Table 5.4: Summary of Phasing and Costing by Facility Type (includes Project Cost, Design and Contingency)

	Length			Cost		
Facility Type	**Short**	**Medium**	**Long**	**Short**	**Medium**	**Long**
On-Road/In-boulevard Facilities						
Bike Lane	5.13	1.31	1.25	$149,000	$38,000	$234,000
Cycle Tracks	0.48	4.06		$240,000	$2,030,000	
Desire Lines	0.81	10.43	9.39	$272,000	$3,911,000	$3,070,000
Feasibility Studies	0.69		9.33	$259,000		$1,757,000
Multi-use Path	15.51	8.13	1.23	$5,816,000	$3,049,000	$461,000
Neighbourhood Bikeway	21.86	8.71	1.92	$2,186,000	$871,000	$192,000
Paved Shoulders	0.91	2.37	21.37	$105,000	$273,000	$2,458,000
Physically Separated Bike Lanes		1.32			$218,000	
Traffic Calmed Downtown	1.14			$57,000		
Subtotal - On-Road/In-boulevard	**46.53**	**36.33**	**44.49**	**$9,084,000**	**$10,390,000**	**$8,172,000**
Design (10%) + Contingency (30%)	-	-	-	**$3,633,600**	**$4,156,000**	**$3,268,800**
Trails						
Multi-use trail	6.58	6.31	0.06	$2,468,000	$2,366,000	$23,000
Recreational Trail	3.52	0.99	0.13	$810,000	$228,000	$30,000
Subtotal - Trails	**10.10**	**7.30**	**0.19**	**$3,278,000**	**$2,594,000**	**$53,000**
Design (10%) + Contingency (30%)	-	-	-	**$1,311,200**	**$1,037,600**	**$21,200**
Other						
Intersection Improvements	-	-	-	$1,550,000	$500,000	
Pedestrian Bridges					$2,000,000	$2,000,000
Wayfinding and Signage Improvements	-	-	-	$ 50,000		
Improved Amenities	-	-	-	$ 300,000		
Subtotal - Other	**-**	**-**	**-**	**$ 1,900,000**	**$ 2,500,000**	**$ 2,000,000**
Design (10%) + Contingency (30%)	-	-	-	**$ 760,000**	**$ 1,000,000**	**$ 800,000**
Grand Total	**56.63**	**43.63**	**44.68**	**$19,966,800**	**$21,677,600**	**$14,315,000**
Annual Cost (for 10-year phases)				**$1,996,680**	**$2,167,760**	**$1,431,500**

Township of Centre Wellington

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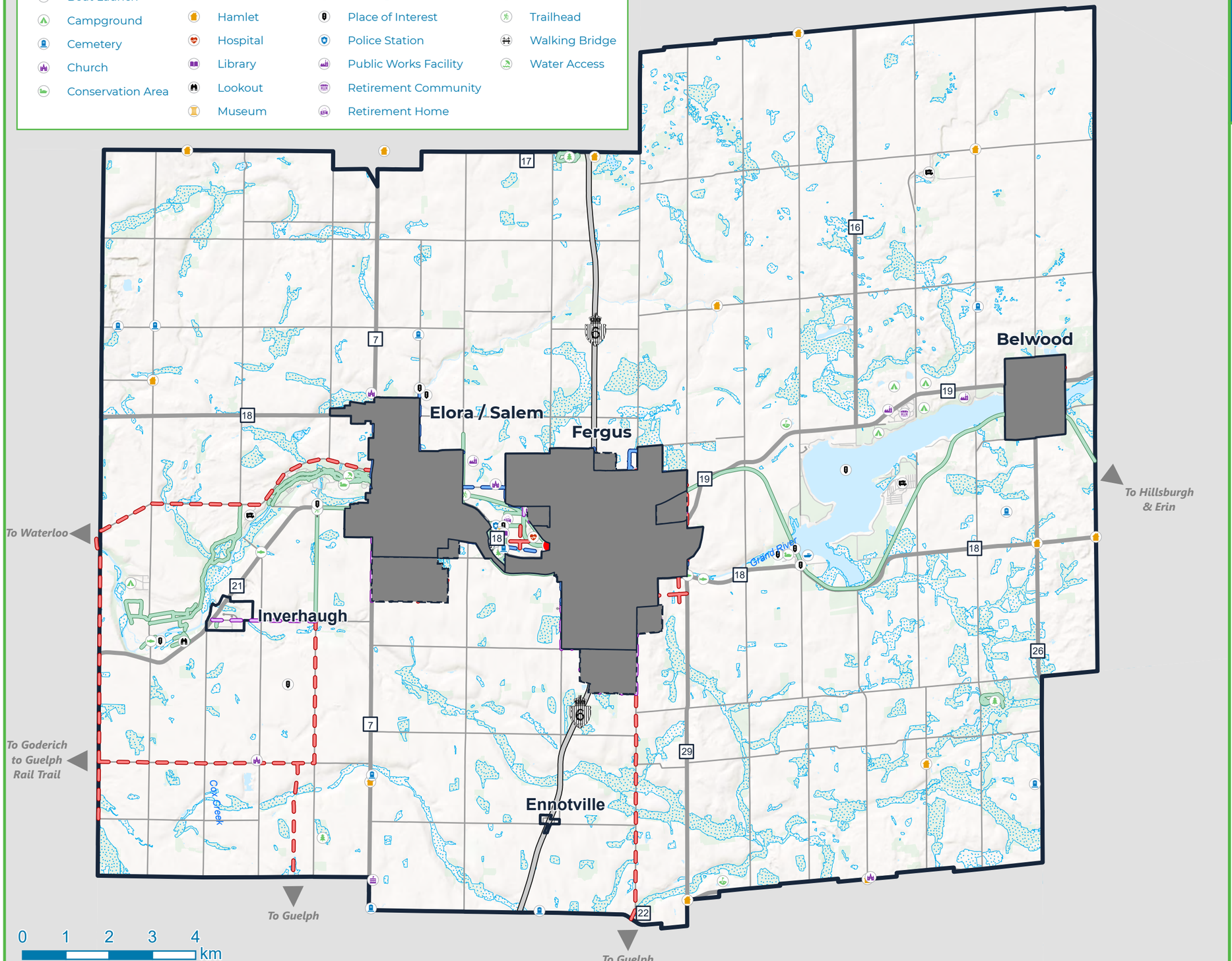
MAP 5.9

Proposed Network Phasing

Township

Point of Interest

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



Network Phasing

- Proposed Crossing Improvements
- Existing
- Short Term
- Medium Term
- Long Term

Base Features

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

Source: Township of Centre Wellington

wsp

Centre Wellington

Township of Centre Wellington

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MAP 5.10

Proposed Network Phasing

Elora / Salem

Point of Interest

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

Network Phasing

- Proposed Crossing Improvements
- Existing
- Short Term
- Medium Term
- Long Term

Base Features

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

See Inset Map

Inset: David St W, David St E, Geddes St, Irvine Creek, Victoria Cres, Moir St, Melville St, Chalmers St, North Queen St, James St, Princess St, Colborne St, Church St, Grand River, West Mill St, East Mill St, Carlton Pl, Victoria St, Water St

Inverhaugh

0 250 500 750 m

Source: Township of Centre Wellington

wsp | Centre Wellington

Township of Centre Wellington

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MAP 5.11

Proposed Network Phasing

Fergus

Network Phasing

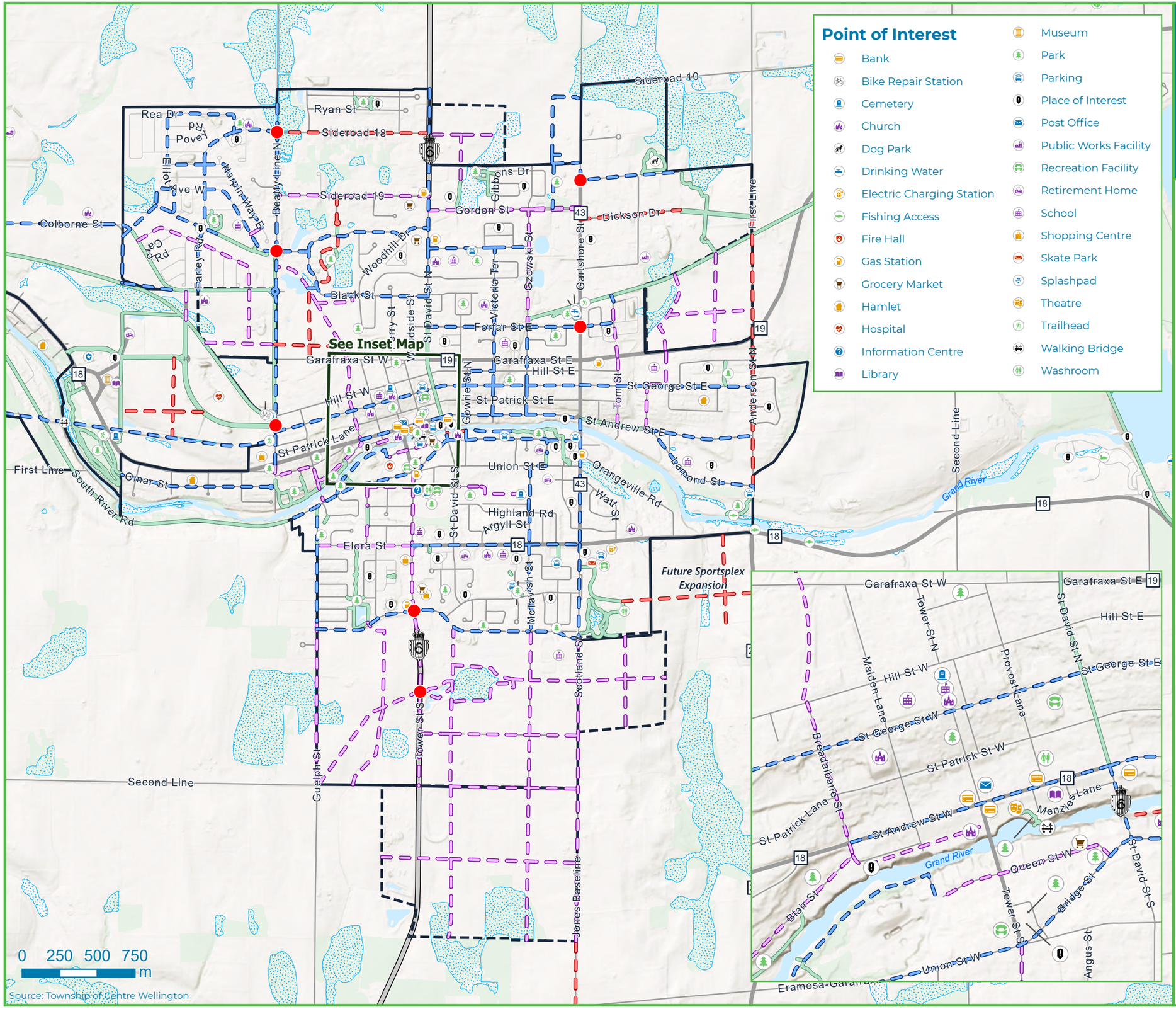
- Proposed Crossing Improvements
- Existing
- Short Term
- Medium Term
- Long Term

Base Features

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

Point of Interest

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



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Centre Wellington

Township of Centre Wellington

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MAP 5.12

Proposed Network Phasing

Belwood

Network Phasing

- Existing
- Short Term
- Medium Term
- Long Term

Base Features

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

Point of Interest

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

0 250 500 750 m

Source: Township of Centre Wellington

Sixth Line
Seventh Line
19
Nelson St
Grand River
North Broadway St
Sideroad 10
Skeen St
Allan Dr
Amalia Cres
Conservation Trail
Green Valley Rd
Torrance Lane
South Broadway St
Sideroad 9
26

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Centre Wellington

5.3.1 Potential Funding of Infrastructure and Amenities

The following outlines potential funding and sponsorship programs that the Township and its partners could explore to support the implementation of the active transportation network and other supportive amenities.

GOVERNMENT FUNDING OPPORTUNITIES

Safe and Active School Routes, Green Municipal Fund

Federation of Canadian Municipalities

Funding Available: Grant up to 50% of eligible costs, maximum award of $125,000

This program provides funding for projects that aim to increase walking, biking and rolling to school through new or improved active transportation infrastructure and road safety improvements. Costs associated with the planning, design and implementation stages are eligible for funding. Projects must consist of a capital investment (i.e., constructing, altering or improving physical assets) and may additionally include policy measures (e.g., speed limit changes) and educational strategies. Policy measures and educational strategies alone are not eligible for funding.

For additional details, refer to https://greenmunicipalfund.ca/school-routes

Active Transportation Fund / Canada Public Transit Fund

Government of Canada

Funding Available: up to 60% of capital costs, design, planning costs, and indigenous consultation

The Active Transportation Fund (ATF) program provides funding for planning and capital projects that increase the total amount, usage, and quality of active transportation infrastructure, increase its use, and support efforts to mitigate climate change. As of 2026, the ATF is being integrated into the Canada Public Transit Fund under its Targeted Funding Stream. Eligible projects include:

- Building or enhancing infrastructure for active transportation;
- Enhancements to the quality of active transportation infrastructure for greater usage (even though there may be no net gain in kilometres of infrastructure)

- Building or enhancing design features and amenities which promote active transportation, such as lighting, greenery, shade, storage facilities, and benches;
- Building or enhancing safety features which promote active transportation, such as crosswalks, traffic calming, and wayfinding

For additional details, refer to https://housing-infrastructure.canada.ca/trans/index-eng.html

Ontario Community Infrastructure Fund

Ministry of Transportation Ontario

Funding Available: Minimum of $100,000. Grants based on municipalities economic conditions and current replacement values. See website for more details.

The Ontario Community Infrastructure Fund provides predictable, long-term funding to help small municipalities with populations less than 100,000, like Centre Wellington, as well as rural and northern communities in Ontario repair and revitalize critical infrastructure. Communities don't need to apply for the funding but will need to provide planning and reporting documents to the government to receive the grants. Eligible projects include capital construction of new core infrastructure, such as roads, that are part of an asset management plan, and capital maintenance for the renewal, rehabilitation and replacement of core infrastructure.

For more information, visit https://www.ontario.ca/page/ontario-community-infrastructure-fund

Road Safety Community Partnership

Ministry of Transportation Ontario

Funding Available: Up to $200,000

The Road Safety Community Partnership Program (RSCPP) provides funding to not -for -profit organizations for public awareness initiatives, educational programs, campaigns or events that address priority road safety issues, such as pedestrian and cyclist safety, and aggressive or distracted driving. Active transportation is one of the target areas for eligible projects. Although municipalities are not eligible recipients, they can partner with an eligible

applicant, Centre Wellington is encouraged to take up with opportunity in collaboration with community partners.

For more information, visit https://forms.mgcs.gov.on.ca/dataset/on00498

Inclusive Community Grants Program

Government of Ontario

Funding Available: up to $60,000

The Inclusive Community Grants Program offers funding to local governments, not-for-profit organizations, and Indigenous communities or organizations for projects that consider Ontarians of all ages and abilities at every stage of community planning and development. While applications for the current year have closed, no announcement has been made regarding a future intake. The Township should monitor updates closely to be prepared for upcoming opportunities.

For additional information, visit https://www.ontario.ca/page/inclusive-community-grants

OTHER FUNDING OPPORTUNITIES

Beyond traditional government grants, there are other ways to fund the roll out of the active transportation network. These include:

- **Sponsorships**: Businesses, community groups, and residents can sponsor amenities like benches, bike racks, or signage in exchange for recognition, naming opportunities, or in commemoration of a loved one.
- **Public-Private Partnerships (P3s):** Collaborate with developers or landowners to co-fund infrastructure that benefits both the public and private sectors.
- **Community Partnerships**: Partnering with school boards and non-profits for delivery of Safe Routes to Schools and other education programming
- **Development Charges:** Where eligible, use development charges to fund eligible active transportation improvement

5.3.2 Pilot Projects

As the active transportation network continues to expand, pilot projects offer a valuable opportunity to test new facility types, engage the community, and refine designs before permanent implementation. These pilots allow the Township to respond to local context and feedback, ensuring that final installations are both effective and well-supported.

Pilot projects are especially useful for introducing new facility types in areas where residents may not have prior experience with similar infrastructure. For instance, a neighbourhood bikeway pilot near a school in Fergus could help introduce the concept to the community, especially for those unfamiliar with installations like the one along Church Street, discussed below. Similarly, a traffic calming pilot in downtown Elora could help determine whether the proposed measures are sufficient to create a comfortable environment for shared use with cyclists. Pilot projects should be:

- Implemented using temporary, quick-build materials, allowing for flexibility and cost-effective adjustments.
- Accompanied by public education and engagement, including clear communication about the pilot's purpose and opportunities for community feedback.
- Evaluated through structured feedback and observation, with results used to improve and iterate on the design.

Depending on the nature of a pilot project, a phased approach to implementing certain measures, like traffic calming features, can be an effective way to improve conditions for active transportation users while allowing for flexibility, community input, and a more manageable transition. This process begins with collecting baseline data on traffic speeds and volumes, then based on how those measurements compare to established targets, temporary traffic calming or diversion measures can be introduced incrementally. Introducing changes in a gradual manner helps prevent overwhelming residents and users.

After implementation of pilot project, follow-up data collection and community feedback should be used to assess the effectiveness of the interventions. If adjustments are needed, the use of temporary materials allows for easy iteration. This cycle of testing, monitoring, and refining can continue until the most effective configuration is identified. The final design can then inform a permanent installation when the roadway is scheduled for reconstruction, ensuring that long-term infrastructure reflects real-world performance and user comfort.

Following the implementation of a pilot project, the Township may choose to repeat the pilot with improved design elements to confirm that community concerns have been addressed or proceed with the permanent implementation if feedback indicates strong support and minimal issues.

By using pilot projects as iterative tools, the Township can build community trust and ensure that the ultimate network is both functional and embraced by the public.

CHURCH STREET QUIET STREET PILOT

The Township tested out its first ATMP pilot project along Church Street East in Elora, implementing a Quiet Street, shown in **Figure 5.1** to **Figure 5.3**. This installation is designed to reduce cut-through traffic, enhance the safety and comfort of people walking and biking, and strengthen active transportation connections to Elora Public School and downtown Elora. It involves a temporary closure of Church Street East to motor vehicles at two locations, along with traffic calming measures. People walking and cycling are permitted to travel through the closed sections of Church Street East, while motor vehicles will not be permitted along these sections.

Figure 5.1: Signage for the Church Street Calm/Quiet Pilot Project

Throughout the pilot project, the Township is collecting feedback from the community and monitoring several metrics to determine the success of the project, including the number of vehicles using the street, vehicle speeds, and the number of people walking and cycling.

Quick Win

A pilot project for a Calm/Quiet Street through Fergus should be implemented along the Elora Cataract Trail route to provide safer facilities to connect users along the trail.

Figure 5.2: Temporary road closures for the Church Street Calm/Quiet Street Pilot Project are achieved through signage and planters

Figure 5.3: Temporary road closures for the Church Street Calm/Quiet Street Pilot Project are achieved through signage and planters

5.4 Roadway Guidelines

5.4.1 Road Typologies

There are six proposed road typologies applicable to the Township. These typologies were determined based on the existing road characteristics Township and the potential for implementing or improving active transportation facilities. The typologies are:

Urban Community: The main function of an Urban Community road is to provide access to residential areas. Parks, schools, and community facilities are some of the features of these roads. Sidewalks will be present on at least one side of the street. Typically, there are no dedicated cycling facilities since low traffic volumes and speeds are expected. In cases where vehicle speeds are a concern, traffic calming measures are recommended.

