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Township of Centre Wellington

Transportation Master Plan

Final Report

January 2019

Centre Wellington

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TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

EXECUTIVE SUMMARY

Introduction

The first comprehensive Transportation Master Plan (TMP) for the Township of Centre Wellington sets a vision for a sustainable transportation future that maintains and enhances the quality of life in the Township, addresses pressing transportation needs and plans for the future to accommodate forecast growth. The TMP is a dynamic document that can be used as community vision, communication tool, implementation guide and decision-making mechanism. It has been developed hand-in-hand with the community and includes recommendations on an array of transportation-related themes.

The TMP has been prepared under the Municipal Class Environmental Assessment (MCEA) process for master plans. The TMP addresses MCEA Phase 1 (opportunity statement) and Phase 2 (alternatives assessment) and has included considerable public consultation in order to fulfill this process.

Existing Conditions

It is important to understand where Centre Wellington is today in order to set a vision for where the Township wants to be in the future. Existing conditions were examined under three key lenses: the socio-demographic make-up of the community, its existing transportation infrastructure and mobility patterns, and the natural environment and land use. Existing policies and plans also shape the community and were reviewed in order to conform with these directions and to consider how the TMP could leverage these documents.

Vision and Stakeholder Engagement

Understanding existing conditions helped inform the development of the vision statement for the TMP (MCEA process Phase 1 opportunity statement), which reads:

The Township of Centre Wellington envisions a **well-connected street network** that meets the needs of **all transportation users**. New transportation construction and maintenance operations carefully assess and support the **mobility needs** of multiple users of **all ages and abilities**. The transportation network meets the needs of today while planning for the future.

Two Public Information Centres were held as part of this study. Online surveys were used to supplement these meetings and help obtain feedback from the general public. Face-to-face meetings were held with both the Fergus and Elora Business Improvement Associations, individual interviews were conducted with Councillors, and workshops were facilitated with technical agencies, Township staff and local advisory groups. Input from all of these sources helped to shape the TMP and its recommendations.

Recommendations

Given the existing conditions and initial feedback from stakeholders, the TMP then sought to address Phase 2 of the MCEA process: the assessment of alternative future scenarios. The forecast population and employment was added to the existing road network in a transportation travel demand model to determine if existing road infrastructure would be sufficient to meet future demands. The modeling results showed a deficiency in north-south connections across the Grand River. As a second alternative, the previously proposed future road network as laid out in the Official Plan was reviewed in light of the modeling results and public feedback. Out of the second scenario emerged the third alternative, that balances north-south connections with east-west connectivity and that optimizes the second alternative to avoid transportation projects through environmentally-sensitive lands.

The preferred third alternative also includes a truck by-pass of Fergus and Elora which utilizes the temporary by-pass presently in place at the time of the writing of this report – the County Road 7 to County Road 17 route that is being used while the St. David Street bridge is closed for repairs. This by-pass does not require

new road construction. It is working well operationally and it has been well-received from a community perspective.

Active transportation (such as walking and cycling) planning has been recently undertaken at the Provincial, County and Township levels. This TMP incorporates the planning work and supports the implementation of these plans. Because of the recent nature of these assignments, no additional routes are recommended. The TMP does recommend that all new roads be constructed with appropriate active transportation facilities.

There was considerable dialogue regarding transit throughout the course of the study. Municipalities of a similar size as Centre Wellington have taken a variety of approaches to providing transit. A transit strategy should be conducted as a separate strategy to "drill down" to the most appropriate forms of transit to use in the Township. Ridesharing services, such as local taxi services, Uber or Lyft, could also be considered as viable options. Any arrangement with ridesharing services should create a "level playing field" with harmonized regulations for the service providers. The County of Wellington recently received a grant to study and implement an inter-community ridesharing service and is expected to partner with Waterloo-based RideCo to develop this service. The Township should be an active participant in that study.

Parking utilization and duration surveys were conducted in the downtowns of Fergus and Elora on weekdays and weekends in May and August 2017. The analysis of the data showed that there are parking spaces available, but often not in the location where drivers want them. A series of recommendations have been made to improve parking management, with the key recommendation being to enforce a two-hour time limit at selected on-street parking spaces in both of the downtowns. Doing so will help to maintain these parking spaces for customers and generate greater turnover, allowing more customers to access prime parking spaces. An adequate number of parking spaces will remain available for all-day parking.

Traffic calming is a concern for some residents in the Township. A policy with a warrant to determine whether or not traffic calming measures are appropriate has been developed as part of the TMP. The warrant combines technical analysis of vehicle speeds and volumes with input from the community affected.

Traffic calming is recommended to be incorporated under the umbrella of a Complete Streets policy. This policy states that the transportation network should be designed, constructed, operated and maintained for all modes of transportation and all transportation users. All new road projects would be constructed with walking and cycling facilities. Upgrades and maintenance of existing roads would seek to add these facilities if they are not already in place. Adding walking and cycling facilities would be used as a way to narrow and, in effect, calm the traffic on the street.

Implementation Strategy

With the preferred transportation alternative identified, the recommended road improvements were incorporated into an implementation plan that groups the projects into short (generally in the next five years), medium (generally by 2031) and long term (generally by 2041 or beyond) timeframes. The recommended improvements of the preferred alternative and their proposed timing are shown in **Maps ES-1** and **ES-2**.

High-level costs for these improvements were calculated and available funding sources were identified. A performance monitoring plan was also developed to help gauge how the investments in transportation infrastructure are influencing the way people travel.

Summary of Recommendations

The recommendations for seven key areas of study have been summarized to provide all the strategic actions which represent the next steps to implement the TMP.

Future transportation network

- Select Alternative 3 as the preferred alternative for the Township's future road network, as well as identified intersection improvements.
- Consider previously proposed road improvements for rural areas including selected bridges.
- Consider the implementation of two new bridges to enhance the north-south connectivity of Fergus along the

Beatty Line and Wellington Road 29. The Wellington Road 29 bridge could also serve the industrial area in the northeast portion of Fergus as additional improvements are made for connectivity on the eastern edge of the Fergus urban area.

Truck by-pass

- Formalize the County Road 7 to County Road 17 as the truck by-pass for Fergus and Elora.

Active transportation

- Incorporate active transportation facilities into the design of all future roads.
- Establish a Sustainable Transportation Advisory Committee.
- Update the Township's Trails Master Plan and consider on-road facilities in the next TMP.

Transit

- Prepare a Transit Service Strategy report.
- Discuss with existing service providers on whether or not there is an opportunity to serve Centre Wellington.
- Participate in any future studies regarding transit expansion or provision led by others, such as the County of Wellington's initiative to explore a County-wide, inter-community ridesharing service.

Parking

- Make better use of existing parking supply, particularly at peak times.
- Limit time in high-use locations.
- Consider rules that are equitable for all users by codifying public parking approach in a formal updated by-law
- Introduce enforcement to secure compliance with parking by-law.
- Establish a business case to support enforcement costs.
- Clearly designate parking facility intended purpose.
- Introduce wayfinding to direct drivers to the most appropriate location.
- Improve quality and quantity of public information.
- Prepare to manage peak periods during special events.

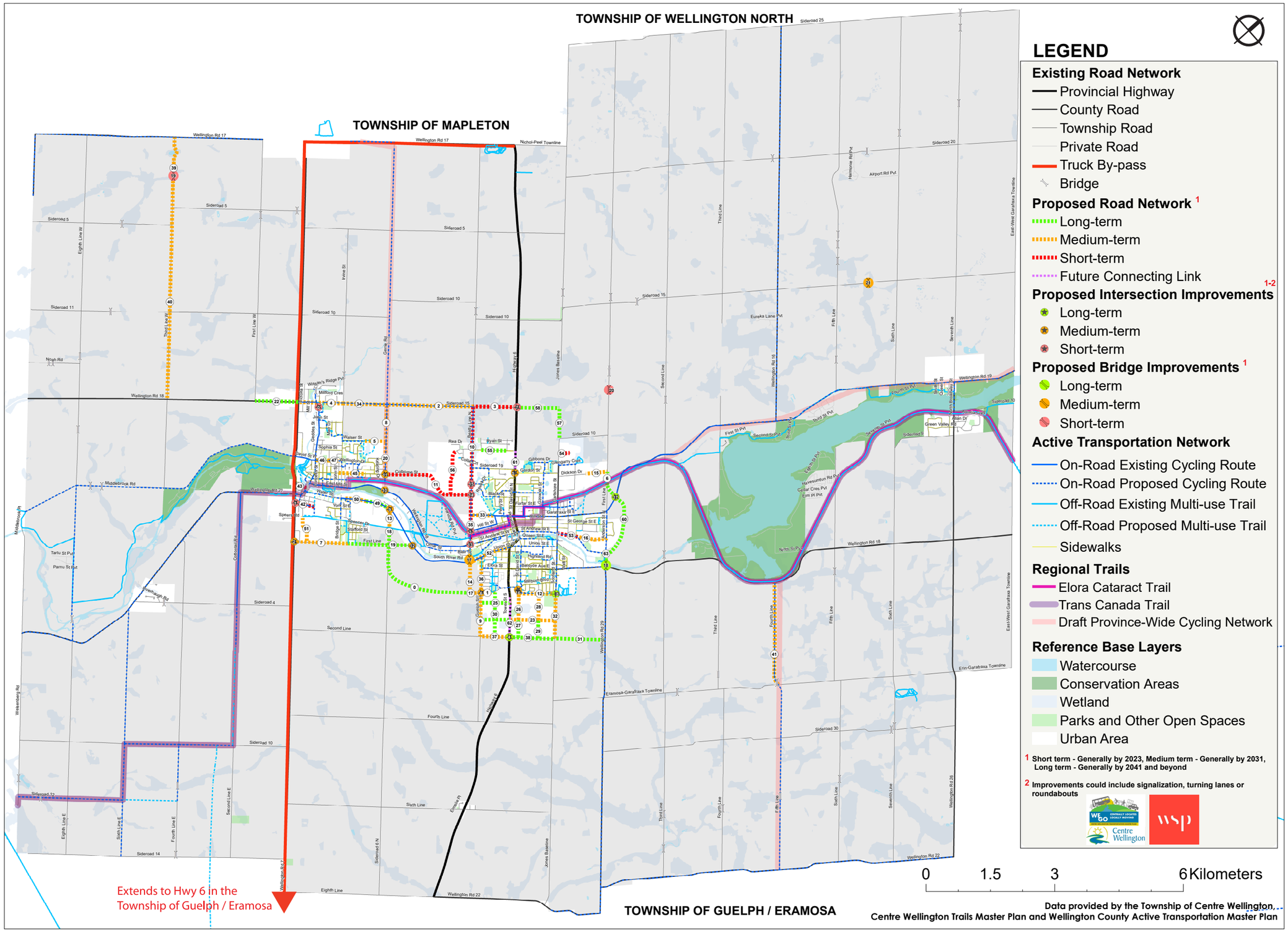
Traffic calming policy

- Adopt the Traffic Calming Manual with an understanding that a "Complete Streets" approach is likely to address traffic calming concerns.

Complete Streets policy

- Adopt the Complete Streets Policy so that the Township's street network is designed, constructed, operated and maintained for all users and all modes of travel.

MAP ES-1. PROPOSED TRANSPORTATION NETWORK - TOWNSHIP OF CENTRE WELLINGTON



LEGEND

Existing Road Network
- Provincial Highway
- County Road
- Township Road
- Private Road
- Truck By-pass
- Bridge

Proposed Road Network [1]
- Long-term
- Medium-term
- Short-term
- Future Connecting Link

Proposed Intersection Improvements [1-2]
- Long-term
- Medium-term
- Short-term

Proposed Bridge Improvements [1]
- Long-term
- Medium-term
- Short-term

Active Transportation Network
- On-Road Existing Cycling Route
- On-Road Proposed Cycling Route
- Off-Road Existing Multi-use Trail
- Off-Road Proposed Multi-use Trail
- Sidewalks

Regional Trails
- Elora Cataract Trail
- Trans Canada Trail
- Draft Province-Wide Cycling Network

Reference Base Layers
- Watercourse
- Conservation Areas
- Wetland
- Parks and Other Open Spaces
- Urban Area

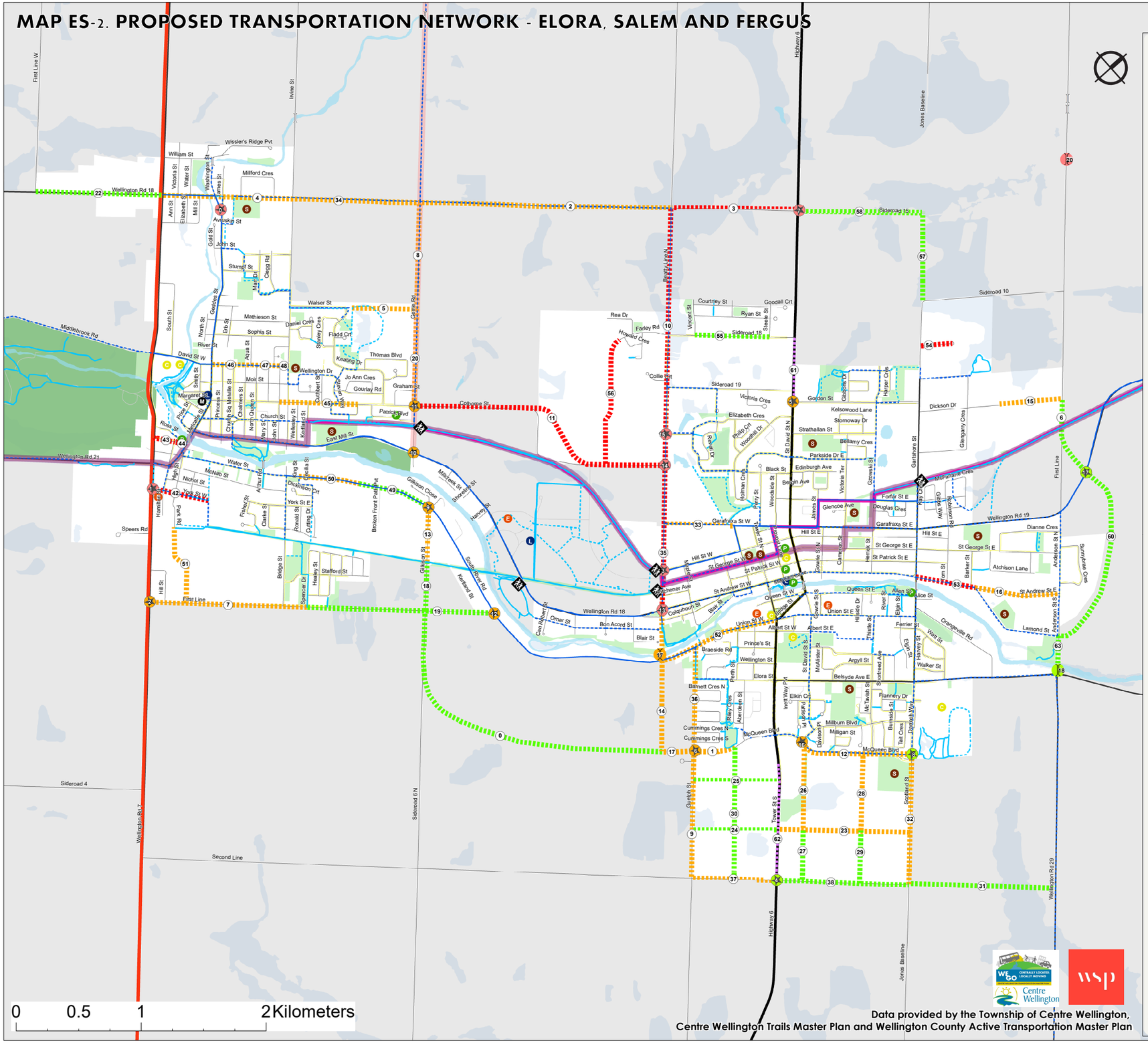
1 Short term - Generally by 2023, Medium term - Generally by 2031, Long term - Generally by 2041 and beyond

2 Improvements could include signalization, turning lanes or roundabouts

0 1.5 3 6 Kilometers

Data provided by the Township of Centre Wellington, Centre Wellington Trails Master Plan and Wellington County Active Transportation Master Plan

MAP ES-2. PROPOSED TRANSPORTATION NETWORK - ELORA, SALEM AND FERGUS



LEGEND

Existing Road Network
- Provincial Highway
- County Road
- Township Road
- Private Road
- Truck By-pass
- Bridge

Proposed Road Network[1]
- Long-term
- Medium-term
- Short-term
- Future Connecting Link

Proposed Intersection Improvements[1-2]
- Long-term
- Medium-term
- Short-term

Proposed Bridge Improvements[1]
- Long-term
- Medium-term
- Short-term

Active Transportation Network
- On-Road Existing Cycling Route
- On-Road Proposed Cycling Route
- Off-Road Existing Multi-use Trail
- Off-Road Proposed Multi-use Trail
- Sidewalks
- Trailhead

Regional Trails
- Elora Cataract Trail
- Trans Canada Trail
- Draft Province-Wide Cycling Network

Reference Base Layers

Key Community Destinations
- Emergency Service
- Library
- Municipal Office
- Public Parking
- Community Centre
- School
- Watercourse
- Conservation Areas
- Wetland
- Parks and Other Open Spaces
- Urban Area

[1] Short term - Generally by 2023, Medium term - Generally by 2031, Long term - Generally by 2041 and beyond

[2] Improvements could include signalization, turning lanes or roundabouts

Data provided by the Township of Centre Wellington, Centre Wellington Trails Master Plan and Wellington County Active Transportation Master Plan

1.0 INTRODUCTION

1.1 Plan Purpose

The first Transportation Master Plan (TMP) of the Township of Centre Wellington's is a short, medium and long-term guide for future transportation growth and investment. The Plan provides a toolkit of practical policies and recommendations to achieve a community vision of a well-connected, multimodal, integrated transportation network of people and goods for today and the future.

By building upon the work that the Township has completed in the past, Centre Wellington's TMP aspires to:

- Address future growth and development.
- Respond to emerging transportation trends and interests.
- Promote sustainable modes of transportation as viable transportation alternatives.
- Improve connectivity within the Township and with its surrounding areas.
- Align new policies with existing Provincial and Country-wide transportation plans.
- Integrate and align efforts of different Township departments and relevant stakeholder goals.
- Promote public participation and incorporate various stakeholder needs into the planning and decision-making process.
- Provide staff and decision makers with the direction needed to pursue future transportation improvements.

1.1.1 What is a TMP?

A Transportation Master Plan (TMP) is a tool to shape, integrate, and guide strategic transportation affairs and decision-making. While its primary purpose is to lay the foundation on which transportation investment will be based, it is also a roadmap to align necessities, efforts, and goals of a variety of stakeholders under a comprehensive and inclusive community vision. **Table 1** illustrates the various roles and purposes of a classic TMP.

Table 1. Purposes of a Transportation Master Plan

Community Building Asset	A guide to improve community transportation services and infrastructure
Communication Tool	A tool to help communicate challenges and opportunities to various audiences and groups about key transportation issues
Partnership Support	An opportunity to improve coordination and collaboration with existing and future partners
Community Vision	A comprehensive and aspirational vision for the future of transportation that addresses needs of its community members
Implementation Guide	A guide to support the implementation process of short, medium and long-term goals
Decision Making Tool	A tool to support present and future decision-making for key stakeholders
Integrated Multi-modal Plan	A strategy to integrate facilities and services of multiple modes of transportation

A TMP is typically updated every five years to proactively address changing social and economic patterns, new mobility trends and policy priorities. A strong TMP aligns with existing local community growth plans, as well as grander regional and provincial planning initiatives to achieve its goals. As such, this document will continue to experience refinements in the future, to reflect any changes Centre Wellington may continue to witness in the years to come.

1.1.2 How was the TMP developed?

Centre Wellington's TMP was developed as a collaborative effort between the Township and WSP (commissioned consulting team). The process involved significant engagement with community residents, local advisory groups, Centre Wellington's Council, as well as surrounding jurisdictions and government agencies.

The TMP's approach was developed consistent with Phases 1 and 2 of the Master Plan Approach of the Municipal Class Environmental Assessment (MCEA) Process, which requires the completion of the following key components:

- Identification of a problem or opportunity statement.
- Identification of alternatives/solutions to address the problem or opportunity statement taking into account the local context and stakeholders input.
- Evaluation of alternatives and identification of preferred solution and recommendations.
- Engagement with public representatives and stakeholders on preferred solution and recommendations.
- Selection of preferred alternative and recommendations.

The TMP was completed adhering to the aforementioned approach and was divided in four stages with three engagement rounds. **Table 2** illustrates the process used to prepare Centre Wellington's TMP.

Table 2. Centre Wellington Transportation Master Plan development process

1

Stage 1. - Project Commencement:

- Identify Centre Wellington's transportation challenges and opportunities
- Research key background information
- Identify current transportation conditions and priorities

2

Stage 2. - Needs Assessment:

Engagement Round 1

- Identify potential alternatives to address Centre Wellington's transportation challenges
- Gather input from the community and various stakeholders to inform potential alternatives and recommendations

3

Stage 3. - Evaluation and Selection of Preferred Alternatives:

Engagement Round 2

- Evaluate identified alternatives and recommendations
- Gather input from the community and various stakeholders to inform preferred alternative and recommendations
- Select preferred alternative and set of recommendations

4

Stage 4. - Create a Plan:

Engagement Round 3

- Develop a strategy to put into action preferred transportation recommendations to the year 2041 and beyond
- Present outcomes to Council and the public

1.2 Key Transportation Terms Defined

1.2.1 Mobility

Mobility refers to the free movement of people or goods across space. This perspective considers the ability and level of ease in movement, whether it be a pedestrian, a cyclist, a person with a disability, or a motorist. Sharing the space and providing the right facilities for each mode to aid this movement across all transportation users is the key focus of the TMP.

1.2.2 Connectivity

Connectivity refers to the availability of routes and the directness of links that connect two specific points within a transportation network. Often, good connectivity depends on street hierarchy and available facilities. For example, a collector roadway with higher speed limits and no sidewalks may connect private vehicles to a specific destination, but it will not necessarily connect pedestrians or cyclists if they do not feel safe using it. As connectivity increases, travel distances often decrease and route options increase. Generally, well-connected networks have a high resiliency in terms of responding to blocked nodes, as users can find alternative routes to reach a specific point.

1.2.3 Accessibility

Accessibility refers to the ability to reach a desired destination, service, goods or activity. Accessibility can be limited not only in the form of physical barriers (example: road crossings with no ramps for wheelchairs), but also in the form of legal or financial barriers (example: ability to obtain a driver's license or purchase a vehicle). In transportation planning, enhancing accessibility is a crucial goal to maximize educational, employment and recreational opportunities.

1.2.4 Multi-modality

Multi-modality is often referred to as a network that facilitates the inter-operation and transfer between two or more modes of transportation to make a trip across a specific area. In an effort to reduce car-dependency and the number of vehicles that enter a congested road grid, a multi-modal network often encourages

users to rely on alternative and more sustainable modes of travel to perform a trip. Examples for enhancing multi-modality may range from: Implementing park-ride facilities in order to connect suburban car-owners with downtown locations and transit nodes; or building multi-functional road corridors with bicycle facilities, ample sidewalks and bike-park facilities to encourage people to bike and walk in a single trip.

1.2.5 Relevance to the TMP

Understanding these terms is useful as they will be utilized frequently throughout the TMP. Acknowledging the importance of mobility, connectivity, accessibility and multimodality was important in engaging with all stakeholders as most common transportation challenges in Centre Wellington are related to improving aspects of these elements.

1.3 Stakeholder Engagement

Consultation and engagement is a core component of any master plan and a requirement for plans that are completed consistent with the MCEA process. A comprehensive consultation and engagement program was designed and implemented to inform key stages of Centre Wellington's TMP process. The next subsections provide an overview of the adopted consultation approach, the stakeholders engaged during the study, as well as the project's principal milestones.

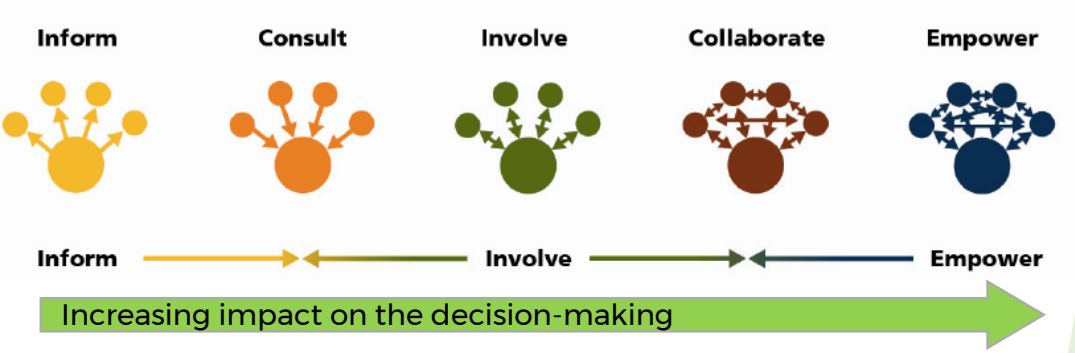
A summary of the stakeholder engagement process and the corresponding feedback analysis is provided in **Section 3.3.** For detailed supporting documentation on this process please refer to **Appendix A.**

1.3.1 Approach

Effective consultation provides valuable opportunities to building consensus among stakeholders while empowering them to commit to a plan's desired outcome. Involving stakeholders from an early stage of a plan helps improve public buy-in for its implementation and amplifies its intended benefits as ideas are enriched through dialogue on different needs and expectations.

Centre Wellington adopted an audience-focused consultation approach with the goal of exceeding basic consultation requirements and maximizing the impact of stakeholder's feedback on decision making. This was measured based on the International Association of Public Participation (IAP2) Spectrum (see **Figure 1**), which is quickly becoming an international standard.

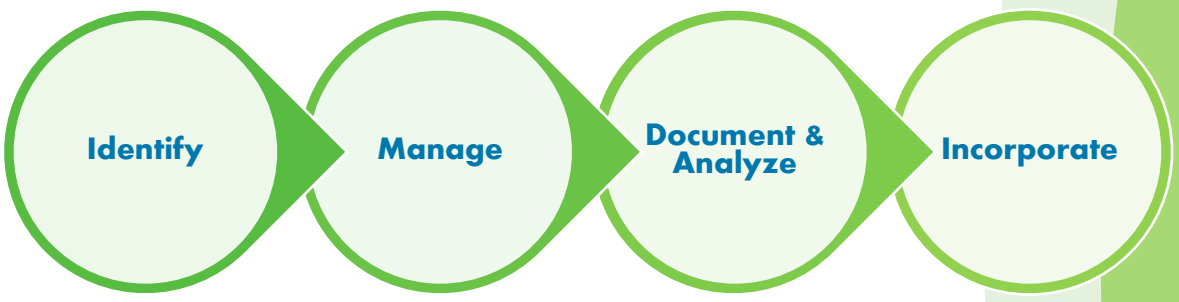
Figure 1. Public participation spectrum



1.3.2 Methods

The consultation process utilized four main methods that guided the development of the information presented during the engagement events as well as the input received by the stakeholders (see **Figure 2**).

Figure 2. Consultation methods



- **Identify** which audiences will be engaged and assess their communication and engagement preferences.
- **Manage** the way in which the audiences are involved in the study process to obtain the most relevant and useful feedback.
- **Document** the input received and develop a method to track the ideas, questions and interests that are generated at key stages in the study.
- **Incorporate** findings by providing a clear strategy of how input received will inform decision-making.

1.3.3 Stakeholders engaged

The consultation and engagement program was designed with the intention of effectively engaging three key audiences:

- **Residents and visitors:** People who live and work in any of the communities of Centre Wellington. Visitors who commute to or visit the Township also fall in this category.
- **Advisory stakeholders:** Local groups, technical agencies and business associations who play a direct or indirect role advising, enforcing, or collaborating in the Township's transportation affairs.
- **Staff and local decision makers:** Councillors and Town staff responsible for the implementation and monitoring of the TMP.

A detailed list of the stakeholders who were engaged during the whole TMP process is depicted in **Figure 3**.

Figure 3. Stakeholders engaged during TMP

1.3.4 Milestones

An array of consultation opportunities was conducted throughout the development of the TMP. The engagement rounds informed each key stage of the TMP process and were designed based on specific objectives. **Table 3** provides an overview of these and the engagement opportunities that were conducted.

Table 3. Overview of consultation objectives and milestones

May 2017 – January 2018

Engagement Round 1

Objectives

- Introduce TMP objectives and main goals
- Identify transportation challenges and opportunities of the road network, truck by-pass, parking, transit, active transportation, and others

- Understand existing conditions and travel patterns
- Identify gaps and priorities
- Identify elements to develop a "Vision Statement" for Centre Wellington's long-term future transportation

Engagement Opportunities

- Committee of the Whole presentation #1
- Online survey #1 and interactive mapping #1
- Councillor interview sessions
- Public Information Centre #1
- Technical Agencies workshop #1
- Steering Committee workshop #1
- Local Business Group workshops (Elora and Fergus)
- Local Advisory Groups workshops

February 2018 – April 2018

Engagement Round 2

Objectives

- Summarize findings from consultation round 1
- Refine the working "Vision Statement"
- Present TMP recommendations on the road network, transit, parking, active transportation, traffic calming, and other supporting policies
- Receive input from stakeholders on how to improve proposed recommendations

Engagement Opportunities

- Public Information Centre #2
- Technical Agencies committee workshop #2
- Steering Committee workshop #2
- Online survey #2

June 2018 – Fall 2018

Engagement Round 3

Objectives

- Summarize input from consultation round 2
- Present draft TMP report with revised recommendations and implementation strategy
- Review and incorporate additional recommendations from Council, stakeholders and the public

Engagement Opportunities

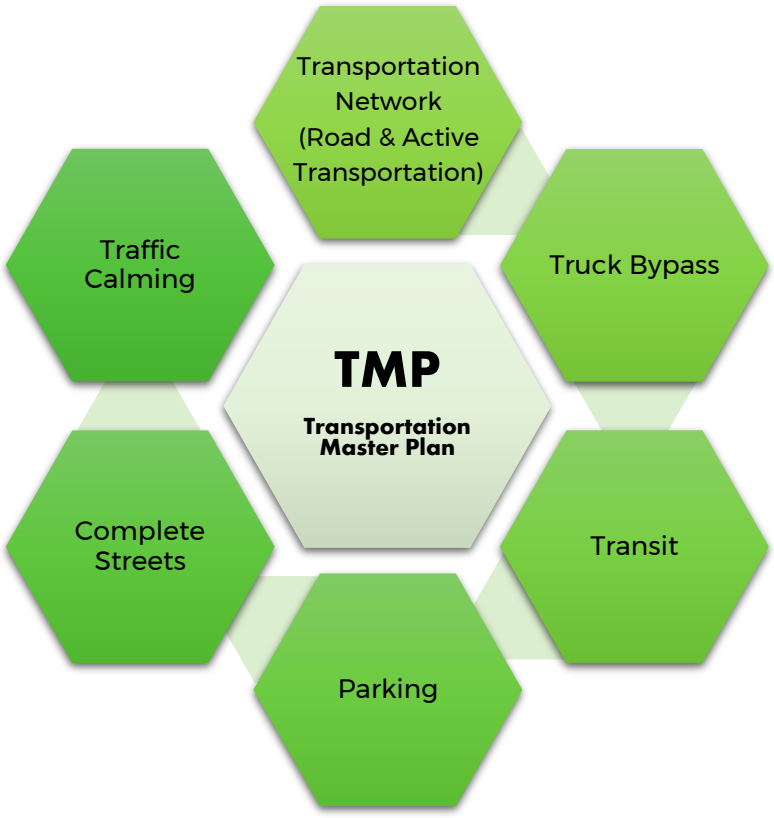
- Committee of the Whole presentation #2
- Public review

1.4 About the TMP

1.4.1 Key areas of focus

Common topics emerged as key areas of focus for the TMP during public consultation events and dialogue opportunities with various stakeholders. These key topics are outline in **Figure 4** and helped to guide and inform the main recommendations of this document.

Figure 4. Key areas of focus of TMP



These topics relate to the main challenges diagnosed in Centre Wellington's current transportation conditions (**Section 2.0**). The proposed recommendations and policies (**Section 4.0**) seek to address these challenges by promoting sustainable mobility, enhancing connectivity, improving accessibility and building upon previous work to support vibrant communities to live, work and play.

1.4.2 How should the Plan be used?

While a TMP is conceived as a long-term planning document, it is also a roadmap for the Township's work plan in the next five years. The transportation network recommendations provide a blueprint for short, medium and long-term improvements. The proposed policies can be put into practice and shared with other Township departments to align goals and optimize resources. The plan lays the foundation for future capital and operating budgets as well as the starting point for more detailed environmental assessment studies. The plan may also be used for technical direction when managing existing parking, traffic calming, Complete Streets and future transit initiatives.

It is important to recognize that master plans are generally updated every five years. The proposed medium and long-term projects in this document will be continuously refined and may experience modifications according to changing priorities or circumstances.

1.4.3 TMP report organization

As detailed in **Table 4**, the TMP report is structured into six chapters:

Table 4. Document structure of the TMP

CHAPTER	CONTENT
1. Introduction	Sets the stage for the TMP by outlining the purpose, approach, methods, and areas of focus of the study
2. Existing Conditions	Analyzes existing conditions of Centre Wellington's transportation network, including population, employment, mobility patterns, land use, policies and plans to diagnose current challenges and opportunities

3. Vision and Stakeholder Engagement	Presents the principles that guided TMP recommendations including the Vision Statement and the stakeholder engagement summary
4. Recommendations	Provides strategic recommendations on the TMP's key areas of focus, including review of alternatives and selection of the preferred road network alternative
5. Implementation Strategy	Offers a short, medium and long-term strategy to implement and monitor specific recommendations of the TMP
6. Summary of Recommendations	Summarizes the TMP recommendations and next steps

2.0 EXISTING CONDITIONS

2.1 Chapter Overview

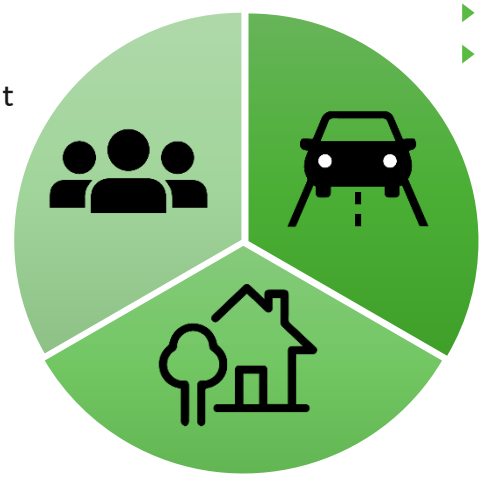
This chapter analyzes the current socio-economic conditions and transportation network in Centre Wellington. Understanding the existing challenges and opportunities of the Township, in addition to considering the projected growth, help to inform the multi-modal recommendations (**Section 4.0**) to meet existing and future transportation needs. The content of this chapter can also be used to develop a baseline for monitoring the impact of transportation public policy in years to follow.

The existing conditions and trends in Centre Wellington have been grouped into three analytical lenses: Community, Transportation, and Natural environment and Land use. This is illustrated in **Figure 5**, listing all the sub-elements that were analyzed to paint a picture of Centre Wellington today.

Figure 5. Transportation planning contextual lenses

Community
- Population
- Housing
- Employment

Transportation
- Transportation network
- Mobility patterns



Natural Environment and Land Use
- Natural environment
- Land use

- **Community:** Socio-economic information on the residents or visitors who live, work and play in the Township of Centre Wellington.

- **Transportation:** The system of roads, multi-use trails, and supporting end-of-trip facilities (example: parking) that allow people to travel within the Township and around its neighbouring communities.

- **Natural Environment and Land use:** The environment (natural and built) which act as origin and destination nodes within and outside the Township including natural, residential, employment, commercial, educational and recreational areas and/or amenities.

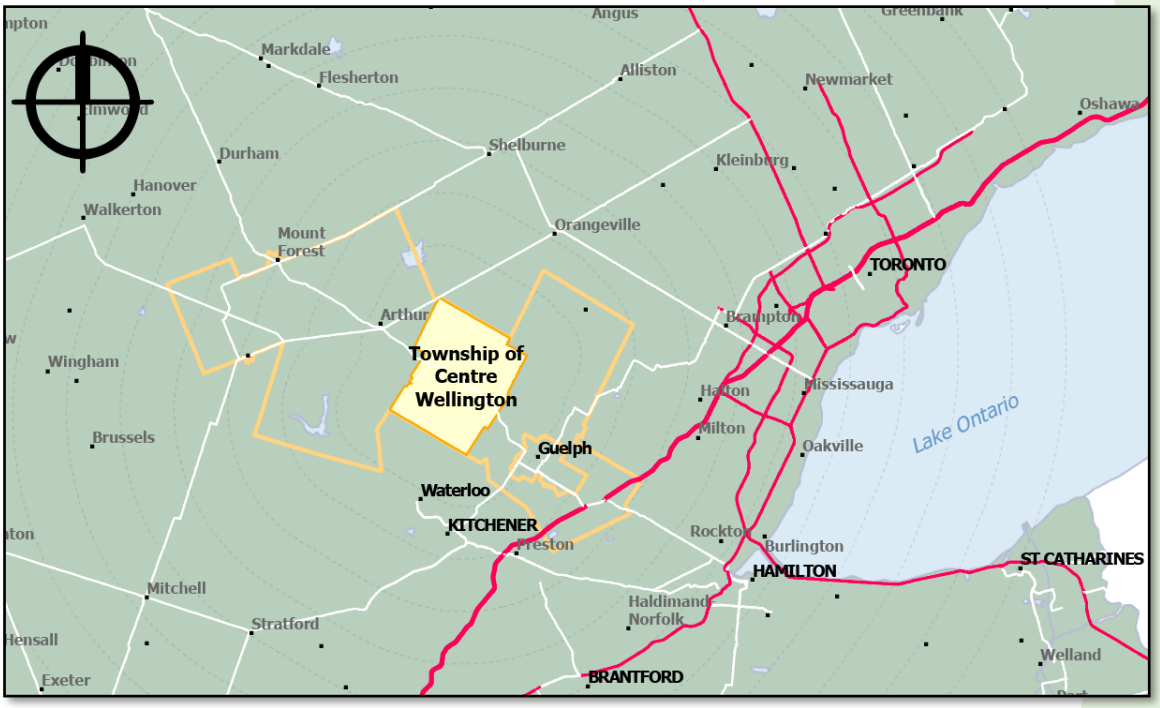
2.2 Community

Existing community conditions begins with an introduction to the geographic location of the community and then addresses population, housing and employment statistics in the context of transportation.

2.2.1 Geographic location

Centre Wellington is located within Wellington County, an upper-tier municipality that also includes six other lower-tier municipalities. The Township encompasses the Town of Fergus, the former Village of Elora, Salem and parts of the former townships of Eramosa, Nichol, Pilkington and West Garafraxa. It is located west of the Greater Toronto Area, east of the Kitchener Waterloo area and north of the City of Guelph, allowing for the township to maintain its rural character while offering modern facilities, infrastructure and amenities (see **Figure 6**).

Figure 6. Map of Center Wellington and neighbouring municipalities



2.2.2 Population

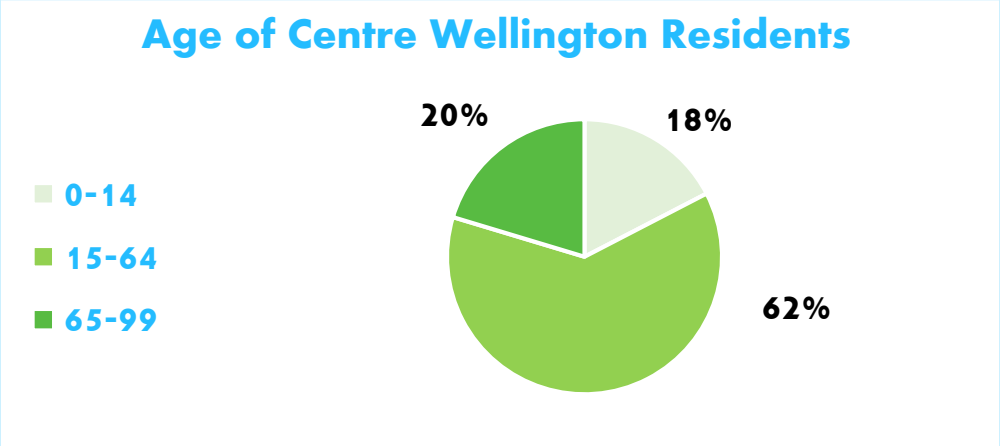
Centre Wellington's population is growing. Between 2011 and 2016, the Township of Centre Wellington's population grew from approximately 26,700 to over 28,200 inhabitants, an increase of 5.6%[1]. This percentage is more than double when compared to the 2.5% growth rate recorded in the previous five-year period of 2006 - 2011. According to the Township's Growth Management Plan, it is forecasted that population could reach 52,310 by the year 2041.

If population is analyzed according to the standard labour force age group classification, approximately 62% correspond to residents between 15 and 64 years old. The remaining 18% and 20% belong to the age group of children-young teenagers and senior population, respectively (see **Figure 7**) – a similar age distribution when compared to the County's young and senior proportionate population (18% and 16% respectively). This classification is important because very often, the latter two groups (young and seniors) may experience more limited mobility such as the ability to legally operate vehicles, and/or physical

[1]. Centre Wellington Census Profile, Statistics Canada 2016

capability to access other travel modal choices. The travel needs of these groups should be considered in multi-modal transportation planning.

Figure 7. Breakdown of Centre Wellington's residents by age[2]



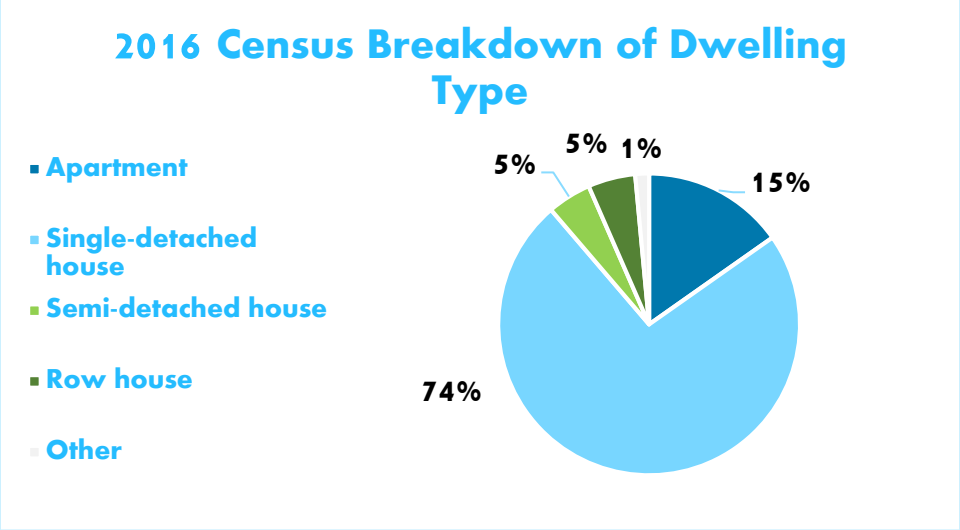
2.2.3 Housing

According to the 2016 Canadian Census, there were approximately 10,800 occupied private dwellings in Centre Wellington, representing an 8.1% growth since the 2011 Census. This percentage is slightly higher when compared to Wellington County's (7.3%) and even the City of Guelph (7.6%) occupied private dwelling data, suggesting that the Township is becoming an attractive residential destination for more people. According to Centre Wellington's Growth Management Plan (2016), it is estimated that 50% of the County's forecast housing growth will be allocated in Centre Wellington Township[3].

