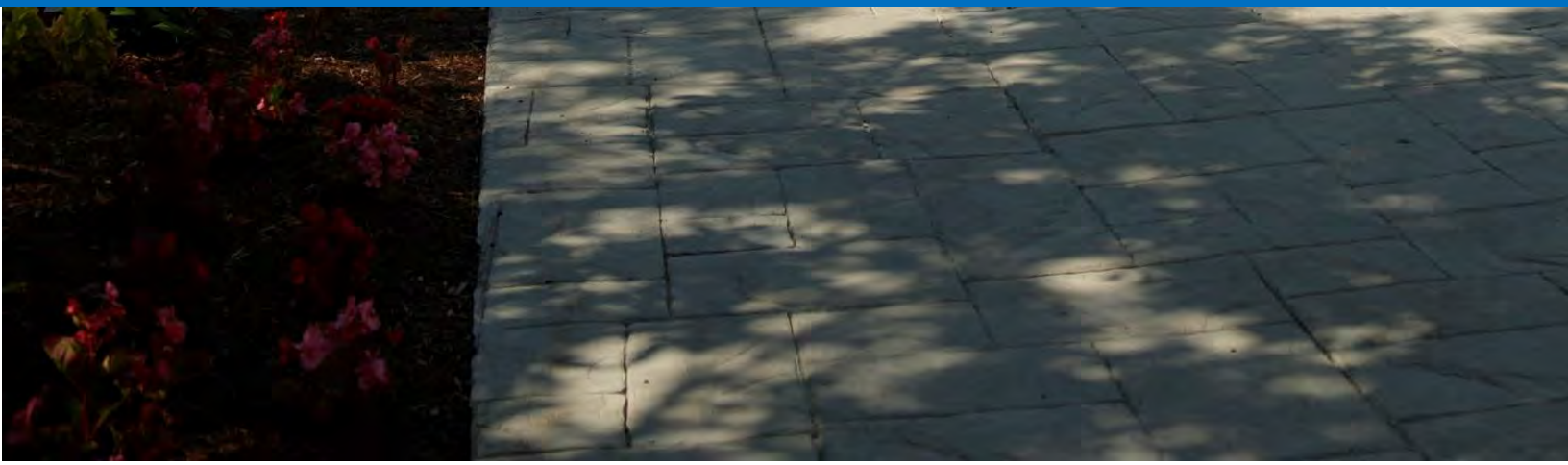
Township of Centre Wellington
Active Transportation and Mobility Plan



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Centre Wellington

STUCKLESS
CONSULTING INC.

Land Acknowledgement

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

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

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

Executive Summary

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

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

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

Vision and Goals

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

The Vision of this ATMP is:

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

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

Improve connectivity: Enhance connections within urban areas to key destinations, services, and schools. Link hamlets and rural areas to nearby urban centres.

Multi-modal system: Support a variety of mobility and transportation choices.

Accessible facilities: Develop active transportation infrastructure that is accessible to people of all ages and abilities.

Promote active lifestyles and community health: Encourage active living and enhance community health through active transportation initiatives.

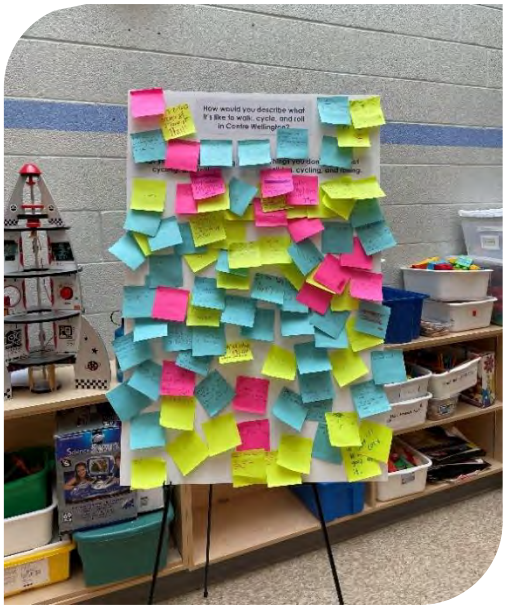
Incorporate active transportation in new developments: Ensure new developments and growth support and integrate active transportation.

Prioritize safety: Prioritize pedestrian and cyclist safety and implement safe and protected active transportation facilities.

Engagement

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

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



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

BARRIERS TO ACTIVE TRANSPORTATION

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

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

Figure 2: Community Workshop with Centre Wellington Food Bank clients

KEY PRIORITIES

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

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

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

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

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

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

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

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

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

Proposed Facility Types

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

PAVED SHOULDERS

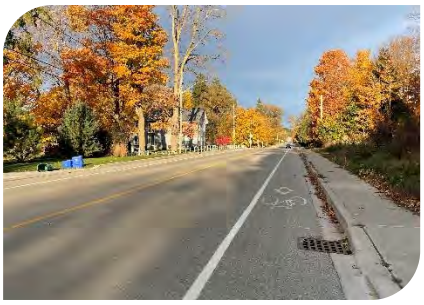
A paved shoulder is the portion of a rural roadway adjacent to the main travel lane, providing space for stopped vehicles, pedestrians, and cyclists. It offers cyclists a space to travel separate from the motor travel portion of the roadway. Cyclists must travel in the same direction as the motor vehicle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

QUIET STREETS

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

CONVENTIONAL BIKE LANES

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



PHYSICALLY SEPARATED BIKE LANES

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

CYCLE TRACK

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

MULTI-USE PATHS

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

OFF-ROAD TRAILS

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

The Preferred Active Transportation Network

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

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

Technical assessments included:

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

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

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

The proposed active transportation network is detailed in **Table 1** and illustrated in **Maps 5.1 to 5.4**. The proposed network includes approximately 145 km of new active transportation routes, along with two pedestrian bridges, several crossing improvements, and additional corridors identified for future study.

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

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

Township of Centre Wellington

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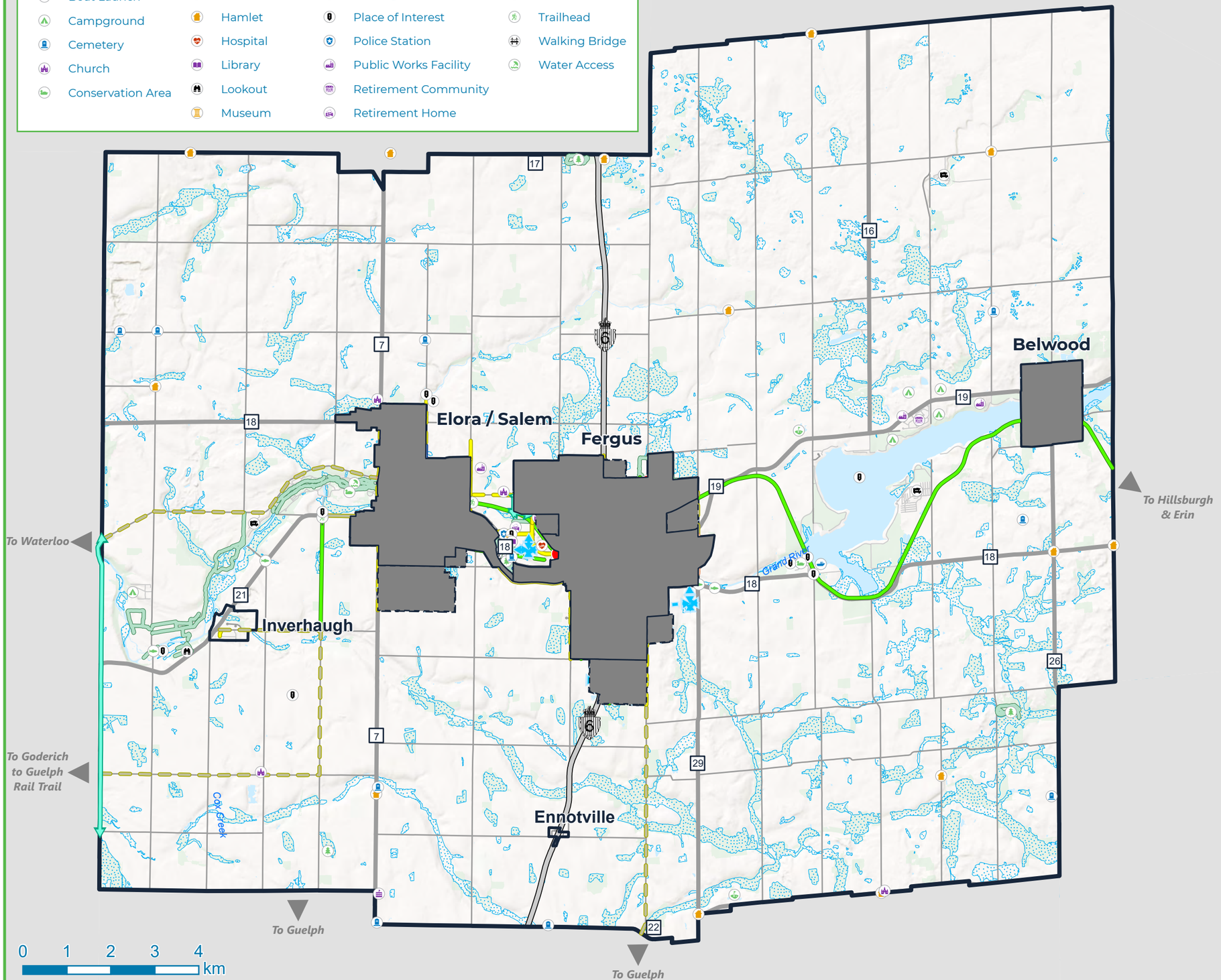
Point of Interest

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



Source: Township of Centre Wellington

MAP 5.1

Proposed Active Transportation Network

Township

Proposed Active Transportation Network

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

Existing Active Transportation Network

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

Base Features

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

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MAP 5.2

Proposed Active Transportation Network

Elora / Salem

Point of Interest

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

Proposed Active Transportation Network

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

Existing Active Transportation Network

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

Base Features

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

See Inset Map

Inset: Downtown Elora

0 250 500 750 m

Source: Township of Centre Wellington

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Township of Centre Wellington

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MAP 5.3

Proposed Active Transportation Network

Fergus

Point of Interest

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

Proposed Active Transportation Network

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

Existing Active Transportation Network

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

Base Features

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

0 250 500 750 m

Source: Township of Centre Wellington

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Centre Wellington

Township of Centre Wellington

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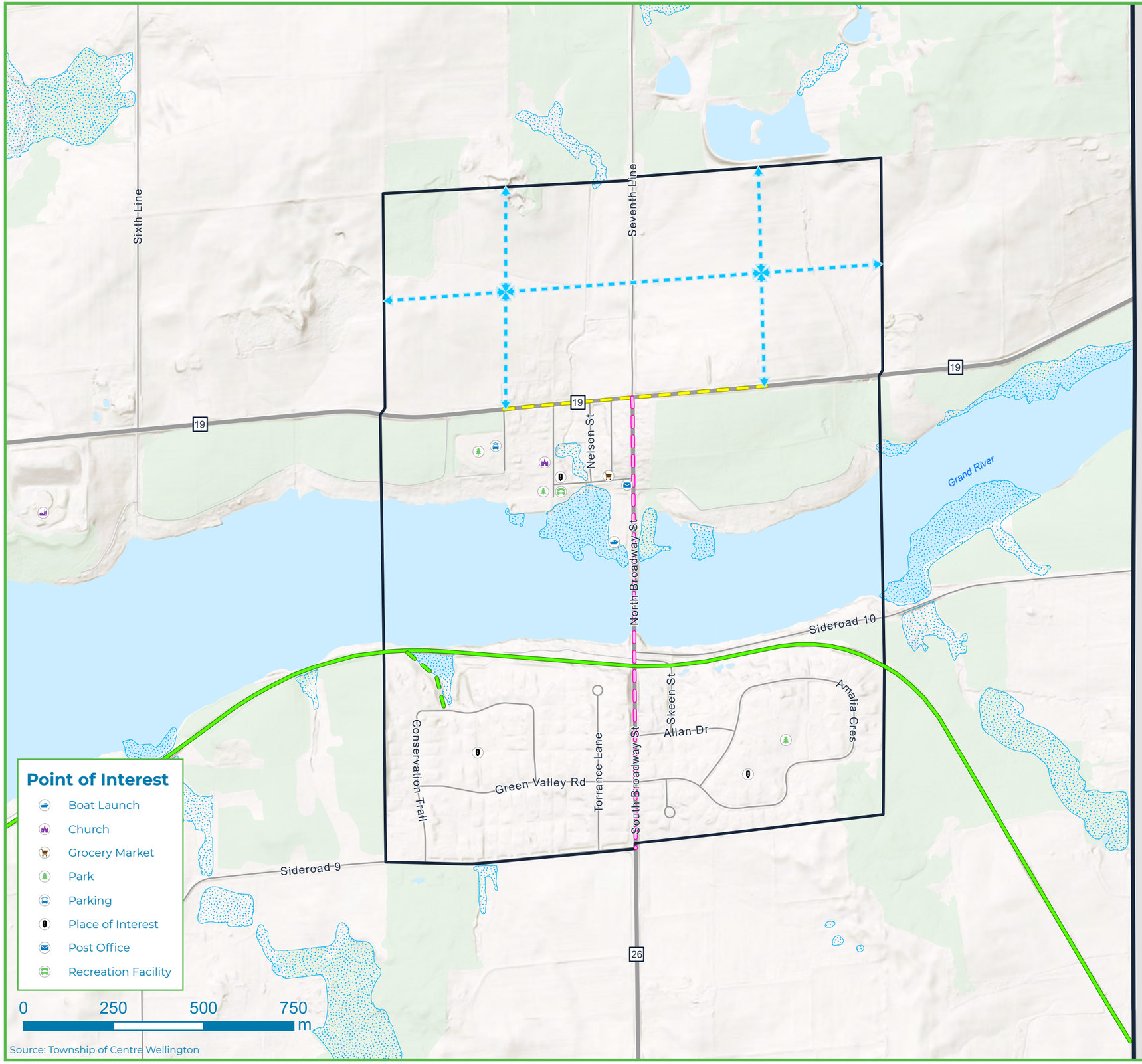
MAP 5.4

Proposed Active Transportation Network

Belwood



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

Existing Active Transportation Network
- Multi-Use Trail

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

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

0 250 500 750 m

Source: Township of Centre Wellington

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Network Phasing

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

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

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

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

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

Facility Type	Short Term Length (km)	Short Term Cost	Medium-Term Length (km)	Medium-Term Cost	Long-Term Length (km)	Long-Term Cost
On-Road/In-Boulevard	46.5	$ 12,716,578	36.3	$ 14,545,076	44.5	$ 11,439,568
Trails	10.1	$ 4,587,940	7.3	$ 3,631,530	0.2	$ 73,360
Other Improvements	-	$ 2,660,000	-	$ 3,500,000	-	$2,800,000
Grand Total	**56.6**	**$19,474,518**	**43.6**	**$21,676,606**	**44.7**	**$14,312,928**
Annual Cost (per phase)		$1,947,452		$2,167,661		$1,431,293

PILOT PROJECTS

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

Summary of Policy Recommendations

ALL AGES AND ABILITIES

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

Table 3: Recommended Accessibility Policies

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

SIDEWALKS & ACCESSIBILITY

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

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

Figure 4: Sidewalk on Church St., Elora

Recommendations for sidewalks and accessibility are summarized below:

Table 4: Recommended Sidewalk Policies

Policy Statement	Policy Objectives
Prioritize completing sidewalk gaps	Sidewalk gaps should be prioritized within 1.6 km of elementary schools, 3.2 km of high schools, and in areas with low vehicle ownership, such as near retirement homes, long-term care facilities, and low-income housing. Sidewalk gaps near key destinations should be prioritized. Where sidewalks aren't feasible, alternative pedestrian facilities, such as quiet streets or protected on-road multi-use paths, should be provided.
New sidewalks and sidewalk retrofits	When building or reconstructing roads, sidewalks should be included as follows: • Arterial roads: Both sides of the road, minimum 2.0 m wide • Collector roads: Both sides of the road, minimum 1.8 m wide • Local roads: Preferably both sides; at minimum, one side in constrained areas, minimum 1.8 m wide • Downtown/Main streets: Both sides of the road, minimum 2.5 m wide or more to support high pedestrian volumes
Provide Accessible Sidewalks	Update standards to provide: • All sidewalks should be at least 1.8 metres wide to allow two people using wheelchairs or mobility devices to pass comfortably.

	• In areas near key destinations or with high pedestrian volumes, sidewalks should be 2.0 metres or wider to support accessibility and comfort.
Provide Accessible Sidewalk Surfaces	Improve accessibility by replacing or rehabilitating existing sidewalks that are deteriorating and in tandem with capital works and road rehabilitation projects.
Provide Tactile Features and Separation	Update standards to provide a bevelled curb at a minimum height of 50 mm to be cane detectable (half-height curb) when sidewalks are immediately adjacent to in-boulevard dedicated active transportation facilities. Install attention tactile walking surface indicators (TWSIs) at crossings of dedicated cycling facilities. Provide directional tactile guidance at complex intersections or in other in other navigationally challenging environments.

MAINTENANCE

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

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

Winter maintenance is essential for year-round usability but may not be feasible for all routes. Winter maintenance should be prioritized in areas with the highest likelihood of active transportation use and in historically underserved areas. Some trails, like the Trestle Bridge Trail, should be maintained year-round, whereas other trails may be better suited to be maintained for winter recreational activities. Facilities not maintained year-round should have clear signage indicating that these routes are closed for the winter season and be included in an annual notice outlining the winter-maintained network.

Figure 5: Some trails are better suited to be maintained for winter recreational activities

AMENITIES

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

Figure 6: Examples of a variety of amenities. Left to Right: Bike corral, Ottawa, ON; Creative seating, Elora, ON; Climate protection shelter with seating, Charlottetown, PEI

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

Table 5: Recommended Amenities Placement

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

● = Minimum recommended

○ = Additional amenities to consider

New Developments and Infill

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

Key recommendations include:

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

Wayfinding

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

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

Figure 7: Example of on-road directional signage template

Summary of Programming Recommendations

SUPPORTIVE PROGRAMMING

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

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

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

Figure 8: The Township will support local bicycle shops and groups with programming, like this Mobile bike fix-it cart run by Green Lanes (Source: Wellington Advertiser, 2024)

Recommended supportive programs include:

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

Monitoring and Evaluation

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

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

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

Table of Contents

Chapter 1: Vision & Goals

1.1 What is Active Transportation?

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

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

1.1.1 Active Transportation Facilities

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

1.1.2 Network Users

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

PEDESTRIANS

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

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

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

CYCLISTS AND OTHER MICRO-MOBILITY USERS

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

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

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

1.2 What is an Active Transportation and Mobility Plan?

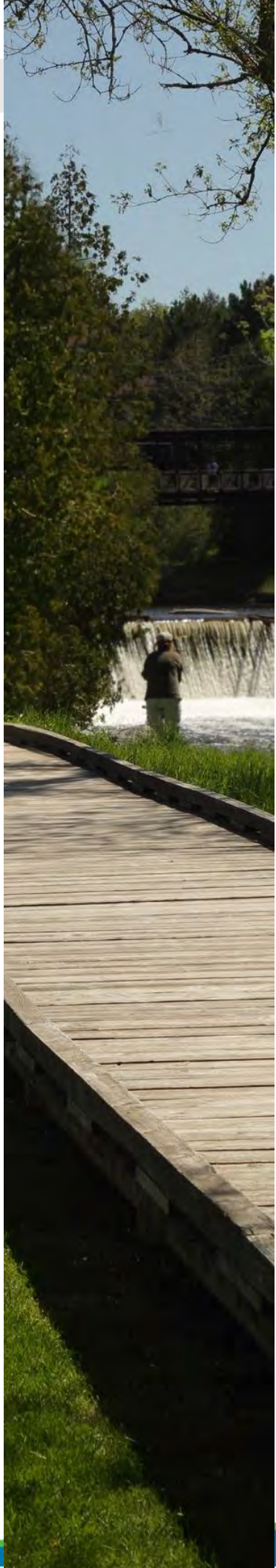
This Active Transportation and Mobility Plan (ATMP) provides strategic direction for shaping the future of the Township's on- and off-road active transportation and mobility network through to 2051. Building an interconnected active transportation network that improves safety, comfort, and accessibility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

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

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

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

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



1.3 Vision and Goals

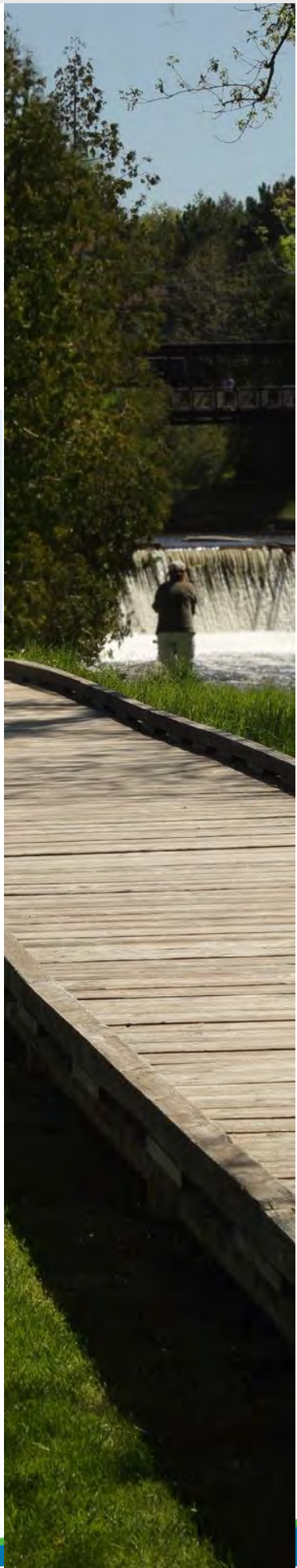
The ATMP is guided by a vision that reflects the Township's priorities and ongoing commitment to providing a safe and comfortable active transportation network. This vision and its supporting goals were shaped by key themes and priorities identified through a review of existing plans and policies, as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

The Vision of this ATMP is:

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

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

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



1.4 Design Principles

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

1.4.1 Designing for Safety

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

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

1.4.2 Design for All Ages and Abilities

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

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

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

1.4.3 Designing for Equity and Accessibility

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

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

1.5 Study Process

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

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

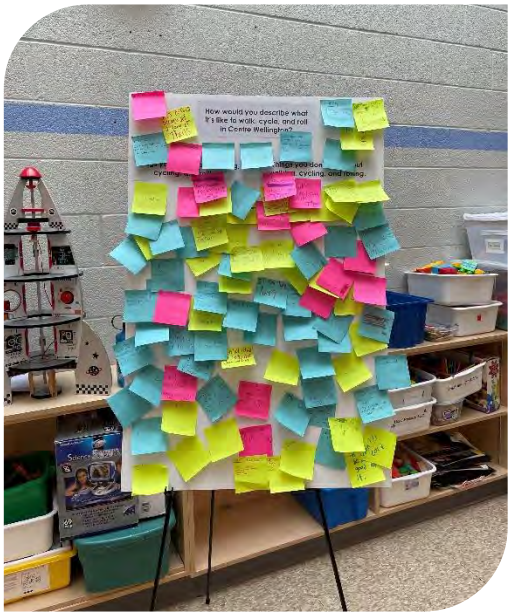
Table 1.1: Network Development Process

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

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

1.6 Engagement

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



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

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

Engagements included the following:

- Six listening sessions with various community groups;

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

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

1.6.1 What We Heard

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

BARRIERS TO USING ACTIVE TRANSPORTATION

Key barriers to using active transportation in Centre Wellington:

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

KEY PRIORITIES

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

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

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

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

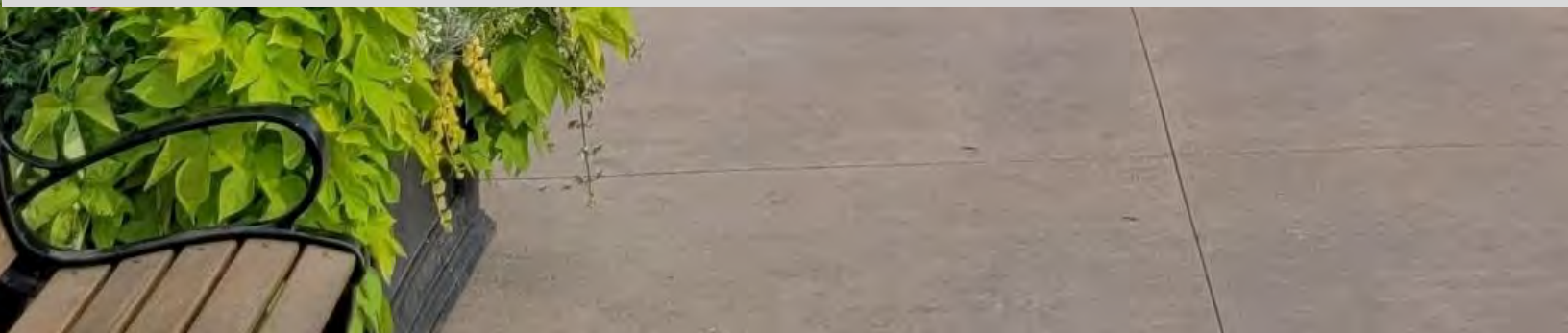
Wayfinding: Clear signage and wayfinding to navigate the network easily.