Historic Community: A Historic Community road is a type of road that holds significant historical, cultural, or social value within a community. These roads often form part of the original settlement-era road network and reflect the cultural heritage and development patterns of the area. They may feature narrower rights-of-way and other heritage elements that contribute to their character. M Historic Community roads are located within or adjacent to identified Cultural Heritage Landscapes (CHLs), as recognized in the Township's Cultural Heritage Landscape Inventory. These roads often serve as scenic places that attract tourists and connect local businesses, heritage sites, and cultural destinations. To mitigate traffic speeds on these roads, traffic calming and diversion measures are typically implemented. An example of a Historic Community road is Church Street in Elora, as shown in **Section 5.3.2**.

Connectors: Mobility and access are the main functions of Connectors. Connectors provide access to local streets, and the traffic volumes on them are usually moderate. Uses along Connectors vary – residential, commercial, industrial, or mixed uses. Sidewalks are typically implemented on both sides of the road. In terms of cycling facilities, dedicated or separated facilities are recommended.

Main Street: Characterized by commercial uses, Main Street is usually the primary business center of the Township: shops, restaurants, cafes, and other points of interest. These are typically pedestrian-friendly streets with wide sidewalks, streetscaping, and other amenities. They are the central social hub of the community. Separated cycling facilities and traffic calming measures are recommended to emphasize the road hierarchy on these streets and the importance of safety for the most vulnerable users. East Mill Street is an example of a Main Street with pedestrian facilities and streetscaping, as shown in **Figure 5.4**.

Figure 5.4: East Mill Street, Elora, and example of a Main Street

Avenues: Mobility is the main function of Avenues, and the traffic volumes on them are typically moderate to high, balancing traffic flow and access to businesses. Similar to connectors, they provide access to smaller streets in the road hierarchy. Sidewalks are usually located on both sides of the road as well as separated cycling facilities.

Industrial Street: These streets aim to serve the needs of industrial areas where heavy traffic of larger trucks and freight traffic is common. They are typically constructed in a way that can withstand wear and tear due to heavy machinery traffic and require wider lanes. Curb radii are larger on these streets. To accommodate other modes of transportation like walking and cycling, sidewalks are proposed on both sides, similar to cycling facilities.

5.4.2 Road Typology Guidelines

Typical guidelines for road typologies have been developed to guide the design for new roadways and road reconstructions. The recommended facility types are only a starting point for the typical facilities than may be expected and have to be confirmed through the review of traffic conditions with OTM Book 18 guidelines. The road typology design guidelines are summarized in **Table 5.5**.

Table 5.5: Road Typology Design Guidelines

Typology	Urban Community	Historic Community	Connectors	Main Street	Avenues	Industrial Street
Street Function	Access	Access	Mobility and Access	Placemaking and Access	Mobility	Access
Right of Way	20.0 m	18.0 – 20.0 m	18.0 – 24.0 m	20.0 – 22.0 m	20.0 – 24.0 m	20.0 m
Target Speed (km/h)	30	30	50+	30	50+	50+
Target Volume (ADT)	1000 - 2000	500 – 1000	4000+	4000+	4000+	4000+
Facility Type	Shared Space/Quiet Streets	Shared Space/Quiet Streets	Bike Lanes	Bike Lanes/Quiet Streets	Cycle Tracks/ Multi-Use-Path	Cycle Tracks/ Multi-Use-Path
Cycling Facilities	-	-	1.8 – 2 m (buffer width 0.6 - 1.5 m)	2 m)buffer width 1.5m)	2.4 m (buffer width 1.5m)	2 m (buffer width 1.5m)
Pedestrian Clear Zone Width	1.8 m	0 – 1.8 m	2 m	2.5 m	2 m	2 m

5.5 Pedestrian Network Recommendations

A well-designed pedestrian network is fundamental to building safe, accessible, and vibrant communities.

SIDEWALK WIDTHS

The Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads and forthcoming Accessibility for Ontarians with Disabilities Act (AODA) guidance recommends a minimum sidewalk clearance width of 1.8 metres. This accommodates two individuals using assistive mobility devices to pass each other comfortably and supports a broader range of users. In areas with higher pedestrian volumes, sidewalk clearance widths should be 2 meters or more to allow for more comfortable movements, including for individuals walking alongside a guide animal to walk with another pedestrian.

PLACEMENT

Along roads in the urban areas, sidewalks should be along at least one side of the street. In new development areas, sidewalks should be on both sides of the street. Where physical, environmental, or contextual constraints prevent the construction of standard sidewalks, Centre Wellington will explore alternative design solutions to maintain pedestrian safety and accessibility. These may include shared streets with integrated traffic calming measures.

ACCESSIBILITY

In Ontario, the AODA mandates that all public spaces, including sidewalks and crossings, be accessible to individuals of all abilities. This includes the implementation of Tactile Walking Surface Indicators (TWSIs) at curb ramps and crossings, as well as Accessible Pedestrian Signals (APS) at signalized intersections.

PEDESTRIAN CROSSINGS AND TREATMENTS

Pedestrian crossings are a critical component of a safe and accessible transportation network. As part of the proposed pedestrian network, several pedestrian crossings are recommended, presented in **Table 5.6**. Examples of crossings include standalone Pedestrian Crossovers (PXOs) (pictured in **Figure 5.5**), signalized pedestrian crossings, and separated crossings of busier roadways such as underpasses and pedestrian bridges.

Crossing treatments will be based on traffic movement counts, pedestrian volumes, and warrant analyses. The Township will determine the appropriate treatments at these locations as a follow-up to this Study.

Table 5.6: Location of Proposed Pedestrian Crossings

Location of Proposed Crossings
South Fergus Trail and Highway 6
Beatty Line and Elliot Avenue
Beatty Line and Farley Road/Sideroad 18
Highway 6 and McQueen Boulevard
Beatty Line and Fredrick Campbell Street
Gartshore Street and Forfar Street
Gartshore Street and Glengarry Cresent
Irvine Street and David Street
Metcalfe Street and Church Street

Figure 5.5: Pedestrian Crosswalk at the Trestle Bridge Trail

The Ontario Traffic Manual (OTM) *Book 15: Pedestrian Crossing Treatments* provides a standardized approach to selecting and designing crossing facilities based on road characteristics and pedestrian needs.

The Ontario Regulation 402/15 under the Highway Traffic Act defines several types of PXOs based on levels of control and visibility. The type of PXO will depend on several roadway characteristics, such as traffic speed and volumes, pedestrian volumes, sightlines and visibility, and proximity to schools or other key destinations. To maximize safety, it is recommended to err on the side of caution and select the crossing type that offers the highest level of visibility and control.

For Centre Wellington, Type A, Type B, and Type C PXOs are recommended:

- **Type A:** Full overhead signage with flashing beacons and push-button activation
- **Type B:** Overhead flashing beacons and push-button activation
- **Type C:** Illuminated signage on the side and push-button activation

Type A treatment is especially important on multi-lane roads or where traffic speeds exceed 60 km/h. Crossings with only basic pavement markings and signage (Type D) are not recommended due to research findings of low vehicle compliance with yielding for pedestrians.

Additional design features should include:

- Advance warning signs placed upstream to alert drivers
- Curb extensions to shorten crossing distances and improve pedestrian visibility
- Adequate lighting to ensure crossings are safe and visible at night or in low-light conditions

As the pedestrian network expands and active transportation becomes more prevalent in Centre Wellington, the Township should conduct warrant analyses using pedestrian and traffic data to assess the need for new crossings and ensure appropriate treatments are implemented.

Quick Win

A pedestrian crossing should be implemented at the intersection of Metcalfe Street and Church Street in Elora to provide better spacing between existing crossings. The Township should review the type of PXO that is required at this location.

5.6 Cycling and Multi-Use Facility Guidelines

To support safer, comfortable and more convenient active travel, each facility type has their own design standards and considerations which reflect the needs of the end user. The facility guidelines listed below inform the design of the different active transportation facilities and are based on recommendations from OTM Book 18: Cycling Facilities, and other established industry best practices.

PAVED SHOULDERS

Paved shoulders are typically found on rural roads. In urban and suburban environments, providing dedicated space for cycling is preferred over an urban shoulder. For greater separation along high speed and high-volume rural roads, consider the inclusion of a painted buffer zone that separates the shoulder from the adjacent vehicle lane.

Table 5.7: Paved Shoulder Widths

Facility	Facility Width	Minimum Width
Rural Paved Shoulder	1.5 m to 2.0 m	1.5 m
Rural Buffered Paved Shoulder	1.5 - 2.0 m operating space	1.8 m

QUIET STREETS

Signage and pavement markings should be used to clearly indicate the route and reinforce that the street is a shared space. These streets should be designed for vehicle speeds of 30 km/h or less to ensure safety and comfort for all users.

While local access and on-street parking are permitted, through traffic should be discouraged. This can be achieved by implementing traffic calming and diversion measures that reduce vehicle speeds and volumes. A variety of traffic calming and volume management strategies—outlined below—should be employed along these routes. The Township has developed a Traffic Calming Policy that serves as a guideline for selecting traffic calming treatments, such as speed cushions. This policy is not intended to be a strict guide, but helps staff in selecting and justifying treatments given attributes of the road and the nature of the traffic issue.

The Township should strive to use a comprehensive mix of measures that effectively calm traffic and enhance the shared street environment.


Figure 5.6: Right: Speed humps, Fergus; Left: Access diversions, Ottawa

Speed humps and speed cushions: Speed humps and speed cushions are raised pavement features designed to slow down vehicles, with humps spanning the full road width and cushions allowing wider vehicles to pass through gaps. They should be installed at consistent intervals to ensure vehicles maintain a steady, reduced speed throughout the corridor. NACTO recommends every 45 – 90 m in an urban environment (maximum 150 m). The more frequent use of speed humps and speed cushions in this guidance (every 45 m) is desired to achieve low motor vehicle traffic speeds of 30 – 40 km/h.

Raised crosswalks and raised intersections: These are elevated sections of roadway. They can serve as gateway treatments at block ends, encouraging slower vehicle speeds, while raised crosswalks placed midblock near key community destinations—like schools or parks—help calm traffic and enhance pedestrian safety.

Curb extensions: Curb extensions create a narrower path of travel for drivers, which causes most drivers to slow down. When used on streets with curbside parking, the curb should extend beyond the width of the parked vehicles. While these can slow traffic at their location, drivers often accelerate afterward, so they should be combined with other traffic-calming measures for sustained speed reduction

Traffic diverters: These are physical barriers or design elements used to redirect or limit vehicle movement on certain streets, helping to reduce through-traffic and improve safety for pedestrians and cyclists. These can include:

- **One-way entrances:** Limits access to local traffic by allowing entry of the street from one direction only, often using curbs or planters
- **Diagonal diverter:** Barriers placed diagonally across an intersection to prevent through movements of vehicles and redirects them to turn, while allowing pedestrians and cyclists to pass through safely.

Visual Cues and Branding: Quiet Streets should have a visual design to identify to motorists that they are entering a space where cyclists and pedestrians are priority. This may be achieved through several design treatments (as seen in **Figure 5.7**):

- Gateway features to identify a transition in priority, such as continuous sidewalks or painted roadway art after an intersection
- Designing the roadway with very narrow lane widths and/or mountable curbs
- Using textured pavement treatments
- Signage to identify the street as cyclist/pedestrian priority

Figure 5.7: Example of visual cues and branding. Right to left: Pavement markings and road design, Peterborough; Branded Sigange, Peterborough; Textured Pavement Treatments, Ottawa

BIKE LANES

Bike lanes are best suited for two-lane roadways with motor vehicle speeds of 50 km/h or less and low-to-moderate volumes of motor vehicle traffic.

Where cycling facilities operate on a roadway with on-street parking, the opening of vehicle doors pose a significant threat to the safety of people riding bikes, and as such, appropriate design measures are required. This includes providing a buffer between the parking lane and the bicycle lane, at least 0.6m in width.

Table 5.8: Bike lane widths

Facility type	Desired Width	Suggested Minimum
Conventional Bike Lane	1.8m	1.5m
Conventional Bicycle Lane adjacent to on street parking	1.5 m lane + 1.0 m parking buffer	1.5 m lane + 0.6 m parking buffer

PROTECTED BIKE LANES

Physical separation of bike lanes should be considered as often as is feasible and practical when designing cycling facilities. Separation techniques can vary, from pre-cast concrete curbs or planters to flex-bollards (see **Figure 5.8**). They are typically suitable for roadways with moderate to high motor vehicle speeds and volumes.

Table 5.9: Physically separated bike lane widths

Facility type	Desired Width	Suggested Minimum
Physically Separated Bicycle Lane	1.8 m lane + 1.0 m buffer	1.5 m lane + 0.3 m buffer

Figure 5.8: Examples of protected bike lanes in Toronto. Separation techniques include concrete barriers with public art (left) and Concrete curbs with flex posts (right).

CYCLE TRACK

Cycle Track separation from the motor vehicles is typically achieved using a curb and a buffer zone, creating a safer and more comfortable space for cyclists. Depending on the design, they may be positioned at sidewalk level, at an intermediate height between the sidewalk and the roadway, or directly adjacent to the curb. While cycle tracks often run parallel to the sidewalk, they are designated exclusively for bicycle use. They are typically suitable for roadways with moderate to high motor vehicle speeds and volumes.

Table 5.10: Cycle Track widths

Facility type	Desired Width	Suggested Minimum
One-way Cycle Track	2.0 – 2.5 m	1.5 m
Two-way Cycle Track	3.5 m – 4.0 m	3.0 m

MULTI-USE PATHS

Multi-Use paths should be signed for shared use by pedestrians and cyclists and is well-suited for roads with moderate to high traffic volumes and speeds. When there are many path users, pedestrians and cyclists sharing the same space can lead to conflicts, creating uncomfortable and potentially hazardous conditions. This is more likely to occur in areas with high pedestrian traffic, such as near in tourist areas or commercial areas. Therefore, multi-use paths in areas with higher pedestrian volumes should be designed wider with this in mind.

Table 5.11: Multi-use Paths widths

Facility type	Desired Width	Suggested Minimum
Low-to-moderate volume path (< 100 users/hour)	3.5 m	3.0 m
High volume path (> 100 users/hour)	> 4.0 m	3.0 m

5.7 Intersection Guidelines

Proper design of intersections is essential for creating a safer and more connected active transportation network. Intersections often present a higher risk of collisions, making it critical to reference best practices whenever a trail or cycling facility intersects with a roadway. Designers can consult OTM Books 18 and 15 for guidance on selecting appropriate intersection treatments for pedestrian and cycling facilities.

Treatments can vary significantly depending on road characteristics, such as speeds and volumes, but may include a range of pavement markings, lighting and signal solutions, signage, and physical infrastructure modifications.

Centre Wellington should consider integrating the following features at intersections with high pedestrian volumes or at crossings with cycling facilities to improve safety for all road users:

- **No Right Turn on Red (NRTOR)** signs restrict vehicles from turning right when the traffic signal is red. This increases pedestrian and cyclist safety by reducing conflicts with right-turning vehicles, improves visibility, and creates more predictable intersections.
- **Leading Pedestrian Intervals (LPI)** give pedestrians a walk signal a few seconds before vehicles receive a green light. The lead-time allows pedestrians to enter the crosswalk earlier, improving their visibility and reducing conflicts with both left and right turning vehicles. For more information, refer to OTM Book 15.
- **Leading Bicycle Intervals (LBI)** provide cyclists with a dedicated green light that activates a few seconds before the motorist signal (as seen in **Figure 5.9**). These are implemented alongside bicycle traffic signals. Similarly to LPIs, this gives cyclists a head start that increases their visibility and enhances safety by reducing conflicts with right-turning vehicles. NRTOR are recommended for the conflicting vehicle turning movement. An advanced protected left turn followed by an LBI should be avoided. For more information, refer to OTM Book 18.

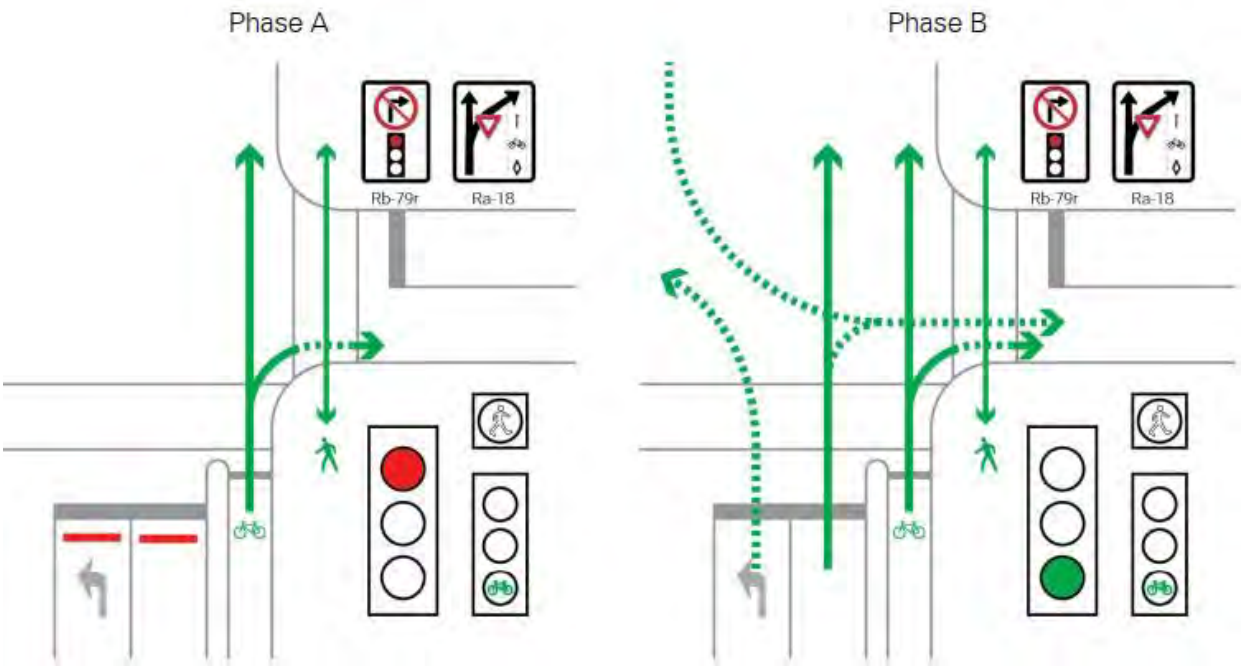


Figure 5.9: Leading Bicycle Interval Signal Phasing (Source: OTM Book 18: Cycling Facilities)

ADDITIONAL CONSIDERATIONS FOR CYCLISTS

Additional intersection design treatments for cyclists should be included in intersection designs to provide additional safety measures to reduce the risk of conflicts occurring between vehicles and cyclists. Several treatments may be considered based on context to provide cyclists with dedicated or protected areas at intersections. Design treatments for cyclists at intersections include:

- **Adjacent Crossings:** The cycling facility is physically separated from the motor vehicle lane with little to no setback.
- **Setback Crossings:** The cycling facility is offset from the parallel motor vehicle lane (**Figure 5.10**). Cyclists are more visible when vehicles are at an improved angle when crossing the crossride.

