhood Bikeway
- Paved Shoulder
- Recreational Trail
- Desire Line
- Feasibility Study Required

Existing Active Transportation Network

- Multi-Use Path
- Multi-Use Trail
- Neighbourhood Bikeway
- Paved Shoulder
- Recreational Trail

Base Features

- Province
- County
- Township
- Other
- Future Roads
- Waterbody
- Wooded Area
- Wetland
- Urban Boundary
- Urban Boundary Expansion

N

wsp Centre Wellington

Township of Centre Wellington

Active Transportation and Mobility Plan

Final | July 2025

MAP 5.6

Proposed Active Transportation Network

Elora / Salem

Point of Interest

- Accessible Washroom
- Bank
- Bike Repair Station
- Cemetery
- Church
- Community Garden
- Conservation Area
- Drinking Water
- Electric Charging Station
- Fishing Access
- Fire Hall
- Gas Station
- Grocery Market
- Hamlet
- Information Centre
- Library
- Lookout
- Municipal Office
- Museum
- Park
- Parking
- Place of Interest
- Police Station
- Post Office
- Public Works Facility
- Recreation Facility
- Retirement Home
- School
- Skate Park
- Splashpad
- Theatre
- Trailhead
- Walking Bridge
- Washroom
- Water Access

Proposed Active Transportation Network

- Proposed Crossing Improvements
- Bicycle Lane
- Multi-Use Path
- Multi-Use Trail
- Neighbourhood Bikeway
- Paved Shoulder
- Recreational Trail
- Traffic Calming
- Desire Line

Existing Active Transportation Network

- Multi-Use Path
- Multi-Use Trail
- Neighbourhood Bikeway
- Paved Shoulder
- Recreational Trail
- Shared Lane

Base Features

- Province
- County
- Township
- Other
- Future Roads
- Waterbody
- Wooded Area
- Wetland
- Urban Boundary
- Urban Boundary Expansion

See Inset Map

Inset: Downtown Elora

0 250 500 750 m

Source: Township of Centre Wellington

wsp

Centre Wellington

Township of Centre Wellington

Active Transportation and Mobility Plan

Final | July 2025

MAP 5.7

Proposed Active Transportation Network

Fergus

Point of Interest

- Bank
- Bike Repair Station
- Cemetery
- Church
- Dog Park
- Drinking Water
- Electric Charging Station
- Fishing Access
- Fire Hall
- Gas Station
- Grocery Market
- Hamlet
- Hospital
- Information Centre
- Library
- Museum
- Park
- Parking
- Place of Interest
- Post Office
- Public Works Facility
- Recreation Facility
- Retirement Home
- School
- Shopping Centre
- Skate Park
- Splashpad
- Theatre
- Trailhead
- Walking Bridge
- Washroom

Proposed Active Transportation Network

- Proposed Crossing Improvements
- Bicycle Lane
- Cycle Track
- Multi-Use Path
- Multi-Use Trail
- Neighbourhood Bikeway
- Paved Shoulder
- Physically Separated Bicycle Lane
- Recreational Trail
- Traffic Calming
- Desire Line
- Feasibility Study Required

Existing Active Transportation Network

- Bicycle Lane
- Cycle Track
- Multi-Use Path
- Multi-Use Trail
- Neighbourhood Bikeway
- Paved Shoulder
- Recreational Trail

Base Features

- Province
- County
- Township
- Other
- Future Roads
- Waterbody
- Wooded Area
- Wetland
- Urban Boundary
- Urban Boundary Expansion

0 250 500 750 m

Source: Township of Centre Wellington

wsp

Centre Wellington

Township of Centre Wellington

Active Transportation and Mobility Plan

Final | July 2025

MAP 5.8

Proposed Active Transportation Network

Belwood

Proposed Active Transportation Network
- Cycle Track
- Multi-Use Path
- Multi-Use Trail
- Desire Line

Existing Active Transportation Network
- Multi-Use Trail

Base Features
- Province
- County
- Township
- Other
- Future Roads
- Waterbody
- Wooded Area
- Wetland
- Urban Boundary
- Urban Boundary Expansion

Point of Interest
- Boat Launch
- Church
- Grocery Market
- Park
- Parking
- Place of Interest
- Post Office
- Recreation Facility

0 250 500 750 m

Source: Township of Centre Wellington

Centre Wellington

5.2 Addressing Network Barriers

As outlined in **Section 2.7.2**, several barriers within the network exist within the Township that hinder the use of active transportation. The preferred network has been strategically designed to address and overcome these challenges.

THE GRAND RIVER

Creating new crossings of the Grand River will require follow-up studies and designs to improve connections. The proposed active transportation network identifies opportunities and preferred locations where crossings may be feasible. The proposed crossing locations include the following:

- **Metcalfe Bridge:** Investigate opportunities to narrow vehicle lane widths on the bridge to reallocate space for bicycle lanes. Wider lane widths than necessary may currently be provided for motor vehicles. Since Metcalfe Street should not be a major route for large vehicles, such as transport trucks, vehicle lane widths may be able to be reduced to 3 metres to 3.3 metres.
- **Bissell Park Bridge**: Leverage the existing bridge as an important Spine Route through Elora to connect the community.
- **Craighead Cottage Bridge** (proposed new pedestrian crossing of Grand River in west Fergus): A feasibility study and further analysis are needed to determine if this new facility can be constructed; however, a desire line crossing the Grand River has been included at this location.
- **St. David Street Bridge:** Seek opportunities to provide protected active facilities for the extension of the existing cycle tracks on St. David Street North to South Fergus.