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

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

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

Chapter 2: Existing Conditions and Background



2.1 Overview

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

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

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

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

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

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

2.2 Policy Alignment

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

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

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

2.3 Socioeconomic Trends

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

2.3.1 Total Population

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

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

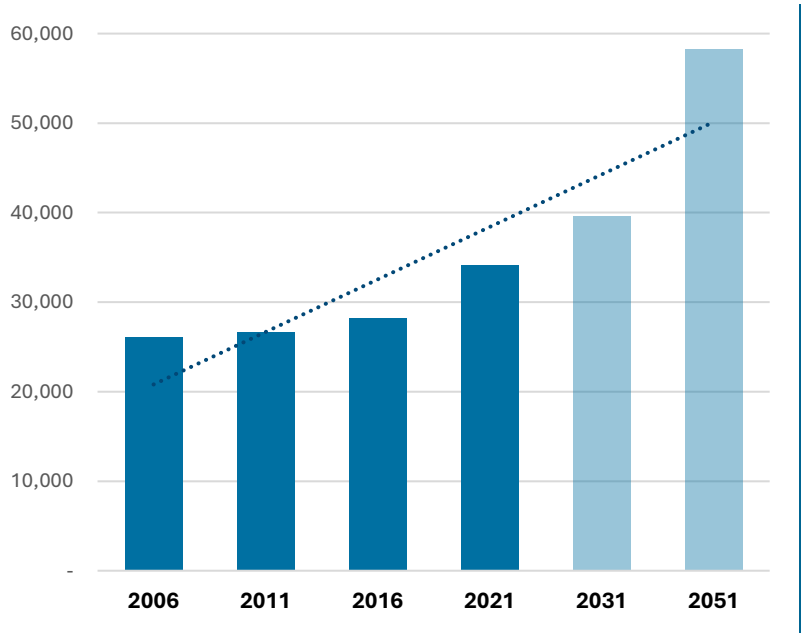


Figure 2.1: Population Growth and Growth Forecast in Centre Wellington

2.3.2 Population Density

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

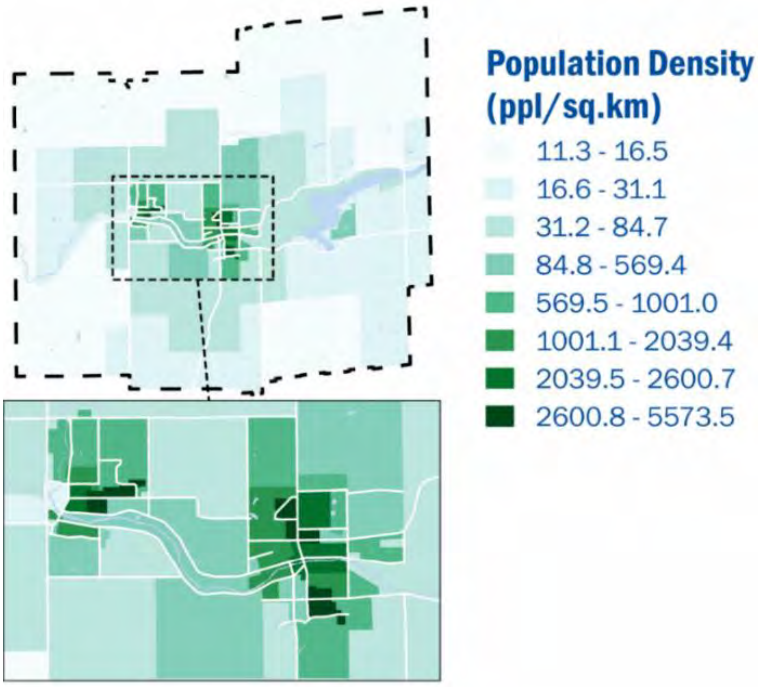


Figure 2.2: Population Density (Source: 2021 Census)

2.3.3 Population Distribution by Age

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

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

What We Heard

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

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

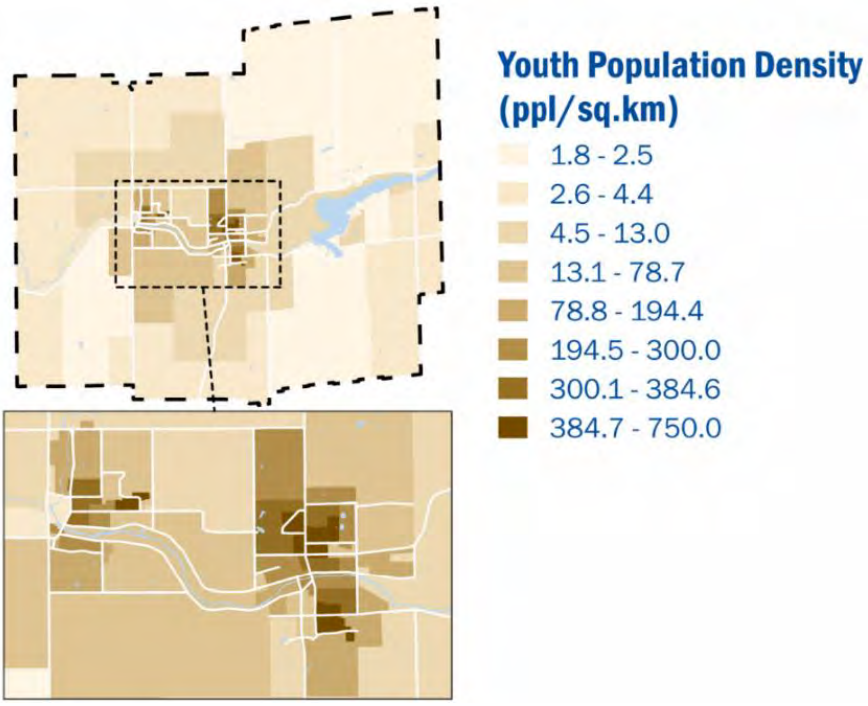


Figure 2.3: Youth Population Density (Source: 2021 Census)

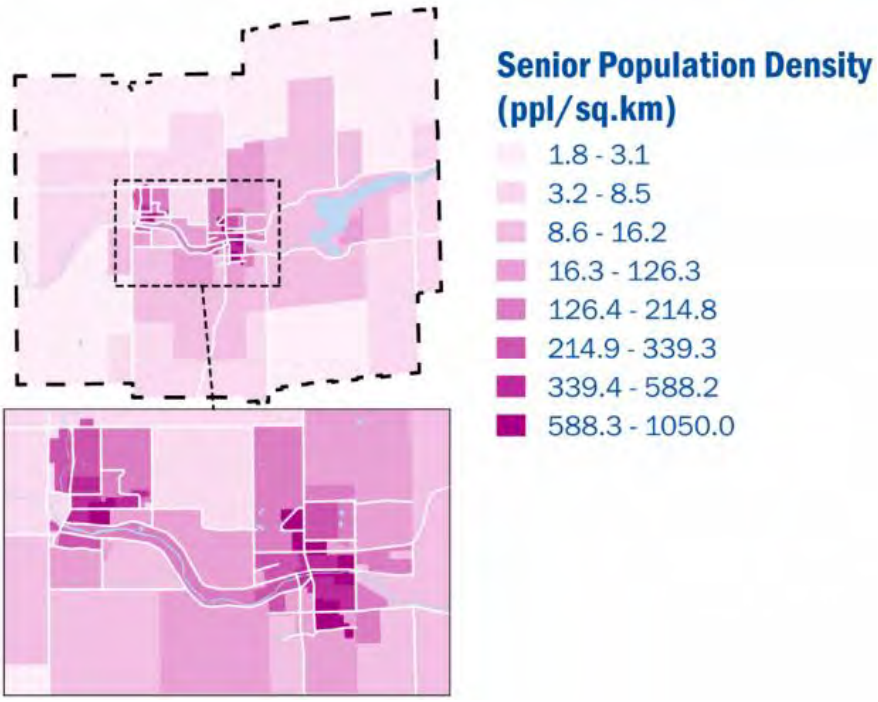


Figure 2.4: Senior Population Density (Source: 2021 Census)

2.3.4 Immigrant Population Density

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

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

What We Heard

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

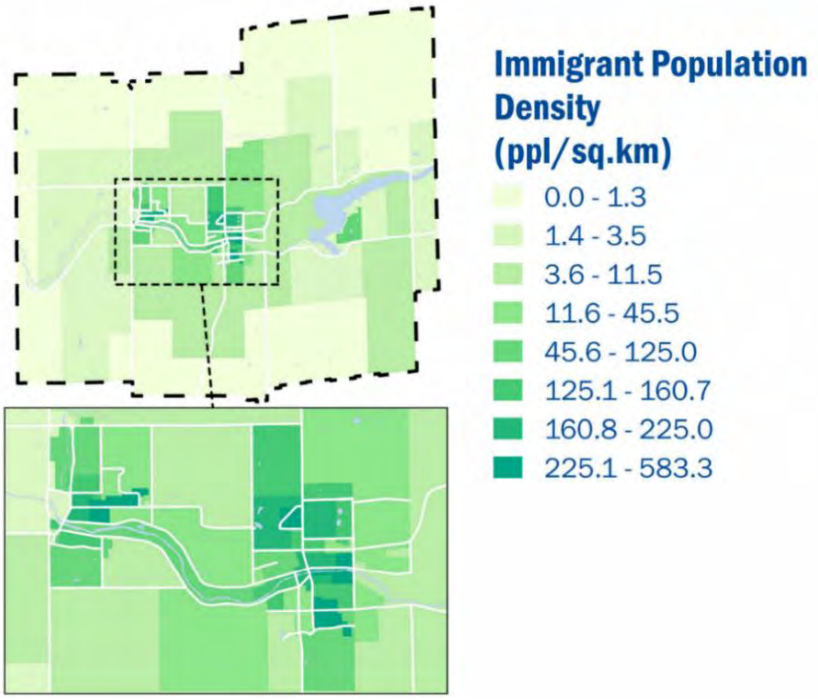


Figure 2.5: Immigrant Population Density (Source: 2021 Census)

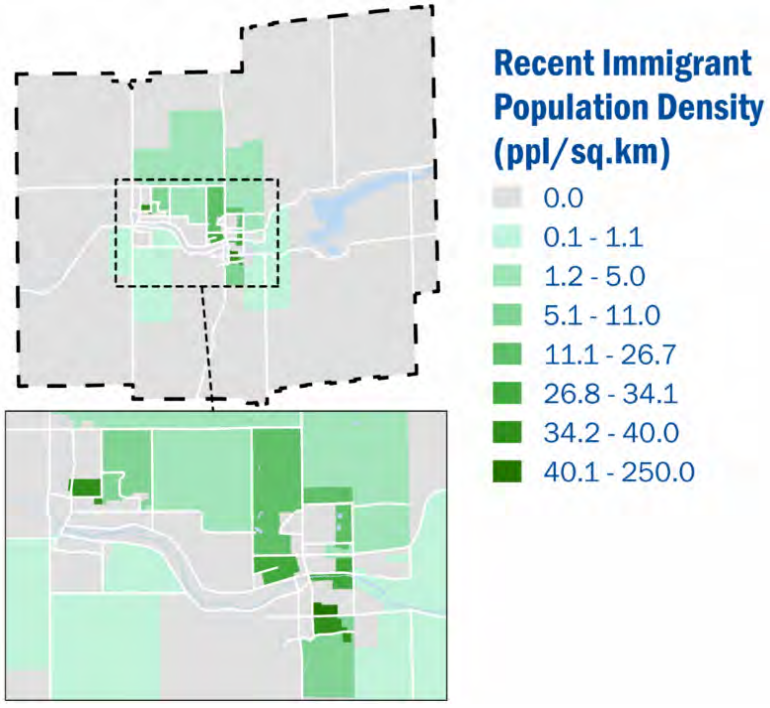


Figure 2.6: Recent Immigrant Population Density (Source: 2021 Census)

2.4 Growth & Intensification

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

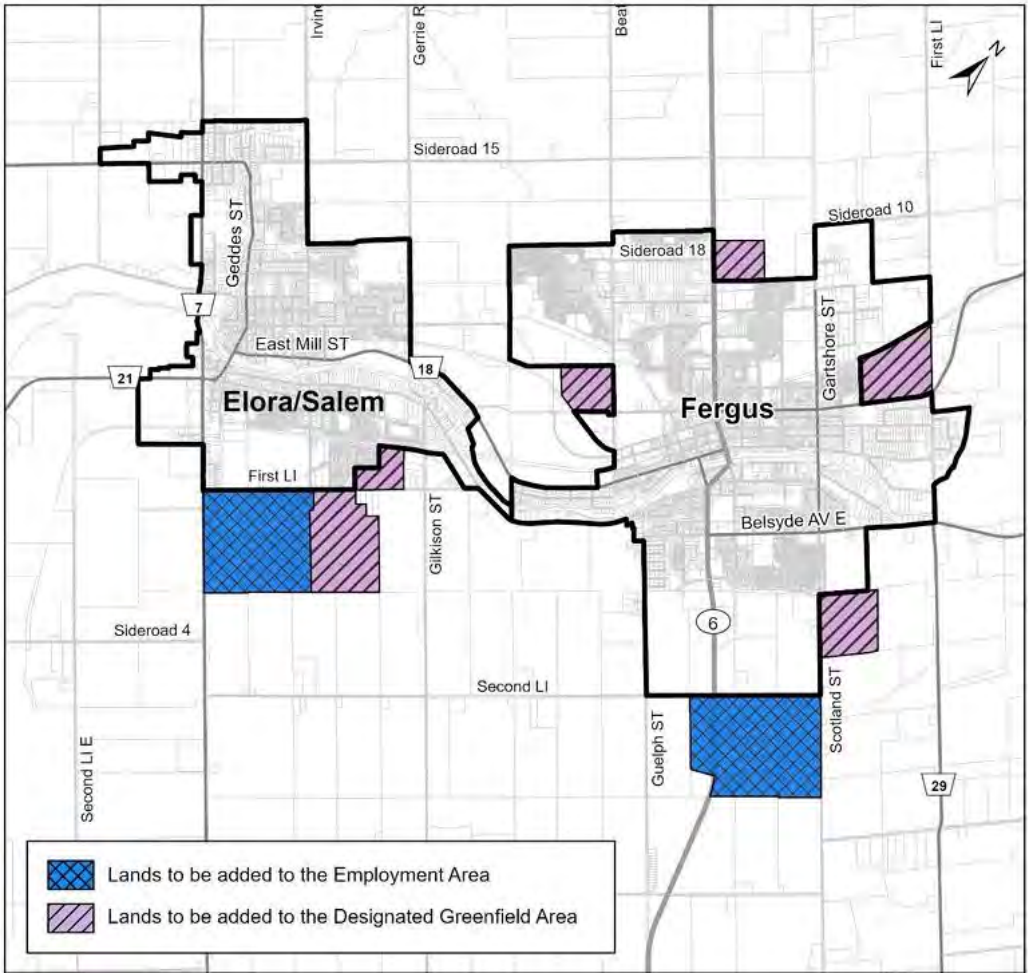


Figure 2.7: Schedule A-1 Designated Greenfield Area lands and Employment Area lands

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

2.5 Travel Trends

2.5.1 Mode Shares

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

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

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

2.5.2 Short Trips

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

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

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

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

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

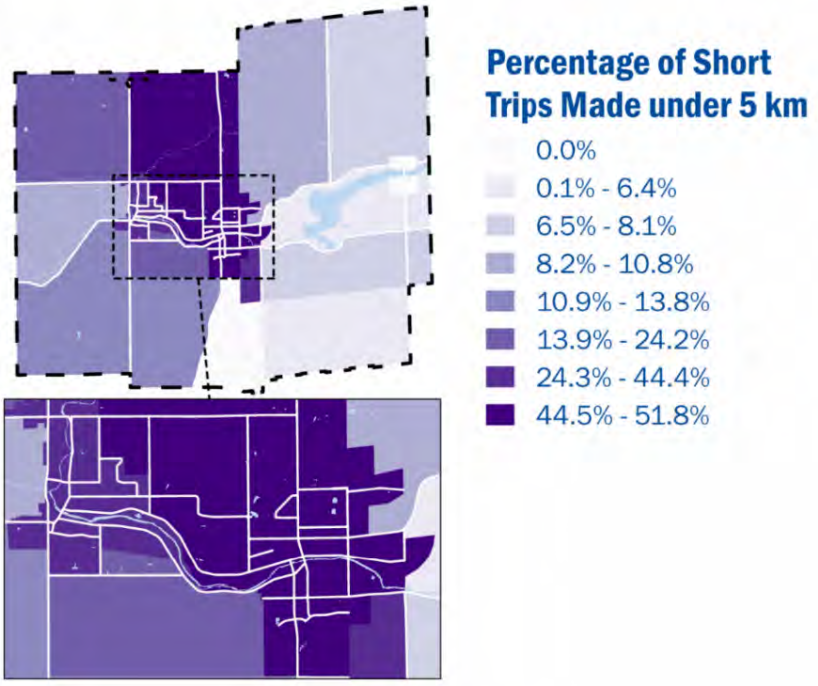


Figure 2.8: Percentage of Trips Made under 5 km (Source: Transportation Tomorrow Survey 2016)

2.6 Healthy Community Design Baseline Survey

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

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

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

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

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

2.7 Existing Active Transportation Network

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

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

2.7.1 Existing Facilities

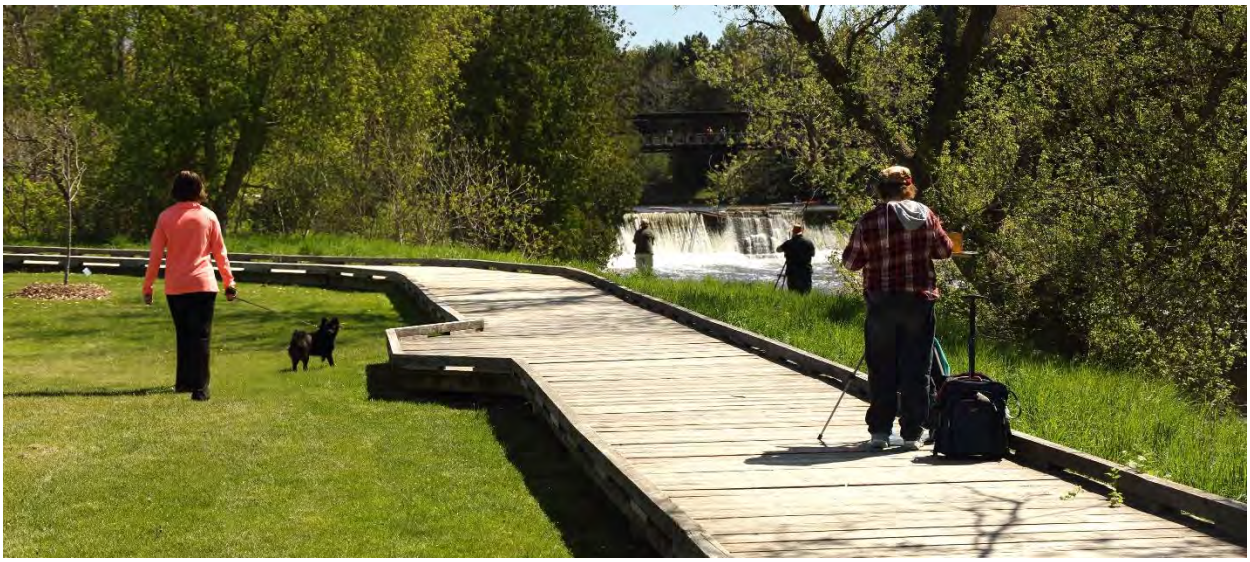
Centre Wellington has an extensive network of on and off-road active transportation facilities, consisting of sidewalks, trails, multi-use paths, shared routes, and cycling lanes, which travel through both the urban and rural areas of the Township. These active transportation facilities are not only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

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

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

Table 2.3 Existing Active Transportation Network

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



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

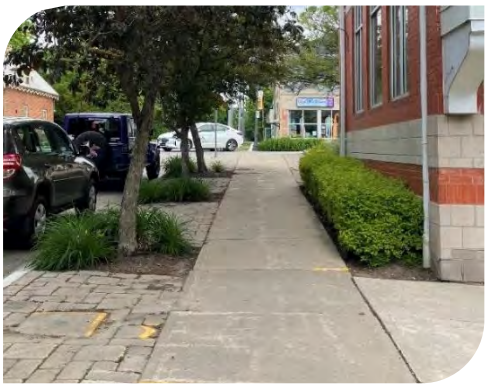


Figure 2.10: Sidewalk along Moir Street, Elora

SIDEWALKS

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

Figure 2.11: Paved shoulder on Wellington Road 21, Elora

PAVED SHOULDERS

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

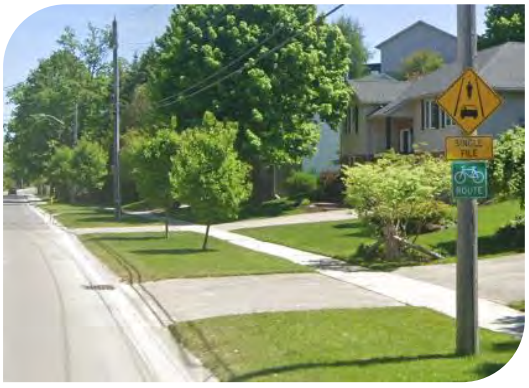


Figure 2.12: Signed Route along Water Street, Elora

SIGNED ROUTES

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

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

BIKE LANES

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

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

ON-ROAD MULTI-USE PATHS

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

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

CYCLE TRACKS

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

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

OFF-ROAD MULTI-USE PATHS

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

Figure 2.17: Trestle Bridge Trail, Fergus

MULTI-USE TRAILS

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

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

Township of Centre Wellington

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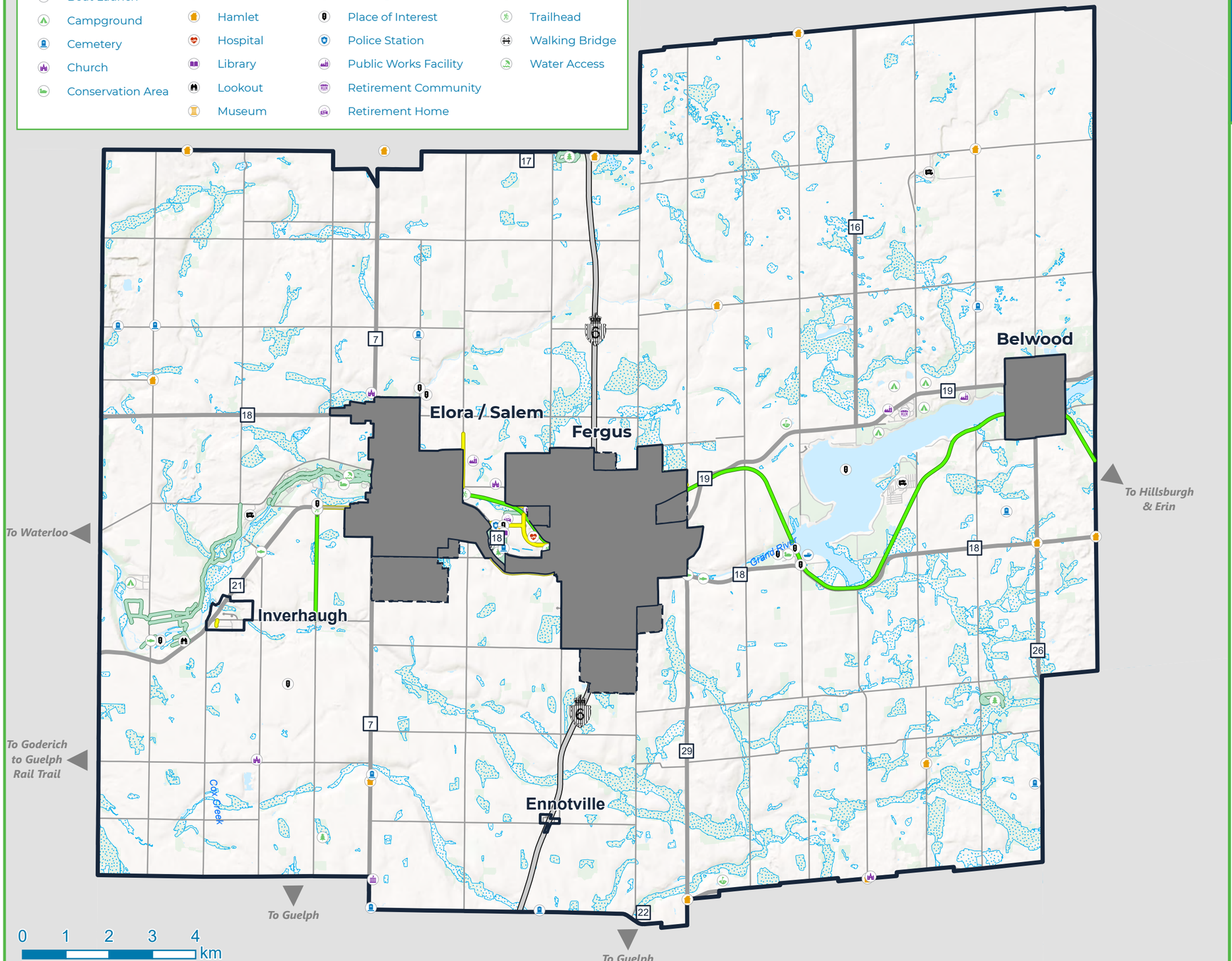
MAP 2.1

Existing Active Transportation Network

Township

Point of Interest

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



Existing Active Transportation Network

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

Base Features

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

Source: Township of Centre Wellington

wsp

Centre Wellington

Township of Centre Wellington

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MAP 2.2

Existing Active Transportation Network

Elora / Salem

Point of Interest

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

Existing Active Transportation Network

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

Base Features

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

See Inset Map

Inset: Inverhaugh

0 250 500 750 m

Source: Township of Centre Wellington

Centre Wellington

Township of Centre Wellington

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MAP 2.3

Existing Active Transportation Network

Fergus

Point of Interest

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

Existing Active Transportation Network

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

Base Features

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

See Inset Map

0 250 500 750 m

Source: Township of Centre Wellington

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Centre Wellington

2.7.2 Existing Network Gaps and Barriers

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

CONNECTIONS TO DESTINATIONS

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

What We Heard

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

THE GRAND RIVER

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

Figure 2.18: The Grand River and Bissel Park Pedestrian Bridge

COUNTY ROADS

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

ABSENCE OF TRANSIT

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

As a future step, the Township is considering conducting a transit feasibility study for Centre Wellington.