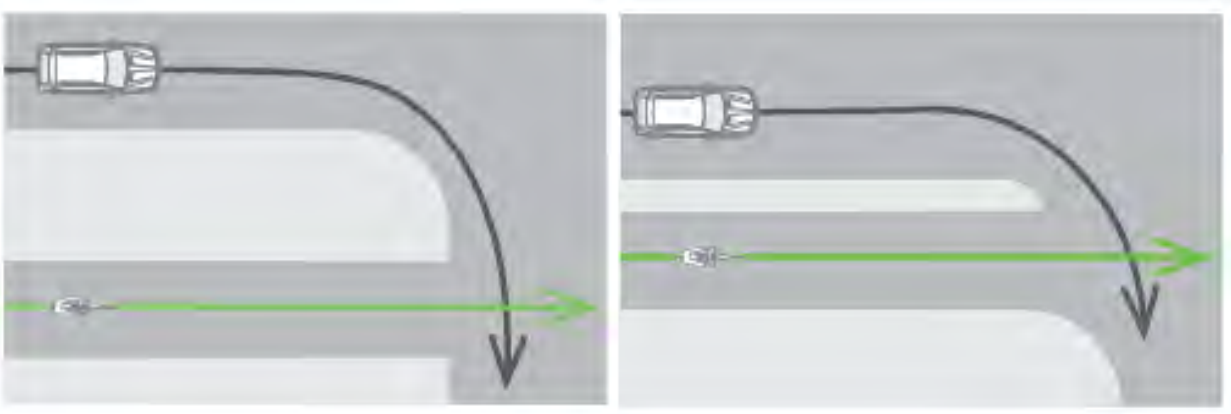


Figure 5.10: Setback crossing (Source: OTM Book 18)

- **Protected Intersections:** Where two setback crossings intersect, a corner of a protected intersection can be created, using the setback area as a protected corner island. Protected intersections can also include pedestrian refuge islands to reduce crossing distances and forward queueing areas for cyclists to improve visibility. The Ontario Traffic Council's Protected Intersection Guide provides detailed guidance on the design of protected intersections.
- **Bike Boxes:** Cyclists are provided with a dedicated queueing space in front of the vehicle stop bar to make left turns (**Figure 5.11**).

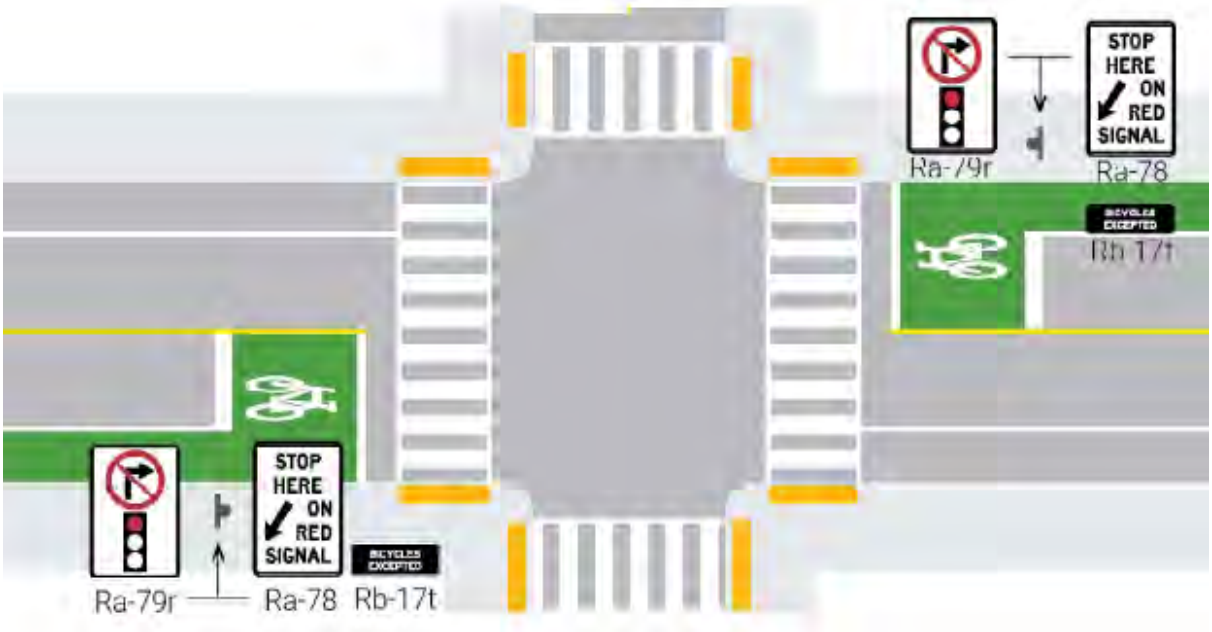


Figure 5.11: Bike boxes at a typical intersection (Source: OTM Book 18)

- **Two-Stage Queue Boxes:** Cyclists are provided with a dedicated waiting area in the intersection to make the left turn in two stages, by waiting for the green phase on the cross street (**Figure 5.12**).

Figure 5.12: On-street two-stage queue box detail (Source: OTM Book 18)

5.8 Trails Guidelines

There are four classifications for trails proposed: ***High Volume Spine***, ***Low Volume Spine***, ***Connector***, and ***Recreational Trail***. Each classification is dependant on the area's context, such as location, environmental sensitivity, expected volumes, ease of access for maintenance, and other aspects. The general characteristics for each category are defined in **Table 5.12.**

Figure 5.13: The Elora Cataract Trailway is a key asset within the Township

What We Heard

There are differing perspectives on how off-road trails should be developed—some residents prefer the natural character of gravel surfaces, while others advocate for paved trails to enhance accessibility and provide additional amenities. Balancing these viewpoints is essential to ensure the network meets diverse user needs.

Residents also shared that some sections of trails over capacity, particularly in the summer. Widening of trails in some areas would increase capacity and provide for great safety and accessibility.

Table 5.12: General Characteristics of Trail Classifications

	High Volume Spine	Low Volume Spine	Connector	Recreational Trail
Trail Type	Multi-use Trail (High Volume)	Multi-use Trail (Low Volume)	Multi-use Trail	Recreation Trail
Modes	Walking, cycling, e-devices	Walking, cycling, e-devices	Walking, cycling, e-devices	Walking
Trail Width	4.0 – 6.0 m	3.0 m minimum	2.4 m minimum, 3.0 m desired	1.0 – 2.0 m
Surface Materials	Asphalt	Asphalt, granular considered in rural areas	Granular or asphalt	Natural surface, granular or boardwalk in some contexts
Maintenance	4-season	3-season, 4-season considered	3-season, 4-season considered	3-season walking, winter activities considered
Lateral Clearance	1.0 m	1.0 m	0.6 m	0.6 m
Furnishing Zone	1.0 m	1.0 m	0.6 m	0.6 m
Benches	Every 200 m	Points of entry at minimum, every 200 m desired	Points of entry, top and bottom of steep slopes	Points of entry, top and bottom of steep slopes
Refuge Areas & Waste Receptables	Minimum every 1000 m, at major amenity nodes, destinations and trailheads	Minimum every 1000 m, at major amenity nodes, destinations and trailheads	Major trailheads	Major trailheads
Washrooms	At major amenity nodes/destinations	At major amenity nodes/destinations	At major amenity nodes/destinations	At major amenity nodes/destinations
Lighting	Lighting provided	Lighting considered, at minimum provided at road crossings	At road crossings	At road crossings

5.8.1 Lighting and Amenities

Trails should have appropriate lighting and amenities to enhance safety, comfort, and usability for all users.

LIGHTING

Lighting along trails plays a critical role in improving visibility, extending the functional hours of use, and enhancing the perception of safety—particularly for women, seniors, and other vulnerable users.

To increase user safety, continuous lighting is recommended for major trails / spine routes in urban areas, and for the Trestle Bridge Trail. For lower-volume spine routes, lighting should be considered along the trail, with a minimum requirement at trailheads and road crossings. On connector and recreational trails, lighting should generally be limited to road crossings to reduce environmental impacts and avoid unnecessary light spill into nearby residential areas.

Lighting should be designed to enhance user safety while minimizing visual impacts on the surrounding environment and adjacent land uses, especially residential areas. Strategic placement and responsible design are key. To minimize obtrusive light and glare for adjacent residents, as well as to mitigate ecological effects of light pollution, consideration should be given to light output, amount of uplight, type of shielding, colour temperature and dimmability. Lighting should be designed to illuminate the trail and its users only, using long wavelength colour and shielded fixtures to prevent glare or spillage beyond the trail, or excessive uplighting.

DarkSky International, a nonprofit organization dedicated to protecting the night sky from light pollution, provides guidelines on recommended criteria for compliant pedestrian lighting, as well as a list of approved luminaires on their website: https://darksky.org/what-we-do/darksky-approved/darksky-approved-luminaires-program/darksky-approved-luminaires-guidelines. Their five principles for responsible outdoor lighting are presented in **Figure 5.14**, and guidelines for DarkSky compliant fixtures are shown in **Figure 5.15**.

Figure 5.14: Lighting Principles for Responsible Outdoor Lighting (Source: DarkSky International)

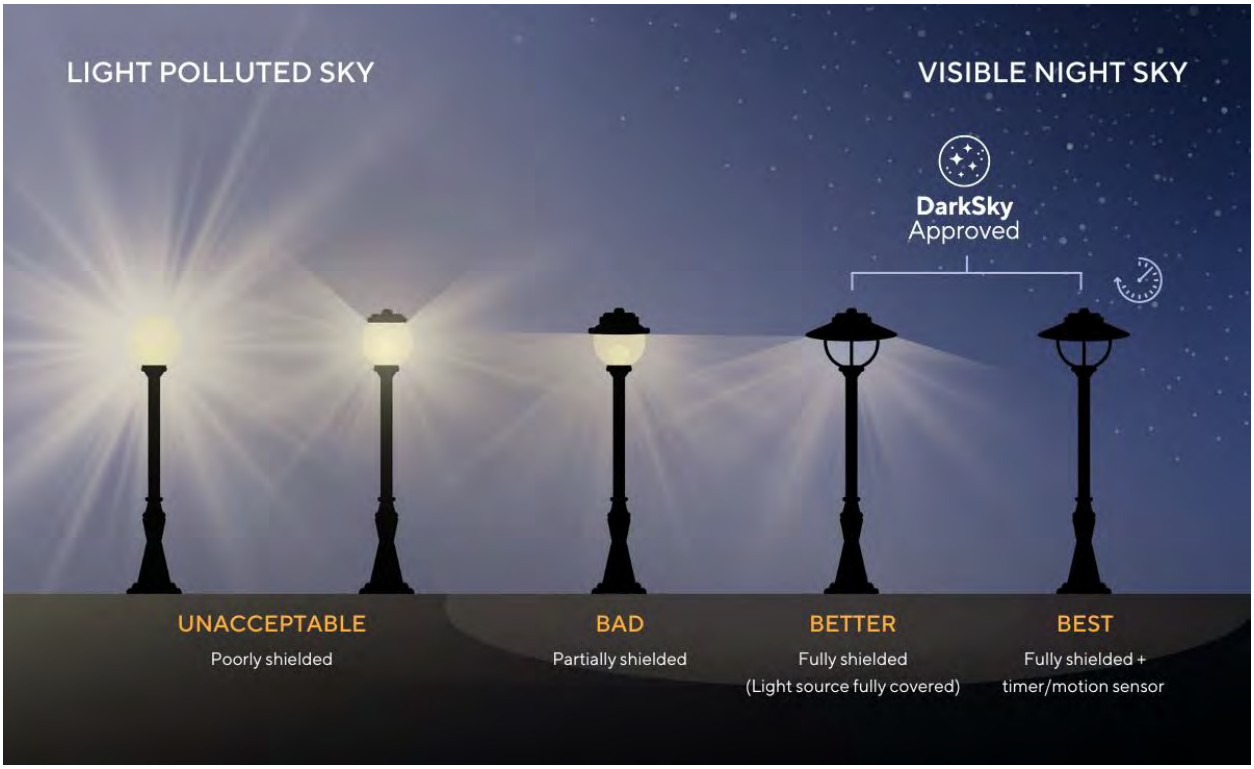


Figure 5.15: Guidelines for DarkSky Approved Lighting (Source: DarkSky International)

AMENITIES

As discussed in **Section 6.3**, amenities contribute to a more comfortable and accessible trail experience. Suitable amenities for trails include:

- Benches
- Trash and recycling bins
- Rest and Refuge Areas
- Washrooms
- Potable water
- Interpretive signs/displays
- Climate Protection
- Wayfinding signage

Amenities should be strategically placed along trails to support longer trips, encourage rest, and promote responsible trail use. The placement and design of amenities should consider accessibility, maintenance needs, and integration with the surrounding environment to ensure they serve a wide range of users effectively. Refer to **Section 6.3** for further information.

5.8.2 Trail Intersections and Crossings

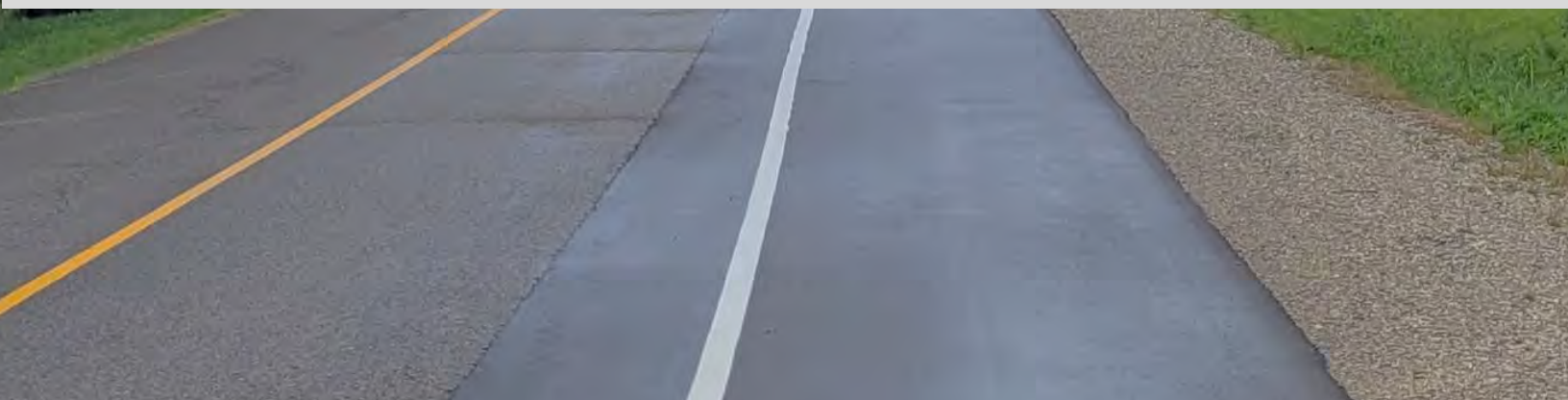
A mix of controlled (some form of formal traffic control from signage to full traffic control signals) and uncontrolled (without any form of traffic control) crossings may be used throughout the Township's trail network, based on a combination of trail use volume and traffic volumes.

However, there may be several locations along the trail network where a controlled crossings could be warranted. All crossings for trails on the Spine and Connector network should be controlled crossings.

Trail crossings treatments may vary depending on the nature of the crossing and intersecting road. They may include a range of pavement markings, lighting solutions, signage, and physical infrastructure modifications. Designers can consult OTM Books 18 and 15 for guidance on selecting appropriate treatments for crossings.

Figure 5.16: Elora Cataract Trailway crossing at Gerrie Road

Chapter 6: Policies & Strategies



6.1 All Ages & Abilities Policy

Universal accessibility is essential to making walking, cycling, and rolling viable modes of travel for everyone. Designing facilities for all ages and abilities (AAA) ensures infrastructure is safe, comfortable, and inclusive, regardless of age, physical ability, or experience level. It also acknowledges that both real and perceived safety concerns can limit people's travel choices and access to destinations.

Historically, transportation systems have reflected biases that exclude underrepresented groups, including children, seniors, women, racialized and low-income residents, people with disabilities, and those who rely on active transportation or move goods. These communities often face systemic barriers, such as over-policing in public spaces or limited access to vehicles, while also being more dependent on active transportation, even as their neighbourhoods frequently lack basic infrastructure.

As Centre Wellington continues to grow and evolve, its active transportation network must adapt to meet the needs of all users. The Township is committed to planning, implementing, and promoting an accessible, AAA-compliant active transportation network.

6.1.1 All Ages and Abilities (AAA) Design

Active transportation design principles have typically favoured very confident riders, typically adult men cycling for sport. Instead, the AAA approach encompasses the idea of creating an active transportation network that is safe, comfortable, and equitable given a diverse range of users and devices of varying sizes, speeds, and operating characteristics. According to the National Association of City Transportation Officials (NACTO), AAA facilities should be:

- **Safe**: More people will use active transportation options when they have safe places to ride. Better active transportation facilities are directly correlated with increased safety for people driving and walking, reducing injury due to crashes for all road users.
- **Comfortable**: Active transportation facilities should provide comfortable, low-stress environments.
- **Equitable**: High-quality infrastructure should be available to all, especially in underserved areas.

Centre Wellington should aim to provide AAA facilities, where possible, that follow the following principles:

- **Design for Safety:** Design should prioritize the needs of vulnerable users or least confident, including children, seniors, people with disabilities, and new cyclists. This includes ensuring low-stress routes, safe crossings, and intuitive navigation. If infrastructure works for these groups, it will work for everyone.

Designing for safety is highly context-sensitive. On high-speed or high-volume roads, physical separation from traffic is essential. On lower-speed streets or with lower volumes, like neighbourhood bikeways, design should focus on slowing down vehicles and discouraging through traffic with traffic calming and diverting methods.

- **Design for Comfort:** Where possible, facilities should be predictable and low-stress environments that provide consistent, adequate lighting, and are well maintained (see Policy 6.4: Maintenance Strategy).
- **Integrate Accessibility Features:** Facilities must meet or exceed accessibility standards, such as the AODA, to support independent navigation for people with disabilities.
- **Design Safe and Inclusive Intersections:** Intersections should be designed to reduce conflicts and improve safety for all modes. This is discussed in sub-section 6.1.2.
- **Promote Equity in Network Design:** AAA design must address historic and systemic inequities in transportation planning. Investments should be prioritized in underserved neighbourhoods to ensure equitable access to safer infrastructure.

6.1.2 Intersections and Crossings

Intersections are critical points where multiple modes converge. Designing them with all users in mind enhances safety and accessibility. A key to designing safer intersections lies in maximizing visibility between drivers and active transportation users.

The following should be incorporated into the active transportation network at intersections:

- Intersections should be designed shorten crossing distances.
- Provide appropriate intersection treatments for pedestrians and cyclists including setback crossings, adjacent crossings, and protected intersections
- Pedestrian walking phases should be long enough to accommodate slower walking speeds, particularly in areas with a high number of children and seniors.
- Accessible pedestrian signals at signalized intersections provide an audible tone to help pedestrians with low vision locate the opposite side of the crosswalk.
- Benches or sitting areas should be provided to support those who may be less mobile or need to rest.
- Curb ramps, (AODA *Integrated Accessibility Standards* Section 80.26) and depressed curbs (AODA *Integrated Accessibility Standards* Section 80.27) should be implemented at intersections to assist individuals with changes in elevation. TWSIs should be used to indicate the presence of curb ramps (see Sidewalks Policy).

Consideration should also be given to signalization strategies as an important conflict management approach. Signalization strategies can be used in various ways to enhance accessibility and safer active transportation user experiences. These may include leading

pedestrian or bicycle intervals (LPI/LBI), protected signal phases for motor vehicles, and motor vehicle turn prohibitions, such as No Right Turn on Red (NRTOR) restrictions, as discussed in **Section 5.7**.

6.1.3 Recommendations

The recommended policies for accessibility and inclusion are shown in **Table 6.1**.