Figure 8 illustrates the breakdown of dwelling type in Centre Wellington based on the 2016 Census. Single-detached dwellings account for 74% of the dwellings in the Township, followed by apartments (15%), semi-detached dwellings (5%), row dwellings (5%), and other (1%)[4].

[2] Centre Wellington Census Profile, Statistics Canada 2016
[3] Centre Wellington Growth Management Plan, Stantec, 2016
[4] Centre Wellington Census Profile, Statistics Canada 2016

Figure 8. Breakdown of dwelling types in Centre Wellington



While the housing growth forecast is expected to demand new road connections within the transportation network, it is also a valuable opportunity to build these links as multifunctional corridors for walking and cycling, in addition to motor vehicle travel.

2.2.4 Employment

Centre Wellington residents enjoy many employment opportunities. According to the 2016 Census, around 96% of the labour force (approximately 15,200 people) is employed. Most common occupations are related to sales and services (~20%), along with trades and transportation (~17%). Most of the employed labour force works in industries related to manufacturing, health/social care and retail trade with 15%, 11%, and 10%, respectively. These industries rely heavily on efficient supply-chains and transportation logistics, which is why it is important to make sure the transportation network supports their performance.

2.3 Transportation

This section encompasses a detailed review of the existing conditions of key transportation elements. These include an analysis of existing mobility patterns, the road and active transportation networks, the current truck by-pass, transit initiatives and parking.

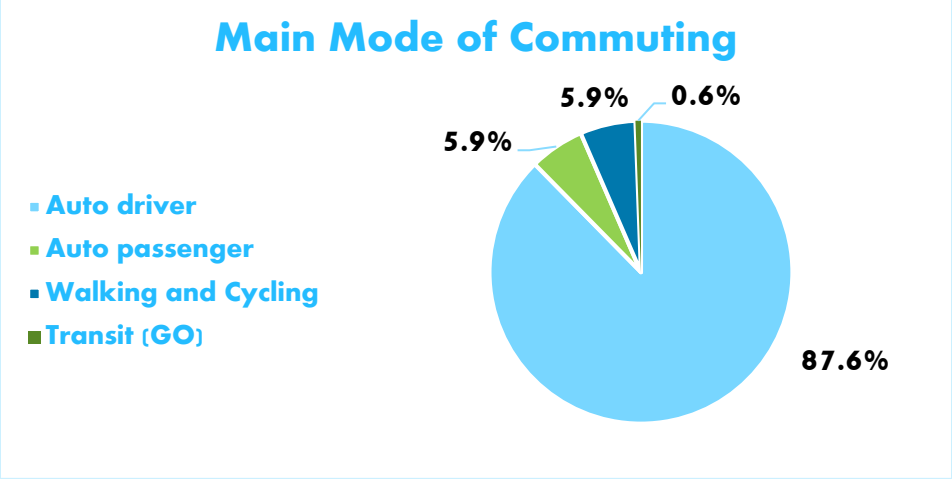
2.3.1 Mobility patterns

The Township of Centre Wellington supports an inter-connected network for various transportation modes and trip types. This system of roads, bridges, sidewalks, trails, and cycling routes supports the trips from residential nodes to employment, commercial and recreational destinations. This section analyzes these trip patterns in terms of commuter modal split, as well as trip volumes during the afternoon peak hour. The latter is chosen given that the afternoon peak represents the highest demand period on roadway capacity.

Commuter modal split

According to the 2016 Census, driving a private automobile remains the dominant mode of transportation in Centre Wellington with approximately 88% of total commuters preferring this mode. The remaining trips correspond to carpooling (6%), walking and cycling (6%), and then less than 1% on transit provided by GO Transit (see **Figure 9**).

Figure 9. Main mode of commuting of labour force[5]

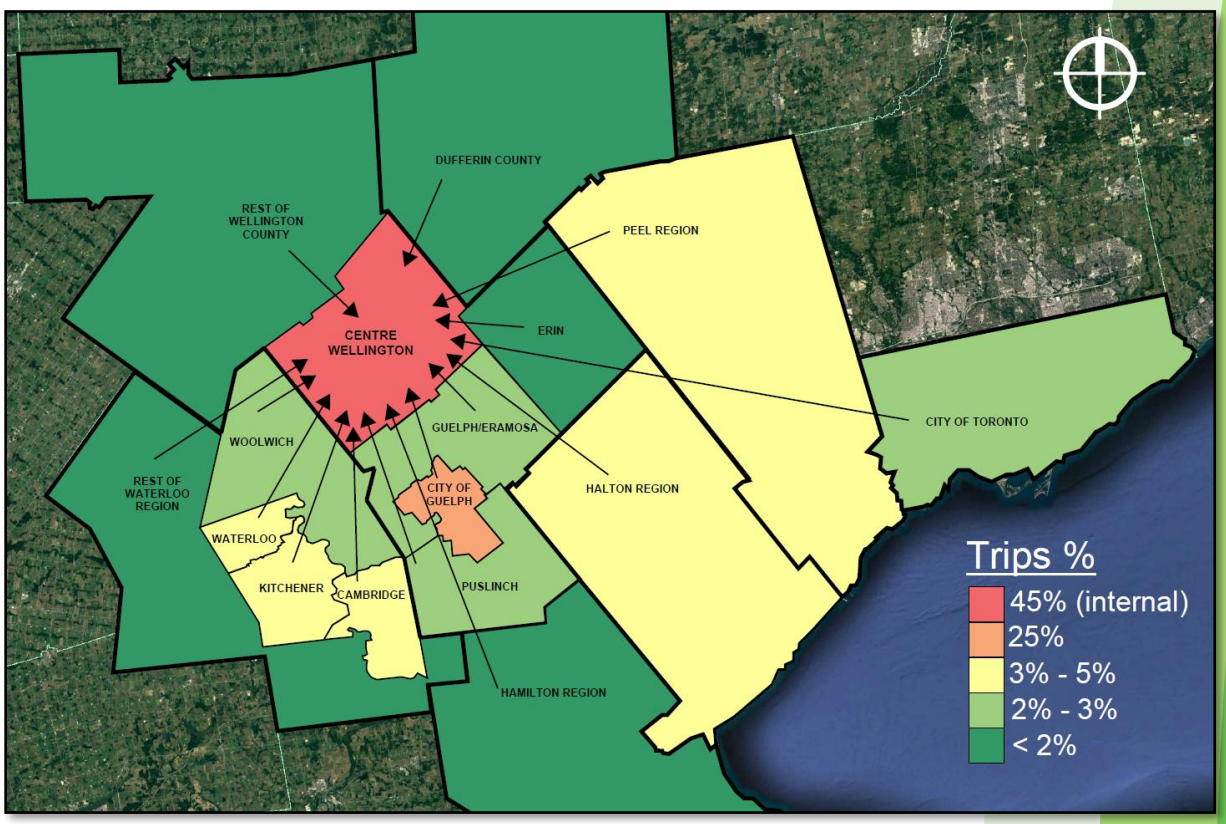


Trip volume during afternoon peak hour

[5] Source: Centre Wellington Census Profile, Statistics Canada 2016

While Centre Wellington is building towards a larger employment base, commuting patterns still demonstrate that many residents work in communities west and south in the Greater Toronto Area. **Figure 10** depicts the top commuting origins to Centre Wellington during the afternoon peak-travel hour (16:30 – 17:30). The data (TTS, 2016) suggests that approximately 5,300 trips are made during this period with over 45% corresponding to internal trips made within the Township; followed by approximately 25% from City of Guelph; 20% distributed between Waterloo, Kitchener, Cambridge, Halton Region, and Peel Region; and the remaining 10% of the trips across other neighbouring municipalities (marked in dark green in Figure 10).

Figure 10. Trip volume during afternoon peak hour[6]

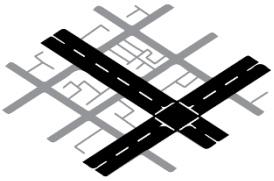


[6] Transportation Tomorrow Survey, 2016

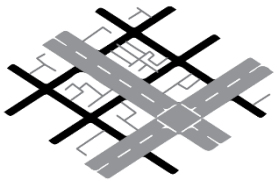
2.3.2 Transportation road network

Road Classification

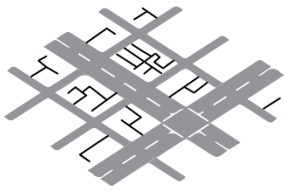
Centre Wellington's road network includes a Provincial highway, County arterial roads and Township arterial, collector and local roads. The hierarchy of roads determine the use and purpose of the roadway, as well as the speed limits, capacity and often volumes. The following is a description of these three roadway types:



- **Arterial Roadways:** Serve as the major connecting links for inter-urban traffic and generally consist of Provincial highways and County roads.



- **Collector Roadways:** Provide access between local and arterial roads and generally helps to circulate traffic within an individual neighbourhood.



- **Local Roadways:** Connect adjacent properties to collector roads. They are not intended to act as through routes or play a main connecting role in the traffic network.

Figure 11 illustrates the main road network in Centre Wellington according to the aforementioned classification; while **Figure 12** presents a more detailed overview of roadway classification for Elora and Fergus.

Figure 11. Principal roadway classification in Centre Wellington

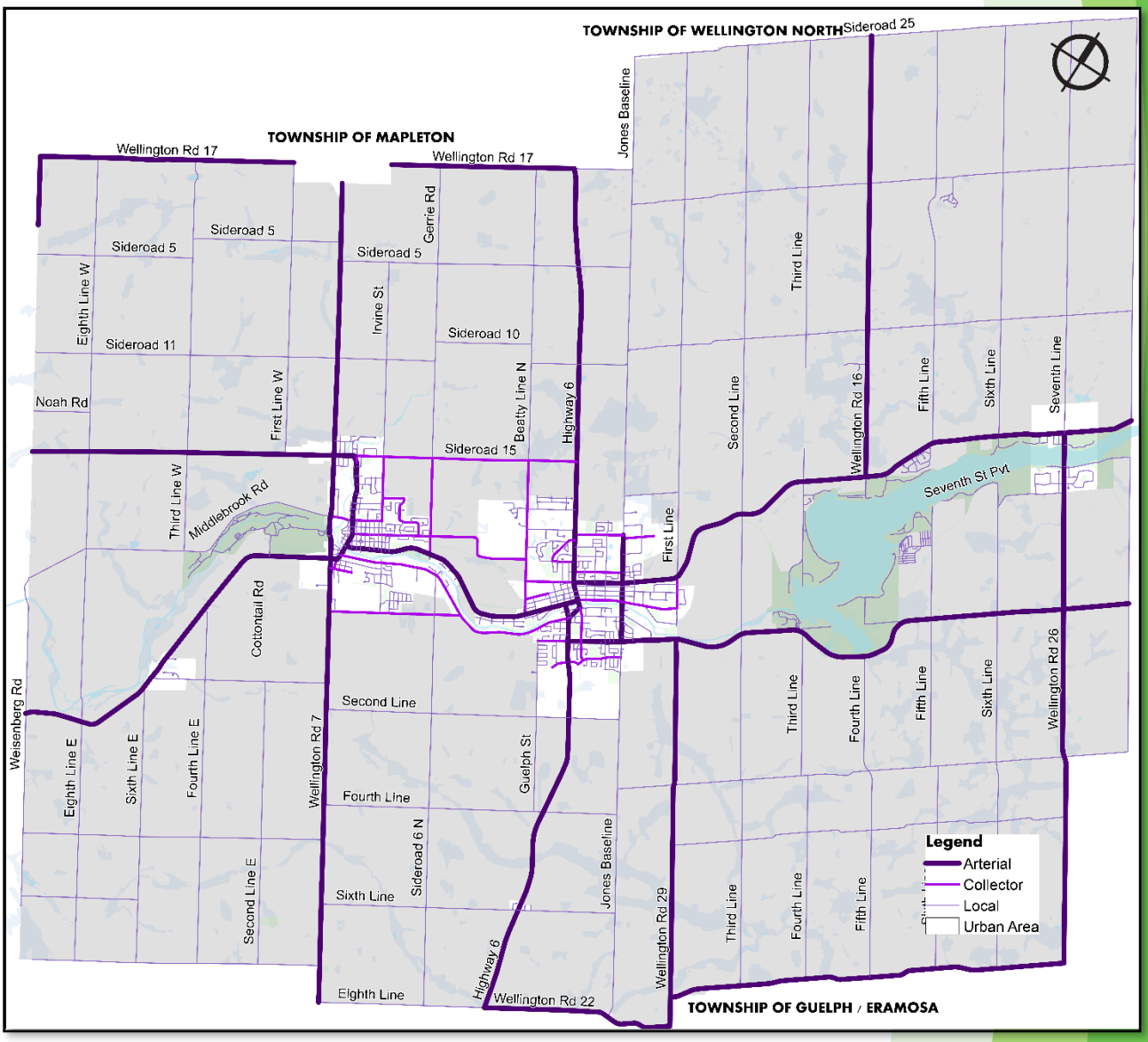
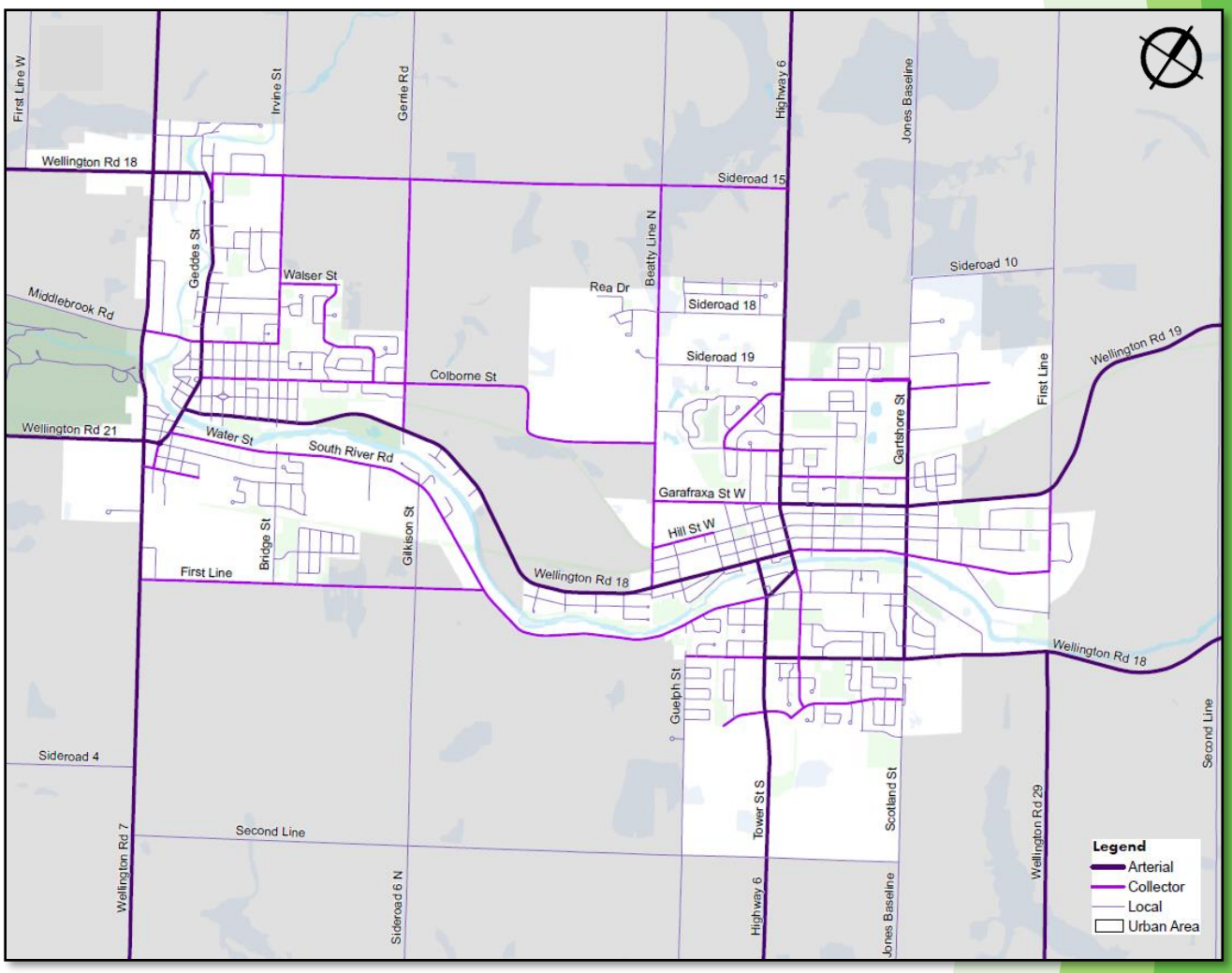

TOWNSHIP OF WELLINGTON NORTH
TOWNSHIP OF MAPLETON
TOWNSHIP OF GUELPH / ERAMOSA
Wellington Rd 17
Wellington Rd 17
Sideroad 25
Jones Baseline
Sideroad 5
Sideroad 5
Sideroad 5
Gerrie Rd
Eighth Line W
Sideroad 11
Irvine St
Sideroad 10
Third Line
Noah Rd
First Line W
Beatty Line N
Highway 6
Second Line
Wellington Rd 16
Fifth Line
Sixth Line
Seventh Line
Sideroad 15
Seventh St Pvt
Third Line W
Middlebrook Rd
First Line
Cottontail Rd
Weisenberg Rd
Second Line
Eighth Line E
Sixth Line E
Fourth Line E
Wellington Rd 7
Guelph St
Third Line
Fourth Line
Fifth Line
Sixth Line
Wellington Rd 26
Fourth Line
Sideroad 6 N
Jones Baseline
Second Line E
Sixth Line
Third Line
Fourth Line
Fifth Line
Wellington Rd 29
Highway 6
Eighth Line
Wellington Rd 22
Legend
Arterial
Collector
Local
Urban Area

Figure 12. Principal roadway classification in Elora and Fergus



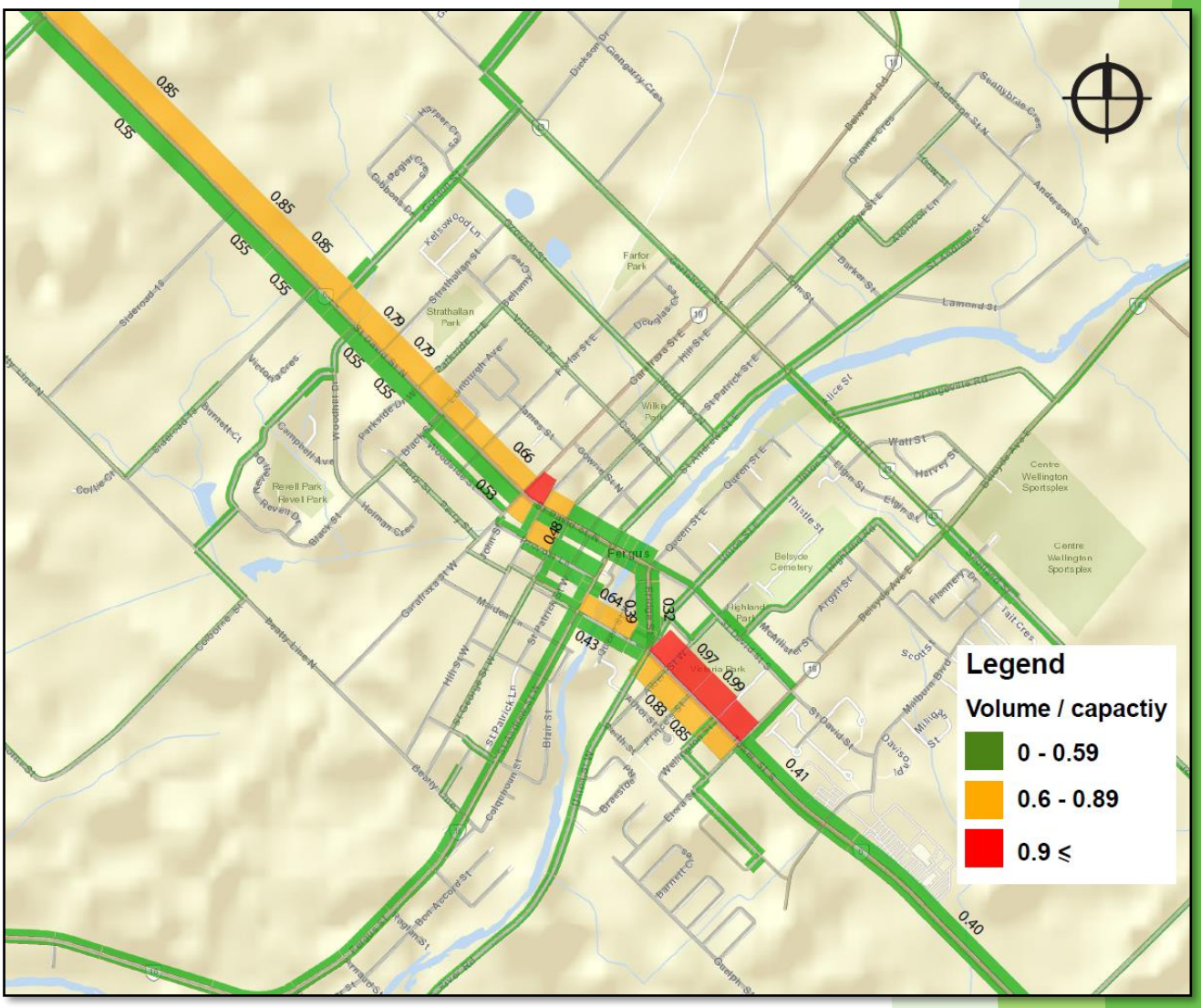
Current traffic conditions

A Township-specific traffic model was developed to evaluate existing and future roadway traffic conditions, The model was prepared utilizing specialized modelling software (EMME), run with GIS network data provided by the Township, population and employment data provided the County, and zonal trip generation data based on 2011 TTS survey data for the p.m. peak hour. MTO Provincial Highways Traffic Volumes were used to account for trips going to and through Center Wellington using Highway 6. The model was validated with existing traffic counts and a correlation mathematical formula, as well also with fieldwork visits and Township staff local understanding of traffic operations.

For a detailed explanation of all model assumptions and validation process, please refer to **Section 4.4.1**.

Based on these assumptions, the model output identifies congested zones principally along Highway 6 and in downtown Fergus. **Figure 13** depicts these zones measured by volume of traffic over capacity of the roadway (v/c). When a v/c of a particular road segment is close to reaching 1.0, it is understood that the level of service is poor. Zones with medium and high congestion have been marked with a v/c < 0.9 and v/c > 0.9, respectively.

Figure 13. Volume over capacity model output (existing conditions Fergus)

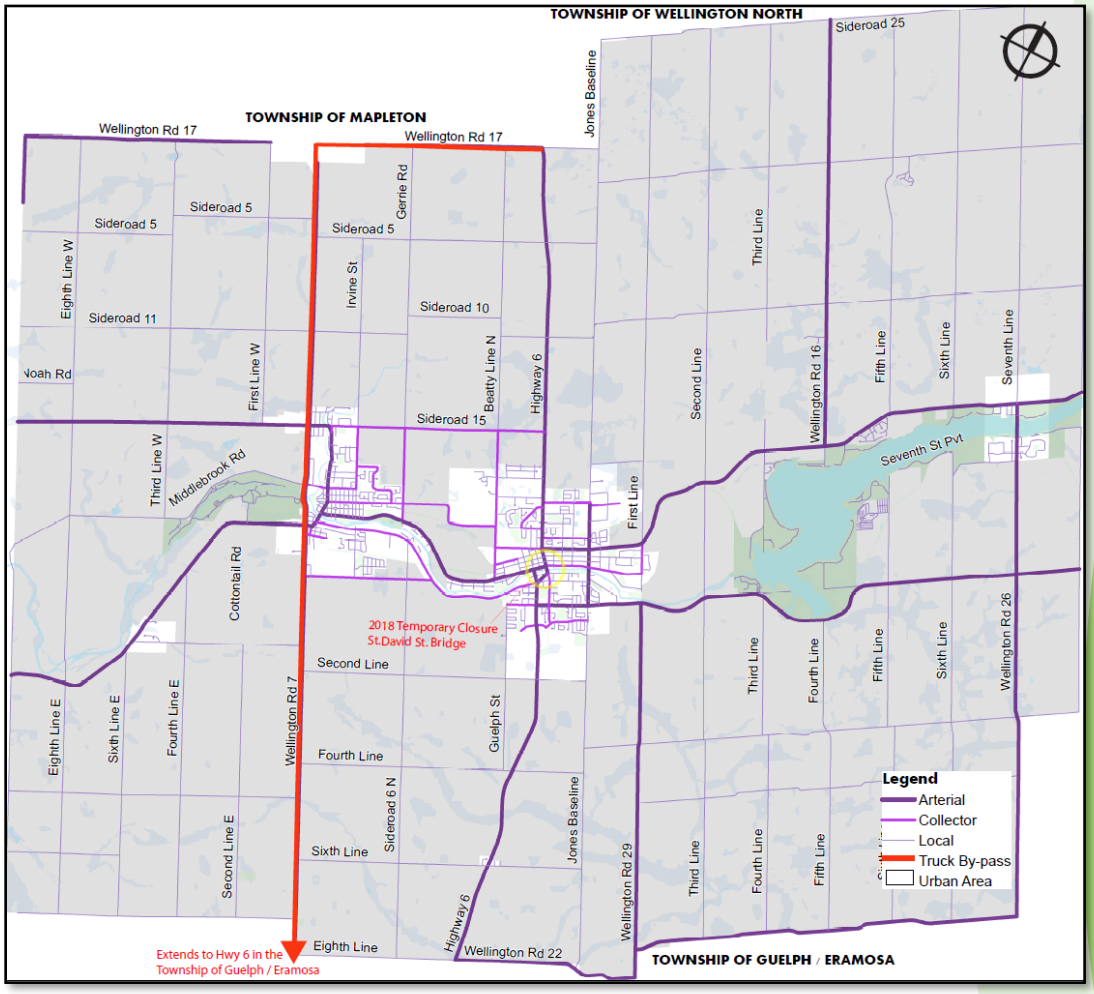


2.3.3 Truck by-pass

A by-pass of downtown Fergus has been discussed for many years, going back to at least 1992 when it was mentioned in the Township's Transportation Study. The County of Wellington and Ministry of Transportation also have conducted studies in the subsequent years. The 2004 Guelph-Wellington Transportation Study concluded that the by-pass would not be needed prior to the year 2021 but could be considered for a post 2021 horizon.

In January 2018, the existing Highway 6 bridge in downtown Fergus over the Grand River was closed for rehabilitation. One of the signed detour routes for trucks utilizes County Road 7 to County Road 17. These existing County roads recently have been reconstructed and are in good condition. At the time of the writing of this report, this by-pass is working effectively. The by-pass route is shown in **Figure 14**.

Figure 14. Current temporary truck by-pass



2.3.4 Active transportation

Active transportation such as walking, cycling and other self-propelled modes, is an integral component of the Township's transportation system. Previous studies such as Wellington County's Active Transportation Plan, as well as the Township's Trails Master Plan continue to guide the planning, design and implementation of routes, facilities, and programs which support a shift towards a greater use of active modes for not only recreational but also utilitarian trips.

The plans identified strategic opportunities to implement active transportation improvements and supportive policies. The Trails Master Plan provides an overview of the existing and proposed active transportation facilities to be implemented within the Township over the next 20 years and beyond, as shown in **Table 5**. **Figure 15** and **Figure 16** illustrates the existing active transportation facilities.

Table 5. Active transportation network summary - Length of facilities (km) by type and ownership[7]

Facility	Existing (km)	Proposed (km)	Total (km)
Spine Off-Road Multi-Use Trail	18.5	7.1	**25.6**
Secondary (Local) Off-Road Multi-Use Trail	43.2	9.7	**52.9**
Signed Route On Township Roads	0	59	**59**
Signed Route On County Roads	0.5	6.0	**6.5**
Signed Route With Sharrow On Township Roads	0	0.8	**0.8**
Signed Route With Sharrow On County Roads	0	3.8	**3.8**
Paved Shoulder On Township Roads	0	15.2	**15.2**
Paved Shoulder On County Roads	20.3	36.9	**57.2**
Bike Lane On Township Roads	0	0.1	**0.1**
Bike Lane On County Roads	0	0	**0**
Total	**82.5km**	**145.8km**	**228.3km**

[7] Source: Township of Wellington Trails Master Plan, 2014

Figure 15. Existing active transportation routes in Centre Wellington.

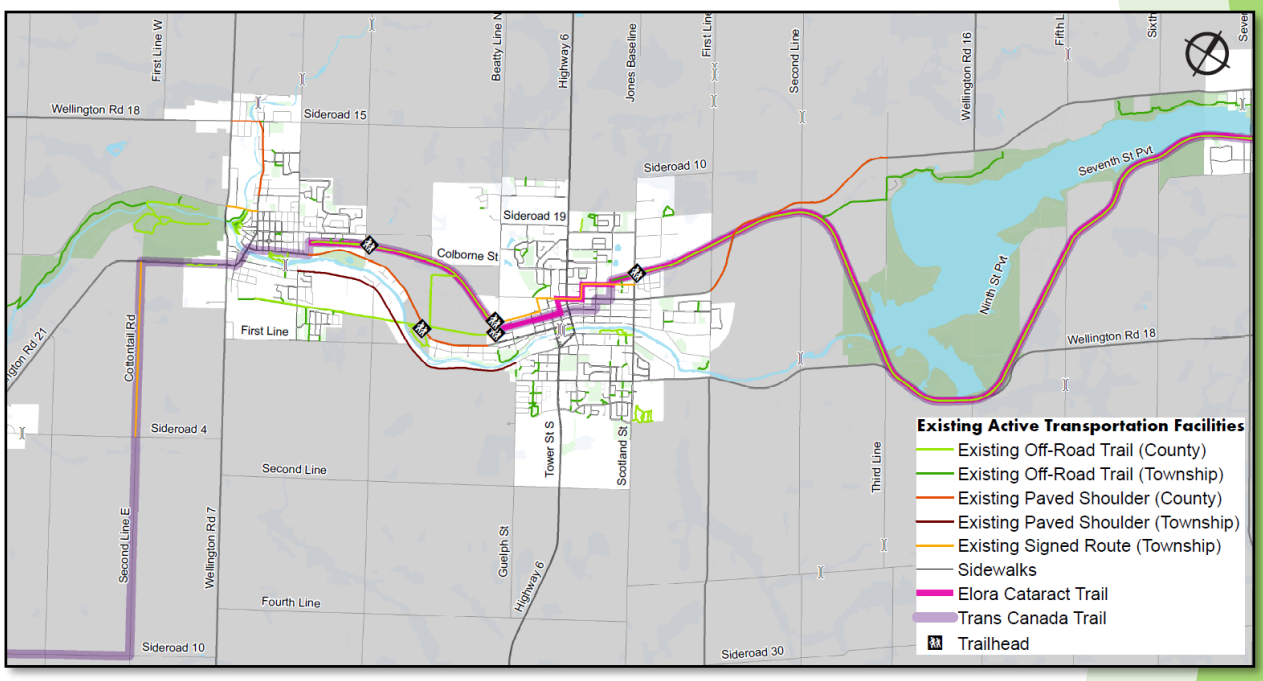
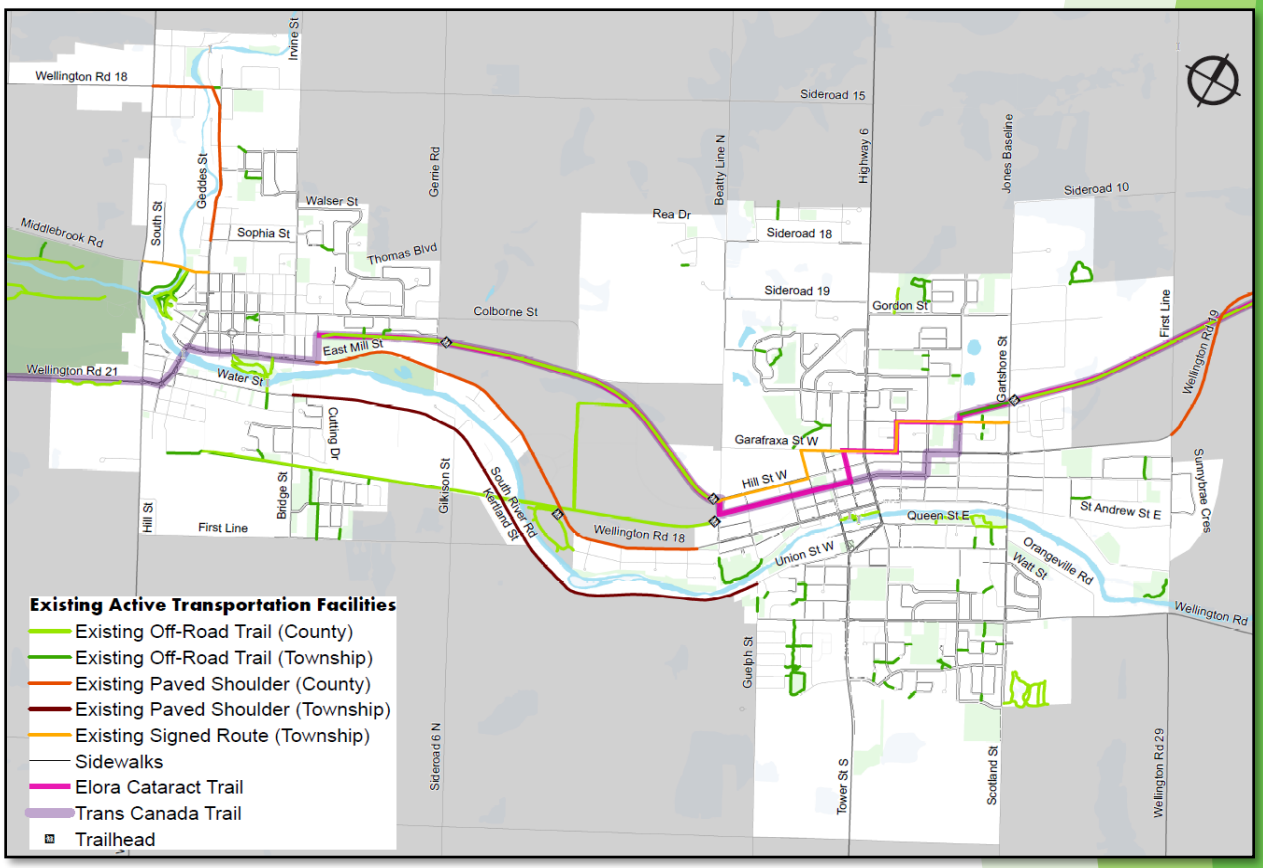


Figure 16. Existing active transportation facilities in Elora and Fergus



2.3.5 Transit

Currently, the Township does not operate its own transit system nor does the County. Both Guelph and Kitchener-Waterloo are serviced by local bus routes, as well as GO Bus/Train and Via Rail services. A previous private community bus service initiative[8] was attempted in 2013, and although no formal service resumed after its pilot test, the Township is reviewing this and other similar experiences in the region to propose a more permanent solution.

Currently, the Township of Centre Wellington is served by multiple rideshare services (particularly targeted towards seniors and people with disabilities), as well as occasional fixed routes to Guelph. All services are privately operated and most rely on volunteer drivers and personal vehicles which are typically not owned by the organization itself. Current service providers in the County of Wellington, which also service the Township, include:

- **Elliot Coach Lines**:
  Elliott Coach Lines is the largest school bus service provider in Wellington County and Waterloo Region. It provides a direct service from Elora and Fergus into Guelph, terminating at the University of Guelph.

- **Community Resource Centre of North and Centre Wellington:**
  Currently operates a small rideshare system limited to groups of residents of Centre, North or East Wellington (for example, seniors, people with disabilities, low income families). Annual ridership (2013) is estimated at 2,000 people, and is fully funded by Wellington County.

- **Victorian Order of Nurses (VON):**
  Another demand responsive service that is operated by the Victorian Order of Nurses (VON), which provides service to the entire Wellington County. Ridership is estimated in the order of 23,000 riders annually. The VON service operates as far as Toronto for its users. However, this service

[8] For more information, please visit: https://www.elora-ontario.com/new-local-bus-schedule-fergus-elora-fergus-wed-thu-fri.php

routinely cannot accommodate the demand that it is currently receiving.

Other smaller services that currently operate in the County and Township include:

- Wellington Transportation Service
- Family Home Services
- Various private taxi services

On these and a multitude of other local ridesharing services, up to 50,000 demand responsive trips are currently being served annually within the entire Wellington County, but are mainly focused on seniors and people with disabilities. However, a study[9] of the previously-noted services in Wellington County indicates that due to the lack of volunteer drivers and available vehicles, there is currently unmet demand for transportation services. The extension of these programs to serve the entire community of Centre Wellington, rather than specific groups of people, has to be implemented.

2.3.6 Parking

Parking supply, utilization and the duration of stay has been studied as part of the TMP. Public parking (on-street) in downtown Elora and Fergus offer approximately 400 and 540 spaces, respectively.

To determine whether current parking arrangements are meeting the needs of residents and visitors as well as identify opportunities for improvement, parking occupancy and duration data of these selected locations were collected in downtown Elora and Fergus in spring and summer 2017 on weekdays and Saturdays. This information served as the basis for identifying and understanding typical parking patterns and characteristics and helped to inform recommendations for a parking management strategy. These considerations and data analysis are further explored in **Section 5.2.5**, highlighting the proposed policies to optimize the existing parking supply.

Figure 17 and **18** map the location of these facilities (on-street as well as off-street) in the downtowns Elora and Fergus, respectively.

[9] Source: Towards Coordinated Rural Transportation: A Resource Document. (Dillon Consulting, 2014)

Figure 17. Existing parking supply in downtown Elora

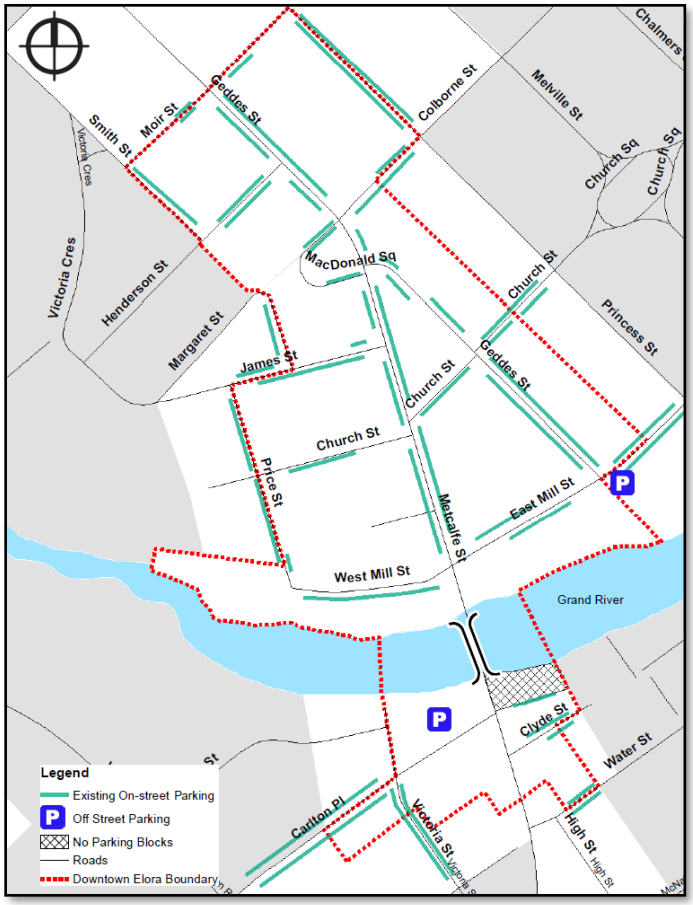
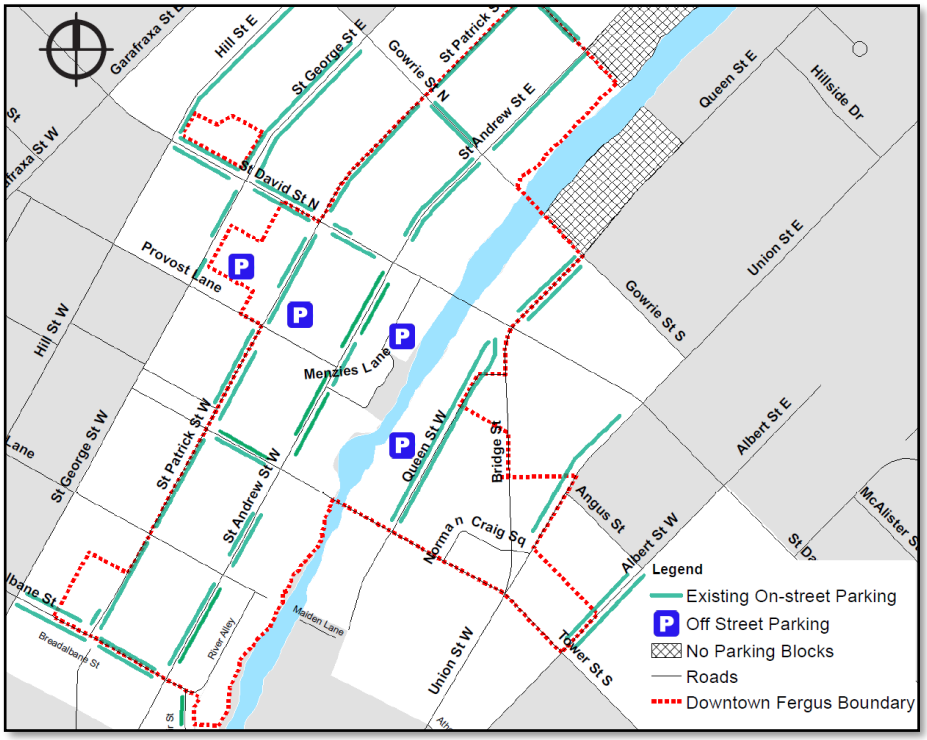


Figure 18. Existing parking supply in downtown Fergus



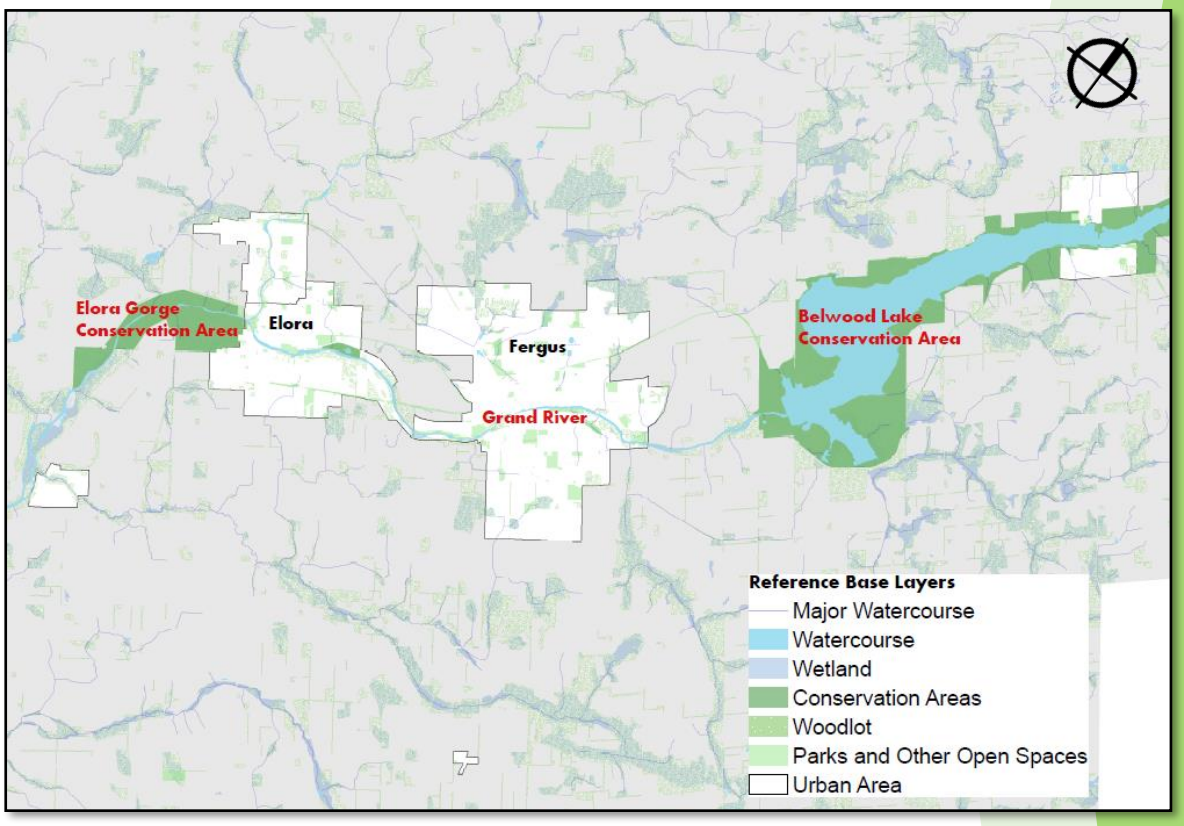
2.4 Natural Environment and Land Use

The Township is defined by its natural environment, with development occurring around pristine natural features. This section addresses existing conditions of both aspects.