GREAT DISTANCES

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

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

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

2.7.3 Level of Traffic Stress Analysis

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

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

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

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

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

Township of Centre Wellington

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MAP 2.4

Level of Traffic Stress

Elora / Salem

Point of Interest

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

Level of Traffic Stress

- Level 1
- Level 2
- Level 3

Base Features

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

See Inset Map

Inset Map

0 250 500 750 m

Source: Township of Centre Wellington

WSP

Centre Wellington

Township of Centre Wellington

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MAP 2.5

Level of Traffic Stress

Fergus

Point of Interest

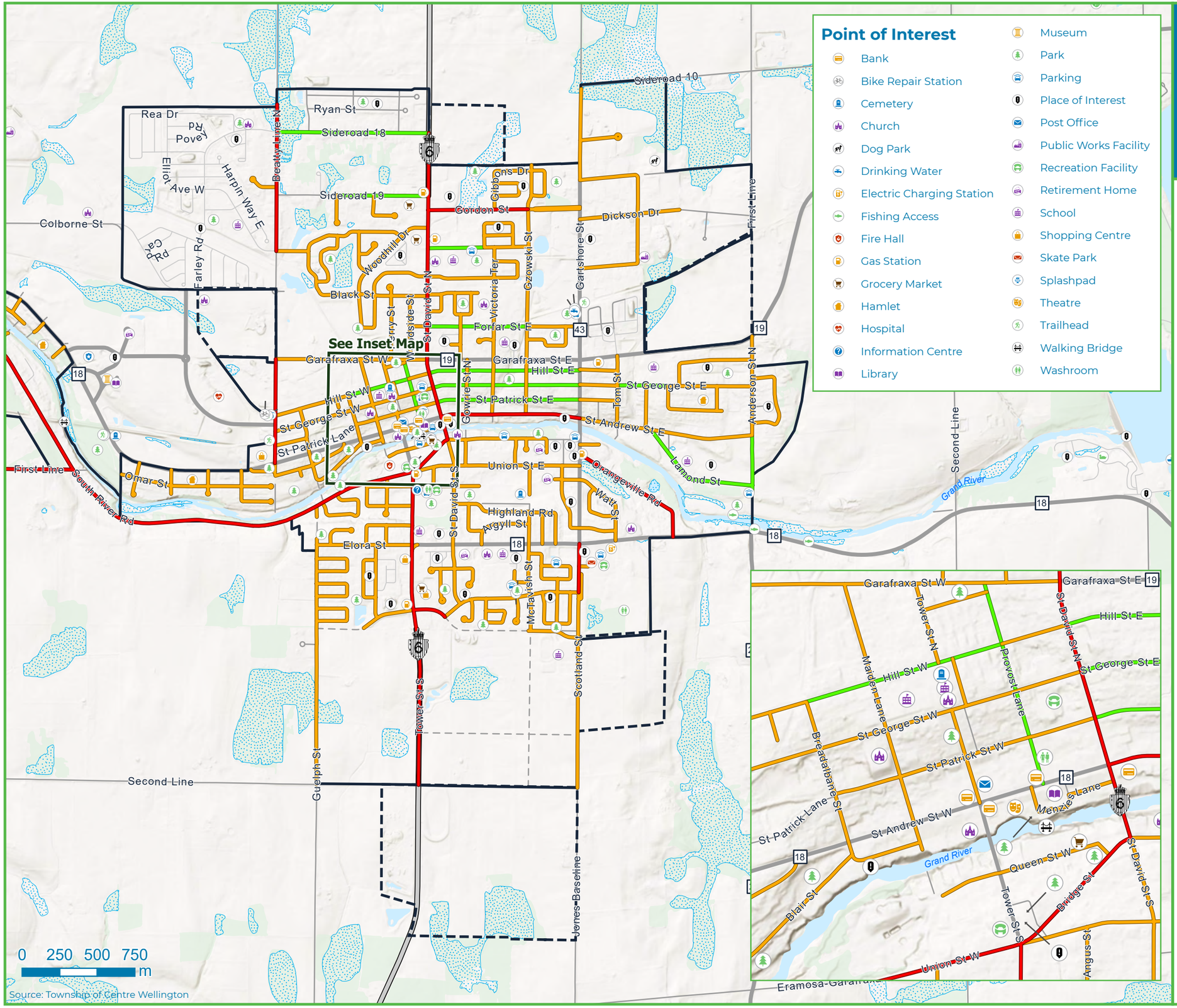
- Bank
- Bike Repair Station
- Cemetery
- Church
- Dog Park
- Drinking Water
- Electric Charging Station
- Fishing Access
- Fire Hall
- Gas Station
- Grocery Market
- Hamlet
- Hospital
- Information Centre
- Library
- Museum
- Park
- Parking
- Place of Interest
- Post Office
- Public Works Facility
-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

Level of Traffic Stress

- Level 1
- Level 2
- Level 3

Base Features

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



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2.8 Existing Facilities Compliance

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

Table 2.4: Existing Facilities Compliance with OTM Book 18

Facility Type	Total Existing Length (km)	Compliant Length (km)	Non-Compliant Length (km)
Signed/Marked Shared Use Lane	18.8	7.4	11.4
Dedicated Bicycle Lanes	0.9	0.9	0.0
Off-Road Multi-use Paths	9.6	9.6	0.0
On-Road Multi-use Paths	0.4	0.4	0.0
Cycle Tracks	0.8	0.8	0.0
Total	**30.5**	**19.1**	**11.4**

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

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

What We Heard

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

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

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

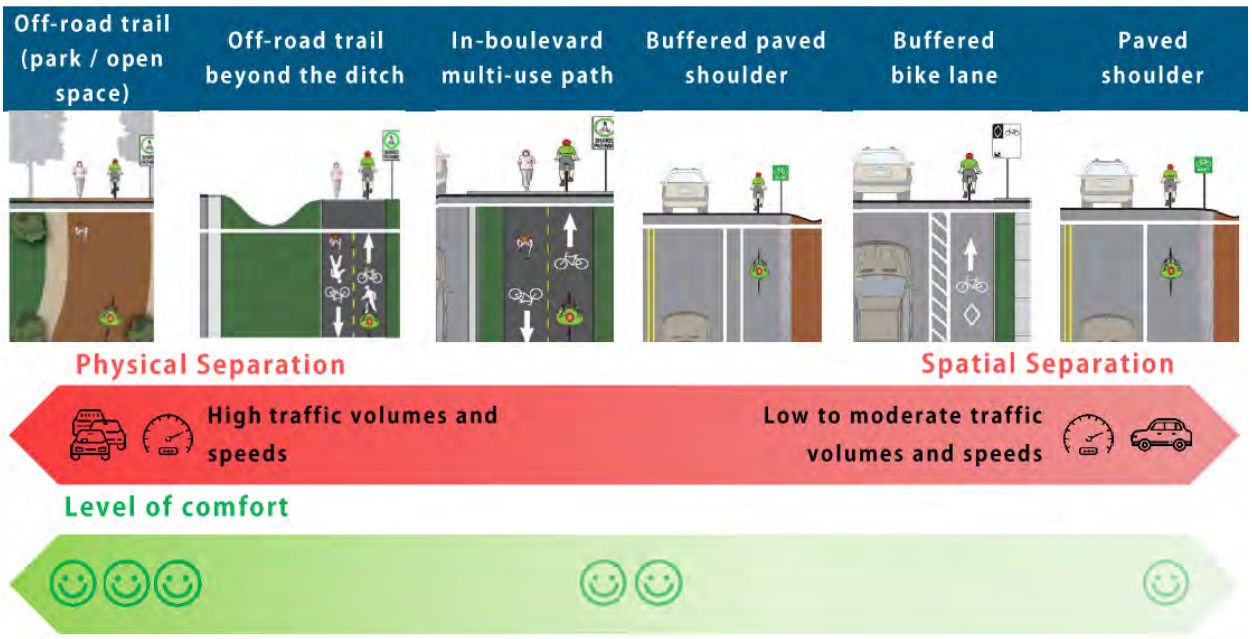

Figure 2.19: Physical separation techniques for cycling according to vehicle volume and speed

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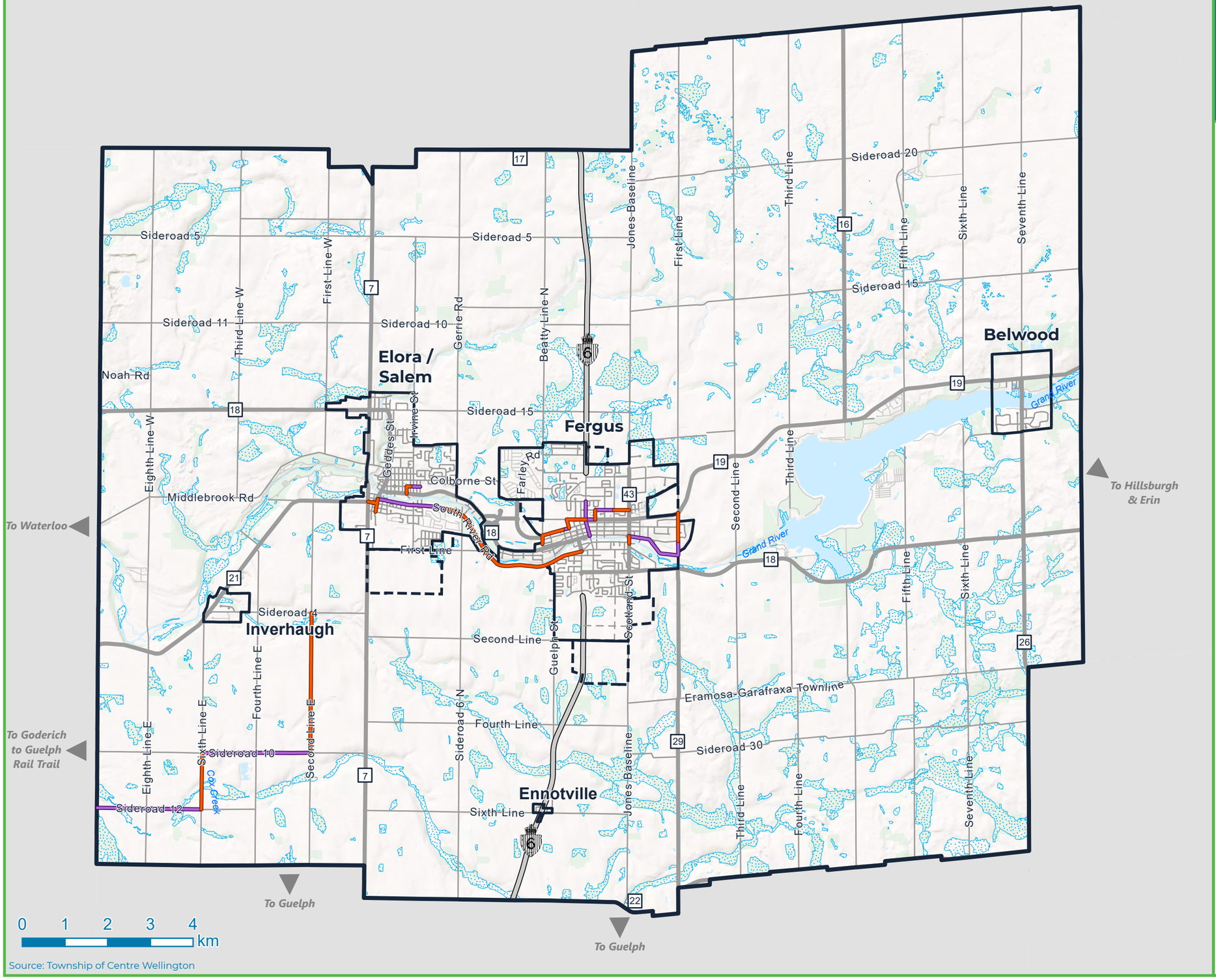
MAP 2.6
Existing Facilities Compliance Review



Source: Township of Centre Wellington

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

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

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Chapter 3: Route Types and Facilities

3.1 Network Types

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

3.1.1 Spine and Connector Network

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

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

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

3.1.2 Low Stress/Quiet Streets Network

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

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

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

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

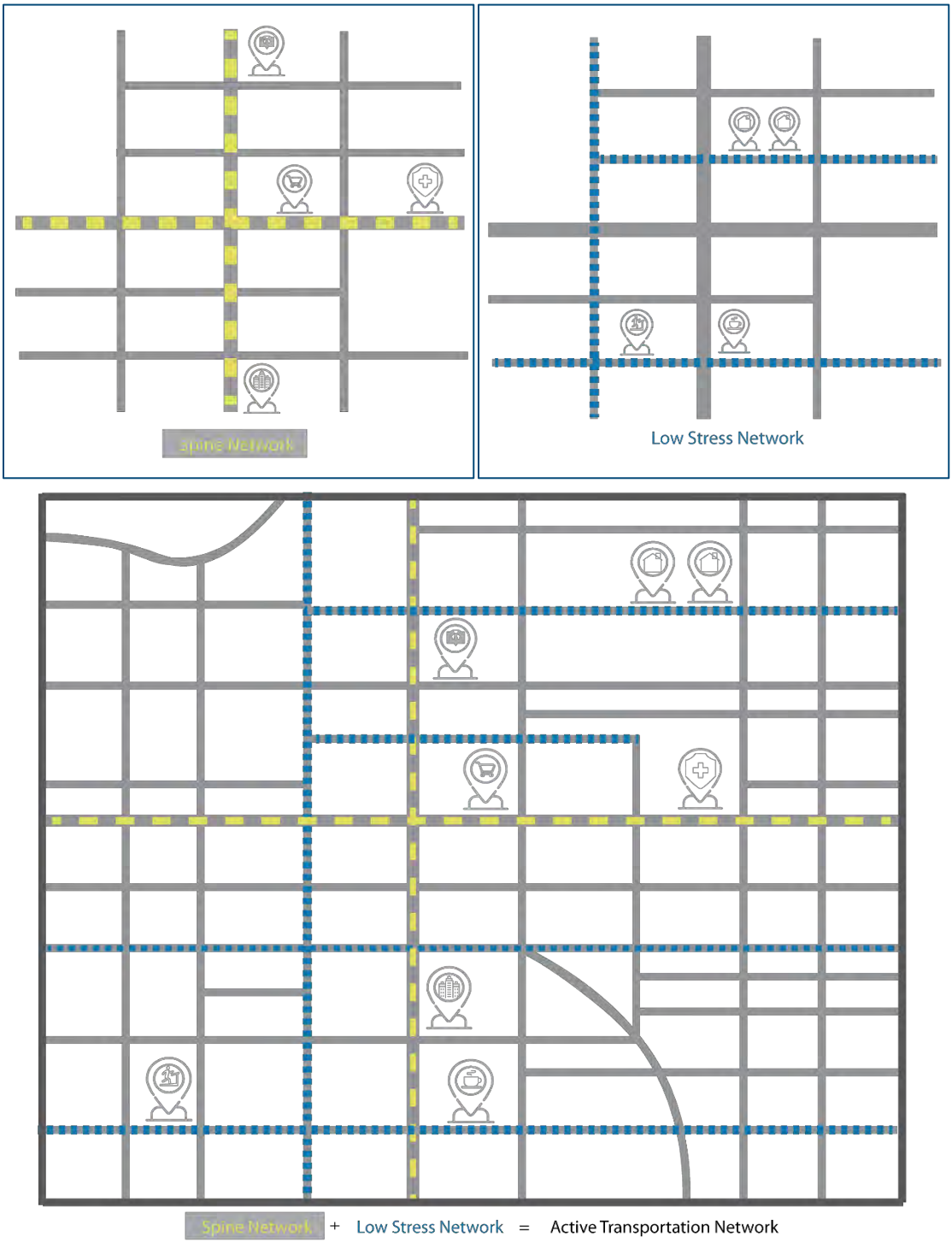


Figure 3.1: Representation of the Spine Network and Low Stress Network

3.2 Route Types

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

3.2.1 Spine Routes

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

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

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

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

3.2.2 Connector Routes

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

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

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

3.2.3 Local Routes

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

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

3.3 Proposed Facility Types

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

What We Heard

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

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

PAVED SHOULDERS

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

QUIET STREETS

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

CONVENTIONAL BIKE LANES

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

PROTECTED BIKE LANES

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

CYCLE TRACK

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

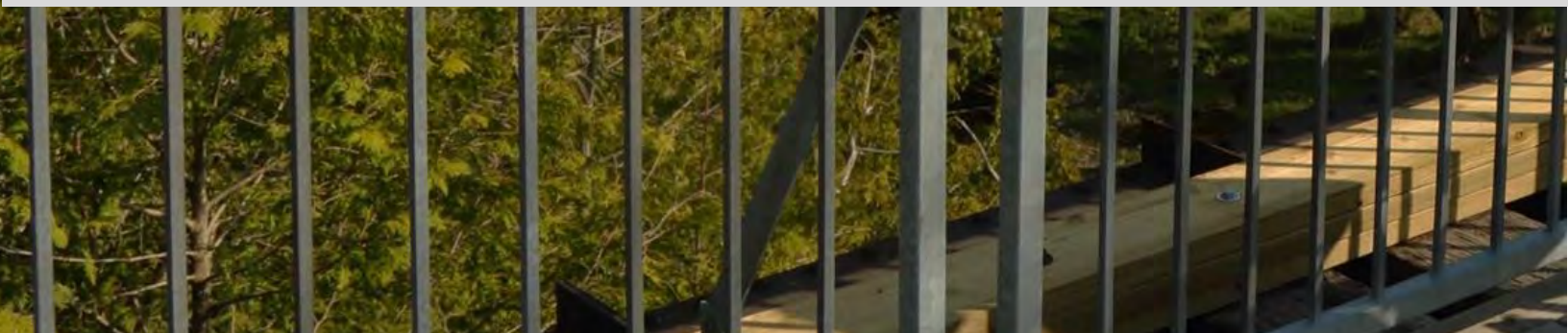
MULTI-USE PATHS

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

OFF-ROAD TRAILS

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

Chapter 4: Active Transportation & Mobility Network Alternatives



4.1 Cycling Network Alternatives

4.1.1 Route Selection Criteria

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

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

Table 4.1: Route Selection Criteria

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

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

4.1.2 Candidate Routes

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

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

SPINE CONNECTION BETWEEN ELORA AND FERGUS

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

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

Township of Centre Wellington

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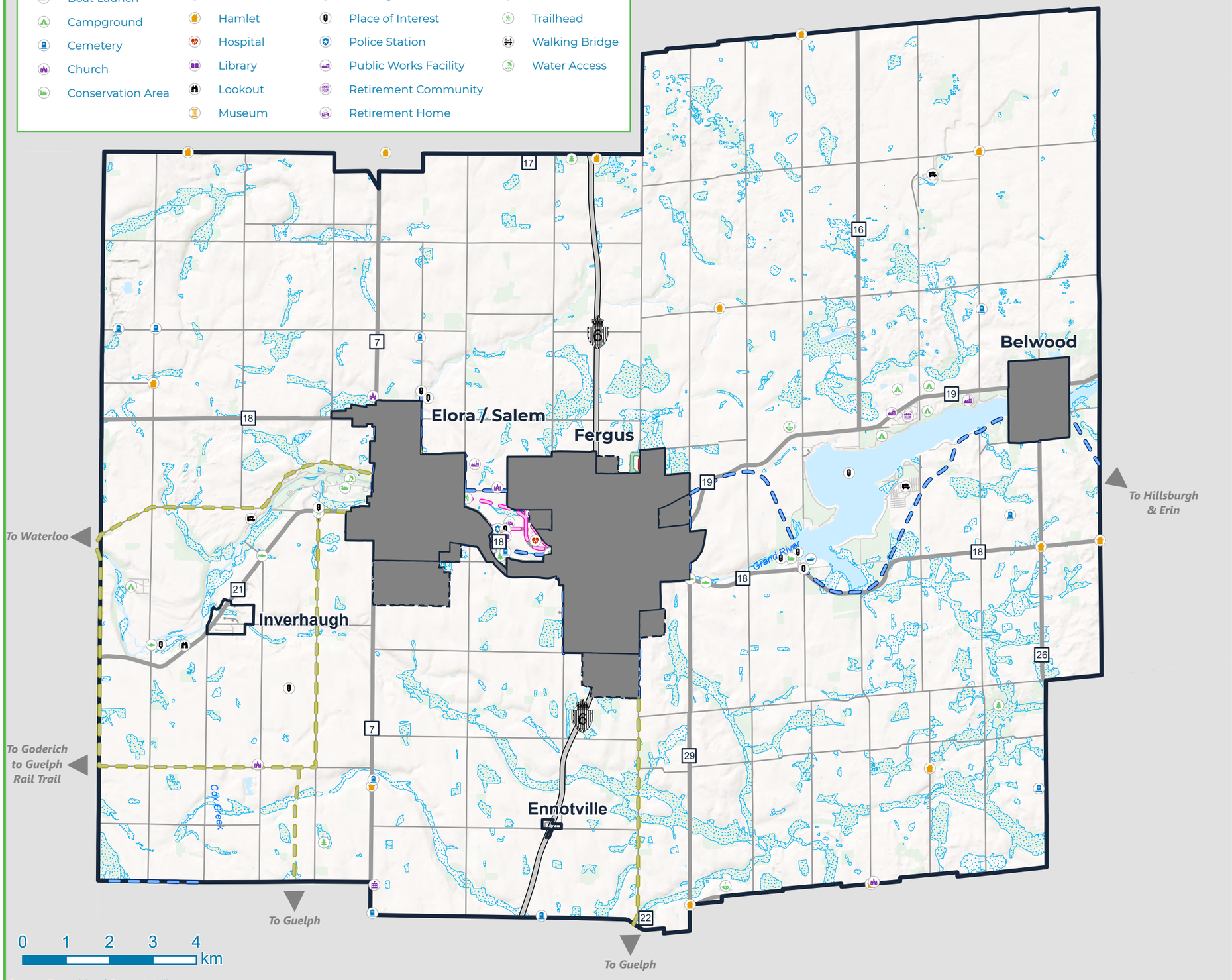
MAP 4.1

Network Alternative Routes

Township

Point of Interest

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



Source: Township of Centre Wellington

Spine Route

- Spine Route
- Spine Route (Alternative 2)