Table 6.1: Recommended Accessibility Policies

Policy Statement	Policy Objectives
Design Safe and Comfortable Cycling and Multi-use Facilities	Design facilities with the needs of those who are most at risk and aim to create a low-stress environment. Ensure appropriate separation from traffic based on the road's context. Provide active transportation infrastructure that is consistently well-lit and maintained, working towards the enhanced maintenance standards in **Section 6.4: Maintenance Strategy** to enable more accessible active transportation facilities and sidewalks.
Make Intersections Safe for Pedestrians	Implement the following for safer intersections for pedestrians: • Provide longer walking signals in areas with high volumes of pedestrians or crossings frequently used by young children or seniors. • Use a walking speed of 1.0 m/s to calculate the pedestrian clearance interval. • Shorten crossing distances, where possible. Consider people living with neurodivergence by testing APS tones through consultation.
Make Intersections Safe for Cycling and Micromobility	Adopt current best practices for improved intersection cycling treatments, including setback crossings, adjacent crossings, and protected intersections. Consider providing NRTOR, LPI/LBI, and/or protected phasing at intersections on the cycling network where there is a high potential for conflicts with turning motor vehicles.
Support Inclusive Design	Develop a monitoring program with equity-deserving groups to ensure inclusive design is serving all communities

6.2 Sidewalks & Accessibility Policy

Sidewalks are the foundation of an active transportation network. A good sidewalk network makes walking a feasible mode of travel for people of all ages and abilities. Centre Wellington is committed to enhancing its accessible network of sidewalks to improve the comfort and safety for all users.

6.2.1 Legislative Framework

Centre Wellington's approach to ensuring their network is accessible is grounded in provincial legislation and regional policy commitments that promote inclusive and equitable infrastructure:

Accessibility for Ontarians with Disabilities Act (AODA): This provincial law establishes mandatory standards for public infrastructure to accommodate the needs and abilities of all potential users. These standards apply to the design of public spaces, including sidewalks, intersections, and active transportation facilities. Under the AODA, municipalities are required to implement accessible features such as:

- Curb ramps (also known as curb cuts)
- Accessible pedestrian signals at street crossings
- Tactile walking surface indicators (TWSIs)
- Depressed curbs at intersections

The AODA emphasizes consultation with people with disabilities and the broader public, promoting context-sensitive design over rigid checklists.

Facility Accessibility Design Manual (FADM): Centre Wellington follows the County of Wellington's FADM, which outlines best practices and technical specifications for accessible infrastructure. The FADM is currently under revision to reflect updated standards, and the Township will adopt the revised version once finalized.

What We Heard

Ensuring sidewalk accessibility for all users, particularly seniors and people with mobility issues, is a key priority. Design improvements such as properly sloped curb cuts, extended pedestrian signal times, and smooth, even surfaces were emphasized as essential to creating a more inclusive and accessible environment.

6.2.2 Gaps in the Sidewalk Network

To support safe and accessible pedestrian travel, addressing sidewalk gaps should be prioritized. Priority should be given to gaps within 1.6 km of elementary schools and 3.2 km of high schools and within areas where people may have lower vehicle ownership rates, such as retirement homes, long-term care homes, and low-income housing.

Sidewalk gaps should also be prioritized near key destinations, including parks, commercial centres, and healthcare facilities.

In areas where physical, environmental, or contextual constraints make the construction of standard sidewalks unfeasible, alternative design solutions should be pursued to ensure pedestrian safety and accessibility. This includes creating quiet streets with traffic calming measures or protected on-road multi-use paths.

6.2.3 Sidewalk Design

When building or reconstructing roads in urban areas, sidewalks should be included as follows:

- Downtown/Main streets: Sidewalks should be provided on both sides of the road, with wide sidewalk clearance widths of 2.5 metres or more to accommodate high pedestrian volumes.
- Arterial roads: Sidewalks should be provided on both sides of the road, with a minimum clearance width of 2.0 metres. In some areas, the Township may consider designs that include a multi-use path on one side of the road, and a sidewalk on the other to reduce potential conflict between cyclists and pedestrians.
- Collector roads: Sidewalks should be provided on both sides of the road, with a minimum clearance width of 1.8 metres. In some areas, the Township may consider designs that include a multi-use path on one side of

the road, and a sidewalk on the other to reduce potential conflict between cyclists and pedestrians.

- Local roads: Sidewalks are desired on both sides of the road, but at minimum should be provided on one side of the road where constrained, with a minimum clearance width of 1.8 metres.

The Transportation Association of Canada (TAC) *Geometric Design Guide for Canadian Roads* and upcoming AODA guidance recommends a minimum sidewalk clearance width of 1.8 metres, which accommodates two people using assistive mobility devices to pass each other comfortably and better support a broader range of users.

Sidewalks with a clearance width of 2 meters or more can provide additional space for two people walking together while communicating in sign language, allowing them to discuss their route of travel, or for a person walking with a guide animal to walk with another pedestrian.

6.2.4 Accessibility and Equity

The following principles should be implemented to support a safe, accessible, and equitable pedestrian environment:

- **Universal Accessibility:** Ensure that all sidewalks are designed and constructed to meet or exceed the Accessibility for Ontarians with Disabilities Act (AODA) standards.
- **Design for All ages and abilities:** The principles of AAA facilities should be applied to the design of the sidewalk network. This includes designing for a safe and comfortable sidewalks and crossings, that provide consistent, adequate lighting, and are well maintained.
- **Network Continuity**: A well-connected sidewalk network is essential for enabling safe, direct, and convenient pedestrian travel throughout the community. Gaps and discontinuities in the sidewalk network should be closed to improve network accessibility and continuity. This is particularly important in areas with high pedestrian demand and near key destinations, like schools, commercial centres, and community centres.
- **Equity**: Sidewalk improvements should be prioritized in underserved and equity-deserving communities, ensuring that all residents have access to safe and reliable pedestrian infrastructure.

6.2.5 Accessibility Features

TACTILE WALKING SURFACE INDICATORS (TWSIS)

Complexity in pedestrian facilities should be minimized, by providing straight and direct paths of travel where possible. However, road crossings, intersections, and active transportation facilities can create additional complexity. Additional guidance can be provided by installing attention tactile walking surface indicators (TWSIs) and directional TWSIs.

- *Attention TWSIs* provide a tactile warning that a pedestrian is entering an area with a potential conflict, such as crossing the roadway or crossing an active transportation facility. Attention TWSIs are typically designed as metal plates with raised domes.
- *Directional TWSIs* provide directional tactile guidance at complex intersections, such as where the intersection is skewed or in other complex environments. Directional TWSIs are typically designed as small metal plates with raised lines in the direction of travel, as seen in **Figure 6.1**.

Figure 6.1: An example of directional TWSIs, Ottawa

TACTILE DELINEATION

Where sidewalks are next to a dedicated active transportation facility, such as a cycle track, tactile delineation is recommended between the facilities such that pedestrians with low vision may be aware of the transition to avoid errantly traveling into the active transportation facility.

Guidelines on tactile delineation are changing throughout Ontario, but best practices are moving towards providing a half-height curb, with a minimum height of 50 millimeters to be cane-detectable. Examples are showing in **Figure 6.2** and **Figure 6.3**. Increasing the separation between cycle tracks and the sidewalk with a grass strip or plantings can also provide tactile guidance.

Figure 6.2: Example of a bevelled curb between a cycle track and sidewalk, Toronto

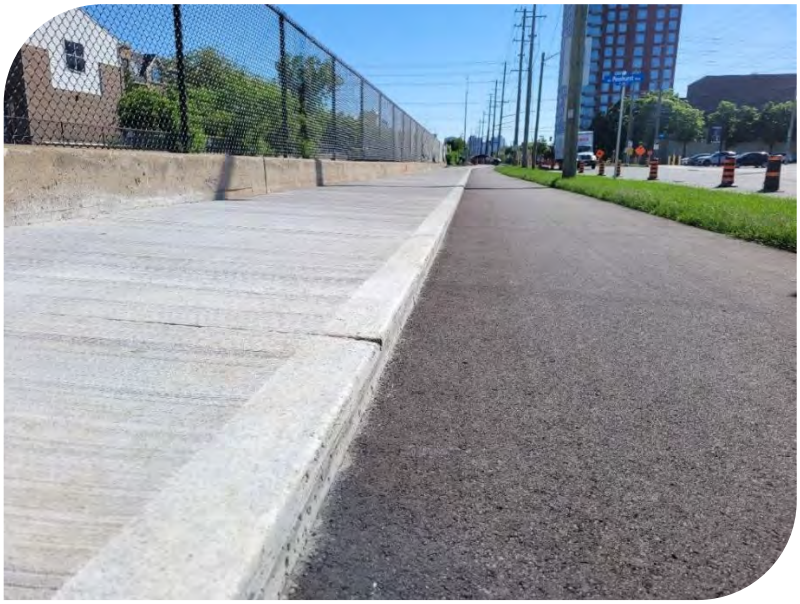


Figure 6.3: Example of a half-height curb between a cycle track and sidewalk. A grassy buffer separates the cycle track for motor vehicle lanes, Ottawa.

The summary of recommended policies for sidewalks is provided in **Table 6.2.**

Table 6.2: Recommended Sidewalk Policies

Policy Statement	Policy Objectives
Prioritize completing sidewalk gaps	Sidewalk gaps should be filled to ensure network connectivity and accessibility. Priority should be given to: • Areas within 1.6 km of elementary schools, 3.2 km of high schools, and in areas with low vehicle ownership, such as near retirement homes, long-term care facilities, and low-income housing. • Near key destinations, including parks, commercial centres, and healthcare facilities. Alternative pedestrian facilities, such as quiet streets or protected on-road multi-use paths, should be provided where sidewalk construction is not feasible.
New sidewalks and sidewalk retrofits	When new roads are built or roads are reconstructed, sidewalks should be constructed as follows: • Arterial roads: Both sides of the road, minimum 2.0 m wide. • Collector roads: Both sides of the road, minimum 1.8 m wide • For Arterial and Collector roads, in some areas, a multi-use path on one side of the road, and a sidewalk on the other may be considered to reduce potential conflict between cyclists and pedestrians. • Local roads: Preferably both sides; at minimum, one side in constrained areas, minimum 1.8 m wide • Downtown/Main streets: Both sides of the road, minimum 2.5 m wide or more to support high pedestrian volumes
Provide Accessible Sidewalks	Update standards to provide: • A minimum sidewalk width of 1.8 meters on all roads to allow for two people using wheelchairs/mobility devices to pass each other. • Sidewalk widths of 2 m or wider in areas close to key destinations and with high pedestrian traffic.
Provide Accessible Sidewalk Surfaces	Improve accessibility by replacing or rehabilitating existing sidewalks that are deteriorating and in tandem with capital works and road rehabilitation projects.

Provide Tactile Features and Separation	Update standards to provide a bevelled curb at a minimum height of 50 mm to be cane detectable (half-height curb) when sidewalks are immediately adjacent to in-boulevard dedicated active transportation facilities. Install attention tactile walking surface indicators (TWSIs) at crossings of dedicated cycling facilities. Provide directional tactile guidance at complex intersections or in other complex environments.

6.3 Amenities Policy

Supporting active transportation uptake goes beyond simply building physical infrastructure and increasing the supply of All Ages and Abilities facilities. A culture of active transportation must be fostered, encouraging people to take up and feel comfortable using active transportation as a transportation mode. The implementation of supportive amenities at key locations along an active transportation network is an integral component of demonstrating the Township's commitment to provide active transportation infrastructure that is safe, accessible, and comfortable for all users.

A key aspect of supportive amenities falls under Transportation Demand Management (TDM) measures. These are strategies aimed at reducing congestion and promoting sustainable transportation by influencing how, when, and where people travel and can be used to incentivize a shift to an AT-friendly culture. There are a variety of TDM measures the Township can use, including employer incentives, promotional initiatives, education, and end-of-trip facilities and various measures to influence who, when, why, where, and how of people's travel decisions.

What We Heard

There was strong support among participants for enhancing active transportation amenities. In particular, additional washrooms, secure bike parking, and benches/rest areas were frequently mentioned as essential to encouraging active travel and improving user experience.

6.3.1 Active Transportation Network Amenities

Network amenities are essential elements integrated into an active transportation network to create a functional, attractive, and user-friendly network. They enhance user convenience, comfort, and safety for users, generally improving overall user experience.

Strategically placed network amenities can improve network navigation, encourage users to spend more time on the network, and overall attract more people to choose active transportation options. Their placement throughout the network is important to ensure they are easily accessible to users.

AMENITY TYPES

The following is a summary of recommended amenities. Guidance on appropriate spacing and placement across the network is provided in the next section. It is important to ensure that all amenities are located in areas accessible to Township staff responsible for their maintenance.

Public bicycle parking: Bicycle parking should be provided at hubs and key destinations as short-term bicycle racks. Refer to **Section 6.3.3** for more information on bike parking.

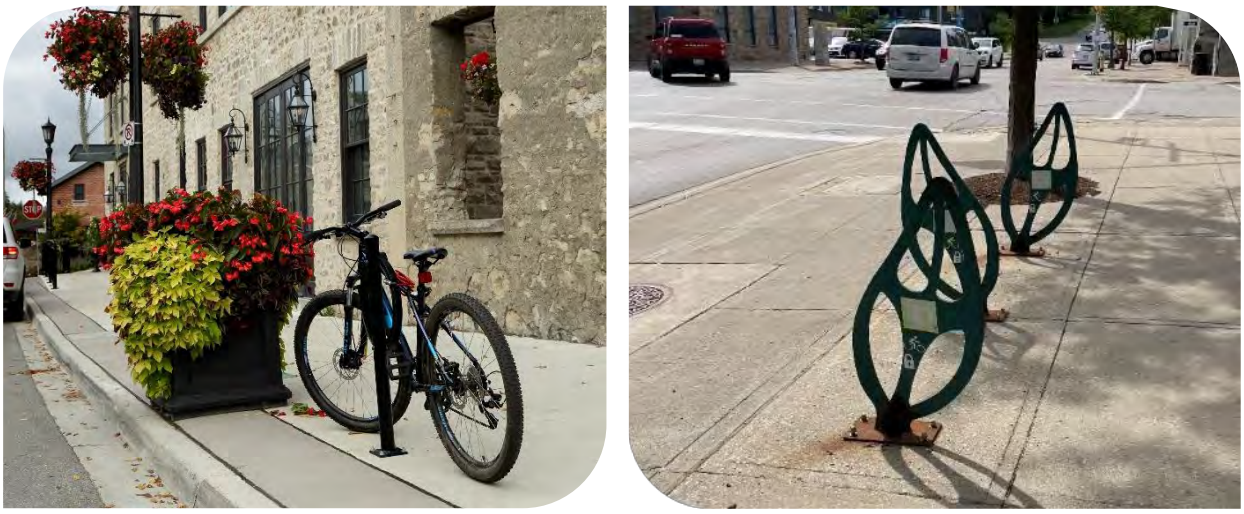


Figure 6.4: Examples of bike parking in Elora and Fergus

E-device parking (such as e-bikes): E-devices are generally allowed and can be accommodated where conventional bicycles can park. E-bikes that fall outside of the Highway Traffic Act definition of 'power-assisted' bicycle must park on the street like motorcycles do. In some cities such as the City of Calgary, e-scooters are permitted to park in the furniture zone in line with bicycle racks. These areas are usually designated with paint and parking symbols.

Potable water: Potable water can be a simple hose bib / tap or a bottle fill station. Automatic water filling stations are recommended over drinking fountains based on sanitary protocol. Furthermore, local businesses could be encouraged to enroll in programs to improve access to potable water while helping to promote businesses to residents and visitors.

Washrooms: Washrooms can be portable or permanent structures. Providing gender neutral washrooms with floor to ceiling stall coverage is recommended to allow for all users to feel comfortable.

Figure 6.5: Potable water refill station, Elora, and public washrooms, Fergus

Rest and Refuge Area: Formal bench seating or seating areas that include elements like tables are preferred, especially within settlement areas and in areas where accessibility is of greater need. Providing a variety of seating options, such as picnic tables, concrete platforms, circular seating arrangements, lounge/recliner chairs, etc., meets different needs of users. Examples of creative seating options are shown in **Figure 6.6**. In areas with a lower density of destinations, providing less formal seating options is possible. Using natural material, such as flat-topped stones or grass seating areas with trees for shade.

Providing a concrete pad directly adjacent to a bench is crucial to allow for mobility device users to sit beside the bench and or use the bench if it is accessible. In this scenario, no arm rest should be provided to allow transferring to and from a mobility device to the bench.

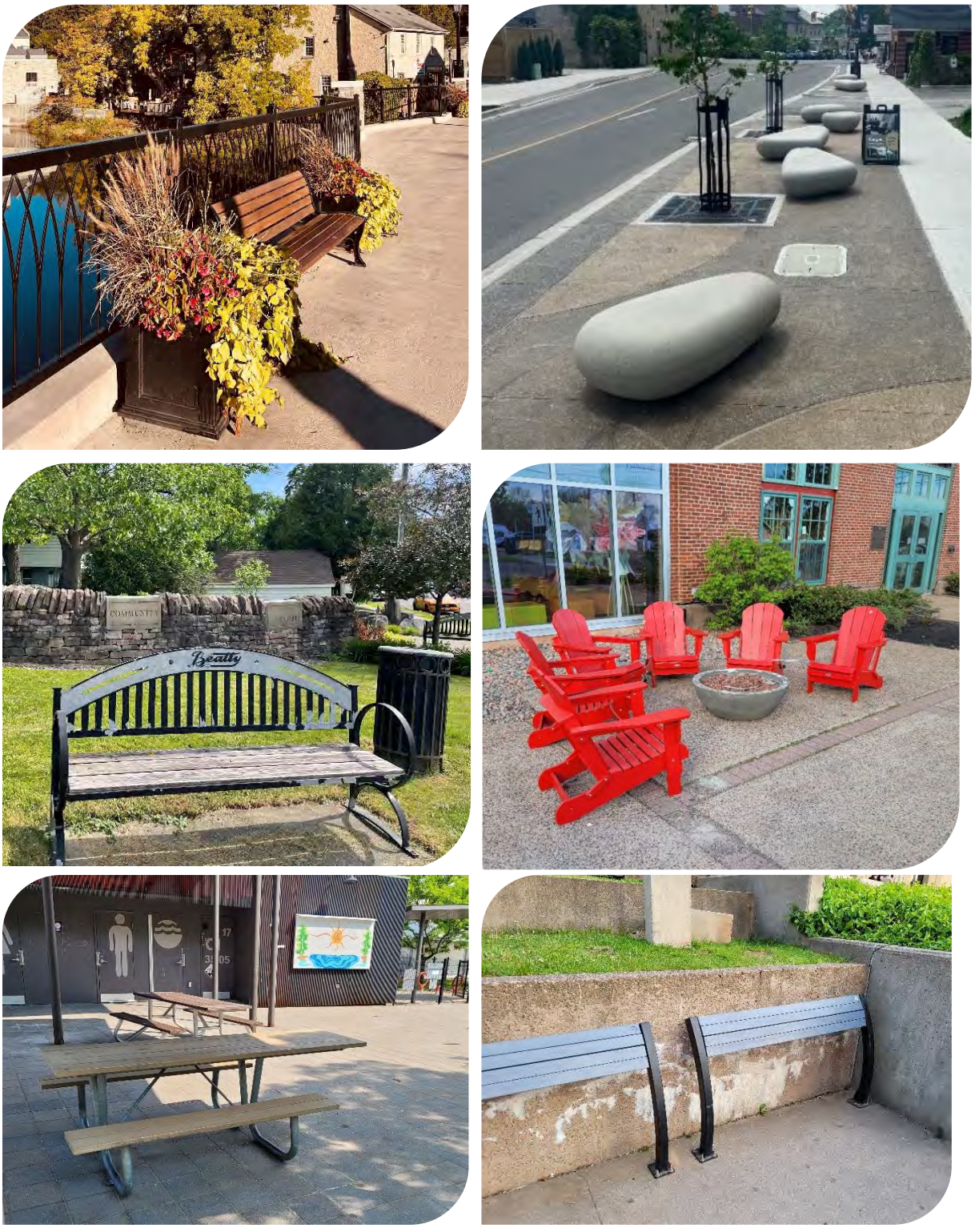


Figure 6.6: Examples of a variety of seating types and resting areas

Wayfinding: Wayfinding can be incorporated throughout the network to offer navigation guidance to users. Refer to the Wayfinding Strategy in **Chapter 7** for more information.