2.4.1 Natural environment

Centre Wellington's natural environment offers an array of recreational destinations as well as a network of hiking paths and trails for walking and cycling. Areas of significant natural heritage as identified in the Township's Official Plan include Belwood Lake Conservation Area, Elora Gorge Conservation Area, as well as the Grand River, which runs through the middle of Centre Wellington's biggest communities of Elora and Fergus (see **Figure 19**). The Elora Cataract Trail (part of the TransCanada Trail) is a good example of how these walking and cycling venues connect people and visitors alike to some of the Township's most emblematic natural features.

Figure 19. Natural assets of Centre Wellington

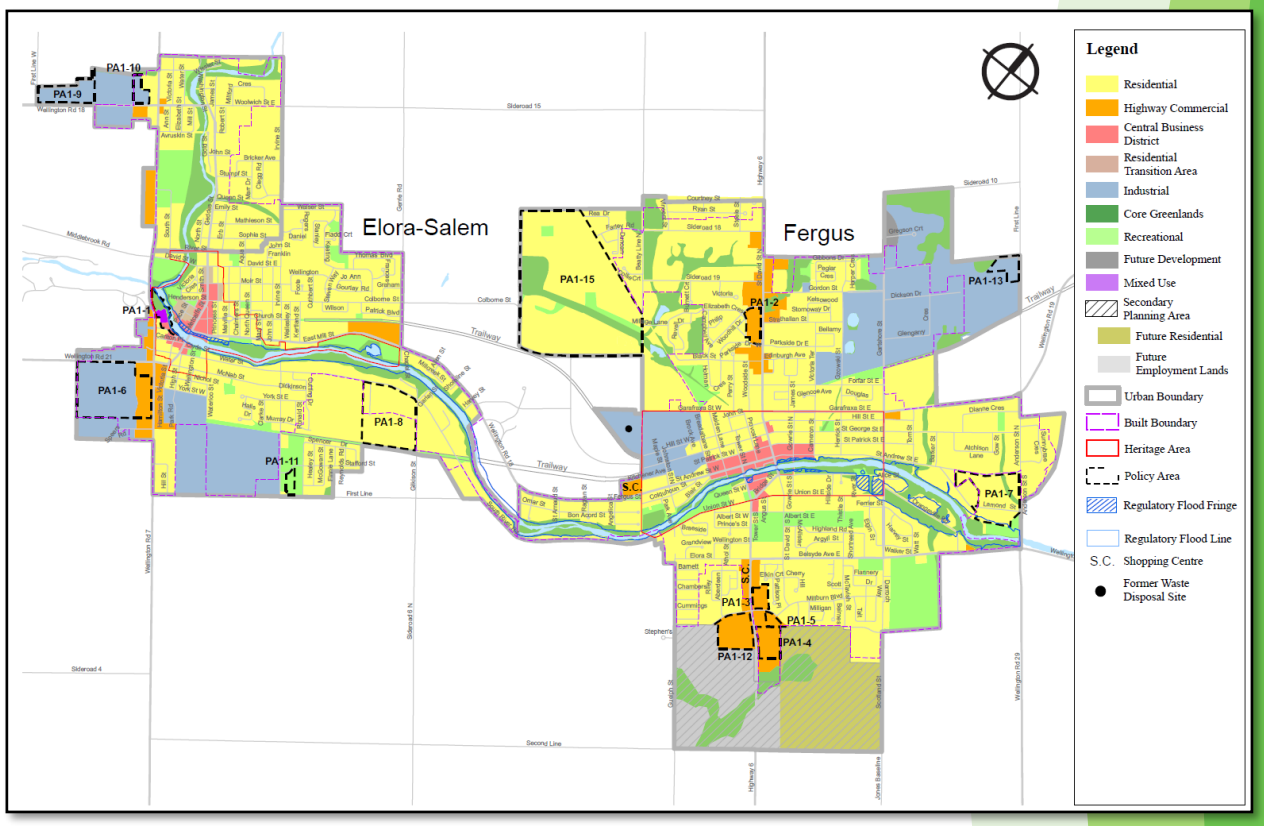


2.4.2 Land use

Land use is intrinsically correlated to transportation. As new urban development attracts more people and/or employment, so does the need to enhance connections and manage travel demand in an efficient manner.

Figure 20 depicts the Township's Official Plan land use designations (2013). Future residential and employment lands have been identified as potential zones of expansion that likely will demand new road connections to the existing grid. The generation of new trips expected in these zones will likely intensify traffic conditions on the principal north-south arterial corridor of Highway 6, as it is currently the most direct high-capacity road that connects these future development areas to downtown Fergus. Furthermore, within the Wellington County Campus lands, the new Groves Community Hospital is being built and thereby, also provide new opportunities to enhance the local connectivity – especially to the west towards Elora-Salem urban centre.

Figure 20. Centre Wellington Official Plan land use designations (Elora-Salem & Fergus)[10]



[10] Source: Centre Wellington Official Plan (2016)

2.5 Policies and Plans

Centre Wellington's TMP is supported by several policies at the Federal, Provincial, County, and Local level. The policy framework is briefly described in this section and their influence on the TMP. A more extensive review of these policies and their role supporting and guiding the development of Centre Wellington's TMP can be found in **Appendix B**.

2.5.1 Federal policies

At the Federal level, two policies have been identified as relevant to the preparation of a TMP including:

- **Federal Sustainable Development Act**, which grants the Government of Canada the authority to develop strategies related to sustainable development and reduced environmental impact. While not directly related to Centre Wellington's TMP, it provides a precedent for policy initiatives across the country to reduce the environmental impact of public services and the public goods governments administer (including transportation services);

- **Strategies for Sustainable Transportation Planning;** and **Communities in Motion: Bringing Active Transportation to Life Initiative** which both provide strategies that support the promotion of active transportation as a mode of sustainable transportation.

2.5.2 Provincial policies

The Provincial government provides a robust and prescriptive framework for the evolution of transportation in areas like Centre Wellington.

- The **Provincial Policy Statement**, **Places to Grow Act** and **Metrolinx's The Big Move** provide guiding principles and policy directions for transportation development in the Greater Golden Horseshoe (of which Centre Wellington is part); and

- The **Ontario Ministry of Transportation Transit Supportive Guidelines**, **Ontario Cycling Strategy**, and

Ontario Trails Strategy are additional guidelines provided to encourage the development of sustainable transportation infrastructure province-wide.

2.5.3 County and Township policies

Centre Wellington is a lower-tier municipality, meaning that it is bound by the policy directives of its upper-tier municipal partner, Wellington County. Policies relevant to Centre Wellington's TMP enacted at County level include the:

- Official Plan; and
- Active Transportation Plan.

Centre Wellington's TMP echoes the policy directions set forth in these documents, while providing important local context regarding specific network and facility improvements desired by residents.

At the local level, the Township has a number of existing plans and policies from which the TMP draws significant inspiration and guidance including:

- Official Plan;
- Growth Management Plan;
- Community Improvement Plan;
- Secondary Plans;
- Draft Urban Design Guidelines;
- Trails Master Plan; and
- Parks, Recreation and Culture Master Plan.

3.0 VISION & STAKEHOLDER ENGAGEMENT

3.1 Chapter Overview

This chapter introduces the process to develop the "Vision Statement" for Centre Wellington's TMP and summarizes the feedback received from multiple stakeholders who helped to inform the recommendations in this document. The TMP was prepared using a collaborative process to increase the impact of decision making on the Township's transportation network.

3.2 Vision and Principles

Centre Wellington's transportation vision was shaped by numerous stakeholders including residents, local interest groups, technical agencies, business associations, as well as local Councillors and Township staff responsible for implementing and monitoring transportation affairs for the Township. The Vision reflects multi-faceted principles that will guide decision-making and prepare for future growth that the Township will anticipate to the year 2041 and beyond horizon. The development of a vision statement, as called an opportunity statement, meets the requirements for Phase 1 of the MCEA process for master plans.

3.2.1 Vision statement

The Township of Centre Wellington envisions a **well-connected street network** that meets the needs of **all transportation users**. New transportation construction and maintenance operations carefully assess and support the **mobility needs** of multiple users of **all ages and abilities**. The transportation network meets the needs of today while planning for the future.

3.2.2 Key principles

Figure 21 lists the five key principles that are integrated into the transportation vision for Centre Wellington. These principles embody a multi-faceted approach aligning previous strategic policies to current and future goals. They also seek to guide new policies and programs to enhance mobility, connectivity, accessibility, multi-modality and safety of the overall transportation network.

Figure 21. Key principles for Centre Wellington's transportation vision

3.3 Stakeholder Engagement Summary

These subsections provide a summary of the feedback shared by multiple stakeholders including the Township's residents, Council members, steering committee, technical agencies, local advisory groups, and local businesses during the numerous engagement opportunities that were offered during the TMP development process. For a detailed view of the consultation approach, methods, engaged stakeholders and milestones, please refer to **Section 1.3** of this document. For detailed supporting documentation, on this process please refer to **Appendix A.**

3.3.1 Project launch

The TMP was formally launched to the public on May 23, 2017 through a presentation to the Committee of the Whole. The project launch included a high-level overview of the project's objectives, schedule and planned opportunities for public input and engagement. On June 9, 2018 the notice of study commencement was published on the Township website[11].

3.3.2 Promotional tools

Various promotional tools and tactics were used to raise awareness and invite the public to participate in the TMP study. These tools were used consistently during all the project stages and various communication channels to position a visual identity for the TMP. An array of channels was used to communicate with various stakeholders, including:

Project webpage: *ConnectCW.ca/we-go* was developed to offer a central hub for project information and was also embedded in the Township website. The webpage included an interactive online mapping tool as well as links to the online surveys released.

Project team emails: Email addresses were included in the project webpage for people to contact the team on any topics of interest or inquiries about the TMP process.

Social media: Online and in-person engagement opportunities were promoted through social media as well as general promotion to improve awareness of the project.

[11] For online notice of study, please visit: https://www.centrewellington.ca/ourgovernment/Pages/News%20and%20Announcements/News-and-Notice-Description.aspx?NewsID=187

3.3.3 Engagement round #1 summary

The first consultation round consisted of numerous engagement opportunities held between May 2017 – January 2018. Approximately 1,100 comments from multiple stakeholders were processed throughout this consultation round. **Figure 22** illustrates the most common topics that emerged in the form a "word cloud". This method is effective to visually illustrate common themes that were voiced during the TMP discussion.

Table 6 provides a summary of these key themes in the form of challenges or opportunities that the public and other key stakeholders consider important to address.

Figure 22. Word cloud of key themes that were processed from 1,100 stakeholder comments

Table 6. Overview of key themes from the consultation and engagement program

TRAFFIC

- Enhance north-south connections (river crossings)
- More local roads being used by commuter traffic
- Ensure bridge maintenance
- Explore new bridge connections

TRANSIT

- Explore regional connections (especially to Guelph)
- Connect popular destinations between Elora-Fergus
- Provide options for youth and elderly travel needs
- Build support on Township and County level

PARKING

- Increasing demand in Fergus and Elora
- Current enforcement is only complaint-driven
- Increase signage and review parking-allowed hours
- Increase parking for motorcycles, bikes, and disabled

TRUCK BY-PASS

- Examine impacts truck traffic in downtown Fergus and Elora
- Implement an intuitive and direct by-pass route
- Trucks adding to overall congestion

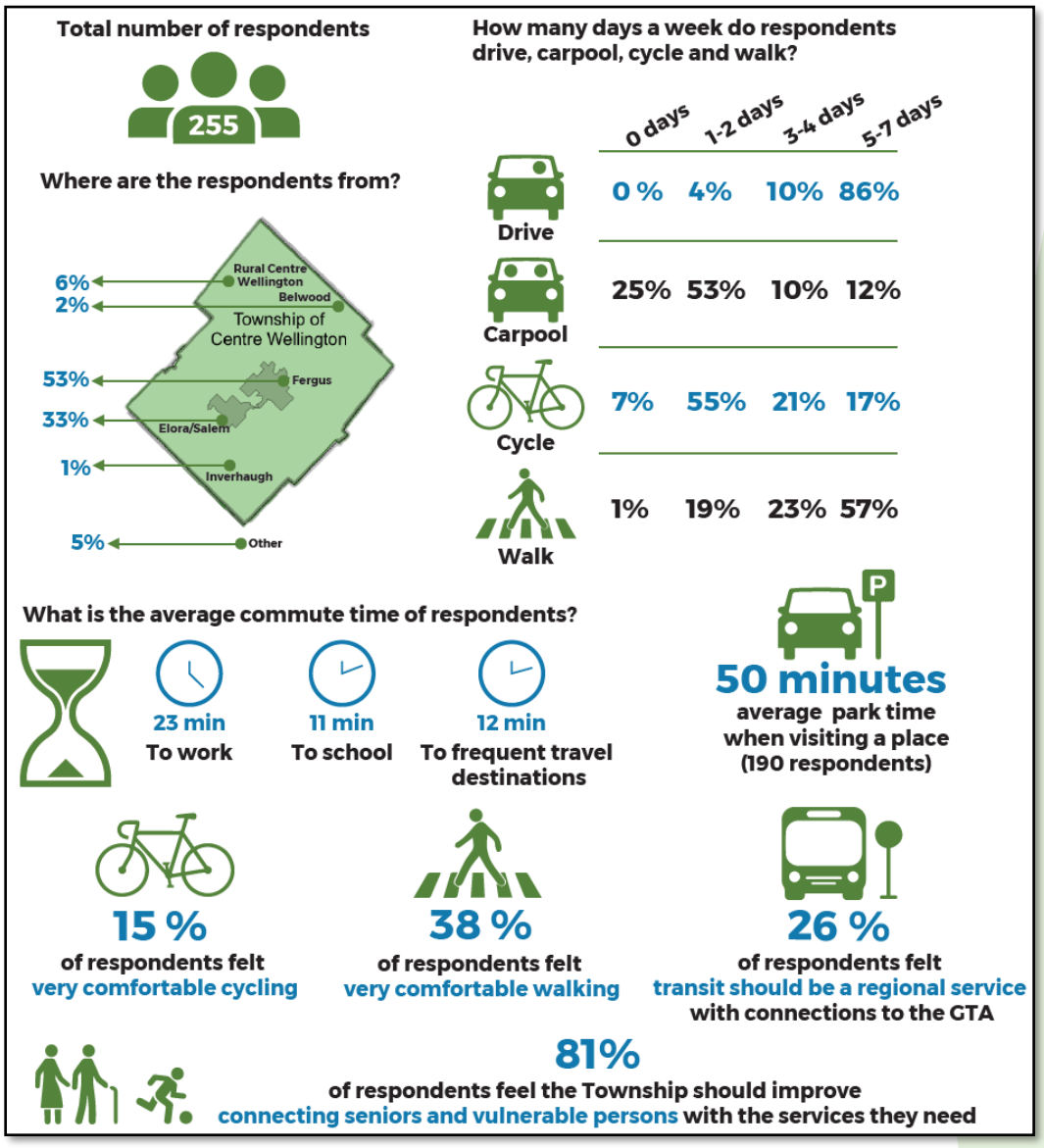
WALKING & CYCLING

- Integrate new subdivisions to trails network
- Connect missing links of sidewalk network
- More signage and lighting on cycling trails
- More supporting end-trip facilities (bike parking)

Online engagement round #1

An online survey was launched on the Township website between June and August of 2017. The online survey's purpose was to obtain feedback from members of the public and community interest groups during the "Needs assessment" stage of the TMP. The first survey consisted of a set of questions designed to gather input on current transportation trends and behaviour in Centre Wellington on topics such as walking, cycling, transit, and driving. While the results are not statistically representative of the whole Township, they provide a valuable opinion poll with insight on people's travel habits. **Figure 23** provides a high-level summary of the online survey results.

Figure 23. High level summary of online survey #1 results



3.3.4 Engagement round #2 summary

The second consultation round also consisted of multiple engagement opportunities held between February 2017 – April 2018. The purpose was to obtain feedback from stakeholders for the "evaluation and selection of preferred alternatives" stage of the TMP. During this phase, approximately 160 comments were collected from various stakeholders who participated during the Steering Committee/Technical Agencies workshops, the second public information centre held on April 4, 2018, and an online survey. Stakeholders were presented the TMP's recommendations for each of the key areas of focus, and were subsequently asked how they could be improved.

The online survey was launched on the Township website during three weeks of April 2018. The survey consisted of a set of multiple choice and open-ended questions to gather input on proposed recommendations. Although the response rate was lower (27 respondents) than the first online round, responses were consistent with the positive feedback received during the second public information centre.

In summary, **Figure 24** graphs all the stakeholder feedback received during this round grouped by key areas of the TMP, while **Table 7** lists a high-level summary of what the most common ideas suggested.

Figure 24. Number of stakeholder comments processed grouped by key area of focus of TMP

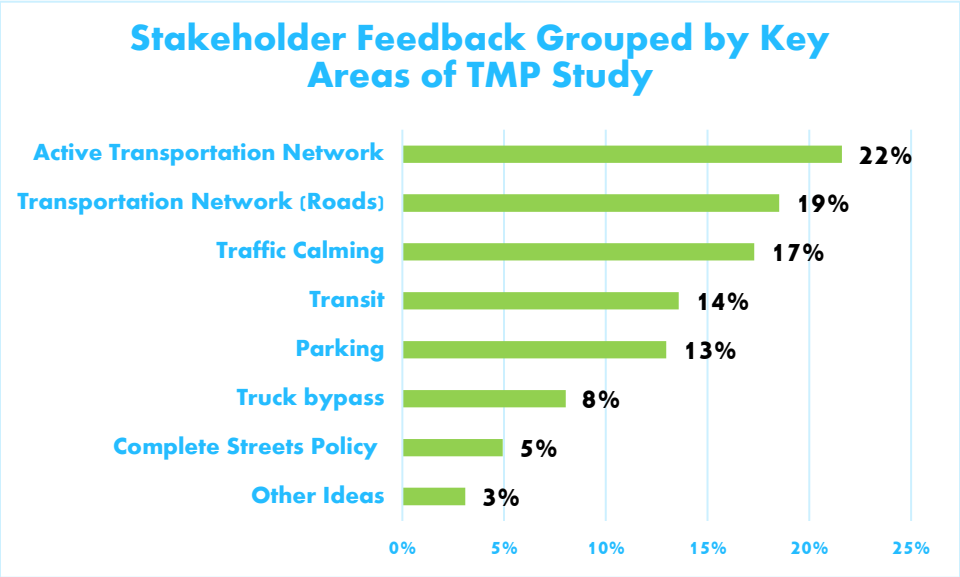


Table 7. High-level summary of stakeholder feedback during engagement round 2

ACTIVE TRANSPORTATION	▸ Improve safety on County roads by upgrading cycling facilities (preferably with on-road separation) ▸ Provide sidewalks and cycling facilities in new developments ▸ Improve on/off – road cycling routes/trails signage
TRANSPORTATION NETWORK (ROADS)	▸ Add more intersection improvements to the proposed road network ▸ Increase more short-term improvements without ignoring smaller local roads ▸ Review capacity performance of busy roads ▸ Provide more bridge connections but evaluate cost repercussions
TRAFFIC CALMING	▸ Explore impacts of roundabouts in traffic flow and effectivity for traffic calming ▸ Increased signage and enforcement is needed to reduce vehicle speeds ▸ Improve intersection safety around school/community zones
TRANSIT	▸ Participate in Guelph transit service-expansion strategy ▸ Perform a value judgement between cost and benefit of different transit strategies ▸ Enhance multimodal access to important popular destinations such as the hospital, Sportsplex and community centres

PARKING

- Examine timed parking to enhance supply management
- Consider increasing capacity in downtown
- Account for future needs, especially for new developments proposed such as the Elora Mill development

TRUCK BY-PASS

- Complementary ideas to proposed route could include better enforcement and signage
- Recommendations must also account for smaller internal truck traffic and future access to industrial sites northeast of Fergus

COMPLETE STREETS

- Integrate Complete Streets in new developments/subdivisions
- Promote the use of alternative modes of travel

4.0 RECOMMENDATIONS

4.1 Chapter Overview

The TMP has been prepared using a holistic approach to transportation planning and a Complete Streets mentality that considers all transportation users and all modes of travel. The TMP carefully considers input received from all stakeholders and combines this input with technical analysis, staff knowledge, and best practice experience to create tailor-made solutions for Centre Wellington. This chapter provides a future conditions analysis coupled with key technical considerations and assumptions; which in turn, set the basis for the proposed recommendations to address the objectives for each strategic area of focus of this TMP.

4.2 Future Conditions

Centre Wellington is experiencing a period of new urban development that is anticipated to continue in the coming years. This growth is occurring both within the existing urban areas and in rural areas adjacent to existing urbanized boundaries of the Township. This TMP is designed to help the Township plan its transportation infrastructure and policies to meet the future needs of its residents.

4.2.1 Future growth

According to Wellington County's Official Plan (2017), approximately 50% of the County's forecast housing growth has been allocated to Centre Wellington and 48% of the County's employment growth will occur in the Township. **Table 8** and **Table 9** summarize the projected growth in terms of population, households, and expected employment for 2016 and the horizon years 2036 and 2041.

Table 8. Centre Wellington overall projected growth

Category	2016	2036	2041
Population	29,885	48,500	52,310
Households	10,785	17,245	18,690
Employment	11,970	20,130	22,780

Table 9. Centre Wellington projected household growth by urban centre

Area	2016	2036	2041
Elora-Salem	2,750	4,300	4,675
Fergus	5,605	10,365	11,415
Outside Urban Centres	2,430	2,575	2,585
Total	**10,785**	**17,245**	**18,690**

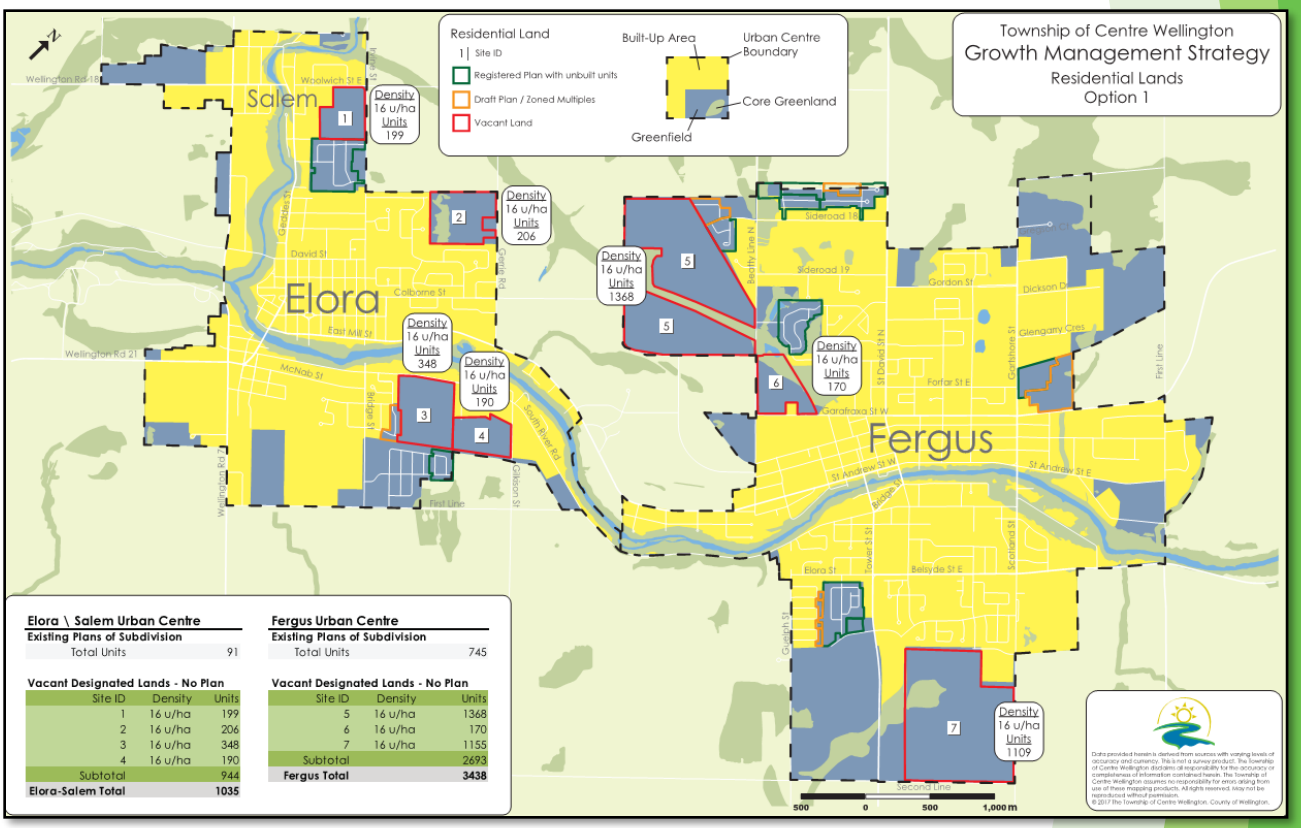
The urban centres within Fergus and Elora are expected to be significant demand generators, and would benefit from new transportation services linking employees to these new growth nodes. To examine this impact, the population and employment information was used to model the road network performance based on future growth. For modelling results please refer to **Section 4.4.1**.

4.2.2 Projected residential growth nodes

The population and household growth is planned to be adjacent to the existing urbanized area and in some cases, intensification of development within the urbanized area. This approach limits urban sprawl and makes it easier to provide services such as water and power by reducing the distance that these services have to be extended.

As shown in **Table 9**, the majority of the Township's residential growth is forecast in Fergus, followed by Elora-Salem. Some residential growth is forecast for the outlying, more rural parts of the Township. The projected residential growth nodes in Fergus and Elora-Salem are depicted in **Figure 25**.

Figure 25. Future residential growth nodes[12]



4.2.3 Projected employment growth nodes

During weekday peak travel hours, the transportation network responds to travel between home and work or home and school. It is important to understand where future residential development and employment development is planned to be located to integrate the transportation network to connect the two. Land use and the Township's Official Plan were discussed in **Section 2.4.2**. Centre Wellington has employment lands that are currently in use, that are designated for future development and already provided with infrastructure services and also lands designated for employment but not yet connected to water, electricity, transportation and other infrastructure. The status of the employment lands is depicted in **Figure 26** and the location of the lands are shown in **Figure 27**. An intent of the TMP is to ensure transportation connections to these areas.

[12] Source: Growth Management Strategy, 2017

Figure 26. Designated greenfield employment lands in Centre Wellington[13]

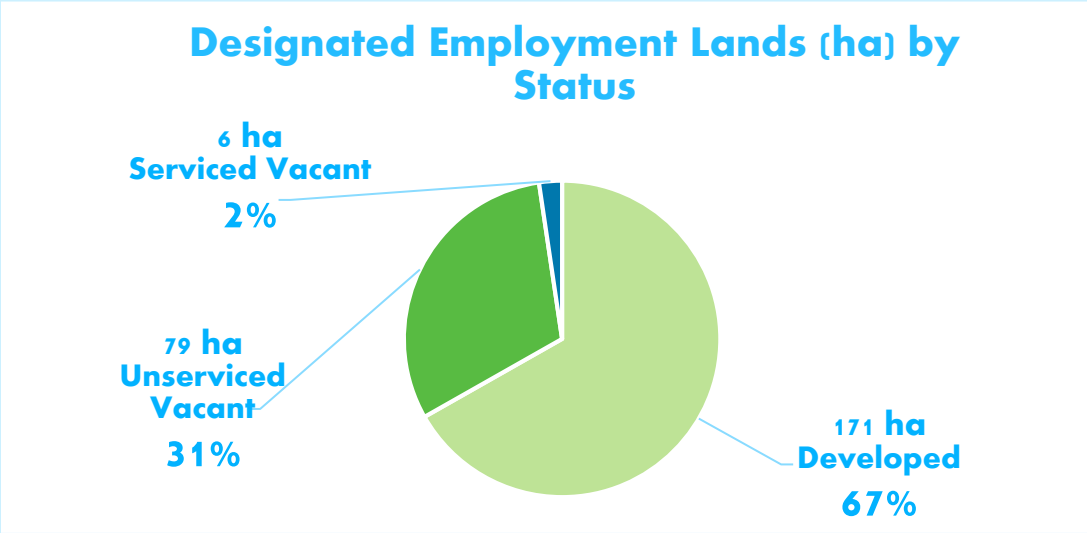
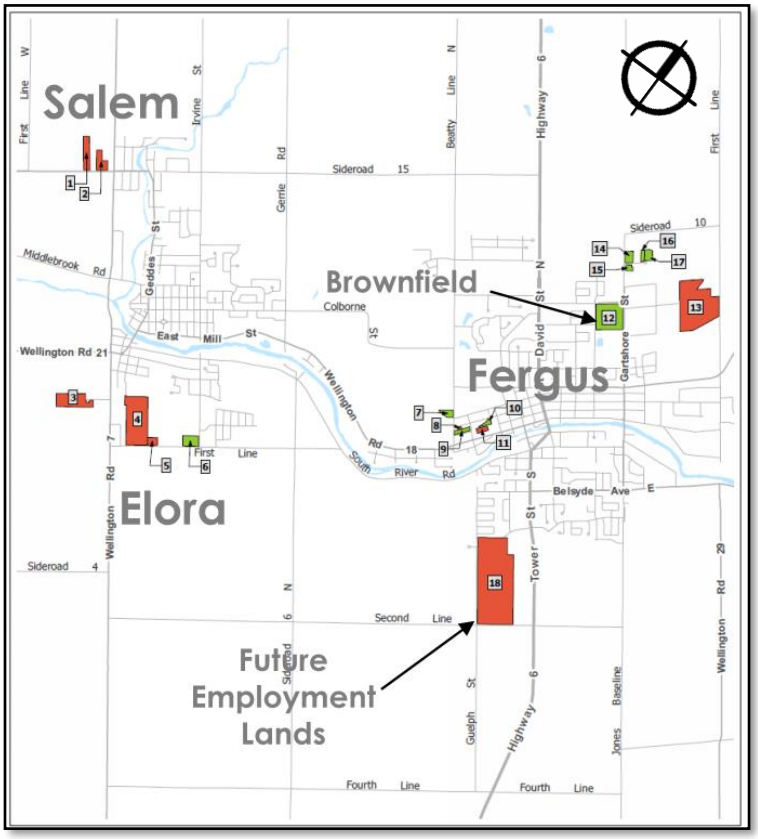


Figure 27. Location of future employment lands in Centre Wellington[14]



[13] Source: Watson and Associates Economists Ltd., 2018
[14] Source: Township of Centre Wellington, 2018

4.3 Context of TMP Recommendations

Before examining closely the specific recommendations for each strategic area of focus of the TMP, it is important to review some general key technical considerations and assumptions that guided them. These considerations include:

- Population and employment forecasts provided by the County are paramount for proposing new transportation links and projects. Moreover, these inputs are basic ingredients for assigning trip generation and distribution data in the road network model. These data play a key role in determining whether the proposed future road network for the study horizon year (2041) can meet projected demand.

- Future residential and employment growth nodes provided by the Township are based on availability of serviced developable land (greenfield and brownfield). This development will influence the phasing and implementation strategy so that future transportation infrastructure can help to support new developments accordingly.

- Proposed road network recommendations are based on continuation of Township's Official Plan, stakeholder engagement feedback, Township's priorities and local expertise.

- Implementation of proposed recommendations will depend on availability of funding mechanisms and detailed feasibility study outcomes of transportation project environmental assessments.

4.4 Recommendations on the TMP's Key Areas of Focus

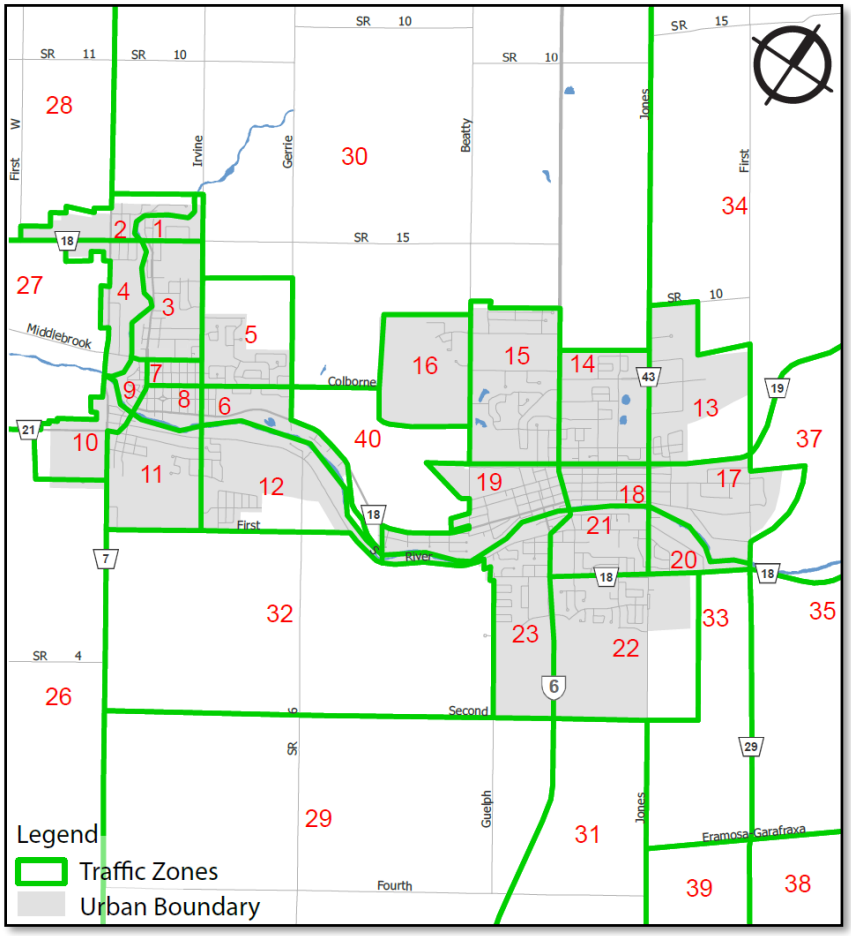
4.4.1 Future transportation network

In order to meet the requirements of Phase 2 of the MCEA process, future alternatives for Centre Wellington's transportation system must be identified and analyzed. The road network was analyzed

through a custom-built EMME strategic travel model. The key data input and assumptions used in the developing the model include:

- The transportation network was built in EMME using GIS data provided by Centre Wellington. The data included road geometry, road classification and posted speed limits.
- Traffic zones were established to allocate the population and employment data (see **Figure 28**);
- Zonal trip productions and attractions were developed based on 2011 Transportation Tomorrow Survey (TTS) data for the p.m. peak hour. The MTO Provincial Highways Traffic Volumes were used to incorporate trips going to and through Centre Wellington using Highway 6.
- Volume Delay Functions (VDF) have been classified on Road Type and Land Use type in the EMME Model.

Figure 28. Traffic zones used in the Centre Wellington model



For each VDF scenario a corresponding link capacity (veh/h/lane) was also identified. **Table 10** shows the lane capacity for every VDF possibility in the model.

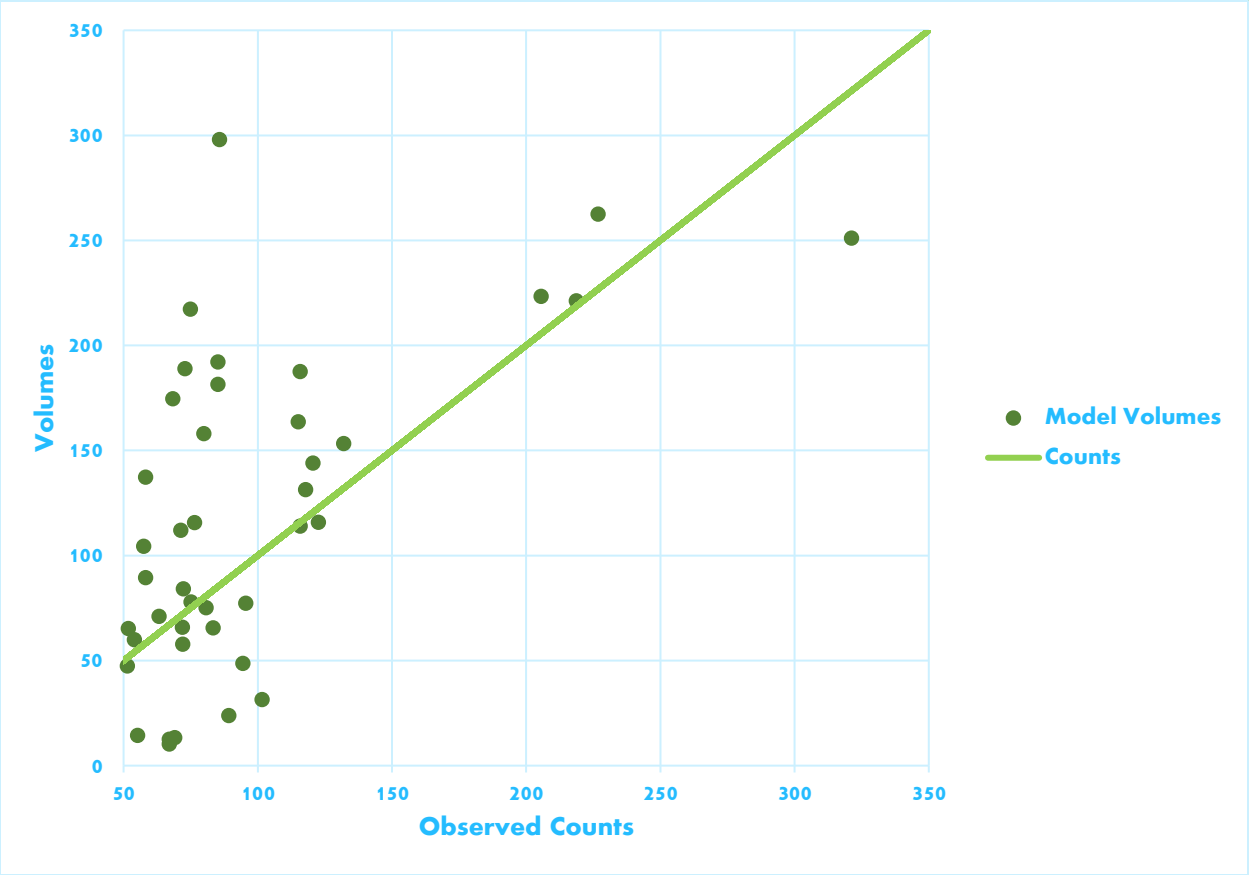
Table 10. Volume delay functions and capacity of road types in the Centre Wellington model

Land use (cartoclass)	Road type	Volume delay function	Capacity
County	Arterial	21	900
County	Local	23	500
Highway	Arterial	10	1000
Private	Local	53	400
Rural	Local	43	500
Rural	Collector	42	800
Urban	Local	33	500
Urban	Collector	32	700
Road	Allowance	98	500
Private	Allowance	97	500

Validation of Centre Wellington's travel demand model

With the input data incorporated into the model, the next step was to develop a level of comfort that the model was representing existing conditions reasonably accurately. A popular validation technique that was used to determine how well the modelled volumes portray the observed volumes is using the co-efficient of determination (R^2 value). The R^2 value is a statistical measure of the model's "Goodness of Fit", with R^2 equal to 1 indicating a perfect correlation between the modelled and observed volumes. For the Centre Wellington model, an R^2 value of 0.90 was obtained, which signified a very good correlation between the observed volumes and modelled volumes. **Figure 29** illustrates the observed volume of traffic on each road in Centre Wellington where traffic count data was available compared to the modelled volume.