Other Conceptual Routes

- Connector
- Local
- Recreational
- Rural
- Desire Line

Base Features

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

wsp

Centre Wellington

Township of Centre Wellington

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MAP 4.2

Network Alternative Routes

Elora / Salem

Point of Interest

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

Spine Route

- Spine Route

Other Conceptual Routes

- Connector
- Local
- Recreational
- Rural
- Desire Line

Base Features

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

See Inset Map

Inset: Inverhaugh

0 250 500 750 m

Source: Township of Centre Wellington

Centre Wellington

Township of Centre Wellington

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MAP 4.3

Network Alternative Routes

Fergus

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

Other Conceptual Routes
- Connector
- Local
- Recreational
- Rural
- Desire Line

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

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

See Inset Map

0 250 500 750 m

Source: Township of Centre Wellington

wsp

Centre Wellington

Township of Centre Wellington

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MAP 4.4

Network Alternative Routes

Belwood

Spine Route

- Spine Route

Other Conceptual Routes

- Connector

Base Features

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

Point of Interest

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

0 250 500 750 m

Source: Township of Centre Wellington

Centre Wellington

4.2 Cycling Network Alternatives

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

SIDEROAD 18 VS. SIDEROAD 19

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

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

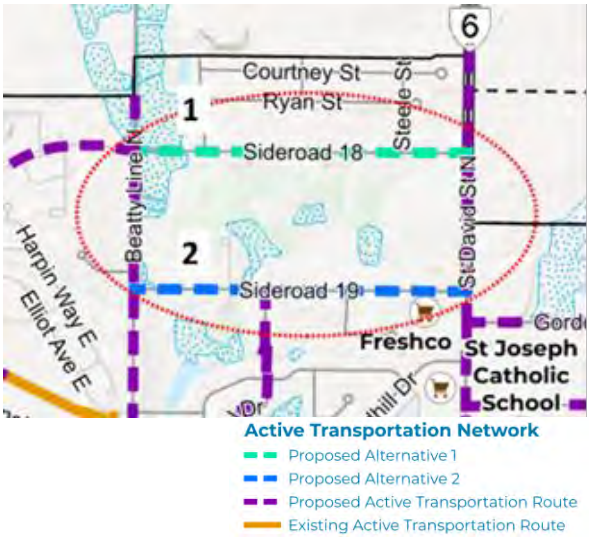

Figure 4.1: Alternatives for Sideroad 18 and 19

GZOWSKI STREET VS. GARTSHORE STREET

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

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

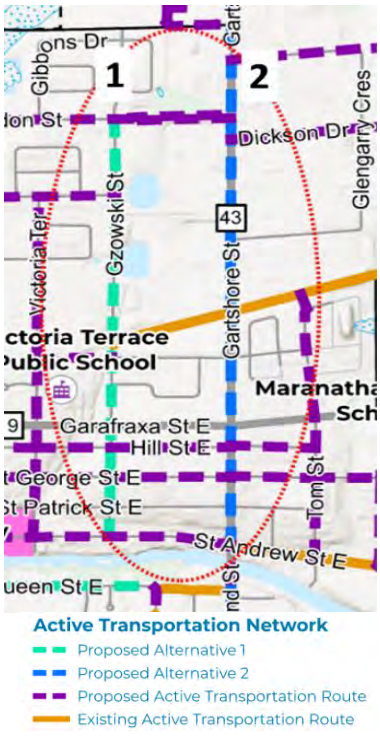

Figure 4.2: Alternatives for Gzowski Street and Gartshore Street

QUEEN STREET VS. UNION STREET

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

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

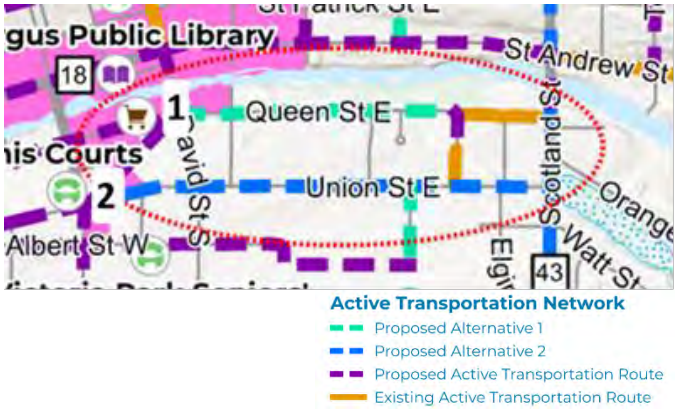

Figure 4.3: Alternatives for Queen and Union Street

MCTAVISH STREET VS. SCOTLAND STREET

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

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

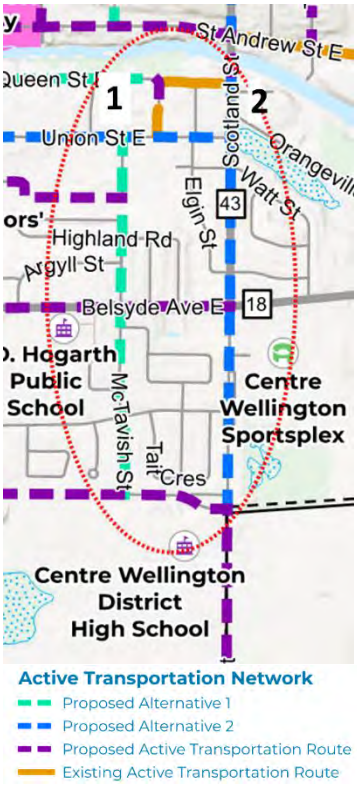

Figure 4.4: Alternatives for McTavish and Scotland Street

4.3 Cycling Alternatives Evaluation

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

SIDEROAD 18 VS. SIDEROAD 19 EVALUATION

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

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

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

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

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

GZOWSKI STREET VS. GARTSHORE STREET

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

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

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

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

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

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

QUEEN STREET VS. UNION STREET

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

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

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

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

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

MCTAVISH STREET VS. SCOTLAND STREET

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

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

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

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

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

Chapter 5: The Preferred Network

5.1 Preferred Cycling Network

In total, the Township of Centre Wellington's recommended active transportation network is made up of approximately 145 km of routes, summarized in **Table 5.1** and illustrated in **Map 5.1** to **Map 5.4.**

Table 5.1: Preferred Network Proposed Facilities and Lengths

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

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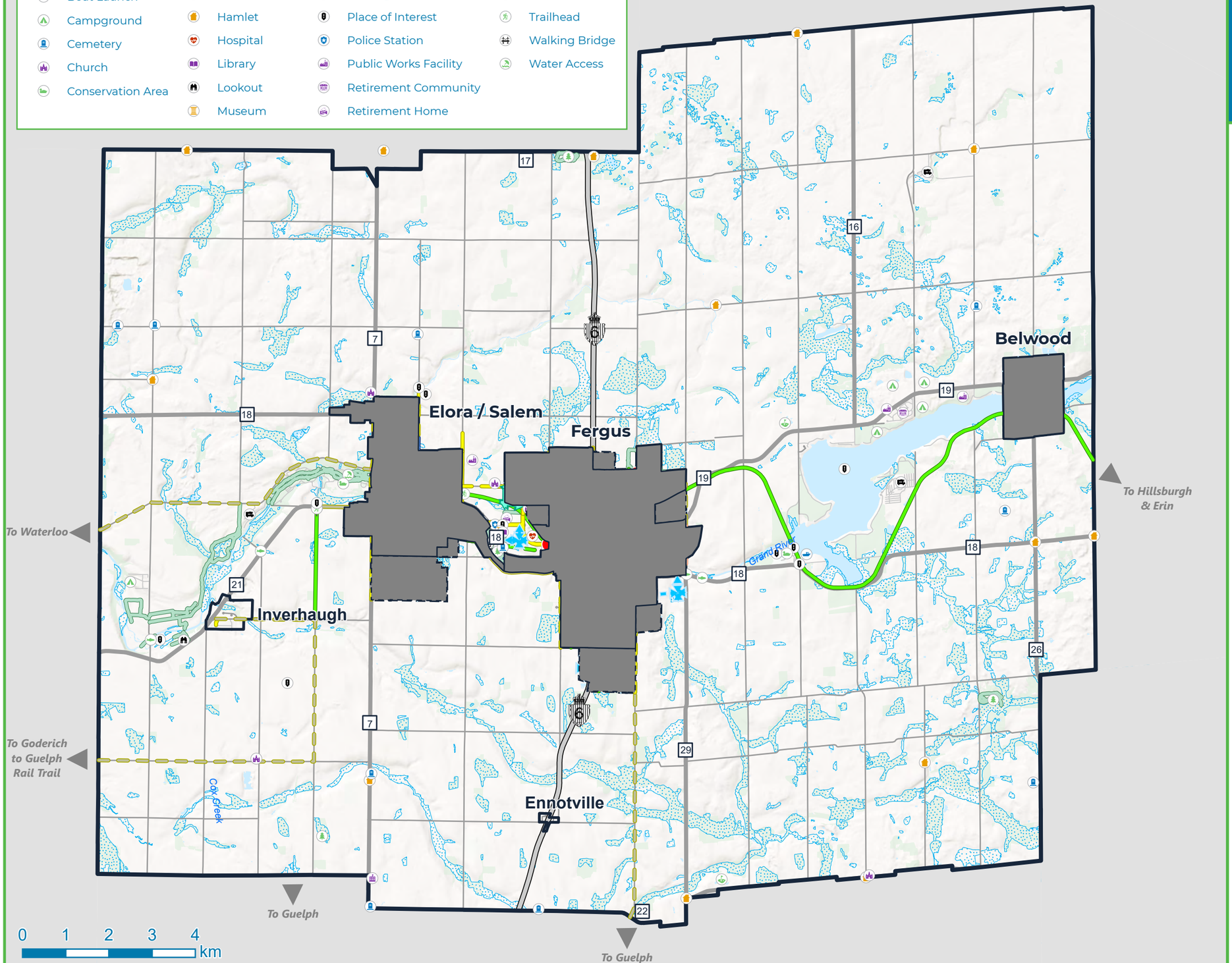
Point of Interest

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



Source: Township of Centre Wellington

MAP 5.1

Proposed Active Transportation Network

Township

Proposed Active Transportation Network

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

Existing Active Transportation Network

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

Base Features

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

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MAP 5.2

Proposed Active Transportation Network

Elora / Salem

Point of Interest

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

Proposed Active Transportation Network

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

Existing Active Transportation Network

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

Base Features

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

See Inset Map

Inset: Downtown Elora

0 250 500 750 m

Source: Township of Centre Wellington

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Township of Centre Wellington

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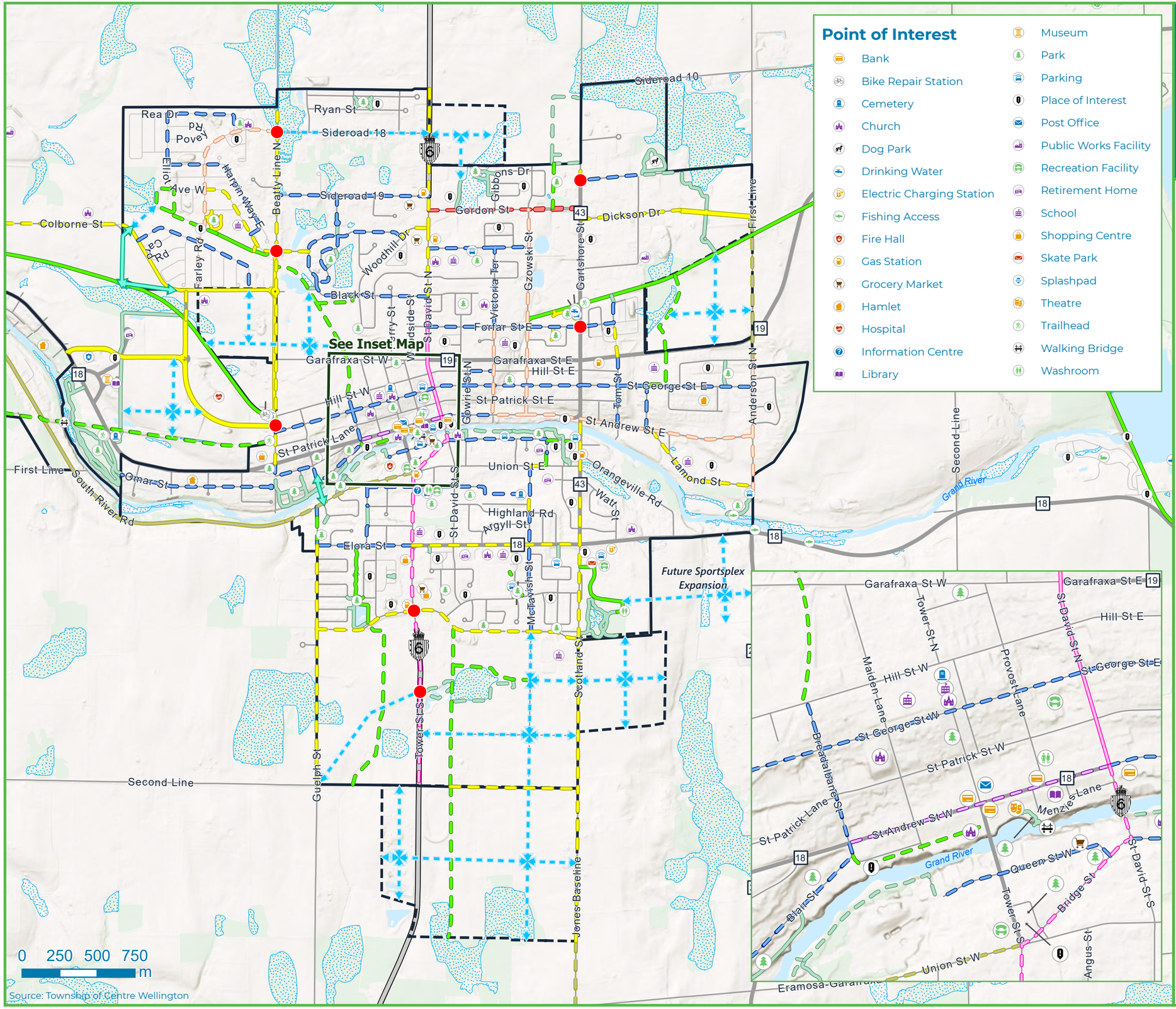
MAP 5.3

Proposed Active Transportation Network

Fergus



Source: Township of Centre Wellington

Point of Interest

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

Proposed Active Transportation Network

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

Existing Active Transportation Network

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

Base Features

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

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MAP 5.4

Proposed Active Transportation Network

Belwood

- Cycle Track
- Multi-Use Path
- Multi-Use Trail
- Desire Line

Existing Active Transportation Network

- Multi-Use Trail

Base Features

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

Point of Interest

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

0 250 500 750 m

Source: Township of Centre Wellington

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

Centre Wellington

5.2 Addressing Network Barriers

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

THE GRAND RIVER

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

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

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

HIGHWAY 6

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

COUNTY ROADS

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

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

Quick Win

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

5.3 Prioritization and Phasing

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

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

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

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

Table 5.2: Phasing Strategy and Implementation Timelines

Phase	Strategy

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

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

The phasing of the preferred network is summarized in **Table 5.3** and illustrated in **Map 5.1** to **Map 5.4**, and the costing of the preferred network are summarized in

Table 5.3: Summary of Phasing by Facility Type

Facility Type	**Short Term** (length in km)	**Medium Term** (length in km)	**Long Term** (length in km)	**Total** (length in km)
Bike Lane	5.13	1.31	1.25	7.69
Cycle Tracks	0.48	4.06		4.54
Desire Lines	0.81	10.43	9.39	20.63
Feasibility Studies	0.69		9.33	10.02
Multi-use Paths	15.51	8.13	1.23	24.87
Neighbourhood Bikeways	21.86	8.71	1.92	32.49
Paved Shoulders	0.91	2.37	21.37	24.65
Physically Separated Bike Lanes		1.32		1.32
Traffic Calmed Downtown Streets	1.14	0.00	0.00	1.14
Multi-use Trails	6.58	6.31	0.06	12.95
Recreational Trail	3.52	0.99	0.13	4.64
Grand Total	**56.63**	**43.63**	**44.68**	**144.94**

Table 5.4: Summary of Phasing and Costing per 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	$ 148,770	$ 37,990	$ 234,070
Cycle Tracks	0.48	4.06		$ 240,000	$ 2,030,000	-
Desire Lines	0.81	10.43	9.39	$ 271,850	$ 3,911,250	$ 3,069,500
Feasibility Studies	0.69		9.33	$ 258,750		$ 1,756,750
Multi-use Path	15.51	8.13	1.23	$ 5,816,250	$ 3,048,750	$ 461,250
Neighbourhood Bikeway	21.86	8.71	1.92	$ 2,186,000	$ 871,000	$ 192,000
Paved Shoulders	0.91	2.37	21.37	$ 104,650	$ 272,550	$ 2,457,550
Physically Separated Bike Lanes		1.32		-	$ 217,800	-
Traffic Calmed Downtown	1.14			$ 57,000	-	-
Subtotal - On-Road/In-boulevard	**46.53**	**36.33**	**44.49**	**$ 9,083,270**	**$ 10,389,340**	**$ 8,171,120**
Design (10%) + Contingency (30%)	-	-	-	**$ 3,633,308**	**$ 4,155,736**	**$ 3,268,448**
Trails						
Multi-use trail	6.58	6.31	0.06	$ 2,467,500	$ 2,366,250	$ 22,500
Recreational Trail	3.52	0.99	0.13	$ 809,600	$ 227,700	$ 29,900
Subtotal - Trails	**10.10**	**7.30**	**0.19**	**$ 3,277,100**	**$ 2,593,950**	**$ 52,400**
Design (10%) + Contingency (30%)	-	-	-	**$ 1,310,840**	**$ 1,037,580**	**$ 20,960**
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**	**$ 19,965,000**	**$ 21,677,000**	**$ 14,313,000**
Annual Cost (for 10-year phases)				**$ 1,996,500**	**$ 2,167,700**	**$ 1,431,300**

5.3.1 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.

Following 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.

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.

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

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

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

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.

Township of Centre Wellington

Active Transportation and Mobility Plan

Draft | June 2025

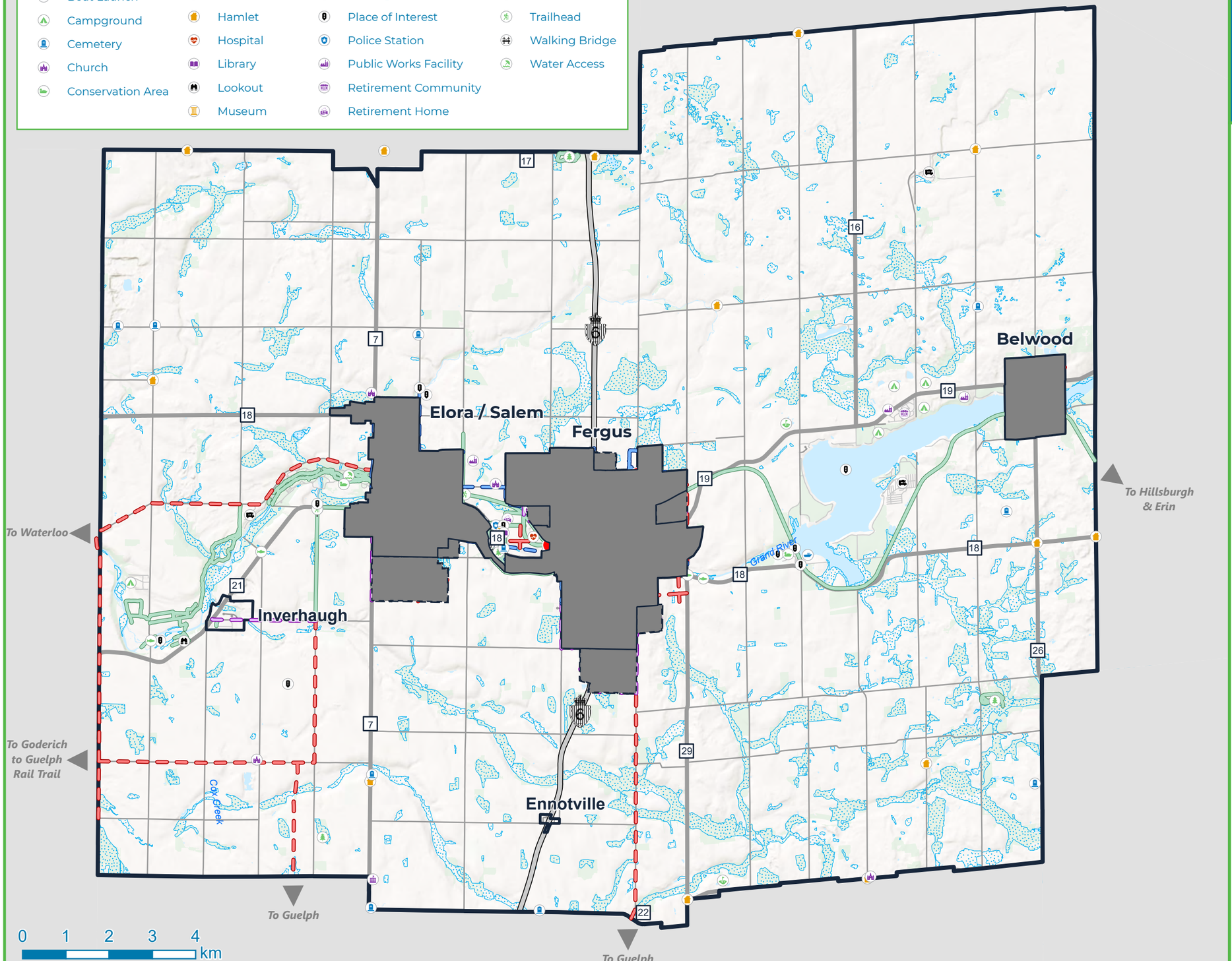
MAP 5.5

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



Source: Township of Centre Wellington

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

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Centre Wellington

Township of Centre Wellington

Active Transportation and Mobility Plan

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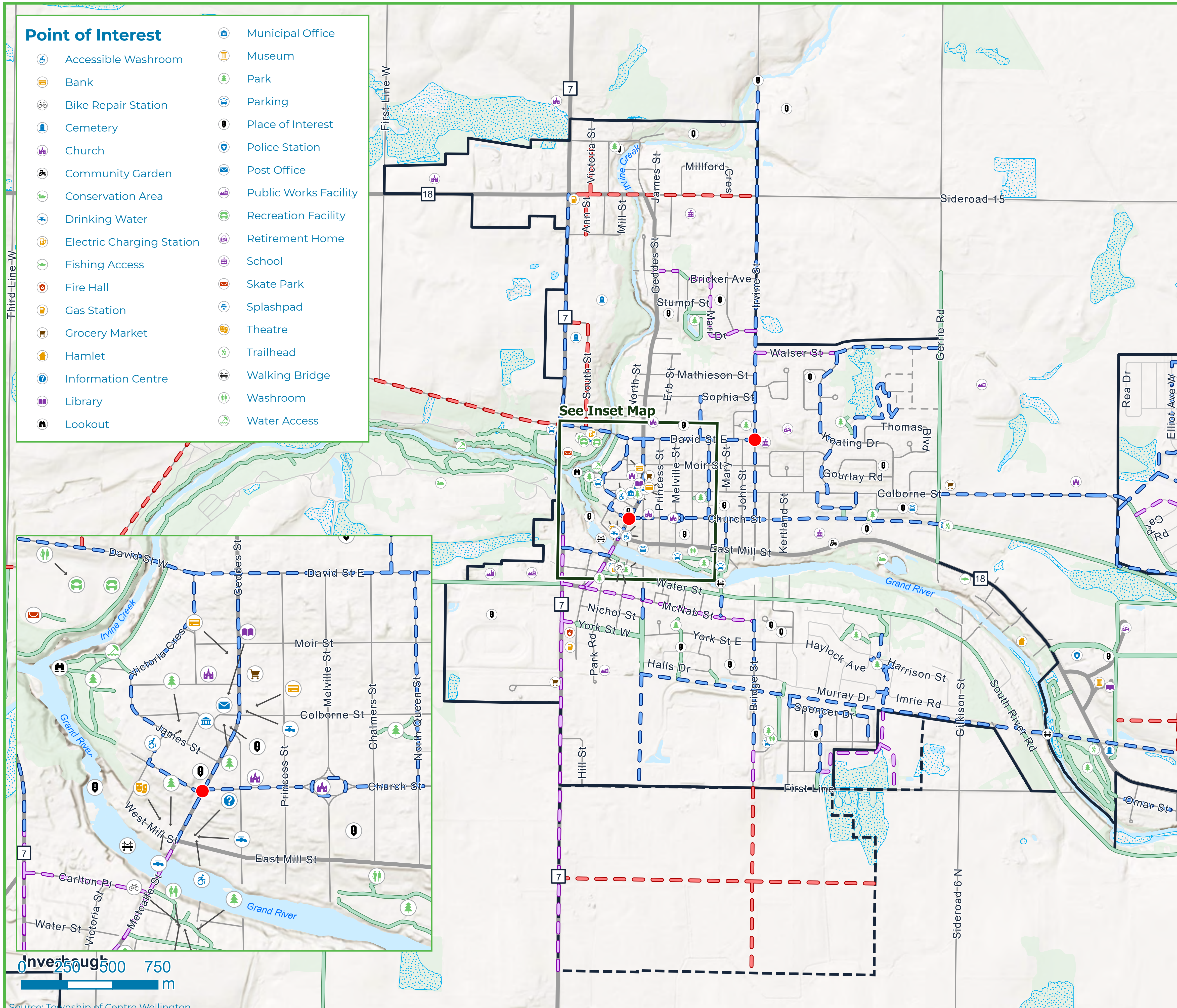
MAP 5.6

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
See Inset Map
Sideroad 15
Grand River
Irvine Creek
Walser St
Colborne St
Church St
David St E
Moir St
East Mill St
Water St
York St E
Haylock Ave
Harrison St
Murray Dr
Imrie Rd
South River Rd
First Line
Gerrie Rd
Gilkison St
Sideroad 6 N
Third Line W
First Line W
Inverhaugh
0 250 500 750 m
Source: Township of Centre Wellington