Waste and Recycling Bins: The type of containers provided can range from standard barrel bins to more innovate models with restricted lids and sensors to indicate when emptying is required. Typically provided at the start of infrastructure and rest stops. At least 1 m of space should be provided both horizontally and laterally from the bin to allow for standing room. Both bins should be placed in periphery to and facing the route, mounted on hard surfaces that are cane-detectable and on visually contrasting material. They should only be placed in areas where Township staff that are responsible for emptying them can access them.

Climate protection: Climate protection can include shared shelters and tree planting, which should both be outside of the lateral clearance area of an active transportation facility.

Figure 6.7: Examples of climate protection shelters with seating

Lighting: Lighting should be provided throughout the network as it offers a level of safety and comfort to minimize potential hazards due to obscured visibility. Appropriate illumination levels for cycling and pedestrian facilities are based on the level of pedestrian or cyclist activity as outlined by TAC Guide for Design of Roadway Lighting (2006) and OTM Book 18 guidance on amenities such as lighting.

If a path is not going to be entirely lit, then only the entrances, exits, and intersections should be lit. If possible, signage should be present indicating if a route is or isn't fully lit in areas with low volume and out of sight lines (such as trails through parks, rural areas, back streets etc.)

Bicycle repair stands: Bicycle repair stands commonly include tools for conducting basic maintenance and minor repairs, such as fixing a flat tire. Key elements to consider include:

- Allowing for the bike to be hung for ease of use
- Using durable construction and providing weather protection
- Securely attaching tools and air pump to prevent theft

Figure 6.8: Examples of lighting along a path and bike repair station

Public Art: Public Art makes public spaces more vibrant and inviting. It can reflect the surrounding area and reference places of historical and cultural heritage significance. Public art can exist in a wide variety of forms. For instance, furniture at minor and major hubs, such as benches, wayfinding, and shelters can provide opportunities for public art. Public art should not compromise functionality or safety of the active transportation infrastructure.

Interpretive signs/displays: These signs provide specific information about points of ecological, historical and general interest, designed to help visitors understand and appreciate the significance of a site. They should be located at cultural heritage destinations.

Micromobility charging stations: Standard charging outlets are appropriate for e-bikes, e-scooters and compatible mobility devices. Adequate, even and smooth space should be provided adjacent to the outlets to allow for at least two devices to charge at the same time.

Mobility device charging station: Public mobility device charging stations can charge specific devices such as mobility scooters and powered wheelchairs. These charging stations differ from

standard outlets that can charge micromobility devices such as e-bikes. Adequate, even and smooth space should be provided adjacent to the outlets to allow for at least two devices to charge at the same time.

Figure 6.9: Examples of interpretive displays and mobility device charging station

6.3.2 Amenity Placement

Throughout the active transportation network, there will be three general locations in which amenities should be placed: along routes, at minor hubs, and at major hubs.

MAJOR HUBS

Amenities should be strategically located at existing municipal facilities where servicing is provided for potable water and charging or where servicing could be provided. Major hub's locations should include parks, major trail heads, community centres, schools and Township offices. Efforts should be made to establish independent major hubs or in partnership with Wellington County in downtown Elora and Fergus if these amenities cannot be provided at a Township-owned facility.

Potential major amenity hub locations where amenities should be prioritized include:

- Township of Centre Wellington Municipal Building (1 Macdonald Square), Elora
- Bissell Park, Elora
- Hoffer Park, Elora
- Wellington County Library Fergus Branch, Fergus
- Centre Wellington Community Sportsplex, Fergus
- Groves Memorial Community Hospital and County Campus Lands, Fergus
- Maple Park, Belwood
- Veterans Park, Salem

MINOR HUBS

These are small scale nodes features amenities designed to provide support to people using active transportation, as seen in **Figure 6.10**. Amenities should be located at or as close as possible to where two Spine Routes meet, as they are excellent locations for amenities due to higher volumes of active transportation users. To not interfere with ideal sightline zones, minor hubs should be kept along the edge of the intersection.

Figure 6.10: Example of a Minor Amenity Hub with wayfinding, seating, and waste receptacles in Charlottetown, PEI

ALONG ROUTES

Amenities should be placed along all routes within the active transportation network, such as Local, Connector, Spine Routes. As outlined above, the presence of amenities is mainly along connector and spine routes and with local routes being considered in contextual cases.

In high-volume pedestrian areas and in areas where high numbers of people with disabilities and mobility challenges are present, rest areas, lighting, and climate protection are recommended at a spacing of 30 m. Dedicated mobility device charging stations are recommended at popular rest areas.

Table 6.3 presents the minimum recommended amenities and additional amenities to consider at each location.

Table 6.3: Recommended Amenities Placement

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

● = Minimum recommended

○ = Additional amenities to consider

6.3.3 Bicycle Parking

Bike parking is a critical component of a successful active transportation network because it directly supports the usability, security, and appeal of cycling as a mode of transportation. The Township is considering opportunities to support and potentially regulate bicycle parking more formally. Bicycle parking consists of two categories based on user types:

Short-term: Short term bike parking should be an easy and in convenient location for visitors to secure their bicycle, typically near building entrance. Users of short-term parking are usually people visiting businesses and institutions, typically lasting up to two hours. Short-term bicycle parking spaces should have a horizontal orientation on the ground.

Long-term: Long term bike parking should be a secure and sheltered place to store a bicycle. Users of long-term parking often value security and weather protection as their bicycles can be left for several hours or more. t is usually located within residential or commercial buildings and should be easy to access for cyclists.

BICYCLE PARKING TYPES AND PLACEMENT

Public bicycle parking should be located within 20 m of the destination it is intended to serve. Preferred types of short-term bicycle parking include inverted-U racks and post & ring racks, as shown in **Figure 6.11**. Areas with high demand for bicycle parking may benefit from bicycle corrals, which can be installed and removed seasonally. In all cases, public bicycle parking should accommodate a variety of bicycle types and allow for the locking of the frame and at least one wheel with a U-lock. Refer to the Association of Pedestrian and Bicycle Professional's *Essentials of Bike Parking Guide* for additional guidelines for bicycle parking.

Common types of parking include a dedicated room within a building, secure enclosures within a parking garage, and bike lockers. Long-term bicycle parking within multi-storey buildings should be located on the ground floor or as close to the ground floor as possible. All new higher-density developments must include provisions for long-term bicycle parking, with specific implementation approach to be determined by municipal staff using available planning tools—such as zoning regulations, the Community Planning Permit System (CPPS), or other applicable regulatory frameworks.

Long-term bicycle parking spaces may be horizontal, vertical, or stacked, examples of which are shown in **Figure 6.12**. However, at least 50 percent of spaces should be horizontal on the ground to be accessible by those who cannot lift a bicycle to vertical or upper-level stacked racks.

Figure 6.11: Examples of Short-term bike parking, including post & ring racks (top left), sheltered bike parking (top right), bike corrals (bottom left), and inverted-U racks (bottom right)

Figure 6.12: Example of long-term bike parking, including stacked bicycle parking (left) and bike lockers (right)

Quick Win

The Township should seek to install temporary bike corrals in high-demand areas for the summer and fall, immediately after the approval of the ATMP. It is recommended that one be installed in downtown Elora and downtown Fergus near key tourist destinations by reallocating one vehicle space for temporary bike corrals in each location.

The appropriate number and type of bicycle parking spaces can vary depending on the surrounding land use, such as residential, commercial, institutional, or recreational, each of which may generate different levels of bicycle traffic. Typically, minimum bicycle parking requirements are based on the gross floor area (GFA) of a building use. In mixed-use buildings, the total requirement is calculated by applying the appropriate rate to each use and summing the results. These suggested rates are summarized in **Table 6.4**.

Table 6.4: Typical Bicycle Parking Rates

Building Use	Bicycle Parking Rate
Multi-residential uses	• 0.1 short-term spaces per unit • 0.7 – 0.8 long-term spaces per unit
Commercial Uses	• 2.0 short-term spaces per 1,000m^2 (GFA) • 1.0– 2.0 long-term spaces per 1,000m^2 (GFA)
Office Uses	• 1.0 – 2.0 short-term spaces per 1,000m^2 (GFA) • 1.0– 2.0 long-term spaces per 1,000m^2 (GFA)
Industrial Uses	• 0.5 – 1.0 long-term spaces per 1,000 m^2 (GFA)
Institutional Uses	• 1.0 – 1.5 short-term spaces per 1,000m^2 (GFA) • 1.0– 1.5 long-term spaces per 1,000m^2 (GFA)
Elementary/ Secondary Schools	• 0.6 – 1.0 short-term spaces per 1,000m^2 (GFA) • 0.6 – 1.0 long-term spaces per 1,000m^2 (GFA)

Notes:

[1] Areas are calculated as Gross Floor Area (GFA), as defined in the Zoning By-law: "The total area of all floors above finished grade measured between the outside surfaces of exterior walls or between the exterior surfaces of all exterior walls and the centreline of a firewall located on a common property line, but shall not include a crawl space, attic, garage, porch or any area used for parking."
[2] Best practices based on rates from the Town of Ajax, City of Mississauga, City of Ottawa, and City of Toronto.

As the Township considers regulate bicycle parking more formally, it may be beneficial to consider that at least 5% of long-term bicycle parking spaces be designed to accommodate larger or accessible bicycles, such as cargo bikes, adaptive bicycles, or tricycles (including e-bikes). These spaces should ideally be horizontal, ground-level, and measure at least 1.5 m wide by 2.4 m long.

6.3.4 End of Trip Facilities

End-of-trip facilities—such as showers, lockers, change rooms, repair stations, and bicycle cleaning stations— provide greater convenience and comfort for active transportation users at their destinations. These are typically considered where five or more long-term bicycle parking spaces are provided. In particular, showers and changerooms may be most relevant in buildings with non-residential uses, are typically required when non-residential uses are present in a building while repair and cleaning stations could be encouraged for any development meeting the long-term parking threshold.

6.4 Maintenance Strategy

Maintenance is a critical component of a high-quality active transportation network. While safe infrastructure is essential, it must also be well-maintained to remain usable and reliable for all users. These targets are based on both the frequency of maintenance activities and measurable criteria that indicate when infrastructure is in disrepair. Maintenance frequency can be aligned with the classification of active transportation route.

The frequency and types of maintenance for a route is often referred to as the maintenance level of service. A route with a high maintenance level of service will be maintained more frequently than routes with lower maintenance levels of service. Due to the different types of maintenance activities that are required seasonally, the maintenance targets for non-winter and winter maintenance activities are discussed separately.

What We Heard

Maintenance of facilities was as a key concern for the community, highlighting the need for improved upkeep to enhance the usability and accessibility of the network, particularly along sidewalks and trails.

The Ontario Minimum Maintenance Standards (MMS) set targets for sidewalks and some cycling facilities provincially. The targets set in the MMS focus on cycling facilities that are located on the roadway, such as bike lanes and separated bike lanes.

In-boulevard cycling facilities, such as cycle tracks, are a gap in the MMS. This maintenance strategy sets targets for consideration for in-boulevard facilities and enhanced targets for sidewalks and on-road bike lanes to improve the quality and accessibility of these facilities.

Enhanced maintenance targets come with increased costs for maintenance operations and maintenance equipment. Additional costs in the Township's budget should be expected with both the increased total length of active transportation facilities and the enhanced maintenance targets for usability. Estimates for the cost to maintain active transportation facilities should be developed for approval by Council.

6.4.1 Non-Winter Maintenance Targets

Non-winter maintenance activities include clearing debris from cycling facilities, repairs of sidewalks and cycling facilities, and maintaining surfaces of trails. These facility types can vary based on surface types, context, and maintenance required for each. The recommended maintenance targets are divided based on the different contexts for these facilities in **Table 6.5** and **Table 6.6.**

Table 6.5: Maintenance Targets for Sidewalks, Cycle Tracks, In-Boulevard Multi-use Paths, and Paved Multi-use Trails

Activity	Service Level Criteria
Patrol/Inspection	Twice annually (spring and mid-summer).
Sweeping	Scheduled sweeping particularly in Spring and Fall or during major construction activities; deploy resources outside of scheduled sweeping as soon as practicable after becoming aware of debris.
Surface Discontinuities	1 cm within 21 days after acquiring knowledge of the discontinuity.
Signage and Pavement Markings	Refreshed as needed
Cracking	Greater than 1.5 cm wide and 1 cm deep.
Potholes	2 cm deep within 4 days after acquiring knowledge of the pothole.
Surface Drop-off at Shoulders	Deeper than 8 cm.
Vegetation Management	Routine mowing including daylight triangles at intersections; annual trimming of bike path trees.

Table 6.6: Maintenance Targets for Granular Multi-use Trails

Activity	Service Level Criteria
Patrol/Inspection	Twice annually (spring and mid-summer).
Mowing Lateral Clearance Zone	Mowing grass in park and meadow settings bi-weekly
Patching and Grading	Provided for granular surface trails once every 2 years, including 25 – 50 mm top up of screening, infill of potholes, light compaction
Apply and Compact Skim Coat	Applied to granular surface trails once every 5 years, includes 50 mm skim coat of stone dust screening

BEST PRACTICES FOR ACCESSIBILITY

The recommended levels of service above represent enhanced levels compared to current targets in the Ontario MMS, but do not meet the best practices for accessibility. Accessibility best practices set targets for the vertical differences for surface discontinuities (such as cracks and level differences at sidewalk expansion joints) to be less than ¼ inch and the horizontal difference (crack or gap width) to be less than ½ inch.

The Township should strive to achieve these best practices as much as possible so sidewalks and in-boulevard multi-use paths, which are often used by wheelchair or mobility scooter users, are as accessible and comfortable as possible. These best practices should be prioritized where there may be high use by people with mobility challenges, such as near senior's homes and medical facilities.

Figure 6.13: Sidewalk in Elora

6.4.2 Winter Maintenance Targets

Winter maintenance will be an important consideration to budget for as the active transportation network expands. Proper winter maintenance is essential to ensure that active transportation remains practical year-round, but investment in resources and staff is required to achieve this. Winter maintenance targets to consider are presented in **Tables 6.7** and **6.8**.

These should be targets to strive for, but extreme snowfall and weather events may extend timelines for snow clearing and ice treatment. In some cases, maintaining a compacted snow base on certain trails may be more appropriate than full snow removal.

The Trestle Bridge Trail, serving as the primary spine trail, is intended to provide a paved, year-round active transportation connection between Elora and Fergus.

What We Heard

Through listening sessions, we heard from community members who rely on walking, cycling, and rolling for transportation year-round. The importance of winter maintenance was highlighted to help meet community mobility needs, including seniors, youth, and people without access to a motor vehicle.

Other trails, particularly those that are unpaved and have a natural surface, may be better suited for winter recreational activities. Guidelines for grooming trails for cross-country skiing, snowshoeing, and other winter uses are provided in **Table 6.8**.

Within urban areas, it is recommended that groomed trails should not be used by motorized snow vehicles; however, in rural areas, the use of recreational motorized snow vehicles may be considered where appropriate.

Table 6.7: Recommended Service Levels for Winter Maintenance for Sidewalks, Paved Trails and On-Road or In-Boulevard Facilities

Activity	Spine Routes	Connector Routes
Snow Clearing	Maintain within 8 hours	Maintain within 24 hours
Ice Treatment	Treat within 3 hours or by 7 am and by 3pm on a weekday	Treat within 8 hours
Ice Prevention	Proactive anti-icing approach applied within 8 hours prior to a storm event	Proactive anti-icing approach applied within 24 hours prior to a storm event

Table 6.8: Recommended Service Levels for Winter Treatment for Unpaved/Natural Trails

Activity	Criteria
Preparing snow base	Minimum of 10 cm
Grooming	After snowfalls of 5 cm or more, or at minimum once a week before weekend
Grooming after rainfall	Minimum of 12 hours after rainfall, or once freezing temperatures return, whichever is longer

APPROACHES TO WINTER MAINTENANCE

When planning an active transportation network, it may not be practical to maintain all facilities throughout the winter. Some routes may not yet be fully integrated into the broader network or may not provide direct access to key destinations. In such cases, maintaining these facilities year-round may not represent the most effective use of resources or budget.

The proposed active transportation routes may not form a fully connected network until the medium- to long-term phases of implementation, as shown in Chapter 5. The Township should assess network connectivity to prioritize winter maintenance in areas with the highest likelihood of active transportation use, as well as in neighbourhoods with higher concentrations

of historically underserved populations. In the short term, this will likely focus on sidewalks and cycling facilities near downtown areas, such as the cycle tracks on St. David Street. Facilities that are on the urban fringes may be lower priority for maintenance in the short-term, such as the multi-use paths on Dickson Drive or Gerrie Road.

Where facilities are not maintained year-round, the Township should install clear signage indicating that these routes are closed for the winter season. Additionally, an annual notice should be issued prior to the onset of winter, outlining which routes will not receive winter maintenance and identifying those included in the winter-maintained priority network

COST CONSIDERATIONS FOR WINTER MAINTENANCE

The costs to providing the recommended service levels for winter maintenance should be considered and budgeted for in future budgets as the network is built out. The recommended service levels will require additional labour, material, and equipment costs to be budgeted for to provide a usable year-round active transportation network that provides equitable transportation options for all in the community.

The cost comparisons following current winter maintenance practices and recommended winter maintenance practices are shown in **Table 6.9** and **Table 6.10**.

Table 6.9: Cost considerations for business-as-usual winter maintenance (snow clearing within 48 hours)

Phase	Connector Length (km)	Connector Annual Operating Cost	Spine Length (km)	Spine Annual Operating Cost	Annual Operating Cost	Cumulative Annual Operating Cost
Existing	11.4	-	41.4	-	-	-
Short	4.4	$ 8,800	39.8	$ 79,560	$ 88,360	$ 88,360
Medium	5.9	$ 11,760	32.5	$ 64,980	$ 76,740	$ 165,100
Long	-	-	2.6	$ 5,160	$ 5,160	$ 170,260

Table 6.10: Cost considerations for recommended maintenance level of service for winter maintenance

Move Phase	Connector Length (km)	Connector Annual Operating Cost	Spine Length (km)	Spine Annual Operating Cost	Annual Operating Cost	Cumulative Annual Operating Cost
Existing	11.4	$ 22,840	41.4	$ 414,000	$ 436,840	$ 436,840
Short	4.4	$ 17,600	39.78	$ 477,360	$ 494,960	$ 931,800
Medium	5.9	$ 23,520	32.49	$ 389,880	$ 413,400	$ 1,345,200
Long		-	2.58	$ 30,960	$ 30,960	$ 1,376,160

6.5 New Development & Infill

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

What We Heard

Residents view new development areas as key opportunities to proactively design walkable and bike-friendly neighbourhoods with strong active transportation connections, helping to prevent the creation of isolated communities.

DIRECT ROUTES

Secondary plans, new development areas, and infill sites are required to integrate in their designs active transportation routes that provide direct connections to key destinations such as schools, shops, services, parks, and employment areas. These routes should also link seamlessly with the broader active transportation network. Directness improves convenience and travel time, making walking, cycling, or rolling more appealing for everyday trips. Where a trail exists adjacent to a new development area, it is required that active transportation connections be provided to ensure safe and convenient access between the development and the trail network.

SITE PERMEABILITY

Future planning of new developments and infill sites should ensure a high degree of permeability to support ease of movement for pedestrians, cyclists, and users of mobility devices. High permeability ensures that people can move easily and directly through neighbourhoods, whether they are walking, cycling, or using mobility aids. It is essential for encouraging active travel and supporting accessibility and inclusivity.