- **Scotland Street Bridge:** Wellington County will be conducting an Environmental Assessment for the replacement of the Scotland Street Bridge. The preferred alternative for the bridge replacement should include pedestrian and cycling facilities since there are no other crossing opportunities in East Fergus. A multi-use path along the west side should be considered as an alternative, since it provides good connectivity with the Queen Street neighbourhood bikeway and a consistent facility on the west side of Scotland Street would provide a connection to Centre Wellington District High School.
- **Broadway Street Bridge**: Broadway Street Bridge provides an important connection to both sides of the Grand River in Belwood. Residents have also provided feedback that there is high truck traffic on the bridge and many people use the existing sidewalk for walking and fishing. In the short-term, strategies to slow traffic on the bridge should be taken, including traffic calming measures and speed enforcement. In the long-term when the bridge is reconstructed, a multi-use path should be considered to connect the north and south sides of Belwood, providing better access to destinations and the Elora Cataract Trail.
- **Middlebrook Place Bridge**: Middlebrook Bridge is recognized as an important rural connection across the Grand River. Middlebrook Bridge is currently closed to vehicle and active transportation use but has been recognized as a desired connection for the community. An active transportation connection would provide an important link to the Goderich to Guelph Rail Trail, enhancing recreation and tourism for active transportation in the Township. Additional coordination would be needed with Woolwich Township for the future replacement of the bridge. Community organizations with strong interest in the replacement of the Middlebrook Bridge would be excellent partners who may pursue external funding and fundraising opportunities for the cost of the bridge replacement.

HIGHWAY 6

Highway 6 poses a significant barrier for people trying to cross in South Fergus. When new development occurs to the south of the existing developed area, new signals or roundabouts should be designed to prioritize pedestrians and cyclists trying to cross Highway 6 to destinations on either side. Opportunities for a separated underpass for active transportation users should be investigated to provide a crossing that is completely separated from high traffic volumes and large vehicles on the highway, creating a crossing that is safer for people of all ages.

COUNTY ROADS

Collaboration is needed with Wellington County to address gaps in active transportation facilities on County Roads. The Township should proactively work with the County in planning and feasibility stages for County Roads to ensure that desired active transportation connections in the network are provided. The Township should work with the County to develop an

agreement on maintenance responsibilities for active transportation facilities on County Roads, where the Township may take on maintenance responsibilities for separated active transportation facilities, including multi-use paths, cycle tracks, and sidewalks.

Quick Win

The Township should work with the County to quickly to implement traffic calming measures along key downtown County Roads, including Metcalfe Street/Geddes Street in Elora and St. Andrew Street West in Fergus to make them safer for sharing the lane between cyclists and vehicles.

5.3 Prioritization and Phasing

The phasing plan was designed to guide the gradual rollout of the proposed network in a practical and strategic way, ensuring that key destinations and routes are connected throughout the implementation period. The timing of each phase is influenced by factors including proximity to key destinations, equity-priority areas, potential for active transportation, development activity, available funding, partnership opportunities, and potential cost efficiencies when coordinated with other projects (e.g., capital infrastructure initiatives).

Importantly, the phasing strategy is intended to be flexible rather than rigid. It should evolve in response to ongoing changes and emerging needs of the Township. The recommended plan spreads out both the costs and implementation efforts, structured into three distinct phases:

- Short Term (0–10 years)
- Medium Term (10-20 years)
- Long Term (20+ years)

Table 5.2 outlines the phasing strategy and timelines for the implementation of proposed active transportation routes.

Table 5.2: Phasing Strategy and Implementation Timelines

Phase	Strategy

Short-term (0-10 years)	• Currently planned road and trail projects in capital forecast
	• Routes within secondary plan areas expected to develop in the short-term
	• Routes that provide north-south or east-west connectivity through equity priority areas and high-potential cycling areas that can be implemented with quick-build materials or minimal construction without the reduction of vehicle travel lanes
	• Routes on local neighbourhood roads that connect to key destinations, such as schools, that can be implemented with quick-build or minimal construction without the reduction of vehicle travel lanes
	• Priorities include:
	  • Routes connecting to schools
	  • Crossing improvements
	  • Improvements to the Trestle Bridge Trail
	  • Amenities
	  • Wayfinding and Signage

Medium-term (10-20 years)	• Routes beyond the current capital forecast • Routes within secondary plan areas expected to develop in the medium-term • Routes that provide north-south or east-west connectivity along major roads within the urban area, that may require additional widening or vehicle lane reductions, without the reconstruction of major structures (bridges)
Long-term (20+ years)	• Routes within secondary plan areas expected to develop in the long-term • Crossings of major network barriers, such as the Grand River, that require the construction or reconstruction of major structures • Routes through rural areas to connect to neighbouring municipalities

The phasing of the preferred network is summarized in **Table 5.3** and illustrated in **Map 5.9** to **Map 5.12**, and the costing of the preferred network is summarized in **Table 5.4**.

Table 5.3: Summary of Phasing by Facility Type

Facility Type	**Short Term** (length in **km**)	**Medium Term** (length in **km**)	**Long Term** (length in **km**)	**Total** (length in km)
Bike Lane	5.13	1.31	1.25	7.69
Cycle Tracks	0.48	4.06		4.54
Desire Lines	0.81	10.43	9.39	20.63
Feasibility Studies	0.69		9.33	10.02
Multi-use Path	15.51	8.13	1.23	24.87
Neighbourhood Bikeway	21.86	8.71	1.92	32.49
Paved Shoulders	0.91	2.37	21.37	24.65
Physically Separated Bike Lanes		1.32		1.32
Traffic Calmed Downtown	1.14			1.14
Multi-use trail	6.58	6.31	0.06	12.95
Recreational Trail	3.52	0.99	0.13	4.64
Grand Total	**56.63**	**43.63**	**44.68**	**144.94**