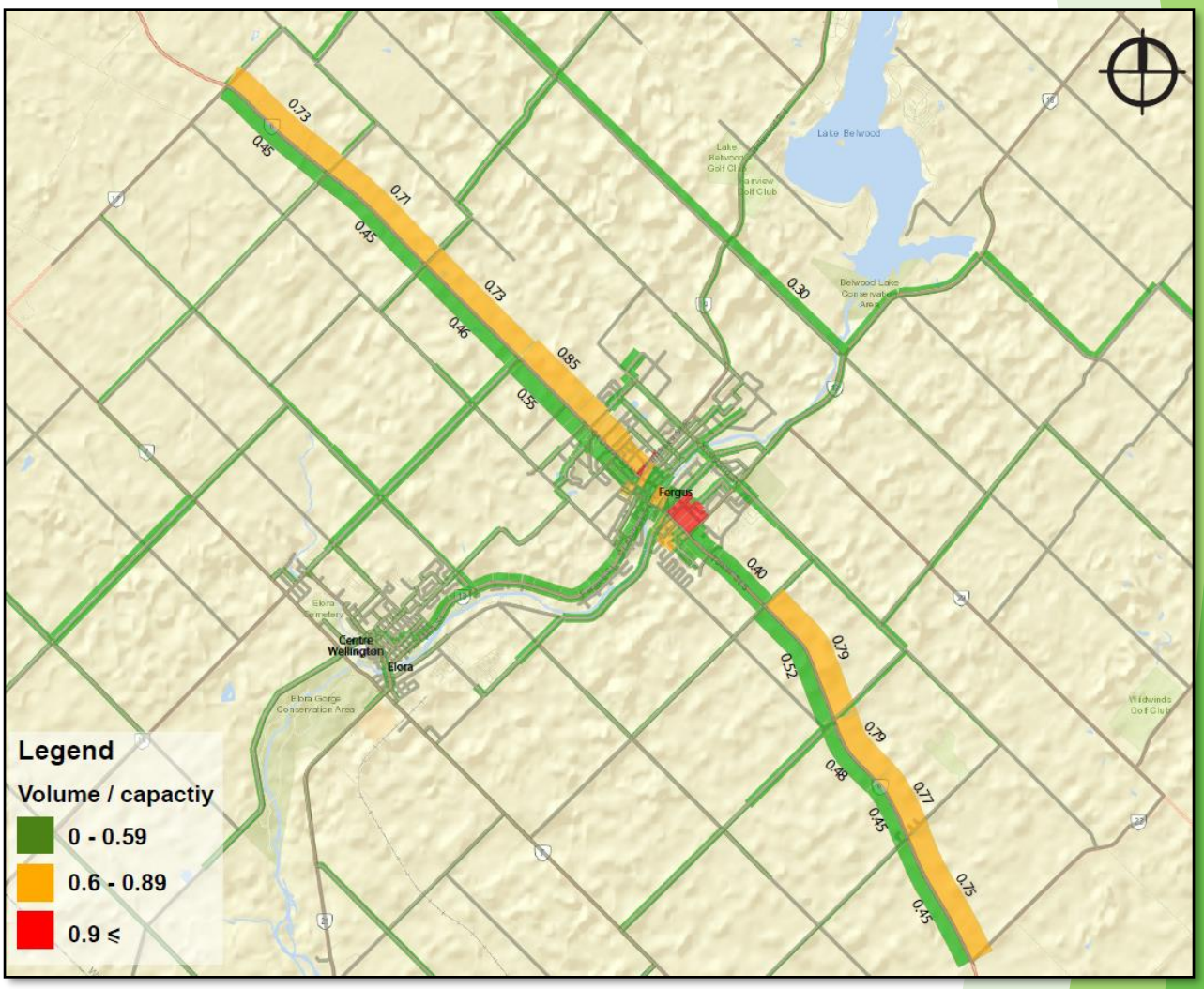
Figure 29. Model calibration results: Correlation between counts and model volumes



Evaluation of Alternatives

The analysis of existing conditions in the model showed that the primary traffic congestion location in Centre Wellington is along Highway 6 in Fergus, particularly in the downtown historic area. While it is recognized that there can be localized congestion at intersections during peak travel hours at various locations throughout the Township, the model indicates that the main capacity constraint is north-south capacity in Fergus. This sentiment was echoed in public consultation and in discussion with stakeholders. The existing conditions model output is shown in **Figure 30**. For supporting details of the model process and output, please also refer to **Appendix C.**

Figure 30. Existing conditions model output

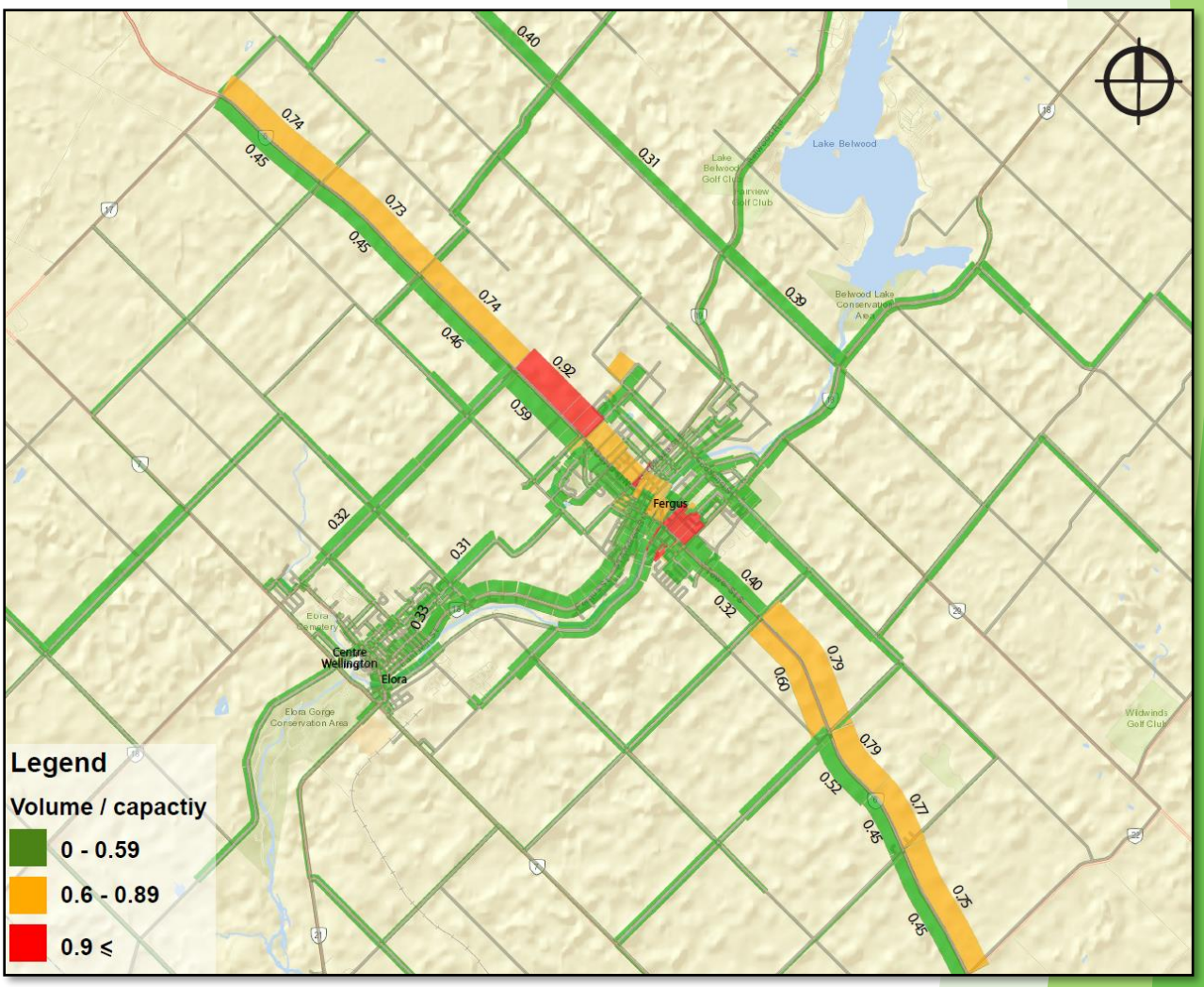


Centre Wellington's population is expected to grow from current conditions of about 28,000 people to around 55,000 people by the year 2041. The next step in the road network analysis procedure was to determine if the existing road network can be expected to meet the needs of the future population as-is. This scenario, termed the "Do Nothing" scenario, adds the future population and employment to the existing road network.

The distribution of the future population and employment was provided by Centre Wellington and is based on the Township's Growth Management Plan, which indicates land zoned for future development, and knowledge of existing and proposed development applications. This data was coded into the EMME model and run on the existing road network. The results, depicted

in **Figure 31**, indicate that north-south capacity constraints through Fergus would be expected to be exacerbated through further development.

Figure 31. Year 2041 Do Nothing alternative 1 model output

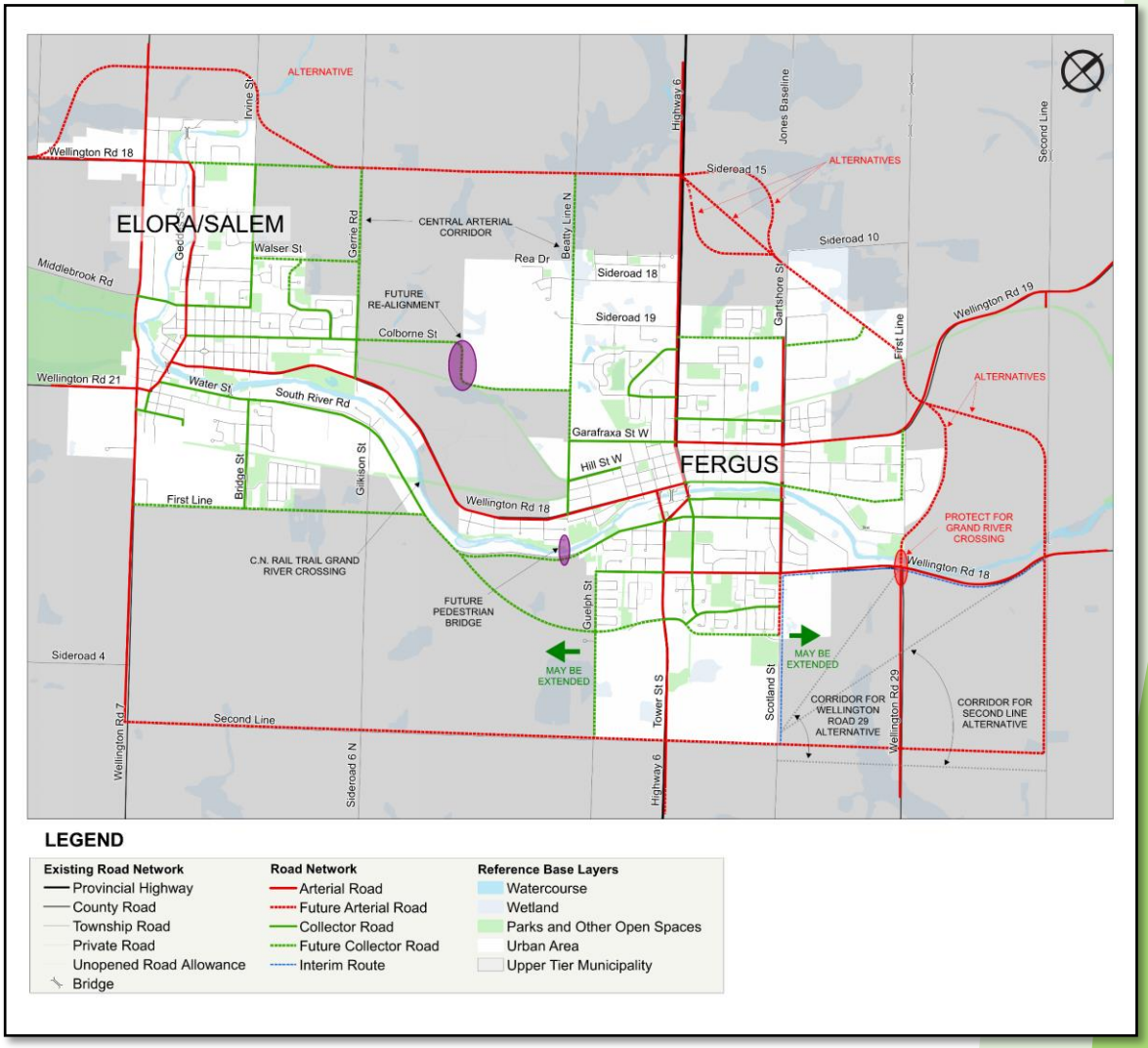


To address these concerns, two additional alternatives were considered. The second alternative was to review the Township's previously planned road improvements, as shown on Schedule B of the Official Plan. A value engineering workshop was undertaken to review this road network and optimize it based on land use planning and the model output of "Do Nothing" conditions.

Through this process, some of the proposed road improvements were deferred for beyond the 2041 horizon. Roads were deferred due to environmental constraints and impacts, the desire to limit

the likelihood of urban sprawl and to provide the greatest benefit for connectivity and mobility to best utilize available budget. A map showing the previously planned road improvements and indicating which improvements (labeled as "alternatives") to defer is provided in **Figure 32**.

Figure 32. Year 2041 road network alternative 2



Proposed Road Network

The resulting proposed road network addresses the modeled demand for north-south connections and addresses public and stakeholder comments requesting greater north-south and east-west connectivity. The proposed alternative enhances east-west connections between Elora and Fergus and provides for the future residential and employment development anticipated. The proposed road network includes a new bridge across the Grand

River at an extension of Beatty Line. This bridge would not only service Fergus and Elora but also provide access to the planned hospital near this location. A new bridge across the Grand River is also proposed on the east end of Fergus to link County Road 29 and Anderson Road. As described in the Implementation Plan in **Section 5.0**, this connection is recommended for the long term, for the year 2041 or beyond. Constructing a new bridge at this location as opposed to enhancing the existing bridge further east at Second Line helps to curb urban sprawl by providing a crossing closer to existing and proposed development areas.

The proposed road network, as shown in **Figure 33**, was tested in the EMME model, with the output shown in **Figure 34**. A conscious decision was made to balance investments in the road network and understand that even with these improvements, some congestion could remain. Widening roads or constructing an abundance of new roads was not the mentality undertaken for this analysis. Maintaining the quality of life and considering other modes of travel also was factored into the decision making for the proposed road network.

Lands on the south end of Fergus have been zoned for future residential development and employment lands. As part of the TMP, a high-level planning exercise has been undertaken to divide these lands into a grid pattern with ideal spacing of collector roads so that the collector roads connected with arterial roads at regular intervals that would lend themselves to traffic signal coordination, should the need arise in the future to install traffic signals. These roads are conceptual as a secondary plan has not been prepared and no specific development application has been submitted at this time. The roads are intended to demonstrate how the neighbourhoods could develop.

The EMME model is a strategic tool for long range planning and is less appropriate for use to study individual intersections. A common theme heard in consultation was that there are existing intersections with traffic challenges and there are expected to be more in the future. Recognizing this, the proposed road network of the preferred alternative indicates intersections where improvements are likely. The types of improvements could include signalization, adding turning lanes or installing a roundabout. These intersections would be expected to be studied in greater detail to confirm the type of improvement to construct and when to construct it.

Figure 33: 2041 road network alternative 3

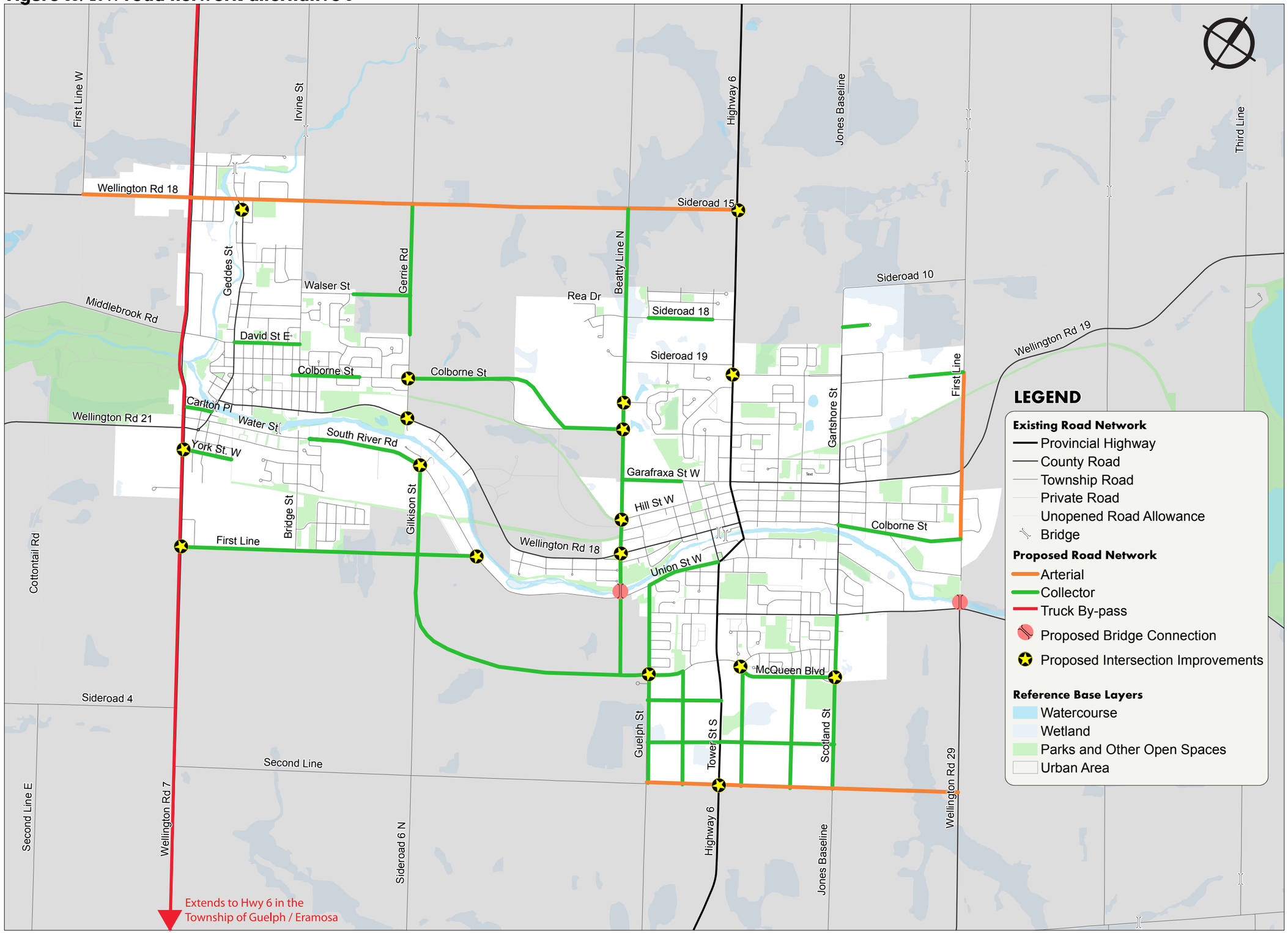
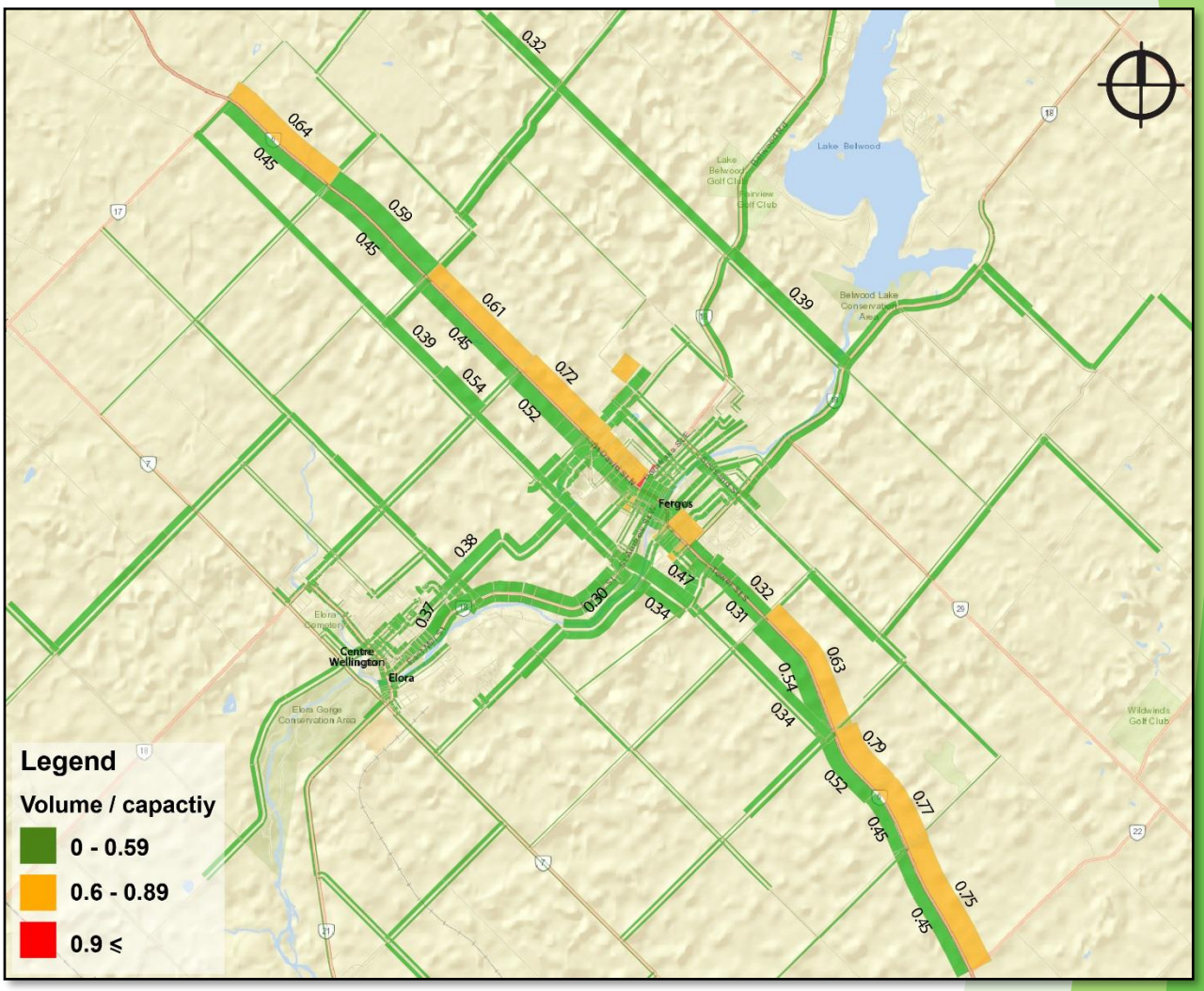


Figure 34. Model output of the road network alternative 3 for 2041



Additional recommendations

Connecting links

As the Fergus area grows, the Township's influence on the road network is also expected to grow. Select links that are currently managed by the Ministry of Transportation but that are recommended to be transferred to the Township have been identified as "future connecting links." These include two road segments along Highway 6 between Gordon St. and Sideroad 18, as well as between Second Line and south of McQueen Blvd. The operations and maintenance of these road links, including snow removal, would fall under the Township's responsibility if these road segments were transferred to the Township.

Rural connections

The Township will continue to support rural areas in the future through transportation investment. Several rural road and bridge projects are included in the TMP based on previously proposed improvements identified in Township's Development Charges reports. These improvements recognize that the road network needs to be maintained to support the efficient movement of farm equipment within the farming community and to facilitate the efficient movement of farm goods to markets.

Intersection improvements

Intersection improvements were also identified based on current operations, projected growth and Township staff expertise. Key intersection nodes were selected in order to enhance and ensure the proper integration of proposed road links to the existing road network. Road Improvements could include signalization, turning lanes or small roundabouts.

Additional residential connections

Two large residential subdivisions that are currently planned include Granwood in Elora and Storybrook West in Fergus. These developments will demand future collector roads to connect to the existing road network. These connections have also been identified in the TMP as part of the proposed transportation network.

Additional goods movement connections

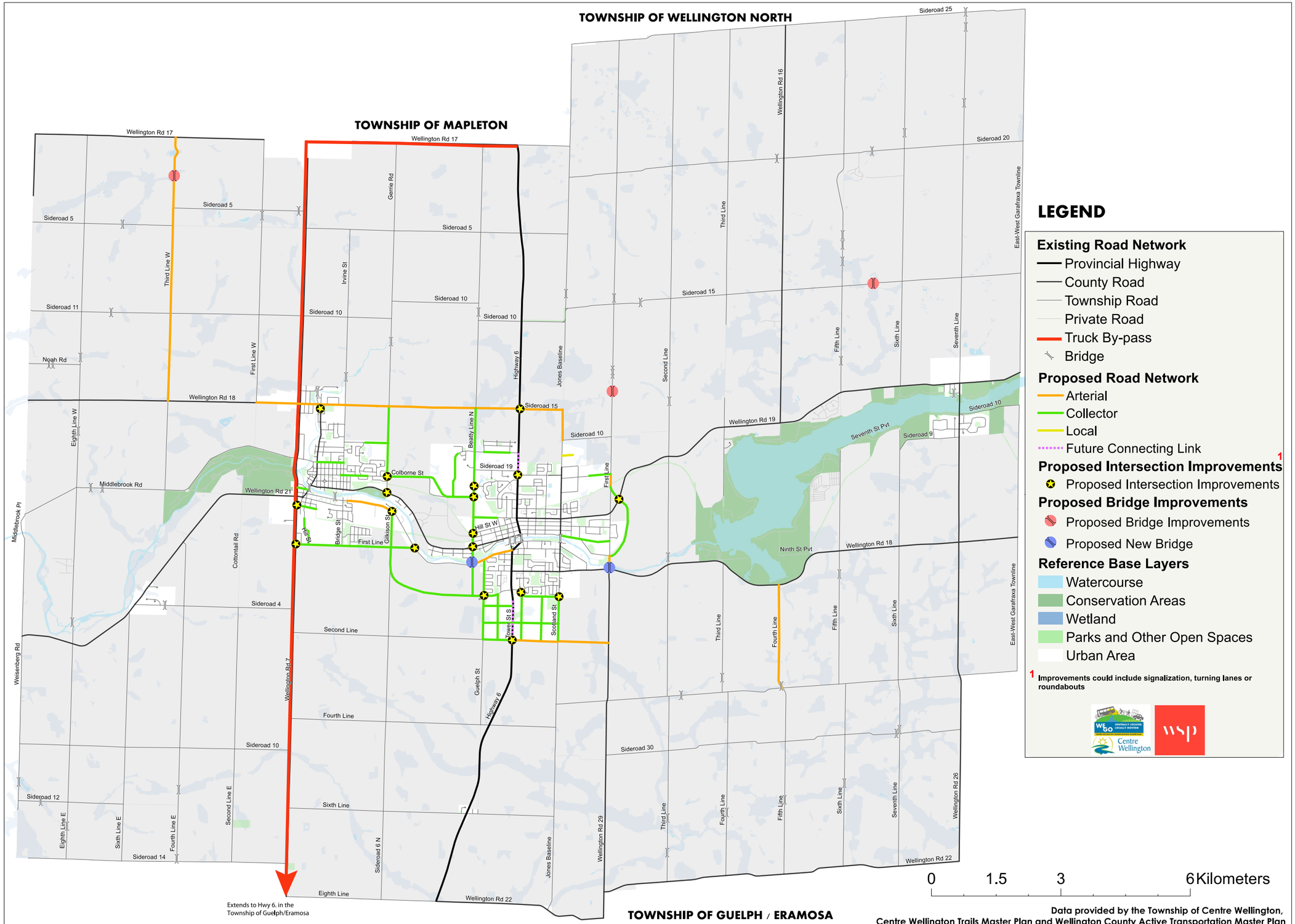
Through consultation on the draft TMP report, further consideration was given to goods movement solutions for the industrial area in northeast Fergus. Additional goods movement connections were added to the preferred road network to provide an alternate route to the industrial area and enable trucks to choose a route that does not travel through existing residential communities. The additional road improvements have been located to avoid environmentally sensitive lands as much as possible, skirt around residential areas and also leverage the investment recommended in the proposed new bridge crossing at County Road 29.

Transportation Network Recommendations

Based on the analysis provided, the following recommendations are summarized next and illustrated in **Figure 35**.

- Select Alternative 3 as the preferred alternative for the Township's future road network, as well as identified intersection improvements.
- Consider previously proposed road improvements for rural areas including selected bridges.
- Consider the implementation of two new bridges to enhance the north-south connectivity of Fergus along the Beatty Line and Wellington Road 29. The Wellington Road 29 bridge could also serve the industrial area in the northeast portion of Fergus as additional improvements are made for connectivity on the eastern edge of the Fergus urban area.

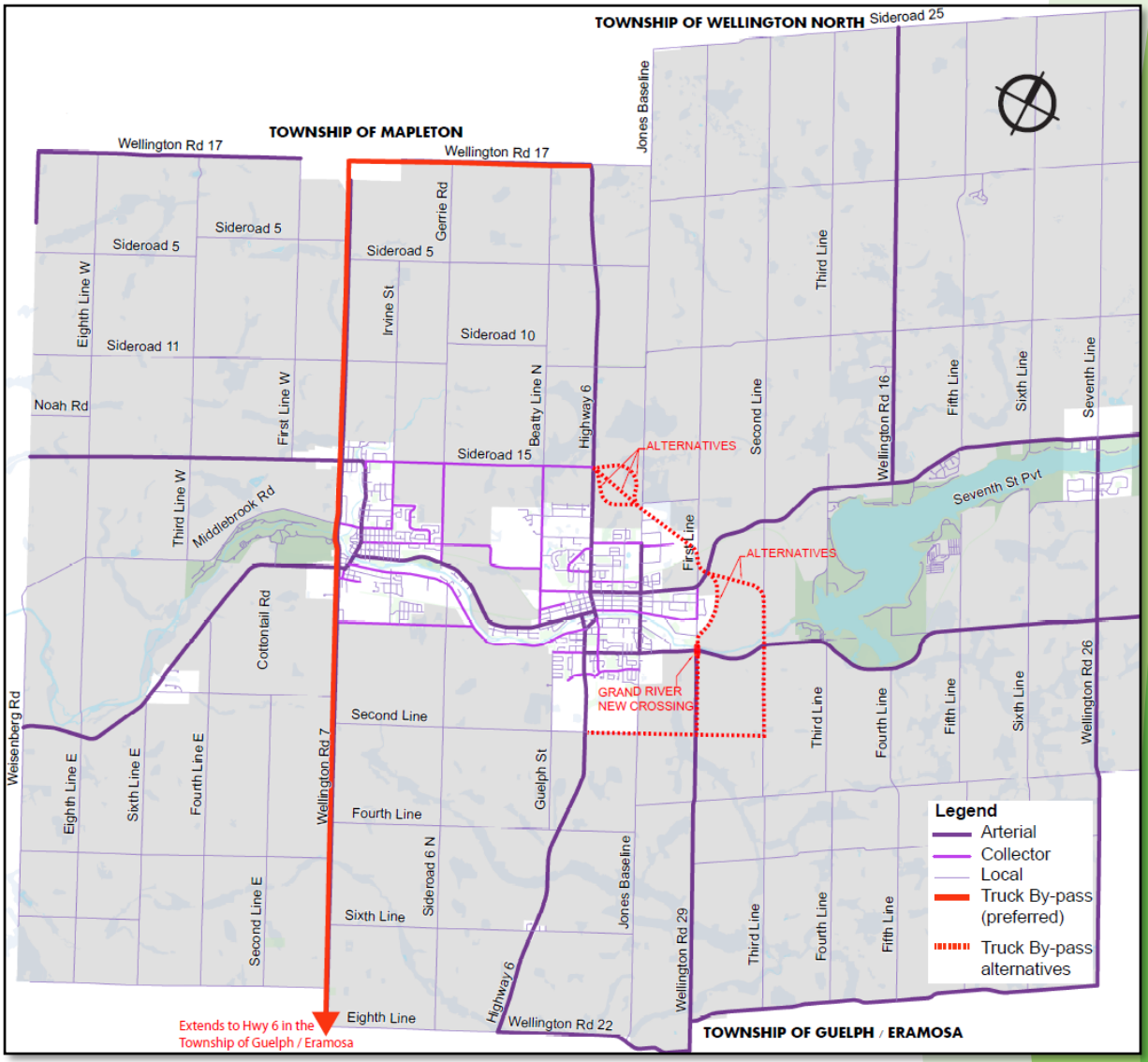
Figure 35. Preferred 2041 road network for Centre Wellington



4.4.2 Truck by-pass

The Township shows on its Official Plan Schedule B a possible by-pass arrangement for downtown Fergus, which would utilize Second Line and travel east and then north across the existing Second Line bridge before heading west back to Highway 6. Alternatively, Second Line could connect to Wellington Road 29 and a new crossing of the Grand River could be constructed at a location that has been protected for a future bridge crossing. This route would eventually travel west back to Highway 6. These two routes are illustrated in **Figure 36**.

Figure 36. Fergus by-pass routing options



Both options have considerable challenges for implementation. Second Line presently is unpaved and would have to be improved through paving and other measures to be able to handle vehicle and truck volumes. Once across the Grand River, a new road would need to be constructed to travel northwest back to Highway 6. Such a road would traverse environmentally-sensitive lands and, depending on the alignment, could travel near to existing residential developments.

If the Wellington Road 29 alternative were selected, a new bridge over the Grand River would need to be constructed. While such a bridge is proposed in this TMP, it is seen as a long-term improvement (year 2041 or beyond) and would not address public comments that are raised with present day traffic concerns.

There remains an existing concern about goods movement access to the industrial land uses in the Dickson Drive area of Fergus. Through ongoing consultation with Council and Township staff, additional road connections have been added to leverage the planned bridge at County Road 29. When constructed, these improvements and bridge would provide a way around existing residential communities into and out of the industrial area. The road network improvements to help facilitate movement to the industrial area are reflected on the preferred proposed road network for the Township, shown in **Figure 35.**

Consultation with the Fergus Business Improvement Association (BIA) revealed that business owners would like to remove through trucks from the downtown but welcome through passenger traffic, as these vehicles represent potential customers. It was clear that the BIA was not in support of removing all through traffic but noted that truck traffic was perceived to exacerbate congestion, add to noise pollution and reduce the walkability and liveability of the downtown area.

Five options for a by-pass have been considered:

- **Option 1:** Second Line east and then north, with a new northwest road connecting to Highway 6;
- **Option 2:** Second Line east, County Road 29 north, a new bridge across the Grand River and then a new northwest road connecting to Highway 6;

- **Option 3:** County Road 7 north to County Road 17 east connecting to Highway 6;
- **Option 4:** Alternate alignment elsewhere, which could include a new bridge across the Grand River; and
- **Option 5:** Do nothing at this time.

Option 3 is recommended as the most cost-effective solution to creating a by-pass of downtown Fergus. The road network is already in place for Option 3 and no new road construction will be necessary. No new bridge work is required, nor is there the need to disturb environmentally-sensitive lands or other greenfield sites with new road works. The financial costs are minimal compared to Options 1, 2 and 4. The main financial cost would be in the construction of signage alerting drivers of the detour and the education campaign to bring awareness and influence travel route selection.

As noted from public input, the TMP recommends that the by-pass be signed as a truck route only and not a general by-pass. Through trucks should be required to take this route. The Ontario Provincial Police will need to be engaged to help enforce use of the by-pass.

There is always the option to do nothing at this time. However, the year 2018 is the ideal time to establish this by-pass because the long serving route through downtown Fergus is closed and Option 3 presently is in use as a by-pass. Travel behavior is habitual and drivers are getting used to taking County Road 7 to County Road 17. The Township should act now to formalize this by-pass so that truck drivers naturally continue to use it after the Highway 6 bridge over the Grand River is reopened.

The Township should engage the Ministry of Transportation (MTO) in dialogue now to take the steps to formalize the by-pass, as there will need to be coordination between the Township, County and MTO to implement the by-pass as a permanent solution. Signage will need to be installed and online and printed maps and driver information will need to be updated to reflect the through truck route. There also will need to be assistance from the Ontario Provincial Police to help enforce usage of the truck by-pass.

Recommendation: Formalize the County Road 7 to County Road 17 as the truck by-pass for Fergus and Elora.

4.4.3 Active transportation

The Province, County and Township all have recently completed or are developing active transportation plans that nominate facilities for construction in Centre Wellington. The Township's Trails Master Plan (2014) and the County's Active Transportation Plan (2012) reflect a connected web of routes that would facilitate the movement within the community by foot, cycle or other active modes. The Province is presently developing a province-wide cycling strategy that includes routes through Centre Wellington.

The work contained in these three plans has been incorporated into the preferred transportation alternative (see **Figure 37 and 38**) and analysis of this TMP. The TMP supports implementation of these plans. Whenever road works are scheduled for Township roads, these plans should be reviewed to identify the appropriate active transportation facility. The facility type should be confirmed through the design process and constructed at the same time as the road works in order to leverage the investment being made and to continue to add to the active transportation network.

Figure 37. Existing and previously proposed active transportation network

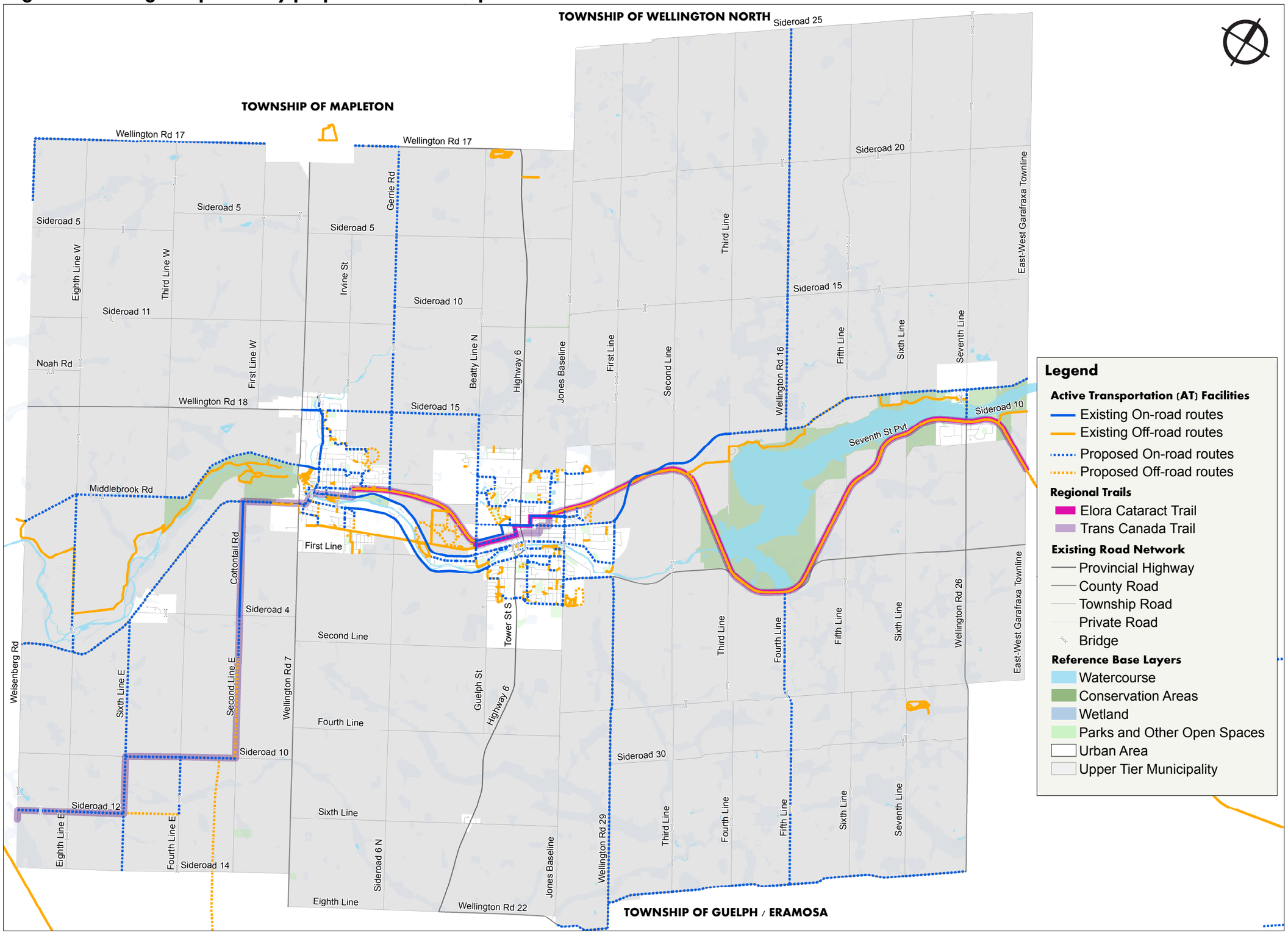
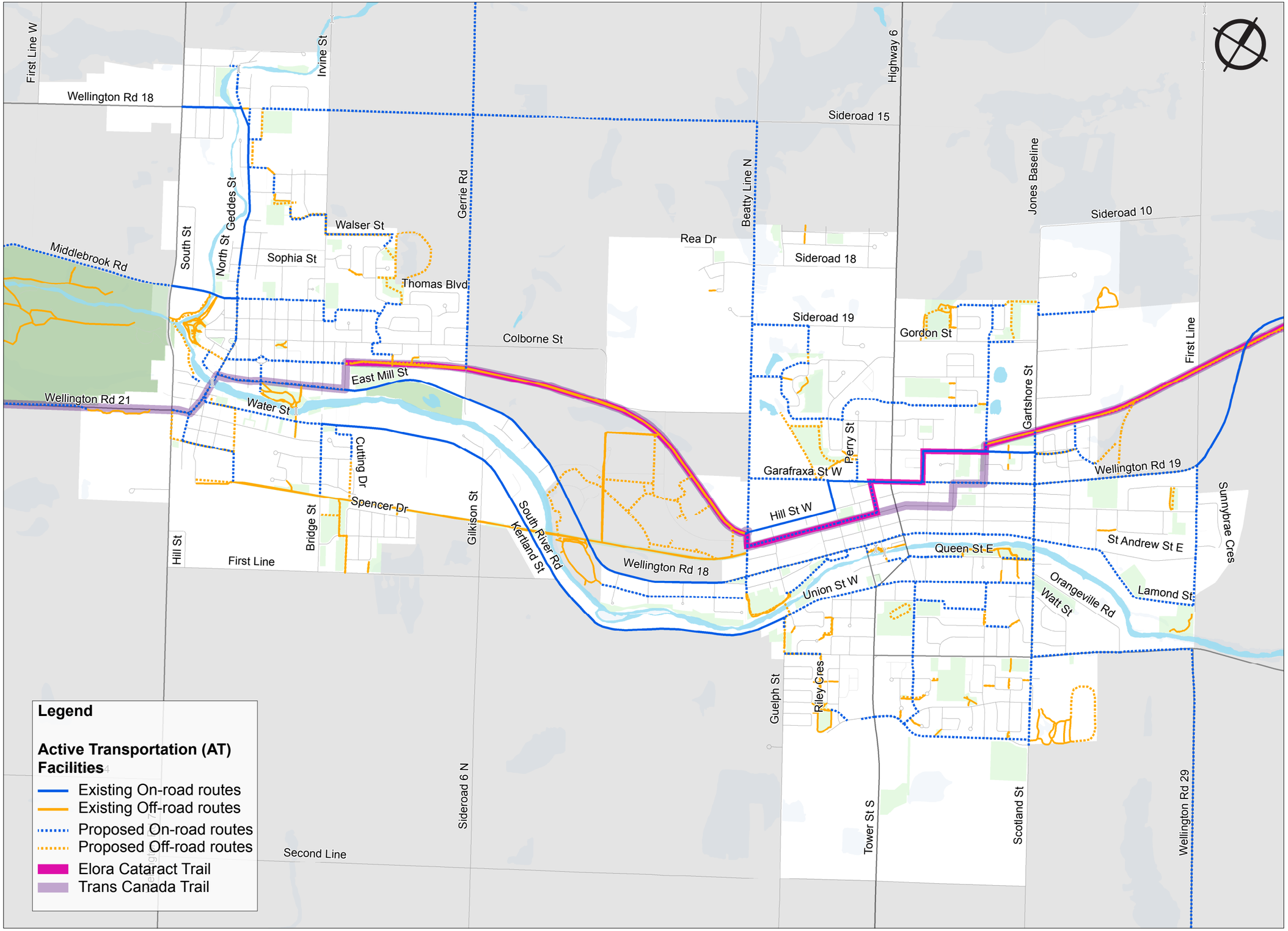


Figure 38. Existing and previously proposed active transportation network in Elora and Fergus



Through the analysis as well as the consultation and engagement portion of the TMP, three overarching active transportation recommendations have emerged. These include:

- **Incorporate active transportation facilities into the design of all future roads**:
  New subdivisions are being planned and collector and arterial roads will be needed to service these subdivisions. On all new roads, be they local, collector or arterial, and regardless of whether the roads are built by the developer or Township, there should be incorporated active transportation facilities. All new roads should have sidewalks on both sides of the street. All collector roads and arterial roads should have dedicated cycling facilities. This "Complete Streets" approach will help foster active lifestyles from the outset of the new transportation facility and will avoid costly retrofit in future years to provide such facilities. An example of Complete Streets in other places in Canada are portrayed in **Figure 39**.