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

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Centre Wellington

Township of Centre Wellington

Active Transportation and Mobility Plan

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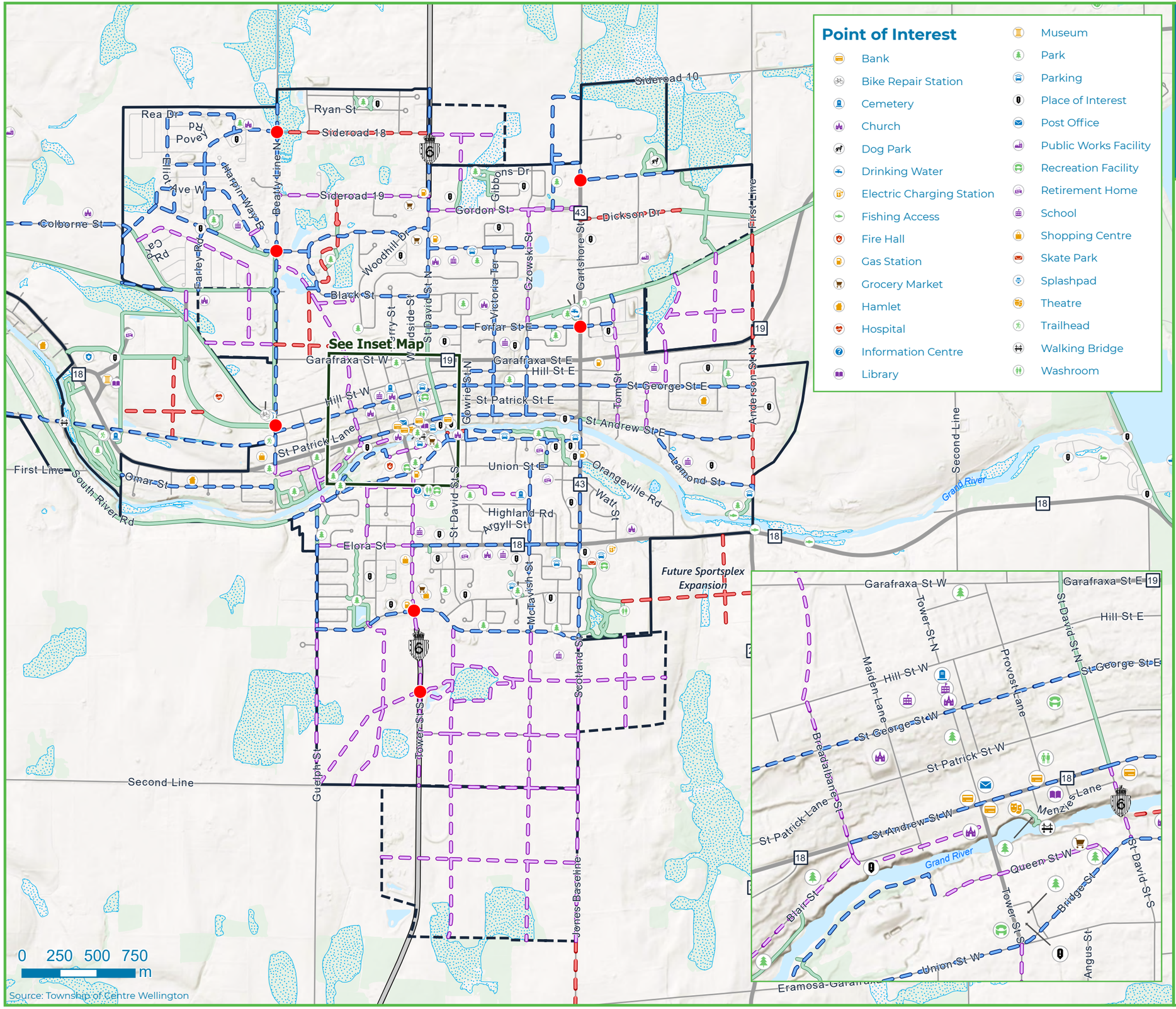
MAP 5.7

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

wsp

Centre Wellington

Township of Centre Wellington

Active Transportation and Mobility Plan

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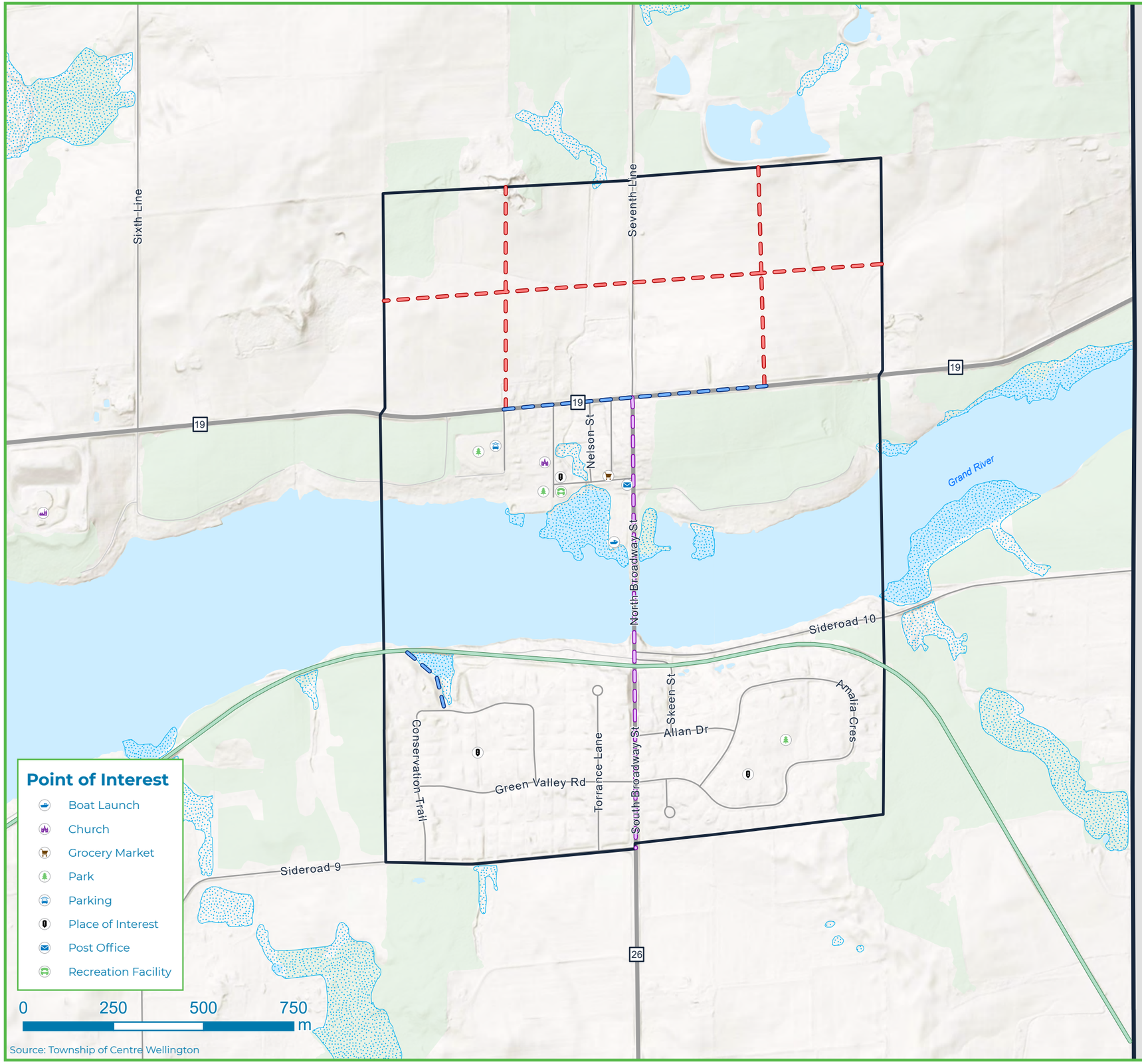
MAP 5.8

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

N

wsp Centre Wellington

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 **Figure 5.4**.

Figure 5.4: Church Street Quiet Street Pilot Project

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 5.5**.

Figure 5.5: East Mill Street, Elora

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.

5.6 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 5.6**, 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: Proposed Crossing Treatments

Location of Crossing Treatment
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

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.

Figure 5.6: Pedestrian Crosswalk at the Trestle Bridge Trail

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.

5.7 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 Facilities

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 5.7: 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 5.8**):

- 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 5.8: 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 Facilities

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 widely, from flex bollards to pre-cast concrete curbs or planters. They are typically suitable for roadways with moderate to high motor vehicle speeds and volumes.

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

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 5.9: Cycle Track

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.

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

5.8 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 5.10.**

Figure 5.9: 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 5.10: 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	Minimum; every 1000 m	Minimum; every 1000 m	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 Intersections and Trail Crossings

Proper design of intersections and trail crossings is essential for creating a safer and more connected active transportation network. These locations often present a higher risk of collisions, making it critical to reference best practices whenever a trail or cycling facility intersects with a roadway.

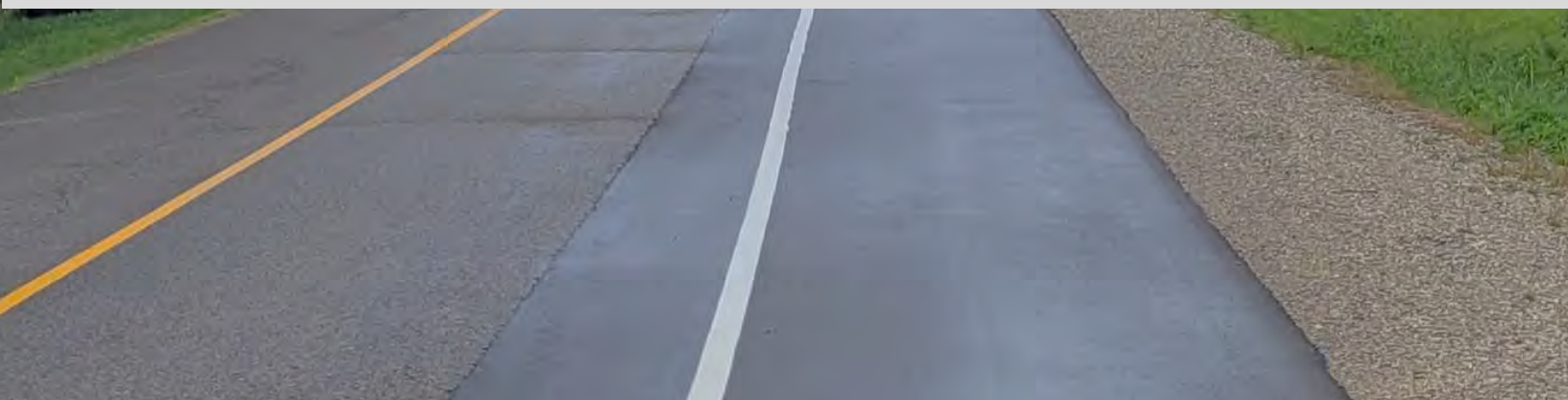
Intersection treatments can vary significantly and may include a range of pavement markings, lighting solutions, signage, and physical infrastructure modifications. Designers can consult OTM Books 18 and 15 for guidance on selecting appropriate treatments.

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, 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.

Figure 5.10: Elora Cataract Trailway Trail 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, protected signal phases for motor vehicles, and motor vehicle turn prohibitions, such as No Right Turn on Red restrictions.

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 No Right Turn on Red (NRTOR), Leading Pedestrian and Bicycle Interval (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.

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

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

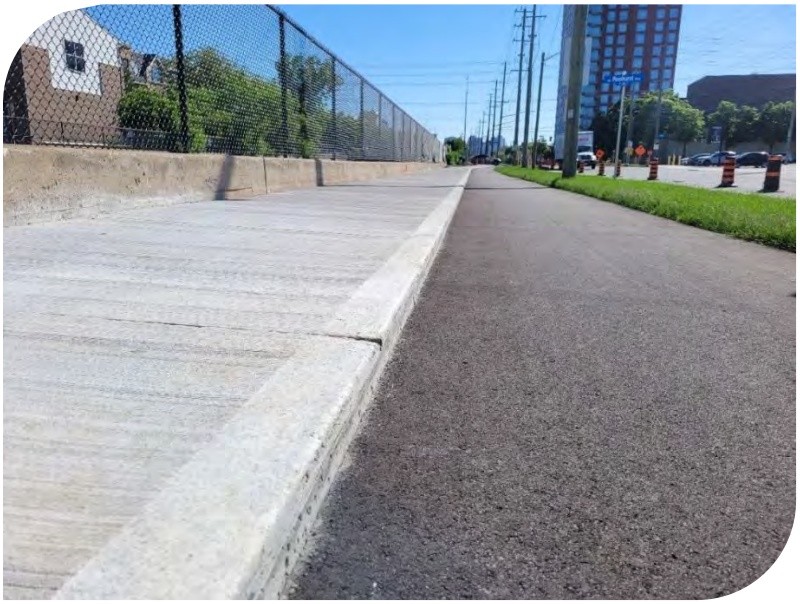


Figure 6.3: Example of a half-height curb between a cycle track and sidewalk. A grassy buffer separates the cycle track for motor vehicle lanes, Ottawa

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 0** for more information on bike parking.

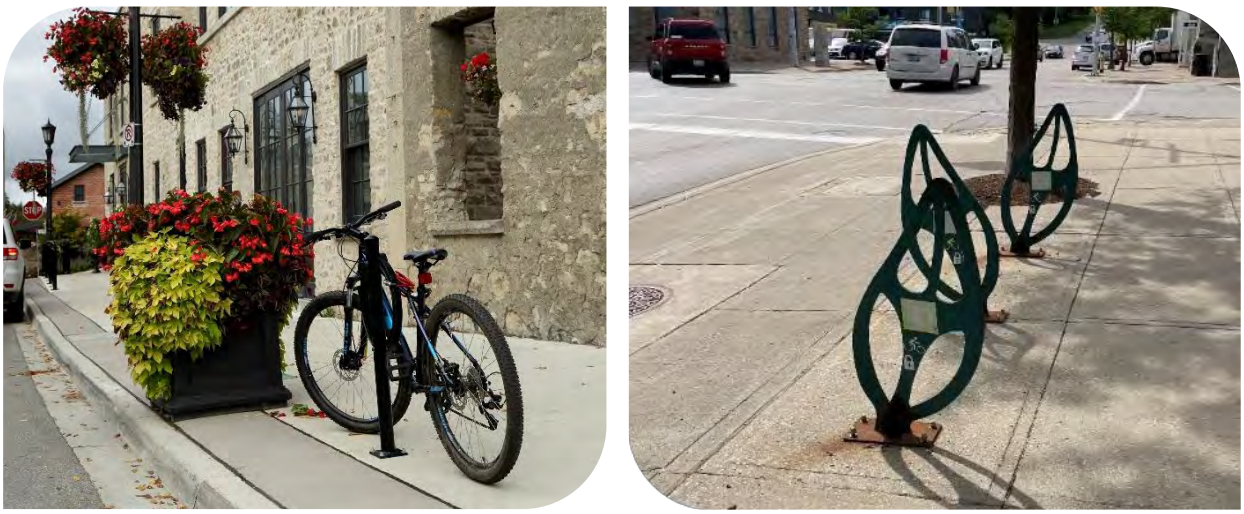


Figure 6.4: Examples of bike parking in Elora and Fergus

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 fountain, 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.

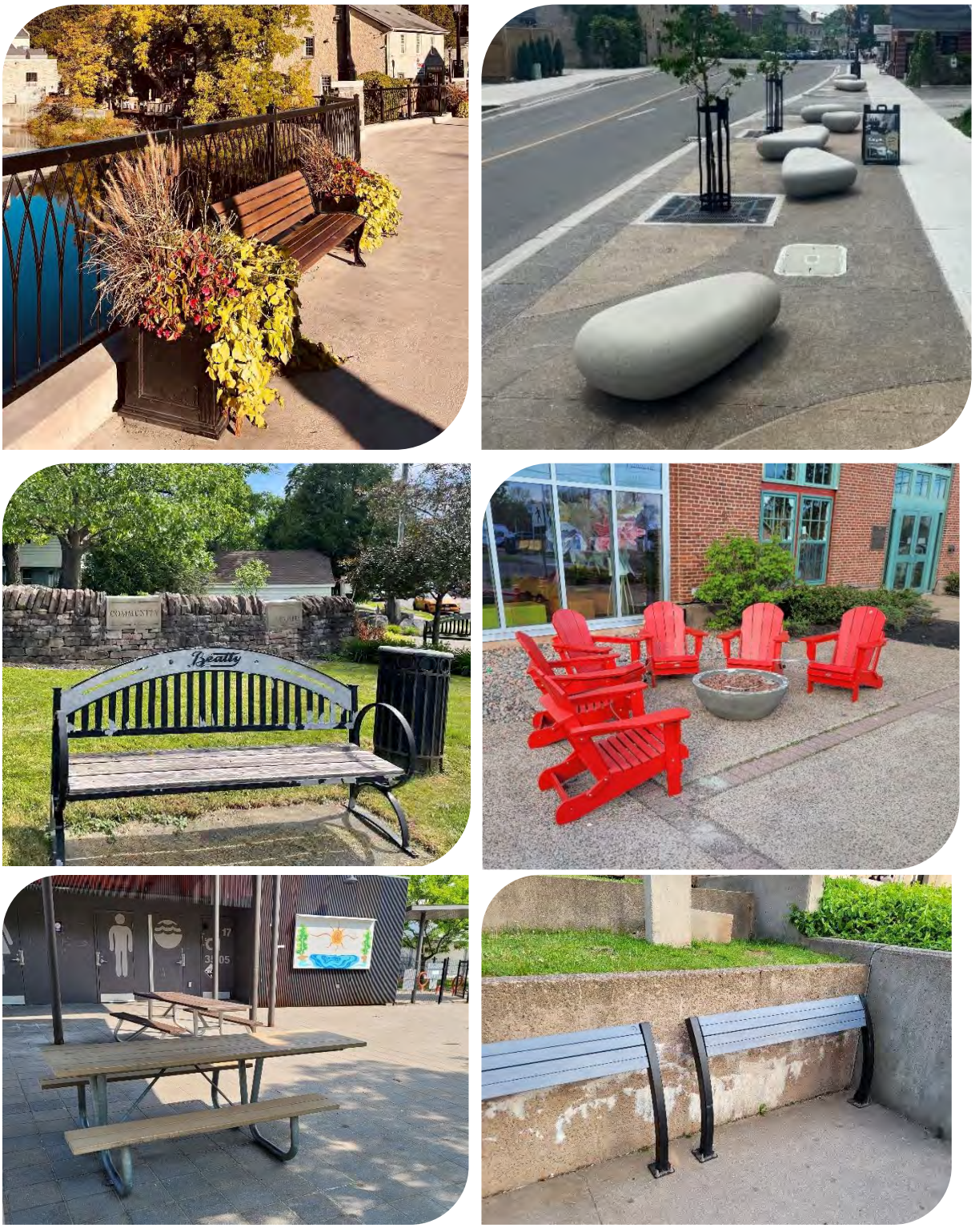


Figure 6.6: Examples of a variety of seating type sand resting areas.

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.

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 in Charlottetown, PEI

Hubs where amenities should be prioritized include:

- Township of Centre Wellington (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

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.

Along routes, 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 **Table 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 neighborhoods 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.

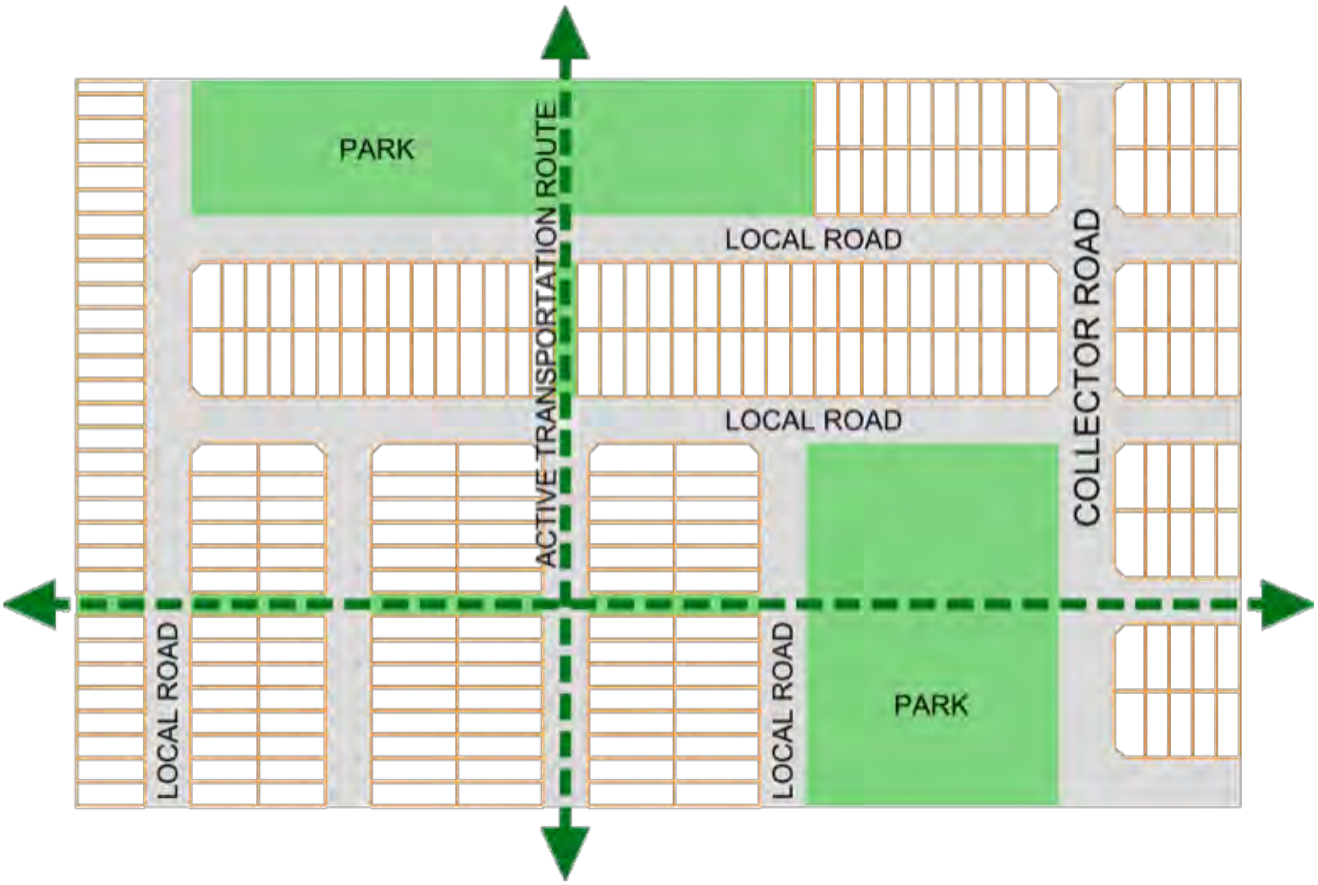


Figure 6.14: Representing permeability of a site through pathways between buildings and open spaces like parks

6.6 Future Policies 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 that helps people navigate spaces efficiently by providing different types of guidance at different levels. Active transportation routes and trails that incorporate these varied wayfinding elements, can help 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.

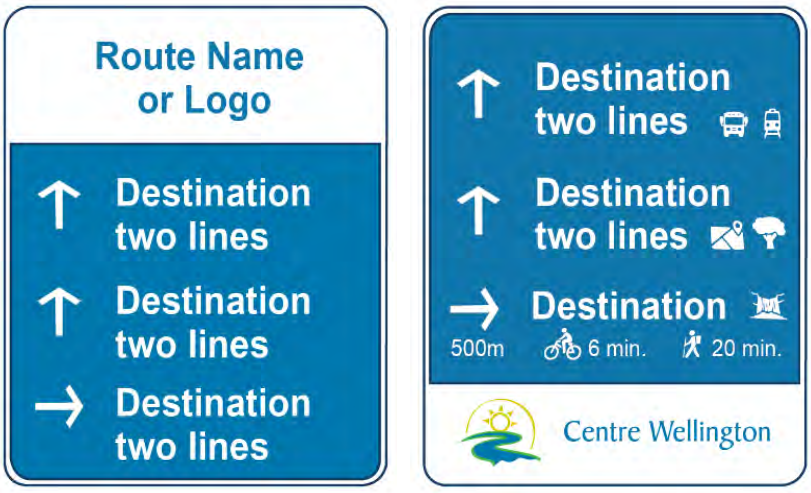


Figure 7.2: On-Road Directional Signage Templates

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.

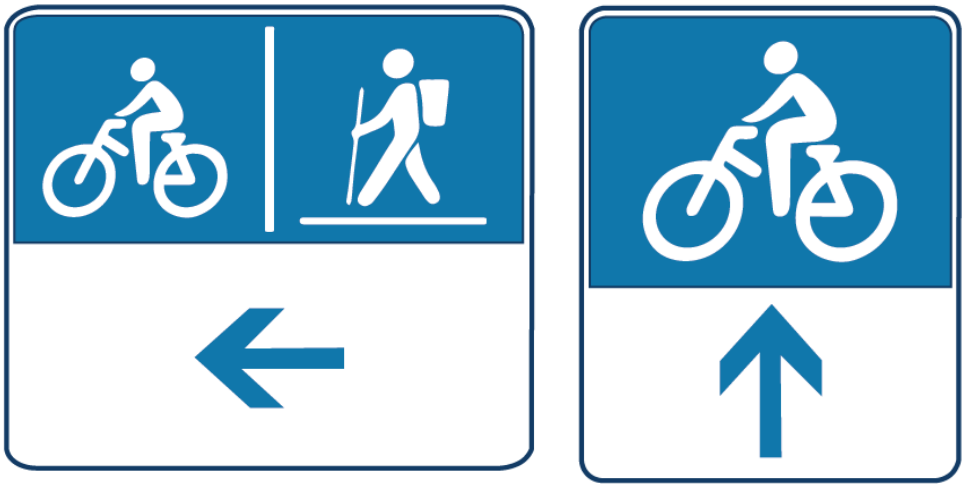


Figure 7.3: Turn Sign Templates

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.

