

1.0 INTRODUCTION

1.1 PROJECT OVERVIEW

The Township of Centre Wellington (Township) is developing an Active Transportation and Mobility Plan (ATMP) that considers growth in the Township to 2051. The ATMP will identify current and future opportunities to enhance active transportation and mobility in the Township, ensuring that residents and visitors can move through the community using safe and equitable active transportation and mobility facilities.

The completion of the comprehensive Active Transportation and Mobility Plan will be in conformity with the latest version of the Municipal Class Environmental Assessment (MCEA) Study process, completed in accordance with Approach #1 in the MCEA guideline.

This ATMP will be developed through comprehensive and creative stakeholder consultation and engagement throughout the duration of the project. It will achieve the following:

- Establish the current state of the Township's on and off-road active transportation and mobility network
- Define future modal splits and levels of service for active transportation and mobility in the community.
- Identify a preferred active transportation network and mobility solution, with a comprehensive list of required capital projects and associated MCEA project schedules.
- Provide a high-level implementation plan and capital plan for the preferred solution.

1.2 PURPOSE OF ENGAGEMENT

The overall purpose of this work is to develop an Active Transportation & Mobility Plan (ATMP) for the Township of Centre Wellington. The ATMP will support the growth of both physical and social infrastructure to support walking, cycling, and rolling within the community. It will be a community-focused plan that helps residents use active transportation more often, strengthen political support, and establish new partnerships with community stakeholders to facilitate implementation. Engagement with stakeholders and community members is critical to meeting project objectives and developing a community-focused plan. In this section we outline the engagement objectives for the project, our approach to engagement, and the scope of influence for participants.

Engagement objectives

1. Share information about the project.
2. Inform the overall vision and high-level goals for the ATMP.
3. Inform the initial conditions assessment and development of evaluation criteria.
4. Inform development of network alternatives and phasing plan.
5. Understand community concerns, mobility barriers, needs, and key destinations.
6. Identify and get feedback on the physical and social infrastructure solutions to support community mobility.

Engagement approach

- Centre community members as experts.
- Engage with people where they are at, including on local trails, at community events and meetings, through community programs, at school, etc.
- Work with local partners to ensure that diverse communities are heard.
- Make it easy and fun for people to provide feedback.
- Deliver accessible engagements by booking accessible event venues, providing people with several ways to register and participate, using plain language in all communications, sending materials in advance, and ensuring that documents and online platforms are accessible.

Key audiences

The following is a list of the key audiences we aim to engage with during this project:

- Healthy Communities Advisory Committee
 - Active Transportation & Environment Working Group
- Technical Advisory Committee
- Township Council
- Indigenous representatives
- Related civil society groups
- General public
 - Youth and families
 - Seniors
 - Newcomers
 - People with disabilities
 - People with low incomes
 - People of colour
 - Members of the 2SLGBTQ+ community
 - Community members interested but concerned about active transportation



Image: Engagement at the Elora Farmers Market

Scope of influence

To build trust and host meaningful engagements, it is critical that participants understand what outcomes can be influenced by their participation. In Table 1 we identify what items are in-scope for engagement participants to inform and influence, and what items are out of scope. This scope of influence should be clearly communicated to participants throughout the engagement process to avoid confusion and disappointment.

Table 1. Items that are in-scope and out of scope for project engagements

In-Scope	Out of Scope
<ul style="list-style-type: none">• ATMP vision and goals• Network alternatives*• Capital Implementation Plan (what's included and prioritization)• Evaluation criteria• Physical infrastructure to support AT (type, locations, etc.)• Social infrastructure to support AT (programs, events, etc.)	<ul style="list-style-type: none">• Specific network segment preliminary or detailed design• Technical studies that may be required to inform design and feasibility e.g. topographic survey, structural review for a bridge or retaining wall etc.• Specific route segment, facility type, budget and implementation timing approvals

* Network alternatives are the potential on and off-road routes that form a connected active transportation network along with context-appropriate facilities.



Image: Engagement at the CW Community Dinner

2.0 WHAT WE DID

2.1 ENGAGEMENT ACTIVITIES

A series of engagement activities were planned and tailored to the community's unique needs in coordination with Township staff and project partners. Based on feedback from the initial listening sessions, and the positive response from community members to outreach, the initial scope of engagement was expanded to include additional community pop-ups and listening sessions.

Overall, 27 engagement and outreach activities were conducted, and are summarized in Table 2.

Table 2. Overview of engagement tactics

Audience	Date	# Participants
Listening Sessions (6)		
Active Transportation & Environment (AT&E) Working Group	July 10, 2024	4
Healthy Communities Advisory Committee	September 4, 2024	8
Accessibility Advisory Committee	September 5, 2024	7
Diversity, Equity, and Inclusion (DEI) Advisory Committee	September 5, 2024	8
Belwood Community Meeting	November 14, 2024	11
Food Bank	December 9, 2024	9
Community Pop-Ups (8)		
Elora Public Library	August 24, 2024	30
Bikes & Blues Festival	August 24, 2024	50
Elora Farmers Market	October 12, 2024	75
Fergus FreshCo	October 12, 2024	100
CW Community Dinner	December 12, 2024	100

Fergus ESL Class	December 12, 2024	4
Fergus Public Library	December 12, 2024	8
Gordon St Apartments coffee chat	January 26, 2025	12
School Workshops (4)		
Elora Public School – grade 7	October 23, 2024	165
Elora Public School – grade 8	October 23, 2024	
J.D. Hogarth Public School – mixed	November 27, 2024	
J.D. Hogarth Public School – mixed	November 27, 2024	
Public Information Centres (3)		
Public Information Centre #1 (Sportsplex – Special Projects Open House)	October 22, 2024	40
Public Information Centre #2 (Elora Centre for the Arts)	March 4, 2025	50
Public Information Centre #3 (Wellington County Museum and Archives)	May 21, 2025	21
Outreach Activities (6)		
Township Council Interviews	August 1, 2024	6
ConnectCW.ca webpage	Ongoing	1,596
Notice of Commencement	Fall 2024	N/A
Online survey	September 24 to November 22, 2024	242
Letters to Indigenous representatives	Fall 2024	11
Interactive online map	March 4 to 20, 2025	40
Total direct participants		2,315+

In addition to the public engagement activities summarized in this report, the project team also hosted meetings with the Technical Advisory Committee (3) and the Active Transportation and Environment Working Group (4).

2.2 PROJECT COMMUNICATIONS

Several public communications tactics were used throughout this project, including:

- Publishing a Notice of Commencement.
- Launching a ConnectCW project page (<https://www.connectcw.ca/active-transportation-and-mobility-plan>).
- Publishing Notices of Public Information Centre (PIC).
- Sharing social media graphics and messaging on Facebook, Twitter/X, and LinkedIn to promote the survey, PICs, and pop-up booths.

Overall, the ConnectCW page had 2,172 visits from 1,596 visitors and a total of 336 contributions through the online survey and interactive mapping tool. Social media posts had a reach of over 5,000 people.

See [Appendix A](#) for copies of project communication materials.



Image: Participants in a project pop-up discussion

3.0 WHO WE HEARD FROM

3.1 KEY AUDIENCES

Throughout the activities outlined in Table 2, we have had direct engagement with over 2,300 community members and reached many of our key audiences, including:

- Township Councillors (interviews)
- General public (survey, notice of commencement, PIC)
- Advisory Committees (listening sessions)
- Youth and families (school workshops, library pop-ups)
- Newcomers (ESL class pop-up)
- People with disabilities (listening sessions, coffee chat pop-up)
- People on low incomes (Food Bank listening session, CW Community Dinner pop-up)
- Rural community members (Belwood meeting).

The following partners have also been engaged through the Technical Advisory Committee (TAC):

- Township staff (Engineering, Community Development)
- County staff (Planning)
- Wellington-Dufferin-Guelph (WDG) Public Health
- Grand River Conservation Authority (GRCA)
- Elora Cataract Trailway

Notice of Commencement letters and a notice of PIC were sent to representatives in the following Indigenous communities:

- Six Nations of the Grand River
- Mississaugas of the Credit First Nation
- Métis Nation of Ontario
- Haudenosaunee Development Institute
- Haudenosaunee Confederacy

3.2 SURVEY DEMOGRAPHICS

While we do not collect demographic information through most engagement activities, we did collect (optional) demographic information from survey respondents.

Age

The majority of survey respondents were aged 40-49 and 60-69 (Figure 1). There was also a significant number of respondents aged 30-39 and 50-59. This differs slightly from the actual age distribution within the community, where a larger proportion of residents (23%) are under 20 years old (Table 3).

Figure 1. Age of Survey Respondents

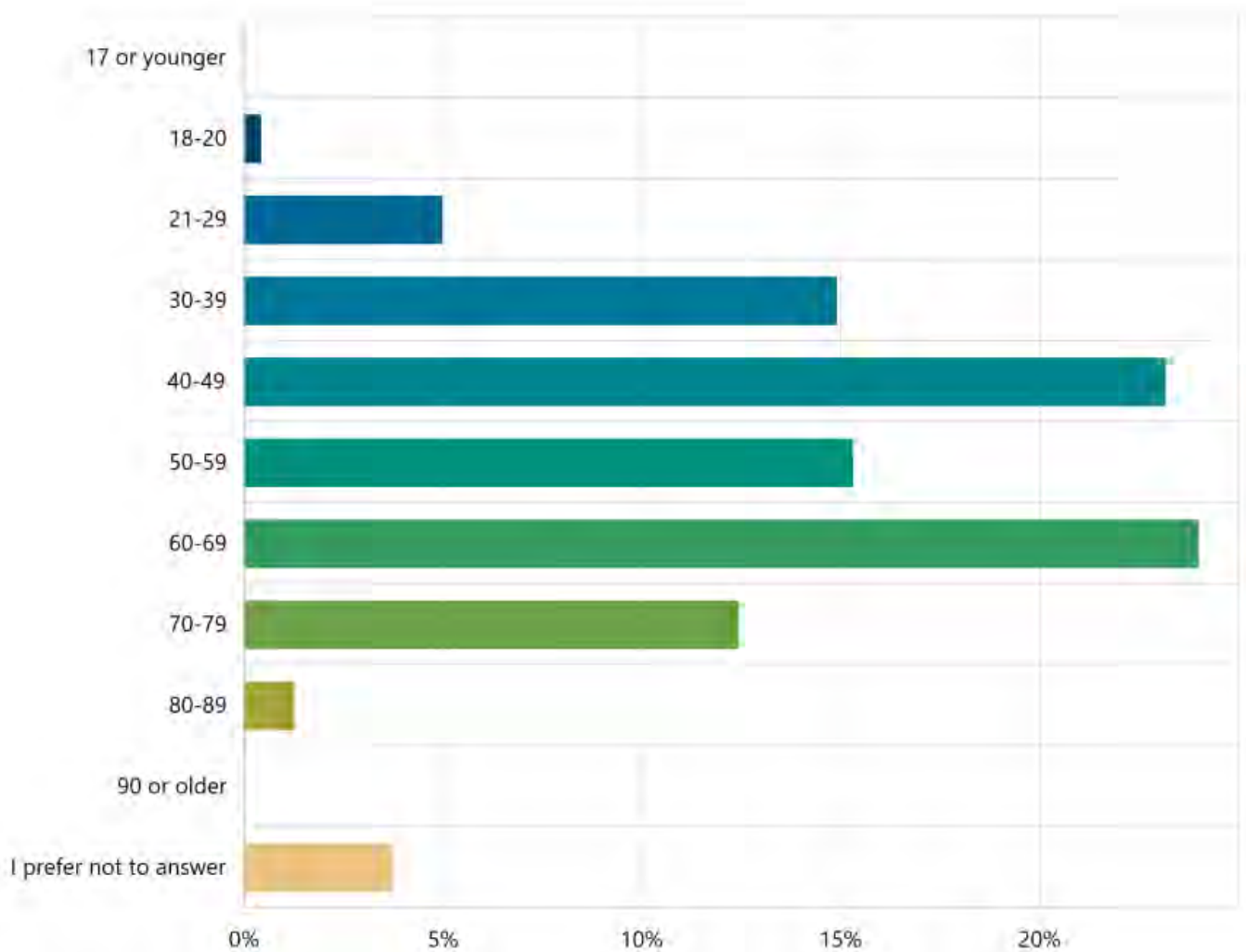


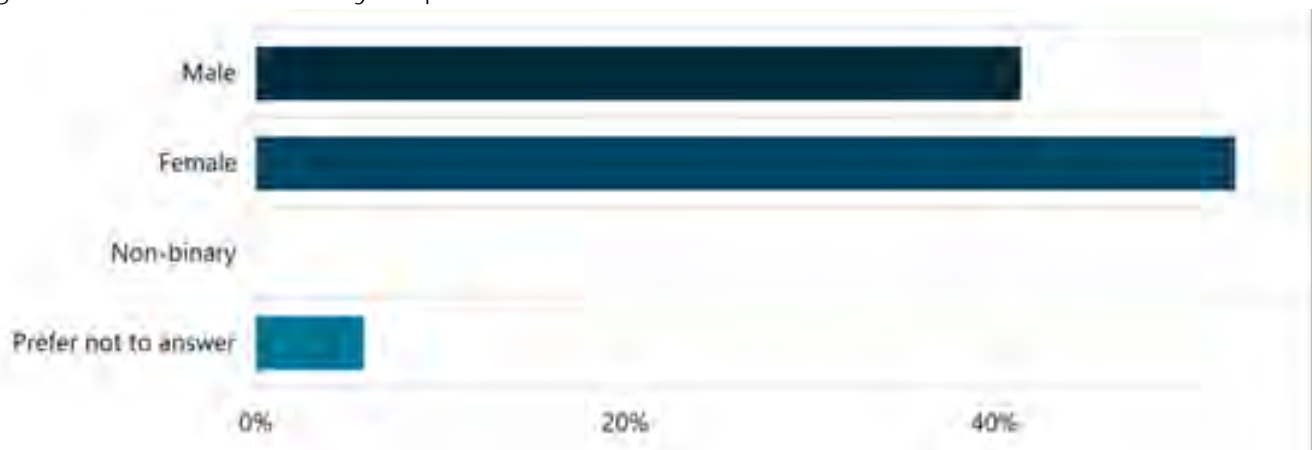
Table 3. Age Distribution within Centre Wellington (StatsCan)

Age	Total	%	Age	Total	%
Under 20	7,105	23%	60-69	4,400	14%
20 to 29	3,105	10%	70-79	3,135	10%
30-39	3,770	12%	80-89	1,405	5%
40-49	3,575	11%	90+	290	1%
50-59	4,310	14%	<i>Total</i>	<i>31,095</i>	<i>100%</i>

Gender

There were slightly more female identifying survey respondents (53%) than male respondents (41%), and 6% who did not wish to disclose their gender (Figure 2).

Figure 2. Gender of survey respondents



Ethnic Background

The majority (89%) of respondents identified as White, with 6% identifying as another ethnic background, approximately 2% as South Asian, and 1% each as Black and Indigenous (Figure 3). This is similar to the community's overall makeup, where roughly 93% identify as "not a visible minority," 2% as South Asian, and 1% each as Black and Indigenous (Table 4).

Figure 3. Ethnic background of survey respondents

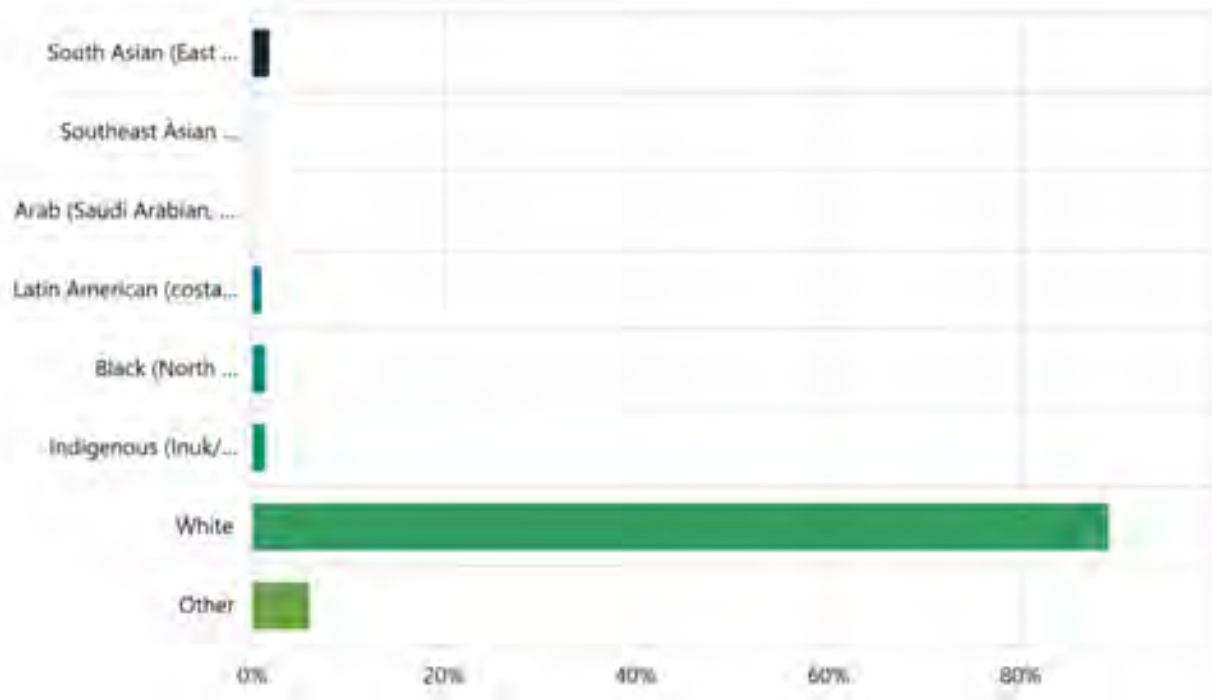


Table 4. Ethnic Background of Centre Wellington

Group	Total	%
South Asian (East Indian, Sir Lankan, etc.)	620	2%
Southeast Asian (Chinese, Japanese, Korean, Vietnamese, Cambodian, Filipino, etc.)	400	1%
Arab (Saudi Arabian, Palestinian, Iraqi, etc.)	10	0.0%
Latin American	90	0.3%
Indigenous (Inuk/First Nations/Metis, etc.)	275	2%
Black	300	1%
Other		1%
Not a visible minority (White)	29,065	93%
Total	31,093	100%

3.3 ENGAGEMENT GAPS

Throughout the project, the project team had limited direct engagement with Indigenous communities, community members of colour, and the Mennonite community.

4.0 WHAT WAS SAID

This section provides a summary of the input provided by participants as part of each engagement activity.

4.1 LISTENING SESSIONS

Active Transportation & Environment Working Group – July 10, 2024

The project team facilitated a round table discussion on several questions that were posed to the group. Below is a summary of the main talking points from meeting participants.

General

- Need to think about future proofing Centre Wellington (CW) so that the AT network will support future transit services if or when that comes (Colin noted the Township did submit for funding grant under the rural transit fund a few months ago).
- Maintenance and asset management are key aspects that should be considered in the study.
- Development Charges Background Study and Bylaw policy being updated next year and may include growth-related AT projects identified in the ATMP.

Key Infrastructure and Opportunities

- There is a lack of an existing on-road AT network, especially for cycling, and the current infrastructure lacks connectivity.
- The Elora Cataract Trail (ECT) is the primary spine for AT in CW but it is not connected to the downtowns, and there are conflicts since it is multi-use.
- Suggestions for cycling facilities:
 - Church Street in Elora would be a great way of connecting the ECT into downtown Elora and opportunity to improve connectivity
 - Hill Street or St. George Street in Fergus would provide a connection from the trail into downtown Fergus
 - Bikeways and crossings along Highway 6 to connect future developments in the South Fergus Secondary Plan Area with schools, neighborhoods, CW Sportsplex, and commercial nodes.
 - East Mill Street (Wellington Road 18) providing an east-west connection

- A shared route connecting Bissell Park/Elora Farmers Market with Station Square Park via either Melville St/Church St. E./Chalmers or along Mary St./Church St. E./North Queen St.
- Kitchener recently designed and implemented a continuous sidewalk with bike lane beside it, could this be considered for CW?
- On-road bike lanes on higher volume collector roads in Milton are not well used. They are appropriate in lower speed residential roads. Adding a buffer or providing separated bike facilities should be considered in CW.
- The study should explore the idea of converting two-way streets to one-way and using some of the road space for a separated AT facility (could be two-way for pedestrians and cyclists and one-way for motorists).
- Social infrastructure is important, improving AT brings between closer together and to the outdoors.
- Pilot projects and tactical urbanism are a good way of experimenting with minimal investment.
- Consider paint treatments to highlight where the AT facilities are.

Trailway

- There is a challenge with lack of operational/maintenance/asset management consistency along the Trailway (owned by the Grand River Conservation Authority (GRCA) and the Township) and Trestle bridge trail (owned by Wellington County, with a portion potentially owned by the Township). **Therefore, it's important to have both the County and GRCA included as stakeholders in the study.**
- Part of the trail on school property may be owned by the Upper Grand School Board – Township to confirm.
- Currently the GRCA does not permit e-bikes on the Trailway, but this is not enforceable, and the rapidly increasing number of e-bikes suggests this restriction should be revisited.
- Trail width and sight lines along the trail vary and lead to issues – would be good to have some consistency along the entire Trailway.
- The Trailway is currently stone dust surface and well received, though hardening the trail by adding asphalt has been raised in the past to improve these segments for use by all modes and abilities and allow for snow clearing in winter to permit year-round cycling use, particularly in urban areas. However, the GRCA and the Trailway Association would likely be opposed to paving the trail. There are also concerns with the potential for increased speeds with asphalt.

Challenges

- Safety is a great concern of the public when it comes to AT in CW.
- People's perception of safety varies considerably and education on this would be helpful, especially as it relates to kids walking and cycling to school. Many parents insist on driving their kids to school.
- The AT network plan should identify direct AT routes for each of the schools in CW.
- Engagements with both children and the parents is needed. Parents need to be informed and convinced that allowing their kids to walk and/or bike to school is a good thing (it was noted by Dave that immediate school zones tend to be area of greatest risk for kids during weekdays – and it is the parents who are dropping off or picking up their kids that are the problem).
- Residents are also concerned/sensitive to the loss of parking to AT infrastructure and solutions should avoid that where possible.
- Should revisit how subdivisions are designed – they are car centred and they should be designed around easy movement by people on foot and bike first. Future subdivisions in CW should be guided by a pedestrian/cyclist first strategy. People need to use their vehicles less and reduce the need for more than one vehicle / family.
- A local developer, Cachet, would likely be interested in working with the Township to improve movement of people by AT.
- Dave suggests a section in the plan could be called “Why Invest” to communicate the benefits to the community of AT.