Figure 39. Active transportation facilities as part of Complete Streets approach[15]

[15] Source: Example from Bridge Street, New Dundee, ON. Retrieved from TCAT, 2018, available at http://completestreetsforcanada.ca/examples/bridge-street-new-dundee-ontario

- **Establish a Sustainable Transportation Advisory Committee**: Many communities have a Sustainable Transportation Advisory Committee to provide advice to Council on active transportation priorities, complete streets and other more sustainable modes of travel. It is recommended that Centre Wellington establish a similar Committee to help review and prioritize active transportation links and appropriate facility types that will be convenient to use for utilitarian and recreational trips. From the public consultation, it is evident that there are a number of people already in the community who would be interested in volunteering on such a Committee.

- **Update the Township's Trails Master Plan and consider on-road facilities in the next TMP**: The Township's Trails Master Plan should be revisited the next time the Township decides to update this TMP to coordinate the transportation planning efforts. At the time of the update, the implementation can be assessed to determine what has been constructed and what is still planned. The prioritization in terms of phased implementation can also be revisited. As active transportation continues to evolve, the types of facilities being planned can also be revisited to ensure that these reflect current best practice.

4.4.4 Transit

As Centre Wellington continues to grow, exploring strategic partnerships with taxi, ridesharing, and even other neighbouring municipalities' transit operators could provide valuable opportunities to address existing and future mobility needs. Comparable transit and ridesharing experiences were examined to provide recommendations for a future transit strategy.

Comparable transit systems using traditional service delivery methods

Five transit systems that serve Ontario municipalities of similar size and stature to Centre Wellington were studied to understand transit opportunities and challenges for the Township. Halton Hills, Stratford, Cobourg, Stouffville, and Milton were selected for this purpose. **Figure 40** depicts the location of these municipalities and **Table 11** details key transit operations data. The operations data is based on the number of people served within the existing service area of the transit provider and does not necessarily reflect the population of these municipalities, which may have outlying areas that are not presently served by transit.

Figure 40. Transit case studies applicable to Centre Wellington

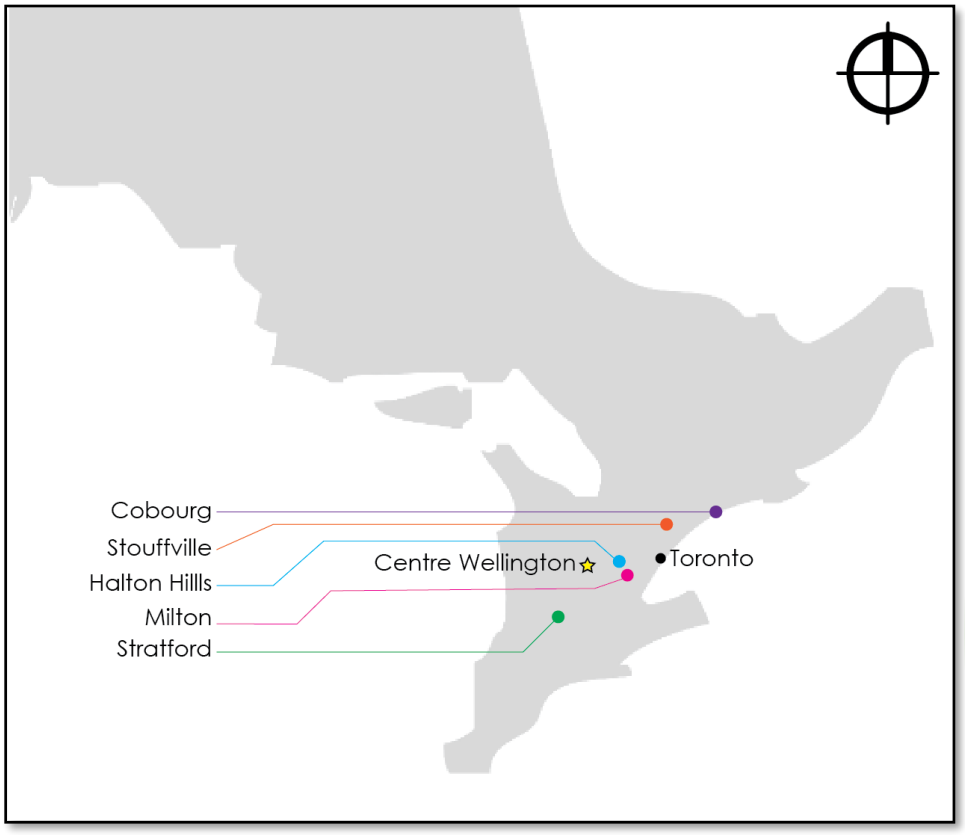


Table 11. Comparable transit systems

	Halton Hills Activan	Stratford Transit	Cobourg Transit	Stouffville		Milton Transit	
Year Established	1981	1952	1976	2003		1990	
Population Served	59,000	32,000	10,700	45,800		95,800	
Service Area Km²	280	27	13	206		36	
Annual Ridership	70,300 (2017)[16]	615,700 (2013)[17]	112,600 (2013)[18]	90,000 (2015)[19]	NA	495,200 (2017)[20]	NA
Operated By	Town of Halton Hills	Stratford Transit	Cobourg Transit	York Region Transit (YRT)	Go Transit	Milton Transit	Go Transit
Number of Routes	Specialized service within Town limits for seniors and persons with disabilities	6 Bus Routes 4 School Special Routes	2 Bus Routes	2 Bus Routes	2 Bus Routes 1 Train Route	9 Bus Routes	3 Bus Routes 1 Train Route
Annual Operating Budget[21]	403 K (2018)	1.57 M (2018)	588 K (2018)	NA	NA	2.96 M (2018)	NA

Based on the case studies' data, Halton Hills is the only one that operates with a specialized system of cutaway vans and customized buses. The other four municipalities have conventional systems that operate on a fixed-route basis with conventional transit vehicles. Stouffville is the only case that is served by regional transit systems (YRT and GO) which connects the municipality to the remainder of the region.

Understanding the service operation of these case studies is important to examine a potential transit implementation in Centre Wellington. The 2018 annual operating budgets for these transit systems range between $400K to approximately $3M. For

[16] Source: Halton Hills Transit Service Strategy, 2018.
[17] Source: Transit Service and Downtown Terminal Needs Review, 2015.
[18] Source: Cobourg Transit Review, 2014.
[19] Source: York Region Transit (YRT,Viva) Ridership Statistics, 2016.
[20] Source: 2017 Milton Transit Q4 Key Performance Indicators and Annual Summary.
[21] Operating budgets retrieved from Operating Budgets approved and available on each municipality's website.

the cases Cobourg and Stratford, which have the closest comparable populations to Centre Wellington's, the budget to run two and six bus routes, respectively, range from approximately $600K to $1.5 M. While capital costs may vary across transit agencies, typically bus purchases make up most of all capital costs. Although prices may vary depending on bus propulsion system type, manufacturer, and number of units purchased, typically a standardize bus price oscillates between a range of $300K - $500K. Recently, the Town of Innisfil with population of approximately 36,500 (2016), undertook a transit feasibility study and estimated that it would cost around $270K start-up net capital and operating cost for one bus and $610K for two-bus fixed route transit operation.

While this general cost analysis is useful to estimate resources that would have to be allocated annually to invest in a formal conventional transit system, they would have to be weighed against expected benefits and a financial model-run calculating the expected demand. A detailed cost-benefit analysis as part of a future Transit Service Strategy to determine the feasibility of conventional transit could provide technical insight on whether investing in a transit operation makes sense for the Township. Meanwhile, other ridesharing partnerships could be explored to promote carpooling options as an alternative to formal transit; which is analyzed next.

Ridesharing partnerships – the Innisfil case study

Based on the existing demographic environment and geography of Centre Wellington, it is recommended to further explore transit service alternatives, such as ridesharing. For example, the Town of Innisfil has invested in an alternative transit operation where Uber and taxis operate as the primary contractors. Rides to popular destinations are subsidized by the Town and permit flexible on-demand service, with curb-side pickup at homes. Amendments to the Town's Taxi By-law were also applied to promote fair competition since the establishment of the Town's partnership with Uber. Taxi fare rates were specified as a maximum rate to give the ability for taxi companies to charge lower fares, and taxi licensing fees were refunded.

During the near 8-month period of Innisfil's ridesharing operation in 2017, the Town invested $150K in subsidies to sustain the operation. Nearly 27,000 trips in Uber service were taken, yielding

an average subsidy of approximately $5.60 per passenger[22]. According to the Town, this figure is considerably lower than an estimated $33.00 per passenger subsidy that was forecasted in a Transit Feasibility Study for a 1-bus fixed route. However, it is also worth noting that based on the estimated demand growth and popularity of the ridesharing partnership, the Town has requested a $500k budget for 2018 to sustain this initiative. Although this investment is higher than what was forecast for the 1-bus route service, it is still lower than the 2-bus route alternative, and the ridesharing system would be able to service the entire geographical area of the Town with more convenient door-to-door service.

Centre Wellington can learn from this initiative and consider this alternative as part of the scope of a future Transit Service Strategy initiative.

Transit recommendations

The following summarize recommendations for Centre Wellington's Transit Service Strategy:

- **Prepare a Transit Service Strategy report:**
  The report should examine in greater detail the need for transit, the destinations to be served, the ways to provide this service and the estimated costs to the Township.

- **Discuss with existing service providers on whether or not there is an opportunity to serve Centre Wellington**:
  This includes ridesharing providers, taxi operators, Guelph Transit as well as several smaller service providers that are already operating within the Township of Centre Wellington (and by extension, Wellington County). There is a significant opportunity available to coordinate these smaller operations to maximize the utilization of available vehicles and improve fleet management.

- **Participate in any future studies regarding transit expansion or provision led by others**:
  This would allow the Township to explore challenges and opportunities in creating connections with Guelph Transit,

[22] Source: Town of Innisfil Staff Report DSR-028-18 (March 2018)

Grand River Transit, GO Transit, and even smaller service providers to promote the use of public transportation and cross-boundary travel.

The County of Wellington has recently received a grant from the Ontario Ministry of Transportation to study how to establish and then to implement an inter-community ridesharing service connecting the communities within the county to each other and to the City of Guelph. The County is expected to be partnering with Waterloo-based RideCo., a company that develops software to provide on-demand shared rides in dynamically routed buses, vans and cars. The Township should be an active stakeholder in this study.

4.4.5 Parking

Parking was identified as a concern at the project outset as business owners and residents feel that there may be insufficient supply to meet existing demands as well as future needs. Parking data were collected and a downtown parking strategy was developed for Elora and Fergus using a three-step process. An overview of this approach is provided in **Table 12.** The recommendations are an outcome of the study findings as well as the feedback gathered from Township staff, business improvement associations and the public.

One important parking principle that was applied to this study is that a parking utilization of 85% is considered the "sweet spot." Utilization of greater than 85% suggests that either parking rules may need to be revisited or that parking is in short supply. Utilization of less than 85% suggests that there could be an oversupply of parking in a given area. In both cases, parking demand management principles can be implemented to help achieve the "sweet spot."

Table 12. Centre Wellington downtown parking strategy development process

1	**Considerations and Data Collection:** Review of existing parking inventory, parking policies/regulations and collection of parking utilization and parking duration data.

2 **Parking Needs Analysis:**
Identify current parking deficiencies by analyzing the Township's parking utilization and duration patterns

3 **Parking Management Recommendations:**
Recommend parking management strategies to improve the efficiency of the existing and future parking supply based on survey data and stakeholder feedback

Considerations and data collection

On-street and off-street parking utilization and duration of stay in downtown Elora and Fergus were studied to develop a parking management strategy for Centre Wellington. Two phases of data collection were conducted during May and August 2017; each phase involved collecting parking data from 10 am to 6 pm on a regular weekday (Tuesday and Thursday), and from 11am to 9pm on a Saturday[23].

The survey data collected is assumed to represent parking demand for each corresponding peak season on a "typical" weekday and weekend day. Parking duration surveys were recorded to the nearest hour on select locations of downtown Elora (Metcalfe Street and West Mill Street) and Fergus (St. Andrew Street W.). The duration data therefore reveals parking duration to the closest hour during the period of the survey.

Parking occupancy and duration analysis

Parking occupancy and duration is influenced by a range of factors such as proximity to businesses and other attractions, as well as shopping hours and time of day. **Figure 41** illustrates the survey results for parking occupancy in downtown Elora and Fergus during the two phases of data collection process. The maps show the mean parking occupancy by blockface result. The surveyed on-street parking spaces are colour coded based on three parking occupancy ranges: 50-69%, 70-84%, and 85%+ occupancy. For a detailed review of the data collected on parking occupancy and duration, please refer to **Appendix D**.

[23] The August Saturday data collected in Elora should be treated with caution as results may have been influenced by Grand River Truck and Tractor Pull Event which took place just outside of Elora. The data were collected to represent the peak demand period in the summer.

Elora

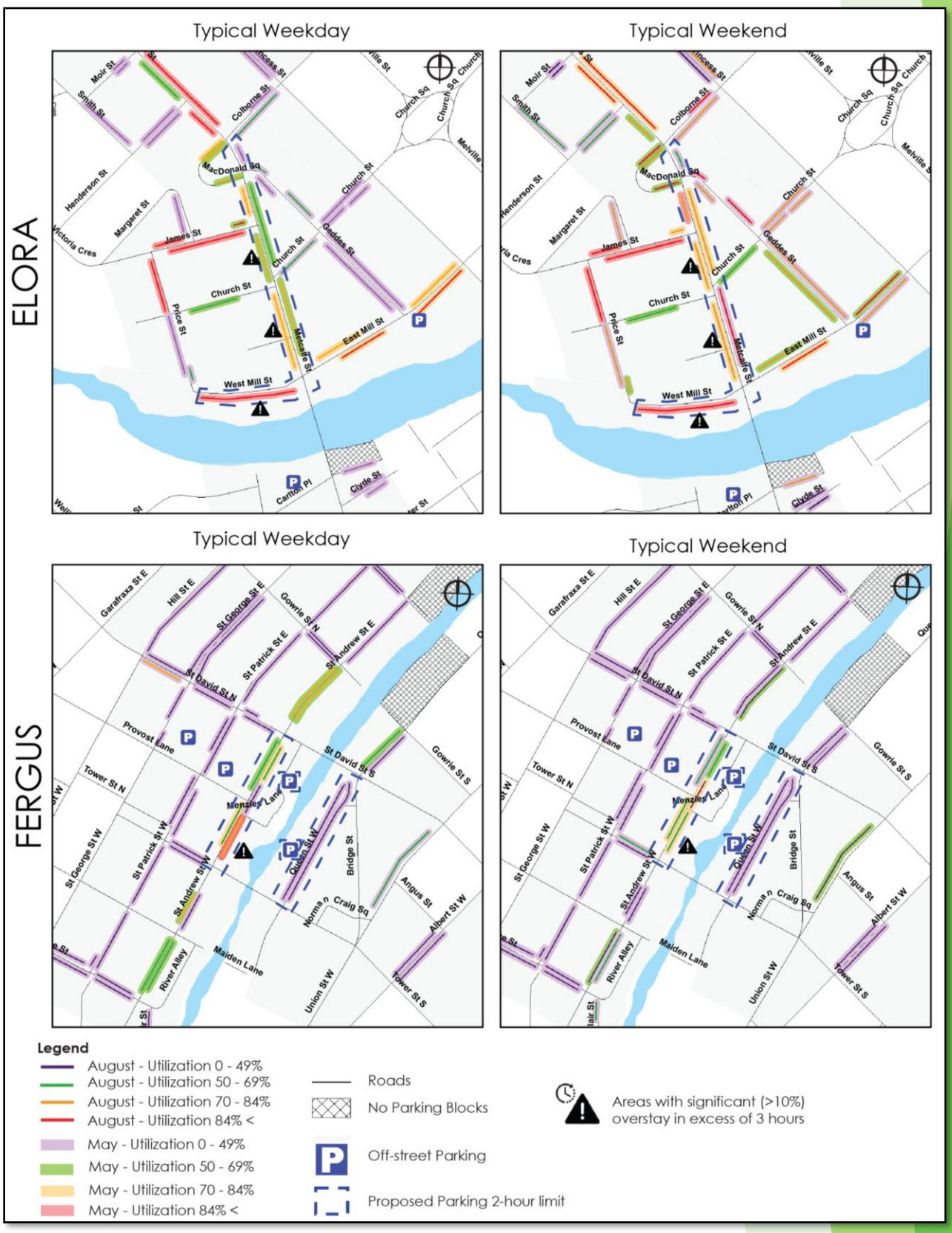
Parking occupancy in Elora peaks in the Downtown at lunchtimes, this is evident in both months during a typical weekday (~90%, 12-1pm) and on a Saturday (12-1pm). Data suggest that there is a high parking demand on Saturday afternoons as the utilization exceeds the 85% th reshold several times, particularly in the most popular locations to park such as in Metcalfe St. between Church St. and West Mill St. Moreover, August on-street parking data shows there are higher occupancy rates (nearly double the level compared to May) suggesting that it is more difficult to find parking in the summer months than for other periods of the year.

With the notable exception of Metcalfe Street, parking occupancy results suggest there is no 'critical shortage' of parking supply within the entire study area during weekdays. Off-street locations reaches a much lower peak occupancy of approximately 60% at 12pm, with August demand exceeding May's by 12%. Generally, downtown Elora experiences a second peak in parking demand in the evening on Saturdays throughout both seasons, however there is sufficient capacity around the area to accommodate evening demand.

In terms of parking duration, approximately 40 to 50% of vehicles parked in Downtown Elora do so for an hour or less, most likely as a result of 'quick drop in' visits to the Downtown. These spaces are both highly sought after and heavily subscribed, leading to a high turnover of the parking spaces available in the Downtown. Based on the data collected, an estimated 75-90% and of vehicles parked on a typical weekday and weekend park for less than the currently posted three-hour time limit. This suggests that this limit is more than sufficient to accommodate current parking behaviour.

Additionally, the percentage of vehicles parking on Metcalfe Street for over seven hours increased to 25% on weekdays and to 15% on weekends in May. This challenge is also being experienced on West Mill Street as approximately 10% (Weekday) and 25% (Weekend) of vehicles parked over the time limit. In summary, overstayers represent a sizable minority (~15%- 25%) of vehicles parked, and consume valuable parking capacity that could be re-purposed for multiple short-term customer-oriented trips.

Figure 41. Parking occupancy in downtown Elora and Fergus



Fergus

In general, Fergus parking demand, as measured by parking occupancy, is lower than in Elora and does not experience the same level of fluctuations and peaking behavior on both seasons. August on-street parking has similar occupancy rates as May with the exception of a few streets that have increased or decreased rates. Not surprisingly, demand is strongest in the Downtown on-street area, followed by off-street facilities. The rest of Fergus does not experience any significant on-street parking duration issues.

Based on the data collected, the average weekday parking occupancy for Downtown Fergus fluctuates between approximately 55 to 70% in the May survey, whereas the August occupancy data reflected lower demand, ranging from approximately 40 to 60%. There is no substantial difference in parking occupancy between weekday mornings and afternoons; the demand stays relatively constant during the day. Off-street parking demand is consistently lower than on-street demand for both months. The on-street parking availability, as shown by parking occupancy results, for the rest of Fergus remains generally low and also similar between the two months.

Parking occupancy was found to be higher in May, with demand peaking in the morning at 11am before subsiding in the afternoon and rising again around 7pm. In comparison, August experiences its highest demand at noon, descending during the early afternoon and then rising again around 6pm. Both off-street and parking further removed from the downtown experience demand that is lower than Downtown for both months, however August has higher parking occupancy. Interestingly, the off-street Municipal Parking Lots in Menzies Lane experience high demand during the morning both during a typical weekday and Saturday. Conversely, the remaining three off-street facilities show low occupancy on a Saturday. This suggests that Menzies Lane is being used for parking by residents living in the immediate area.

In terms of parking duration, approximately two-thirds (65%) of vehicles parked during a typical weekday do so for less than an hour. Around 85% to 90% of vehicles park within the existing posted 3-hour limit during both year-periods. During a typical weekday, the 12% (May survey) and 15% (August survey) of overstayers significantly reduce parking supply. Of most concern are the 7% of vehicles parked all day, utilizing valuable parking

supply. As was noted in Elora, the long duration parking behaviour significantly curtails the amount of parking available at any one point in time.

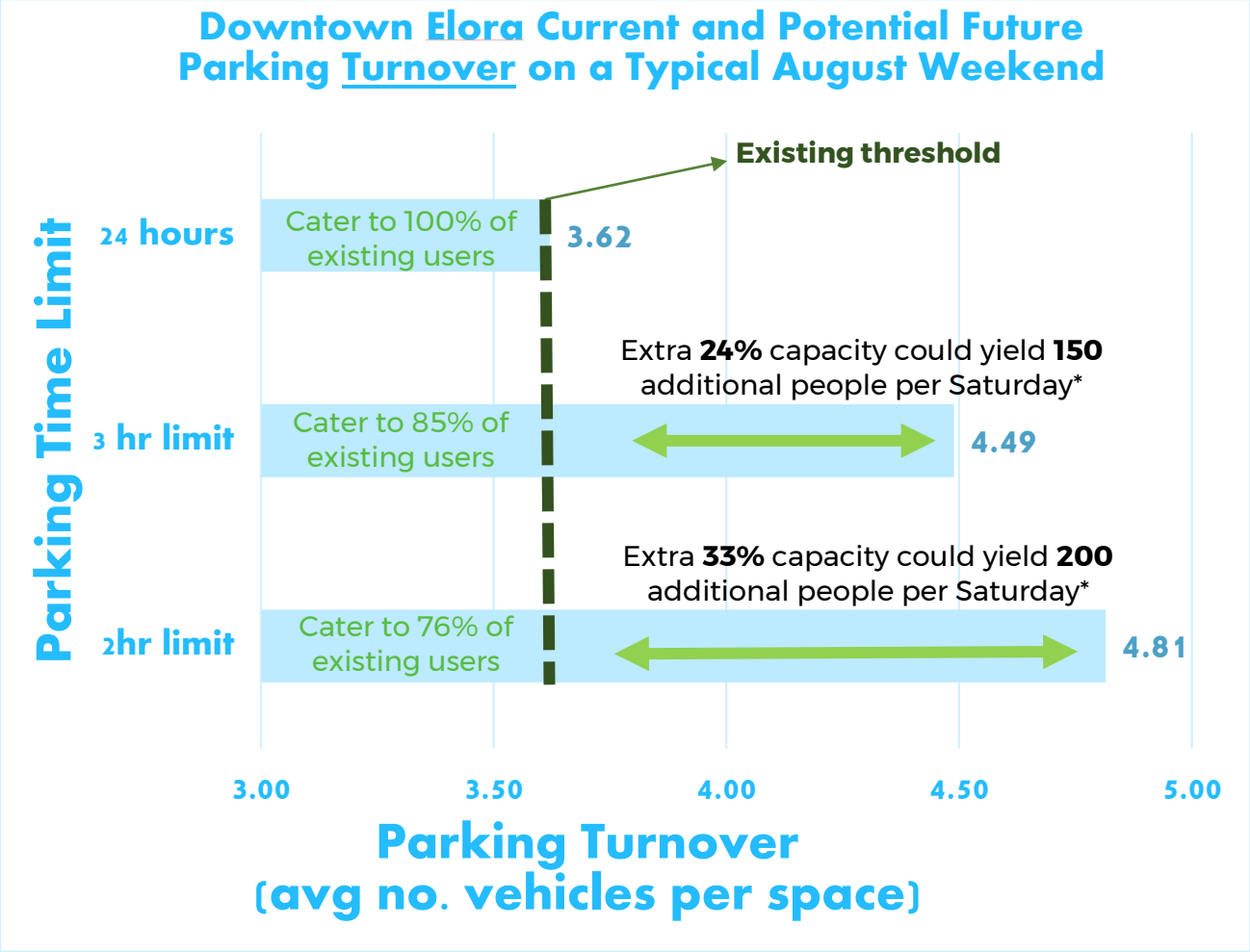
Parking management recommendations

In summary, the data shows that the current parking supply is sufficient to serve the needs of short term users in Elora and Fergus, however, the availability of parking spaces may not be ideally located in relation to the user's destination. It is also clear from the results that there is sufficient overflow on-street and off-street availability, especially throughout Fergus during weekdays.

The results show that while there are some current parking supply constraints at present in areas of demand in Elora at certain locations and times of the day, more effective parking management that includes a greater emphasis on enforcing time limits and managing demand around peak hours would assist significant latent capacity in the existing parking supply.

This potential is illustrated in **Figure 42,** utilizing Elora's Metcalfe St. August weekend data as an example. Based on current turnover patterns, approximately 3.6 vehicles occupy on average one parking space during the day (11am – 9pm). By limiting the parking time-limit to 2-hours, the Township could increase the turnover rate from 3.6 to 4.8 vehicles per parking space, and release a latent capacity of over 33% of existing parking on-street supply. A pilot project on the busiest streets of Fergus and Elora with this 2-hour policy could provide further insight on impacts on businesses and parking availability.

Figure 42. Potential future parking turnover in downtown Elora



*Number of people is based on assumed vehicle occupancy of 2.2 persons/vehicle on a Saturday, compliance with suggested time limit and applying same average turnover per space using recorded August demand to existing parking spaces currently overstayed

An average of 85% occupancy is considered to be an effective parking management goal that indicates both well-utilized parking and sufficient availability on each block/off-street facility to reduce the need to circulate looking for available parking. The ability to reach this threshold will depend on both prevailing parking rules (the parking supply) and the underlying demand for parking in any given area. A series of recommendations including parking rules, enforcement, user information, and peak management are outlined in **Table 13** as part of the parking management strategy for Centre Wellington.

Table 13. Parking management recommendations

PARKING STRATEGY	RECOMMENDATION
PARKING RULES	**Make better use of existing parking supply, particularly at peak times** ▸ More active parking management = unlock significant latent capacity ▸ Adopt a parking utilization goal for more efficient use (85% occupancy to minimize underutilized spaces)
	Limit time in high-use locations ▸ Introduce on-street 2-hour limit in selected locations in downtowns[24] ▸ Hours: 8:00 – 17:00 ▸ Days of the Week: Monday through Saturday
	Consider rules that are equitable for all users ▸ Codify Township's public parking approach in a formal updated by-law
ENFORCEMENT	**Introduce enforcement to secure compliance with parking by-law** ▸ By-law enforcement officer to issue tickets for time limit infractions on either a random or systemic basis: ○ Random: random enforcement and patrols ○ Systematic - Parking enforcement based on data collection and analysis to identify areas of poor compliance
	Establish a business case to support enforcement costs: Consider a funding strategy for enforcement that is based on covering all, or a substantial portion, of the costs of enforcement so that parking management is – at minimum – cost-neutral to the Township's

[24] For proposed locations, refer to zones marked in blue-dashed perimeters in

Figure 41.

	budget and can be demonstrated to provide net positive benefit to the community
USER INFORMATION	**Clearly designate parking facility intended purpose** ▸ Prominent signposting of rules ▸ Prominent signposting of limited parking areas
	Introduce wayfinding: direct drivers to the most appropriate location ▸ Simple and fair ▸ Low ongoing cost ▸ Walking maps at tourist information centre
	Improve quality and quantity of public information ▸ Now: Static information ▸ Future: Real-time information via mobile apps and digital information signs
SPECIAL EVENTS	**Prepare to manage peak periods for special events** ▸ Identify existing overflow parking facilities ▸ Identify resources (such as parking staff) required to manage peak period events. ▸ Consider using existing spaces at community centres, raceway, and museum with shuttle buses to events

4.4.6 Traffic calming policy

Policy framework

Traffic calming can be understood as a series of design, engineering, educational, and/or enforcement measures to reduce the negative impacts of high motor-vehicle speeds and traffic volumes in local and collector streets, with the end goal of improving the liveability and safety conditions of neighbourhoods for all road users.

Traffic calming measures can vary. Physical interventions can range from the roundabouts, curb extensions, road diets and pedestrian islands, among others. Additional mitigation measures may include implementation of electronic speed feedback boards, community road watch programs, or localized police enforcement. Complementary measures also include the application of Complete Streets policies (see **Section 4.4.7**) as they are set to enhance street conditions for all users, regardless of age, ability or income, thus improving overall safety and liveability.

However, where requests for traffic calming persists or in situations where Complete Streets initiatives are not feasible, a traffic calming manual provides direction for suitable traffic calming measures. This section summarizes the proposed policy, with the complete manual provided in **Appendix E**.

Once a traffic calming request has been received, the Township should follow a four-step process to determine the appropriate action. These steps include:

1. **Identify** streets with concerning traffic conditions;
2. **Evaluate** context-sensitive traffic calming measure alternatives;
3. **Consult** with affected residents regarding potential alternatives; and
4. **Implement** preferred traffic calming measures

Warrant criteria

In order to be eligible for traffic calming, a street must meet several criteria. These criteria are outlined in **Table 14.**

Table 14. Traffic calming warrant criteria

Criterion	Requirement	
Road Classification	Only local and collector roads are eligible	
Block Length	Street block length must exceed 120 metres	
Minimum Speed	85th percentile speed must be a minimum of 55 km/hour or if 15 km/hour over the posted speed limit, there is no minimum volume requirement	
Minimum Volume	Local Roads: 900 vehicles per day	Collector Roads: 2,500 vehicles per day
Emergency Response	Consultation must be undertaken with Fire, Ambulance and Police services to verify that response times on these services will not be significantly impacted	
Neighbourhood Survey	A neighbourhood survey must be circulated to 100% of affected households with direct frontage or flankage onto the section of affected roadway. The survey must have a 60% response rate and at least 51% must be in support of the traffic calming measures.	

If a warrant is not met during the process, the subject roadway cannot be reconsidered for 24 months.

To ensure that Complete Streets are prioritized when implementing traffic calming in the Township, the following supporting guidelines are recommended to be adopted:

- Within the urban area, on a road with no or discontinuous sidewalks, installation of continuous sidewalks on at least

one side of the road must first be considered as part of the traffic calming plan, if feasible.

- Roads where cycling lanes have been proposed as part of the Centre Wellington Trails Master Plan should be:

    1. *Prioritized for traffic calming; and*
    2. *Proposed cycling lanes must be implemented as the first traffic calming measure.*

Measures that implement Complete Streets are prioritized in the Traffic Calming Manual. It is also recommended that the measures proposed are fitted appropriately to the street context and have minimal impact to emergency services. Signage can also be used to support traffic calming measures. Signage can include:

- Driver speed-feedback boards
- Right (Left) turn prohibitions
- Through traffic prohibitions
- Traffic-calmed neighbourhood signs

If the Complete Streets measures and signage need to be supplemented by other traditional traffic calming measures, the following list of measures can be explored:

- Chicanes
- Raised Intersection
- Textured Crosswalks
- Curb Extension
- Curb Radius Reduction
- Raised Median Island
- Roundabout or Traffic Circle

More details on traffic calming are found in the proposed Traffic Calming Manual provided in **Appendix E**.

Recommendation: Adopt the Traffic Calming Manual, with an understanding that a "Complete Streets" approach is likely to address traffic calming concerns.

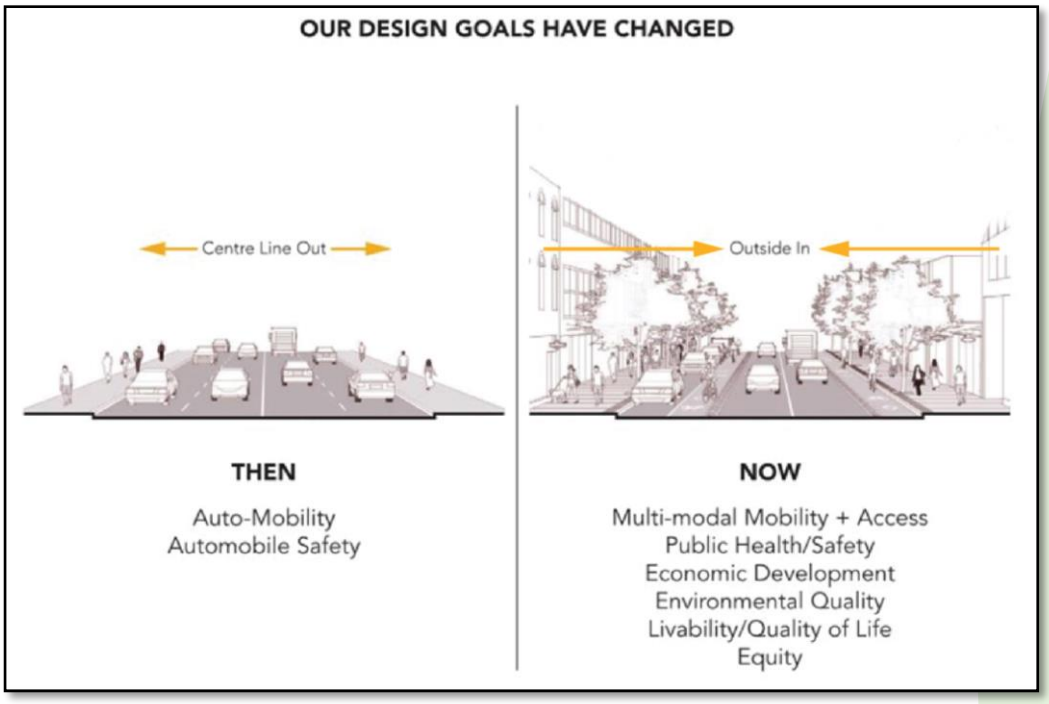
4.4.7 Completes Streets policy

Policy framework

Complete streets are streets that are planned, designed, constructed, operated and maintained for all modes of transportation and all street users. A Complete Streets Policy is a tool for engineers, architects, planners, and developers alike to approach any transportation design, retrofit or maintenance project as an opportunity to address all modes of travel. The policy promotes equal consideration to multiple transportation mode users in order to provide a balanced and inclusive transportation network.

Traditionally, roadway design has been oriented to favour private automobile traffic; however, modern day planning recognizes the importance of integrating more facilities such as sidewalks and separated cycling tracks, to not only address issues of mobility and accessibility, but also to add to the overall sense of livability and safety in the streetscape. **Figure 43** illustrates this shift in the street design paradigm.

Figure 43. Traditional vs. contemporary urban street design[25]



[25] Source: Complete Streets for Canada, 2018. Image available in: http://completestreetsforcanada.ca/news/toronto-complete-streets-guidelines

Complete Streets policy guidelines

Complete Streets for Canada and the National Complete Streets Coalition (NCSC) in the United States both define ten common elements that a Complete Streets Policy should have to promote a comprehensive multi-functional transportation network that supports a full range of mobility options. This TMP adopts this approach and lists 10 key guidelines the Township intends to follow to meet this goal, as detailed in **Table 15**.

Table 15. Complete Streets guidelines for Centre Wellington

#	Element	Guidelines
1	States a community vision	Adhere to the TMP vision statement (see **Section 3.2.1**) acknowledging the importance of promoting streets suitable for all users, regardless of age and ability.
2	Defines all users and modes	Give equal consideration to different users and modes, including pedestrians, cyclists, and motorists. Particular emphasis is placed on considering vulnerable groups such as children, seniors, or people with disabilities, which can be users of any or some of these modes.
3	Applies to all new and retrofit projects	Recognize opportunities of application to existing, retrofit and new transportation projects. This applies to Township-owned transportation facilities in the public right-of-way. The Township will work with Wellington County to ensure that this policy is applied to County Road improvements within Centre Wellington's boundaries and will work with developers of privately constructed streets within new subdivisions to do the same.
4	Identifies exceptions	Apply the policy objectives to all transportation and streetscape projects within the practical, legal, technical and financial boundaries. Circumstances that may hinder the full applicability of a Complete Streets project include, but are not limited to: ▸ Topographical limitations

		▸ Cost versus expected benefits show considerable discrepancies ▸ Road class prohibits by law the placement of non-motorized infrastructure ▸ A reasonable or equivalent transportation alternative already exists or is programmed ▸ Proposed improvement affects accessibility of service or emergency vehicles
5	Encourages connectivity and integration	Promote continuous integration, and connectivity throughout Centre Wellington's street network, cycling and walking facilities, and between modes. This may be achieved through a series of actions, including but not limited to: ▸ Secure bike parking ▸ Bike friendly business facilities (bike racks, showers for employees who commute) ▸ Continuous sidewalks ▸ Continuous on/off-road bicycle or multi-use trails ▸ Safe street crossings for all users (especially pedestrians and people with disabilities) ▸ Appropriate street furniture (waste receptacles, benches, street lamps, shelters, plants, or other relevant elements) in such a way that it does not interrupt or block pedestrian/cyclist pathways ▸ Multi-use public parking (bicycles, motorbikes, electric-vehicle docking stations, disabled and carpooling/taxi stand)
6	Adoptable by all agencies	Review policy with all Township departments involved with the planning, implementation and maintenance of road works, urban design, and land use. Doing so will help identify common challenges, leverage efforts, and optimize and align resources. The policy can be shared with the County, neighbouring municipalities, business improvement areas, or local interest groups as they are all welcomed to contribute with ideas and resources to make streets more complete for everyone.

7	Utilizes latest design guidelines	Refer to the latest and best design criteria and guidelines for every Complete Streets project. Some recommended sources may include NACTO's recent "Designing for All Ages & Abilities: Contextual Guidance for High-Comfort Bicycle Facilities" (2017) or the Transportation Association of Canada's (TAC) "Geometric Design Guide for Canadian Roads" (2017).
8	Acknowledges context sensitive solutions	Recognize that solutions will be context-sensitive to the Township's different urban and rural environments. While there will be technical variables that will determine the degree of implementation of a Complete Streets project, the design should prioritize the desired goal and not reflect or perpetuate the prioritization of private vehicular travel. Every project should frame its investment under these questions: ▸ Which user(s) is the design/operation supporting? ▸ Which user(s) is the design/operation excluding? ▸ What kind of travel demand is the design/operation encouraging or inducing? ▸ What kind of parallel collateral activities is the design/operation encouraging or inducing? ▸ Are there context-specific factors that should be considered before, during, and/or after the implementation takes place?
9	Defines performance standards with measurable outcomes	Establish qualitative and/or quantitative performance indicators to evaluate and monitor policy impacts over time. These indicators are identified in **Section 5.4** as part of a data collection framework that will serve the monitoring strategy of the TMP.
10	Proposes specific implementation steps	List specific steps for an implementation strategy according to a set time scope. This strategy is partly detailed in **Chapter 0**, but it is also important to account for supporting actions that can aid the plan's successful implementation of Complete Streets: ▸ The Township can appoint a committee (such as the Sustainable Transportation Advisory Committee

recommended in **Section 0**) to monitor and evaluate execution of the Complete Streets policy

- Entities, agencies, or partners in charge planning, building and/or maintaining Complete Streets projects may advise the Committee to ensure coordinated efforts are being adopted
- The Township will prioritize current and future sources of funding, based on the expected impact and scope of Complete Streets candidate projects
- The Township will encourage all relevant partners to impart professional staff development and training on Complete Streets policies and best design practices
- The Township will educate and promote communication campaigns to enhance road-use behaviour and promote active transportation
- The Township will incorporate Complete Streets principles into all existing plans, manuals, regulations and programs, as appropriate

Recommendation: Adopt the Complete Streets Policy so that the Township's road network is designed, constructed, operated, and maintained for all users and all modes of travel.

5.0 IMPLEMENTATION STRATEGY

5.1 Chapter Overview

This chapter provides an implementation strategy for the recommended transportation network improvements, dividing them into three timeframes. The implementation plan recognizes that no project will be constructed without funding and approval from Council. The plan is dynamic and acknowledges that priorities can change.

Moreover, the implementation plan is supported by a high-level costing plan to provide an indication of estimated funds needed to build the different projects. In order to gauge progress toward creating a more complete multi-modal transportation network, a monitoring plan is included at the end of the chapter.

5.2 Implementing the Plan

A phased plan to implement the recommended capital improvements of the transportation network has been prepared to delineate short (generally in the next five years), medium (generally to the year 2031) and long-term (generally to the year 2041 and beyond) time horizons.

5.2.1 Network phasing

The proposed road network of the preferred transportation alternative identified in **Section 4.4.1** has been divided into three phases. The phasing responds to the likely future development pattern of residential and employment zones. It also attempts to moderate costs to make the recommendations more manageable to design, fund and construct. The recommended phasing of road projects, including new bridges and intersection improvements, are shown in **Figures 44 and 45**.