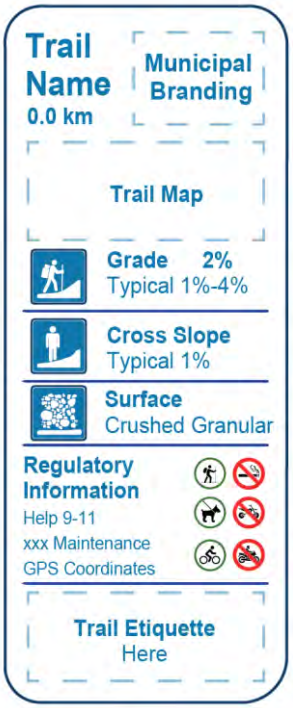


Figure 7.4: Trail Sign Template

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 7.5: 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 7.6: 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 7.7: 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

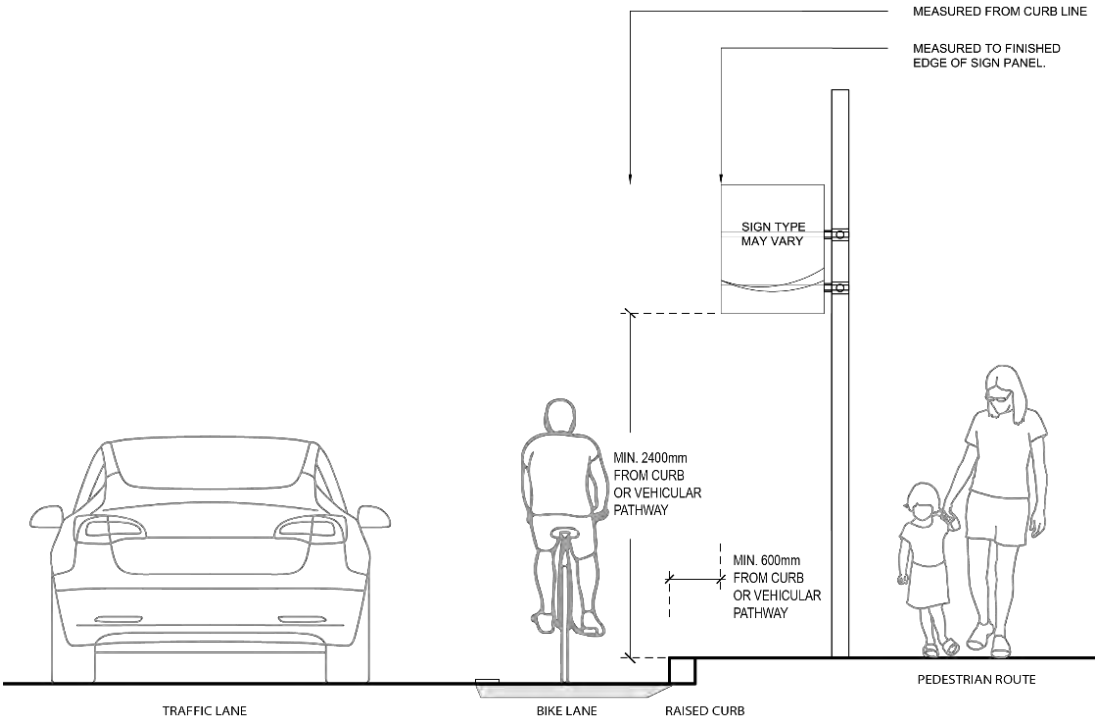


Figure 7.8: Urban Street & AT Route Signage Placement. Min. 600mm edge of sign to edge of curb. Min. 2400mm vertical clearance to bottom of sign

Rural Street + Active Transportation Route

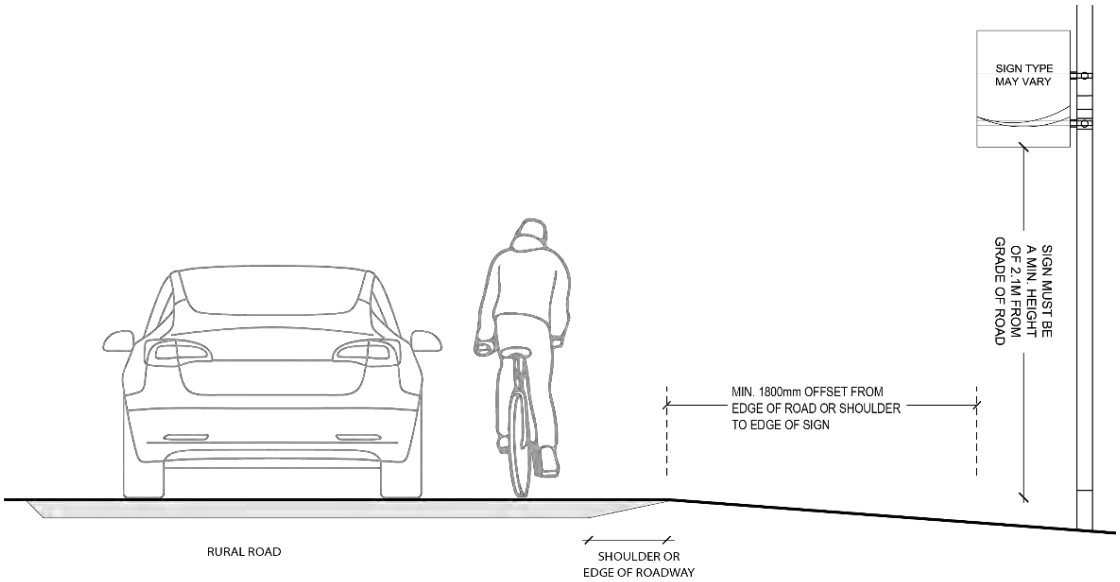


Figure 7.9: Rural Street & AT Route Signage Placement. Min. 1800mm from edge of sign to edge of roadway or shoulder. Minimum 2100mm vertical clearance from bottom of sign.

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

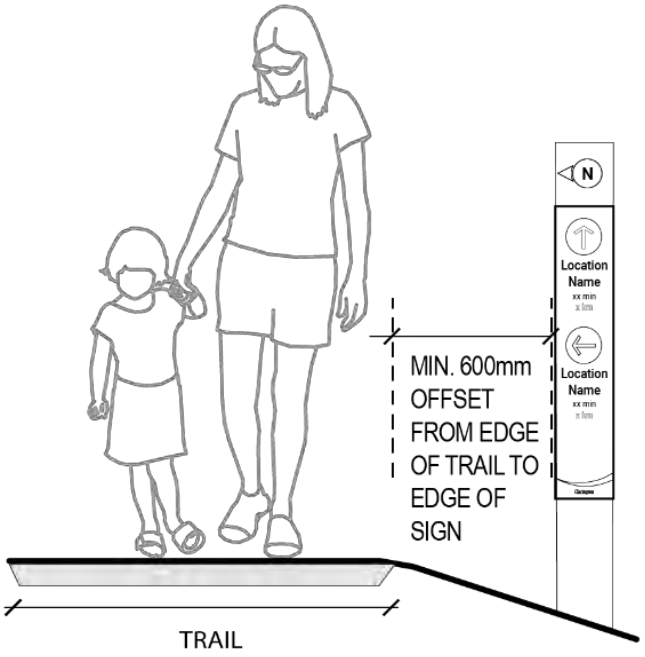


Figure 7.10: Trail Signage Placement

Trail Crossing Decision Node

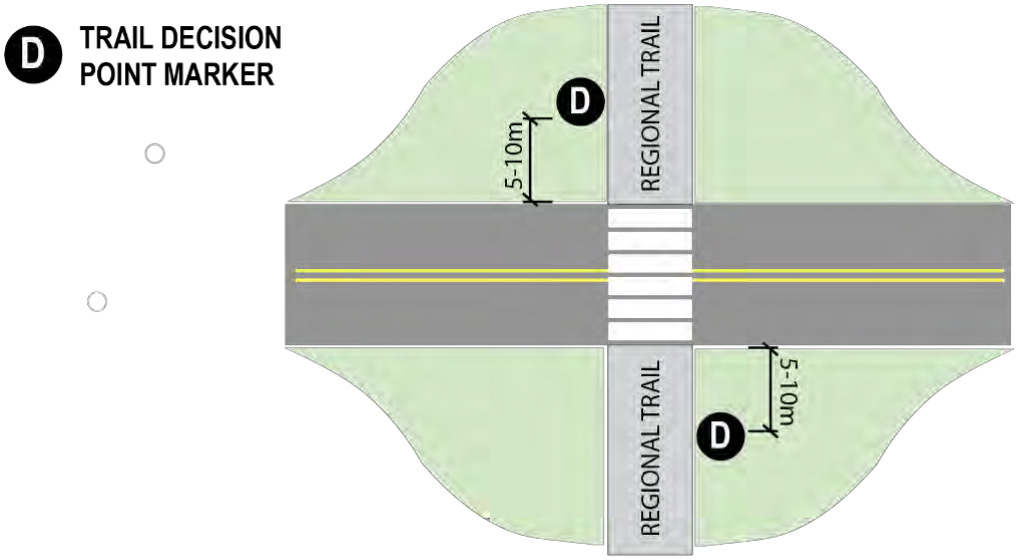


Figure 7.11: Trail Crossing Decision Point

Edge of Multi-Use Pathway

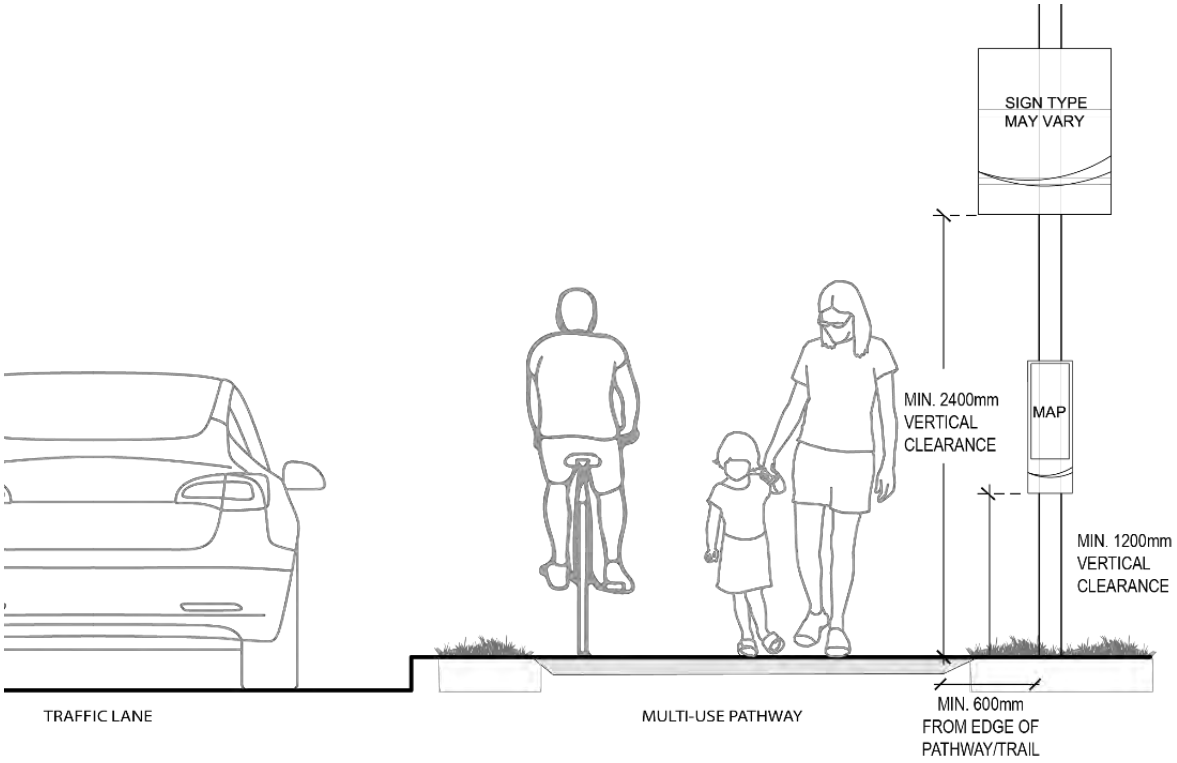


Figure 7.12. Signage Placement on Multi-Use Pathway

Decision Node at Multi-Use Pathway + Trail Access

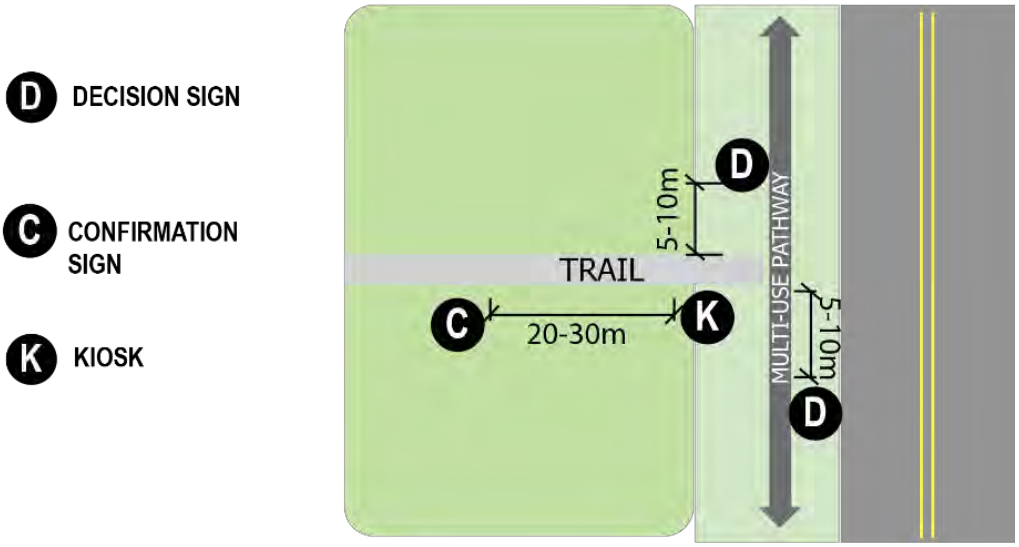


Figure 7.13: Decision Node at Multi-Use Pathway

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

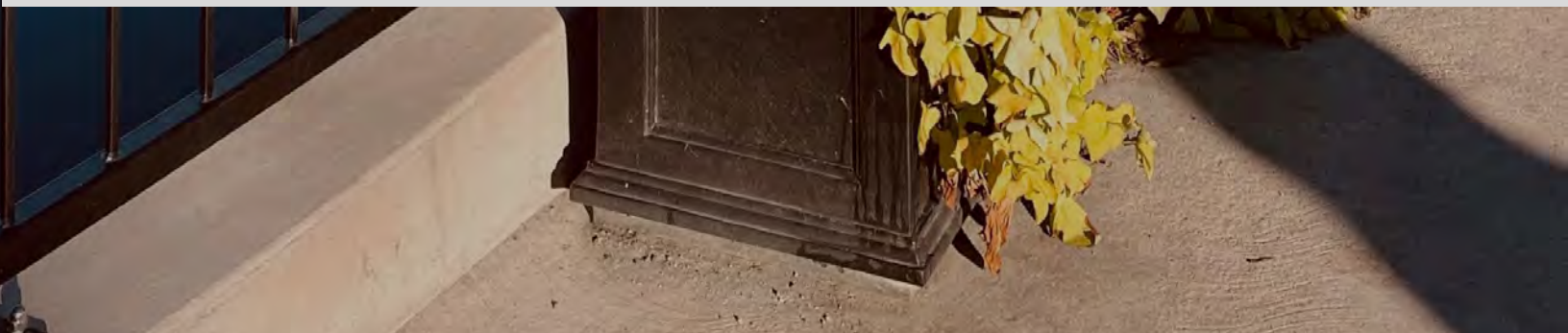
The layout of information is vital – being able to interpret and digest the information at a quick rate keeps users from slowing down and support rapid comprehension. The layout of signage content should:

- 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 Active Transportation Master Plan (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 Active Transportation Master Plan (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

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 that 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 as deemed appropriate. 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

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:

Figure 8.1: Mobile bike fix-it cart run by Green Lanes, Elora Cycling and Active Transportation Advocacy Group, (Photo Source: Wellington Advertiser, 2024)

- 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 Centers: 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

Recommended Partners

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

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.

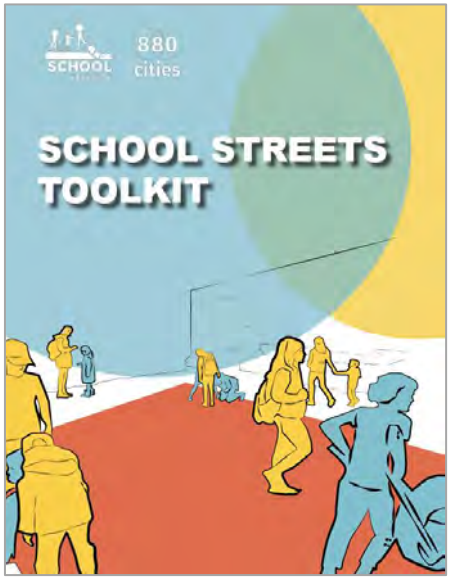


Figure 8.2: 8 80 School Streets Toolkit (Source: 8 80 Cities)

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 9.1: 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

1.0 INTRODUCTION

1.1 PROJECT OVERVIEW

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

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

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

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

1.2 PURPOSE OF ENGAGEMENT

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

Engagement objectives

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

Engagement approach

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

Key audiences

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

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

Image: Engagement at the Elora Farmers Market

Scope of influence

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

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

In-Scope	Out of Scope
• ATMP vision and goals • Network alternatives* • Capital Implementation Plan (what's included and prioritization) • Evaluation criteria • Physical infrastructure to support AT (type, locations, etc.) • Social infrastructure to support AT (programs, events, etc.)	• Specific network segment preliminary or detailed design • Technical studies that may be required to inform design and feasibility e.g. topographic survey, structural review for a bridge or retaining wall etc. • Specific route segment, facility type, budget and implementation timing approvals

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

Image: Engagement at the CW Community Dinner

2.0 WHAT WE DID

2.1 ENGAGEMENT ACTIVITIES

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

Overall, 28 engagement and outreach activities were conducted, and are summarized in Table 2.

Table 2. Overview of engagement tactics

Audience	Date	# Participants
Listening Sessions (7)		
Active Transportation & Environment (AT&E) Working Group	July 10, 2024	4
Healthy Communities Advisory Committee	September 4, 2024	8
Accessibility Advisory Committee	September 5, 2024	7
Diversity, Equity, and Inclusion (DEI) Advisory Committee	September 5, 2024	8
Belwood Community Meeting	November 14, 2024	11
Food Bank	December 9, 2024	9
Heritage Centre Wellington	January 14, 2025	9
Community Pop-Ups (8)		
Elora Public Library	August 24, 2024	30
Bikes & Blues Festival	August 24, 2024	50
Elora Farmers Market	October 12, 2024	75
Fergus FreshCo	October 12, 2024	100

CW Community Dinner	December 12, 2024	100
Fergus ESL Class	December 12, 2024	4
Fergus Public Library	December 12, 2024	8
Gordon St Apartments coffee chat	January 26, 2025	12
School Workshops (4)		
Elora Public School – grade 7	October 23, 2024	165
Elora Public School – grade 8	October 23, 2024	
J.D. Hogarth Public School – mixed	November 27, 2024	
J.D. Hogarth Public School – mixed	November 27, 2024	
Public Information Centres (3)		
Public Information Centre #1 (Sportsplex – Special Projects Open House)	October 22, 2024	40
Public Information Centre #2 (Elora Centre for the Arts)	March 4, 2025	50
Public Information Centre #3 (Wellington County Museum and Archives)	May 21, 2025	21
Outreach Activities (6)		
Township Council Interviews	August 1, 2024	6
ConnectCW.ca webpage	Ongoing	1,596
Notice of Commencement	Fall 2024	N/A
Online survey	September 24 to November 22, 2024	242
Letters to Indigenous representatives	Fall 2024	11
Interactive online map	March 4 to 20, 2025	40
	Total direct participants	2,324+

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

2.2 PROJECT COMMUNICATIONS

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

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

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

See Appendix A for copies of project communication materials.

Image: Participants in a project pop-up discussion

3.0 WHO WE HEARD FROM

3.1 KEY AUDIENCES

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

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

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

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

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

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

3.2 SURVEY DEMOGRAPHICS

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

Age

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

Figure 1. Age of Survey Respondents

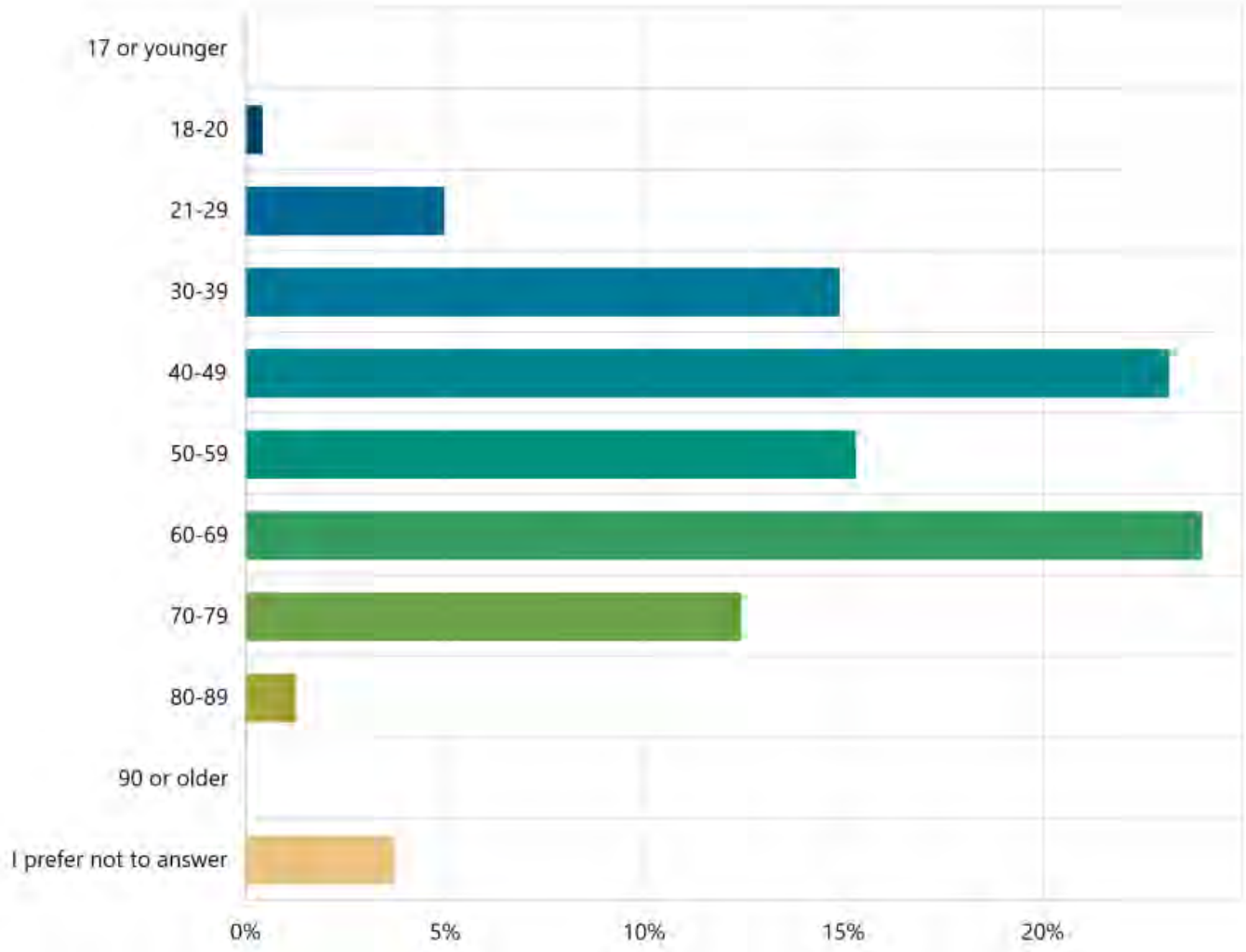


Table 3. Age Distribution within Centre Wellington (StatsCan)