Goal & Objectives

- The group emphasized the team should be ambitious with this plan and its goals – change is needed:
- Lower speeds of vehicles.
- Create safe, comfortable, and attractive facilities for users.
- Cohesive and direct connections, particularly within urban areas and to key destinations.
- Provide wayfinding.
- Ensure AT infrastructure is accessible and well maintained all year round.
- Increase modal share of AT.
- Encourage AT travel with purpose year-round.
- Integrate AT with transit and other services.

- Reduce parking minimums in new apartment buildings and increase bike parking.
- Encourage developers to align their designs with the idea to increase AT use, and contribute to the maintenance of the AT network. Colin says developers are willing to work with the Township, but the Township has to have a vision.
- Work with the Wellington Terrace's "bike buddy" program. There is a new rural hospice being planned for the Wellington County Campus lands. (Recent media on the Bike Buddy program: <https://thegrand101.com/2023/09/29/wellington-terrace-receives-11600-donation-from-100-women-who-care-centre-wellington/>)

Consultation & Engagement

- Education will be key to support AT in CW.
- Connect with Elora Tourism office to offer study display boards for their use
- Consider having a pop up or having CW staff provide display boards at the following:
 - Host a Jane's Walk or Bike Ride in place of a PIC
 - August 24th Bikes and Blues Festival
 - Elora Arts Centre Events
 - Riverfest potentially, but uncommon for booths
 - Elora Farmers Market
 - Sportsplex in Fergus
 - Fergus Fall Fair
 - Wednesday evening music by the water in Fergus Twilight at Templin Gardens
 - Community Centre and Library for pop-ups
 - Trestle bridge @ Bridge Street, or right at the Trestle bridge is a big destination (owned by County)

Healthy Communities Advisory Committee - September 4th, 2024

Priorities

- Reported back on points from AT&E Committee meeting, including:
 - Maintenance
 - Connectivity and safety
 - How to engage children and parents
 - E-bike growth
 - Education for safe walking and cycling
 - Place for kids to learn to ride (BFC Bronze requirement)
 - Public education
- Benchmark of it being possible for all kids of a certain age to walk or cycle to school safely, they need education, but it must be complemented by separated infrastructure
- Design of new subdivisions must include active transportation (supported by multiple committee members) - new subdivisions can be easier than retrofitting because there isn't always space for sidewalks
- Prioritize purpose of each street (like Toronto "green streets"), not every street does everything and then plan around that purpose
- Connecting Elora and Fergus, including at the north and south over highway 6

Challenges / Constraints

- Speed on trails is an issue, but not just e-bikes, road bikes go fast too, Québec has a speed limit on their trails
- Transport trucks
- Centre Wellington feels car centric compared to other places member has lived (Nova Scotia and Vancouver) and people have an emotional response to car culture. Need general education about why this is happening.
- Unlike big urban areas, this is bedroom community so have travel within but also a lot of driving in and out, and through, and need to accommodate existing traffic.
- Highway 6 is a "moving fence"
- The trail in Fergus is daunting at Garafraxa
- Money will be a challenge
- North/south connectivity a challenge with bridges, there are not enough active transportation connections, and the one AT bridge near downtown feels too narrow for cycling

- Hills are a challenge, including for kids

Questions / Comments

- Will this look at policies as well as infrastructure?

Accessibility Advisory Committee - September 5th, 2024

Priorities

- Consider accessibility anytime changes are made to cement and asphalt facilities
- Learn from other communities (e.g., Guelph is having accessibility issues for wheelchairs with dialysis equipment)

Challenges / Constraints

- Sidewalks and ramps can be difficult with the slope for wheelchair users, making these more accessible would also benefit parents with strollers
- Committee used to have a member who rode a recumbent bicycle and they were much lower to the ground and expressed that they felt exceptionally vulnerable when they biked to meetings. Hills were also a challenge.
- Is it possible to have accessible wilderness trails? Multi-user environments can make it hard for accessibility (e.g., stone dust for horses is harder for people in wheelchairs).
 - Staff representative also mentioned accessibility restrictions identified with trail gates.
- A trail can be accessible but rural areas only have one wheelchair accessible van so people cannot get to the trails.

Questions / Comments

- Asked to clarify what is meant by the term “facility”.
- Why are we only going to one school – they are a key audience as they will be parents by the time the 30-year scope of this plan is complete.
- Some communities are struggling with incorporating new citizens.

Diversity, Equity, and Inclusion Advisory Committee - September 5th, 2024

Priorities

- Emphasis on belonging, and how do we make people feel like they belong in this study process and belong with active transportation.
- Safety and accessibility (echoed by multiple committee members)
- Need clear and obvious connections to where people need to go, this is important to foster a sense of belonging.
- Excited to see plan, but safety is important, including personal safety (e.g., safety from assault while doing active transportation)
- Families need to feel safe
- Good to connect with schools, many intergenerational families are using trails.
- Rural to town connections and addressing isolation

Challenges / Constraints

- Lack of sidewalks for kids walking to school in Elora – why are there so few sidewalks in the town?
- Unpaved roads unsafe for children walking.
- Protected and restricted space – some Indigenous lands are not available for active transportation development and we need to be prepared for that.
- Competition with e-bikes on trails, need a better way of managing conflict between users, maybe the modes need separation
- Community is not getting smaller, it is getting bigger

Engagement suggestions

- A dot survey at pop-ups can be an engaging way to have people answer multiple choice questions.
- Good to see things like pop-ups as many people not going online.
- Need to access communities concerned with affordability, not only middle- and upper-income earners.
- Need different languages for materials
- St Joes and Hogarth schools are more diverse
- Reach people though electricity bill mailout?
- Specific groups and opportunities shared include:
 - Black Family Fun Day
 - Centre Wellington Black Committee
 - Grocery stores like FreshCo and WalMart great locations

- Tim Hortons
 - McDonalds
 - Cinnamon bun organization at Farmer's Market is focused on engagement and facilitating conversations over food
 - Pumpkin Day at Wellington Museum and Archives
 - Grove Hub
 - Food Bank
 - Library
 - Community lunches and dinners might be open (Chris will follow-up)
 - Parks near subsidized housing areas
 - Ride the shuttle bus to talk with people (only until Sept 8, focus on tourists)
 - Legion also has community events in their hall
 - Seniors Centre
- Committee member (Chris) will follow up by email with more.
 - Signage needs to showcase different user groups and intergenerational users for belonging

Questions / Comments

- This was a lot of information, and some committee members felt they needed to absorb it more and comment later. Also noted that when they tried to review associated documents like the TMP, they were simply too big.
- Walking dogs was identified by several committee members as being a great way to socialize and meet people, the Fergus dog park is beautiful. Dogs being on trails is important to people.
- Need to make the presentation and plan content clear for people to understand.

Belwood Community Meeting – November 14th, 2024

Project team members delivered a brief overview presentation, outlining the project objectives, scope, and timeline, as well as some of the feedback that has been heard from the community to date. Meeting participants were then invited to share their thoughts on active transportation priorities and challenges.

Key points shared by community members in Belwood about active transportation included:

- Travel north/south on bridges a challenge, they become quite busy especially in the summer with people fishing and swimming and there is not enough space for active transportation.
- Need to connect trails to communities
- There are traffic constraints at 10th and crowded parking lot for people accessing the trail there.
- Belwood is a rural environment and they don't want to destroy that with trail lighting and other light pollution, need to protect nature.
- Maintenance of Cataract Trail needs more attention.
- Soft surface of Cataract Trail may not be able to handle increased trail use.
- Speed differential with e-bikes a challenge on the trail, etiquette exists but is not followed by everyone, safety goes both ways.
- Off road vehicles are getting blamed for damage caused by fat bikes.
- Education is the key to addressing a lot of our issues.
 - New roundabouts need to come with education as many drivers did not learn about them in driving test.
- Would be nice to have bike share / shared mobility here like in Mississauga.
- Not a 4-seasons community, the trail access cut off by snowplow dumping. Seasonal walkers cannot easily access the trail.
- Discussion of different trail ownership and understanding of how much Township can do to push for trail maintenance.
- Will electric charging be considered for e-bikes and e-scooters, it could also be used by seniors to charge mobility devices – Belwood has historic connection to mills and electricity and could “get back to” electric charging roots.
- Belwood feels just far enough outside of Fergus that it's too far for active transportation but can embrace e-bikes to support.
- For safety, pedestrians need to be away from the flow of traffic, sharing the road is a risk.

- Let's not get stuck with just enhancing what we have, think bigger with growth
- Have different styles of trails for e-bikes (e.g. expressway trails).
- Need to avoid creating isolated communities with new growth.
- Residents afraid to park downtown Elora, locals penalized with parking tickets due to tourism.

CW Food Bank – December 9th 2024

The project team spoke with the Township's Food Bank clients about their experiences using the current active transportation and mobility network in Centre Wellington, including what is working and what is not. Participants were able to share their thoughts through in-person discussion, or by writing their responses to question number 5 on key destinations and barriers to walking, cycling and rolling in the township on the maps provided. The project team facilitated a round table discussion on several questions that were posed to the group. Below is a summary of the main talking points from meeting participants.

When asked about their thoughts on how they currently get around the community, including how they usually get to the Food Bank, participants shared the following:

- Community Resource Centre transportation program (free pick up service) is very limited and not available to anyone over 64 or making more than \$35,000/year. People over 65 need to call VON for a ride, but that doesn't seem like a good use of resources to have a nurse drive people to Walmart for groceries.
- Accessible transit would be nice to have. The current shuttle only runs in the summer and on days when the Food Bank is not open, and not when people need to get to medical appointments, etc. For tourists, not for locals.
 - Discussion of how active transportation not possible for everyone for every trip due to disabilities.
 - \$40 to get to Walmart in a taxi to get groceries is too expensive, need other options.
- Participants sometimes use RideWell as it costs less than a cab but they run on limited hours, timing is not specific for shared rides, so not reliable for appointments and work.
- Discussion about taxi service unreliability and lack of professionalism, discomfort for riders.

- Challenging to travel with child (toddler) because you have to bring your car seat when using RideWell or taxis. It's heavy to carry around, embarrassing and stressful.
- Can ask friends for a ride but at a certain point they stop picking up the phone.
- Discussion about amenities that cannot be accessed when someone doesn't have a car – resident of two years hears all about the lights in downtown Elora but they have no way to get there to see them.
- Resources like the County's "Wellington Walks" useful for letting people know about the trails.
 - "I don't even know where these trails are, I would love to explore them."
 - How can we help more seniors access the trails?
- No winter maintenance on the trails, people use them to commute – agreement this should change. Could there be sweepers for snow instead of paving the trails?
- Snowplows also leave snow that blocks sidewalk access.
- Participants excited about construction projects that will make pavement smoother for strollers, bikes, etc.
- Participants enjoy the social aspect of being out on the trails. It's where they go to have peace, say hi to people.
- Participants need to get from Elora to Fergus but feel roads not always safe and trails not maintained or have enough lighting.
- Specific location concerns:
 - Hernick St where the sidewalk ends in the middle of the hill – impossible with a stroller
 - Trail to Sportsplex is on an incline
 - Colborne needs a connection to the trail
 - Need more direct bike lanes connecting north / south

4.2 COMMUNITY POP-UPS

We spoke with both residents and tourists about their experiences using active transportation in Centre Wellington, including barriers they face, and how they would like to feel using active transportation in the future. Participants were able to share their thoughts through in-person discussion, or by writing their responses to four questions on the paper provided.

Pop-Up #1 – Elora Public Library (August 24, 2024)

When asked about their thoughts on using active transportation in Centre Wellington, participants shared the following:

- Enjoy walking in Elora (x 5)
- Focus on highest good for all including people with mobility devices

When asked about how they would like active transportation to feel moving forward, participants said the following:

- Calm and safe
- General support of the ATMP
- Support for the Shuttle and transit services
- Greater support for local businesses as a tourist draw, not only bars and restaurants.

When asked about barriers to using active transportation and what would they like to see change in Centre Wellington, we received a wide range of responses, including:

- Clearer trail markings, particularly through Fergus and along Church St. (x 2 – mentioned by multiple participants)
- Desire for more amenities like bike racks and garbage cans (x 2 – mentioned by multiple participants)
- Lack of public washrooms for tourists to use - may cause tensions with businesses since they do not want tourists using their washrooms.
- E-bikes and e-scooters make for an uncomfortable environment for walkers and cyclists
- Maintained trails all year– there are several that get washed out. (x3 – mentioned by multiple participants)
 - For example, the Gerry Road trail or trails in Victoria Park. This may cause difficulties for people with disabilities to navigate.
- Safety concerns for cycling on roads in Centre Wellington. It is often safer to use a scooter than bike because they can be used on sidewalks.

- Safety concerns at Colborne Street and Irvine Street, which is near to schools, due to people not stopping fully at the 4-way stop.
- Safety concerns with walking to school where there is construction along narrow streets.
- Desire for a crosswalk at Geddes Market in Elora.
- Support for transit service (x2 – mentioned by multiple participants)
- Need for affordable transportation options in urban areas

Participants were asked if they have any additional questions or comments. The following responses were provided:

- Reconsider demolishing the iron Trestle Bridge on Weisenberg Rd in this Active Transportation Study! For cyclists and walkers/hikers.
- Concern for safety at Colborne Street and Keating Drive – participant was hit by a truck while on the sidewalk
- Suggestion for a sidewalk connecting to Elora Public School on the east side, right now it's just a white line
- Potential for controlled stops where there are currently yield signs
- Parking for cars is difficult
- Difficulty navigating trails that have become very busy with cyclists and walkers, specifically on the Cataract Trail.

Pop-Up #2 – Bikes and Blues Festival (August 24, 2024)

When asked about how they would describe or their thoughts on using active transportation in Centre Wellington, participants shared the following:

- Concern for the speed of cars and lack of respect for other road users, particularly along major/County roads
- High volumes of traffic
- Poor driver behaviours and lack of enforcement, such as not stopping at stop signs
- Roundabouts are good but people don't know how to use them properly
- Consideration for growth and how to plan for it (x2 – supported by multiple participants)

- Segregated bike lanes to protect bikers (checked and underlined - support by multiple participants)
- Disconnected - but the active transportation routes that are available are really beautiful
- I love riding from Guelph to Fergus and Elora
- Riders do not feel supported
- Need for better active transportation connections between Elora, Fergus, Salem, and Belwood.

When ask about how they would like active transportation to feel moving forward, participants said the following:

- Action taken to improve active transportation
- Desire for safe, accessible sidewalks and curb cuts
- Separated trails from the highways (like in Holland) (x 3 – supported by multiple participants)
- More space on bridges for cyclists and walkers
- More bike lanes (x 4 – supported by multiple participants)
- More trails (x 2 – mentioned by multiple participants)
- Separated and protected cycling facilities (x 2 – mentioned by multiple people)
 - Specifically mentioned was bike lanes along Gartshore St. and Scotland St. (x2 – supported by multiple participants)
- Connected facilities - especially to community facilities/services, key destinations (like the river) and in new subdivisions (x4 – mentioned and checked or underlined by multiple participants)
- AT connection between the Cottontail Trail to the Trestle Bridge Trail (x3 – checked, starred, and underlined by multiple participants)
- Greater AT connections between Fergus and Elora (for example, along Water St.)
- Suggestion to pave road shoulders when a road is being paved
- Suggestion to pave the shoulders of Silver Creek north of Guelph to allow safe passage for bikes to G2G Rail Trail
- General support for the Elora-Cataract Trail - great to access conservation area on bikes.

- Desire for greater education for people in both urban and rural areas to **maintain their bikes**. Suggestion to offer **free bike repair workshops** or “**repair cafes**” (x2 – supported by multiple participants)
- Desire for bike repair stations posted throughout the town
- Desire for secure bike parking (x2 – supported by multiple participants) and bike racks at the schools
- Suggestion to provide a bike valet at events to encourage people to bike there, and incorporate other communications about biking around CW to educate/raise awareness.
- Support for active transportation facilities to access the same places as drivers
- Better markings along AT facilities
- Closing the gaps in the AT network. Sometimes a bike lane will just end and you're forced onto the road.
- Suggestion to look at Waterloo for good examples

When ask about barriers to using active transportation and what would they like to see change in Centre Wellington, we received a wide range of responses, including:

- Distances are too far
- Inclement weather
- Feeling unsafe to cycle in the Township due to the volumes of motor vehicles and truck traffic and dominant car culture (x2 – supported by multiple participants)
- Aging population
- Lack of bike lanes (x2 – supported by multiple participants)
 - Especially on South River Road
- Lack of safe route for kids to get to school; painted lines near Elora Public School are insufficient
- Safety issues and conflicts between recreational trail users and commuters
- Safety conflicts with E-bikes, e-scooters, and fast riders (x2 – mentioned by multiple participants), especially on Gartshore and First Line
- Desire for separation between cyclists, rollers and walkers
- Conflicts between cyclists and Off-leash dogs on trails; desire for separation
- Issues with visibility of pedestrians at T junctions (e.g., at the medical centre)
- Roads need repair (e.g., potholes on Jones Baseline going into Fergus)
- Fast traffic. Roads should be designed intentionally to slow down traffic

- Lack of Signage (e.g., Beattie Rd.)
- Better access to businesses for people with mobility issues (e.g., require a ramp like the "Stop the gap" ramp)
- Difficulty for seniors to access and navigate downtown using their mobility devices and scooters (x2 – supported by multiple participants)
- Participants would like to see more active transportation connections to and within new subdivisions/development areas; suggestion that developers should contribute to infrastructure (x2 – supported by multiple participants)
- Transit needed to support active transportation lifestyle, especially for aging population and accessing hospital
- Make the connection between Guelph and centre Wellington safer (i.e., silver Creek north). Pave the shoulder.

Participants were asked if they have any additional questions or comments. The following responses were provided:

- Wish for car headlights to be dimmer
- Wish that AT was incorporated into the Church St. plan before it was approved
- Bike infrastructure = healthy communities
- Would like to see more advocacy for safe cycling
- Desire for safe commute loops for groceries/basic needs
- Bike trains (kids to schools)
- Concerns with sharrows not actually being safe.
- Need to balance bike lanes with parking
- Subsidies for cargo bikes
- Lack of trail etiquette from new trail users
- Would love for CW to be a leader/prototype AT in Ontario/Canada/North America (x2 – mentioned by multiple participants)
- There is untapped potential for cycling tourism in Centre Wellington x3
 - Cycling tourism could include events like: the Well + pub tour like Waterloo
 - Biking and photography tours
- Desire for the community to be more like the Dutch model of active transportation
- Interest for a visual trail user counter

Pop-Up #3: Elora Farmers Market, October 12th, 2024

Participants were asked to share their thoughts about active transportation in general, or to indicate on maps specific areas that they like, areas that cause them challenges, or areas where they would like to see improvements. There were three maps for Elora/Salem, Fergus, and Centre Wellington as a whole.

Centre Wellington map comments:

- Cotton tail trail not well signed, trail turns are not obvious
- should have roundabout at 29 + 18
- almost hit yesterday leaving trail at 19. Speed too high! PXO? Or some alert to drivers.
- [Pointing to Bellwood] Safe crossing at highway 26

Elora/Salem map comments:

[General comments]

- Bike parking and lock up areas
- Surprised at how bike accessible Elora and Fergus are with the trails!
- More rest areas and benches needed.
- Connectivity to Guelph by bike
- Beer store merging lanes
- Better signage to find trailheads
- Reassess truck routes
- More rest areas. The town can do this through things like sponsored benches.
- The town needs more water fountains and bathrooms that are accessible
- Enjoy walking around Elora in the morning while stores are opening
- When doing walking loop Fergus to Elora, hard to know which street to get the trail
- Alternate routes for B16 trucks, not downtown!

[Specific areas]

- Along Highway 7 south of McNabb street, left turn lane and shoulder lane disappear
- All of Church Street needs to be car as guest
- At night, Templeton Gardens occupied by people who need a safer place to be and I don't feel safe walking through

- On the trail south of Halls Dr., remove the new barrier at Waterloo Dr. The trail used to connect to Park Rd. which made the trail easily accessible by the subdivision to the south of Park Rd. Now it is not accessible.
- [downtown Elora] Continue the pedestrianized street during peak season
- Bike to brewery area and walking trail. Need more bike racks downtown Elora
- Getty St. should not have dump trucks!

Fergus map comments:

[General comments]

- Trails great but doesn't connect within the communities
- Active Walker cyclist biggest frustration getting across Fergus
- Connectivity through Fergus hard to navigate signed route
- Look at downtown Kitchener for inspiration
- Consider bike share or scooter share during peak seasons
- Not just paint! Word community will be against if no one using painted lanes.
- All new subdivisions should have bike paths to schools
- Writing across Fergus got harder after COVID because of drivers
- Sidewalk strictly for pedestrians
- Beautiful trails
- Feels creepy on trails, even in the afternoon just doesn't feel safe. Grand+ woods near Orangeville

[Specific areas]

- Gap between Fergus trail to Bellwood a real problem connecting to trail to Elora especially with kids
- Beatty between Hill St. and St. Patrick is too dark! Needs bike path too.
- Dedicated lane on Garafraxa (could handle it, not that busy)
- Need bike lanes on St. Andrew St. E and connections to downtown Fergus
- Cataract Trail connection thru Gartshore should have had lanes during upgrade
- Gartshore not good with trucks, need to bike on sidewalk to get to Forfar and dog park
- St. George street needs to be cars as guest
- Shut down Scotland St. for an event with high schoolers riding their bikes
- Need safer space for bikes down Belsyde or to get to school - very busy route

- Connect high density areas to downtown - need safer spaces for bikes to cross the river
- Gartshore near Hill St. kids skateboard on sidewalk fast downhill with blind turns!
- Gartshore busy and now losing space and parking for bike lane

Pop-Up #4: Fergus FreshCo, October 12th, 2024

Similar to Pop-up #3, Pop-Up #4 asked participants to share their thoughts on active transportation in Centre Wellington, or indicate specific areas they enjoy or areas of improvement on maps of the Township.