Figure 44. Recommended phased implementation of the preferred transportation network of Centre Wellington

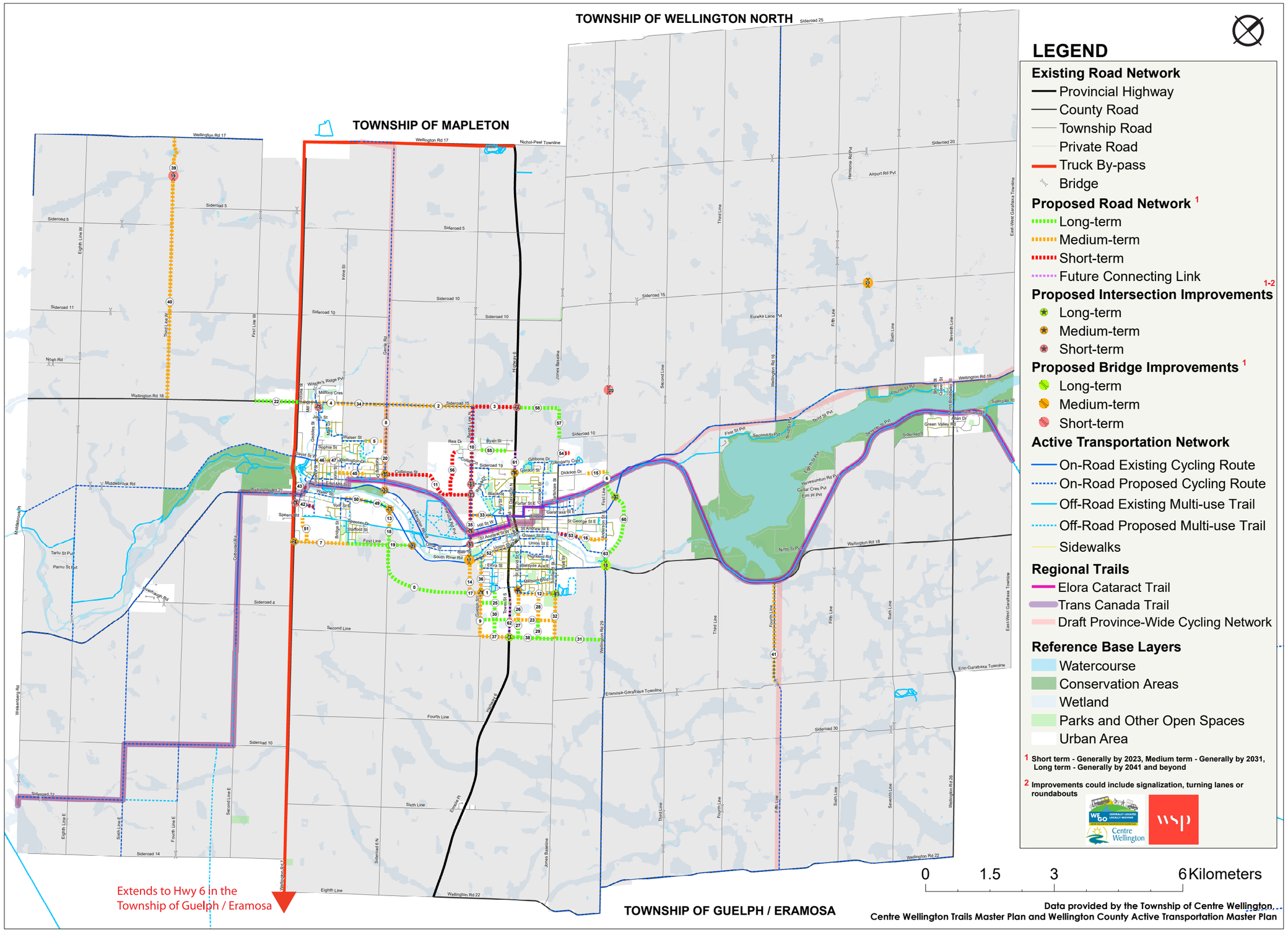
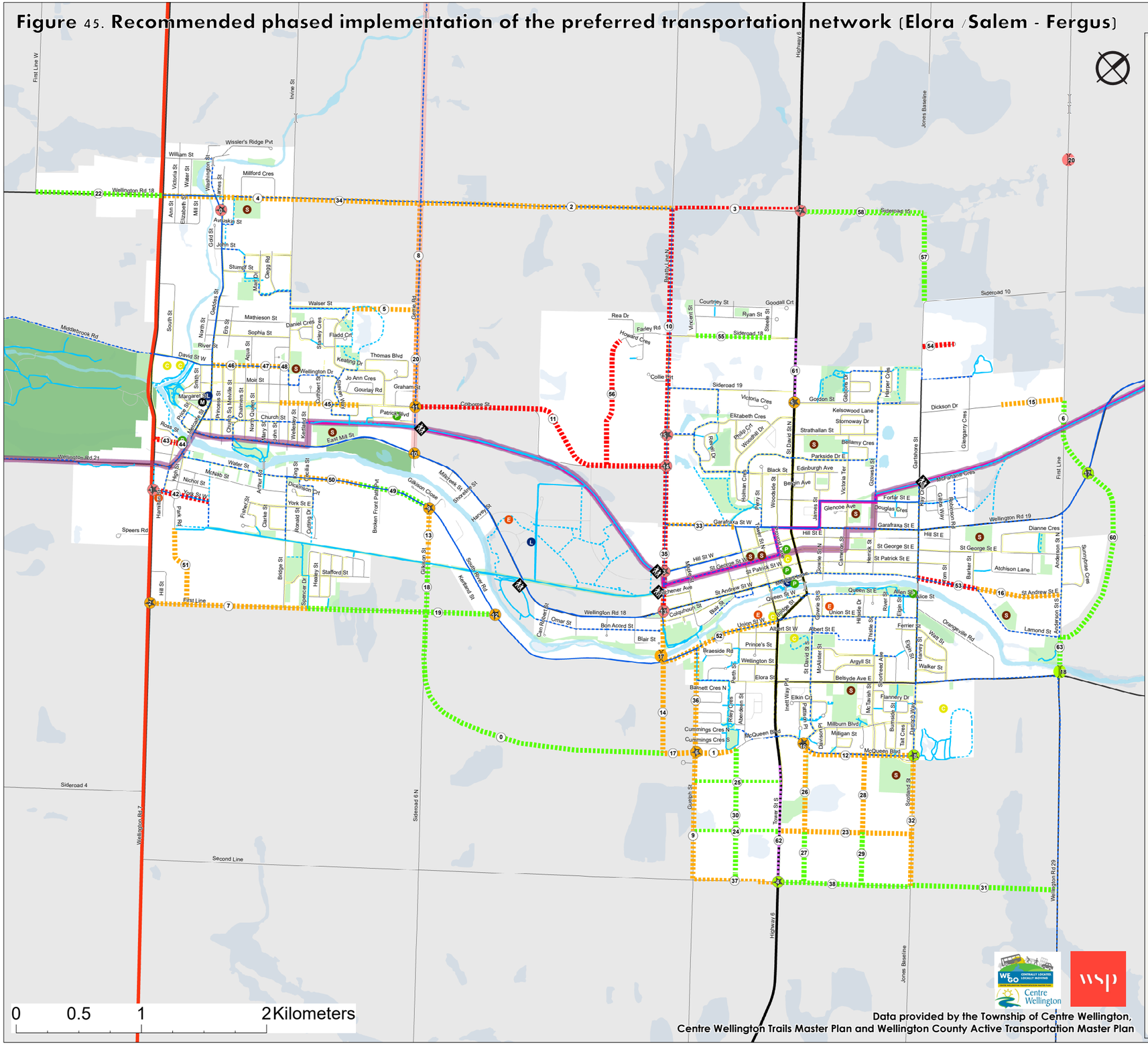


Figure 45. Recommended phased implementation of the preferred transportation network (Elora / Salem - Fergus)



LEGEND

Existing Road Network
- Provincial Highway
- County Road
- Township Road
- Private Road
- Truck By-pass
- Bridge

Proposed Road Network[1]
- Long-term
- Medium-term
- Short-term
- Future Connecting Link

Proposed Intersection Improvements[1-2]
- Long-term
- Medium-term
- Short-term

Proposed Bridge Improvements[1]
- Long-term
- Medium-term
- Short-term

Active Transportation Network
- On-Road Existing Cycling Route
- On-Road Proposed Cycling Route
- Off-Road Existing Multi-use Trail
- Off-Road Proposed Multi-use Trail
- Sidewalks
- Trailhead

Regional Trails
- Elora Cataract Trail
- Trans Canada Trail
- Draft Province-Wide Cycling Network

Reference Base Layers

Key Community Destinations
- Emergency Service
- Library
- Municipal Office
- Public Parking
- Community Centre
- School
- Watercourse
- Conservation Areas
- Wetland
- Parks and Other Open Spaces
- Urban Area

[1] Short term - Generally by 2023, Medium term - Generally by 2031, Long term - Generally by 2041 and beyond

[2] Improvements could include signalization, turning lanes or roundabouts

Data provided by the Township of Centre Wellington, Centre Wellington Trails Master Plan and Wellington County Active Transportation Master Plan

It is important to note that the timeline of the proposed projects is not intended to be a prescriptive list of improvements. It has been developed as a flexible guide for Township staff and decision makers which should be confirmed at the time of implementation and based on available resources and priorities.

Coordination of multi-modal improvements is imperative to leverage the Township's investments being made. Road construction should be coupled with appropriate improvements for transit and active transportation. For instance, if a road is being extended and the active transportation plan calls for multi-use paths along both sides of the roadway, then the road and active transportation works should be constructed concurrently, along with any facilities needed to support transit.

This Complete Streets approach to addressing all modes of transportation simultaneously will help to meet the multi-modal vision of the TMP and will be the most cost-effective way to construct the transportation infrastructure. Doing so will leverage the investment and help create a connected network faster than trying to retrofit infrastructure in the future.

Active transportation implementation is also recommended to follow the phasing plans contained within the Township's Trails Master Plan and the County's Active Transportation Master Plan. However, a flexible approach should be adopted in doing so, as the proposed road improvement phasing identified in this TMP reflects the most current priorities and thereby should steer future active transportation phasing as well.

5.2.2 Local and County coordination

There are numerous County roads within the Centre Wellington borders. It will be important to coordinate investments between the two entities to leverage each other's work and to ensure continuity of the transportation network. Active transportation improvements to a Township road that connect with a County road should be coordinated with similar County investments in active transportation facilities, as one example. The County has been an active participant on the Technical Agencies Committee as part of this TMP and continued coordination is expected and encouraged.

5.3 Costing the Plan

This section of the TMP provides high-level costs estimate for the proposed network improvements including rehabilitation of existing roads, new road proposals, improvements to intersections and construction of new bridges over the Grand River. The costs will require confirmation as the project approach implementation through assessment and detailed design of the facilities. Projects costing are outlined as short-term, medium-term and long-term based on when the future development is recommended to occur. The TMP recommends new road construction as well as capacity improvement for existing roads.

The costing for road projects included in the TMP assumes active transportation facilities as part of the cost. Other active transportation costs should refer to the Trails Master Plan. The costing analysis does not estimate funds required for ongoing operations and maintenance.

5.3.1 Capital costs

The road network improvements recommended in the TMP are largely based on when future development occurs. Some roads will be constructed by the development community as greenfield sites are developed. Other roads will be constructed by the Township and supported by development charges in accordance with Provincial legislation. The TMP also indicates several Township intersection improvements that could include signalization, turning lanes or roundabouts. Some of these intersections are shared with County roads. The timing and costs of other County road improvements are expected to be addressed in the next Wellington County TMP.

The costing for the improvement measures were calculated using data provided by the Township for the most recent construction costs of infrastructure projects. An additional 15% and 20% of the total cost was added towards design and permits, and contingency, respectively. These costs have been summarized by short, medium and long-term horizons provided in **Table 16**. A detailed overview of the indicative capital costs of the TMP road projects is provided in **Appendix F**.

Table 16. Indicative capital costs by horizon timeframe

Horizon	Improvement	Number	Cost ($)
Short term (generally next five years)	Roads	8.9 km	$21,183,583
	Intersections	7	$2,598,750
	Bridges	2	$4,725,000
	Short term total		**$28,507,333**
Medium term (generally by 2031)	Roads	30.6 km	$67,432,238
	Intersections	8	$2,970,000
	Bridges	2	$8,937,000
	Medium-term total		**$79,339,238**
Long term (generally by 2041 or beyond)	Roads	16.4 km	$38,295,484
	Intersections	3	$1,113,750
	Bridges	1	$6,237,000
	Long term total		**$45,646,234**
Grand Total			**$153,492,805**

5.3.2 Funding

It is acknowledged that the recommended capital projects in the TMP will require significant ongoing investment. At the Federal, Provincial, County and Township level there are additional funding opportunities beyond the annual capital budget process to support future projects.

The following sections outline the proposed funding options which are available for the various modes. The Township should continue to monitor and explore funding programs made available by all levels of government on a regular basis.

Roads funding

Federal funding strategies

As part of the New Building Canada Plan, the New Building Canada Fund (NBCF) was established in 2014 to fund projects from 2014 to 2024. There is $2.7 billion designated for Ontario projects in the New Building Canada Fund, and an estimated $8.12 billion under the Federal Gas Tax Fund.

Provincial funding strategies

Infrastructure Ontario's Loan Program provides long-term financing to eligible public-sector clients to help renew infrastructure and deliver value to customers and residents. Infrastructure Ontario (IO.) advertises the loan program as benefiting from:

- Affordable rates;
- Access to capital market financing without any fees or commissions;
- Longer loan terms designed to match the life of the asset;
- No need to refinance over the life of the loan; and
- Online application with access to dedicated and experienced staff.

IO loans can be used for any capital investment including roads, bridges and other projects that enhance mobility for all transportation users.

Development charges

Another source of funding is the development charge imposed on new developments to cover the cost of the proposed local infrastructure. The Township of Centre Willington is already in the process of finalizing the 2018 development charge study. Part of the cost required for roads except local roads can be funded via development charge mechanism.

Active transportation funding

The following describes the different funding sources which the Township of Centre Wellington should explore to help proceed with the implementation of the active transportation network.

Federal, provincial and regional governments

Funding opportunities made available at the provincial and federal levels include, but not limited to, the following:

- Ontario municipal commuter cycling fund;
- Federal gas tax fund;
- NBCF – provincial-territorial infrastructure component ;
- Provincial gas tax fund;

- Ontario municipal climate change program; and
- Corporate environmental funds.

Projects identified and funded by County of Wellington are based on the improvements identified in Wellington County Active Transportation Plan (2012).

Development charges

Monies which are acquired from developers through the development process which can be applied to the construction of select active transportation infrastructure such as trails and pathways.

Development construction

The construction of on-road active transportation facilities as part of the development construction process.

Township

The remaining portion of the capital and operating costs after application of the funding from the sources above are supported primarily by property tax revenues collected by the Township.

5.4 Monitoring progress

The Township will want to track progress on implementing transportation studies, initiatives and physical projects and their impact on creating a more balanced transportation modal split during peak hours. Monitoring the performance of the TMP will help confirm the transportation projects included in the TMP and will also help identify where modifications or updates to the TMP are needed. Multi-modal performance indicators to track the modal split in the Township are provided in **Table 17**.

Table 17. Performance indicators and measures

Indicator	Measure	Data Source	Frequency
Walking and cycling	Modal share of walking and cycling trips during the p.m. peak period	Transportation Tomorrow Survey (T.T.S)	At least every five years
	Total kilometres of on/off road cycling facilities (such as bike lanes, cycle tracks, off-road trails and paved shoulders)	County and Township	At least every three years
	Total kilometres of new sidewalks	County and Township	At least every three years
	Number of crosswalks or intersection improvements	County and Township	At least every three years
Road network	Volume to capacity ratios on north-south and east-west screenlines during the p.m. peak period	County and Township automated traffic counts	At least every three years
	Total lane kilometres of new roads	County and Township	At least every three years
	Total lane kilometres of repaved or newly-treated roads	County and Township	At least every three years
Carpooling	Modal share of auto passengers during the p.m. peak period	TTS	At least every five years
Safety	Number of collisions (motorists)	Police collision report	Yearly
Vehicle Registration	Number of registered vehicles per 1,000 inhabitants	Number Plate registration	Yearly

Automated traffic counts and the TTS data are collected on regular intervals, however, TTS data are collected every five years, with an additional year or two required for processing before the data are released.

To obtain more data for walking, cycling or carpooling outside of the five-year schedule for TTS data, the Township would have to initiate its own counting program using Township resources or enlist the support of active transportation advocacy groups, other stakeholders or the general public.

5.4.1 Monitoring influence of emerging technologies

Technology is constantly changing and evolving in many fields, including the transportation industry. While the Township monitors performance in terms of modal split, the Township should also keep well aware of emerging technologies and how they may influence travel patterns and travel behaviour in the future. The increased prevalence of electric vehicles may require more locations with charging stations. As the County explores ridesharing as a supplement for a transit solution, the Township should be ready to accommodate ride-sharing and other Mobility as a Service (MaaS) platforms through mobile device applications or other means. In the long term, the advent of semi-autonomous, autonomous or driverless vehicles will be an important role in sharing travel trends.

The Township can consider undertaking a "new mobility audit" as part of preliminary planning for major transportation infrastructure to identify whether investment will meet future travel demand needs over a transportation facility's lifecycle.

6.0 SUMMARY OF RECOMMENDATIONS

To conclude the TMP, a summary by topic is provided to list the recommendations for each key area of focus. These represent the next steps required to implement this plan.

Future transportation network

- Select Alternative 3 as the preferred alternative for the Township's future road network, as well as identified intersection improvements.
- Consider previously proposed road improvements for rural areas including selected bridges.
- Consider the implementation of two new bridges to enhance the north-south connectivity of Fergus along the Beatty Line and Wellington Road 29. The Wellington Road 29 bridge could also serve the industrial area in the northeast portion of Fergus as additional improvements are made for connectivity on the eastern edge of the Fergus urban area.

Truck by-pass

- Formalize the County Road 7 to County Road 17 as the truck by-pass for Fergus and Elora.

Active transportation

- Incorporate active transportation facilities into the design of all future roads.
- Establish a Sustainable Transportation Advisory Committee.
- Update the Township's Trails Master Plan and consider on-road facilities in the next TMP.

Transit

- Prepare a Transit Service Strategy report.
- Discuss with existing service providers on whether or not there is an opportunity to serve Centre Wellington.
- Participate in any future studies regarding transit expansion or provision led by others, such as the County of Wellington's initiative to explore a County-wide, inter-community transit service.

Parking

- Make better use of existing parking supply, particularly at peak times.
- Limit time in high-use locations.
- Consider rules that are equitable for all users by codify Township's public parking approach in a formal updated by-law
- Introduce enforcement to secure compliance with parking by-law.
- Establish a business case to support enforcement costs.
- Clearly designate parking facility intended purpose.
- Introduce wayfinding to direct drivers to the most appropriate location.
- Improve quality and quantity of public information.
- Prepare to manage peak periods during special events.

Traffic calming policy

- Adopt the Traffic Calming Manual with an understanding that a "Complete Streets" approach is likely to address traffic calming concerns.

Complete Streets policy

- Adopt the Complete Streets Policy so that the Township's street network is designed, constructed, operated and maintained for all users and all modes of travel.

APPENDIX - A

Consultation Supporting Documents

CONSULTATION SUPPORTING DOCUMENTATION

Appendix A includes the most relevant supporting information utilized and collected during the stakeholder engagement rounds. As an integral piece of the consultation methodology adopted, the feedback obtained was documented and analyzed, and later incorporated into the recommendations provided in the TMP. This section provides the following supporting documentation and feedback collected used for this process:

A-1. Notice of Study Commencement

A-2. Sample of project webpage

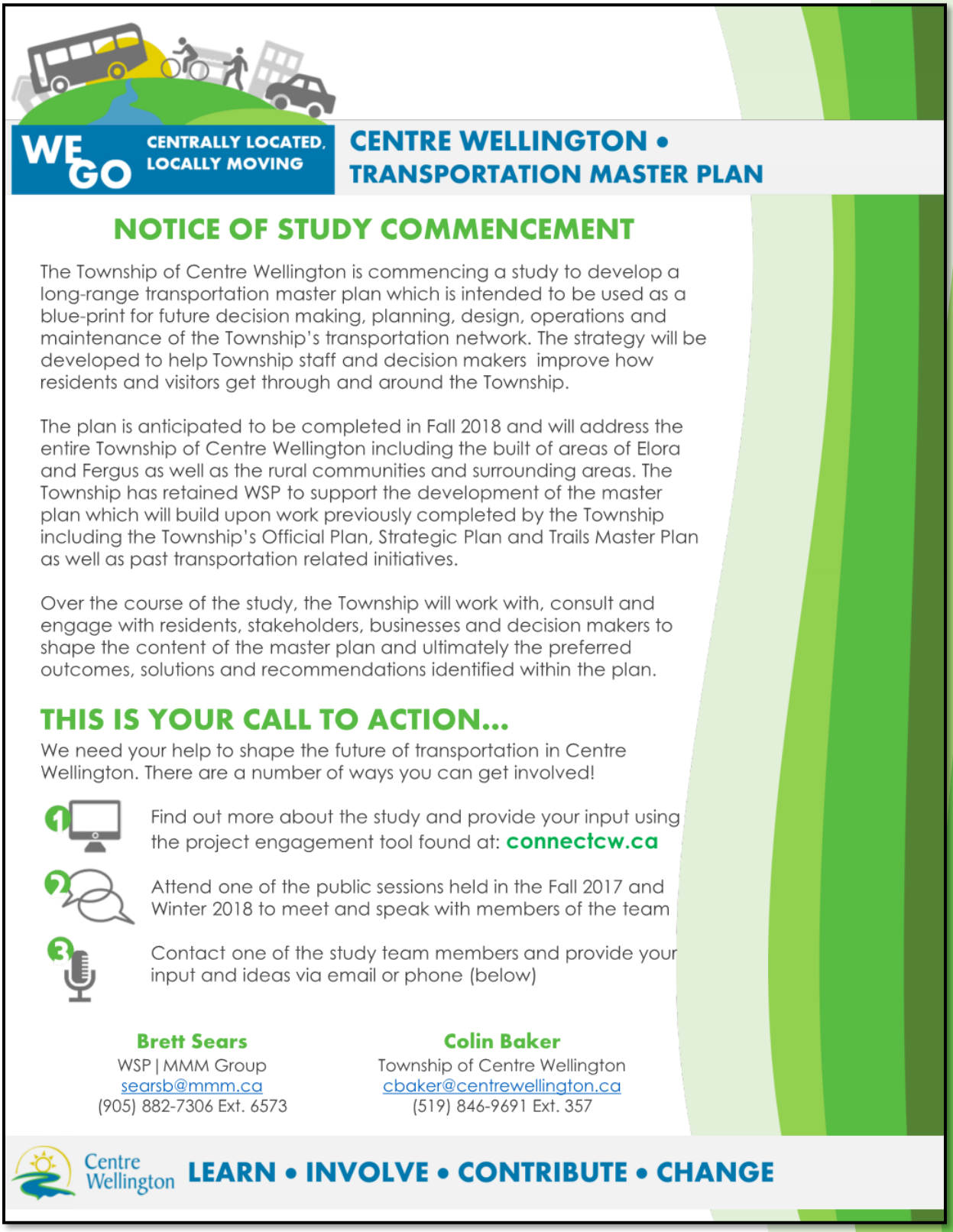
A-3. Display boards utilized for Public Information Centre 1

A-4. Display boards utilized for Public Information Centre 2

A-5 Stakeholder comments received during engagement round 1

A-6 Stakeholder comments received during engagement round 2

A-2. Notice of Study Commencement



WE GO CENTRALLY LOCATED, LOCALLY MOVING

CENTRE WELLINGTON • TRANSPORTATION MASTER PLAN

NOTICE OF STUDY COMMENCEMENT

The Township of Centre Wellington is commencing a study to develop a long-range transportation master plan which is intended to be used as a blue-print for future decision making, planning, design, operations and maintenance of the Township's transportation network. The strategy will be developed to help Township staff and decision makers improve how residents and visitors get through and around the Township.

The plan is anticipated to be completed in Fall 2018 and will address the entire Township of Centre Wellington including the built of areas of Elora and Fergus as well as the rural communities and surrounding areas. The Township has retained WSP to support the development of the master plan which will build upon work previously completed by the Township including the Township's Official Plan, Strategic Plan and Trails Master Plan as well as past transportation related initiatives.

Over the course of the study, the Township will work with, consult and engage with residents, stakeholders, businesses and decision makers to shape the content of the master plan and ultimately the preferred outcomes, solutions and recommendations identified within the plan.

THIS IS YOUR CALL TO ACTION...

We need your help to shape the future of transportation in Centre Wellington. There are a number of ways you can get involved!

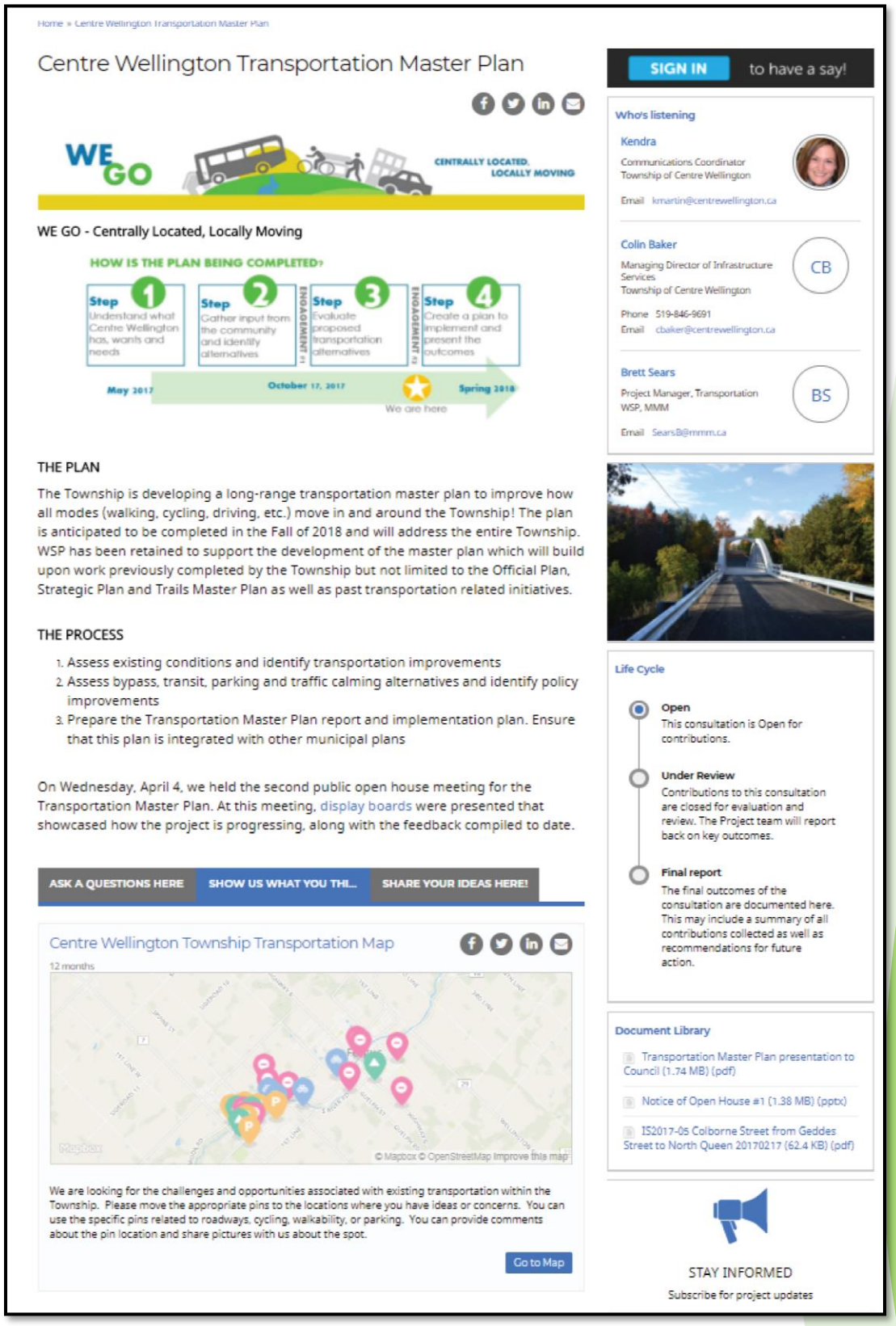
1. Find out more about the study and provide your input using the project engagement tool found at: **connectcw.ca**
2. Attend one of the public sessions held in the Fall 2017 and Winter 2018 to meet and speak with members of the team
3. Contact one of the study team members and provide your input and ideas via email or phone (below)

Brett Sears
WSP | MMM Group
searsb@mmm.ca
(905) 882-7306 Ext. 6573

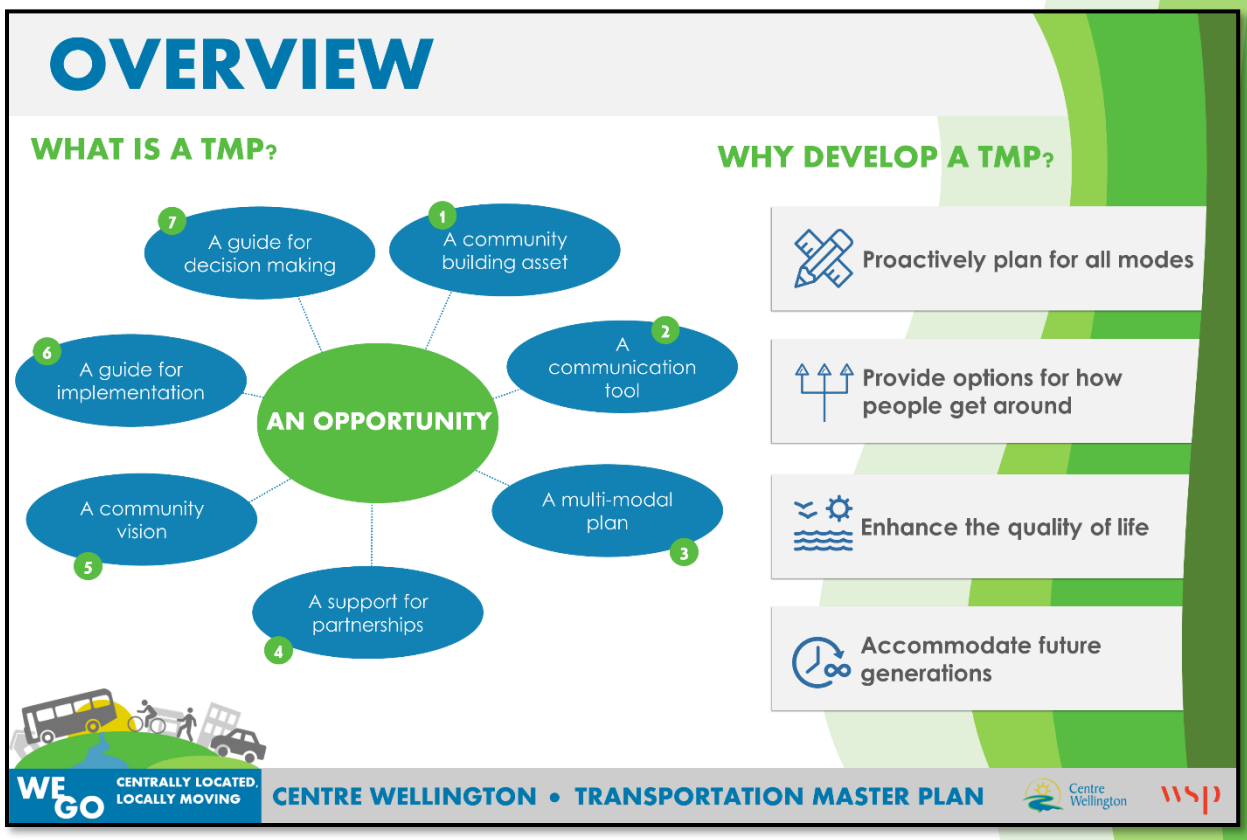
Colin Baker
Township of Centre Wellington
cbaker@centrewellington.ca
(519) 846-9691 Ext. 357

Centre Wellington **LEARN • INVOLVE • CONTRIBUTE • CHANGE**

A-2. Sample of project webpage



A-3. Display boards utilized for Public Information Centre 1



PROCESS

HOW IS THE PLAN BEING COMPLETED?

Step 1 Understand what Centre Wellington has, wants and needs

ENGAGEMENT #1

Step 2 Gather input from residents and stakeholders

ENGAGEMENT #2

Step 3 Identify transportation routes for the Township

ENGAGEMENT #3

Step 4 Create a plan to implement and present the outcomes

May 2017 — We are here — Spring 2018

THE MUNICIPAL CLASS E.A. PROCESS

The TMP is being completed consistent with approach 1 of the Municipal Class E.A. Master Planning process. Phases 1 and 2 of the MCEA process will be completed including:

- Identification of problem / opportunity statement
- Identification of alternatives
- Evaluation of alternatives
- Selection of preferred alternative

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Centre Wellington

WSP

CURRENT TRENDS

CENTRE WELLINGTON OFFERS...

Waterways

Recreation

Parks / Trails

Farmland

Business

Tourism

28,200 population as of 2016

Township of Centre Wellington is composed of the Town of Fergus, the former Village of Elora and parts of the former townships of Eramosa, Nichol, Pilkington and West Garafraxa

HOW ARE THE NETWORKS USED?

Modal Split for trips destined for Centre Wellington from 4 to 6 p.m.

- **82%** Auto driver
- **15%** Auto Passenger
- **3%** Walk & Cycle
- **0%** Transit (excluding GO)

ABOUT THE RESIDENTS...

AGE	26% 0 – 19 years	45% 20 – 54 years	26% 55 – 84 years	3% 85 + years
JOBS	2,467 Manufacturing	1,629 Healthcare	1,093 Agriculture	
GENDER	47%	51%	2%	

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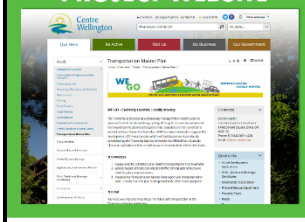
Centre Wellington

WSP

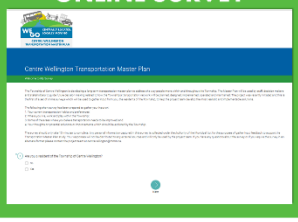
ENGAGEMENT

1. Council Members
2. Steering Committee
3. Technical Agencies
4. Community Stakeholders
5. Local Committee
6. Local businesses
7. Residents

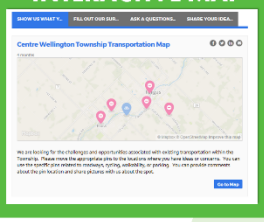
PROJECT WEBSITE



ONLINE SURVEY



INTERACTIVE MAP



WORKSHOPS

ROUND 1	ROUND 2	ROUND 3
May – October 2017	October - December 2017	January – March 2018
Objective: To gather input on the current habits and preferences of the various audiences as well as transportation opportunities and challenges	**Objective:** To inform audiences of the work completed to date and to gather input on the preliminary transportation options / alternatives being considered for the Township	**Objective:** To report back based on input received and to gather input on the draft preferred network to identify priorities and preferences

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Centre Wellington

WSP

ENGAGEMENT

WHAT HAVE WE HEARD THUS FAR?

Based on our **233** survey responses...

0-3 days/week	Mode Choice	4-7 days/week
8%	Drive a car	92%
84%	Carpool	16%
84%	Transit	16%
34%	Walk	66%
73%	Cycle	27%

35%	57%	2%	1%	5%
Elora	Fergus	Belwood	Inverhaugh	Rural Centre Wellington

Average commute time...

- **21 minutes** to work
- **8 minutes** to school
- **11 minutes** to other

Transportation in Centre Wellington...

traffic congested walk limited car No public transit lacking biking taxi safety Non-existent

Priorities for improving transportation...

1st To increase tourism in major communities

2nd To create more complete & attractive communities

3rd To improve the health of residents

14% feel very comfortable cycling in the Township

39% feel very comfortable walking in the Township

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Centre Wellington

WSP

PRINCIPLES

THE PLAN The Township of Centre Wellington is developing a long-range transportation master plan to improve how all modes (walking, cycling, driving, etc.) move in and around the Township!

WHAT ARE THE GOALS?

- #1 Assess the transportation network & develop a 25-year plan
- #2 Review Highway 6 Fergus bypass
- #3 Determine feasibility of transit services to Centre Wellington
- #4 Assess current & future parking demand in Fergus and Elora
- #5 Update transportation policies & schedules in the Official Plan
- #6 Integrate recommended transportation solutions
- #7 Develop a traffic calming policy manual
- #8 Conduct inclusive & effective public engagement

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CONTEXT

WHAT ARE THE EXISTING NETWORKS?

Transit

The Township / County does not currently operate its own transit system. Options such as special services for schools and paratransit users or shuttles between popular locations during peak periods should be explored.

Walking & Cycling

There is a total of **228.3 km** of existing and proposed AT facilities including:

- off-road multi-use trail
- Signed route
- Signed route with sharrow
- Paved shoulder
- Bike lane

Roads

Existing road network hierarchy:

- Arterial
- Collector
- Local

County roads and provincial highways run through the Township which provide connecting links to surrounding municipalities

WHAT DO THE NETWORKS LOOK LIKE?

Transit


Special School Service


Paratransit Service

Walking & Cycling


Multi-use trail


Bike lane


Signed Route


Sharrow

Roads


Arterial road


Local road


Collector road

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THE FIVE E'S

A 'successful' master plan not only identifies new infrastructure projects but also addresses other necessary components related to promotion, outreach, operations and implementation. They include...

ENGINEERING
Designing consistent and continuous routes and facilities for all user types

EDUCATION
Providing information to audiences on how to properly and safely use routes and facilities

ENCOURAGEMENT
Providing incentives and partnerships that will increase the interest in transportation and encourage involvement in design making

ENFORCEMENT
Improving safety by strictly enforcing existing roadway laws and regulations

EVALUATION
Monitoring network usage and safety, and undertaking complementary initiatives to encourage a well-rounded network

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VISION

THE FUTURE OF TRANSPORTATION IN CENTRE WELLINGTON LOOKS LIKE...

Please write your thoughts about the future of transportation in Centre Wellington in the space below using a sharpie or a post-it note:

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RANKING PRIORITIES

WHICH PRIORITIES ARE MOST IMPORTANT TO YOU?

Improve the health of residents	Improve connections to surrounding municipalities	Make it easier to get around the Township
Provide opportunities for walking, cycling and recreation	Create more complete and attractive communities	Provide more transportation Options
Increase tourism in major Communities	Connect seniors and vulnerable persons with the services they need	Provide more equitable transportation options for all

We need your input: Please use the stickers to indicate which priorities are considered important when improving transportation in Centre Wellington.

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NEXT STEPS

WHAT IS NEXT FOR THE TMP?

1. » Host additional consultation & engagement sessions to complete the first round of engagement
2. » Document input received through the first round of engagement
3. » Prepare transportation model & identify potential transportation alternatives
4. » Document results from the first phase of the Transportation Master Plan study

MORE TO COME! STAY IN CONTACT WITH THE TEAM...

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Township of Centre Wellington
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Project Manager, Transportation
WSP
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A-4. Display boards utilized for Public Information Centre 2

PROJECT PHASES

HOW IS THE PLAN BEING COMPLETED?

Step 1 Understand what Centre Wellington has, wants and needs

Step 2 Gather input from the community and identify alternatives

ENGAGEMENT #1

Step 3 Evaluate proposed transportation alternatives

ENGAGEMENT #2

Step 4 Create a plan to implement and present the outcomes

May 2017 — October 17, 2017 — Spring 2018

We are here

THE MUNICIPAL CLASS E.A. PROCESS

The Transportation Master Plan is being completed consistent with approach 1 of the Municipal Class E.A. Master Planning process.

Phases 1 and 2 of the MCEA process will be completed including:

- Identification of problem / opportunity statement
- Identification of alternatives
- Evaluation of alternatives — We are here
- Selection of preferred alternatives

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STAKEHOLDERS ENGAGED

Transportation Master Plan

1. **Council Members**
2. **Steering Committee**
3. **Technical Agencies**
   - Ontario Provincial Police
   - Grand River Conservation Authority
   - County of Wellington
   - Wellington-Dufferin-Guelph Public Health
4. **Local Advisory Groups**
   - Legal Aid Ontario
   - Centre Wellington Community Foundation
   - Centre Wellington Social Justice
   - Community Resources Centre
   - Family Health team
5. **Local Businesses (Business Improvement Association)**
   - Elora
   - Fergus
6. **Residents**
   - *ConnectCW* Online Platform

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COMMUNITY & STAKEHOLDER FEEDBACK

WHAT HAS THE COMMUNITY VOICED SO FAR?