To achieve this, secondary plans and new developments should be designed with a fine-grained network of streets with short blocks, paths, and open spaces, as represented in **Figure 6.14**. This includes incorporating pedestrian and cyclist-only pathway cut-throughs that allow pedestrians and cyclists to bypass longer routes, such as through parks or between buildings. These linkages should be safe, comfortable, and accessible year-round.

Low-stress local streets with reduced traffic speeds should also be leveraged to provide safe and comfortable connections. Importantly, permeability should extend beyond the development's boundaries to connect with adjacent neighbourhoods, schools, parks, and other community assets.

FACILITIES AND AMENITIES

Within these developments, all new collector and arterial roads should incorporate separated or protected active transportation facilities to provide safe and comfortable travel for pedestrians and cyclists. All new higher-density developments must also include provisions for long-term bicycle parking. The specific implementation approach can be determined by municipal staff using available planning tools, such as zoning regulations, the Community Planning Permit System (CPPS), or other applicable regulatory frameworks, to ensure flexibility and context-sensitive application.

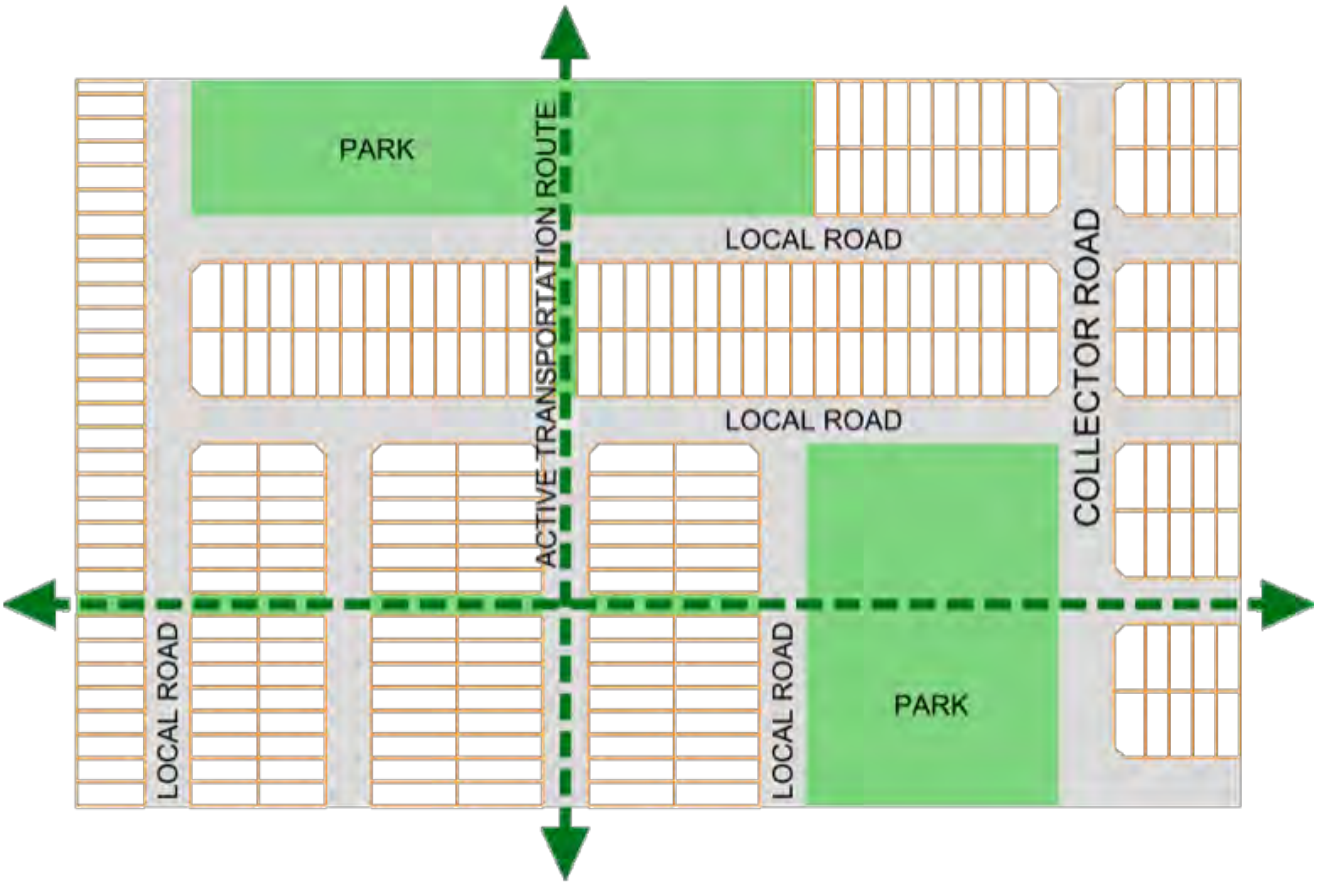


Figure 6.14: Representing permeability of a site through pathways between buildings and open spaces like parks

FUTURE CONSIDERATIONS FOR ELECTRIC MICROMOBILITY

Electric micromobility is gaining traction as a practical solution for first- and last-mile travel. These devices, such as e-bikes and e-scooters, are lightweight, typically single-person vehicles powered by an electric motor. They are designed for short- to medium-distance travel and offer a flexible, low-emission alternative to car trips, particularly in urban and suburban settings.

However, integrating these devices into existing transportation networks presents challenges. On shared roadways, riders may feel unsafe due to high traffic volumes and speeds. On the other hand, mixing micromobility devices with pedestrians on sidewalks or narrow trails can raise safety and accessibility concerns. Therefore, careful planning and clear regulations are needed to support their integration into the mobility network.

In Ontario, electric kick-style scooters (e-scooters) are currently permitted under a provincial pilot program running until November 27, 2029. This program allows municipalities to opt in and regulate e-scooter use locally. The pilot outlines specific requirements, including maximum speed and weight limits, minimum rider age, and helmet use. E-bikes, while regulated separately under the Highway Traffic Act, are also subject to municipal bylaws that determine where they can operate, particularly on sidewalks and trails.

Although Centre Wellington has not opted into the provincial e-scooter pilot, the growing popularity of e-scooters and e-bikes suggests that the Township should begin planning for their future integration through bylaws and policies that regulate their use.

Regulations in Other Ontario Jurisdictions

Ontario municipalities of various sizes have adopted different approaches to managing e-scooter and e-bike use:

- Town of Collingwood: Allows e-scooters and pedal-assist e-bikes on select roads and trails to improve access to recreational areas.
- Town of Huntsville: Prohibits e-scooter and e-bike use on specific sidewalks in the urban centre and within municipal parks.
- Region of Waterloo: Integrates e-scooters into its broader micromobility strategy. Use is permitted on roads with speed limits under 50 km/h, bike lanes, in-boulevard multi-use paths, and select paved recreational trails. Sidewalk use is prohibited.
- City of London: Permits e-scooters on roads and bike lanes, with restrictions on sidewalks.
- Ottawa and Windsor: Operate shared e-scooter programs in partnership with private companies, using geofencing to manage use and parking.

Chapter 7: Wayfinding Strategy

Wayfinding refers to the process by which individuals orient themselves in a physical environment and navigate from one place to another. An effective wayfinding system provides residents and visitors with clear, easy-to-understand information, enabling a logical and intuitive experience as they explore local areas, services, and attractions. Well-designed signage enhances the sense of welcome, supports tourism, and improves access to key destinations. It also promotes the safe and inclusive use of active transportation networks—benefiting people of all ages, abilities, and cultural backgrounds.

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

This wayfinding strategy will:

- Highlight priority routes for active transportation users
- Help both residents and visitors navigate the Township efficiently
- Direct people to amenities and points of interest
- Encourage more people to choose active transportation over driving

7.1.1 Wayfinding Hierarchy

Not all wayfinding is equal. A structured system of signage and information helps people navigate spaces efficiently by providing different types of guidance at different levels. Active transportation routes and trails that incorporate a variety of wayfinding elements can support network users by providing them the right information at the right time and place, building greater confidence using the active transportation network.

Wayfinding is divided into four processes:

Orientation: Understanding where you are in relation to where you want to be.

Route Decision: Deciding how best to get to the destination point.

Route Monitoring: Ensuring you are on the right path throughout the route.

Destination Recognition: Knowing when you have reached your destination.

These processes are supported by a coordinated system of signage—often referred to as a "family of signs"—that incorporates consistent wayfinding features. These signs help attract users to new routes by providing useful information such as route/trail length, slope, surface type, exit points, and nearby destinations.

SIGNAGE TYPES

Signage can be categorized into distinct types, each serving a specific role that supports the four core wayfinding processes. The types of signage to be incorporated along active transportation network includes:

Directional signs should be used throughout the network at regular intervals of uninterrupted segments and at pathway intersections. Directional signs provide users with reassurance that they are following the designated route. They include:

- *Turn signs,* which indicate where a route turns from one street onto another street.
- *Confirmation signs,* which identify the current route of travel, reinforce direction of travel after a turn, and are repeated regularly to indicate to users that they are on a designated route.

Figure 7.1: Directional Signage in Centre Wellington

Distance markers placed incrementally along a route can enhance the user's experience if they are using the route for exercise. Frequent and accurate markers can also help in the case of an emergency, especially if they are recorded with a GPS device and incorporated into a digital mapping format.

Trailhead signs identify the primary trail access point. They may also include warnings about poisonous plants, information about the trail's ecology and how to minimize environmental impact, a directory of key destinations, and a point of contact for trail maintenance issues.

Interpretive or informational signs can be used in combination with directional signs or on their own to educate users of points of interest along the route, such as natural and cultural heritage features. These signs provide specific educational information about points of ecological, historical and general interest, as well as current land uses along the corridor depending on the interpretive program and complexity of information to be communicated.

7.1.2 Signage Design and Templates

TEMPLATES

Signage templates have been created to assist the municipality in establishing a consistent visual "style" for all signs. Each type of sign includes specific content, referred to as the "message block" in the diagrams below. When designing signage, it is essential to ensure that the text size, font style, and layout are clear, easy to read, and accessible so that users can quickly understand the information being presented.

Final wayfinding signage designs should be consistent across the Township, County, and the Grand River Conservation Authority (GRCA). These partners should be engaged in the final design and coordination of wayfinding to ensure the signage is consistent across the Township.

On-Road Route Signage

Directional signage is typically deployed in modular sets of three per decision point: directional, turn, and confirmation signs.

On-Road Directional Signage: These on-road directional signs are designed for both the pedestrian and cyclists. The signs are smaller in scale and can accommodate three destinations on one panel. They are located along the active transportation network and may be installed as standalone structures or mounted on existing poles, walls, or other vertical surfaces.

Below are three layout options are shown, featuring variations in branding, icon usage, and the inclusion of distance or time-to-destination information.

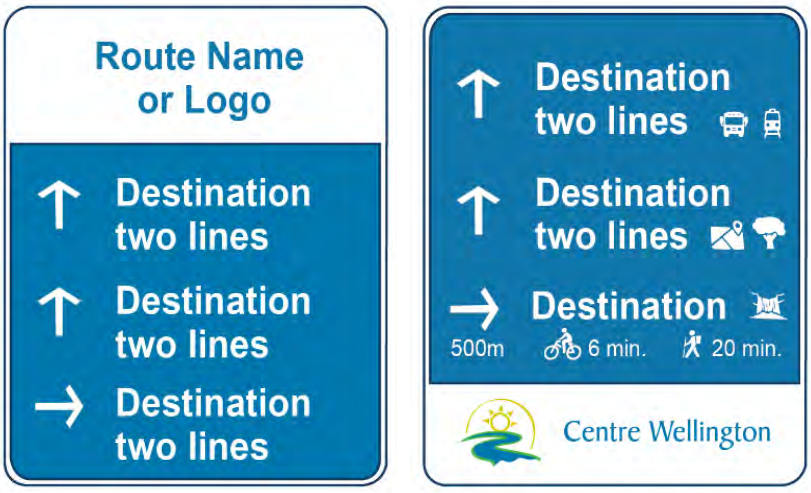


Figure 7.2: On-Road Directional Signage Templates

Turn Signs: Turn signs indicate upcoming changes in direction along a route and are placed at decision points. These signs may feature an arrow and icon pointing in the direction of the turn. For more complex intersections, a fingerboard-style sign can be used, displaying both destination names and directional icons.

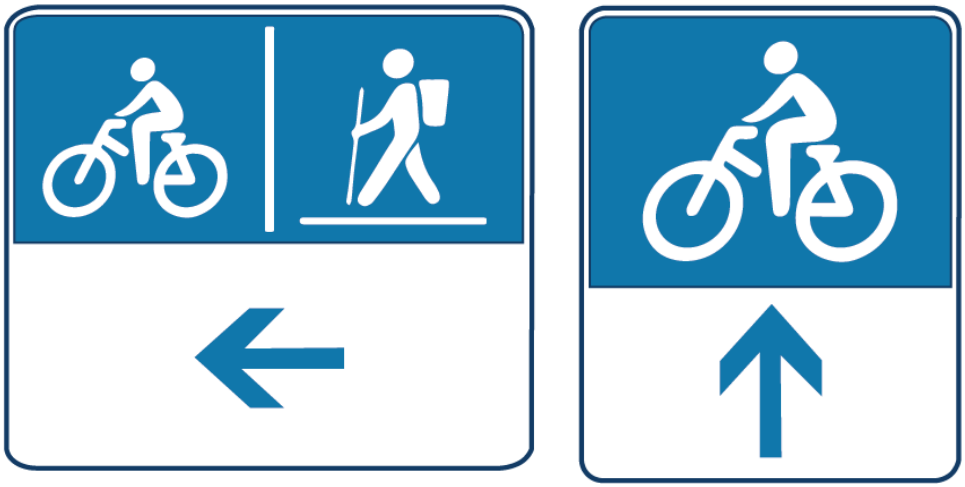


Figure 7.3: Turn Sign Templates

Confirmation Signs: Confirmation Signs are placed after the turn sign to reassure users that they are on the correct route to reach their intended destination. These supplemental signs are especially useful when located in areas with long distances between amenities or attractions, providing confidence to users navigating the network. Sign size and layout may vary depending on the information presented.

Figure 7.4: Confirmation Sign Template

Off-Road Trail Signage

Trail Sign*:* Trail signs mark access (entry) points to trails that are not designated as major or minor trailheads. These signs help users assess their ability to complete the trail by providing key information such as difficulty level, length, slope, and surface material. All content is tailored to the specific trail or route.

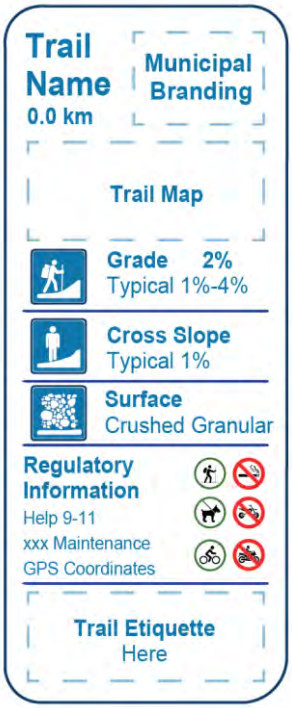


Figure 7.5: Trail Sign Template

Trail Decision Point Marker: These markers provide essential information such as distance, trail rules and etiquette, nearby destinations, and a segment map. Their purpose is to provide a simple visual message to users that they are travelling on the designated trail network. Decision point markers should be located at trail intersections and at regular intervals along long, uninterrupted sections of trail.

Where the trail network must use an on-street, connecting link, clear signage should direct users to the next off-street pathway. This includes directional markers and a compact map board (e.g., 60 cm x 60 cm) illustrating the location where the off-road trail picks back up or the next available off-street segment. Including the distance to the next exit (e.g., "Next exit in ## km") is especially helpful for disabled and vulnerable users.

Trails that are not part of the network, such as trails which have been closed, cultural, informal, and/or unsanctioned trails should be signed to indicate they are not official trails and are not maintained.

Figure 7.6: Trail Decision Point Marker Template

Trail Distance Marker: Trail markers, placed at regular intervals, enhance the trail experience by helping users track their progress. They are especially valued by fitness enthusiasts and can be critical in emergencies if integrated with GPS and digital mapping systems.

Figure 7.7: Trail Distance Marker Template

Major Trailhead/Kiosk: Typically located at key destinations and major network junctions, these provide an overview of the trail network and are intended to facilitate community-wide exploration. They serve both functional and branding purposes, therefore, the physical aesthetic attributes of the sign are equally as important as the function. Individual components of the sign often include:

- A full trail network map
- Trail etiquette and regulatory information
- Promotional content linked to the municipal website

Large-format hub signs may also include advertising space to promote local services and offset signage costs. This not only provides information about local services that may be of interest to trail users, but it helps to offset the cost of signs and trails. Advertising or sponsor information can be integrated into the sign face, back, or referenced via a web interface (e.g., “Check Out Our Trail Sponsor”).

Minor Trailhead: Minor trailhead signs are typically used to identify the start of a trail, mark alternative access points, and focus on a specific trail segment rather than the entire network. These signs are typically placed at minor trail network access points. Individual components of the sign often include:

- A zoomed-in trail map
- Interpretive and destination-specific information
- Regulatory information, including trail etiquette and safety guidelines

Minor trailheads help set the tone for the trail experience and are placed at secondary access points within the network.

Figure 7.8: Trail Head Sign Template

7.1.3 Placement and Siting

Wayfinding signage should be strategically located along active transportation routes to support intuitive navigation. Key locations include route corridors, trailheads, intersections, and both minor and major destination hubs. The following best practices outline placement and siting standards for both on-road and off-road environments.

ON-ROAD STANDARDS

These standards apply to signage installed along on-road cycling routes and multi-use pathways within the public right-of-way (ROW).

Table 7.1: Sign Placement Guidelines Along On-Road Cycling and Multi-Use Within ROW

Sign Type	Placement Guidelines
Directional Signs	• Typically installed 15-30m in advance of intersection. • Destinations to be included on the sign should be organized per progressive disclosure principles: - Primary destination (downtown districts, main parks, E-C Trail): listed 5-10km in advance - Secondary destination (high schools, community parks): listed 2km in advance Tertiary destinations (neighbourhood parks, elementary school, community centre, local trail, etc.): listed 1km in advance
Turn Signs	Typically located at intersections, positioned outside the 9-metre traffic sight triangle to maintain visibility and safety.
Confirmation Signs	• Typically placed on route no more than 150m downstream of major intersection/ trail crossing. • Along rural and/or remote routes, signs should be placed at a minimum of every 20-30km. Along urban and/or built-up routes, signs should be placed at a minimum of every 400 – 1000m.