Elora/Salem map comments:

- Use the trails quite a bit, lucky to have the trails
- would be nice to do something with downtown businesses that won't make themselves accessible
- never seen anyone bike downtown, people prefer trails
- keep looking for work and hard to do and get to work on time, need transit
- pedestrian connections to grocery stores and services (x2)

Fergus map comments:

- Beatty and Sideroad 19 there's a blind spot at the light with tree
- Kids have a hard time crossing at Gordon and Gibbons to get bus and blind turn with parked cars
- Really like new paved line on Beatty but need pedestrian light to cross at Hill St.
- No access to laundry mats and no transit between Fergus and Elora
- sidewalks too bumpy for people in wheelchairs
- making social connections on the trails has been big for people
- walk from Forfar a lot and love it
- More closer medical centre
- Connect trails better, especially the Cataract Trail

Pop-Up #5: CW Community Dinner (December 12, 2024)

The project team visited the monthly community dinner held at Centre Wellington District High School in Fergus to speak with the public about their thoughts and experiences using active transportation, along with their priorities for the future

network. The participants engaged in conversation with the project team and shared their thoughts on sticky notes or on maps of Centre Wellington, Elora/Salem, and Fergus. There were approximately 80 to 100 visitors to the engagement tables. The following is a summary of their input:

General comments:

- Developments with reduced parking- some park on the road and it's too narrow for bikes, so dangerous
- Bike lanes and sidewalks should not take space from cars
- Public transit is becoming much more important x2

Comments on the Fergus map:

- Likes to bike trails are too far away
- Having some lights on trails for people who run early in the morning or at night
- No criticism about being on the trail. Just difficult getting to them and through Fergus.
- Gap of trail through Fergus a problem x2
- Sidewalks that get marked for repair but not repaired are not helpful
- Gsowski St. has no sidewalk and could be good access to trail
- Lots of tripping hazards downtown with cobblestone sidewalks and not smooth
- Some fast 70 km/h E-bikes shouldn't be allowed, need speed limit, bell usage too
- Make entrances to businesses barrier-free when sidewalks are redone in Downtown Fergus
- Make more of Pierpoint Park -more acknowledgment
- Challenge to navigate streets between Elora-Cataract Trail in Fergus
- **Don't close both bridges at the same time**
- Old hospital turn into parking - more money. Need more vehicle parking in general.
- More bathrooms in parks
- I like the shut down of streets for pedestrians during the summer. This is common in other countries.
- St. Andrew between St. David St. and Tower St. should be pedestrian all summer
- Need transit between Elora and Fergus
- Walk on trail **then just ends like "where do we go? "**
- Trails lacking winter maintenance, and would like to see more specifically in downtown Fergus x2
- No bike lanes at expense of parking x2
- Clean up with wider trails would make walking more pleasant

- Need people ticketing people parked too close to stop signs
- More stop signs needed at St. George Street. They removed them, but there have been many close calls of pedestrians getting hit
- Student crossing sign at St. Andrew and Gartshore needed
- Riverscape in Fergus should make more of the frontage through to Gartshore
- Gartshore is a big throughway for bikes into Fergus but pavement is terrible and we need bike space
- Lack of active transportation, infrastructure and trails in the south side of the river
- Draw cyclists envious Scotland Street
- Need people to stop at stop signs at Millburn
- Developing an area behind the high school - could be awesome paved walk, and bike path between school and shops on Tower St.
- Need more trails, would love a paved walkway and bike trail, especially in new development areas not tied to the road
- Police monitoring speed on Milburn Boulevard and ticketing speeders needed
- St. Andrew Tim's to Towers St., should be 30 km an hour so should St. David's and queen with downtown to encourage walking
- Need crosswalk to trail on Beatty due to congestion from hospital and subdivision
- Temporary speed bumps in Fergus with construction has been nice
- People park at hill street and walk to Medical Center. So lots of traffic there.
- Need AT connections to story brook subdivision
- Dangerous intersection for kids at Elora St. and Tower St./ Highway 6
- Need safer crossing for kids going to school at Elora Street and Tower St.
- Need ped crossing from the high school to the sportsplex/trails along Scotland St.
- New trails should have signage for right of way yielding. Bikes are too fast
- Sidewalks can feel like they are only on main streets

Comments on the Elora map:

- General traffic coming on Irvine Street needed
- David and Irvine Street in front of school needs stop sign and speed bumps
- People flying through stop signs, including cyclists
- Sidewalks David Street and stop sign at Irvine and David Street
- People would likely park in painted bike lanes downtown Elora, Friday, Saturday and Sunday x2
- I think the shuttle is a good idea, even though I have not used it
- Niagara on the lake is an example for parking strategy

- Live on water Street in Elora and need parking strategy. Somewhere near the casino place for people to park and walk to the shuttle.
- Need more public bathrooms downtown
- Would love for big groups of cyclist, who don't stop at stop signs to be routed through roundabouts and away from the neighbourhood
- Trees can crowd out the trails, so cut them back a bit
- Need a sidewalk along Water Street
- Coming off water Street to Metcalfe left her not safe because sign for the mill blocks your view
- Impressed with the snow clearing on streets
- Make a park out of the stormwater pond on the east side of Beatty behind Bob browns place
- Better maintenance sidewalks especially down Scotland and Gartshore hill.
- Sidewalks or multi use path along South River Rd.
- Signage for walking to get to trails, hospital
- Signage for tourist parking outside of downtown
- Traffic coming at beauty line and Village Lane. Bring in landscaped curbs to slow people down.
- Might use trails to bike when kids are older in winter but not now
- Trail connection from beachy Line to trail behind Black Street
- Fast moving traffic down Irvine Street, need stop sign and traffic coming especially near the school at David St. East

Pop-Up #6 – English as a Second Language (ESL) Class (December 12, 2024)

Students of an English as a Second Language (ESL) class were engaged in discussion about their thoughts and experiences with using active transportation in Centre Wellington. The following is a summary of their responses, organized under key themes.

- Participants noted enjoyment of walking and cycling, walking the trails for exercise in all weather and helping their kids bike to school.
- Importance of public transit highlighted to get to services, particularly in Guelph. A lot of people don't have a car and taxis are too expensive.
- Trails are lovely but may not be able to handle growth. Also challenging to get to Elora from Fergus on the trails.
- Taught son to ride a bike after immigrating here, having a program for kids to learn would be valuable.
- Easy to access trails once you know about them, but first time finding them can be complicated.
- Like that Fergus has good access to groceries and schools.
- Bikes need more space. Stressful for drivers to pass cyclists.
- Note: ESL class partners with Green Lanes to provide students with bicycles.

Pop-Up #7 – Fergus Public Library (December 12, 2024)

After the ESL class engagement session, the project team set up for an hour in the lobby of the library and connected with families after their parent and tot class. No official comments were received, but informational postcards were handed out to let people know about the project and the project website.

Pop-Up #8 – Gordon St Coffee Chat (January 26, 2025)

The project team hosted a coffee chat at a County-owned affordable housing building. The event was an informal opportunity for residents to chat with project team members about their mobility needs and challenges. Key points included:

- Need for more seating – it's hard to walk the full distance of a trip (in town or on a trail) and seating is needed along the way to help people have a break. This also applies inside large box-stores, although not relevant for the Township's ATMP.
- Sidewalks and curb cuts need to accommodate mobility scooters – they are often too bumpy, too steep, or not wide enough, and maintenance is required all year-round.

- Construction around the building has cut off walking access to the “New to You” thrift store at 950 St David St N. It’s important for residents to have that pathway to access the store and not have to do a big loop around.
- Charging of mobility scooters would be helpful while out and about, consider this when adding in any charging for e-bikes and e-scooters.
- Their building has a mobility scooter room on each floor, but there is currently a debate about whether e-bikes should be allowed in it, and if they are safe. Concerns about battery fires.



Image: Participants in a mapping activity (Food Bank listening session).

4.4 SCHOOL WORKSHOPS

Four one-hour interactive workshops were hosted on October 23rd, 2024, and December 12th, 2024 at Elora Public School and J D Hogarth Public School, respectively, with a grade 7 and grade 8 classes. The workshops aimed to hear from youth about their perspectives and experiences using active transportation in Centre Wellington, and their mobility needs, concerns and opportunities. The following is a summary of their responses.

Elora Public School - October 23rd, 2024

Grade 7 Class

Activity #1

Students were asked what mode of transportation they use currently to get to school, and then asked what mode of transportation they would like to use to get to school. The students voted using white and coloured pom poms. Below is a tally of their responses,

	Walk, cycle, or roll	Drive	School Bus	Other
Current mode	5	1	14	0
Future mode	12	5	0	2

Activity #2

Students were then asked to provide their thoughts on what they like about using Active Transportation.

- We liked the open streets the town used to do
- Reasons why walking is great: fresh air, let out your thoughts, talk to your friends, if you have friends, and it's good
- I can enjoy the nice weather
- It is fun skateboarding, so I want to do it to school
- Things I like about walking is that it's nice seeing everything
- There is always a way to get somewhere
- It's fun with friends
- Walking with friends. Biking to places quickly and easily. Exercise and it's peaceful.
- I don't have to take the rusty, musty, dusty bus and it's pretty

- When I do walk, it's a pretty walk
- I like the speed and how I can control where I go and I can go with friends
- Trails
- Bike lanes, sidewalks
- Good: bike lanes, no sidewalk, Elora Trail
- I like that I can get food with my friends without my parents
- I like everything
- Like: fresh air, new bike path, fun, great to wake you up, how many there are
- I like it because it's nice just walking in seeing everything
- I would like to walk to school because I enjoy walking but I can't because I live way too far away

Students were asked to provide their thoughts on what they DON'T like about using Active Transportation:

- Better sidewalks to get to trail on First Line
- There is nothing wrong with walking
- Makes me tired too fast.
- Things I don't like about walking because it's long
- I don't like nothing
- When you are biking and a person is in your way and you say excuse me and they have EarPods in and can't hear you
- I don't like walking because I don't have a sidewalk where I love
- It takes a lot of energy
- Don't like people
- I wish the roads weren't cracked in older Elora. I wish for more bike lanes
- I feel like I'm going to, get kidnapped but I'm good
- I don't do any of these. It is too busy to do any of these on my road.
- It is tiring
- I don't like how I have to waste my energy
- Long and hot
- I also don't mind taking the bus but it's a little bit chaotic
- If I walk, maybe I'll get kidnapped
- The roads are bumpy
- Having trails with informative signs so you can't get locked
- I think it should be a part of the curriculum in gym to teach kids how to roller skate or rollerblades

- Missing sidewalk block, new sidewalks and major roads, potholes, no bike lanes. Please build sidewalks between Sideroad 18, and the new FreshCo on Highway six for faster way to the grocery store
- I don't like that when I bike or walk I have to cross a busy street in the crosswalk doesn't help
- I don't like old people who yell and Slow people

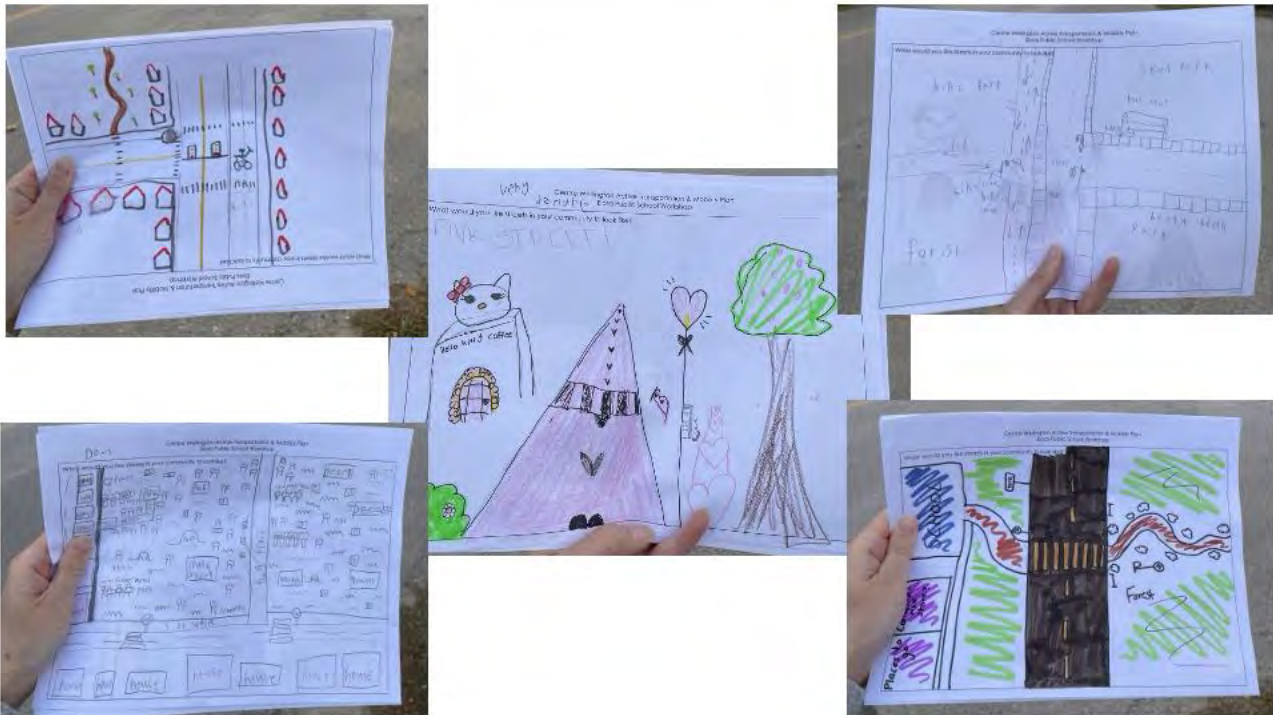


Image: A collection of “ideal streets” drawn by school workshop participants

Grade 8 Class

Activity #1

Students were asked what mode of transportation they use currently to get to school, and then asked what mode of transportation they would like to use to get to school. The students voted using white and coloured pom poms. Below is a tally of their responses.

	Walk, cycle, or roll	Drive	School Bus	Other
Current mode	4	4	13	0
Future mode	15	2	3	1

Activity #2

Students were then asked to provide their thoughts on what they like about using Active Transportation:

- I like biking to school due to fun, getting active and seeing my friends.
- **It's fun with friends**
- Good workout
- Get to be with friends
- I like safe community, how much friends, outdoors, exercise, easily acceptable
- Bike around with friends
- Walking and biking to the stores
- Talking walk with friends around Elora
- I like that there are good routes I can take
- What I like about walking, being with friends, getting exercise
- Walking around my community is fun because for example, I live in Elora and it's really pretty there. So it's fun to walk around town and when I walk to school it's fun because I have more time to listen to music.
- Maybe biking is boring or not good in winter, however its good to relax and feel the breeze. The school bus engine is loud.
- I can't walk because its too far and same for biking. I'd want to bike because you control how early you get to school for the most part. Also, getting exercise in the morning. Plus, you can admire the nature.
- Elora is a super small so it is nice to go downtown and there are so many trails
- I like that there are lots of rooms to go everywhere. Lots of space not too many cars and lots of trails
- It's good exercise + time in nature. Using the trail to get around
- Getting exercise and being able to go out with friends
- The area is very pretty during the fall
- Walking is great for selectivity, it's a nice way to get outside, and it's coming. Cycling. It's faster than walking, same great physical activity. Rolling is fast for me if it's an electric scooter and get a great breeze. –
- What it's like for walking in quickly and rolling: it's great to walk. You can get some fresh air as you were walking to school it's good.

- I like that I can get exercise from it and I like going downtown
- It would be good exercise every day to ride on my bike
- The nature is beautiful, amazing start to the morning with biking to school, exercise
- Time with friends, exercise, time in nature

Students were asked to provide their thoughts on what they DON'T like about using Active Transportation:

- Weather conditions
- I don't like walking to school because I have no friends who walk live near me. I would also have to wake up early. Also walking around Elora is hard cuz tourists.
- Nowhere to go in Fergus
- Speed bumps by Second Line East please
- Transport trucks going by too fast
- I like to walk to school because I get to talk with my friends and I like the nature
- 2 to 3 times per week cars will speed passed school buses instead of stopping
- Engine is too loud.
- Side road 19 and 18 to be connected.
- Too far
- I don't like lots of uphill, distance can be a lot, weather can be unpredictable, especially difficult distances, crowded areas
- Too long to ride a bike or walk
- Nowhere. Cars on Second Line East speed by way too fast and the road is broken not getting fixed.
- I don't like how congested and busy it is, it makes it difficult to bike or scooter. People are always over the speed limit!
- Cold in winter, weather changes, tiring
- Living on Highway 6 I am not able to do any of that
- My road is super unsafe cars fly down my road at a minimum of 70 on a 50 km/h road speeding passed and stopped buses and there are never any cops
- I live on a highway and it takes like 10 minutes cross the road
- Missing crosswalk to use so I have to cross roads or walk far to one
- It's really busy downtown Elora
- There needs to be more sidewalks or bike lanes
- Cars honking at school bus when it is stopped
- What I don't like about walking is - it's really cold in the winter, hot in the summer, sometimes I don't feel like walking.
- Fast traffic throws up roads and roads never get fixed

- I like to run
- I like driving
- Not much sidewalks to ride on
- Dangerous with cars, gets tiring, you can't always bike, no bike lanes
- I like walking with my friends, but they don't live near or even close to me since we've moved. I like to scooter, but it gets too cold. I don't have a bike.
- Some of the reasons I don't like to bike is due to hills and where there's no sidewalks it dangerous. Most of the time I bike I always think about getting new bike lanes.
- Too little buses so in the winter I have to walk or bike.
- Elora downtown intersection is really hard to get across with all the pedestrians, and its one of the only ways I can make it over the river quickly.
- Back roads and unsafe drivers
- I don't entirely feel safe to walk alone by myself
- Don't like lack of bike lanes
- I don't like that there are so many tourists
- I like walking in town but it's not safe whatsoever
- Walking: too much distance, sometimes really crowded, weather. Cycling: same, not safe enough path, too much distance, weather. Rolling: weather, not safe enough past to go on, not best for rainy days
- I can't walk because its too far and same for biking.

J D Hogarth Public School - December 12th, 2024

Session 1– Mixed grades 7 and 8

Activity #1

Students were asked what mode of transportation they use currently to get to school, and then asked what mode of transportation they would like to use to get to school. The students voted using white and coloured pom poms. Below is a tally of their responses,

	Walk, cycle, or roll	Drive	School Bus	Other
Current mode	20	10	21	-
Future mode	20	22	10	-

Activity #2

Students were then asked to provide their thoughts on what they like about using Active Transportation:

- I like walking because of the nature
- It is easy to go places
- I like walking because I live close and the fresh air
- Things I like about walking: watching the scenery change as I walk, how my legs feel afterwards
- I like walking to school with my friends because you get to talk before school starts
- You could probably leave later than if you took the bus
- Being quick
- Everything
- Being able to get places
- Everything
- Cycling is fun
- It's active
- Trails
- I like that I can go fast and you can get some fresh air and not take a bus
- More houses and more farmland
- I like going fast, being outside, being with friends
- No pollution from biking and walking, it's good exercise, and it's fun
- It is fun, it's good exercise, and it's quiet
- Things I like about walking / cycling / rolling: 1) I can feel the air 2)It gives exercise 3) I can see a lot
- Views

- Some things I like about walking is that I can feel the wind, and I can get good exercise, and I can see a lot
- I like walking because it's good for you and so is cycling and rolling is really good for you
- Things I like: speed and easiest to cross road
- I enjoy working my legs out when cycling
- Physical movement
- What I like: less gas used, it's fun, I can walk with my friends
- I think all of the above is sigma
- You can get exercise in when you walk or bike and it's fun
- Cycling is fun
- It is fast
- I like walking places because it gives me some freedom and Starbucks
- I like to walk to school because I can enjoy the great outdoors
- I like to bike to school
- No pollution in biking, fresh air, wind, outside
- I like rolling cause it's easy and fast
- I love cats and dogs`
- I like being on the school bus because I like to be a bus patroller on the bus. And I have friends on the bus.
- Sometimes it's refreshing and sometimes I get to walk with friends
- Its fun
- Rolling is fun, good for exercise, it's just cool I guess
- I like walking because it gives me time to think about the day, I like biking is I can go fast
- It is easy because I am good at it
- Short walk, fun
- Faster than going on a bus because they have to go to multiple stops before getting to school

Students were asked to provide their thoughts on what they DON'T like about using Active Transportation:

- It's difficult because of a lack of trails
- Speed
- I don't like fast drivers

- I don't like how there isn't enough trails
- The space there is to bike
- Need more corner shops, more parks, and more bus lanes
- What I don't like about being on the bus is that one of the
- Make a crosswalk
- We need more lanes, plow the sidewalks cause then you have to walk in the snow
- I don't like that there are many cars
- I have to walk for a long time, by myself, leaving early it's always either too hot or too cold.
- I don't like walking it's a long way
- I hate walking it slow and I can't afford a new bike to go biking
- Make a crosswalk
- I don't like walking in the winter because where I walk they don't plow the sidewalk so me and my friend are always walking in snow banks
- Need more stores and bike lanes
- I don't like walking because I have to leave early because I live on the other side of town
- 1 - no bike lanes 2- when the wind blows hair/other stuff in my face 3- when it's cold
- Busy road with no bike lanes, biking with nowhere to go
- Not always safe
- It gets cold or too hot
- I don't like cold, and no bike lanes
- I don't like walking cause snow
- Some things I dislike when I walk is when it's raining or really cold and when the wind messes up my hair
- Things I dislike - cars get mad at me
- Too many cars so it's hard to walk down streets
- Walking in cold weather, not enough bike lanes
- It can take long
- No bike lanes for safe transportation, feels unsafe with all of the cars around, roads aren't great for it but people are always walking on sidewalks
- I live on the opposite side of town so it can be a long and cold walk in November
- It is not really safe because a car can hit you and it's really busy
- Not enough places to put my bike
- I wish that there were more bike lanes
- I don't like it

- Being slow
- It might not always be safe
- Feeling unsafe when I bike
- Cold
- Not safe/no bike lanes
- It is cold and it makes my eyes water
- I find it annoying when the bikers are on the road so it would be nice to have bike lanes
- Need more crosswalks
- Weather
- There is too many stop lights, some stop lights are too slow, nobody to walk with
- I don't like getting up and willingly going into the cold
- Dangerous, not enough space
- When its cold
- Busy streets, too many murderers, cold, there's a lot of roads, not enough crosswalks or stop signs, they go fast
- I don't like walking because I wake up too late to go walking
- It's scary
- it's difficult because of a lack of trails
- I only like walking when it's warm