* Based on 900+ public comments processed

Traffic
- Enhance **north-south connections** (river crossings)
- More **local roads** being **used by commuter traffic**
- Ensure **bridge** maintenance
- Explore new **bridge connections**

Transit
- Explore **regional connections** (especially to Guelph)
- Connect **popular destinations between Elora-Fergus**
- Provide options for **youth** and **elderly** travel needs
- Build **support** on **Township and County level**

Parking
- Increasing demand in **Fergus and Elora**
- **Current enforcement** is only **complaint-driven**
- Increase **signage** and review **parking-allowed hours**
- Increase **parking** for **motorcycles, bikes, and disabled**

Fergus Bypass
- Examine impacts **Truck traffic** coming into **downtown Fergus and Elora**
- Implement an intuitive and direct route
- Trucks adding to overall congestion

Walking & Cycling
- Integrate **new subdivisions** to trails network
- Connect missing **links of sidewalk** network
- More **signage and lighting** on cycling trails
- More supporting **end-trip facilities** (bike parking)

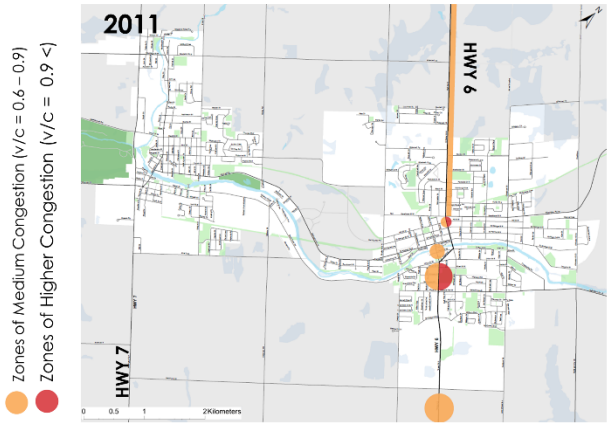
TRANSPORTATION WORKING VISION

*"The Township of Centre Wellington envisions a **well connected street network** that meets the needs of **all transportation users**. New transportation construction and maintenance operations carefully assess and support the **mobility needs** of multiple user types of **all ages and abilities**. The transportation network meets the needs of today while planning for the future."*

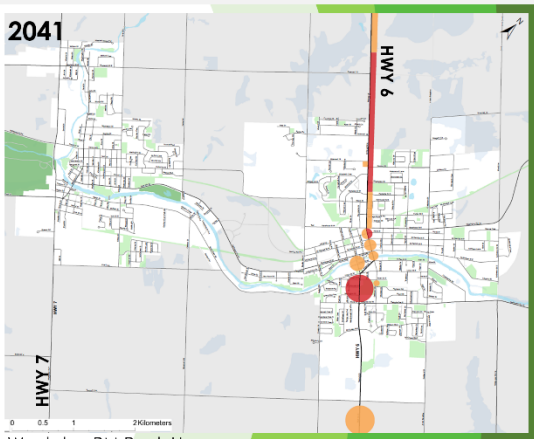
*The vision for Centre Wellington's transportation future integrates **five principles**:*

1. *Protect and preserve natural assets and the environment through sustainable transportation practices*
2. *Support the local economy with key transportation corridors and integrated multimodal facilities*
3. *Consider the role of transit as a future travel solution*
4. *Support established and new neighbourhoods through well-connected roads and facilities to the downtowns*
5. *Promote active lifestyles through ample multi-use networks conducive for walking and cycling*

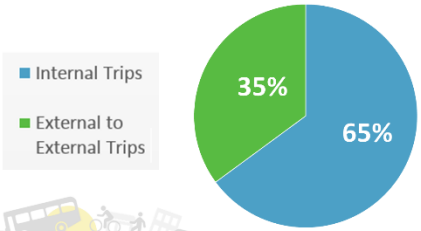
RECOMMENDATIONS – TRANSPORTATION NETWORK



Weekday PM Peak Hour



Weekday PM Peak Hour



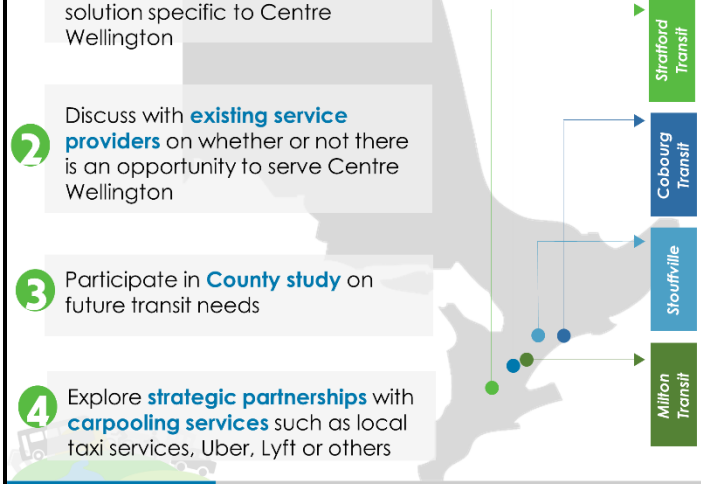
Weekday PM Peak Hour Total trips: 4,000

- In 2011, approximately **30 %** of the total daily trips in Centre Wellington originated from outside the Town and used **Hwy 6 as a through route to go to an external destination**
- Some congestion spots are located in **Fergus** most likely due to **through traffic** travelling on Hwy. 6 and limited **Grand River crossings**

RECOMMENDATIONS – TRANSIT

General Recommendations:

1. Develop a **Transit Service Strategy** to determine the needs and demand for transit, and to find a solution specific to Centre Wellington
2. Discuss with **existing service providers** on whether or not there is an opportunity to serve Centre Wellington
3. Participate in **County study** on future transit needs
4. Explore **strategic partnerships** with **carpooling services** such as local taxi services, Uber, Lyft or others

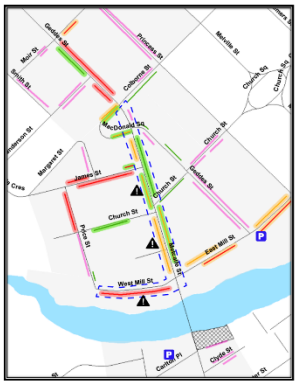


	Year Established	Population Served	Service Area km²	Annual Ridership	Operated by	No. Routes	Annual Operating Budget
Halton Hills ActiVan	1981	59,000	280	38,800	Town of Halton Hills	Specialized service within Town limits for seniors and persons with disabilities	403 K (2018)
Stratford Transit	1952	32,000	28	595,400	Stratford Transit	6 Conventional Routes 4 School Special Routes	1.57 M (2018)
Cobourg Transit	1976	10,700	13	104,100	Cobourg Transit	2 Conventional Bus Routes	588 K (2018)
Stouffville	2003	45,800	206	78,600	GO Transit	2 Conventional Bus Routes 1 Train Route	NA
					York Region Transit	2 Conventional Bus Routes	NA
Milton Transit	1990	95,800	36	455,200	Milton Transit	9 Conventional Routes	2.96 M (2018)
					GO Transit	3 Conventional Bus Routes 1 Train Route	NA

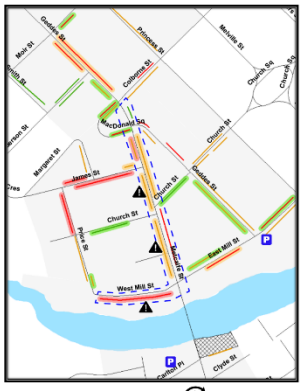
CONSIDERATIONS – PARKING UTILIZATION

ELORA

Typical Weekday

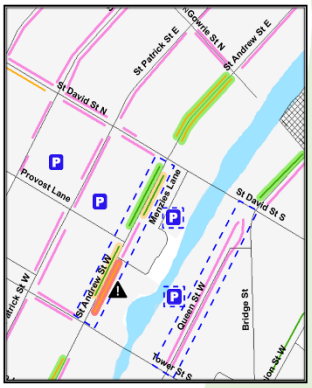


Typical Weekend



FERGUS

Typical Weekday



Typical Weekend

Legend

- August - Utilization 50 -69%
- August - Utilization 69-84%
- August - Utilization 85%+
- May - Utilization 50-69%
- May - Utilization 69-84%
- May - Utilization 85%+
- Other on-street parking
- Roads
- No Parking Blocks
- Blocks
- Off Street Parking
- Proposed Parking 2-hour limit

Areas with significant (>10%) overstay in excess of **3 hours**

- In Elora, approximately **25%** of cars park **more than 2 hours**
- In Fergus, approximately **20%** of cars park **more than 2 hours**

CONSIDERATIONS – PARKING

DURATION

Length of stay
TRADE OFF
Longer duration = less capacity, more searching for parking

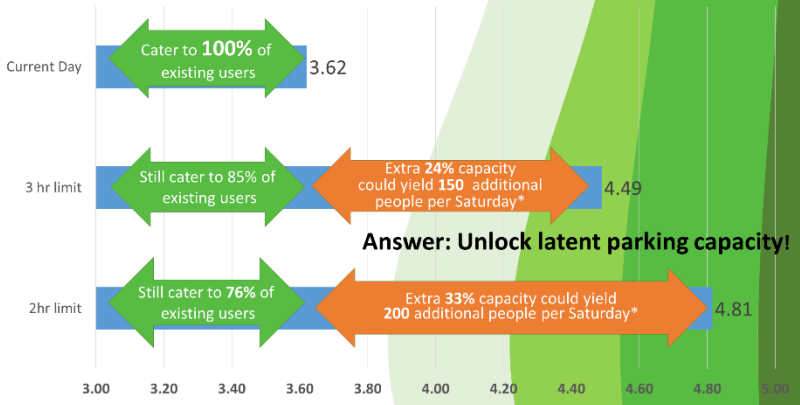
OR

TURNOVER

Frequency of use for each space
TRADE OFF
More turnover = shorter stays

KEY QUESTIONS:
1. **HOW DO WE MAKE BETTER USE OF OUR PARKING?**
2. **HOW LONG IS TOO LONG?**

Downtown Elora Current and Potential Future Parking Turnover on a Typical August Weekend



* Based on assumed vehicle occupancy of 2.2 persons/vehicle on a Saturday compliance with suggested time limit and applying same average turnover per space using recorded August demand to existing parking spaces currently overstayed

RECOMMENDATIONS – PARKING

PARKING RULES

1. Make **better use** of **existing parking supply**, particularly at **peak times**:
   - More active parking management = unlock significant latent capacity
   - Adopt a parking utilization goal for more efficient use (ex: 85% occupancy to minimize underutilized spaces)
2. **Limit time** in **high-use locations**:
   - Introduce on-street 2-hour limit in selected locations in downtowns, 8:00 – 17:00, Mon - Sat
3. Consider **rules** that are **equitable** for **all users**:
   - Continue first-come, first served approach?
   - Implement stricter time limits?
   - Pay by use for premium locations?
   - Codify Township's public parking approach in a formal policy

ENFORCEMENT

4. Introduce **enforcement**
5. **Business Case** to establish costs and benefits

INFORM USERS

6. Clearly designate parking facility **intended purpose**
   - Prominent signposting of rules
7. Introduce **wayfinding**: direct drivers to the **most appropriate location**
   - Simple and fair
   - Low ongoing cost
   - Walking Maps
8. Improve **quality** and **quantity** of **public information**
   - Now: Static information
   - Future: Real-time information

PEAK MANAGEMENT

9. Event management **critical for peak periods** & **events**
10. Identify **overflow facilities** and **resources required** to manage:
    - Parking assistants
    - Existing parking lots

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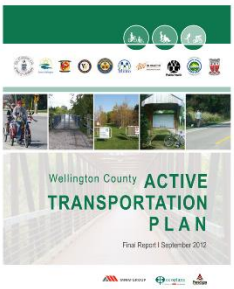
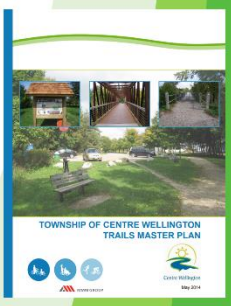
RECOMMENDATIONS – ACTIVE TRANSPORTATION

Local, County-wide and Provincial plans outline the **future network** for **walking and cycling**.

2013



September 2012



May 2014

1. **Continue** to implement **existing** plans
2. **Update** Township's Trails Master Plan **in coordination with future update** of the Transportation Master Plan

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RECOMMENDATIONS – TRAFFIC CALMING

Identify streets with **concerning traffic** conditions → Evaluate **context-sensitive** traffic calming measure **alternatives** → **Consult** with **affected residents** regarding potential **alternatives** → Implement **preferred** traffic calming **measure**

Criterion	Requirement
Road Classification	Only **local** and **collector** roads are eligible
Block Length	Street block length **must exceed 120 metres**
Minimum Speed	**85th percentile speed** must be a **min. of 55km/h or** if **15 km/h over** the posted speed limit, **there is no minimum volume requirement**
Minimum Volume	Local Roads: **900 vehicles** per day / Collector Roads: **2,500 vehicles** per day
Emergency Response	**Consultation** must be undertaken with **Fire, Ambulance and Police services** to verify that impacts on these services **will not be significant**
Neighbourhood Survey	Be circulated to **100% of affected households** with direct frontage or flankage onto the section of affected roadway; and at least **51% must be in support**

TRAFFIC CALMING MEASURES EXAMPLES


Roundabouts


Curb Extensions

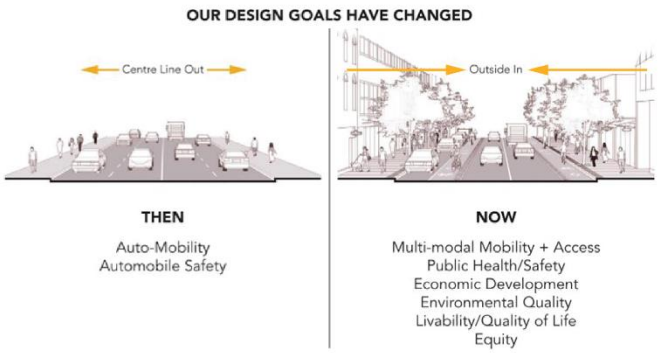

Road Diet

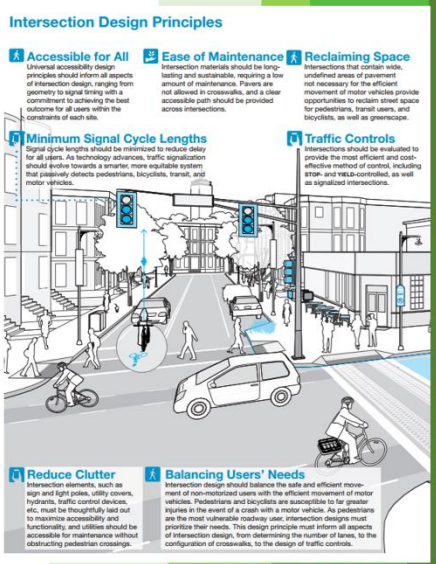

Pedestrian islands

Speed limit signs

RECOMMENDATIONS – Complete Streets Policy

Complete Streets is a **policy** and **design** approach that requires streets to be planned, designed, operated, and maintained **for all users and uses**





Source: Boston Complete Streets Design Guidelines, 2013

1. Promote **multi-functional road corridors** to provide better **accessibility** and **travel options** to different users
2. Incorporate best practice **design guidelines** available
3. Promote Complete Streets across **different Township departments** to **integrate efforts** toward the **same goal**

RECOMMENDATION EVALUATION

Goal		Please share your comments about the proposed recommendations. How would you improve them?
	Transportation Network	
	Transit	
	Parking	
	Active Transportation	
	Traffic Calming	
	Complete Streets Policy	

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NEXT STEPS

WHAT IS NEXT FOR THE TRANSPORTATION MASTER PLAN?

1. **Summarize and process** input received
2. **Evaluate and select** preferred alternatives
3. **Prepare** final draft report for Council

STAYED TUNED, VISIT US ONLINE AT:

https://www.connectcw.ca/we-go

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THANK YOU FOR COMING!
Stay in contact with the team!
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A-5. Stakeholder comments received during engagement round 1

Comment	Topic
I think along with 'walkability/ bikeability' the town should look at sitability. How easy is it for someone to find a place to have a picnic, sit and have icecream, or just relax and enjoy their surroundings. We also need to focus on locals, not just tourists. I think we really need to push for residents that live in town to leave their cars at home. I live in elora and when I go down town I see most of the parking spots taken up by shop owners, many of whom live in town. We need to encourage people to use other methods of transportation. I would love to see Mill West blocked off to vehicles altogether (in my opinion this was a real missed opportunity with all the revamping of Mill West that is currently under way) There are so many reports on the benefits of having tourists walk - and increases in profit for store owners is one of the main benefits. There should also be a location for large Greyhound sized buses to drop people off - this summer I saw so many of these buses trying to drop people off and it was a nightmare watching them try to weave down the small streets. We should have bus parking on the out skirts of tome. I think counsel needs to be bold - you were voted in, make some decisions that you know would be best for the community even if at the time they aren't the most popular. Be a visionary - look long term. Look at what large cities are doing - look to Europe. People are moving away from car focused designs while we seem to be moving toward them. We are a small community be we do not need to be small minded.	Active Transportation
Please let's focus on walking / cycling within towns, building paths that do not necessarily have a road (pedestrian short cuts), moving sidewalks next to the street a few feet back that are used to walk kids to school (ie Wellington between Andrews and the school is the only sidewalk section directly beside the road, rest is separated by a large ditch / grass - this is right where people are slowing to 40km, move that 40km speed limit sign back to the library and push the 50km back up the road a bit as well), calming traffic, implement cross walks, bike lanes, etc. Cars should be lower priority until you leave the inner-town... because it only takes seconds to drive through Drayton to anywhere else in Drayton, some traffic calming won't hurt but could save lives. Check Facebook Mapleton group you will see a lot of discussion around pedestrian safety concerns. Thanks for listening! Looking forward to change.	Active Transportation
Important not only to accurately predict future transportation needs in our growing township but to also ensure that growth is planned around walking, cycling and public transit options and not primarily around car use as in the past. This will require creativity and innovation. Also need to fix high risk walking / cycling routes like St. Andrew St. E. - east of Gartshore. Very dangerous!	Active Transportation
High School is in Fergus-therefore transportation should be provided for students to stay late/go early and to attend work/volunteer positions. Seniors deserve buses to/from Fergus Elora and Guelph. Protect the environment use buses and bike trails. ?? Thank you	Active Transportation
Parking involves bikes as well as cars, which was not included in the survey. Cycling needs to be considered as more than a pleasure option, but as a real option for work and shopping.	Active Transportation
Bike lanes!	Active Transportation
I'd Love to see walking and cycling grow exponentially. A bike share program like in Hamilton(SOBI) would help tourists and locals get around and in turn free up parking spots. In the winter months people will be less receptive to walking and biking. Some form of public transit would benefit even more in winter.	Active Transportation
Lack of bike lanes and walking opportunities between communities is very disappointing. Also maintaining roadways and sidewalks (snow removal, fixing sidewalks etc.) is very lacking within CW. Finally enforcing parking by-laws sorely lacking in the township.	Active Transportation
Can there not be more focus on making sure the white lines on roads for crossing are consistently kept white. And please put more focus on improving sidewalks as it constantly poses a tripping hazard and or hard to move a stroller or other small wheeled items on the sidewalk	Active Transportation
Lack of connectivity with biking/paths	Active Transportation
Walk	Active Transportation
Biking	Active Transportation
Bicycling	Active Transportation
Biking	Active Transportation

Comment	Topic
bike	Active Transportation
walking	Active Transportation
Walking	Active Transportation
Trails	Active Transportation
No bike lanes	Active Transportation
lack of walking paths, having to walk the long way around	Active Transportation
Active transport	Active Transportation
Lack of integrated active transportation routes	Active Transportation
Cycling	Active Transportation
No bike lanes	Active Transportation
Bike lanes	Active Transportation
need for safe bike routes/lanes on main roads, more bike route connections to Alma, Ponsonby, Salem etc, bike parking needed everywhere	Active Transportation
no safe bike lanes on streets	Active Transportation
Road safety with varied types of traffic (pedestrian, private vehicles, farm equipment, cyclists, horse drawn vehicles)	Active Transportation
sidewalks not provided on all streets example (St. Andrew St E)	Active Transportation
Pedestrians and bicyclists need to be a consideration	Active Transportation
crossing the street with kids to get to school	Active Transportation
cyclist not obeying the rules of the road	Active Transportation
Roads and sidewalks in various stages of disrepair.	Active Transportation
Missing side walks	Active Transportation
Cycling is totally unplanned and haphazardly implemented	Active Transportation
long way to walk	Active Transportation
Safe cycling	Active Transportation
Not enough sidewalks	Active Transportation
No bike lanes	Active Transportation
safe cycling routes to schools and businesses	Active Transportation
Lack of parking for bicycles and other forms of active transport	Active Transportation
We need sidewalks specially between the new subdivisions and Fergus	Active Transportation
Bike lanes	Active Transportation
Keeping sideroads graded properly	Active Transportation
Many bridges that are in need of repair	Active Transportation
Bike lanes	Active Transportation
No bike lanes	Active Transportation
Bicycle lanes on main roads	Active Transportation
Sidewalks	Active Transportation
Keeping our downtown cores in Fergus and Elora pedestrian friendly	Active Transportation
No dedicated bike lanes or access anywhere	Active Transportation
We need trails and sidewalks to Fergus especially from the new subdivisions on the north and south ends of town.	Active Transportation
Needs to be more pedestrian friendly	Active Transportation
Walking anywhere and see above re challenge crossing other than at lights.	Active Transportation
Lack of trails	Active Transportation
Lack of bike paths on roads inside and outside of communities	Active Transportation
Winter maintenance for roads as well as sidewalks and bike paths	Active Transportation
Bad snow removal on sidewalks	Active Transportation
Pedestrian traffic totally unplanned	Active Transportation
Lack of sidewalks near schools	Active Transportation
Cycling routes	Active Transportation
more bike lanes	Active Transportation
Lack of separated truck, car, bike and pedestrian travelways	Active Transportation
No spaces for bikes or walking safely on old sidewalks	Active Transportation
Walking	Active Transportation
We need walking/bike trails between Elora and Fergus	Active Transportation
Many places where children need to walk still do not have sidewalks. John black area, hiway 6 north	Active Transportation
Pedestrian friendly roadways	Active Transportation

Comment	Topic
Planning walkable subdivisions, so that some amenities are nearby	Active Transportation
Trails	Active Transportation
Bike lanes for kids safety	Active Transportation
sidewalks in Elora and traffic calming down roads that go through towns	Active Transportation
We have a gorgeous cataract trail but it doesnt connect to any routes for cyclists like it does for snowmobiles	Active Transportation
Incomplete sidewalks	Active Transportation
Improving cycling conditions	Active Transportation
Needs to be more bike friendly	Active Transportation
Safer bicycle lanes.	Active Transportation
Bike friendly roads	Active Transportation
Trails do not connect through urban areas. Trails access needs to be part of every new development.	Active Transportation
Lack of walkways between communities (I.e sidewalk between Fergus-Elora along south of the river)	Active Transportation
Uneven/missing sidewalks	Active Transportation
not enough Bicycle paths	Active Transportation
Cycling tourism is a plus	Active Transportation
GRCA AT connection	Active Transportation
AT routes map = use for cycle tourism	Active Transportation
Roads not conducive to biking (not feeling safe)	Active Transportation
Bike racks are available	Active Transportation
Bikes on sidewalk, don't blame them but still provide obstacle	Active Transportation
Cyclists don't buy anything	Active Transportation
Bike to work day	Active Transportation
Bike trails nice but for leisure, not daytoday	Active Transportation
Wonderful trail system for leisure but does not get you downtown	Active Transportation
Bike share w/ bike lanes on 18 (Geddes St), people would use it	Active Transportation
Bike lanes on major roads between Elora and Fergus	Active Transportation
Hospital connected with bike lanes will get pick up	Active Transportation
Bike share for tourism but need bike lane infrastructure	Active Transportation
bikes to trails	Active Transportation
not a fan on major roads	Active Transportation
between Fergus and Elora would be good	Active Transportation
How to best spend money	Active Transportation
Trails plan is good continue with future development	Active Transportation
AT: blessed with trails	Active Transportation
Bicycles as transport bike share, paved shoulders, bikes to reduce cost for transit	Active Transportation
Bike friendly city, ATMP	Active Transportation
no to buses – do with bikes	Active Transportation
Trails are good; sidewalk program is good	Active Transportation
Trails and sidewalks must make as much sense as possible	Active Transportation
-safe bike, walking lanes on mature roads -Gilkinson paved first line to 2nd line -public transport - TWP owned or private with subsidy to guelph / KW	Active Transportation
walking dangerous as no sidewalks on Hill street east - in winter have to walk on the road.	Active Transportation
Bike lanes / safety; crosswalks/sidewalks; no transir available	Active Transportation
There needs to be a more wholistic approach to transportation planning instead of the inadequate piecemeal approach that we are now suffering from. Vehicles need to stop being the focal point of transportation planning. We need to find a more balanced and rational approach to planning and remediating the transportation issues now and in the future. I very much appreciate the opportunity to provide my views in this process and very much look forward to seeing the final report. Thank you very much.	Complete Streets Policy
Car, Biking, Walking	Complete Streets Policy
Convenience and safety	Complete Streets Policy
Not enough options	Complete Streets Policy
Not enough options	Complete Streets Policy
Elderly on scooters in the road	Complete Streets Policy

Comment	Topic
limited options for persons with disabilities or aging population	Complete Streets Policy
There are no other options	Complete Streets Policy
Lack of alternatives	Complete Streets Policy
5) Need options other than car	Complete Streets Policy
Implement pay parking downtown so there is available parking for customers to shop in the downtown.. this goes for Fergus and Elora. Too many cars belong to business employees/ rental property people. Also, Fergus desperately needs a bypass.. the summer traffic is 75% worse then winter ... horrible to get around . SPEND OUR TAX DOLLARS ON WHAT MATTERS !!!	Parking
I think we should focus on parking issues and road conditions not township transportation.	Parking
The new parking spaces slated for Elora do not compensate for lost parking spaces. Many more cars park across from the LCBO than there are spots marked for parking. Poor planning that does not answer concerns of west Mill residents.	Parking
Parking	Parking
Parking	Parking
Parking downtown	Parking
Elora depends on cars and parking	Parking
parking	Parking
Lack of Enforcement of parking bylaws	Parking
Parking	Parking
Parking	Parking
parking	Parking
the intersection of mill and Geddes with parked cars on side of road	Parking
parking (if that's considered transportation)	Parking
Parking	Parking
Down town parking	Parking
With smaller properties in new developments there is not enough off street or on street parking	Parking
Parking. Our businesses need people to be able to park so they can visit the stores.	Parking
Parking rule enforcement due to limited parking availability	Parking
parking	Parking
Little parking downtown	Parking
There is about to be a lack of parking in Elora	Parking
Traffic and parking getting bad in Elora	Parking
Downtown parking	Parking
A plan for street parking once the Mill is open.	Parking
Get the owners of business in both Fergus and Elora to stop parking on the main streets. Consider angle parking on St. Andrew St. - on one side only, leaving the rest of the street as an east/west route. More cars can be angle parked - and used to be	Parking
Parkin in places where it makes visibility so bad as to be dangerous.	Parking
Mill St Parking is always full	Parking
Where do residents and customers park?	Parking
South side of river parking has helped	Parking
Where you put parking is where people will spend their time	Parking
Where do tenants park?	Parking
Special parking passes for tenants? Reserved Parking Area/permits	Parking
Need more parking on north side	Parking
Use private lots (Shoppers) for shared parking	Parking
Colborne St better because marked as spaces	Parking
Motorcycle parking in dedicated spaces	Parking
Signage = better way finding	Parking
Park at community center	Parking
Parking app for smart phones	Parking
Services – service parking, repair	Parking
Hardly any parking	Parking
Signage and parking map	Parking
Spread out disabled parking spaces	Parking
Parking on St. Patrick is not marked	Parking

Comment	Topic
Structured parking is desired, Walmart has been allowed to pave acres	Parking
Is paid parking an option? à Not desirable, no paid parking	Parking
Private parking à can it be converted to public?	Parking
Church parking lots for midweek use?	Parking
Pavement marking to mark spaces (St. Patrick St)	Parking
Enforcement of 3 hours	Parking
Alternative to parking in prime spots	Parking
Parking pass/permit decal identifying you can parking more than 3 hours	Parking
Parking in Elora busy on weekends	Parking
Parking is not as big an issue as people thing	Parking
Do not like 3hr parking in downtown Elora	Parking
Parking available now; downtown business people park in prime spaces, needs to be addressed for future; signage is also important	Parking
Parking: perceived a problem but not really a problem	Parking
Parking in Fergus = always spots but usual spots filled	Parking
Parking lot on St. Patrick should be parking tower with restaurants on top	Parking
Elora has different parking needs; no space for more in the core	Parking
Parking in Fergus – quick wins	Parking
Enforcement of where downtown residents park	Parking
Parking is aweful and downtown businesses - especially bars - would benefit from transport. This would also limit drunk driving and support local events.	Parking
Fix intersection at tower and union. It backs up to belsyde during peak times and weekend with thru traffic for Hwy 6. Give north bound traffic advance light to help clear the traffic. Synchronize lights on straight thru Hwy 6 route for less stop and go traffic which leads to more air pollution in downtown.	Traffic Calming
Please be more careful when deciding where exits and entrances from businesses are. Example the Tim Hortons downtown and Esso on St. David North. Downtown impedes the flow off traffic and I have almost been hit several time with cars coming south on 6 going into the Esso/Timmies as I am waiting in the left hand turn lane for Woodhill.	Traffic Calming
CONGESTION BIG TIME! So WE NEED MORE ROUNDABOUTS!!! NO MORE TRAFFIC LIGHTS PLEASE!!!	Traffic Calming
Speed (Limits)	Traffic Calming
careless	Traffic Calming
Intersection of Tower St and Union St, Fergus NEEDS to be a ROUNDABOUT! DEFINITLEY NOT A TRAFFIC LIGHT! There's PLENTY OF ROOM FOR A ROUNDABOUT THERE! And you don't even need more room for a roundabout, you just paint circulating arrows, like they do all over Europe with existing intersections to turn them into ROUNDABOUTS!	Traffic Calming
Getting police to control/enforce traffic rules	Traffic Calming
Weekend traffic	Traffic Calming
Vehicles not obeying posted speed limits	Traffic Calming
Hwy 6 traffic slowing town traffic in Fergus.	Traffic Calming
Street safety	Traffic Calming
Too many traffic lights in downtown fergus	Traffic Calming
Highway 6 - Belsyde to st Andrew congestion in Fergus	Traffic Calming
amount of traffic through Fergus on Weekends	Traffic Calming
Hwy 6 traffic through downtown	Traffic Calming
North/South Commuter traffic over the river	Traffic Calming
Increased traffic making left turns from side streets to hwy 6 almost impossible	Traffic Calming
Speeding on residential streets	Traffic Calming
Intersection of St David St and Queent St, Fergus NEEDS to be a ROUNDABOUT! DEFINITLEY NOT A TRAFFIC LIGHT! There's PLENTY OF ROOM FOR A ROUNDABOUT THERE! And you don't even need more room for a roundabout, you just paint circulating arrows, like they do all over Europe with existing intersections to turn them into ROUNDABOUTS!	Traffic Calming
Increased vehicle traffic with new developments	Traffic Calming
Could use an advanced green/left turn arrow on hwy 6 south / North at Garafraxa	Traffic Calming
Traffic north on Tower St. from Belsyde to St. Andrew	Traffic Calming
traffic delays	Traffic Calming
too much traffic on St. David through Fergus	Traffic Calming

Comment	Topic
More lights to slow down traffic	Traffic Calming
Avoid downtown congestion	Traffic Calming
Lights are not properly configured. Ex. Advanced greens when no one is even in the turning lane?	Traffic Calming
Poor traffic control	Traffic Calming
So many light downtown causing back ups	Traffic Calming
Too much traffic coming thru fergus on Hwy 6	Traffic Calming
Heavy traffic on outdated streets	Traffic Calming
Managing safety due to more cars on the road	Traffic Calming
congestion on main streets Elora and Fergus	Traffic Calming
where to put stops	Traffic Calming
Hwy 6 and 2nd Line (at Grand River Natural Stone) needs to be a ROUNDABOUT! DEFINITLEY NOT A TRAFFIC LIGHT! There's PLENTY OF ROOM FOR A ROUNDABOUT THERE!	Traffic Calming
unlabeled speed limits, enter the side streets via Wellington and the last sign is 50km, come in via edwards and its 40km... both lead to the same streets and people driving 60+ down Andrews around a bend to Dales drive, very dangerous have had to run across the road mid-way	Traffic Calming
speeding/careless drivers	Traffic Calming
Lights at intersection of St. Andrew West and Scotand often turn red (coming down steep hill) with absolutely no traffic waiting on St. Andrew in either direction. Better address this before St. David St bridge closure in Jan.	Traffic Calming
Traffic calming for some areas and not needed in other areas	Traffic Calming
Tragic control in proper places	Traffic Calming
Safe turning lanes on busy roads	Traffic Calming
Roads are to busy	Traffic Calming
No enough stop light in small growing towns	Traffic Calming
Lack of traffic lights on st David st	Traffic Calming
roundabout knowledge make it difficult to drive on the one in Elora	Traffic Calming
Speed	Traffic Calming
Too much congestion in Fergus all hours of the day. Especially from shoppers drug Mart to Walmart	Traffic Calming
Hwy 6 traffic through the middle of town	Traffic Calming
Traffic on 6 during summer	Traffic Calming
speeding/careless drivers	Traffic Calming
cars speeding on Geddes	Traffic Calming
Speed enforcement on rural roads	Traffic Calming
traffic and pedestrians	Traffic Calming
Highways that go through the middle of towns	Traffic Calming
Closer to Hwy 6 à bigger the problem	Traffic Calming
Excessive speeds area regular occurrence	Traffic Calming
Create a “Love my Hood” program (in Kitchener and Burlington) which in part would empower residents to create and design along with township staff a traffic calming strategy in areas where public safety is at risk	Traffic Calming
Mall on St Davids/Gordon signals to control traffic	Traffic Calming
Speed bumps, lower speed limit	Traffic Calming
Hill St. East - Herrick to Gartshore is a mess! Very rough potholes, no sidewalks - ditches on both sides for limited parking. People speed down it as there are no stop signs until highway 6.	Traffic Calming
Highway 6 from south end through town to north end - heavy traffic especially from 3:30p.m. to 6 p.m. with traffic backed up from bridge st. to Elora/Belsyde. Significant population growth in next 3-5 years - traffic volume will increase significantly. Could become intolerable to get around town - we will be confined re. 3 bridges in north/south directions	Traffic Calming
Consistency in speed limits relative to Egress count (driveways etc.) compare Colborne St. extension, Gerrie to Fergus to S. river rd. - s river rd. 60 - colborne extension 40, 50, 60 or compare to county & - lights at mcnab to salem - 50 km; 6 homes	Traffic Calming
Reduce the speed limit from 60 to 40 from Union st fergus to water street Elora	Traffic Calming

Comment	Topic
On rural roads where bridges are closed, replace with culverts which would be cheaper and quicker. There needs to be more parking spaces created in the downtown areas. The bad spots on sidewalks keep getting painted orange every year but never get fixed. Consider putting in speed bumps at dangerous/busy intersections.	Traffic Calming
Reduce speed limits and slow traffic on residential roads connecting fergus to Elora	Traffic Calming
Thanks for asking. It is important that the majority of resident should be able to access the majority of municipal services, recreation, medical and retail services without a personal vehicle, whether owned or hired. Let's not forget the environment too.	Transit
Kitchener/Waterloo has really stepped up with their light rail service to other communities and within their own community. Fergus/Elora becoming much busier over the past 10 years, reducing the dependence on cars would be a forward thinking initiative.... can we connect in with the KW transit system? Buses aren't always the answer - they're slow and smelly. I don't want to spend 60 minutes getting to work when I can spend 25 in my car. How to make public transit more attractive?	Transit
Important to offer some form of affordable public transportation connecting areas within the urban boundaries of Centre Wellington to allow greater access to seniors and young people who can not drive. Ned to balance needs of those who require both affordable transportation and affordable housing.	Transit
In these times when we are all trying to prevent Impaired Driving, it is becoming more important to have an option other than the local taxis. For the few times my wife and I are out late in Fergus/Elora, taxis are very booked, late in the eve. A looping shuttle during the busy times of year would promote less driving, solve parking issues and get tipsy or less mobile people home safely. Our towns are only getting bigger with walking distances increasing. Invest in a couple hybrid/Electric/CNG shuttles and the Government rebates would help with costs. Make it a $4 service $2 students and folks would use it.(just don't loop it thru the Sportsplex or it will become jammed up with hockey kids etc.)	Transit
It's incredible that CW continues to encourage population growth and continues to place resources like recreational, educational, medical and shopping at the edges in outlying areas that can be difficult to reach without a car. As soon as you have to get in your car to go to your fitness class at the arena, might as well drive across town to pick up bread and back again to pick up the kid at school. If you could walk to one, you might just stay out of the car entirely that day.	Transit
Transit would help me out so much because i can't drive.	Transit
Instead of losing all the parking spaces in Fergus, perhaps money should have been invested in busses out to Aboyne. Cabs are expensive for seniors, students and others trying to get to and from medical facilities, jobs, etc.	Transit
Transportation needs to address the accessibility and safety of residents and visitors for now and for the near future growth. Remembering that with an aging demographic it is more critical that they are able to get to medical appointments and stay self sufficient for as long as possible.	Transit
transportation has been a very long standing challenge and will need a variety of approaches to improve and meet the unique needs of a rural community ie volunteers, transportation coordinators etc	Transit
This plan must be ready to be appropriate for the next 50 years. Transit corridors must be put in place now for the small city we will become. The expropriation of land for an LRT is too expensive. Developers must be forced to connect their developments easily with trails and corridors so more residents can walk and cycle safely. It is time to be proactive rather than reactive. We have known about this growth for long enough for those Township Employees with the will to have prepared for this by taking courses and studying similar municipalities.	Transit
Providing public transport should not be on the agenda for this community at all. If you look at public transit in smaller communities it doesn't decrease vehicle utilization and is a burden for the community. I highly recommend not implementing any form of public transport beyond senior access. I would strongly urge you to look at the infrastructure of your tragic control - specifically lights. There are intersections that are not controlled that cross Hwy 6 that are nearly impossible to cross and only becoming worse as the population grows (unfortunately). This is creating a very unsafe situation where we are likely to see a rise in MVCs at these intersections. I would also STRONGLY encourage you to investigate the option of creating a bypass for transport trucks around Fergus. I would even go as far as investigating the fessability of restricting transport trucks through town.	Transit

Comment	Topic
Transportation should consider environment as a part of our future.	Transit
Should have buses connecting Fergus to elora running regularly and busses to Arthur and Guelph semi regularly amd possibly the Waterloo region	Transit
Being retired and 62 yrs old, I worry about the day that I can no longer drive in CW with only taxi as an option to get to K/W or Guelph	Transit
There definately needs to be some kind of affordable transit between fergus and elora for people that dont drive and cant afford taxis all the time, also maybe something to guelph	Transit
This survey is very late in occuring. The township said that when the local bus service experiment that ended would be considered in a new strategy, who knew it would take many years and a new mandate near the end of the current municipal government to happen. This has been out several weeks and it appears I am the second person to fill out the survey does not fill me with confidence. Instead of providing leadership and being a leader in the province for local transportation services the mayor is seeing which way the wind blows and ignores it anyway. It is not as if council or any other groups than the useless conservative party will do anything useful. We talk about growth and development but those are buzz words. Cheap and sad are the operative words reflecting a lack of vision.	Transit
We hope that there will be a local transportation system implemented in the near future.	Transit
We need an efficient bus system between Elora and Fergus. And we need a separate bus system between Elora-Fergus-Guelph like we had with Grey Coach years back. As a child in a divorced family I was able to live with one parent in Elora and still take the Gray Coach to Guelph to visit the rest of my family on the weekends (the good old 70s when it was much easier to travel without a car) It seems we have gone backwards in Elora. My friends and I would take the bus into Guelph to shop and visit and sometimes we would catch the train to Toronto to visit friends older siblings. Now if any of my nieces and nephews want to visit they must have a car ...seems crazy in 2017! Right.	Transit
The new hospital is in a difficult location. I see a huge need for transportation option available so everyone can access the site.	Transit
Centre Wellington is growing in leaps and bounds. As long the population explodes we need to have a better plan in place. The roads are terrible and have been for years. There are bridges that have been closed and not repaired for years. Some of those on commuter roots that cause longer drives to place of business. I think for the time is there is enough recreation walking and cycling trails. We do need a bus that goes to Guelph at a reasonable cost. Our taxes are high enough. It's a shame that so much of our tax dollars have.been wasted on projects like pearls hospitality and not put into infrastructure.	Transit
What ever transportation model you choose, I hope that you will ensure that accessibility is a priority. Buses that people are able get onto independently, stops accessible and priced affordably.	Transit
As it has become busier and more people moving into centre wellington parking has reduced, driving has become more dangerous and public transport would give people the choice of not to drive and help the environment	Transit
It would be nice to have a highway or something to go around Fergus to get from one side to the other. Something similar to the Hanlon in Guelph. Over the years going from one end of Fergus to the other is getting ridiculous. It is only going to get worse as the town grows. Busses would be nice to have to help relieve congestion but I still think Fergus is too small but maybe expand route to include Elora, Bellwood and maybe to Guelph. Guelph, Waterloo, Kitchener are all now starting to impliment cycle lanes. Why not start now the area so it'll be easier instead of once center Wellington grows to 100,000 people and it'll be too difficult. Fix the lights in Fergus, Elora please. Timing is horrible. Advanced greens when there shouldn't be.	Transit
If you have easy transportation options it allows people to easily get around and will increase the opportunities for the small businesses through out the community.	Transit
Focus on the township primarily. Focusing on connecting to larger regions could increase the amount of a "bedroom community" CW becomes. Improving transportation within the community improves the lives and businesses that are here already.	Transit
Although i said i find it hard to find park that is not because of a lack of parking that is because of a lack of signage indicating parking. I would rather see parking further away from downtown cores. Walk is best - there are studies that indicate forcing tourist to walks increases the amount of money they spend. Downtown is too busy with cars in both elora and fergus. I would rather see cars parked further away and more trails/side	Transit

Comment	Topic
walks to encourage ppl to walk. more places to sit. Bottom line we should be looking at haivng walkable/sittable communities not car centered ones.	
No one expects full service public transportation on demand here, but there needs to be some affordable option to move people around CW.	Transit
Mill Street in front of the shops should be closed off to cars, except for delivery and be made one way. The parking should be eliminated and turned into outdoor cafe space and busker space.	Transit
We are no longer a tiny community - public transport is now necessary for low-income families and seniors, especially with the hospital being moved. Our streets were not built for this volume of traffic, which gets worse daily as the new subdivisions become inhabited. A bypass for hwy 6 should also be examined with the Province, there is not that much industrial business in Fergus anymore, but there are 10x the amount of transport trucks coming through town, further decaying our already stressed roads.	Transit
Introduce Uber.	Transit
Pave the industrial area roads! Grading them every week is a waste of our tax dollars and frustrating for business owners	Transit
we need transit	Transit
The summer months I do a lot of walking around town ,but wintertime access to transportation must be easy to get to,Transportation first for the township ,but we need to get to Guelph to catch connecting buses ,trains .There are none just now.How do people get to Guelph or Waterloo for work not every drives or has a car	Transit
I know a bus service was tried unsuccessfully. People have got used to not having public transport and manage with the help of friends and taxis. While it would be nice for some I do not think that it would be practical. So if we are reliant on our cars - not too many seniors ride bikes, we have o use our cars and so really need a place to park.. It id becoming an issue at whatever time you try to find a space. Probably made worse by the recent road works on St Andrew St.	Transit
need buses	Transit
Lack of public transit	Transit
Bus	Transit
Bus	Transit
Busy	Transit
buses	Transit
difficult to get around if you don't own a car	Transit
No public transportation	Transit
Bus	Transit
Busy	Transit
Car because no public transit service	Transit
Busy	Transit
Busy	Transit
Busy	Transit
Lack of public transit	Transit
Bus	Transit
Need a bus service	Transit
School bus	Transit
Busy	Transit
There is no public transportation	Transit
Public bus	Transit
Bus	Transit
No buses	Transit
No public transportation/handicapped between urban areas in township	Transit
Bus routes to and from bigger cities (ie. Guelph, Waterloo)	Transit
Developing its own public transportation system	Transit
Lack of public transportation	Transit
No public transportation between Fergus and Guelph	Transit
No busses	Transit
no busses	Transit
need bus	Transit
Lack of population to support regular transit	Transit
Lack of public transit between Fergus and Elora	Transit

Comment	Topic
Getting around downtown Elora	Transit
No public transport available	Transit
No buses between Fergus/Elora even though high school/swimplex in Fergus	Transit
Mass transit to Toronto	Transit
Need a more frequent bus shuttle to key pick up/drop off spots	Transit
public transport	Transit
No public transit connecting major towns	Transit
No public transportation	Transit
No bus service	Transit
transit	Transit
No public transit	Transit
large transportation vehicles	Transit
No public transportation	Transit
Inter community transportation	Transit
Public Transit	Transit
Finding an appropriate area for a transfer depot.	Transit
No bus	Transit
We need a local bus system between Elora, Fergus, Salem, Belwood and Guelph	Transit
lack of available transport during before/after school hours (cabs too busy)	Transit
Lack of public transportation	transit
A public system	transit
No buses	Transit
No busses	Transit
No public transit	Transit
There's no public transportation	Transit
Lack of public transportation	Transit
No public transit	Transit
We need local buses with multiple runs daily	Transit
Lack of public transport	Transit
Connection to the Guelph Go Train	Transit
No public transportation	transit
To provide affordable transportation between Fergus and Elora	Transit
Low numbers requiring transport	Transit
Public transportation within cw	Transit
no transit	Transit
Not big enough for bussing	Transit
People not wanting to use transportation	Transit
Low numbers/demand	Transit
Limited cabs at busy times	Transit
No mass transit	Transit
Public transportation options linking CW communities	Transit
need public transit to tie into Guelpg transit	Transit
No public transport	transit
No public transportation/handicapped between communities	Transit
no public transit	Transit
public transit	Transit
Connecting Fergus and Elora with a public system	Transit
public transportation	transit
Small number interested in public transport vs large area (&great need)	Transit
Lack of public transit	Transit
People who are not able to drive, their ability to get across town	Transit
no busses	Transit
Lack of funds to subsidize public transit	Transit
developing a transit system for the area	Transit
If you don't drive, no way to get around	Transit
public transit	Transit
Finding money to pay for transit infrastructure.	Transit
Lack of public transit	Transit