CLEARANCE GUIDELINES

Urban Street + Active Transportation Route

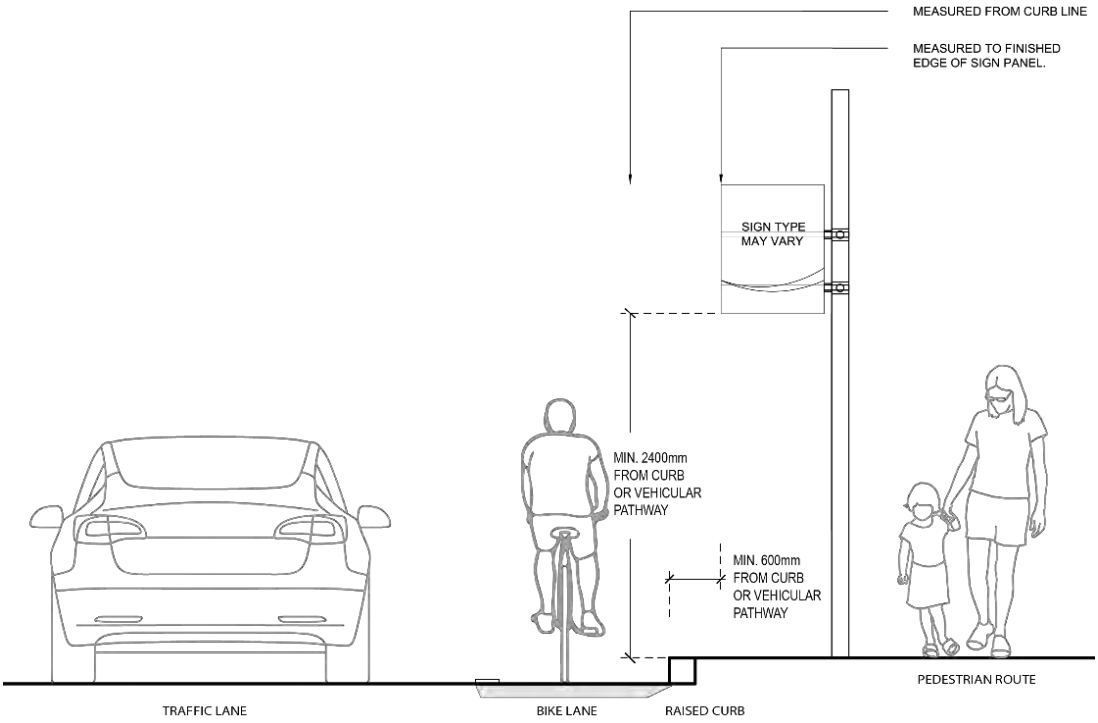


Figure 7.9: Urban Street & AT Route Signage Placement. Min. 600mm edge of sign to edge of curb. Min. 2400mm vertical clearance to bottom of sign

Rural Street + Active Transportation Route

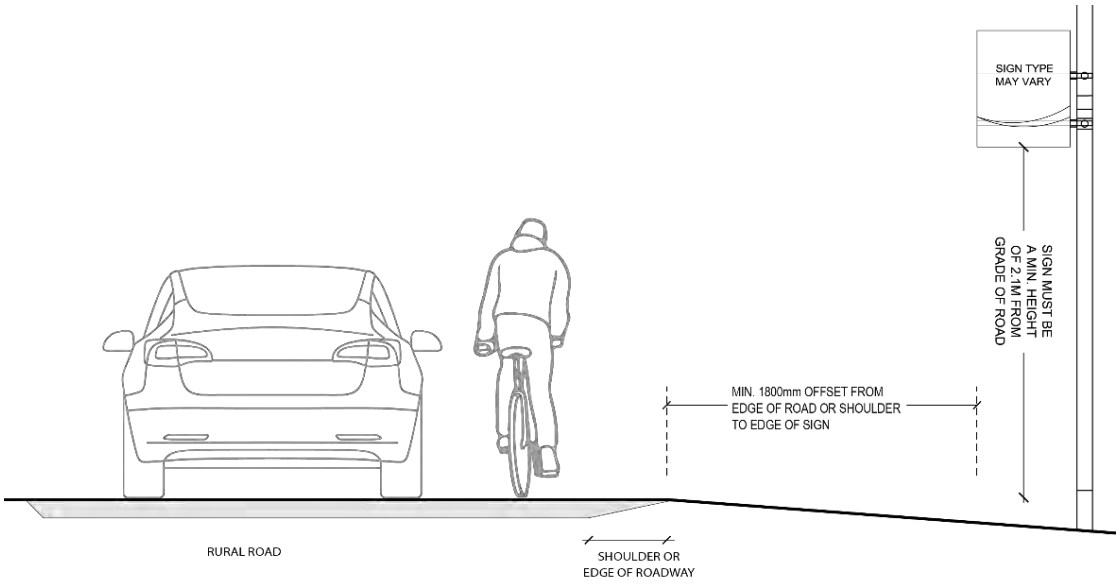


Figure 7.10: Rural Street & AT Route Signage Placement. Min. 1800mm from edge of sign to edge of roadway or shoulder. Minimum 2100mm vertical clearance from bottom of sign.

OFF-ROAD STANDARDS

These standards apply to signage along off-road trails and pathways, including access points from on-road networks.

Table 7.2: Sign Placement Guidelines for Off-Road

Sign Type	Placement Guidelines
Directional Sign/ Trail Decision Point Marker	• Typically placed 5-10m before trailhead access intersection. • Typically placed 5-10m before a trail-to-trail intersection. • Typically placed 5-10m approaching trail crossing. • If there is road access, place sign 5-10m from trail access at the road as it must be visible from roadway. If there is a road ahead, place sign 15-20m in advance of road ahead, keeping 9m traffic site triangle clear.
Confirmation Sign/ Trail Marker	• Typically placed 20-30m after trailhead access (on-road to off-road) intersection. • Typically placed 20-30m after a trail-to-trail intersection. • Along a trail, signs should be placed at a minimum of 1km. Note: a trail marker can also act as a confirmation sign however ensure trail branding is used (if trail has a symbol or specific name) to confirm correct trail, every 5-10km.
Kiosk (Major/Minor)	• Typically placed at trail-to-trail intersections. • Typically included at major and/or minor trailheads. • Typically placed every 4km along a multi-use pathway (asphalt surface/ high traffic trail) including trail name, etiquette/ trail rules, and area map. Interpretive information (i.e.: heritage, cultural significance) could also be included.
Warning Signs	• Place 25m from hazard if grade is 2% or less. • Place 40m from hazard if grade is greater than 2%.
Regulatory Signs	• Install at appropriate locations on the trail and/or active transportation route to inform users to all usage regulations and associated risks. These signs are typically placed around access point parking lots. • Note: these can be incorporated into major or minor trailheads, and/or information kiosk. • Speed limit, stop or yield signs are typically placed on/at multi-use trails, route intersections, and crossings.

CLEARANCE GUIDELINES:

Edge of Trail

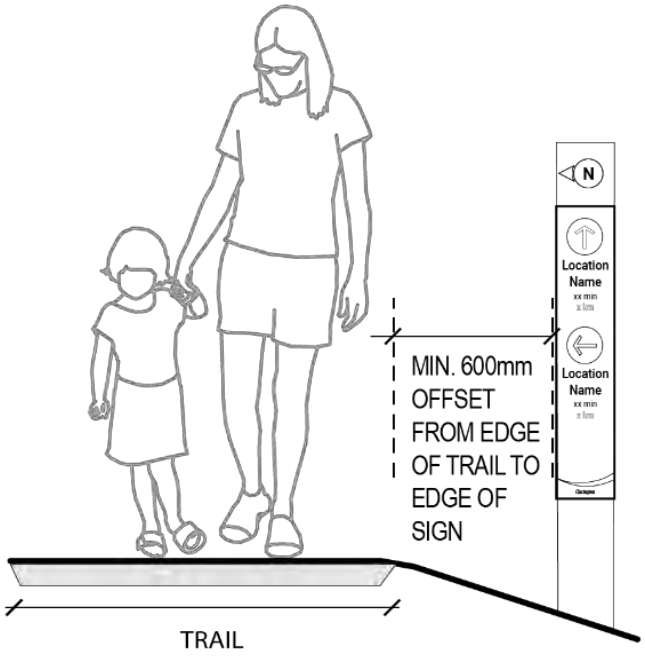


Figure 7.11: Trail Signage Placement

Trail Crossing Decision Node

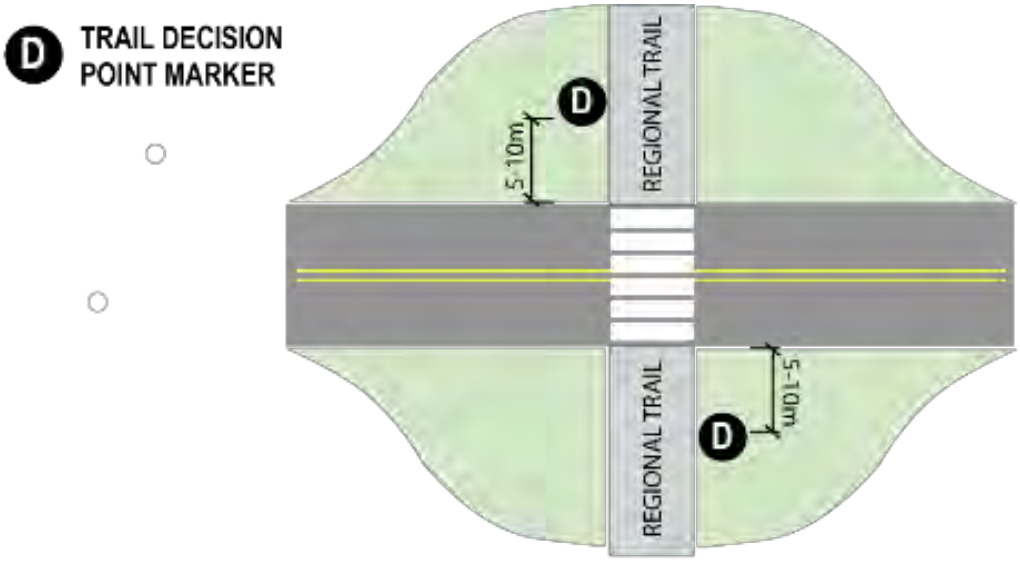


Figure 7.12: Trail Crossing Decision Point

Edge of Multi-Use Pathway

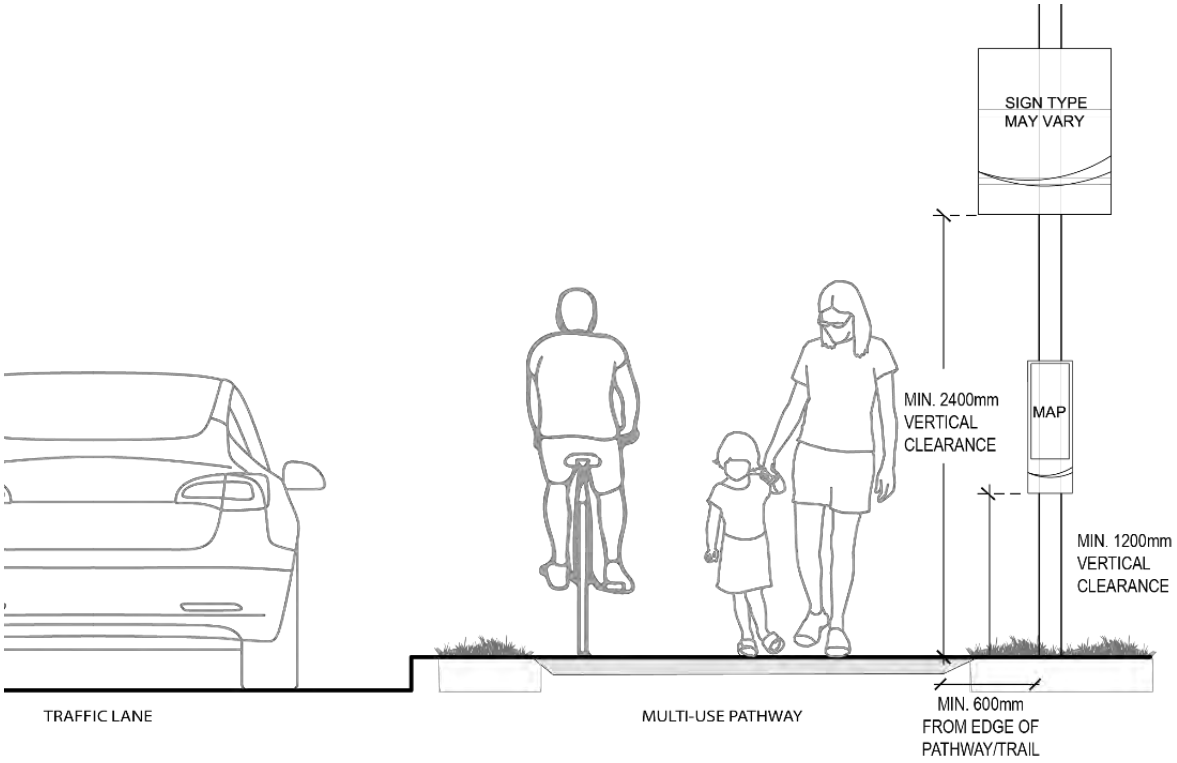


Figure 7.13. Signage Placement on Multi-Use Pathway

Decision Node at Multi-Use Pathway + Trail Access

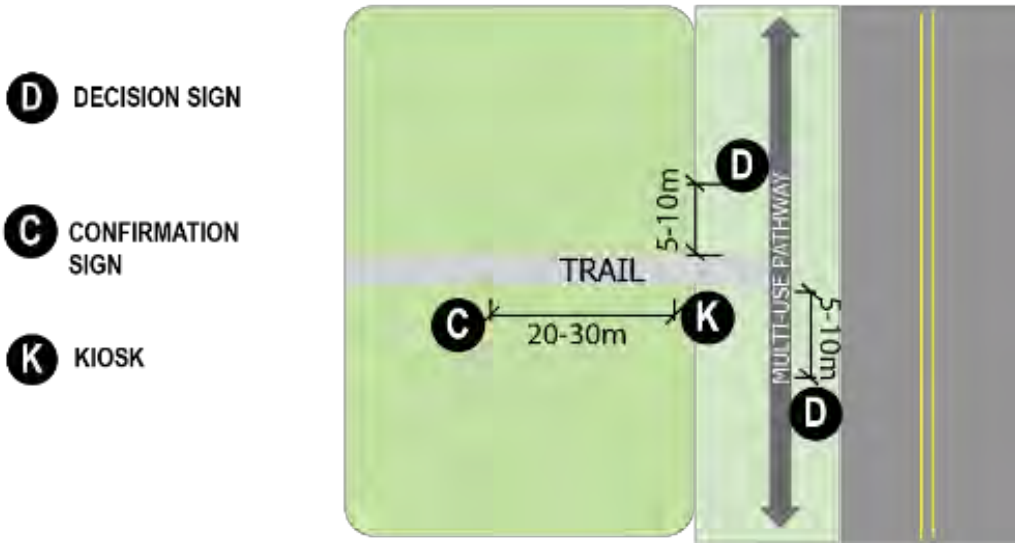


Figure 7.14: Decision Node at Multi-Use Pathway

7.1.4 Signage Standards

The following standards are informed by best practices in accessibility, graphic design, and user experience. They apply to all signage types, including wayfinding, etiquette, safety, and regulatory signs.

CONTENT AND STYLE

The content and style of signs should be consistent throughout:

- Messaging: The content should include key messaging, avoid unnecessary detail, and use of text hierarchy. Etiquette and safety signage should have a pedestrian-oriented design, ensuring that content is easy to understand.
- Branding: Incorporate Township branding to identify municipally owned trails and facilities a
- Design Consistency: The style of the sign should have a consistent colour palette (typically based on corporate branding)
- Accessible features: Signs should adhere to accessible graphic standards and include items such as braille, colour contrast, and even sound to be inclusive.

ACCESSIBILITY STANDARDS

Signage must be inclusive and legible for all users, including individuals with visual or cognitive impairments:

- Text Size: Regulatory and warning signs should feature text between 76–152 mm (3–6 inches) in height.
- Symbols: Use universal symbols/ icons within a minimum 150-mm (5.9”) field. Accompany symbols with supporting text and braille below symbols.
- Colour: Ensure strong contrast between text and background. I.e.: Light background with dark text, or vice versa. Use standard colour conventions (green = go/permitted, red = stop/not allowed)

GRAPHIC STANDARDS

Signage should be visually clear, consistent, and easy to interpret:

- Clarity: Keep signs clear, concise, and consistent
- Placement: Position signs for optimal visibility and readability.
- Icons and Symbols: Use widely recognized icons and symbols to convey information quickly and decrease text heavy content. Universal symbols are widely understood and intuitive – they transcend language barriers and literacy levels, making the signage more accessible and inclusive.
- Wildlife Awareness: Where applicable, include signage to inform users about potential wildlife encounters.

LAYOUT

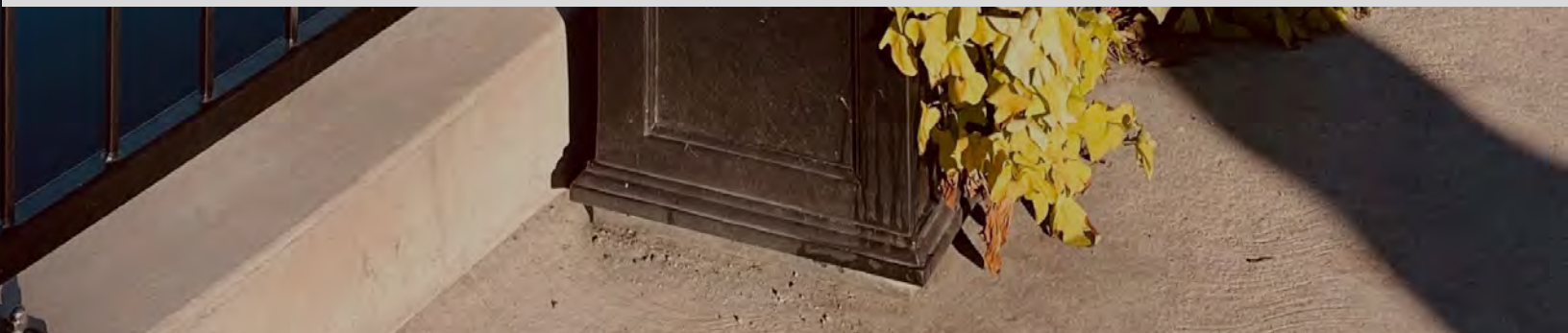
The layout of information is vital – being able to interpret and digest the information at a quick rate keeps users from slowing down and support rapid comprehension. The layout of signage content should:

- Prioritize simplicity and clarity
- Use intuitive visual organization
- Avoid clutter and overly complex graphics

Quick Win

The Township should improve on-road wayfinding signage through Fergus for the Elora Cataract Trail and from the Elora Cataract Trail in Elora to downtown Elora.

Chapter 8: Programs & Promotion



8.1 Supportive Programming

While physical infrastructure—such as trails, bike lanes, and bicycle parking—is essential to support cycling, it is equally important that individuals feel their choices are supported, encouraged, and accepted by their community. Building a culture of active transportation within the Township requires more than just infrastructure; it calls for a supportive social environment that reinforces and normalizes active travel.

To achieve this, the Township should invest in social infrastructure programs that focus on engaging children and educators, increasing the visibility of cycling, and empowering local champions. These efforts will complement investments in physical infrastructure, and help build a sense of community ownership and pride in active transportation. Collaboration with local partners will also be vital to create a more supportive culture for active transportation use in Centre Wellington.

Drawing on community feedback and best practices from across North America, a suite of programs is proposed to promote walking, cycling, and wheeling in the Township. These programs are designed to build on the Township's existing strengths and leverage established relationships to generate enthusiasm and support for active transportation.

These initiatives should be prioritized for short-term implementation to build on the momentum of the ATMP and initiate early progress.

8.1.1 Potential Partners

Creating a more supportive culture for cycling also depends on collaboration. The Township and its partners should work together to shape the social environment for change by identifying and strengthening relationships with key stakeholders. By equipping these partners with the tools and resources they need, the Township can help build their capacity to design and deliver programs that are responsive to the unique needs of their communities. As these partners take ownership of the initiatives, they are more likely to become committed advocates for the ATMP and contribute meaningfully to its implementation.

The programming partners identified, and their roles and responsibilities are identified in **Table 8.1**.