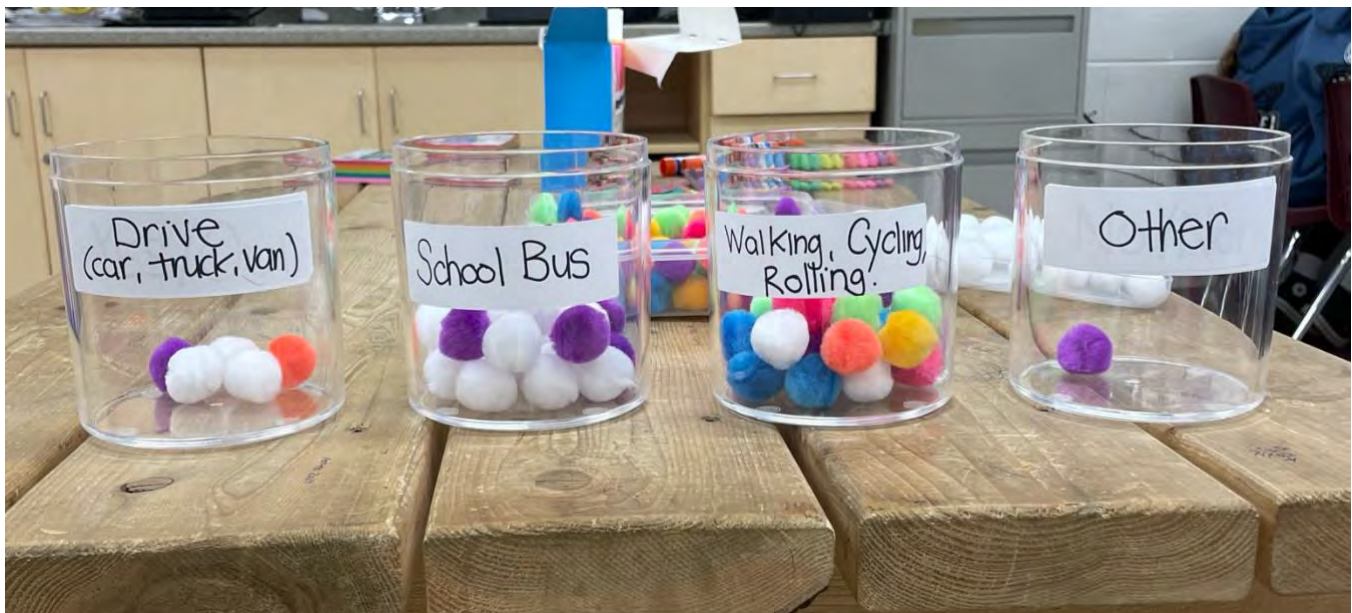


Image: Preferred mode activity at Elora Public School

Session 2 – Mixed grades 7 and 8

Activity #1

Students were asked what mode of transportation they use currently to get to school, and then asked what mode of transportation they would like to use to get to school. The students voted using white and coloured pom poms. Below is a tally of their responses,

	Walk, cycle, or roll	Drive	School Bus	Other
Current mode	27	14	14	-
Future mode	27	23	2	3

Activity #2

Students were then asked to provide their thoughts on what they like about using Active Transportation:

- I like walking to school because I walk with my friend when I walk home and it's fun
- Helps lose weight
- Healthy, fun
- Peaceful
- I like everything about walking
- I like riding my bike
- I take the bus. I like having an extra 30 minutes to hang out with my friends
- Biking is fun, good exercise
- Walking, rolling and cycling is great as it is accessible for everyone. It helps your body refresh, in the sense that it gives your brain fresh air, as well as it is more sustainable for the environment
- Calming
- I like hills that I can go down on my bike
- Healthy, exercise
- I like riding my bike because it's more of an adventure.
- Talking to friends, it's healthy, it's good for the planet
- I like the independence of walking. I like the peacefulness
- Everything

- I like walking when I get to talk and have a conversation with someone. It's also good for you. Same with biking and rolling
- Good things about walking: healthy, could be fun, good way to keep active
- Lots of sidewalks
- I like to get fresh air, I like to walk with friends
- Fun, good for you
- It's healthy, you can walk with friends, I get to walk on sidewalks
- Fun to bike, quick and easy
- Biking is more quiet than the bus
- Fresh air, seeing friends, exercise
- I like being able to have a shorter walk to school than a normal kid
- Getting fresh air, being able to get around independently (without parents)
- Sidewalks, healthy
- I like riding bikes because they are faster
- I can move around quick, it's fun, I can go with my friends
- I like walking because it's simple and easy
- I love the fresh air
- I like biking because it's fun
- It's good to get some fresh air, good for your immune system
- I would like riding a bike
- I like the fresh air, getting out of the house, and the exercise
- I like riding my bike through trails
- Everything is really close together, the drivers are respectful most of the time, I like walking / biking, it is accessible
- It makes me happy, healthy
- I like how it's healthy, I like how I get fresh air
- Most intersections have crosswalks, lots of sidewalks
- Fresh air, being able to explore outside, visiting places I've never been before
- I like riding a bike
- It's fun to walk outside
- It's healthy, I like the nature
- I like to walk in the warm or fall weather
- Fresh air, exercise
- I like walking for the exercise and health benefits

Students were asked to provide their thoughts on what they DON'T like about using Active Transportation:

- I don't like the bus because the people on it are annoying
- Everybody speeds on my road, Danger
- Too much traffic downtown, too many traffic lights, not many crosswalks
- Some people are not paying attention when driving
- Not good for cold weather
- The dangers of people driving, limit of sidewalks
- I like walking but sometimes when it's too far to walk it's not always safe to bike on my own, if I have to walk everywhere my legs hurt
- Need more sidewalks
- Sometimes the highways are really busy and it's hard to get across
- I don't like bumpy roads, traffic, busy
- It's slow
- Busy roads
- I scooter/bike and I hate how the sidewalks are in such bad repair. Ex. Bumpy, uneven, cracked
- The cars on my road go too fast, I live too far away to walk / bike everyday, there are no shortcuts
- Too much people on sidewalks
- It's tiring, could get hit by car, not many sidewalks or always being cutoff
- No electric vehicles. The cars are going the speed limit - too slow. Too busy to speed downtown
- Weather/temperature
- I don't like road bikers
- It's exhausting, you can get hit
- I want to get a higher speed limit
- I hate riding downtown, it's dangerous don't like going downtown driving
- No like where I walk the sidewalk is too close to road
- People speeding
- Cars don't watch where they're going, staying on the phone while driving, no bike lanes
- The traffic
- Too busy downtown
- There are too many cars/people don't know how to drive
- I don't like how there's not many sidewalks, you could get hit/not safe
- I hate walking not cause I don't like walking it's cause the school board won't give me a bus and it is an hour walk

- I hate all of the tourists downtown, too many cars
- The road I would cross to walk is too busy with lots of traffic
- Seeing older people, not quick, too busy downtown
- I don't like walking in the rain/snow
- The weather, the speed of walking (too slow), hard to get around
- Need more forest trails, slow speed limits
- More nature needed
- No sidewalk on South River Rd.
- I take the bus it often gets very loud on the bus and it gets annoying
- I don't like walking especially when it's cold. I just don't like walking that much I don't look forward to it. I don't hate biking or rolling that much.
- I don't like that there are dumb drivers downtown
- I don't like how it's boring. I dislike the intersections, really busy
- Speed of cars
- I do not like how much traffic there is in Fergus I would not like walking everywhere
- Too busy, Sidewalk to Sportsplex!
- I wish it took less time, don't like talking to kids younger than me
- But I don't like cycling when my seat gets wet
- Talking to little kids, only having one sidewalk
- Although walking is great for everyone whether it is you, the environment, or others, walking can't be enjoyable when there are extreme temperatures with long distance walking
- No bike lanes
- I like riding my bike, but I hate the construction
- I don't like all of the cars

4.4 PUBLIC INFORMATION CENTRES

PIC #1 – October 22, Fergus Sportsplex

The first Public Information Centre (PIC) was held at the Township's Projects Open House at the Fergus Sportsplex. The purpose of PIC #1 was to share the project background and engage with attendees to identify key community priorities and challenges related to the AT network. Attendees were also invited to highlight key areas for improvements on maps of Elora/Salem, Fergus, and Centre Wellington as a whole. The comments from attendees were recorded and summarized below.

Challenges and Priorities:

- Winter maintenance of trails
- Better snow clearing of sidewalks including on weekends and holidays
- Shuttle should be permanent and free for residents so to get to doctor appointment etc. Not just cater to tourists
- Make sure all new areas have active transportation connections
- Bike lanes on Colborne St.
- Not with the new boutique high school and teenagers driving around (schools)
- Would be nice if Guelph, Kitchener etc. to here we're all connected by transit
- Ways to support bike in rural areas and purchase products
- What's the definition of a motorized vehicle e.g., e-bikes too fast and quiet?
- Trucks are terrifying, can't stop quickly
- Need rewards or incentives for using active transportation
- Need more crosswalks or safe crossings for pedestrians
- More car parking needed in both communities
- On street parking reduces visibility. Especially mentioned on Farley by Grace Church
- The proposed new high school on the same plot of land as the existing grade school along with townhouses and apartments raises serious child safety issues

Elora/Salem Map:

- David St. and Geddes St - traffic light needed
- McNabb walkway good but didn't consult people on the street beforehand
- Carlton parking in unallowed spots

- Thomas development tried to get a trail in, would be helpful
- improve upkeep of confederation park trail
- Shuttle figure 8 between communities (x2)
- Locals worried they will hit a jaywalking tourist in downtown Elora
- Important that bike lanes be separated to avoid dooring
- Great trail connection loop through Elora
- Dangerous at corner of princess Anne Colborne St. in Elora. Heavy traffic and no sightline going from Princess St.

Fergus Map:

- Beatty Lane path is good but it stops at path then wide islands in middle so too narrow for bikes and cars to share. Extend the trail path all the way?
- Elliot Ave. speeding and blind spot
- Black Street blind spot at curve
- Walking along South River Road – no sidewalks
- Live on Colbourne-Church St. doesn't make sense at trail intersection, doesn't meet up with sidewalk.
- St. Andrews St. E., Gartshore and Lamonde – school busy traffic sidewalk ends, classified as rural road when actually residential
- Would like speed enforcement on St. Andrew St. East, 50 [km/h] down to 40 [km/h] but people do not slow down.
- [Hwy 19 and Cataract Trail] Add signage for crosswalk or lights
- [Gartshore St. and Forfar St. E] pedestrian crosswalk with activated lights
- [Scotland St. bridge] Add a bike lane when the bridge is reconstructed.



Image: Booth set-up at PIC #1

PIC #2 – March 4, Elora Centre for the Arts

The second Public Information Centre (PIC) was held at the Elora Centre for the Arts. The purpose of this PIC was to (1) share background information on the project, (2) highlight public feedback received to date, and (3) collect input on different design configurations of the active transportation network, aka. “network alternatives”. During the meeting, participants were able to circulate and review prepared boards, and were encouraged to provide input in writing or in conversation with project team members.

Key feedback provided:

- No specific changes were suggested to the draft ATMP vision as presented. A few PIC participants asked questions related to route connections, and whether there was political support to pass the plan.
- Feedback was limited to a handful of comments on supportive amenities; however, all comments were positive. Participants were particularly supportive of adding washrooms, bike parking, and bicycle repair stands.
- When evaluating their preferred routes amongst four sets of route alternatives, participants frequently cited considerations about vehicle speed, proximity to amenities, the presence of safe crossings, and directness of the route.

- Public input on the four sets of route alternatives presented at the PIC indicated the following preferences:
 - Gzowski is preferred over Gartshore
 - Sideroad 19 is preferred over Sideroad 18
 - Queen St E is preferred over Union St E
 - Participants were split between McTavish St and Scotland St
- A series of new route suggestions and dangerous areas to address were identified for project team consideration from PIC participants. Multiple areas were also highlighted for traffic calming.

See [Appendix B](#) for a detailed summary of all comments shared and a copy of the display boards.

PIC #3 – May 21, Wellington County Museum and Archives

The third Public Information Centre (PIC) was held at the Elora Centre for the Arts. The purpose of this PIC was to present project information and draft recommendations to the community, including the preferred active transportation network and supportive policies and programming. At the meeting, the project team delivered a presentation with draft recommendations before participants could circulate to review project boards and speak with project team members.

Feedback provided included:

- Township promotion of the River Loop is misleading for potential riders, especially tourists with kids. It's not suitable for families. Having it listed first on the website makes it feel like it's being promoted as the best trail in the area, which it is not.
- Can there be counts of usage along the Trestle bridge trail – regular user and surprised that it's not used more by people.
- Worried about steep trails being paved and then being very slippery in the winter.
- When treating ice patches nothing toxic to nature! (x2).
- For calm streets, have signs (aka. branding) designating the street as a calm street.
- When will the loop walk by the Mill open?
- Township should consider St George St for a Calm Street pilot in Fergus.
- Many of the PIC participants attended to support the "Save Middlebrook Bridge" campaign, and shared the following comments:
 - Expand the map view (Map 6.4) to show the connection to the G2G Trail that is facilitated by the Middlebrook Bridge.

- Desire to better understand the steps involved in renewing the connection so that they can advocate at the right time(s).
- Would like to see bridge prioritized as a connection, no more money on studies.
- The way the bridge has been blocked with all the metal is over-the-top.
- So few of these iron bridges exist, we need political will to save it.

A recording of the presentation is provided on the ConnectCW project page.



Image: Small group discussions at PIC #3

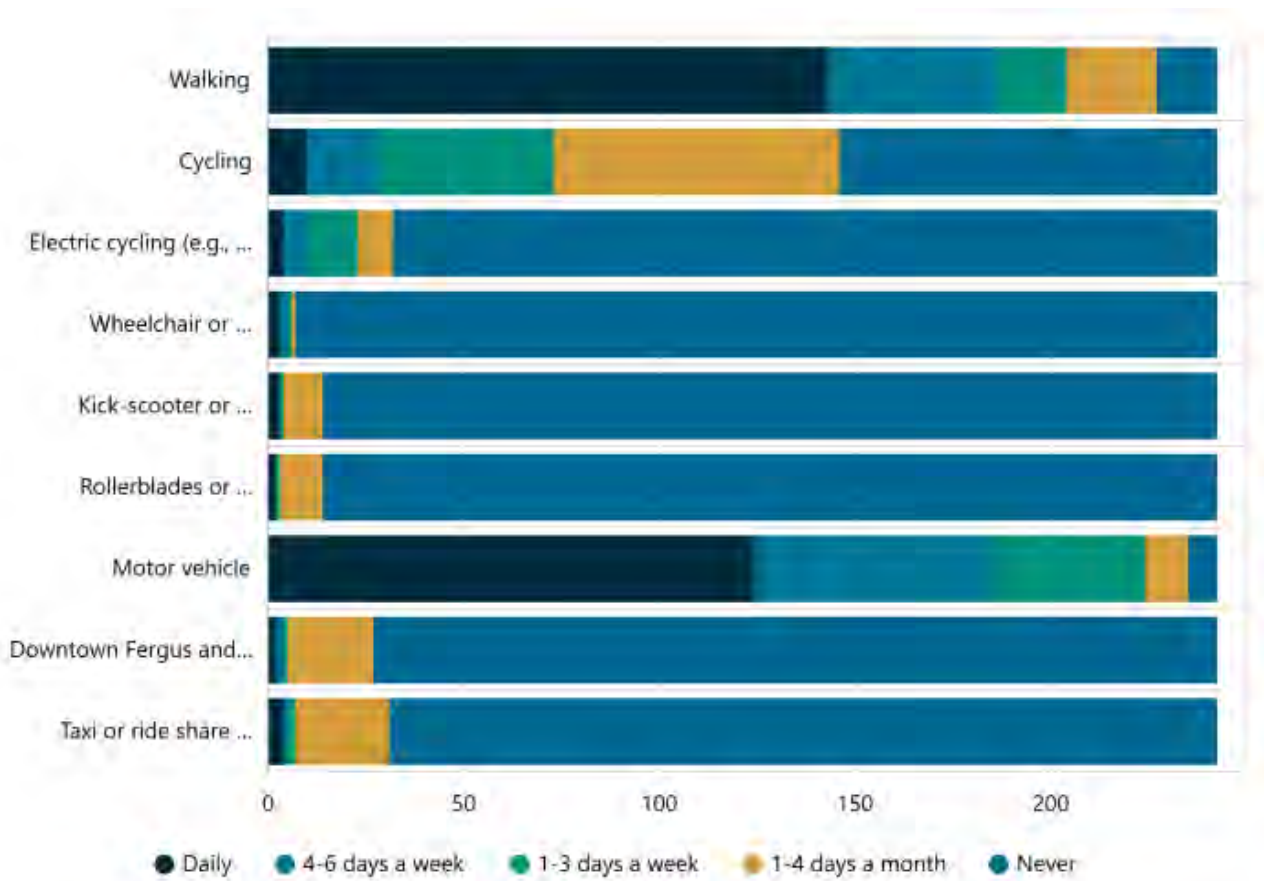
4.5 ONLINE SURVEY

An online survey was posted on the project website September 24, 2024 to November 11, 2024. The following is a summary of the responses.

Frequent Modes of Transportation

Approximately 84.3% of people in Centre Wellington walk at least once a week, with 59% walking daily (Figure 4). Additionally, 30.7% of people use a tradition bicycle and 9.5% use an e-bike at least once a week.

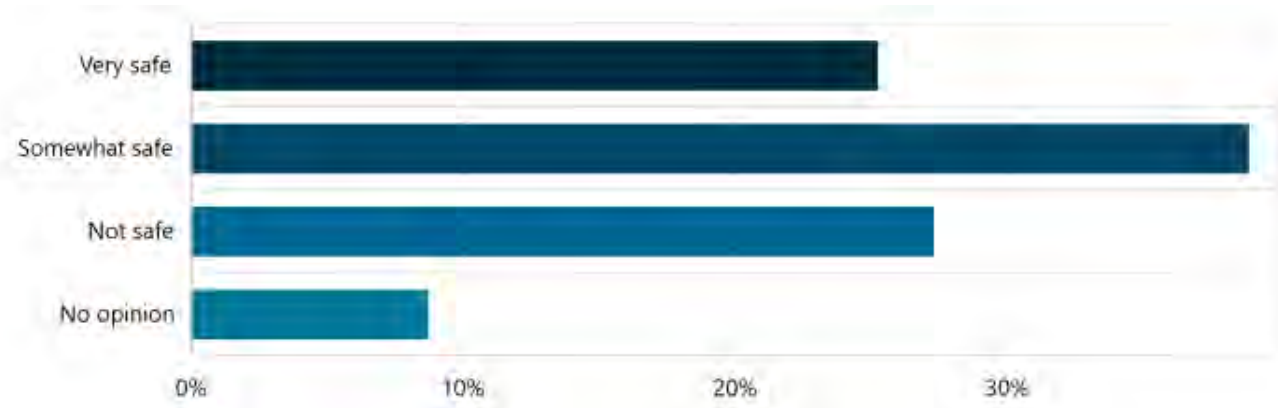
Figure 4. Frequency of Travel by transportation mode



Feeling of Safety

Respondents were asked how safe they feel using AT in CW (Figure 5). 25% of respondents feel very safe using AT and 39% felt somewhat safe, whereas 27% felt not safe using AT in the Centre Wellington.

Figure 5. Survey respondent feelings of safety using active transportation



Views of Active Transportation in Centre Wellington

Respondents were also asked to share their current views on AT in Centre Wellington. Approximately half of the respondents described AT in Centre Wellington somewhat negatively, while the remaining respondents were split between mixed and positive views. The key themes that emerged from their comments, in order of frequency mentioned, include:

- Lack of Infrastructure: Consistently highlighted as a significant issue, with key points referencing missing sidewalks and bike lanes biking facilities, and disconnected infrastructure. Respondent calls for more sidewalks, more bike lanes, and better connections between existing infrastructure and trails.
- Safety Concerns: Numerous responses highlighted safety concerns, with frequent mentions of aggressive drivers, lack of lighting, and unsafe conditions for pedestrians and cyclists.
 - General: Unsafe conditions riding on the streets with vehicles and at intersections for both pedestrians and cyclists.
 - Driver Behavior: Concerns about aggressive driving and lack of respect for pedestrians and cyclists were frequently mentioned.
 - Lighting: The need for better street lighting, especially at crosswalks and in areas used for active transportation, was a recurring theme.

- Need for Improvement: A recurring sentiment that the current infrastructure is inadequate and needs significant enhancement to meet the community's needs.
- Connectivity: Many respondents highlighted the need for better connectivity between different parts of the township, between the trails, and creating continuous routes for active transportation.
- Public Transit: Mixed reviews on the RIDE WELL Shuttle and a desire for a more reliable and predictable public transit system.
- Tourism vs. Residents: Concerns that active transportation efforts are more focused on tourists rather than the needs of residents.
- Community Growth: The infrastructure is not keeping pace with the rapid growth of the community, leading to increased traffic and congestion.
- Parking Issues: Frequent mentions of parking availability and the impact of new parking designs on safety.

Notable Points:

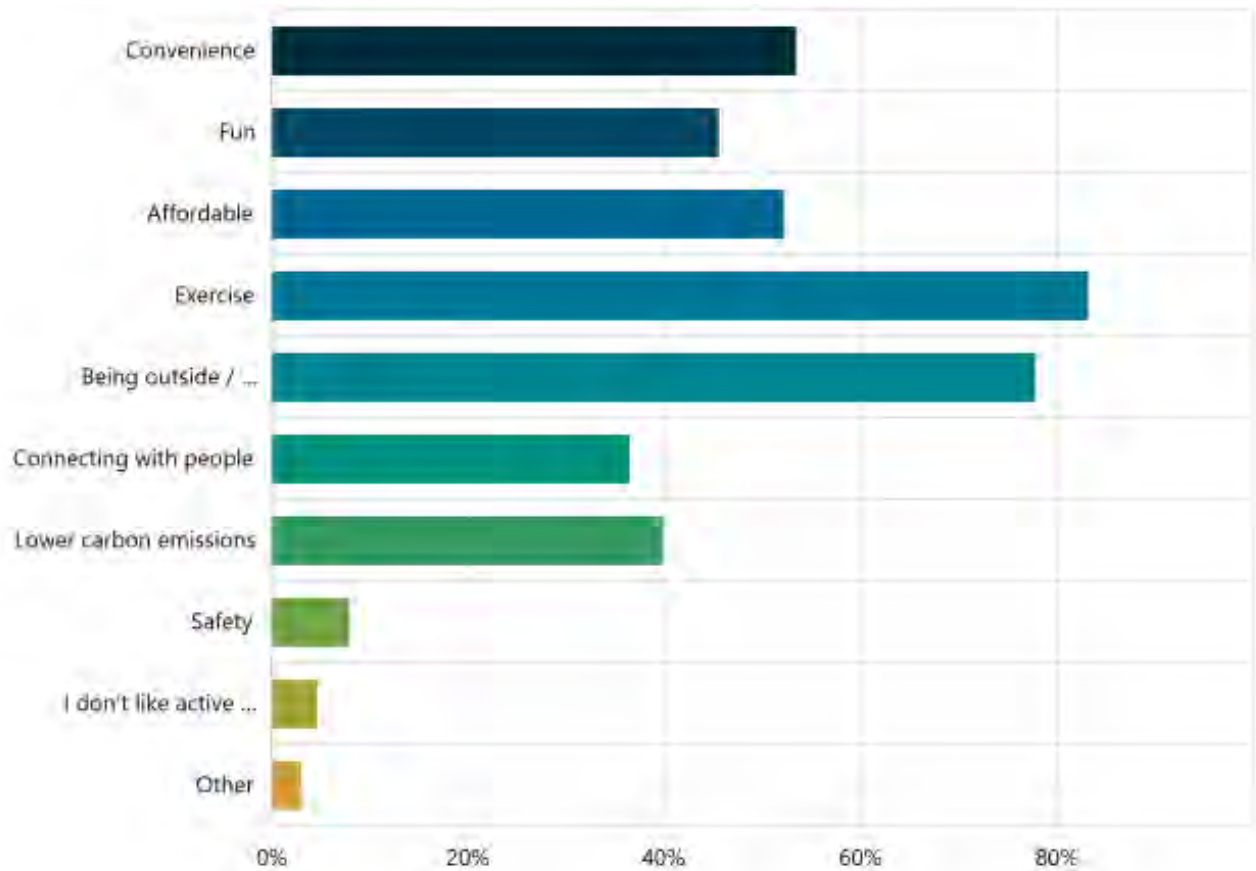
- Potential for Improvement: Despite the issues, there is a recognition of the potential for improvement and a desire for better infrastructure
- Maintenance Issues: Several respondents mentioned the need for better maintenance of existing infrastructure, including roads, sidewalks, and trails.
- Education and Awareness: There were mentions of the need for better education and awareness campaigns to promote safe and respectful use of active transportation infrastructure.
- E-Bikes: Concerns about the speed and etiquette of e-bike users on trails.
- Winter Limitations: Active transportation is seen as restricted by the winter season.