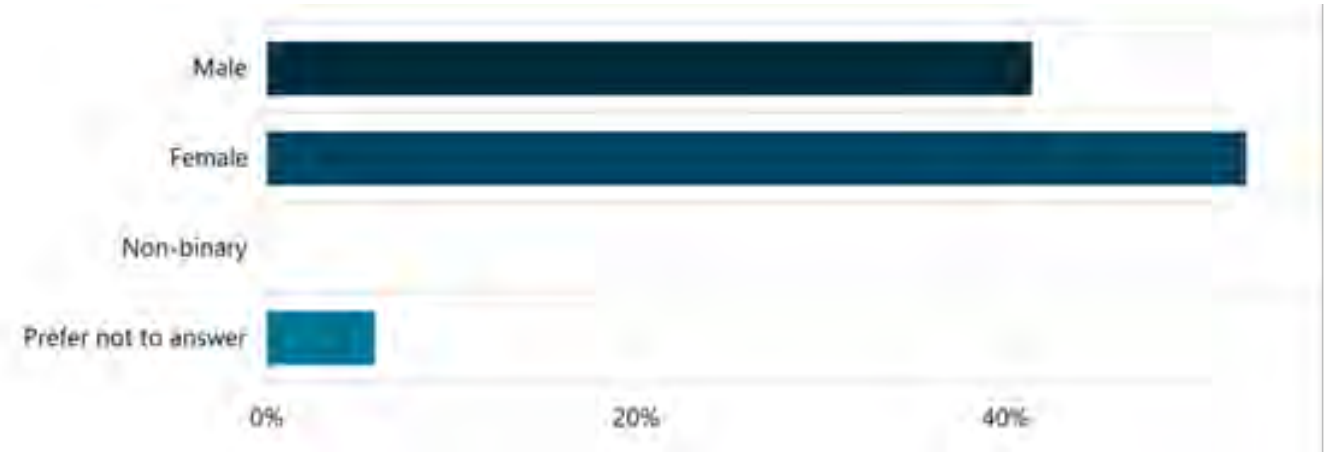
Age	Total	%
Under 20	7,105	23%
20 to 29	3,105	10%
30-39	3,770	12%
40-49	3,575	11%
50-59	4,310	14%

Age	Total	%
60-69	4,400	14%
70-79	3,135	10%
80-89	1,405	5%
90+	290	1%
Total	*31,095*	*100%*

Gender

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

Figure 2. Gender of survey respondents



Ethnic Background

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

Figure 3. Ethnic background of survey respondents

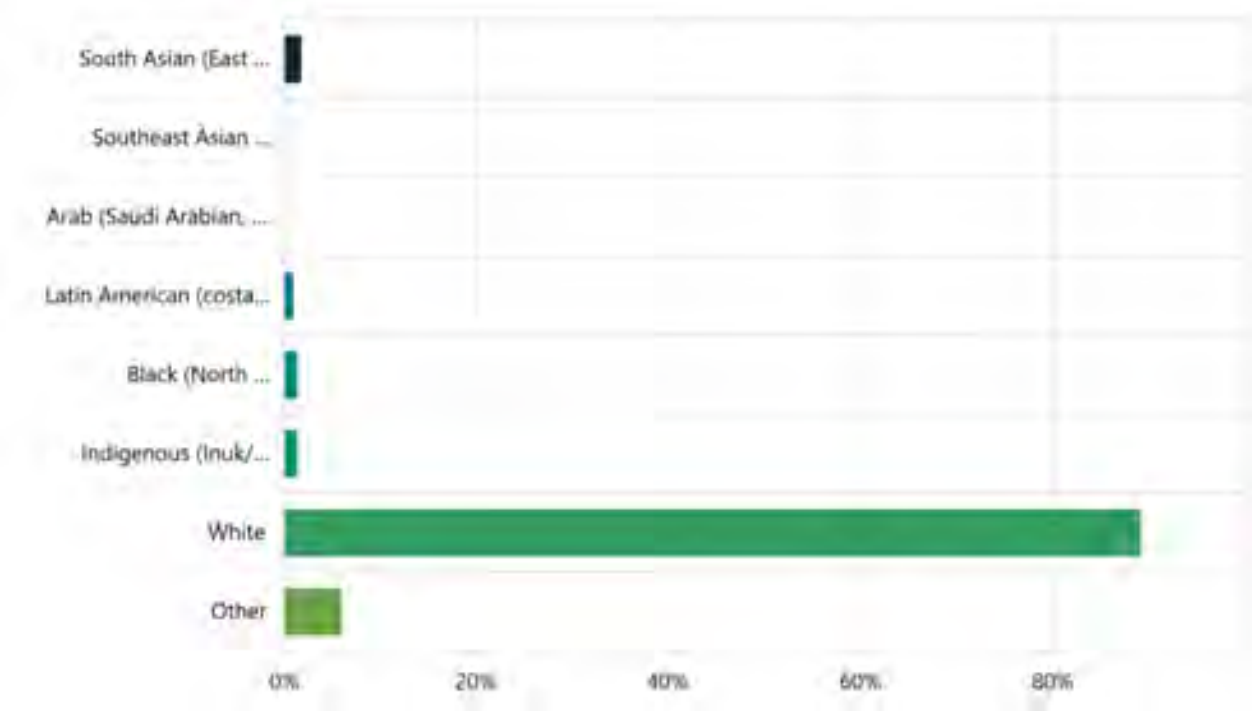


Table 4. Ethnic Background of Centre Wellington

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

3.3 ENGAGEMENT GAPS

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

4.0 WHAT WAS SAID

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

4.1 LISTENING SESSIONS

Active Transportation & Environment Working Group – July 10, 2024

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

General

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

Key Infrastructure and Opportunities

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

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

Trailway

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

Challenges

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

Goal & Objectives

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

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

Consultation & Engagement

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

Healthy Communities Advisory Committee - September 4th, 2024

Priorities

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

Challenges / Constraints

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

- Hills are a challenge, including for kids

Questions / Comments

- Will this look at policies as well as infrastructure?

Accessibility Advisory Committee - September 5th, 2024

Priorities

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

Challenges / Constraints

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

Questions / Comments

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

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

Priorities

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

Challenges / Constraints

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

Engagement suggestions

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

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

Questions / Comments

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

Belwood Community Meeting – November 14th, 2024

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

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

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

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

CW Food Bank – December 9th 2024

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

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

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

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

Heritage Centre Wellington – January 14, 2025

Township staff provided an overview of the plan and process it will follow, and committee members discussed incorporating heritage attributes into the plan. Key points summarized in the meeting minutes include:

- Heritage Centre Wellington prepared to identify areas of heritage interest and provide supporting documentation and historic images that would be of public interest.
- Committee acknowledged the reintroduction of the Craighead footbridge would not only provide support to heritage resources on the south side of the river but also link resources such as Gow Quarry, Gow Park, Craighead, the original Johnston Street bridge, and Blair Park, as well as the arboretum with the potential to loop back to historic Fergus downtown or connect to the Elora Cataract Trailway.

4.2 COMMUNITY POP-UPS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Centre Wellington map comments:

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

Elora/Salem map comments:

[General comments]

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

[Specific areas]

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

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

Fergus map comments:

[General comments]

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

[Specific areas]

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

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

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

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

Elora/Salem map comments:

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

Fergus map comments:

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

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

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

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

General comments:

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

Comments on the Fergus map:

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

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

Comments on the Elora map:

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

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

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

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

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

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

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

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

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

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

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

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

4.4 SCHOOL WORKSHOPS

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

Elora Public School - October 23rd, 2024

Grade 7 Class

Activity #1

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

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

Activity #2

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

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

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

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

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

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

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

Grade 8 Class

Activity #1

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

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

Activity #2

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

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

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

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

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

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

J D Hogarth Public School - December 12th, 2024

Session 1– Mixed grades 7 and 8

Activity #1

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

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

Activity #2

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

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

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

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

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

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

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

Image: Preferred mode activity at Elora Public School

Session 2 – Mixed grades 7 and 8

Activity #1

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

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

Activity #2

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

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

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

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

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

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

4.4 PUBLIC INFORMATION CENTRES

PIC #1 – October 22, Fergus Sportsplex

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

Challenges and Priorities:

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

Elora/Salem Map:

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

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

Fergus Map:

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

Image: Booth set-up at PIC #1

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

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

Key feedback provided:

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

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

See Appendix B for a detailed summary of all comments shared and a copy of the display boards.

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

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

Feedback provided included:

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

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

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

Image: Small group discussions at PIC #3

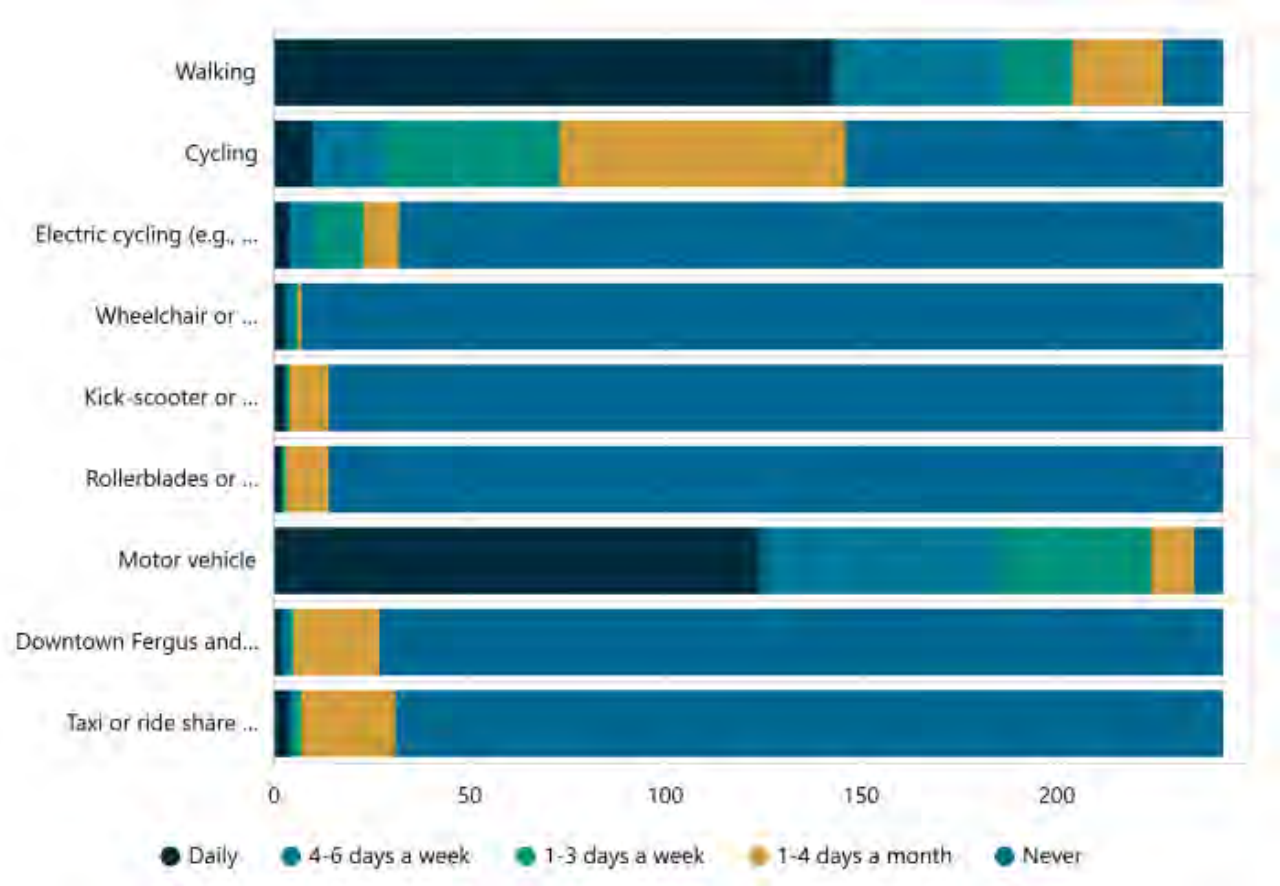
4.5 ONLINE SURVEY

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

Frequent Modes of Transportation

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

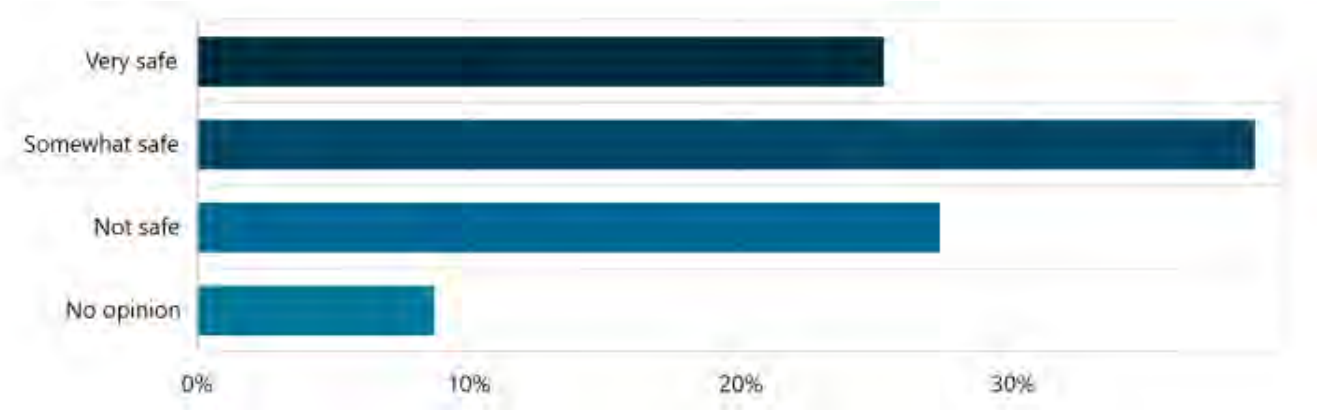
Figure 4. Frequency of Travel by transportation mode



Feeling of Safety

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

Figure 5. Survey respondent feelings of safety using active transportation



Views of Active Transportation in Centre Wellington

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

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

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

Notable Points:

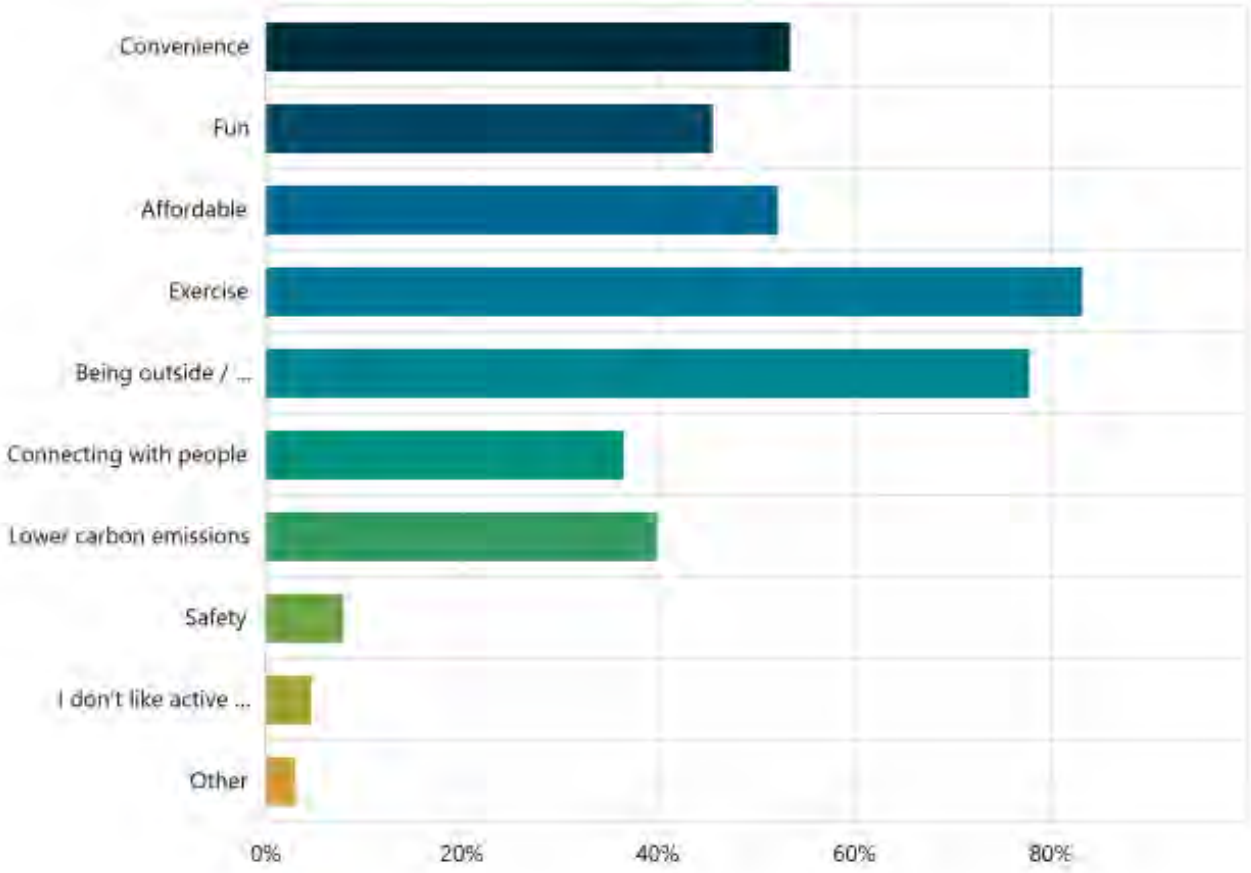
- Potential for Improvement: Despite the issues, there is a recognition of the potential for improvement and a desire for better infrastructure
- Maintenance Issues: Several respondents mentioned the need for better maintenance of existing infrastructure, including roads, sidewalks, and trails.
- Education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

Positive Features of Active Transportation

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

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

Figure 6. What respondents like about active transportation

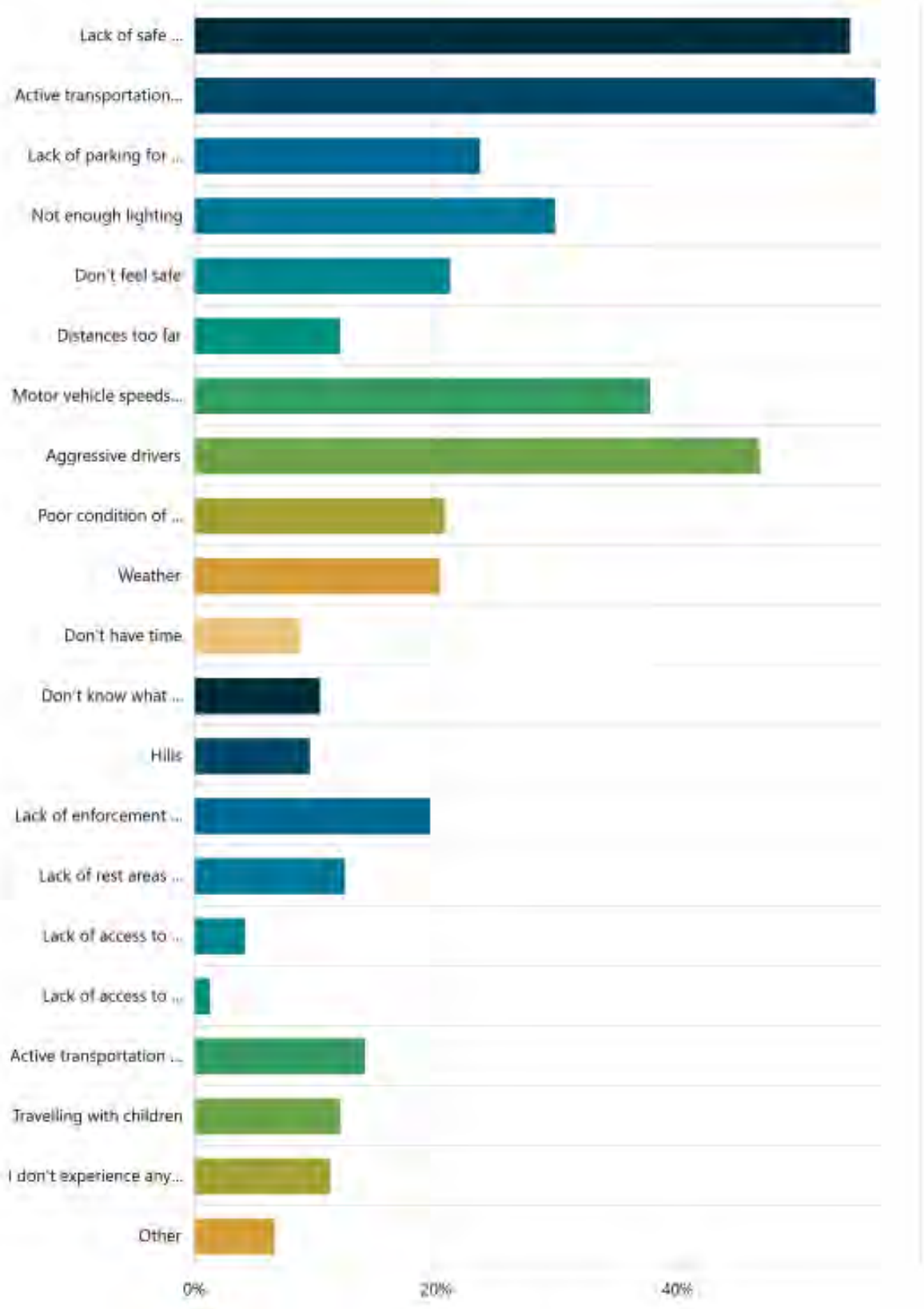


Barriers

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

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

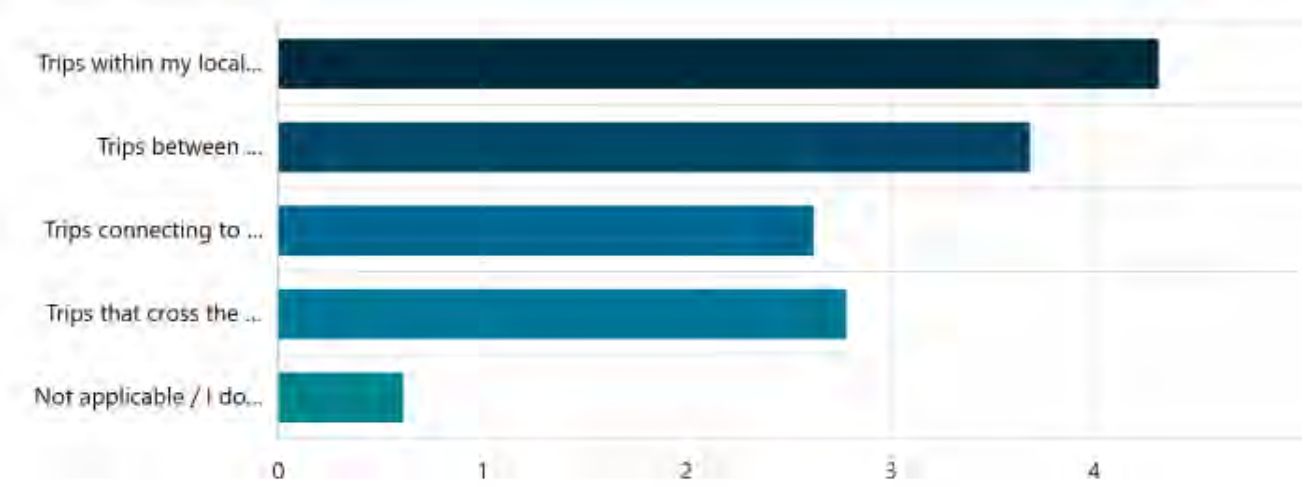
Figure 7. Key barriers to using active transportation in Centre Wellington



Typical Habits

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

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

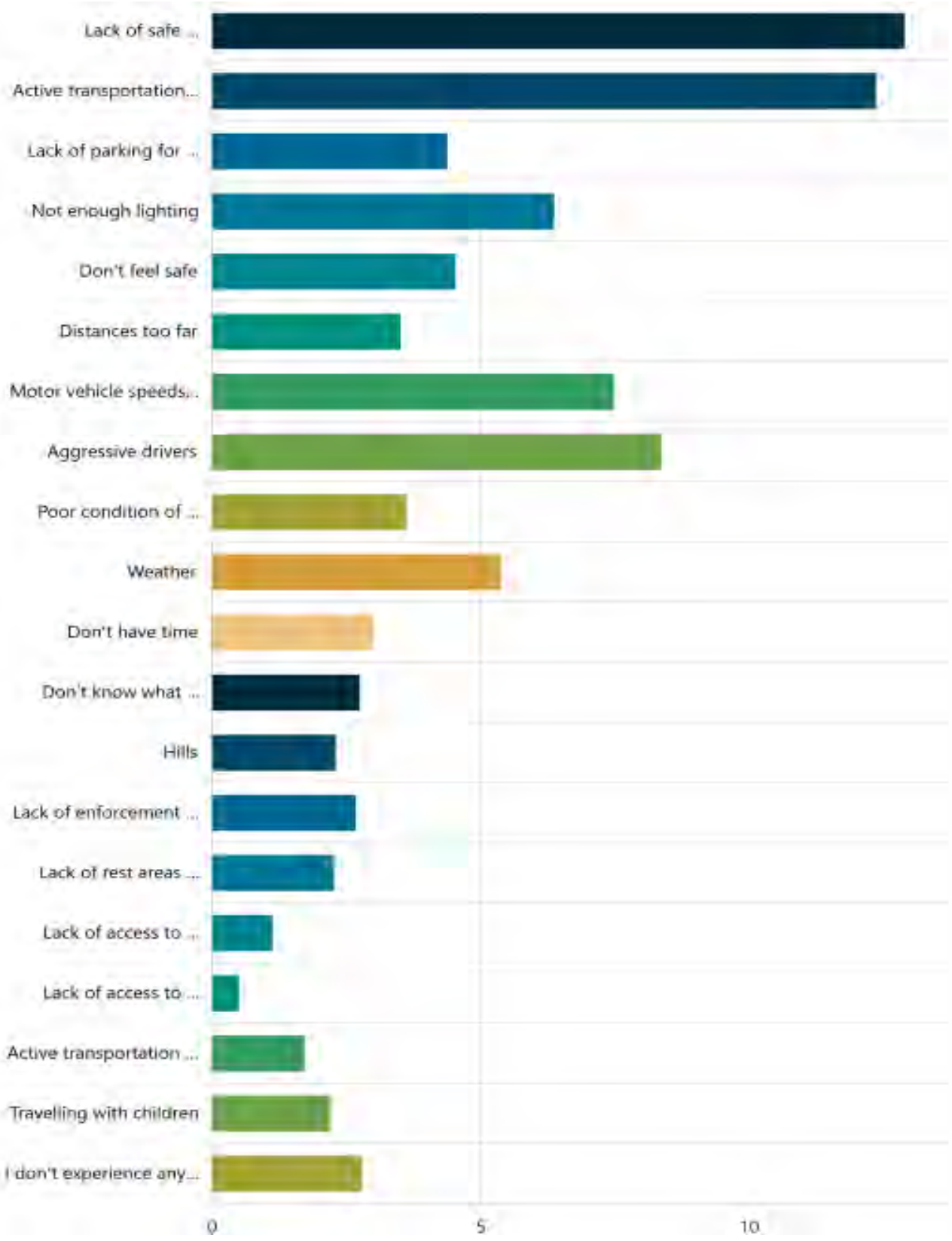


Priorities

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

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

Figure 9. Key priorities for active transportation in Centre Wellington



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

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

Notable Points:

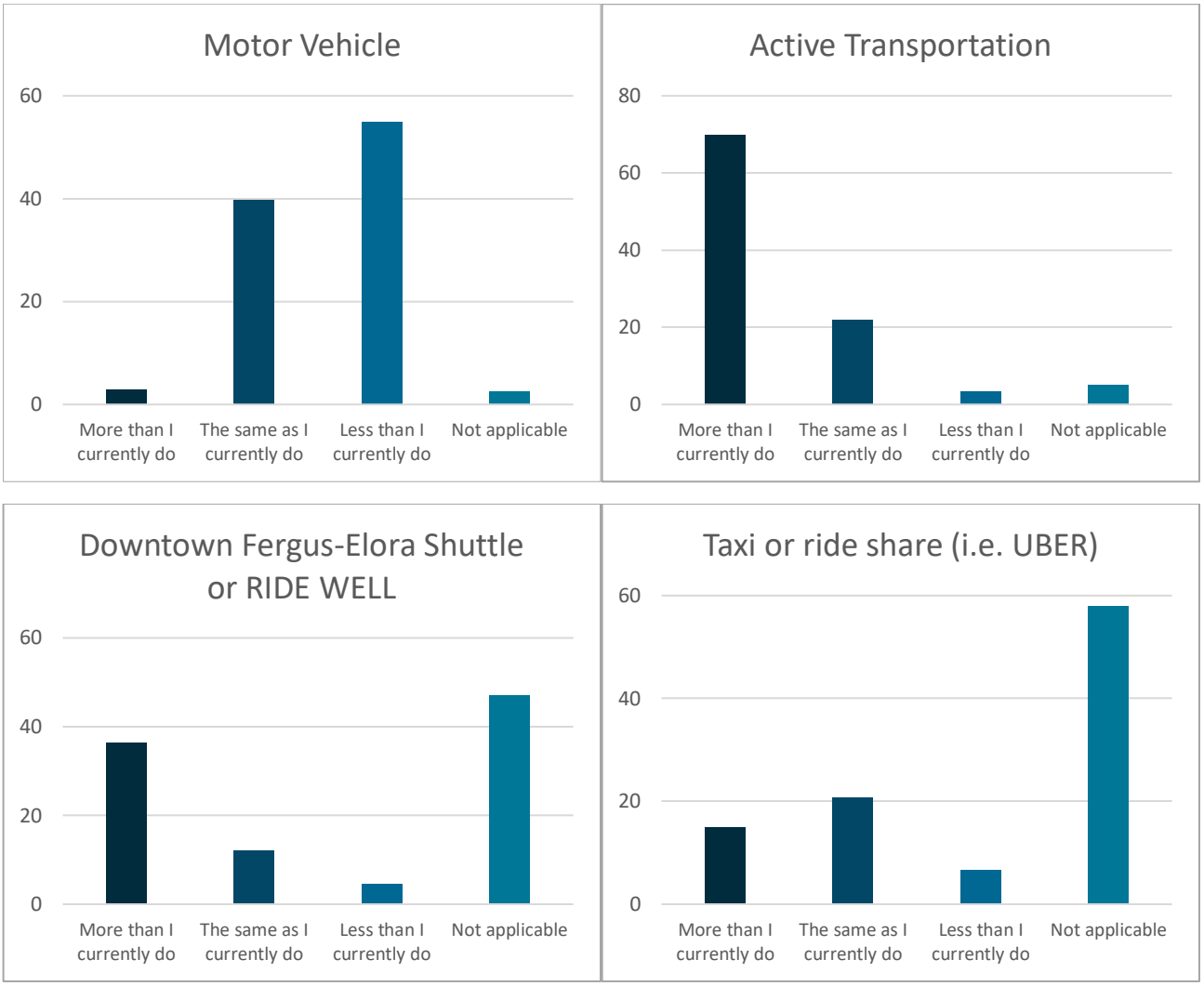
- Community Involvement: Emphasis on listening to residents of all demographics and involving them in planning.
- Traffic Management: Reducing speeders and aggressive drivers, and managing vehicle traffic to prioritize active transportation.

Future AT Use

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

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

Figure 10. Ideal future usage of transportation modes



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

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

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

4.5 TOWNSHIP COUNCIL INTERVIEWS

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

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

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

4.6 INTERACTIVE ONLINE MAP

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

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

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

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

A full summary of all mapping comments is available in Appendix B.

4.7 RESPONSES FROM INDIGENOUS COMMUNITIES

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

See Appendix C for response letters.

Image: Pop-up booth at the Fergus public library

5.0 KEY THEMES & TAKEAWAYS

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

Mobility preferences and project support

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

Network connectivity

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

Separation from motor vehicles

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

Trail use and maintenance

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

Accessibility

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

Network planning and design

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

Growth

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

Concerns about active transportation

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

Community demand for transit

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

APPENDIX A: COMMUNICATIONS MATERIALS

NOTICE OF STUDY COMMENCEMENT

ACTIVE TRANSPORTATION AND MOBILITY PLAN FOR THE TOWNSHIP OF CENTRE WELLINGTON

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

The goal of the ATMP is to

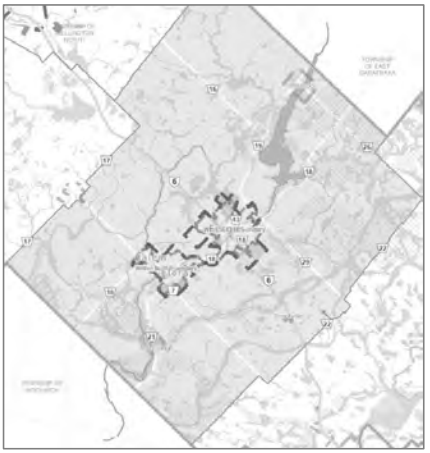
- Identify current and future opportunities to improve the existing on- and off-road active transportation network through suitable facilities geared towards users of all ages and abilities (commonly referred to as "AAA") which will connect to residential, institutional, commercial, and employment hubs;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

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

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

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

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



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

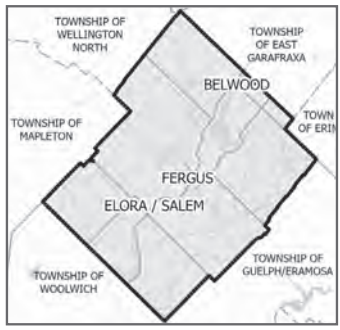
Dave McLaughlin, BA, MES, MCIP, RPP
Principal,
Manager - National Active Transportation Practice
WSP Canada Inc.
Dave.McLaughlin@wsp.com

Notice of Public Information Centre #2

Active Transportation and Mobility Plan For The Township of Centre Wellington

You Are Invited!

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



Date & Time: **Tuesday, March 4, 2025, 6:00 pm – 8:00 pm**
Location: **Minarovich Gallery at the Elora Centre For The Arts**
75 Melville St, Elora, ON N0B 1S0

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

The Active Transportation and Mobility Plan

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

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

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

Consultation and Input

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

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

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

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

Adam Gilmore, M.A.Sc., P.Eng.
Project Manager
Manager of Engineering
Township of Centre Wellington
1 MacDonald Square Elora, ON N0B 1S0
519-846-9691 ext. 301
agilmore@centrewellington.ca

Nick Sully, MSc.(Pl.), P.Eng
Deputy Project Manager
Project Manager, Transportation Planning
WSP Canada Inc.
nick.sully@wsp.com

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

Centre Wellington

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

TUESDAY
MARCH 4, 2025

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

6:00 pm - 8:00 pm

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

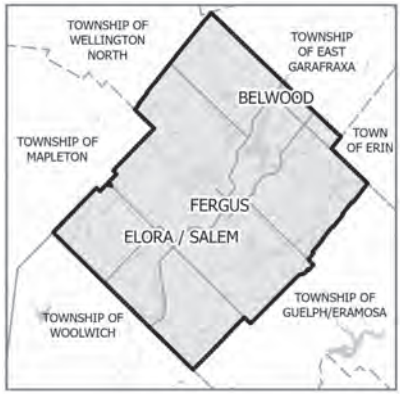
Notice of Public Information Centre #3

Active Transportation and Mobility Plan
The Township of Centre Wellington

You Are Invited!

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

Date & Time: May 21, 2025, 6:00 pm – 8:00 pm
Location: Aboyne Room, Wellington County Museum and Archives 0536 Wellington Rd 18, Fergus, ON N1M 0A1



The Active Transportation and Mobility Plan

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

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

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

Consultation and Input

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

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

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

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

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

Adam Gilmore, M.A.Sc., P.Eng.
Project Manager
Manager of Engineering
Township of Centre Wellington
1 MacDonald Square Elora, ON N0B 1S0
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APPENDIX B:
PIC #2 SUMMARY MEMO

Memo

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

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

Date: April 22, 2025

Re: Engagement Summary – ATMP Public Information Centre #2

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

Key Themes and Takeaways

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

- No specific changes were suggested to the draft ATMP vision as presented. A few PIC participants asked questions related to route connections, and whether there was political support to pass the plan.

- Feedback was limited to a handful of comments on supportive amenities; however, all comments were positive. Participants were particularly supportive of adding washrooms, bike parking, and bicycle repair stands.

- When evaluating their preferred routes amongst four sets of route alternatives, participants frequently cited considerations about vehicle speed, proximity to amenities, the presence of safe crossings, and directness of the route.

- Public input on the four sets of route alternatives presented at the PIC indicated the following preferences:
    - Gzowski is preferred over Gartshore
    - Sideroad 19 is preferred over Sideroad 18
    - Queen St E is preferred over Union St E
    - Participants were split between McTavish St and Scotland St

- A series of new route suggestions and dangerous areas to address were identified for project team consideration from PIC participants, and through commentors on the online map post-PIC. Multiple areas were also highlighted for traffic calming.

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

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

What We Did - Event Overview

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

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

Image 1: Public Information Centre Participants

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

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

Details of the PIC are as follows:

Date: Tuesday, March 4th, 2025
Time: 6:00 to 8:00pm
Location: Elora Centre for the Arts (75 Melville St, Elora, ON)

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

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

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

Image 2: Participants sharing feedback on network maps.

Who We Heard From – Participation Summary

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

Table 1. PIC Participant Summary

Meeting	# participants
In-person PIC	50
Online map	40

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

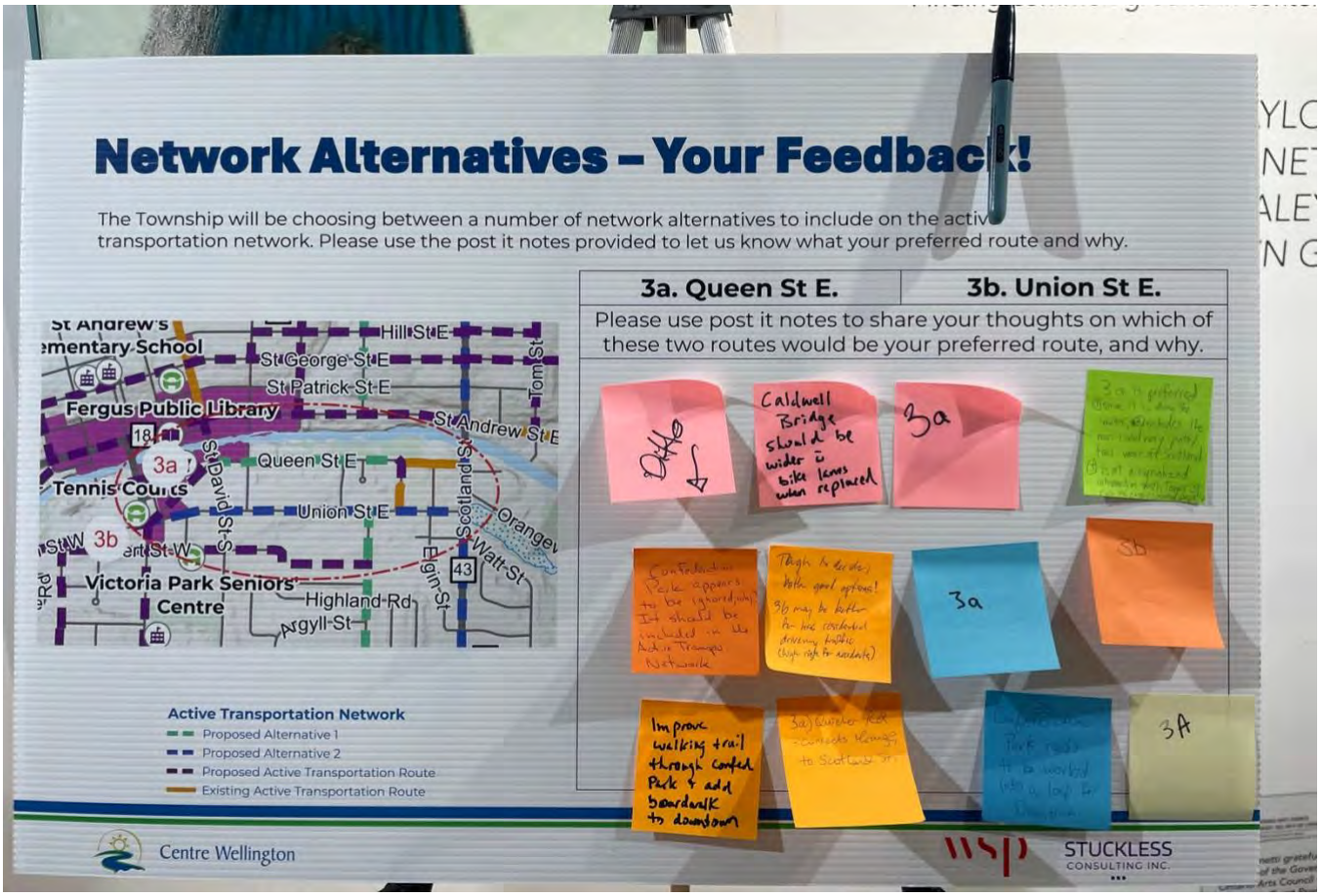


Image 3: Feedback provided on network alternatives boards.

What Was Said – Comments from Participants

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

Feedback on project vision

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

Input on amenities

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

Input on Network Alternatives

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

Alternative #1 (Gzowski St and Gartshore St)

The most frequently preferred option is Gzowski Street/ Herrick Street due to less vehicular traffic. Suggested improvements include adding safety features and crossing lights at Saint George St. and St. David. Gartshore was not preferred due to concerns about traffic volumes and truck traffic; however, this option was recognized as more efficient, less steep, and with better access to the industrial park. A summary of all comments is below.

<u>Comments in favour of Gzowski (1a)</u>

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

Comments in favour of Gartshore

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

Other comments

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

Alternative #2 (Sideroad 18 and Sideroad 19)

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

Comments in favour of Sideroad 18 (2a)

- Yes, but need lights at #6

Comments in favour of Sideroad 19 (2b)

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

Other comments

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

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

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

Comments in favour of Queen St E (3a)

- Yes
- Yes
- Yes

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

Comments in favour of Union St E (3b)

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

Other comments

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

Alternative #4 (McTavish St and Scotland St).

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

Comments in favour of McTavish St

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

Comments in favour of Scotland St

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

Mapping Feedback (In-Person)

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

Support for proposed routes

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

New route suggestions

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

Areas recommended for traffic calming

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

Additional suggestions for Township

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

Interactive Map Feedback (Online)

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

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

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

Dangerous Areas

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

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

Map 1. Dangerous areas submitted through the online map

Table 2. Dangerous area comments submitted through the online map

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

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

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

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

Key Destinations

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

Map 2. Key destinations submitted through the online map

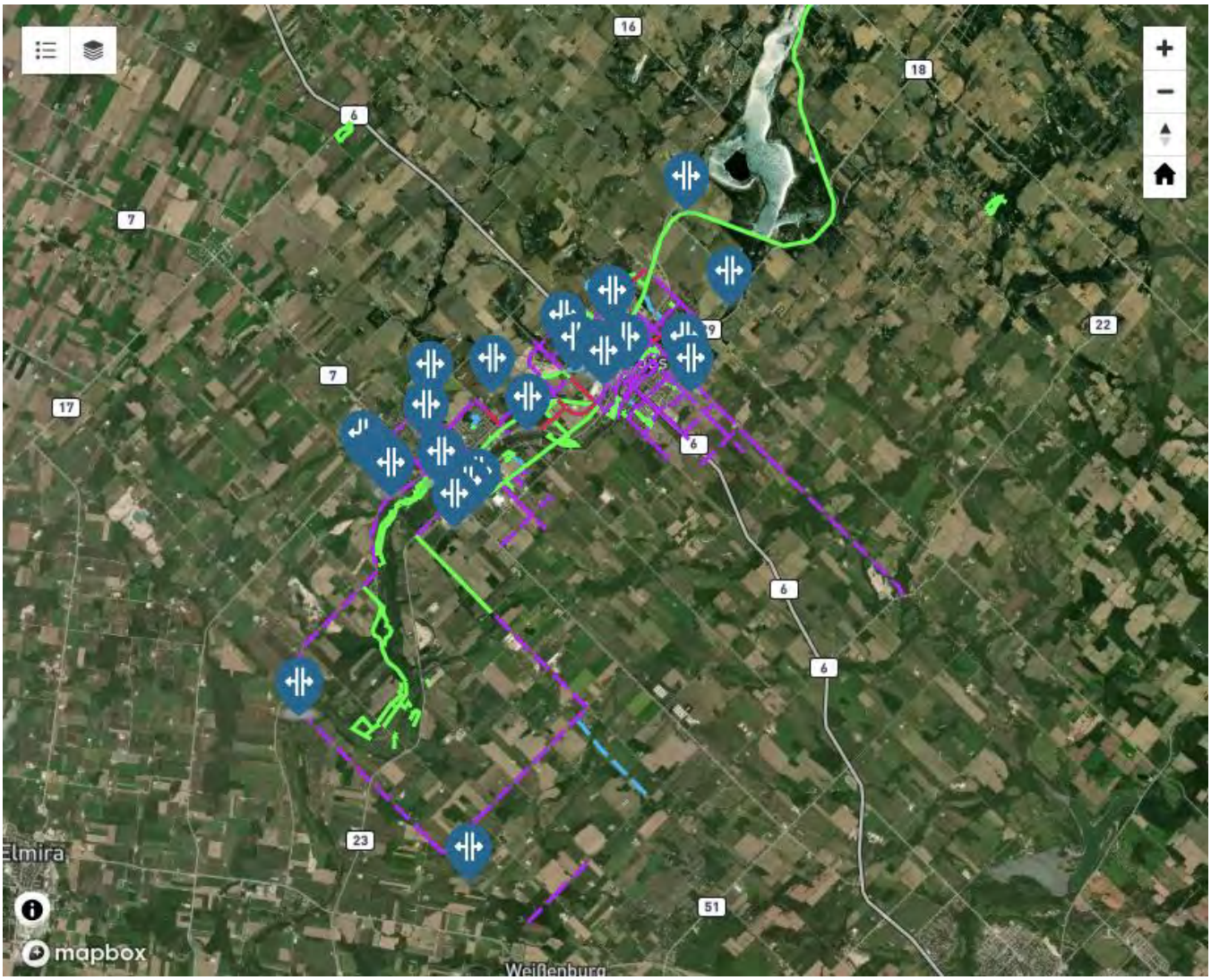
Table 3. Key destination comments submitted through the online map

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

Network Gaps

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

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



Map 3. Network gaps submitted through the online map.

Table 4. Network gap comments submitted through the online map

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

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

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

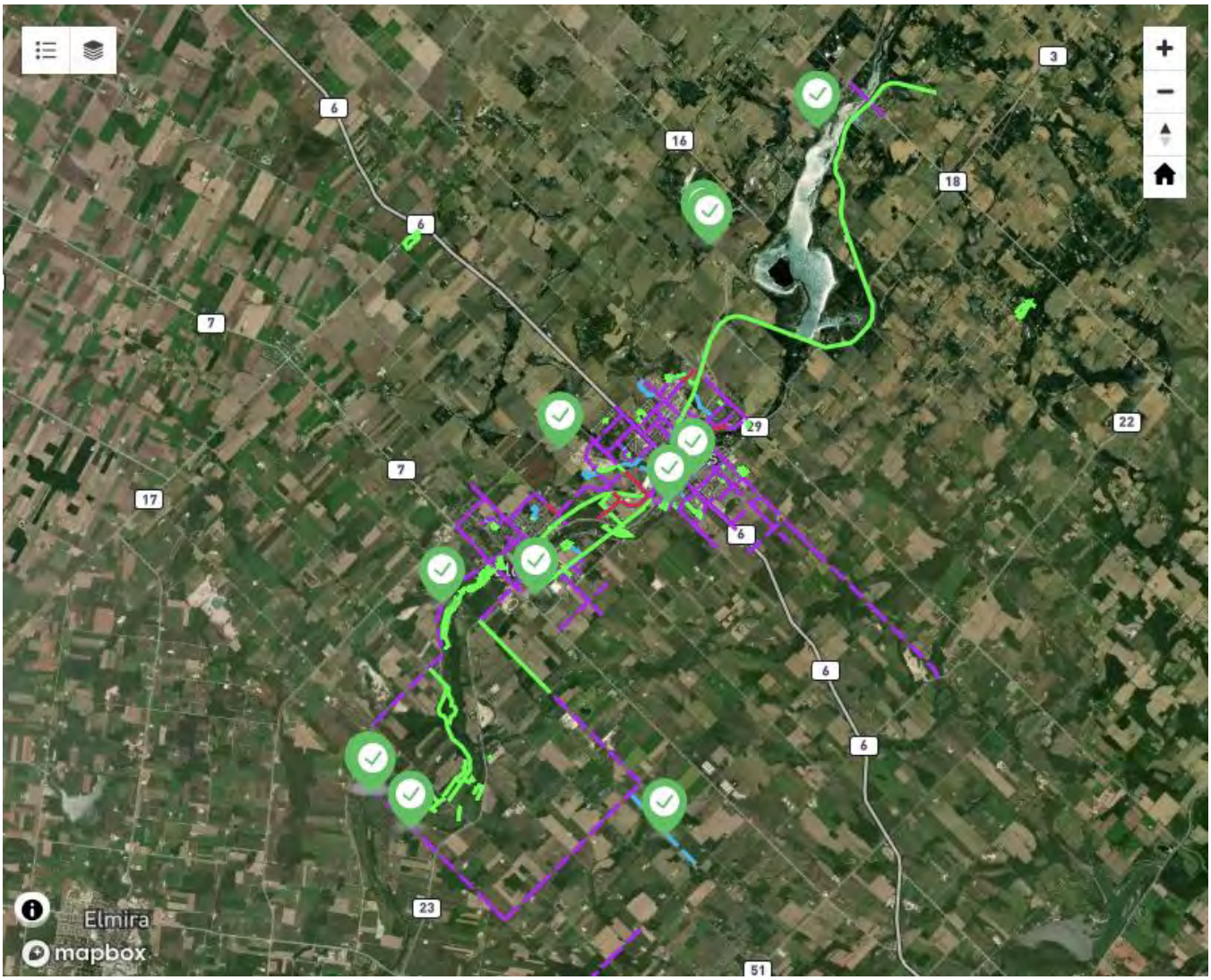
Mcqueen Boulevard, Fergus, Ontario N1M 3T8, Canada	CWDHS field is locked. The public should be allowed to use the amenities such as the running track (1 of 2 in the entire township)
8142 Wellington Road 18, Fergus, Ontario N1M 2W5, Canada	Recommend a multi-use trail north of the river from Pierpoint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

6033 Weisenberg Road, Ariss, Ontario N0B 1B0, Canada	Replacing the currently closed road bridge across Cox Creek for pedestrian/cyclist use would permit an ideal route from the Middlebrook Road side all the way to the G2G trail crossing at Weisenberg Rd. allowing either east or west travel along the rail trail.

Preferred Routes

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

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



Map 4. Preferred routes submitted through the online map.

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

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

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

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

APPENDIX C: INDIGENOUS RESPONSE LETTERS

February 27, 2025

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

Dear Adam Gilmore,

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

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

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

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

Thank you,

Megan DeVries

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