Table 8.1: Roles and Responsibilities For Each Partner

Partner	Role
Wellington County	Wellington County can collaborate closely with the Township on programs that enhance and promote tourism initiatives. This partnership will focus on aligning local efforts with County-wide tourism strategies. By working in partnership, the Township and County can leverage shared resources, amplify their reach, and create a more cohesive and compelling destination for visitors.
Healthy Communities Advisory Committee	The Healthy Communities Advisory Committee understands community interests and can provide advice in developing new policies, strategies, and programs, and monitor the implementation of the network and recommend improvement during the rollout. They will be a key partner in conducting education and outreach initiatives to promote active transportation.
Active Transportation and Environment Working Group	The Active Transportation and Environment Working Group is a working group of the Healthy Communities Advisory Committee. They provide strategies, programs, and policies to proactively promote sustainable modes of transportation and environmental conservation in the Township. The working group will work as part of the Healthy Communities Advisory Committee to address active transportation-related concerns and opportunities as the Plan moves forward in each Phase.
School Boards and Wellington-Dufferin Student Transportation Services	Upper Grand District School Board, Wellington Catholic District School Board, and Wellington-Dufferin Student Transportation Services provide a direct connection to the youth of the community. As teaching, learning organizations, and transportation organizations, these partners will be vital in promoting safe walking, biking, and rolling events and workshops to the students.
Public Health	Wellington-Dufferin-Guelph Public Health advocates for a physically active lifestyle to improve the health of the residents. The public health unit can support recreational physical activities and educate the health benefits of active transportation at public events.
Wellington County Ontario Provincial Police	The police are key partners in promoting safe road use for all. They can support public education and awareness campaigns, assist with Bike Rodeos and school-based cycling programs, and share valuable data on collisions and citations with Township staff to help guide infrastructure improvements.
Cycling Groups	Green lanes, water cycles – drawing for volunteers for bike repairs, bike valets, walking school buses

8.1.2 Community Programs

The Township is committed to promoting active transportation through the implementation of outreach programs, special events, and strategic partnerships with a range of agencies and organizations. The outreach efforts are designed to encourage residents to walk or cycle more frequently, while also aiming to improve public attitudes toward active transportation, enhance safety for all road users, strengthen partnerships with local organizations, and support existing initiatives led by community groups.

GENERAL PUBLIC AWARENESS CAMPAIGN

Awareness campaigns can be leveraged to support the successful implementation of the ATMP. The objective of these campaigns is to inform, educate, engage, and inspire the community to embrace active transportation and share the road safely. Campaigns can focus on building awareness of active transportation, encouraging respectful behaviours, promoting new infrastructure, or building community participation.

Awareness campaigns can focus on sharing existing materials through local channels, or on developing and sharing new, locally specific messaging. If the goal is to build awareness of active transportation, or encourage respectful behaviours, the Township can utilize existing materials, such as:

- Videos and print materials developed by the Share the Road Cycling and Canadian Automobile Association to promote the 1m safe passing law, reduce "dooring", and promote sharing the road: https://sharetheroad.ca/public-awareness-campaigns/.
- The Ontario Cyclists Handbook produced by Cycle Toronto: https://www.cycleto.ca/torontocyclinghandbook.

When developing new local materials, key strategies include:

- Topic(s): Identify important local topics to address with data from public surveys and other engagements
- Branding and Messaging: Develop a recognizable campaign brand with a clear, inclusive message.
- Expanded outreach: Leverage social media, local radio, newspapers, and community newsletters. Create engaging content such as videos, infographics, and testimonials.
- Educational materials: Distribute brochures, maps, and safety guides at community centers, libraries, and online. Ensure resources are multilingual to reach all demographics.
- Pop-ups at Events: Have a pop-up booth at events, like the farmers market or festivals, to promote active transportation

RECOMMENDED PARTNERS:

- Local news outlets
- Community partners and residents
- Wellington Libraries
- Farmers Markets

EDUCATIONAL COMMUNICATIONS FOR NEW INFRASTRUCTURE

To support the successful implementation and community adoption of new active transportation infrastructure, clear and accessible educational materials about the new infrastructure should be developed and distributed both before and after construction. Potential communication materials could include mailers, school board communications, signage during and after construction, and digital outreach.

To ensure consistency and effectively communicate key messages, these materials should:

- Explain the purpose and goals of the project, including what is triggering the investment (e.g., safety concerns, connectivity gaps, or growth in active travel demand);
- Outline the intended benefits of the new infrastructure, such as improved connections to schools or commercial areas, reduced traffic in neighbourhoods, etc.;
- Clarify whether the active transportation facility is exclusive to cyclists or pedestrians, or multi-use (for both pedestrians and cyclists);
- Provide instructions on how to use the new infrastructure safely and easily, as demonstrated in **Figure 8.1**. This includes etiquette, and how to navigate more complex elements, such as crossings, intersections, or traffic-calmed streets. For example, instructions should be provided on how to activate pedestrian signals, where to cross safely, or how traffic circulation may change on neighbourhood bikeways.

Figure 8.1: Sign next to newly implemented bike boxes in York Region, providing instructions on how to use them

This proactive approach explains the "why" behind the project, which is essential for building public understanding, reducing resistance, increasing support, and ensuring that the infrastructure is used as intended. It also helps residents feel more confident when using new or unfamiliar features.

RECOMMENDED PARTNERS:

- Local news outlets
- Community cycling groups
- School Boards

SUPPORT FOR LOCAL BIKE SHOPS AND GROUPS

The Township is committed to supporting local cycling shops and advocacy groups as vital partners in promoting cycling and other forms of active transportation throughout the community. They play an essential role in creating a welcoming and inclusive environment for cyclists and other rollers of all ages and abilities.

Through this initiative, the Township will strengthen the capacity of local shops and advocacy groups to serve the community by encouraging and supporting relevant programming. This support should include providing space, funding or incentives, and other resources. Potential programming could include:

- **Repair and Maintenance Services:** Offering access to essential tools, air pumps, and staffed repair services to help residents keep their bikes in safe working condition.
- **Cycling Information Centres**: Providing maps, route guides, safety tips, and up-to-date information on cycling infrastructure and events in Centre Wellington.
- **Workshops and Learning Sessions**: Hosting a range of educational programs, including:
  - Basic bike maintenance workshops and pop-ups
  - Learn-to-ride sessions for children, adults, and newcomers
  - Road rules and cycling safety
  - Winter cycling tips

Figure 8.2: Mobile bike fix-it cart run by Green Lanes, Elora Cycling and Active Transportation Advocacy Group, (Source: Wellington Advertiser, 2024)

RECOMMENDED PARTNERS:

- Local cycling shops
- Local cycling groups
- Community partners and residents

OPEN STREETS EVENTS

Open Streets Events feature the temporary closure of a roadway to cars to create additional space for active travel and recreational programming. Often designed as a large street fair, the event should be held within highly travelled areas, such as commercial main streets, to dual as an opportunity to support local commerce.

Between 2020 and 2022, a similar initiative was held along Metcalfe Street in Elora on select Sundays during the summer. The event received positive feedback from local residents, many of whom have expressed interest in its return.

It is recommended the Township consider organizing an Open Streets event in the downtown areas of both Elora (Metcalfe Street) and Fergus (St. Andrew Street), or another suitable commercial area. To support active transportation and enhance accessibility, the Township should also explore options for increased bicycle parking during these events.

RECOMMENDED PARTNERS:

- Wellington County
- Elora Business Improvement Area
- Centre Wellington Chamber of Commerce

FEASIBILITY STUDY FOR BIKE SHARE

The Township should consider conducting a Feasibility Study to explore the potential implementation of a Bike Share Program within the urban areas of Fergus and Elora-Salem as part of our broader commitment to enhancing active transportation options and promoting sustainable mobility. This study would assess the viability, benefits, and challenges of introducing a bike share system within the community.

The study would evaluate key factors such as:

- *Community Demand*: Assessing interest and potential usage among residents, visitors, and commuters.
- *Financial Considerations*: Estimating capital and operational costs, potential funding sources, and revenue opportunities.
- *Operational Models*: Exploring different bike share models (e.g., docked vs. dockless systems) and identifying best practices from comparable municipalities.
- *Equity and Accessibility*: Determining whether a program will be inclusive and benefit all community members, including underserved populations.
- Environmental and Health Benefits: Evaluating the potential for reduced vehicle emissions and increased physical activity.

8.1.3 School Programming

Investing in active school travel initiatives can help improve safety for students getting to school and reduce traffic congestion during peak hours while promoting physical activity and social interaction among children and their families. The following programs are recommended to encourage active school travel.

What We Heard

Parents and children alike are calling for safer ways to walk, cycle, or roll to school. Some students already use active transportation, and those who don't say they'd like to—if it was safer and more convenient to do so. Their biggest concerns are traffic speeds and a general sense of feeling unsafe on the journey.

Parents also emphasized the importance of programs that support active travel for kids. During school workshops, a student survey revealed that active transportation to school could increase by 32% if students were able to walk, cycle, or roll as much as they wanted.

ACTIVE SCHOOL TRAVEL PROGRAM

Parents and students are relying on vehicles to commute to school and fewer students are using active modes of transportation. Young people are missing the opportunity for physical activity, fresh air, and social interaction with their friends and caregivers. An Active School Travel Program is an initiative that promotes and supports children traveling to and from school using physically active modes of transportation. The program is designed to improve student health, enhance safety around schools, and reduce traffic congestion.

The program provides a structured process, guidance and tools to help schools and communities collaborate to develop and implement school-level action plans (School Travel Plan or STP) tailored to the school and community. The program requires cooperation from the school, community stakeholders and residents to address transportation issues.

Green Communities Canada offers a School Travel Planning toolkit to help implement these programs in communities. The toolkit can be found at https://schooltravel.ca/school-travel-planning-toolkit. To ensure the successful rollout, the Township should consider coordinating with the local transportation consortia to hire a paid STP facilitator to support this program.

For more information on School Planning, visit https://greencommunitiescanada.org/programs/school-travel-planning

RECOMMENDED PARTNERS:

- Upper Grand District School Board
- Wellington Catholic District School Board
- Wellington-Dufferin Student Transportation Services
- Wellington County OPP Detachment
- Community partners and residents

POTENTIAL FUNDING

To support new or improved active transportation infrastructure along school routes, municipalities can access funding through the Federation of Canadian Municipalities' *Safe and Active School Travel* initiative. For more information, visit https://greenmunicipalfund.ca/school-routes.

SCHOOL STREETS

The School Streets initiative is designed to create safer, healthier, and more welcoming environments around schools during peak drop-off and pick-up times. A School Street involves the temporary closure of a street adjacent to a school to regular motor vehicle traffic, allowing access only to pedestrians, cyclists, and authorized vehicles during designated hours.

For students who live nearby, this provides a safe and stress-free way to walk or bike to school. For those who are driven, it encourages a "Drive to 5" approach—dropping children off a five-minute walk from school to reduce congestion and promote active travel for the final leg of the journey.

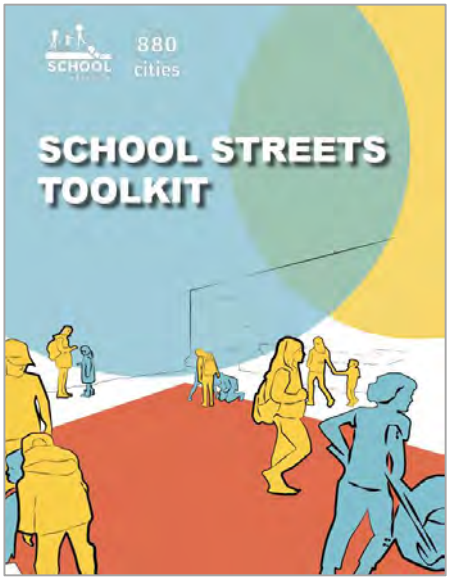


Figure 8.3: 8 80 School Streets Toolkit (Source: 8 80 Cities)

Using the worksheets, site selection guidance, and communication templates provided in the 8 80 Cities Piloting School Streets Toolkit (at https://www.880cities.org/wp-content/uploads/2023/03/school-streets-toolkit.pdf), the Township can collaborate with school boards, municipal staff, and community stakeholders to:

- Identify suitable pilot locations
- Develop clear signage and enforcement protocols
- Engage families and residents in the planning process

To ensure a smooth rollout and gather valuable feedback, the initiative is recommended to begin as a pilot project at one or two schools.

RECOMMENDED PARTNERS:

- Upper Grand District School Board
- Wellington Catholic District School Board
- Wellington County OPP Detachment
- Wellington-Dufferin Student Transportation Services
- School staff and parent council volunteers
- Community partners and residents

8.1.4 Future Community Programming

While the programs outlined in this chapter provide a strong starting point, the Township should continue to explore opportunities to expand support for equity-deserving groups and address barriers that may limit participation in active transportation.

Future programming considerations should aim to reduce obstacles related to financial constraints, systemic discrimination, language barriers, cognitive differences, and varying levels of risk tolerance. By doing so, the Township can ensure that its active transportation network is truly accessible and welcoming to all.

The programs presented here have been shaped by local expertise – they are designed to build on the Township's successes and leverage the relationships that already exist within the community to create more support for, and excitement about, active transportation. The programming recommendations in this chapter are based on the successes and lessons learned from comparable municipalities in Ontario and beyond but are filtered through the local context and the knowledge of key stakeholders within the Township.

8.2 Monitoring & Reporting Programs

Implementation does not end with construction. Monitoring, evaluation, and reporting programs are essential to track the progress of the ATMP and assess whether its facilities and programs are achieving their intended goals. These programs provide a framework for collecting and analyzing data on user behavior, travel patterns, and infrastructure performance.

Monitoring plays a critical role in evaluating the success of routes and informing future investments. By using data-driven approaches, the Township can make smarter, more responsive decisions. Key performance indicators (KPIs), highlighted in in **Table 8.2**, measure usage levels, safety outcomes, and user satisfaction. These metrics, when reviewed regularly, help build a baseline and identify trends across the active transportation network.

Monitoring regularly also enables the Township to adapt quickly to changing conditions. For example, during peak seasons, demand for bike parking in downtown areas can increase significantly. By tracking bike parking utilization, staff can identify when and where capacity is strained and respond with the rapid deployment of temporary bike parking facilities. This flexibility enhances the user experience and supports a shift toward active transportation. Tracking bike parking utilization is a potential quick win that could be implemented immediately following the ATMP's approval.

In addition to guiding future project prioritization and budget allocation, transparent reporting of monitoring results can help demonstrate the value of active transportation investments to residents and elected officials, building broader support for continued implementation.

Table 8.2: Recommended Key Performance Indicators

Indicator	Measurements
Usage	• Cyclist and pedestrian counts (#) • Percent of children who walk or bike to school (%) • Percent of seniors who walk or bike (%)
Safety	• Number of reported pedestrian or cyclist incidents (#)
Bike Parking	• Number of short-term bike parking spots (#) on Township property • Use of bike parking spots (#)
Signage & Wayfinding	• Installation of signage features (#) • Number of network wayfinding complaints (#) • Opinion of different user groups (Likert scale)
Percentage of ATMP Implemented	• Percentage of projects completed (%)

The recommended programs to support monitoring and evaluation of the ATMP are summarized in **Table 8.3.**

Table 8.3: Monitoring and Reporting Programs

Program or Mechanism	Description	Method
Short-term Active Transportation Count Program	Manually collect and document cyclist and pedestrian activity during the summer.	Manual counters should be at key destinations between May and August for 1-2 hour intervals per location, collecting data during morning, afternoon, and weekend peak periods. Counts can be conducted by summer students in the short-term through grants for summer student job funding.
Automated Counters	Monitor active transportation users on key facilities with automated counters for extended time. Information provided by automated counters will allow for a data-driven approach to the ATMP updates.	Automated counters could be placed on Spine routes within the Township. As more automated counters are installed, they should be focused on other Spine routes and lower-order cycling routes. The Township should also work with local partners already engaged in data collection to leverage existing trail usage data.
Bike Parking Availability	Monitor bike parking availability at destination areas during peak times.	Regular checks of bike parking (e.g., bike racks) at key destinations within the Township during weekdays and peak cycle-tourism times in summer. As bike parking approaches capacity during peak times, explore opportunities for additional bike rack locations.
Plan Implementation	Report on the actual implementation of projects against the plan as a percentage.	Develop an annual implementation report presented to Council.
Monitoring Demographic and Travel Trends	Monitor trends for demographic changes.	Monitor changes in demographics and travel trends in the municipality as updated data is released, including the Census and Transportation Tomorrow Survey (TTS). Updated data should be reviewed through the update cycle for the ATMP.
School Travel	Monitor changes in how students get to school.	Monitor changes in transportation to school through a survey conducted by the school board.

Program or Mechanism	Description	Method
Equity lens	Monitor and report on systemic barriers and imbalances defined and determined by equity deserving groups in relation to access/usage of the active transportation network and associated infrastructure.	Collaboratively develop a monitoring program with equity-deserving groups to ensure inclusive design is serving all communities and how to incorporate improvements. An example of a tool that can help guide development of this program, specifically for gender in transportation, is the Gender Equity Tool Kit in Transport (GET IT). The purpose of this tool is to educate transportation experts about the influence of their work and choices on women's travel. It serves as a guide to promote gender-sensitive practices, aiming to establish transportation systems that are equitable for all genders. This includes guidelines on monitoring, evaluation and adaptation.

Chapter 9: Conclusions and Next Steps

9.1 Short-Term Recommendations

Table 9.1 outlines short-term recommendations and implementation priorities across capital investments, policy development, and programs. These actions are designed to support immediate progress toward the active transportation network in Centre Wellington.

Table .1: Summary of Recommendations

	Short Term Recommendation
1	The Township should prioritize the implementation of identified quick wins, including: • Implement traffic calming measures along identified corridors. • Launch a Calm/Quiet Street pilot project in Fergus, connecting to the Elora Cataract Trail • Install a pedestrian crossing at Metcalfe Street and Church Street intersection in Elora. • Install temporary bike corrals in high-demand areas during the summer and fall seasons. • Improve on-road wayfinding signage to improve access to the Elora Cataract Trail.
2	Adopt the proposed active transportation network implementation plan based on the recommended phasing strategy identified in the ATMP. Consider using pilot projects to test out new facilities.
3	This ATMP should be reviewed every five years to determine the need for a detailed formal review and / or updating.
4	The ATMP should be reviewed and given consideration when municipal roads, trails, and other capital infrastructure projects are identified and scheduled during the development application process. Coordinating implementation with other capital infrastructure projects will be essential to efficiently implementing the proposed cycling and pedestrian networks.
5	To ensure the active transportation network is inclusive and accessible to all residents and users, the Township should adopt the recommended policies related to sidewalks, accessibility standards, and facilities designed for all ages and abilities.
6	To build a culture of active transportation within the Township, the Township should implement the recommended community and school Programs, including support local champions and cycling advocates to help grow a culture of active transportation throughout the community.
7	The Township should develop future policies/by-laws regarding electric micromobility.
8	Active transportation infrastructure should be integrated into the design of Secondary plans, new development areas, and infill site development proposals.
9	The Township should adopt the maintenance and winter maintenance guidelines outlined in the Maintenance Strategy. Priority for winter maintenance should be given to areas with high potential for active transportation use and to communities that have been historically underserved.

10	To enhance the active transportation network, amenities and wayfinding should be provided at major and minor hubs, as well as along key routes, in accordance with the guidelines set out in the Amenities Policy and the Wayfinding Strategy.
11	The Township should establish a comprehensive monitoring and evaluation program, guided by the recommendations in the Monitoring and Evaluation Program, to effectively track the implementation and progress of the ATMP over time. This program should also be designed to remain adaptable, allowing for timely responses to changing conditions and emerging needs.

Appendix A: What We Heard Report

Prepared for:

Township of Centre Wellington

Active Transportation & Mobility Plan (ATMP)

WHAT WE HEARD REPORT

May 2025

PREPARED BY

STUCKLESS CONSULTING INC.

and WSP

Table of Contents

LIST OF APPENDICES