Positive Features of Active Transportation

The majority (83%) of respondents appreciate that AT provides them with exercise, allows them to be outside and connect with nature (78%), and is both convenient and affordable (53% and 52%, respectively) (Figure 6).

Additionally, many respondents enjoy that AT is a fun way to get around (45%), contributes to reduced carbon emissions (43%), and facilitates social connections (36%).

Figure 6. What respondents like about active transportation

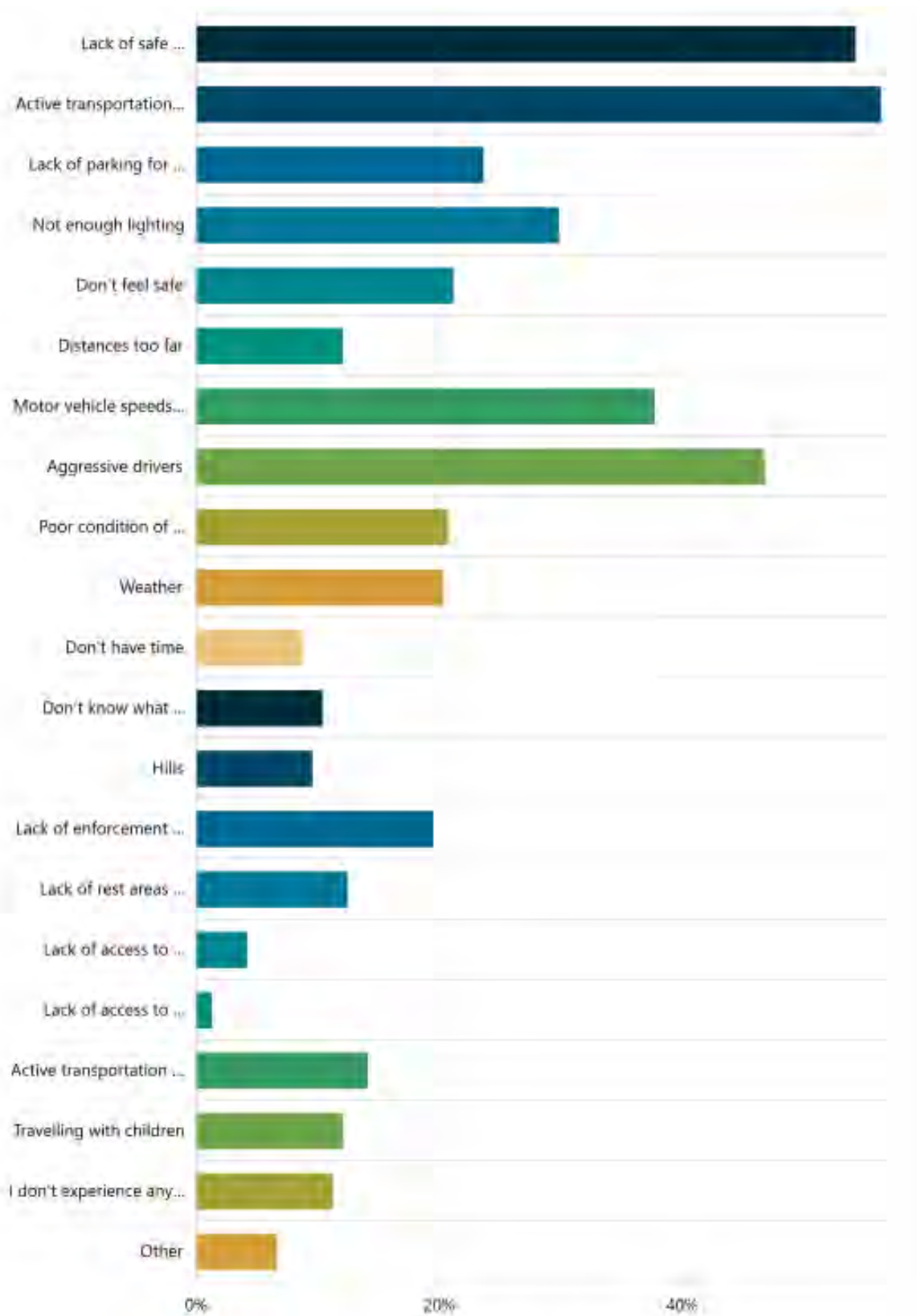


Barriers

Respondents were asked to identify key barriers to using AT in Centre Wellington. The top five barriers noted were (Figure 7):

- The current AT network has missing links and is not well-connected (56%);
- Lack of safe infrastructure for AT (54%);
- Aggressive drivers (47%);
- High vehicle speeds (38%); and
- Insufficient lighting along AT pathways.

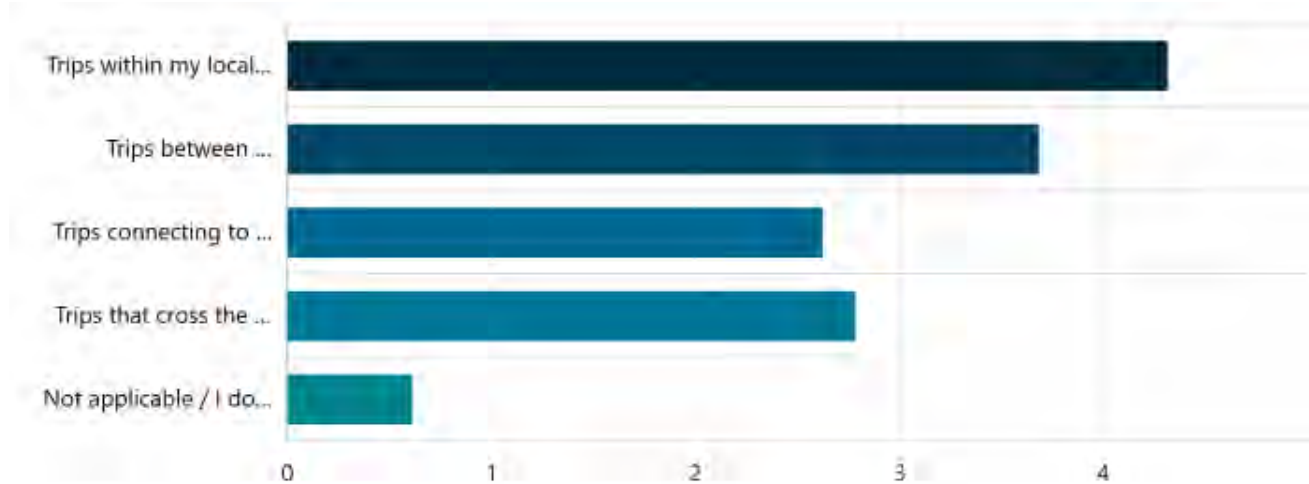
Figure 7. Key barriers to using active transportation in Centre Wellington



Typical Habits

Respondents were asked to rank the types of trips they would like to make using active transportation in order of importance (Figure 8). The majority (66%) prioritized trips within their local community (e.g., within 3km) as the most important, followed by trips between communities in Centre Wellington. Additionally, 67% of respondents indicated that the provided options were either not applicable to them or that they do not wish to make trips using active transportation.

Figure 8. Ranking the types of trips respondents making using active transportation

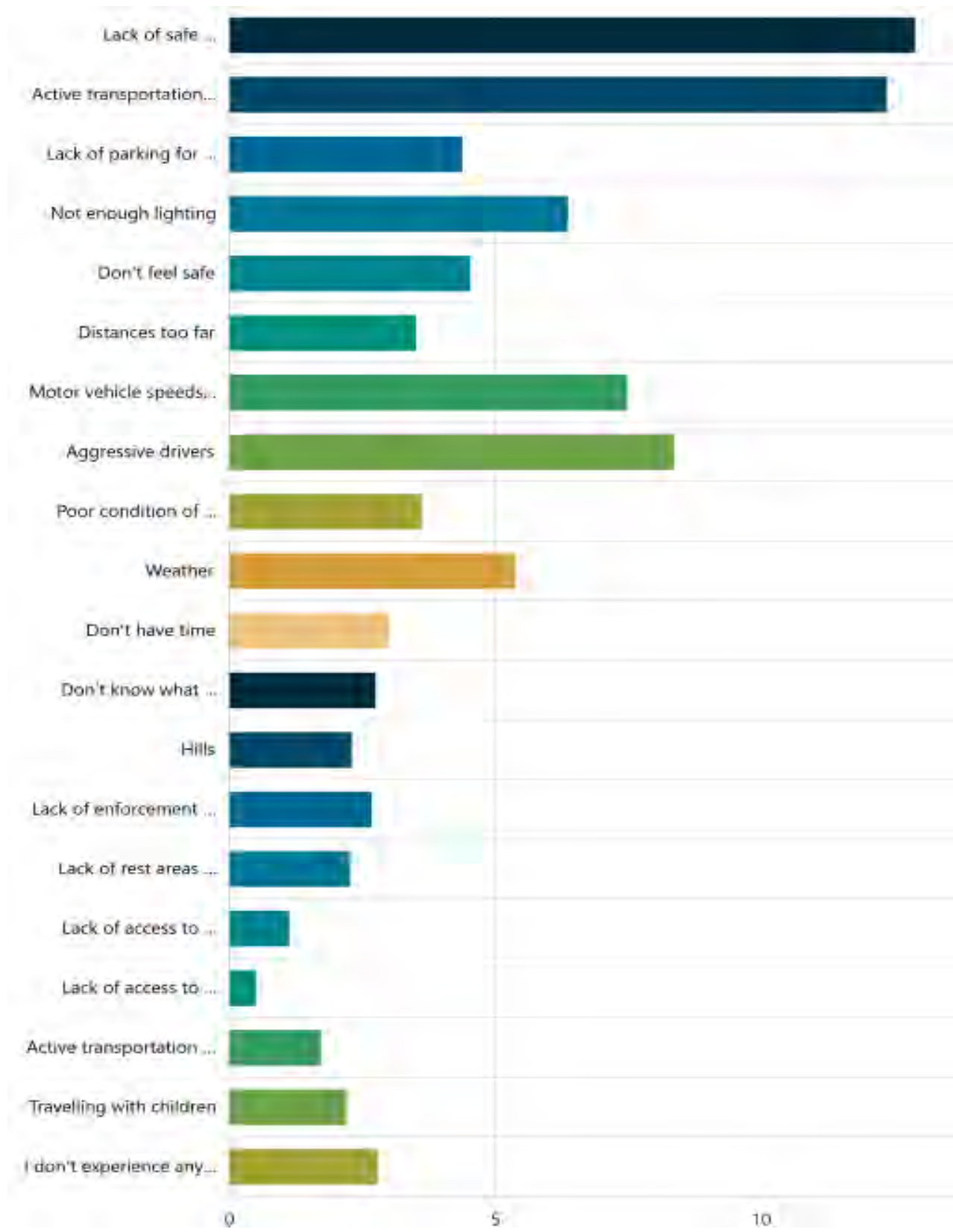


Priorities

Respondents were asked their top priorities for the Township to address (Figure 9). Their top 5 priorities mirror the top barriers for respondents, including the need to address the lack of safe infrastructure, missing links/gaps and discontinuities in the AT network, aggressive drivers, motor vehicle speeds, and insufficient lighting.

Respondents were asked to identify their top priorities for the Township to address. Their top five priorities align with the main barriers identified in a previous question, which include the need to improve safety infrastructure, address missing links and gaps in the AT network, manage aggressive drivers, control motor vehicle speeds, and enhance lighting.

Figure 9. Key priorities for active transportation in Centre Wellington



Respondents were also asked to share their key priorities for the AT network and the ATMP. Common priorities, in order of frequency, include:

- Safety: Prioritize pedestrians and cyclist safety through sidewalks, dedicated cycling lanes, well-lit paths, and traffic calming measures.
- Expanding Infrastructure: Focus on building more sidewalks, bike lanes, and trails and Connecting existing infrastructure
- Public Transit: Better public transit between the towns, including shuttle services during the week and a real transit service with frequent schedules.
- Connectivity: Creating connections between towns, commercial areas to residential areas, connecting trails, and creating a usable active transportation network.
- Maintenance and Accessibility: Ensuring infrastructure is accessible for all, including the elderly, those with limited mobility, and people with special needs, particularly in the winter.
- Parking: Balancing the need for parking with active transportation infrastructure.

Notable Points:

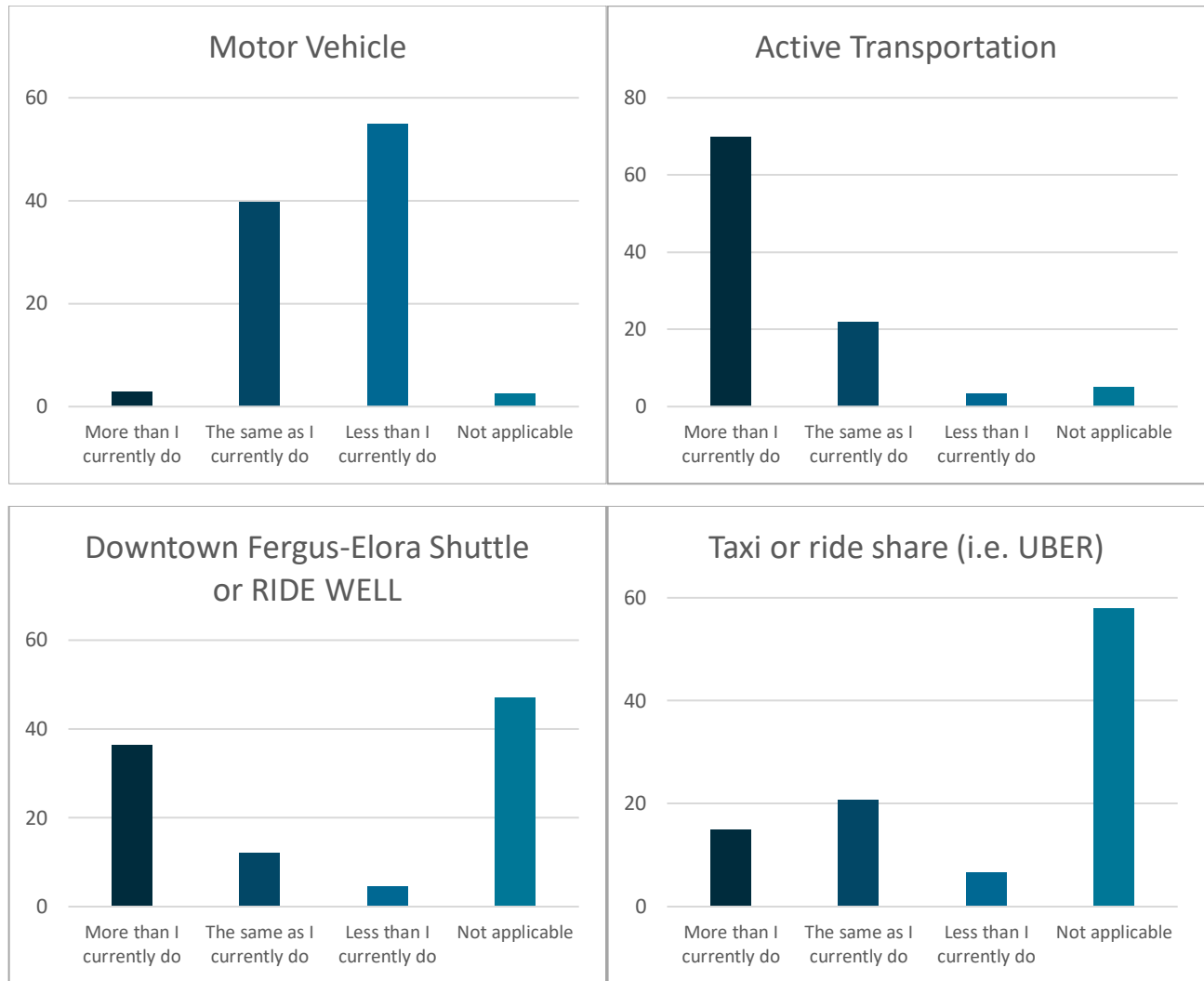
- Community Involvement: Emphasis on listening to residents of all demographics and involving them in planning.
- Traffic Management: Reducing speeders and aggressive drivers, and managing vehicle traffic to prioritize active transportation.

Future AT Use

Respondents were asked about their ideal future usage of Motor vehicles, active transportation, the downtown Fergus-Elora shuttle or RIDEWELL, and Taxi or ride-share (such as Uber) (Figure 10).

The majority (70%) expressed a desire to use AT more frequently than they currently do, while another 22% would like to maintain their current level of usage. Additionally, 55% of respondents hope to reduce their use of motor vehicles, with 40% preferring to keep their usage the same. Furthermore, 36% wish to increase their use of the Downtown Fergus and Elora shuttle or RIDE WELL services.

Figure 10. Ideal future usage of transportation modes



Respondents were invited to share any additional thoughts they had about AT. Here are the key themes that emerged from their comments:

- **Cycling Infrastructure:** Advocating for better and expanded cycling infrastructure to support daily biking.
- **Safety and Education:** Emphasis on the need for bicycle education and enforcement of rules to ensure safety for both cyclists and pedestrians.
- **Public Transit:** there is a strong call for longer hours of the shuttle and improved bus service between and within Elora and Fergus, between Guelph, and between Kitchener/Waterloo.
- **Maintenance:** Suggestions to improve road and sidewalk conditions to enhance safety and usability.

- Expansion and Connectivity of Trail system: Proposals to expand and connect the trail system, including paving and winter maintenance to encourage year-round use.

4.5 TOWNSHIP COUNCIL INTERVIEWS

One-on-one interviews were conducted with Township Councillors, and the following key themes emerged:

- Network connectivity
 - Active transportation connectivity to schools is a priority, as well as parks.
 - Trails owned by different entities which complicates cohesive management
 - Desire for connected network to avoid “infrastructure to nowhere”
 - Can informal paths be formalized to support active transportation
 - Safety at crossings essential
 - Great surrounding trails but not a feeling of bike safety in the community
 - Connectivity important in urban centres and rural communities
- Shuttle service
 - Being used by residents and tourists
 - Discussions about expanding service
- Growth
 - Incorporate active transportation into development and growth, efforts are being made to get developers to pay for AT infrastructure
 - New developments need sidewalk connections
 - Strategic plan to keep up with population growth, also includes expanding municipal staff capacity
- Parking and Infrastructure
 - Parking a contentious issue
 - BIA requires a loading zone if parking is removed
 - Option for a park and walk / ride shuttle from the casino or arena for tourists
 - Municipal buildings need bike racks

- Other barriers
 - Trailhead barriers block access for bikes, e-bikes, etc.
 - Interest in traffic calming
 - Some groups want to pave trails, others want to maintain natural surface
 - Will require significant financial undertaking, staff for implementation, signage for trails as well as infrastructure. Previous budget increases won't be possible every year.
 - Minnow Brook bridge almost falling down and there's an advocacy campaign around it
 - Need for education to support active transportation efforts
 - Ownership not interested, by hydro corridors could be valuable for support active transportation
 - Interest in shared micromobility programs highlighted

4.6 INTERACTIVE ONLINE MAP

An interactive map was posted on the project webpage for two weeks following the second PIC (March 5 to 20, 2025). Using the map, people were able to highlight and comment on (1) dangerous areas, (2) key destinations that should be on the network, (3) gaps in the network, and (4) preferred routes.

A visual summary of comments is captured in Figure 11. Frequent comments were related to the need for bridges, connectivity, crossings, and speed.

Figure 11. Word cloud illustrating frequent comment themes (source: socialpinpoint)



Of the 94 comments submitted through the online map, 25 (27%) were with regards to replacing the Middlebrook Bridge with an active transportation connection.

A full summary of all mapping comments is available in [Appendix B](#).

4.7 RESPONSES FROM INDIGENOUS COMMUNITIES

Responses to letters about the project were received from Six Nations of the Grand River, who asked to have the draft plan forwarded to them when it was available for review.

See [Appendix C](#) for response letters.

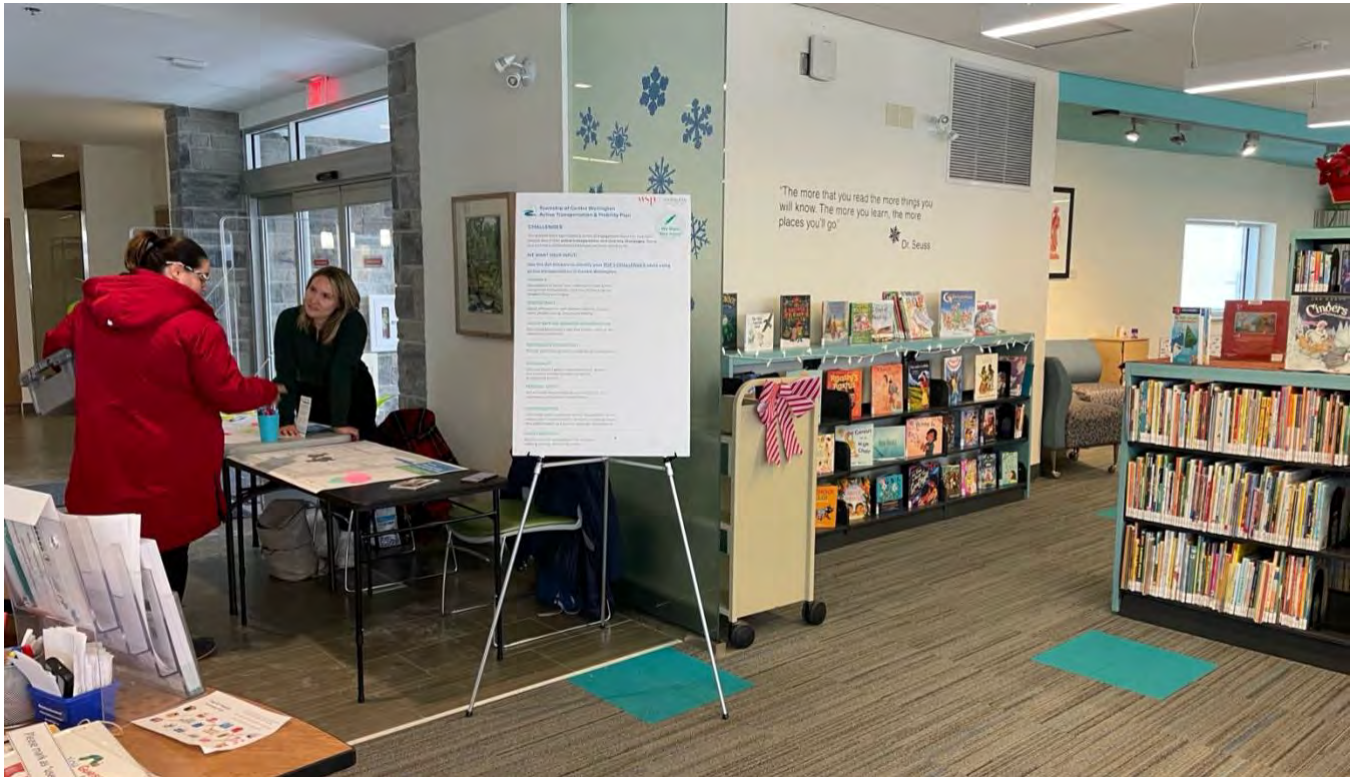


Image: Pop-up booth at the Fergus public library

5.0 KEY THEMES & TAKEAWAYS

This section outlines the key themes & takeaways that emerged from community engagement activities overall.

Mobility preferences and project support

- Community members are interested in using active transportation more and driving motor vehicles less.
 - 70% of online survey respondents want to use active transportation more.
 - Schools would see a 32% increase in active transportation if students were able to use their preferred travel mode.
- The current state of motor vehicle use does not reflect the ideal state community members would like.
 - 55% of survey respondents want to drive less than they currently do.
- Participants were supportive of the project vision.

Network connectivity

- A connected network of active transportation facilities that is available in all seasons for people of all ages and abilities is a community priority for supporting active transportation.
- A lack of connected network is the main reported barrier to active transportation for community members.
- Signage and wayfinding is part of that sense of connectivity, helping people navigate the network.
- Connectivity over waterways was frequently highlighted.
 - Many engagement participants in later phases of this project voiced their support for saving the Middlebrook bridge.

Separation from motor vehicles

- Separation from motor vehicles is a priority for community members to support active transportation.
- Concerns about driver behaviour are a top barrier to active transportation, indicating a desire to be separate while walking, cycling, and rolling.

Trail use and maintenance

- The trails are viewed as a community asset and people enjoy using them as a way to connect with nature and connect with other people.
- There is a desire and need for trails to be maintained and available year-round, particularly amongst community members who do not have access to a motor vehicle and rely on active transportation for commuting.
- Trails are noted as being over capacity, particularly in the summer, and people are concerned about the safety of sharing the trails with people on e-bikes.
- Maintenance and lighting are a priority for many community members, however, we also heard from people who want the trails to remain as natural as possible.

Accessibility

- Accessibility of active transportation facilities for seniors and people with disabilities is a priority for community members.
- Access to active transportation can help to increase access to the community for people who do not have access to a motor vehicle.
- Design elements such as curb cuts, smooth surfaces, and trail gate width need to be considered to increase accessibility.

Network planning and design

- Active transportation routes should avoid hills and address blind corners and reduced visibility caused by parked cars, trees, signage, etc.
- Visibility is important, especially well-lit crossings.
- Amenities (e.g., washrooms, bike racks, benches, bike repair) important considerations.
- Road maintenance (e.g., potholes) also important part of a safe network.

Growth

- Interest in ensuring that new developments have access to active transportation and are not isolated from other communities by lack of access.
- Concerns about increased traffic congestion that comes with growth.
- Interest in having developers pay for active transportation infrastructure.

Concerns about active transportation

- Push back from some community members about financial investment needed for active transportation.
- Belief that community needs more space for cars, not bikes.
- Concerns that active transportation not a feasible mode of transportation due to winter weather.
- Some community members not convinced people will use it as they see empty cycling facilities.

Community demand for transit

- Strong call for transit through all methods of engagement.
- Desire for the current shuttle to be made available year-round and be more focused on supporting local mobility than on tourists.
- Transit is important for an ageing population, and for community members without access to a motor vehicle.
- Active transportation not an option for everyone or for all trips, and transit supports an active transportation lifestyle.

*TOWNSHIP OF CENTRE WELLINGTON ACTIVE TRANSPORTATION & MOBILITY
PLAN - WHAT WE HEARD REPORT*

APPENDIX A: COMMUNICATIONS MATERIALS



NOTICE OF STUDY COMMENCEMENT

ACTIVE TRANSPORTATION AND MOBILITY PLAN FOR THE TOWNSHIP OF CENTRE WELLINGTON

The Township of Centre Wellington has initiated an Active Transportation and Mobility Plan (ATMP) that will support the growth of both physical and social infrastructure to for walking, cycling, and rolling within the community. The Township has retained WSP Canada Inc. to support the development of the ATMP which is scheduled to be completed in Spring 2025.

The goal of the ATMP is to

- Identify current and future opportunities to improve the existing on- and off-road active transportation network through suitable facilities geared towards users of all ages and abilities (commonly referred to as “AAA”) which will connect to residential, institutional, commercial, and employment hubs;
- Provide a framework for enhancement of the network in the context of planned growth and development in the Township;
- Expand educational and promotional initiatives to promote active transportation opportunities for people of all ages and abilities and,
- Collaborate with Township Advisory Committees as well as local municipal stakeholders, residents and Wellington County staff to ensure the community’s interests are addressed in the plan.

The project is being completed as an Approach No. 1 Master Plan project under the framework of the Municipal Class Environmental Assessment (October 2000, amended in 2007, 2011, 2015, & 2023), which is approved under the Ontario Environmental Assessment Act. The study will address the requirements of Phase 1 and part of Phase 2 of the Municipal Class EA process.

Consultation with the public, Indigenous Communities, regulator agencies, and stakeholder groups is a critical part of developing the ATMP. To facilitate this, the project team will be hosting several pop-up events and three (3) Public Information Centres over the course of the study to gather input on various aspects of the ATMP’s development, potential network solutions, and provide an opportunity to discuss ideas with the project team.

To learn more about engagement opportunities, go to www.connectcw.ca.

You can also contact the project team below with any questions or to be added to the project contact list.



Adam Gilmore, MSc., P.Eng.
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Township of Centre Wellington
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Centre Wellington
Active Transportation and Mobility Plan

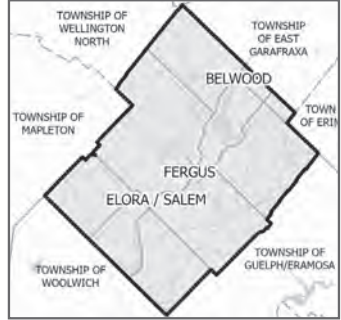
Notice of Public Information Centre #2

Active Transportation and Mobility Plan

For The Township of Centre Wellington

You Are Invited!

The Township of Centre Wellington welcomes your attendance at the second of three in-person Public Information Centre (PIC) meetings for the Township's Active Transportation and Mobility Plan (ATMP). This PIC will present project information to the community, including the key priorities of the ATMP, the proposed solutions for the Active Transportation (AT) network, and AT network design considerations. This event is an avenue for you to provide your comments and feedback relating to this plan. Your input is important in the ATMP process as comments will be considered in the final ATMP to ensure the plan reflects our community's needs for the current and future population.



Date & Time: Tuesday, March 4, 2025, 6:00 pm – 8:00 pm

Location: Minarovich Gallery at the Elora Centre For The Arts
75 Melville St, Elora, ON N0B 1S0

Note on Parking: The parking lot is currently under construction; however, on-street parking is available nearby. Additionally, there will be a few designated accessible parking spaces in front of the entrance for guests with mobility needs.

The Active Transportation and Mobility Plan

The Township of Centre Wellington is developing an Active Transportation and Mobility Plan (ATMP) that will support the growth of both physical and social infrastructure to support walking, cycling, and rolling within the community. The Township has retained WSP Canada Inc. to support the development of the ATMP which is scheduled to be completed in Summer 2025. The final ATMP will:

- Identify opportunities to improve the existing on- and off-road active transportation network
- Provide a framework for enhancing the active transportation network in the context of planned growth and development in the Township, including a proposed network of active transportation facilities
- Expand educational and promotional initiatives to promote active transportation opportunities for people of all ages and abilities

This Study is being carried out in accordance with the requirements for Master Plans as outlined in the *Municipal Engineers Association's Municipal Class Environmental Assessment* (MCEA) document (October 2000, as amended). This study will be completed in accordance with Approach #1 and address Phases 1 and 2 of the MCEA Study process to identify opportunities within the network, identify alternative solutions, and establish a preferred network alternative.

Consultation and Input

At the PIC, background information of the project, different configurations of the active transportation network (aka "network alternatives"), and potential design considerations will be shared. The meeting will begin with a brief presentation, followed by an open house where attendees can provide input and speak with the project team. Attendees who are unable to attend at the start for the presentation are welcome and encouraged to participate in the open house.

If you are unable to attend the PIC, a copy of the presentation will be uploaded to the webpage, along with study information. An interactive map will also be available on the webpage from **March 5th to 28th 2025** to collect your input on the draft network. To access the presentation and interactive map, and to review ongoing project updates, visit the webpage at:

<https://www.connectcw.ca/active-transportation-and-mobility-plan>

If you have questions or comments regarding the study, or would like to be included on the mailing list to receive future notices and study updates, please contact one of the Project Team members below:

Adam Gilmore, M.A.Sc., P.Eng.

Project Manager
Manager of Engineering
Township of Centre Wellington
1 MacDonald Square Elora, ON N0B 1S0
519-846-9691 ext. 301
agilmore@centrewellington.ca

Nick Sully, MSc.(Pl.), P.Eng

Deputy Project Manager
Project Manager, Transportation
Planning
WSP Canada Inc.
nick.sully@wsp.com

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. If you have accessibility requirements in order to participate in this project, please contact one of the project team members listed above.



Notice of Public Information Centre #3

Active Transportation and Mobility Plan The Township of Centre Wellington

You Are Invited!

The Township of Centre Wellington welcomes your attendance at the third of three in-person Public Information Centre (PIC) meetings for the Township's Active Transportation and Mobility Plan (ATMP). This PIC will present project information to the community, including the preferred active transportation network, phasing of the network, and supportive policies and programming. This event is an avenue for you to learn more about the final phase of the plan. Your input is important in the ATMP process as comments will be considered in the final ATMP to ensure the plan reflects our community's needs for the current and future population.

Date & Time: May 21, 2025, 6:00 pm – 8:00 pm

Location: Aboyne Room, Wellington County Museum and Archives 0536 Wellington Rd 18, Fergus, ON N1M 0A1

The Active Transportation and Mobility Plan

The Township of Centre Wellington is developing an Active Transportation and Mobility Plan (ATMP) that will support the growth of both physical and social infrastructure to support walking, cycling, and rolling within the community. The Township has retained WSP Canada Inc. to support the development of the ATMP which is scheduled to be completed and presented to Township Council in June 2025. The final ATMP will:

- Identify opportunities to improve the existing on- and off-road active transportation network
- Provide a framework for enhancing the active transportation network in the context of planned growth and development in the Township, including a proposed network of active transportation facilities and policies to support active transportation
- Expand educational and promotional initiatives to promote active transportation opportunities for people of all ages and abilities

This Study is being carried out in accordance with the requirements for Master Plans as outlined in the Municipal Engineers Association's Municipal Class Environmental Assessment (MCEA) document (October 2000, as amended). This study will be completed in accordance with Approach #1 and address Phases 1 and 2 of the MCEA Study process to identify opportunities within the network, identify alternative solutions, and establish a preferred network alternative.

Consultation and Input

At the PIC, the project team will share project background information, the preferred configuration of the active transportation network (aka "preferred network alternative"), the phasing strategy for implementing the network, and policies and programs that will support active transportation and the roll out of the network.

The meeting will be in presentation format, followed by the opportunity for attendees to speak with the project team. The presentation will begin promptly at 6:10pm, so we encourage attendees to **arrive by 6:00pm**.

If you are unable to attend the PIC, a recording of the presentation will be uploaded to the webpage on Monday, May 26th.

<https://www.connectcw.ca/active-transportation-and-mobility-plan>

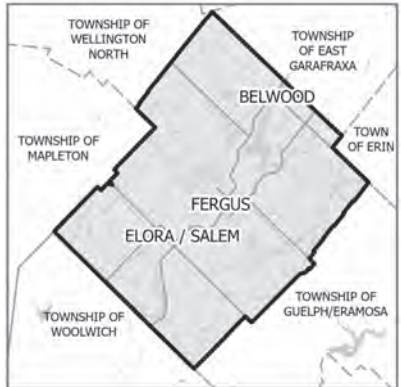
If you have questions or comments regarding the study, or would like to be included on the mailing list to receive future notices and study updates, please contact one of the Project Team members below:

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Notice of Public Information Centre (PIC): Active Transportation and Mobility Plan

**TUESDAY
MARCH 4, 2025**

Elora Centre for the Arts
75 Melville St, Elora, ON

6:00 pm - 8:00 pm



The Township of Centre Wellington is developing an Active Transportation and Mobility Plan to support walking, cycling, and rolling within the community. At this session, you will have the opportunity to learn more about the project and share your thoughts on the future of active transportation in the Township. We look forward to seeing you there!

*TOWNSHIP OF CENTRE WELLINGTON ACTIVE TRANSPORTATION & MOBILITY
PLAN - WHAT WE HEARD REPORT*

APPENDIX B: PIC #2 SUMMARY MEMO

Memo

To: Adam Gilmore, Township of Centre Wellington
Nick Sully, WSP Canada

From: Jamie Stuckless, Stuckless Consulting Inc.
Stephanie Magnanelli, WSP Canada

Date: April 22, 2025

Re: Engagement Summary – ATMP Public Information Centre #2

Overview: This memo provides a summary of the second Public Information Centre (PIC) hosted to inform the Active Transportation and Mobility Plan (ATMP). The memo includes an analysis of the key themes and takeaways from the meetings, as well as a summary of who participated and the comments shared. It also includes input received using the interactive mapping feature of the Connect CW webpage.

Key Themes and Takeaways

Participants in the second round of Public Information Centres (PICs) provided their feedback on the map of proposed alternatives for the ATMP network, and on the project overall. The key themes and takeaways from their input are as follows:

- No specific changes were suggested to the draft ATMP vision as presented. A few PIC participants asked questions related to route connections, and whether there was political support to pass the plan.
- Feedback was limited to a handful of comments on supportive amenities; however, all comments were positive. Participants were particularly supportive of adding washrooms, bike parking, and bicycle repair stands.
- When evaluating their preferred routes amongst four sets of route alternatives, participants frequently cited considerations about vehicle speed, proximity to amenities, the presence of safe crossings, and directness of the route.

- Public input on the four sets of route alternatives presented at the PIC indicated the following preferences:
 - Gzowski is preferred over Gartshore
 - Sideroad 19 is preferred over Sideroad 18
 - Queen St E is preferred over Union St E
 - Participants were split between McTavish St and Scotland St
- A series of new route suggestions and dangerous areas to address were identified for project team consideration from PIC participants, and through commentors on the online map post-PIC. Multiple areas were also highlighted for traffic calming.
- Of the 94 comments submitted through the online map, 25 (27%) were with regards to replacing the Middlebrook Bridge with an active transportation connection.

Please see the “what was said” section at the end of this memo for a complete summary of comments recorded during participant conversations, written feedback on display boards, and through the interactive map.

What We Did - Event Overview

The Township of Centre Wellington is developing an Active Transportation and Mobility Plan (ATMP) that considers growth in the Township to 2051. The ATMP will identify current and future opportunities to enhance active transportation and mobility in the Township, ensuring that residents and visitors can move through the community using safe and equitable active transportation and mobility facilities,

As part of the ATMP development, the Township hosted a second in-person Public Information Centre (PIC) on March 4, 2025. The purpose of this PIC was to (1) share background information on the project, (2) highlight public feedback received to date, and (3) collect input on different design configurations of the active transportation network, aka “network alternatives”.



Image 1: Public Information Centre Participants

The PIC was promoted by the Township on social media and by email to a project contact list. Two Notices of PIC were shared in the Wellington Advertiser (February 20th and 27th) and notification letters were sent by mail by the Township to the Mississaugas of the Credit First Nation, Six Nations of the Grand River, the Haudenosaunee Development Institute, the Haudenosaunee Confederacy, and the Métis Nation of Ontario.

Outreach material samples have been provided in Appendix A of the What We Heard report.

Details of the PIC are as follows:

Date: Tuesday, March 4th, 2025

Time: 6:00 to 8:00pm

Location: Elora Centre for the Arts (75 Melville St, Elora, ON)

During the meeting, participants were able to circulate and review prepared boards, and encouraged to provide input in writing, or in conversation with project team members.

A video recording of project team members describing the PIC Boards was posted on the project webpage as a follow-up to the PIC: <https://www.connectcw.ca/active-transportation-and-mobility-plan>.

An interactive map was also posted on the project webpage for two weeks following the PIC. People could use the map to provide their feedback on the proposed network alternatives.



Image 2: Participants sharing feedback on network maps.

Who We Heard From – Participation Summary

Based on event sign-ins, we had approximately 50 participants in the in-person PIC. An additional 40 people provided a total of 94 comments online using the interactive map in the two weeks following the PIC. Numbers for each session are summarized in Table 1. Demographic and geographic information was not collected from PIC participants.

Table 1. PIC Participant Summary

Meeting	# participants
In-person PIC	50
Online map	40

The Township also received correspondence from the Mississaugas of the Credit First Nation indicating that they had no comments or questions at this time.

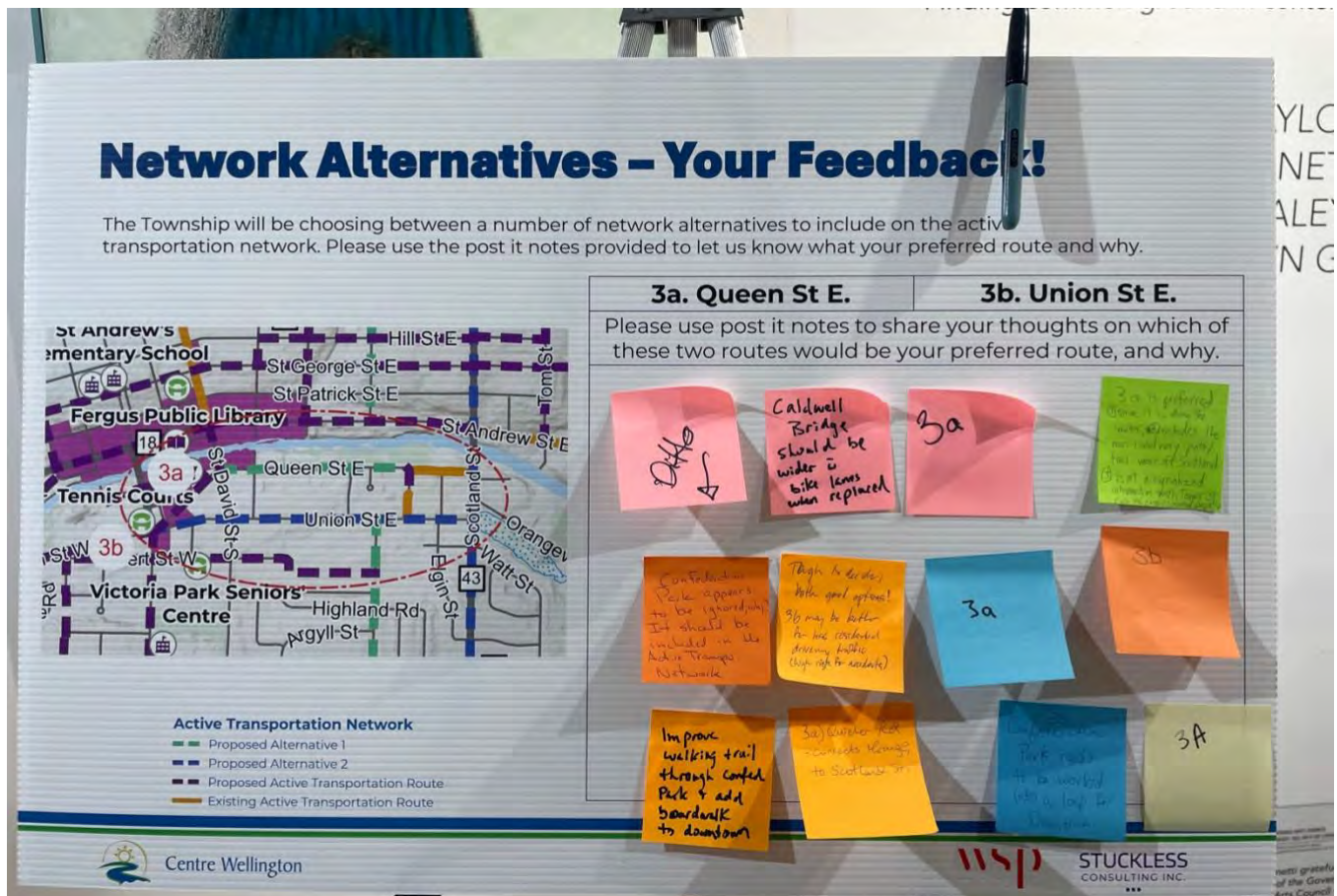


Image 3: Feedback provided on network alternatives boards.

What Was Said – Comments from Participants

This section provides a full summary of the comments received from participants. Comments were provided in conversation with project team members, in-writing on PIC boards, and through the interactive map.

Feedback on project vision

- Will there be a defined list of active transportation vehicles that can or cannot use bike lanes (e.g., bikes, scooters)?
- How will you direct the negative input around suspicion? More information sessions? Outreach programs?
- New zero means zero humans.
- Is there a plan to connect the St David St bike lanes south to the high school?
- This sounds like an admirable plan that would bring a lot of good to our community. Is there the political will to push for this when the naysayers come?

Input on amenities

- Washrooms
 - good idea!
- Bike parking
 - Yes please!
 - Needed, but ensure bikes do not block the sidewalk
- Bicycle repair stations
 - Definitely, several bike repair stations required
 - Protect tools from rust

Input on Network Alternatives

On boards around the room, participants were presented with four sets of route options and encouraged to provide their feedback on their preferred routes.

Alternative #1 (Gzowski St and Gartshore St)

The most frequently preferred option is Gzowski Street/ Herrick Street due to less vehicular traffic. Suggested improvements include adding safety features and crossing lights at Saint George St. and St. David. Gartshore 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. A summary of all comments is below.

Comments in favour of Gzowski (1a)

- YES
- Yes, with safety improvements
- Yes
- Definitely, less vehicular traffic
- Yes, with crossing lights at Saint George St and St David

Comments in favour of Gartshore

- Provides greater options for the future. More likely to be identified as an efficient through-way. Trail access Gzowski too steep for some users. Better access to the bridge. Access to industrial park for employees.

Other comments

- Victoria Terrace / Cameron is a better choice – hills are less steep and better intersections
- Concerned about Gartshore and busy car and truck traffic, people know it as a bypass now.

Alternative #2 (Sideroad 18 and Sideroad 19)

Overall, Sideroad 19 is favoured due to lower vehicular speeds and proximity to amenities. A summary of all comments is below.

Comments in favour of Sideroad 18 (2a)

- Yes, but need lights at #6

Comments in favour of Sideroad 19 (2b)

- Yes, no question. Less vehicular speed allowed vs Sideroad 18 which is more important than volume of vehicles. Presumably more vehicles on Sideroad 19 but going slower.
- Yes, keeps it closer to more amenities
- Yes, most traffic and users will come from the south and want access to FreshCo, etc. Sideroad 19 is more efficient to get to points of interest.
- Yes

Other comments

- Sideroad 19 is the FreshCo freeway
- Both will be required as Fergus grows north. Do Sideroad 19 first.
- Map provided showing an additional route with no connection between Beatty Line and Burnett Ct. Route goes from Beatty-Millage Ln, Black St, Burnett Ct. then along Sideroad 19.

Alternative #3 (Queen St E and Union St E).

Queen Street is significantly favoured over Union Street for its scenic route, integration with existing infrastructure and quiet nature. There is also a strong emphasis on incorporating Confederation Park into the active transportation network. A summary of all comments is below.

Comments in favour of Queen St E (3a)

- Yes
- Yes
- Yes

- Yes, quieter and connects through to Scotland St
- Yes, Confederation Park needs to be worked into a loop for downtown (x2)
- Preferred, (1) it is along the water, (2) includes the non-roadway path/trail west off Scotland, (3) is at a signalized intersection with Tower St.

Comments in favour of Union St E (3b)

- Yes
- Tough to decide, both good options! Union St E may be better for less restricted driveway traffic (high risk for accidents)

Other comments

- Caldwell bridge should be wider with bike lanes when replaced
- Confederation park appears to be ignored, why? It should be included in the active transportation network.
- Improve walking trail through confederation park and add boardwalk to downtown

Alternative #4 (McTavish St and Scotland St).

The public was relatively split on this alternative. McTavish St. is slightly more preferred for its quieter, less busy nature, with suggestions to include crossing lights at Belsyde. On the other hand, 4b Scotland St. is favoured for its directness and access to the bridge, with a recommendation to ensure it is a protected facility. A summary of all comments is below.

Comments in favour of McTavish St

- Preferred as it (1) uses the path, for now, from Scotland St west to McTavish, (2) is residential and less busy with vehicle traffic than Scotland St
- Yes, crossing lights at Belsyde
- Yes
- Yes, less traffic

Comments in favour of Scotland St

- Yes, as tempting as quiet residential streets are, people and GPS gravitate to main roads to get places. Straight access to bridge.
- Yes, direct route crosses bridge. Not sure we should be using quiet residential streets.
- Yes, with a protected bike lane

Mapping Feedback (In-Person)

Maps were provided during the PIC and participants were invited to provide their overall comments on the proposed active transportation network.

Support for proposed routes

- Proposed route along Middlebrook Rd would be a huge asset for KW to Wellington connection.
- Yes please! [to proposed route along Middlebrook Rd]

New route suggestions

- We need Middlebrook bridge as a safe connector across the Grand Ricer between Middlebrook road and the Cottontail Trail. See www.grandtrails.ca.
- Route along SR4 from Inverhaugh.
- Mill St / Saint Andrew St has plenty of space to easily create separated by path to get between Fergus / Elora year-round and without overloading the trails.
- Make a connection at gap between 5th North and South
- Sideroad 21 from Cottontail Trail to 7, very busy needs separation.
- Geddes St should have active transportation infrastructure for efficient access to downtown. It has a decent shoulder and would be easy to add.
- Route from north side of Elora Public School.
- East Mill Street to Saint Andrew corridor could easily be adapted to cycling with wide shoulders and provide a faster cycling route to avoid overwhelming the trails.
- Up Beatty to Sideroad 16, along Sideroad 16 connecting to Woolwich St – this is where growth is going to go, think ahead.
- Continuous sidewalk on west side of Beatty Line, not Elliott
- Bike lanes in downtown to connect to
- Work with landowner at Second Line South of Hwy 18 to extend walking trail in this area.
- West Sideroad 4 to Inverhaugh should be part of the ATMP, then North into the new Wright Haven subdivision whose cul-de-sac will connect via a pathway to JMQuarrie Drive - then on to bell road 21. On Sideroad 4, Inverhaugh needs 2 roundabouts at Inverhaugh Road. This will give residents safer access back to the ATMP route at the Wright Haven subdivision. There should also be a roundabout at the Wright Haven subdivision Road and Sideroad 4. Although traffic volumes and speed on Sideroad 4 is never an ATMP problem to solve, nor a Township road, 2 roundabouts on Sideroad 4 would slow existing traffic down and detour use of Sideroad 4 as a speed shortcut for vehicles rushing to get from centre Wellington and points northeast to Waterloo region. Please pass this point along to both Township and county transportation engineers and planners.
- Will South River Road still be a bike route?
- 6th line is a wonderful, paved route to 20th Sideroad to create loops of various distances.
- 2nd line in Fergus?
- Place routes where growth will be – see map. Sideroad 15 / Beatty Line North

Areas recommended for traffic calming

- Colburn and Irvine – lots of kids crossing, needs traffic calming (x2) and PXO
- Walser St, traffic calming?
- Keating Dr, fast traffic (x2)
- Forfar Park calming at school area + access
- Better shoulders, slower speeds on Jones Baseline

Additional suggestions for Township

- Replace Middlebrook bridge with the pedestrian active transportation bridge as a safe connector – savemiddlebrookbridge@gmail.com
- More protection at trailway #26 - cars coming over hill at high speeds
- Any biker on Cataract Trail (or any trail) reduce speed when approaching pedestrians especially from behind them
- More protection for riders on bridge
- Cataract Great Railway and Boundary St crossing – pedestrian crossing at trail?
- Wayfinding and surface improvements to confederation park trail
- Online integration of maintenance to trails. QR codes connecting to both wayfinding and maintenance apps.
- Dangerous crossing County Road 19.
- Road surfaces and shoulders - gravel trucks destroy roads, especially in rural areas. The gravel destroys the sides of the road and shoulders - makes riding on the shoulders difficult. Town should revise trucking routes and not have them along cycling routes. They also need to be better maintained.
- 8th Line – destroyed by gravel
- South River Rd. should have facilities that are off road
- Township should start implementing roundabouts.
- Conversation about how we are controlling the population, and this plan is anti-people (b/c net zero = zero people since we are all carbon). Thinks UN is behind it. Also spoke about vaccines, and biodigital convergence.

Interactive Map Feedback (Online)

For two weeks after the PIC, community members were invited to provide feedback on the proposed network using an online map on the project webpage (connectcw.ca). Using the map, people were able to highlight and comment on (1) dangerous areas, (2) key destinations that should be on the network, (3) gaps in the network, and (4) preferred routes.

Of the 94 comments received, 13 (or 14%) were related to bridges being needed, with other common comments related to the need for connectivity, crossings, speed, etc. See Image 4 for a word cloud generating by socialpinpoint to illustrate the frequency of themes within the comments.



Image 4: A word cloud illustrating frequent comment themes (source: socialpinpoint).

Dangerous Areas

Participants made 28 comments (30%) about dangerous areas. The locations of the comments are identified in Map 1 and captured in Table 2.

A visual analysis of the map shows that most of the dangerous area comments (82%) are within Fergus.



Map 1. Dangerous areas submitted through the online map

Table 2. Dangerous area comments submitted through the online map

Location	Comment
801 St. David Street North, Fergus, Ontario N1M 2L1, Canada	Hwy traffic
280 Bridge Street, Fergus, Ontario N1M 1T6, Canada	Highway used by transports not suitable for people on bikes.
6290 Line 86, West Montrose, Ontario N0B 2V0, Canada	Cyclist coming off the G2G trail (over the kissing bridge) travelling back to Elora or Guelph are forced merge back onto Line 86 onto an unpaved shoulder in order to hook back up with the G2G southbound. Shoulder should at least be paved here, but ideally a segregated bike lane for the 1KM section given traffic is travelling at highway speed here.
Wellington Road 19, Fergus, Ontario N0B 1J0, Canada	Traffic travelling fast around a "blind corner" very dangerous for bikers and pedestrians to cross road, especially for family with slow moving seniors or children.

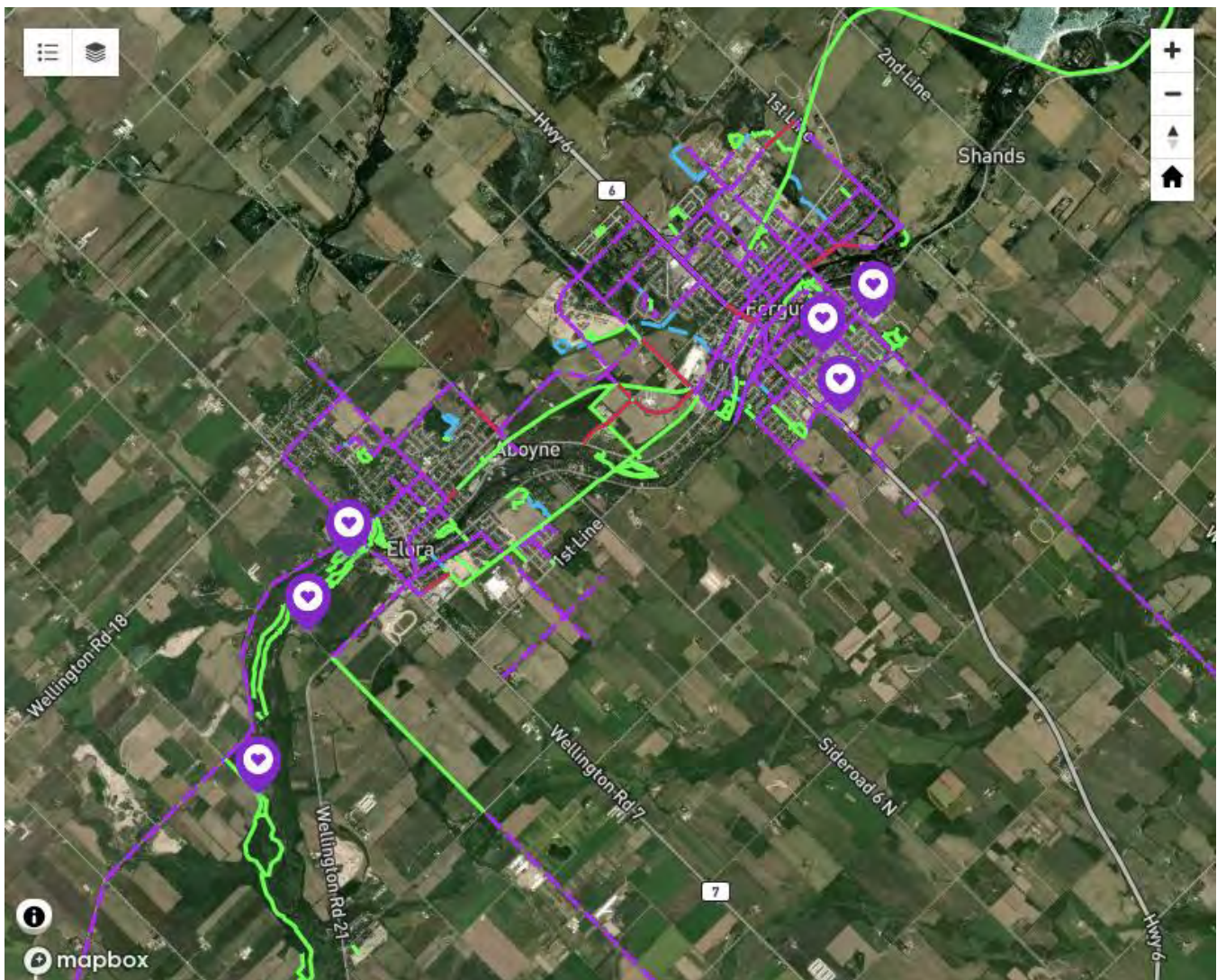
217 Scotland Street, Fergus, Ontario N1M 3L8, Canada	Union street is a logical quite route for cyclists on the east end of Fergus to take to get downtown. However, attempting to turn left on Union from Scotland is extremely dangerous with traffic speeding down the hill behind oneself...
872 Scotland Street, Fergus, Ontario N1M 3R9, Canada	Not suitable for bikers at all, although some attempt this. Even for walkers, this could be a much more enjoyable area, but is often obstructed with fallen trees, and dog droppings a plenty (especially with the paths closer to the field, which is viewed as dog park). This area has become a dog toilet area.
190 Scotland Street, Fergus, Ontario N1M 2B4, Canada	Bridge is not wide enough to permit cyclists along side of traffic, although many drivers will attempt this. I deliberately bike in the centre of the lane to avoid this, but traffic coming down the hill are always driving too fast, and I feel like I'm taking significant risks traversing this bridge.
235 Elora Street, Fergus, Ontario N1M 1Y9, Canada	Another dangerous intersection for walkers and bikers, particularly with right turning vehicles merging onto Belsyde.
100 Mcqueen Boulevard, Fergus, Ontario N1M 3T8, Canada	Dangerous intersection for walkers and bikers alike. I've had to literally jump out of the way of left turning vehicles on multiple occasions.
655 Dickson Drive, Fergus, Ontario N1M 2W4, Canada	I disagree with proposed bike lane running alongside an off leash dog park. Obvious potential for danger for the bikers and the dogs
450 Queen Street East, Fergus, Ontario N1M 2Y7, Canada	dangerous Manitoba Maple trees not trimmed and dead ones cut down but not removed. Tripping hazards on walkways (from exposed cedar tree roots) Also damaged exposed tree roots killing cedars. Need bark chips on walkway. Invasive species in this park not controlled.
130 Metcalfe Street, Elora, Ontario N0B 1S0, Canada	the sightlines up and down metcalfe from this street is zero. You have to pull out in the middle of the west side of Metcalfe to turn left successfully, meantime you might be probably T-boned trying to see.
39 Braeside Road, Fergus, Ontario N1M 2V1, Canada	It has an overgrown tree blocking the stairs and the railing is missing a hand rail. There are also overgrown weeds and shrubs affecting safety when trying to use the stairs. It does not have winter access as the stairs are not shovelled.
445 Garafraxa Street West, Fergus, Ontario N1M 1C6, Canada	Can be difficult to cross Garafraxa W due to excess speeds of drivers.
500 Gzowski Street, Fergus, Ontario N1M 2E4, Canada	Need a manually triggered X-walk light here.
285 St. David Street North, Fergus, Ontario N1M 2J8, Canada	Need a manually triggered X-walk light here
698 St George Street West, Fergus, Ontario N1M 1K1, Canada	Need a manually triggered X-walk light here.

<p>Union Street, Elora, Ontario N0B 1S0, Canada</p>	<p>I bike and walk almost everywhere I go in Elora and this is by far the most abused intersection I encounter and where I have experienced the most near-misses from getting hit. Drivers approach stop signs with surprising aggression, despite coming from either a short/uphill stretch of Union or a School Zone on Woolwich. Rolling or completely blowing through stop signs is commonplace and for some reason drivers seem to think that pedestrians do not have a right of way to cross at this intersection in particular. It is somewhat baffling to me, as intersections like David St and Geddes, which are bigger and busier, seem to expect pedestrians and yield accordingly, but far fewer drivers seem to think they are going to have to stop at these stop signs, even during school start/end times! I'm not sure what sort of route is being planned here, but something needs to improve with traffic calming and intersection design here before a kid gets hit.</p>
<p>486 Washington Street, Elora, Ontario N0B 1S0, Canada</p>	<p>This is interesting! I'm curious how this will look with such a straight steep climb up to Union/James, but it would be a useful route for school kids. This bend in the road is very dangerous, however. Sight lines are poor and drivers are often too fast and cutting the corner. Improved traffic calming would be necessary to make this a safe option to cross the street.</p>
<p>590 Gzowski Street, Fergus, Ontario N1M 2E6, Canada</p>	<p>This trail access is specifically designed to discourage safe/legal cycling based on the hairpin turn and exit right onto a sidewalk. I understand the risk with cyclist ripping down that hill onto Gzowski, but a redesign that encourages safer use is possible without discouraging use entirely.</p>
<p>7678 Colborne Street, Fergus, Ontario N1M 2W3, Canada</p>	<p>Terrible/dangerous road surface, aggressive drivers despite low speed limit posting, dipped corner with vehicles often outside their lane, narrow road with minimal shoulder. To be a usable route, a separated path would be necessary, especially if AT traffic is intended to continue straight through that dangerous turn - they should be separated entirely from motor vehicles coming around the bend.</p>
<p>307 Highland Road, Fergus, Ontario N1M 3N9, Canada</p>	<p>Please don't encourage any biking, skateboarding etc through the cemetery! We should respect the privacy & need for quiet reflection during funerals & anytime people want to visit graveside. No through traffic of any kind should be allowed.</p>
<p>Wellington Road 18, Fergus, Ontario N1M 2W5, Canada</p>	<p>Gate at Belwood GRCA is more narrow than typical. Cyclists often hit the post/gate even if slowing down. An equestrian style gate or single gate with a central passage is preferred for all vehicle protected access points.</p>
<p>8096 County Rd 18, Fergus, Ontario N1M 2W5, Canada</p>	<p>I walked thru here. Not a clear path. It was over uncut areas so not really sure which way to go, over rocks and more. Not very user friendly. Maybe someone has improved it as it was about 2 years ago or so.</p>
<p>842 Scotland Street, Fergus, Ontario N1M 3R9, Canada</p>	<p>Trails in Sportsplex camping section are poorly maintained. Overgrown shrubs, puddles and rocks make travel difficult and dangerous.</p>
<p>630 Garafraxa Street East, Fergus, Ontario N1M 2A6, Canada</p>	<p>Sidewalk does not extend to school. Children are forced to walk on unlit gravel shoulder and may have to pass around parked cars.</p>

582 Belsyde Avenue East, Fergus, Ontario N1M 2W5, Canada	This is a dangerous area. There l'd no sidewalk/pathway, just grass and concrete blocks OR asphalt and parked cars. The shortest safe way should be created for pedestrians to get to doors of Sportsplex and any existing sidewalks.
550 Belsyde Avenue East, Fergus, Ontario N1M 3J2, Canada	No proper sidewalk access into the sportsplex. Cutting across the grass and parking lot is manageable in good weather, but especially in winter I feel so hesitant walking or riding my bike in with all the cars.

Key Destinations

Participants made 6 comments (6%) sharing key destinations for consideration when developing the active transportation network. The locations of the comments are identified in Map 2 and captured in Table 3.



Map 2. Key destinations submitted through the online map

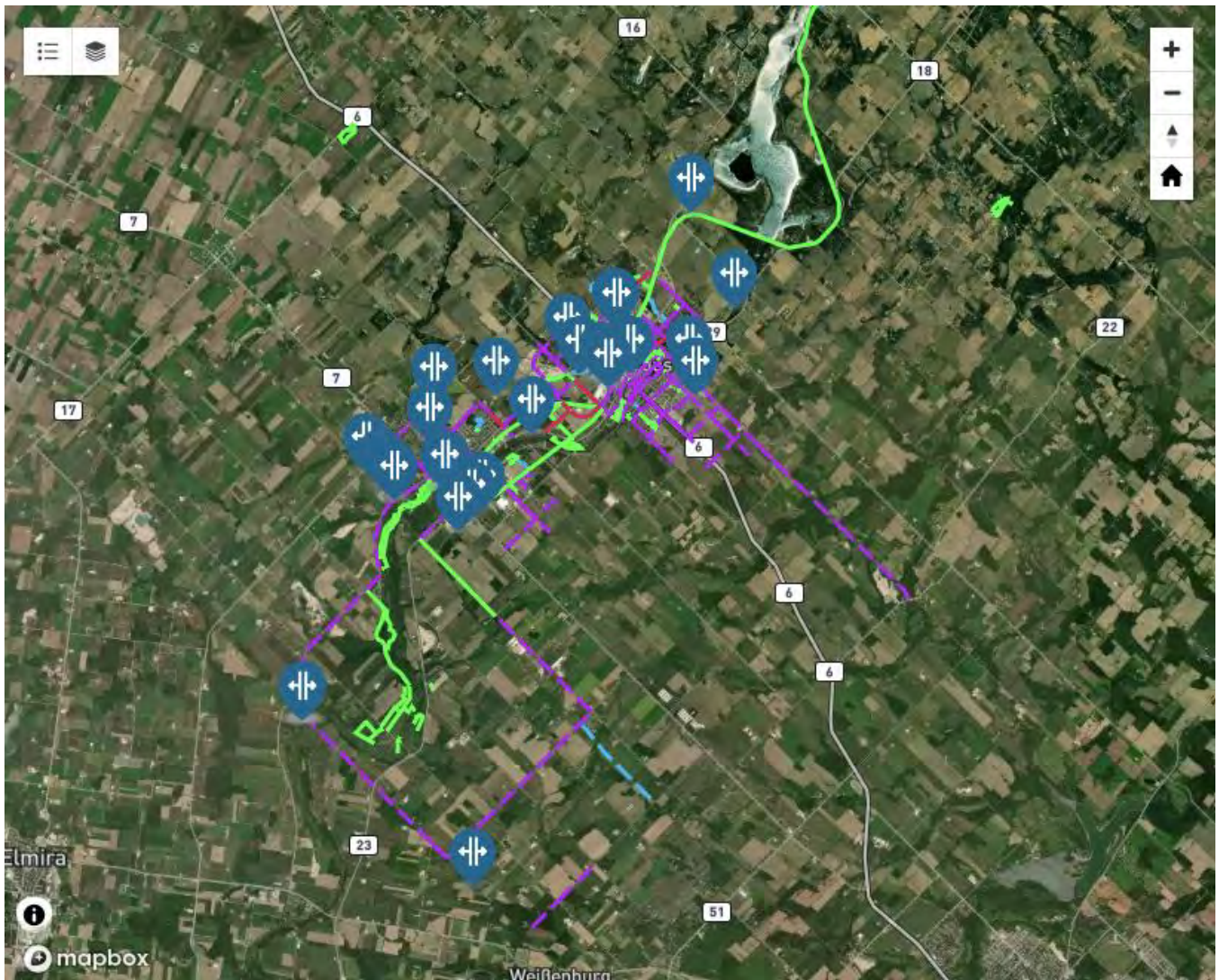
Table 3. Key destination comments submitted through the online map

Location	Comment
7259 Middlebrook Road, Elora, Ontario N0B 1S0, Canada	Another great trail system that could be developed to support cyclists. Connecting to Elora Gorge trails, and eventually the elora cataract system would be a great way to extend the local trail system to form a more cohesive system of knit together trails.
7372 Wellington Road 21, Elora, Ontario N0B 1S0, Canada	This is an amazing area that is generally unavailable to locals unless one is willing to buy a day pass (in the summer). It is completely wasted in the winter months with no access permitted. One walks or snowshoes here only at the risk of being charged with trespassing. This park should be opened up to locals at the offseason times. It would also be good to connect these trails into the Elora Cataract and CottonTail trail systems instead of forcing cyclists onto middle brook road and/or Wellington road 21.
900 Tower Street South, Fergus, Ontario N1M 3N7, Canada	Destination community hub
275 Belsyde Avenue East, Fergus, Ontario N1M 2Y2, Canada	A route stop
716 Denny Gate, Fergus, Ontario N1M 3S1, Canada	there should be a direct ride to the sportsplex from downtown Elora.
7461 Middlebrook Road, Elora, Ontario N0B 1S0, Canada	GRCA restricts walk-in traffic despite generous municipal support for their parks. Access should be allowed for walking activities from the community year-round.

Network Gaps

Participants made 35 comments (37%) highlighting gaps in the network. The locations of the comments are identified in Map 3 and captured in Table 4.

It is noted that 11 of these comments are related to replacing the Middlebrook bridge with an active transportation bridge.



Map 3. Network gaps submitted through the online map.

Table 4. Network gap comments submitted through the online map

Location	Comments
811 Gzowski Street, Fergus, Ontario N1M 3L4, Canada	No sidewalk for safe walking to trail
470 Black Street, Fergus, Ontario N1M 3M7, Canada	Provide connection between two routes
435 Garafraxa Street West, Fergus, Ontario N1M 1C6, Canada	The new house left space for walking through but the terrain is not level.
435 Garafraxa Street West, Fergus, Ontario N1M 1C6, Canada	Difficult to access trail due to new build.
26 Ross Street, Elora, Ontario N0B 1S0, Canada	Connecting trailway missing since Elora Mill / condos expansion.
26 Ross Street, Elora, Ontario N0B 1S0, Canada	When does the Mill open the long promised walk along the South side of the Grand River?

6458 Wellington Road 7, Elora, Ontario N0B 1S0, Canada	Road construction for left turn lane into Mc Donald in 2024 shrunk the shoulder so narrow that bikes now have to merge with County road 7 traffic, which includes all the highway 6 trucks that got re- routed.
52 Waterloo Street, Elora, Ontario N0B 1S0, Canada	We need the path next to the work shed to re- open so we can get to the trail leading to Fergus.
7445 Wellington Road 21, Elora, Ontario N0B 1S0, Canada	Is this still actually unused railway RoW or privately owned? If unused rail property it would make an ideal connector to the 2nd Line Cottontail Road Trail section, thereby avoiding the busy and dangerous County Rd.21 section from McNab to the Gorge CA entrance.
Wellington Road 18, Elora, Ontario N0B 1S0, Canada	Adjacent land owner has erected 'No Trespassing' signs on this public road allowance. Understandably they don't want motorized vehicles having access to crop land. But certainly pedestrian and cycling 'filter' barricades would suffice. Good for cycling tourism to open this up especially since the close of the Middlebrook Bridge.
7420 Middlebrook Road, Elora, Ontario N0B 1S0, Canada	Neighbour has coyly closed access to public road allowance and claimed entrance area for personal use. This should be opened up from 1st Line W Middlebrook Rd as a key park of cycle tourism network. This a growing and compelling tourism segment. Especially since the closure of the Middlebrook bridge. If you're going to close one, at least open up the other. How many more deaths do we want on our busy roads?
26 Ross Street, Elora, Ontario N0B 1S0, Canada	I would like to be able to loop from town along the Gorge and back the other side (where the condos are)
7550 Sideroad 15, Elora, Ontario N0B 1S0, Canada	As per my other comment to ensure the ped/cycling path is extended up to SR 15 as development continues, there should also be a safe bike path from that point to the intersection of SR 15 and Irvine where the proposed AT route is already shown.
7432 Middlebrook Road, Elora, Ontario N0B 1S0, Canada	1st Line W is a great cycling route north of Elora. A connection between Middlebrook Rd and 1st Line W is ideal, especially to avoid having to travel on dangerous Wellington Rd. 18, however this section is badly overgrown and often blocked. This section should be opened for ped/cyclists for a safe connector north-west of Elora.
6549 Gerrie Road, Elora, Ontario N0B 1S0, Canada	I hope that as development of the north west corner of Fergus continues, there will be a continuation of the ped/cycling path that crosses Gerrie Rd and continues west towards Salem.

<p>421 Wellington Road 18 (Veterans Way), Fergus, Ontario N1M 2W3, Canada</p>	<p>As much as the trails are an enjoyable route for cycling and walking, they are highly weather-dependent and are also quite congested during peak recreation times (ex. Summer weekends), making efficient cycling between Fergus/Elora/Belwood impossible or bothersome to the legitimate pedestrian users. If the goal of the ATMP is to improve both recreational and utilitarian active transportation, we have to ensure that direct and high-traffic routes of interest are given safe infrastructure as a priority. If a resident or tourist uses Google Maps to see how to get from Elora to go check out Downtown Fergus, it's going to take them down Mill/St Andrew, which is actually quite a nice ride. The significant existing shoulder coverage on this road is BEGGING for a separated cyclepath and would be such a practical and attractive addition to our network. In addition to allowing more viable cycle commuting options, it is easy to envision a bike rental business in Elora that gets some of the tourists riding over to Fergus without completely flooding our trails with traffic and damage from use in poor weather. I cycle commute year-round and this is an essential route for my trip, as even the existing AT paths (Charles Allan Way, Frederic Campbell St, Beatty Line and St. Andrew St) are not maintained during the winter and are as unusable by bike as the Cataract trail in winter. A direct connection between our downtowns should be a high priority.</p>
<p>17 Stumpf Street, Elora, Ontario N0B 1S0, Canada</p>	<p>Geddes already has an almost complete paved shoulder down most of its length that would make it easily amenable to adding an AT route. This seems like a necessary addition to the plan for local residents along its length to access downtown. Our routes need to focus on high traffic areas that lead to desirable destinations, such as our downtown. As a daily cycle commuter, I see most of my fellow cyclists and pedestrians on the Geddes stretch of my ride; it is a well-used route. Without providing an AT route here, cyclists not comfortable in busy traffic have to ride to the Irvine or WR 7 to get downtown, which is impractical and is more likely to result in them just driving, as many do now.</p>
<p>811 Gzowski Street, Fergus, Ontario N1M 3L4, Canada</p>	<p>No side walk connecting neighbourhood to trail network at the next intersection.</p>
<p>Street B, Fergus, Ontario N1M 2W4, Canada</p>	<p>The Grand Valley Trail connects the Cataract Trail to third line. Unfortunately it is not maintained and almost does not exist. With the Belwood Estates the township should ensure that this trail is improved and made usable.</p>
<p>716 Denny Gate, Fergus, Ontario N1M 3S1, Canada</p>	<p>Sidewalk does not extend into sportsplex property. This is a surprising gap as the walking route to the sportsplex is very popular.</p>
<p>102 Side Road 19, Fergus, Ontario N1M 2W3, Canada</p>	<p>You need to put a trail here to bike thru to access Sideroad 19 and beyond.</p>

McQueen Boulevard, Fergus, Ontario N1M 3T8, Canada	CWDHS field is locked. The public should be allowed to use the amenities such as the running track (1 of 2 in the entire township)
8142 Wellington Road 18, Fergus, Ontario N1M 2W5, Canada	Recommend a multi-use trail north of the river from Pierpoint to the Shand Dam. This has great river views and creates a loop with the existing Cataract Trail. Land purchase/easement/permission may be required.
480 Hill Street West, Fergus, Ontario N1M 1G8, Canada	When walking along Breadalbane Street North to Hill Street, crossing to the North side of Hill St and to access the sidewalk and trail is not always possible during Winter months. An access point should be made across from Breadalbane so this area is plowed and maintained to allow people walking to cross safely. This past Winter, we had to walk in the road until we found an accessible driveway. Thank you.
<u>Comments Related to Middlebrook Bridge replacement</u>	
1054 Middlebrook Road, West Montrose, Ontario N0B 2V0, Canada	Pedestrian Bridge ASAP here please!
1054 Middlebrook Road, West Montrose, Ontario N0B 2V0, Canada	We used to walk there, we need a bridge.
1054 Middlebrook Road, West Montrose, Ontario N0B 2V0, Canada	This needs to be fixed. The loss in tourism dollars and related tax revenues will pay for the bridge repairs or a new modern single span.
7400 Middlebrook Road, Elora, Ontario N0B 1S0, Canada	This public access needs to be opened up again. Closing Middlebrook bridge has added the need for more access routes. This will allow cyclists and hikers to get to 1st line without having use dangerous County Road 7.
7400 Middlebrook Road, Elora, Ontario N0B 1S0, Canada	Please make this available to cyclists and pedestrians since it is an important connection for many cycling routes.
1054 Middlebrook Road, West Montrose, Ontario N0B 2V0, Canada	This is a huge connectivity gap in the cycling tourism network.
1054 Middlebrook Road, West Montrose, Ontario N0B 2V0, Canada	Please reconstitute
100 St. Andrew Street West, Fergus, Ontario N1M 1N5, Canada	Middlebrook Bridge Gap needs to be reconstructed
1054 Middlebrook Road, West Montrose, Ontario N0B 2V0, Canada	Please open this Bridge
1054 Middlebrook Road, West Montrose, Ontario N0B 2V0, Canada	Bridge needs to be repaired and opened to reconnect Trailway

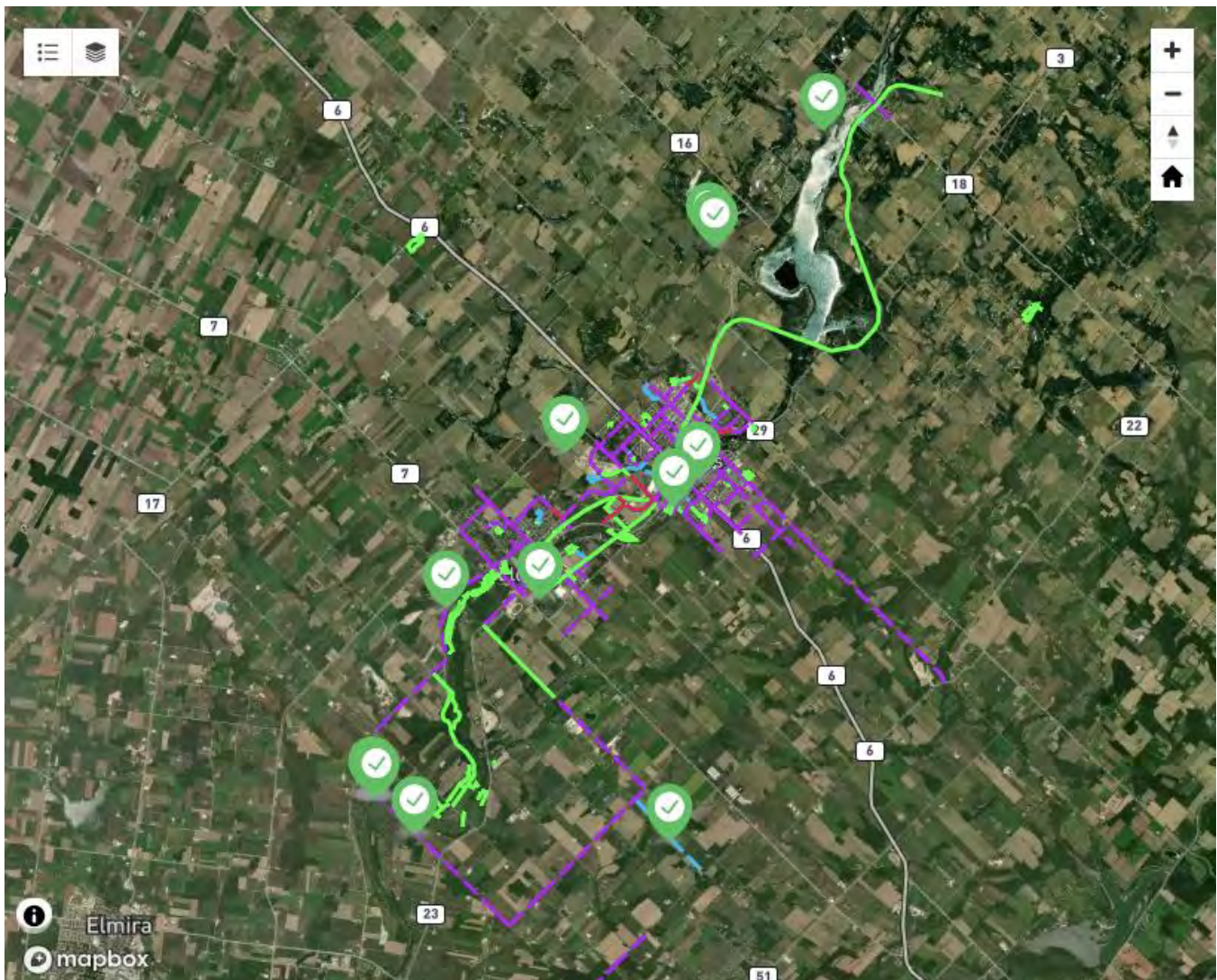
6033 Weisenberg Road,
Ariss, Ontario N0B 1B0,
Canada

Replacing the currently closed road bridge across Cox Creek for pedestrian/cyclist use would permit an ideal route from the Middlebrook Road side all the way to the G2G trail crossing at Weisenberg Rd. allowing either east or west travel along the rail trail.

Preferred Routes

Participants made 25 comments (27%) identifying preferred routes for the active transportation network. The locations of these comments are identified in Map 4 and captured in Table 5.

It is noted that 14 of these comments are related to replacing the Middlebrook bridge with an active transportation bridge.



Map 4. Preferred routes submitted through the online map.

Table 5. Preferred route comments submitted through the online map.

Third Line, Fergus, Ontario N0G 1A0, Canada	I agree with Mark - this is a great safe option for cyclists. Keep it open!
6003 Second Line East, Ariss, Ontario N0B 1B0, Canada	This would be a nice addition to our safe cycling options. It would be nice if it could continue even further northwest.
495 Union Street West, Fergus, Ontario N1M 1V5, Canada	Should be a bridge across the river or at least a foot bridge to connect Union Street W with Johnston Street S. There was a foot/swing bridge there once; should be again!
57 Park Road, Elora, Ontario N0B 1S0, Canada	Not sure what happened here, but this was a preferred route at one time.
6287 Weisenberg Road, Elora, Ontario N0B 1B0, Canada	Yes! This bridge is a critical crossing/access point
6287 Weisenberg Road, Elora, Ontario N0B 1B0, Canada	The use of Weisenberg Rd would at least partially eliminate the need for costly paving of wider shoulders along 8th Line and Wellington Rd.21 which the County currently has in their AT master plan.
Third Line, Fergus, Ontario N0G 1A0, Canada	3rd Line makes a good low traffic north-south connector from rural roads to the Cataract trail. Ensure it is kept open and useable for cyclists.
Sixth Line, Belwood, Ontario N0B 1J0, Canada	Create ped/cycling path to connect 6th Line to the trail into Belwood village for a safe alternative to Wellington Rd.19
7715 Sideroad 15, Fergus, Ontario N1M 2W3, Canada	If this old railway allowance is still available for Township use it should be taken over and turned into ped/cycling path continuing across SR 15
7378 Middlebrook Road, Elora, Ontario N0B 1S0, Canada	I know there were previous plans to make this a cycle route that had to be abandoned, but that should be strongly considered again in conjunction with our tourism plan. Though I believe ATMPs should be focused on utilitarian > recreational > sport cycling routes, this one route would be highly used by sport cyclists from CW and KW to ride between our two communities. It is already fairly frequently used by the fearless and is relatively low traffic, but a separated path here would become a cycling highway between our regions. This would also support the not insignificant number of commuters from CW to KW for work who may consider cycling, even if occasionally, were there a safe route. KW has done wonders to their in-town cycling network and would be a great partner for such endeavours!
135 Albert Street East, Fergus, Ontario N1M 1X7, Canada	Would it not make more sense to route the network up up to and along Princess Street instead of through the Cemetery? I understand it is common for people to walk through the cemetery but encouraging bicycles, e-bikes and other modes of Active Transportation might make this area a little too busy and noisy at times?

<u>Comments about Middlebrook Bridge replacement</u>	
1054 Middlebrook Road, West Montrose, Ontario N0B 2V0, Canada	I love this area, and biking/walking on either side of the bridge is great, just wish I could cross it! (And hey, if it kept the metal framing I wouldn't be mad 😊)
1054 Middlebrook Road, West Montrose, Ontario N0B 2V0, Canada	Important bridge connection for pedestrian and cycling enjoyment of the area
1054 Middlebrook Road, West Montrose, Ontario N0B 2V0, Canada	<p>This bridge crossing is such an integral part of an active transportation route. It may seem unimportant because it is on a quiet gravel road but that is exactly why it would be so valuable to have this bridge repaired or replaced. Providing a safer route for the increasing number of bicyclists would be most welcome, especially when there is increasing and higher speed traffic on the major routes, and they are the only other options. This road was my favourite part of my bike route, when I could cross the river.</p> <p>The bridge is a trail connector for hikers, with stretches to hike along both sides of the river and it is unfortunate not to be able to take advantage of them, because the bridge is closed. Many people, from all walks of life, go to this bridge for a peaceful refuge. To stand on a bridge and gaze at the water is amazingly calming to the spirit.</p>
7093 Middlebrook Road, West Montrose, Ontario N0B 1S0, Canada	Crossing for cyclist/pedestrians needed. Much safer than using other roads.
1054 Middlebrook Road, West Montrose, Ontario N0B 2V0, Canada	This bridge prior to closure was used by many cyclists and hikers as a safe and scenic route to cross the river. As an integral part of the trail network in the county, it would be great to see it retained as a pedestrian/cycle only bridge crossing. I would also think there are some historical merits to retaining some of these older bridge structures in the region.
1054 Middlebrook Road, West Montrose, Ontario N0B 2V0, Canada	This bridge serves as an important and safe connection to bicycling routes in the area
1054 Middlebrook Road, West Montrose, Ontario N0B 2V0, Canada	Please keep this bridge! I bike across it all the time and it is used regularly by local hikers. It is non-essential for driving but it is essential for cycling, hiking, and recreation.
1054 Middlebrook Road, West Montrose, Ontario N0B 2V0, Canada	Please reinstate this bridge. A critical element to trail network continuity.

<p>7093 Middlebrook Road, West Montrose, Ontario N0B 1S0, Canada</p>	<p>The passage over the Middlebrook Bridge was an integral part of many local cycling routes, and before it was closed, hundreds, if not thousands, of cyclists crossed it repeatedly every season. Preserving it for active transportation will provide a safe route for these cyclists (and pedestrians), and it would again become an important part of local cycling routes that bring in many many tourist dollars!</p>
<p>1054 Middlebrook Road, West Montrose, Ontario N0B 2V0, Canada</p>	<p>Good spot for a bridge</p>
<p>1054 Middlebrook Road, West Montrose, Ontario N0B 2V0, Canada</p>	<p>Very important to maintain a pedestrian/bicycle bridge crossing on this active transportation route.</p>
<p>1054 Middlebrook Road, West Montrose, Ontario N0B 2V0, Canada</p>	<p>This bridge forms a safer loop in/out of Elora that connects into the cotton tail trail and g2g trail.</p>
<p>1054 Middlebrook Road, West Montrose, Ontario N0B 2V0, Canada</p>	<p>This route, which crosses the Grand River via Middlebrook Bridge (currently closed for safety reasons), is the safest route across the Grand River between Elora and West Montrose. Rivers form a natural barrier that discourages walking, cycling and other forms of active transportation. It is important that this bridge be repaired or replaced for pedestrians and cyclists. The Grand Watershed Trails Network is promoting the creation of a safe network of active transportation routes throughout the Grand River Watershed for commuters, local people seeking active recreation and tourists. Visit www.grandtrails.ca to see our current route and river access points.</p>
<p>1054 Middlebrook Road, West Montrose, Ontario N0B 2V0, Canada</p>	<p>Middlebrook Bridge (also known as Chambers/Chalmers Bridge) is currently closed and slated to be removed in 2028. We ask Council to work with Woolwich Council (who share this asset with CW as it is on the border with Woolwich Township) and save this crossing point ASAP as a SAFE and PREFERRED route over the Grand River away from fast traffic. Before closure, it was used by many cyclists and hikers as a crossing point and locals used it to enjoy the natural beauty at this quiet bend in the river where wildlife flourishes. There is a large local group dedicated to trying to save it. Find us at Save Middlebrook Bridge.</p>

*TOWNSHIP OF CENTRE WELLINGTON ACTIVE TRANSPORTATION & MOBILITY
PLAN - WHAT WE HEARD REPORT*

APPENDIX C: INDIGENOUS RESPONSE LETTERS



February 27, 2025

Policy Name: Active Transportation and Mobility Plan
DOCA Project Number: 2022-0715
Agent: Township of Centre Wellington

Dear Adam Gilmore,

This letter is to confirm receipt of the correspondence sent by Township of Centre Wellington, on February 26, 2025, regarding the Active Transportation and Mobility Plan.

The Mississaugas of the Credit First Nation (MCFN) are the Treaty Holders of the land on which the Township of Centre Wellington is located – specifically, the Between the Lakes Treaty #3 (1792) and the Ajetance Treaty #19 (1818). The MCFN holds Indigenous and Treaty Rights specific to this location and its environs. The Department of Consultation and Accommodation (DOCA) is designated by the MCFN to handle consultation matters on its behalf.

The DOCA consultation team has filed the correspondence identified above. **We have no questions or comments for you at this time.** DOCA expects to be notified of any and all future the Active Transportation and Mobility Plan updates and/or changes.

If you have any questions for the DOCA consultation team, please feel free to contact us.

Thank you,

Megan DeVries

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