Comment	Topic
No buses	Transit
Nothing for students and people of low income	Transit
No transportation between Fergus and Elora	Transit
No community bus for those that don't have access to transportation	Transit
large transports in downtown cores	Transit
A lack of public transportation linkages to major urban transit nearby (i.e. Guelph Transit and Grand River Transit)	Transit
Public transportation to hubs in KW and Guelph	Transit
Ability for seniors to get around	Transit
no transit options	Transit
Driving only option	Transit
No good daily public transportation services. A lot of seniors need such a service	Transit
Lack of bus services.	Transit
little public transit	Transit
Lack of public transit	Transit
must rely on person transportation for some activities. Getting to waste transfer and reuse centre -- no vehicle can't access. .no vehicle can't get to rural conservation areas.	Transit
Connecting Centre Wellington with surrounding municipalities with public transportation	transit
Public Transit	Transit
Poor planning of commercial, housing and schools for ease of access and traffic	Transit
no busses	Transit
No reasonably priced public transit	Transit
transportation needs to have several options, ie carpool, bus, subsidized taxi, special needs, volunteer, friendly, accessible, connected to other services such as child day/evening care etc	Transit
Public transit	Transit
kick-starting a public transit system	Transit
Mass transit to Guelph	Transit
No access to transit	Transit
public transport within CW and to Guelph and KW transportation hubs.	Transit
Offering alternatives to single vehicle transport	Transit
Planning and development only looking to resolve current situation not thinking of future. Eg : New hospital access roads Beatty line , Colbrone st still single line not even having a side walk. Road should have widened and developed thinking of future traffic inflow with population growth and other development before issuing permits to other development and hospital	Transit
buses	Transit
No other means of transport	Transit
With limited options, low income homes can't afford to work because they don't have vehicles to get there	Transit
some form of public transportation Fergus to elora	Transit
Low ridership	Transit
Lack of public transit now that we have expanded in all directions. Would be nice to have access to transit so people could actually get downtown and not have to fight for parking.(Parking downtown an issue as well.)	Transit
lack of transit options	Transit
Cost of providing transportation	Transit
Those without vehicles	Transit
No transit	Transit
No real bus route	Transit
Poor connection to Intercity transport, e.g. GO	Transit
Buses park at Community Centre	Transit
Bus drop off zone à need to consider elderly tourists	Transit
Guelph or KW extend transit to CW	Transit
Transit to bring in employees	Transit
Transit for teenagers	Transit
Park Bus runs Toronto to Elora	Transit
Uber is hunting local taxi business	Transit
Lack of Transportation	Transit

Comment	Topic
Viable options xxx automobile	Transit
Public transportation system of some sort	Transit
Transit system = how we pay for it	Transit
Local transit system to move those who don't drive	Transit
Keep transport traffic out of downtown core that tries to travel east-west	Transit
North-south transfer route, how to keep traffic moving through Fergus	Transit
Transit: within next 5 years between Elora and Fergus, small electric buses	Transit
Lack of transit system is restricting the mobility of our seniors and impacting our employment opportunities for our youth	Transit
Lack of mobility for seniors and youth between the 2 urban centers	Transit
Buses to bring in tourists	Transit
Most think transportation system is not good (people's perception)	Transit
Incremental practical approach to transit, seniors need mobility	Transit
Mindset of small town; how to set up for future transit get over mentality of car culture	Transit
The need for transit à previously championed by social justice committee, needs to be revisited as part of TMP	Transit
Public Transit	Transit
1) complete lack of public transportation including links to transportation hubs in guelph and KW; as well as transportation within and to the smaller centres of Elora and Fergus 2) lack of parking in the centre of Elora, new lot is only replacing marked spaces in the current lot whereas the number of cars who actually wait during busy tourist times is very likely double. The lot being built by the LCBO in Elora is shortsighted at best. 3) Much of change to Mill Street West - no increase to pedestrian area	Transit
- parking in the 2 town cores - transit optiomns and connections - bus/vans/ guelp / KW/ between Elora / Fergus- growth = problems - need nother bridge	Transit
- no local public transportation - no public transportatio to guelph	Transit
1) public transportation links communities of CW with larger centres and offers inter-community access 2) increase of pedestrian are on Mill St. W it is still not too late, very frustrating to a see few voices being catered to	Transit
- local bus system - regular bus service between Elora-Fergus-Guelp	Transit
CONVERT MORE Intersections to ROUNDABOUTS! Residents WASTE WAY TOO MUCH TIME WAITING FOR TRAFFIC LIGHTS, and in LONG QUEUES of MOTOR VEHICLES BACKED UP AT FERGUS INTERSECTIONS with TRAFFIC LIGHTS! REPLACE SALT on sidewalks with ENVIRONMENTALLY-FRIENDLY AND PET-FRIENDLY products, or even just plain good old SAND!!!	Transportation Network
Need a stop light or round-about at the corner of Gordon Rd & St David (Hwy 6 N). The congestions / delays there are terrible!!!	Transportation Network
Transportation plan has to be well coordinated with the growth plan, especially density of new housing and the number of anticipated vehicles that would be added to existing residential roads.	Transportation Network
We need double lane roads in fergus. Hwy 6 is a major road especially in the summer, adding 2 lanes can help with congestion and would also allow for future development as the township grows.	Transportation Network
Please please fix bridges!!!	Transportation Network
Within 3km of where I live there Are 4 bridges closed due to failing infrastructure with no set time for repair making it difficult to get around, 1 of them being a main side road, Rds are rarely graded, and in winter maybe plowed once a day in stormy weather. I'm tired of seeing my tax dollars spent on fergus/elora and very little to maintain the outer rural areas. I travel large portion of Ontario and can honestly say CW has the worst rds in all of my travels. Start spending money there first before a transit system is further considered	Transportation Network
Please think about future when developing any transportation plans (eg bridges, road & public transit). Please don't do a short term fix as always. Now our community is growing fast . Roads and transportation facilities has to be developed first before issuing further development permits to take the inflow of traffic. Please conuslt with neighboring cities like Milton , orangeville , even Listowel to see how they asked	Transportation Network

Comment	Topic
developers to create wide beautiful roads before giving permits for and housing development surrounding it to take that inflow of traffic. Please please do this before issuing any developmental permits, please don't just thing about the BIG TAX Dollars only . That will come if developed properly or else pleople will avoid moving into our community because of congestion.	
Fix the roads and side walks in Elora.	Transportation Network
On the subject of bridges, our township needs to think about getting our bridges opened up. I'm not pretending to know all the details but the rural ones seem pretty black and white. Take them out and bury culverts. Put the dollars in town. It's not a fashion show.	Transportation Network
Planning in fergus seems to be to develop most of the north end as residential and south end as commercial. There is also a main thruway in Hwy 6 going right through downtown. No consideration has been given to get people across the bridges. Build them bigger and capable of handling increased traffic.	Transportation Network
The Townsho needs to better manage existing transportation assets instead of allowing them to deteriorate to the point that full replacement is the only option	Transportation Network
No idea what could be done about this or why it is the way it is, but navigating around here for visitors or new comers is difficult. All the roads split and continue on as the same road in a different location. Perhaps what is there cant be changed but in future pls pls pls don't do this. It is so confusing.	Transportation Network
Improve the roads and bridges first	Transportation Network
Needs to be proactive and increase it's capacity now - already (and always) behind development and growth.	Transportation Network
Keep the current roads open, don't close bridges	Transportation Network
Please consider 2 additional river crossings. One at County Rd. 29 (east of Fergus), and another across from the Aboyne museum.	Transportation Network
Driving	Transportation Network
car - cars everywhere!	Transportation Network
Congestion	Transportation Network
car	Transportation Network
People driving themselves	Transportation Network
Driver traffic violations	Transportation Network
congestion	Transportation Network
traffic	Transportation Network
Congestion	Transportation Network
congested	Transportation Network
Congested	Transportation Network
Congestion	Transportation Network
car	Transportation Network
Cars	Transportation Network
Car	Transportation Network
cars	Transportation Network
Increase in volume	Transportation Network
Congested	Transportation Network
car	Transportation Network
Bridges out	Transportation Network
Roads	Transportation Network
Driving	Transportation Network
Car	Transportation Network
Car/truck	Transportation Network
Start your car.	Transportation Network
Car	Transportation Network
roads	Transportation Network
Car	Transportation Network
Crappy outdated bridges	Transportation Network
the ability for residents to move freely within the communities that make up Centre Wellington	Transportation Network
Roads	Transportation Network
Congested	Transportation Network

Comment	Topic
Car	Transportation Network
Congestion	Transportation Network
Potholes	Transportation Network
Car	Transportation Network
gridlock	Transportation Network
Vehicle traffic	Transportation Network
congestion	Transportation Network
Roads	Transportation Network
Roads	Transportation Network
Cottage traffic	Transportation Network
Becoming more conjested difficult to move around	Transportation Network
Traffic	Transportation Network
Mainly car based	Transportation Network
Cars	Transportation Network
Bridges	Transportation Network
automobile dominated	Transportation Network
CARS	Transportation Network
Cars	Transportation Network
Car	Transportation Network
Car	Transportation Network
Car	Transportation Network
Taxi/my car	Transportation Network
Car	Transportation Network
Cars	Transportation Network
Driving	Transportation Network
car	Transportation Network
Congested	Transportation Network
Cars	Transportation Network
Congestion	Transportation Network
Busy	Transportation Network
busy	Transportation Network
Traffic	Transportation Network
Cars	Transportation Network
Highway 6 traffic	Transportation Network
bridge replacements	Transportation Network
volume	Transportation Network
traffic congestion	Transportation Network
Congestion	Transportation Network
Bridges limit routes and flow	Transportation Network
Traffic from 3 new subdivisions across existing bridges through town.	Transportation Network
The highway 6 corridor through Fergus. It's busy and often slow.	Transportation Network
Getting from one end of town to the other in a decent amount of time	Transportation Network
Roads are falling apart	Transportation Network
Highway 6 congestion in Fergus	Transportation Network
not enough bridges in Fergus	Transportation Network
Corner of Mill and Metcalfe	Transportation Network
transports in downtown - need a ring road or something like that	Transportation Network
repair closed bridges	Transportation Network
Traffic congestion & traffic control	Transportation Network
Single lanes in town	Transportation Network
Getting over the river.	Transportation Network
Too much congestion on main roads	Transportation Network
Bridges out	Transportation Network
Road conditions	Transportation Network
Moving People around in CW	Transportation Network
Failing infrastructure	Transportation Network
Rural community	Transportation Network
Traffic congestion	Transportation Network

Comment	Topic
driving down highway 6 through St. Andrew /Bridge Street	Transportation Network
gravel road upkeep	Transportation Network
roads and bridge repair	Transportation Network
Keeping up with bridge repair/replacement	Transportation Network
Road conditions	Transportation Network
a vehicle driven community	Transportation Network
Infrastructure	Transportation Network
Hwy 6 through Fergus	Transportation Network
getting out of fergus	Transportation Network
Poor roads	Transportation Network
bridge construction	Transportation Network
Bridges	Transportation Network
Bad roads	Transportation Network
Driving through downtown	Transportation Network
two few river crossings	Transportation Network
Local as in within centre wellington	Transportation Network
North south and east west arterial roads are too small in fergus and elora	Transportation Network
congestion	Transportation Network
Road maintenance	Transportation Network
Traffic route	Transportation Network
Road conditions	Transportation Network
Poor roads in towns	Transportation Network
crossing the river	Transportation Network
River ad it's bridges	Transportation Network
Road conditions	Transportation Network
Too much traffic	Transportation Network
Old roads	Transportation Network
bridges not open	Transportation Network
More homes -- more people = more vehicles.	Transportation Network
Location of Pools	Transportation Network
Congested roadways	Transportation Network
Too much traffic	Transportation Network
Heavy traffic at certain times	Transportation Network
Fixing crumbling street surfaces	Transportation Network
closing of roads/bridges	Transportation Network
Road Repair	Transportation Network
Bridge replacement	Transportation Network
people can't afford to live in Centre Wellington to work so must rely on other means of transportation to get to their jobs	Transportation Network
No plans for multi lane roads	Transportation Network
Many roads in bad shape	Transportation Network
Traffic signals	Transportation Network
Streets becoming congested as the area continues to develol	Transportation Network
Too many cut through traffic in neighborhoods	Transportation Network
Small towns - takes a long time to get through town when it's busy	Transportation Network
Driving	Transportation Network
Roads	Transportation Network
Too much traffic in downtown	Transportation Network
Washboard/ungraded sideroads	Transportation Network
Growing commuter population handling their traffic	Transportation Network
Bridge upkeep	Transportation Network
Coming out of driveway on st Andrew st with cars parked on road. Coming out blind	Transportation Network
Poor road maintenance	Transportation Network
Cost	Transportation Network
Availability	Transportation Network
Lack of an integrated traffic plan.	Transportation Network
Appropriate time schedule.	Transportation Network
Small not wide bridges . Need to invest on future	Transportation Network

Comment	Topic
Single car family	Transportation Network
bridge repairs	Transportation Network
Bridge Repairs	Transportation Network
Too many cars	Transportation Network
Bridges	Transportation Network
Congestion downtown	Transportation Network
Ability for teens with a licence to get around	Transportation Network
Grand River Crossings	Transportation Network
Connecting us to other areas like Guelph and Kitchener	Transportation Network
Bridges as arterial roads	Transportation Network
nothing between towns	Transportation Network
Bridges	Transportation Network
How backed up cottage traffic makes fergus	Transportation Network
road resurfacing and bridge repair	Transportation Network
Traffic downtown	Transportation Network
Aging & outdated infrastructure/ cost of road repairs and upgrades	Transportation Network
Some main roads in bad shape	Transportation Network
To keep up with the growing communities and the traffic that comes with this growth	Transportation Network
rough roads	Transportation Network
Traffic in downtown fergus	Transportation Network
lots of congestion	Transportation Network
Traffic	Transportation Network
Narrow roads	Transportation Network
Infrastructure maintenance (roads and bridges)	Transportation Network
Too much traffic through fergus	Transportation Network
Need another bridge	Transportation Network
Bottlenecks at bridges	Transportation Network
Traffic light syncing	Transportation Network
roads/lanes closed due to construction	Transportation Network
Poor layout/use of current roads/streets	Transportation Network
too many cars	Transportation Network
Lots of cars but not proper road infrastructure	Transportation Network
Congestion	Transportation Network
road closures	Transportation Network
St Andrew and St David intersection all ways	Transportation Network
maybe need another bridge to cross the Grand	Transportation Network
Big population plans, no traffic plans	Transportation Network
Entrenched transportation habits (car culture).	Transportation Network
Poor road conditions	Transportation Network
Bridge weight	Transportation Network
congestion	Transportation Network
Only 2 bridges across river in fergus	Transportation Network
Poor road quality and maintenence	Transportation Network
Nothing connecting the towns	Transportation Network
Gravel roads	Transportation Network
Streets are narrow/ rough	Transportation Network
Gordon st and highway 6	Transportation Network
Many roads that need repair	Transportation Network
Bridges	Transportation Network
pot holes	Transportation Network
Congestion downtown	Transportation Network
Industrial Park access	Transportation Network
lack of paths to new subdivisions	Transportation Network
The options for getting to Guelph are limited	Transportation Network
Road repair conditions	Transportation Network
Over reliance on cars	Transportation Network
Increase in through traffic people commuting	Transportation Network

Comment	Topic
spending strategically on paving rural roads and updating rural infrastructure, especially bridges	Transportation Network
community built on two sides of the river	Transportation Network
Hwy 6 thru Fergus	Transportation Network
Cottage traffic	Transportation Network
Poor shape of roads	Transportation Network
Few bridges across the river	Transportation Network
River crossings	Transportation Network
Need 1 more bridge across the grand river btw fergus and elora	Transportation Network
better planning for entering exiting subdivisions	Transportation Network
Congestion	Transportation Network
direct route to "cottage country"	Transportation Network
Connect Elora and Fergus	Transportation Network
Need to provide additional routes and connections	Transportation Network
Better signage and way finding	Transportation Network
Lack of connectivity	Transportation Network
Salem Bridge Hwy 18/Geddes St and to James St	Transportation Network
Problem with interconnectivity Elora-Fergus	Transportation Network
Totally cut off from rest of Province	Transportation Network
Connection to Guelph, perhaps on weekends	Transportation Network
Intra-travel	Transportation Network
Truck, keep car traffic, want tourists to stop	Transportation Network
Hospital coming between Elora and Fergus	Transportation Network
Connectivity to Guelph = how to leverage	Transportation Network
Kitchener/Waterloo = little further, not as easily connected	Transportation Network
Travel road system and bridges deteriorating	Transportation Network
River crossings access point	Transportation Network
Clientele to pay for the roads	Transportation Network
2% for bridges is important	Transportation Network
East west transportation issues on 20th side road	Transportation Network
Keep industrial access from Second Line, industrial/commercial land on this corridor	Transportation Network
Bridges that are one size	Transportation Network
Gridlock is happening on our arterial roads at certain times of day, crossing bridges	Transportation Network
Driveways on arterial roads	Transportation Network
Continuing rapid residential growth is creating traffic congestion	Transportation Network
Ring road County Road 7 to move traffic around Elora and Fergus	Transportation Network
Another bridge over Grand River	Transportation Network
Gerrie Road and Beatty Line Fergus -> larger bridge with more than one lane, existing bridges cannot be any wider	Transportation Network
Congestion; too much traffic at certain points of day	Transportation Network
Flow of traffic concetntraion on modes which are bridges but a new bridge is expensive	Transportation Network
Subdivisions in Elora will create massive congestion	Transportation Network
Traffic and the growth	Transportation Network
Bridge/congestion	Transportation Network
Ring Road = need County and Province support	Transportation Network
Easier to go to mall outside of core than downtown because of traffic	Transportation Network
Fire routes priority all stations on one side of river	Transportation Network
Designated fire routes at TMP grows	Transportation Network
Industrial areas needs major access	Transportation Network
Disjointed; if you don't have a car here, you are in trouble, cannot go anywhere without car	Transportation Network
Municipality to municipality à Guelph or KW	Transportation Network
Connect CW is really good way to launch	Transportation Network
Traffic is growing and as a result people are becoming less patient	Transportation Network
People learning new routes – still come down, business is open	Transportation Network
Finishing of 2nd Line East	Transportation Network
Second Line to First Line to bridge – Jones Baseline and 1st Line piece is missing	Transportation Network

Comment	Topic
Congestion on South River Rd between Elora and Fergus if the youngblond/ halick subdivision is allowed (12 units to 400 units) will bring 800 more cars on that street twice daily, lights only on 1 side of gilkison and South River Rd are not enough. E lights are needed at York St. and Murray St. - Gilkinson South from frist line to second line needs to be paved to often an alternative for motorists. They would then avoid having to drive on south river, Tower St. south to get to guelph. South river rd. is a winding country road never designed for high traffic making south river road to highway 6 a busy alter road is a mistake.	Transportation Network
- nothing being done! Lack of vision? Polutaion has almost doubled in past 10 years but no improvement to road capacity - no champion on council to lead or push. This TMP should have been started years ago - growth - lotss of growth planned/approved. Existing already at capacity. can not absorb anymore	Transportation Network
1) first line, West garafraxa t0 be paved from bellwood Rd. (highway 19) to Queen Mary Sideroad - this has been discussed for 25 years. Info. Already provided re. ongoing increase traffic volume NEED TO DO A 7 DAY traffic study on this road - remember there is a "busy" church, businesses, homes, farms - gravel roads don't attract.	Transportation Network
older roadways became ateriabl by default - poor planning - many have become extremely unsafe for cyclists & pedestrians	Transportation Network
- no where to go. Most employment outside of community- lack of connections - zig zagging - confusion - cost	Transportation Network
Fergus needs the bypass	Truck bypass
There is a need for another bridge across the Grand River between Elora and Fergus. Also a hwy 6 bypass around Fergus downtown is needed.	Truck bypass
Would love a bypass for out of town traffic/trucks. It takes so long to get across town/thru lights. A round about or two turning lanes at the tennis courts would help immensely as well with traffic flow.	Truck bypass
There should be a bypass around Fergus. Traffic going through Fergus now is getting too much for our infrastructure. New roads that are put in should be wide enough to accommodate parking and old roads such as Colbourne should be made as wide as the newer section and not narrowed.	Truck bypass
LARGE COMMERCIAL TRUCKS AND NOISE CONTROL ON CAR MUFFLERS... GO SIT AT ST. ANDREW ST EAST BY THE BRIDGE AT 1 A.M. IN THE MORNING OR ANYTIME...	Truck bypass
Should be a focus on getting better bypasses. Reducing truck traffic and volume on millburn. Pave 2nd line so it's not closed in spring. Divert truck traffic around fergus from highway 6.	Truck bypass
I truly think Fergus would benefit from a round about at highway 6 and Gordon St. It is very dangerous turning left onto 6 from Gordon. People treat it like a 2 lane road blocking the view when turning left. Also, a bypass is so crucial. Sending so many trucks and tourists through downtown fergus is absolutely insane, making it impossible for daily commutes through town	Truck bypass
there is a need for truck by-pass through Fergus and it would give those travelling on highway 6 an alternative route	Truck bypass
Can we please have a major bypass for gravel trucks and semi trucks so they don't need to travel the Main Street of Elora. Trucks should be able to travel from Waterloo to highway 6 Fergus on the north end of town. Put a road through past Salem School or even the next road north so trucks do not need to drive through town. Make part of downtown Elora from The Cork to Mill St a walk only area with a wide stone street and benches and green space and nice garbage cans with metal clip lids.(sorry I know I am getting carried away)	Truck bypass
Please, PLEASE build a bypass around the town of Fergus! Heavy trucks are ruining roads and doing a lot of damage to homes along Highway #6 and Garafraxa St. The road is not built and maintained to accommodate huge tractor trailers - especially those that pull two trailers, or are overloaded or that come through at night with loads that the police just might "eyeball" during the day. PLEASE!!!!	Truck bypass
Traffic is too congested. The traffic we have daily use to be our traffic on long weekends in the 80's. Fergus needed a by pass years ago	Truck bypass
Hwy 6 through Fergus is a disaster	Truck bypass
traffic, transport trucks noise and danger	Truck bypass
Trucks	Truck bypass
transportation trucks going through small downtown cores	Truck bypass

Comment	Topic
Truck traffic	Truck bypass
Highway 6 bypass	Truck bypass
increasing traffic, all day every day. More trucks using residential streets.	Truck bypass
Too many trucks/traffic thru core	Truck bypass
No bypass around Fergus	Truck bypass
No Truck / Traffic Bypass	Truck bypass
getting the transport trucks out of the centres of Fergus and elora/Salem.	Truck bypass
Hyw# bipass with wider 4 lane . Please make bypass bigger	Truck bypass
Highway 6 bypass	Truck bypass
No bypass	Truck bypass
We need a bypass for the town of fergus	Truck bypass
We do not have a through-traffic bypass (e.g) truck bypass). One would alleviate congestion and free up financial resources for other needed roadwork.	Truck bypass
No bypass around Fergus	Truck bypass
Heavy transport trucks coming through the middle of Fergus - we need a bypass	Truck bypass
Alternative through traffic route Fergus and Fergus to Elora so trucks avoid the main Elora intersection.	Truck bypass
Keep trucks out of downtowns	Truck bypass
Hwy 6 bypass	Truck bypass
Transport trucks through town	Truck bypass
number of transport trucks through Fergus	Truck bypass
Large transport trucks through town	Truck bypass
Transport truck traffic through town	Truck bypass
Hwy 6 truck traffic through town	Truck bypass
Bypass needed	Truck bypass
Ring road esapecially for transport trucks	Truck bypass
no bypass	Truck bypass
lack of a truck by pass for Fergus	Truck bypass
no by passes... it worked for Orangeville...	Truck bypass
Fergus bypass	Truck bypass
Need a transport bypass	Truck bypass
Bypass around Fergus	Truck bypass
lack of rest stops for transport trucks	Truck bypass
Too many transport/gravel trucks	Truck bypass
lack of bypass, or route through Fergus	Truck bypass
Bypass Route – a responsible route, mass amount of traffic	Truck bypass
Where to bring Bypass – make it intuitive	Truck bypass
Bypass: good and based, more concerned than in favour, not just county traffic on county roads	Truck bypass
Trucks travelling through residential neighbourhoods are causing safety concerns	Truck bypass
Need to clearly define truck routes	Truck bypass
Make roads safer through defined truck routes, speed bumps and traffic calming	Truck bypass
Bypass of through traffic in Fergus	Truck bypass
Bypass to get north industrial area planning	Truck bypass
Bypass – Ring Road	Truck bypass
Bypass for St.Davids street, would make a difference overnight	Truck bypass
More people would go downtown with bypass, make it more accessible as a destination	Truck bypass
St. Andrews, Anderson, 1st line = trying to bypass signals and hill	Truck bypass
Ring road to bypass Elora and Fergus	Truck bypass
Bottle necks in downtown Fergus, get trucks out of downtown	Truck bypass
St David's Street Bridge and heavy trucks on City 7 +17	Truck bypass
- more capacity - add more river crossings - truck by-pass - public transport connections to guelp / waterloo	Truck bypass
No amount of physical engineering is going to fix or mitigate the escalating traffic issues in the township til we get the drivers to start following the existing rules of the road and get the OPP to start enforcing the current rules that they are paid dearly by	Other Ideas

Comment	Topic
the County, to enforce. This problem has gotten much worse in only 5 yrs and is increasing exponentially.	
We need establish a system like Innisfil - Uberpool	Other Ideas
Im glad to see this is becoming a priority	Other Ideas
Read "happy city". Thanks for the opportunity to do this survey.	Other Ideas
Some very good questions asked, but also some frustrating ones in which inadequate or confusing or irrelevant options are offered. For example, My use of transit is currently close to zero days per week, and I do not attend school. Equally important to this local demographic would have been questions that asked about availability and times for transportation to Seniors Centre in Fergus, day centres for babies, visits to sporting and social etc. centres such as arenas, libraries and clinics and hospitals. As it stands, the gaps in the survey are important enough to render it fundamentally invalid for serious and accurate planning.	Other Ideas
Figure out how to make improvements using taxes and not levies.	Other Ideas
None. .great survey. Thanks for the opportunity to stay connected	Other Ideas
I am excited for the future of this township for my kids	Other Ideas
It will be a difficult task. I wish you well in looking for solutions	Other Ideas
Thanks for all your hard work, thinking ahead about many things that are not on the minds of most of the rest of us.	Other Ideas
Quality of life issue and safety one!	Other Ideas
Taxi	Other Ideas
Taxi	Other Ideas
Taxi	Other Ideas
lack of transportation	Other Ideas
The cab rates are out of control	Other Ideas
taxi	Other Ideas
Taxi	Other Ideas
Taxi	Other Ideas
taxi	Other Ideas
Taxi	Other Ideas
Not enough options	Other Ideas
Price of taxi service	Other Ideas
winter driving -	Other Ideas
Costs for improvement	Other Ideas
persuading people to change habits	Other Ideas
Lack of political will.	Other Ideas
Volume vs infrastructure	Other Ideas
Money	Other Ideas
Too many taxi companies	Other Ideas
Cost	Other Ideas
not enough taxis	Other Ideas
Cabs too expensive	Other Ideas
Lack of reliable taxis	Other Ideas
Lack of population density	Other Ideas
Taxis are expensive	Other Ideas
Hills	Other Ideas
Commuting to guelph	Other Ideas
Sprawl	Other Ideas
Parents dropping kids off at CWDHS!!!	Other Ideas
Growing population	Other Ideas
Distance	Other Ideas
Getting here from other cities/towns	Other Ideas
Everything is so spread out and rural you must drive everywhere	Other Ideas
Stop the new housing developments	Other Ideas
Keeping the hertiage and landscape	Other Ideas
Lack of Capacity	Other Ideas
Distance	Other Ideas
Rapid growth of population	Other Ideas
increased population in town	Other Ideas

Comment	Topic
Money	Other Ideas
No plan	Other Ideas
Not enough taxis	Other Ideas
Cost	Other Ideas
Taxi cost too high	Other Ideas
Having all projects support a cohesive vision of transportation	Other Ideas
rural	Other Ideas
High cost to maintain it while people don't use it	Other Ideas
designing a fair and ecologically sound system	Other Ideas
Airport shuttles	Other Ideas
Rural communities	Other Ideas
Resources	Other Ideas
no muffler control!!!!!!!!!!!!!!!!!!	Other Ideas
No taxi	Other Ideas
Low income families	Other Ideas
Timing	Other Ideas
Moving People to Guelph	Other Ideas
Cost	Other Ideas
Grand river	Other Ideas
Lack of population density/no mass need all over community	Other Ideas
Too much construction	Other Ideas
Cab costs	Other Ideas
Cost	Other Ideas
Economic polarization - with large wealthy population	Other Ideas
Taxis are expensive	Other Ideas
Construction	Other Ideas
Taxis are not available when you need them	Other Ideas
Expensive taxis	Other Ideas
Low Density	Other Ideas
Commuter towns	Other Ideas
Are there enough people to use it	Other Ideas
Money	Other Ideas
Cost/funding	Other Ideas
No Ubers near by	Other Ideas
Location of the High School	Other Ideas
Population growth	Other Ideas
Distance	Other Ideas
Growth plans	Other Ideas
infrastructure maintenance	Other Ideas
Efficiency	Other Ideas
Vehicle emissions	Other Ideas
Drivers running stop signs. Bad drivers in general.	Other Ideas
Integrating future technologies into a plan	Other Ideas
must be driver	Other Ideas
commuter community	Other Ideas
Winter months when people don't move around as much	Other Ideas
inconsiderate driving	Other Ideas
Nothing helpful and cost effective to get to citiea	Other Ideas
Making it convenient	Other Ideas
Moving People to Kitchener / Waterloo	Other Ideas
Funding not being spent to correct the above two issues listed in rural areas	Other Ideas
Practicality	Other Ideas
Accessibility	Other Ideas
Having local support.	Other Ideas
Wait and cost of taxis	Other Ideas
Timely snow removal (or untimely)	Other Ideas
Infrastructure with regards to signage and labeling of community resources.	Other Ideas
Availability	Other Ideas

Comment	Topic
Many services centered out of town (Guelph, kw)	Other Ideas
Cost	Other Ideas
Population increase	Other Ideas
Funding	Other Ideas
Round-a-bouts	Other Ideas
Road work all during busy summer season	Other Ideas
Availability	Other Ideas
Coat to the community	Other Ideas
Infrastructure	Other Ideas
Lack of advertising	Other Ideas
Subdivisions	Other Ideas
cost	Other Ideas
Population	Other Ideas
Pave park behind City Hall	Other Ideas
Need short term actions	Other Ideas
NBR Metcalfe to Mill St E	Other Ideas
Smaller vehicles for delivers to downtown	Other Ideas
Welcome people from outside	Other Ideas
Signage	Other Ideas
Communication	Other Ideas
City Rd 7, Wellington Rd 17	Other Ideas
Leisure and tourism	Other Ideas
Top challenge is money	Other Ideas
Youth transportation = how to get between communities	Other Ideas
Elora youth hard to find part time job	Other Ideas
Not a fan of surveys; face to face different because you can discuss comments	Other Ideas
Draft TMP is good, give public time to comment before it is finalized	Other Ideas
Budges: OLG $, taxpayers 2% surcharge	Other Ideas
Tourism, transportation route (camping, boating), growth	Other Ideas
Funding	Other Ideas
With growth comes more investment in small businesses	Other Ideas
Community get opportunity	Other Ideas
Town hall meeting in their area	Other Ideas
Mail information to rural areas – how does it affect rural areas	Other Ideas
Urban centres location, Grand River	Other Ideas
Lack of funding resources, CW along cannot resolve issues need County and Province	Other Ideas
Opportunity for greater mobility	Other Ideas
Opportunity to plan for future growth	Other Ideas
Identify the route	Other Ideas
Financial resources from Province and County	Other Ideas
Public engagement requires that we give the public a sense that their contribution is meaningful and appreciated.	Other Ideas
Give people a sense that their contribution matters	Other Ideas
Hamilton volunteer engagement committee	Other Ideas
Continuous improvement plan in Fredericton NB	Other Ideas
Growth first, then transportation	Other Ideas
Designated fire routes for emergency services	Other Ideas
Getting people out effectively	Other Ideas
A lof of land = how do we use it	Other Ideas
Industiral lands want quick, easy route	Other Ideas
Engage different neighbourhoods, ask suggestions	Other Ideas
Focus on specific subdivisions and neighbourhoods	Other Ideas
Make a list of at PIC of neighbourhoods	Other Ideas
Pop up community drop ins	Other Ideas
Allow residents to rename roads	Other Ideas
Key is real estate on top	Other Ideas
Make a destination for the downtown	Other Ideas
Look after budgets (13 closed at present)	Other Ideas

Comment	Topic
Do not price people out of living in community	Other Ideas
Town of Milton approach, incremental	Other Ideas
**** Do not go to County, black hole***	Other Ideas
Short, medium, and long term recs in TMP	Other Ideas
Pilot projects that show momentum	Other Ideas
Make recommendations as practical as possible	Other Ideas
Make sure we identify this came out of discussion with community, show verbatim responses	Other Ideas
Engage right kind of people to make action possible	Other Ideas
Elora BIA	Other Ideas
Fergus BIA changing this year	Other Ideas
Long time residents vs. new residents	Other Ideas
Uber like system	Other Ideas
Hydro bills insert	Other Ideas
Twitter, Facebook	Other Ideas
Online bill could has message as well	Other Ideas
Local paper – specifically articles on interview	Other Ideas
Education about stores available in Elora and Fergus	Other Ideas
Uber like plan makes sense for CW à cab could also be used in uber like relationship (i.e. Innisfil, Simcoe Dover)	Other Ideas
lack of voices within the township to be incorporates; giving too few people a voice in decisions; fear of raising taxes.	Other Ideas

A 6. Stakeholder comments received during engagement round 2

Comment	Topic
New development to all have two-side sidwalks	Active Transportation
Off road cycle route between Elora and Fergus	Active Transportation
Opportunities to upgrade cycling facilities on county-road. Enhance safety and connections between Elora and Fergus	Active Transportation
People will resist giving up driveway space for new sidewalk	Active Transportation
Like idea of cyclist separation by row of parking	Active Transportation
Cycle tracks on passenger side of parking	Active Transportation
Church St alternative for Trans Canada	Active Transportation
Connecting students to schools with trails	Active Transportation
Bike lanes on major thru-ways	Active Transportation
Only plan bike routes on busy roads (e.g County Rd 29) if barriers are erected to keep cyclists safe	Active Transportation
Pedestrian traffic - Tower St. S - traffic diverts around Highway 6 to access Garafraxa then Highway 6 (before bridge repairs)	Active Transportation
Curb extensions dangerous - respond	Active Transportation
Incentive for locals to walk not drive	Active Transportation
E-W connections?	Active Transportation
High speed county road not so good for bikes	Active Transportation
This will no longer be a parking space. Need to cross from LeBo parking facility to Peak Development on south side of River in safety	Active Transportation
Recently refurbished but no bike lane added - why?	Active Transportation
Better AT river crossing than at Metcalfe St	Active Transportation
Needs signage and better designed facility	Active Transportation
AT connection	Active Transportation
Crucial AT link (bike and walk) for short term implementation	Active Transportation
Improve trail signage through Fergus	Active Transportation
Connection to hospital	Active Transportation
Keep only one road, crossing bisect trail	Active Transportation
Bike lane	Active Transportation
Bike lane	Active Transportation
Bike lane	Active Transportation
Foot bridge?	Active Transportation
ok - I question the safety of cycling on county rd 29 - it is like a highway!	Active Transportation
Great, making this happen will enhance the livability and enjoyment of all residents. However, traffic should not be hindered in order to make this work. The people using the cycle paths and walk ways really need to be educated that they must remain alert for traffic. Many pedestrians don't even LOOK any more. Perhaps big signs that encourage people to LOOK before they cross roads may be helpful.	Active Transportation
love the plans on this	Active Transportation
Some areas for the trails and cycling routes are along very busy roads, some of which have high speed limits, and there are points where the trail is crossing very busy and / or high speed roads. I'm concerned about cyclist and pedestrian safety in these areas as they don't appear to be a good solution for the trail route in terms of safety. There is also a very steep grade along part of the cycle route by Forfar and Gzowski which doesn't seem safe, and that hasn't been addressed either.	Active Transportation
Need more of this. The council and community need to work hard on these aspect to encourage use. Make sidewalk/bike path plowing a priority in winter, and maintain them in summer. More trails, paths, and sidewalks. Provide bike repair stations at key locations (community centre, library, parks, etc).	Active Transportation
Important, but secondary to the main issues	Active Transportation
bike lanes shoudl be part of every road program going forward - make it a priority	Active Transportation
The recommended Transportation Master Plan connections and suggested connections in the considerations further below would be strengthened by including an active transportation network in the Township (at least in each community and between major communities, such as Fergus and Elora). Please consider including a complete and interconnected, seamless active transportation network as a key element of the Transportation Master Plan (or creating a comprehensive active transportation network parallel with, or subsequent to, the current plan). The draft slides make reference to the County of Wellington's Active Transportation Plan; however, the County's plan focuses primarily on connections between municipalities and to key destinations within municipalities.	Active Transportation

Comment	Topic
The County's Active Transportation does not specifically focus on creating a seamless active transportation network between Centre Wellington neighbourhoods, to the downtown areas and between communities within the municipality. Furthermore, the County's Active Transportation Plan states that "As local municipalities continue to develop their own pedestrian, cycling and active transportation networks within the urban areas as part of local master plans, it is anticipated that these will connect seamlessly to the broader county-wide network routes ultimately creating a comprehensive network with a higher density of routes in the urban areas." (p.5.7). This statement implies that although the County's Plan provides a foundational plan for active transportation for the region, local municipalities are responsible for creating local, specific active transportation opportunities to efficiently and effectively connect their own municipality. An active transportation network is also supported by ideas raised by the community and stakeholder feedback, such as the integration of new subdivisions in trail networks and connecting all missing links in the sidewalk network. Connectivity has been acknowledged as an important predictor of pedestrian and cyclist appeal. Community-based examples and best practices demonstrate the numerous benefits that result from a connected community design. Efficient, connected networks can increase a community's walking and cycling behaviours, both for leisure and active travel use. More points of connection reduce the distance needed to travel to get to a final destination. Thus, residents living in well-connected communities tend to find it easier to walk or cycle to local amenities or destinations, such as parks, school, or downtown, as opposed to driving their vehicle. Not only has this design led to increases in physical activity rates and related physical and mental health benefits, it is also linked to less air pollution due to a reduction in vehicle use. Furthermore, residents living in a well-connected neighbourhood report a stronger sense of community than those living in disconnected neighbourhoods, which impacts mental health and well-being. Lastly, a strong active transportation network will improve connectivity to greenspace and exposure to nature is related to increased physical activity and improved general wellbeing, including reduced stress and anxiety. An active transportation network should be designed for: the most vulnerable users, based on age (e.g., young child, senior), ability (e.g., wheelchair user), and mode (e.g., pedestrian); to prevent crime and violence, making all residents feel comfortable and safe (e.g., not cross any busy vehicular roads, unless proper crossing has been installed); and barrier-free (e.g., well-maintained year-round)	
In order to decrease vehicular congestion downtown, please consider including active transportation infrastructure that a) connects all neighbourhoods in the community seamlessly to the downtown areas (e.g. connected sidewalks and trails, bike lanes) and b) encourages residents to use the seamless connections (e.g., street trees, street lights, traffic calming, bike racks, benches). By investing in this type of infrastructure in unison with introducing parking limits, local residents within walking distance to the downtown areas will be encouraged to be active in their travels, as opposed to driving the short distance. Furthermore, please consider complimenting the promotion of new parking limits with the promotion and encouragement of walking and cycling to downtown areas by local residents (WDG Public Health would be pleased to collaborate on this public education aspect). This comprehensive approach will not only decrease vehicular congestion and parking issues, but will also lead to more physical activity in the community, social connectivity, economic investment and decreases in vehicular air pollution.	Active Transportation
Based on the community and stakeholder feedback, as well as best practices for healthy community planning, please consider further supporting community connectivity and active transportation by including the following in the Transportation Master Plan: - end-trip facilities, such as bike racks at trail heads, parks, key amenity spaces and within downtown areas; - encouraging elements of active transportation like proper signage and lighting along trail systems and if created, along an active transportation network; - ensuring all subdivisions (old and new) are connected to the local trail network and, if created, to an active transportation network.	Active Transportation
Opportunity for more complete streets in subdivisions	Complete Streets Policy
interesting - good planning	Complete Streets Policy
Great idea, how to implement this within the existing structure is the challenge at hand. The way Colbourne street is now with the "bump outs" really needs to be re-addressed. I'm sure the idea looked good on paper when it was introduced and subsequently passed, however, the reality is this... it is a mistake that is restricting traffic	Complete Streets Policy

Comment	Topic
flow and it is dangerous. I fear someone may be injured or killed as a result of how the road is at the present.	
definitely need to have this and on all urban roads begin the process of creating this everywhere	Complete Streets Policy
I like the complete streets approach	Complete Streets Policy
Good in principle, but if community is heavily dependent on one use (i.e. automobile) then not so great. Need to increase the other modes of transport to make this viable.	Complete Streets Policy
Looks nice. Small town feel is important	Complete Streets Policy
agree - equal or more representation of pedestrian and cyclist on every street - so many of our streets do not have sidewalks let alone bike lanes	Complete Streets Policy
The Township is commended for including a complete streets policy within the recommendations. A complete street design further bolsters the elements suggested within an 8-80 cities approach, such as inclusivity for all road users, and compliments community growth. Please consider including a detailed plan about implementation across departments and communities, to ensure that this important policy is fulfilled in a timely manner. As a significant element of a comprehensive complete streets plan, please consider including provisions to either maintain or decrease the current quantity of parking. By not adding any additional parking and implementing a complete streets plan complimented by an active transportation network that is linked to downtown, as growth occurs, more residents will find it more appealing and easier to walk or cycle to downtown areas.	Complete Streets Policy
Autonomous vehicles - how to address in TMP?	Other Ideas
This open space is in people's back gardens	Other Ideas
This 'Open Space" is either in resident's gardens or designed for people who can walk on water - flood drain	Other Ideas
Private property	Other Ideas
The areas where new sidewalk connections are needed should be marked on the map. It looks like only the existing sidewalks are shown. Particularly the lack of a sidewalk along the section of East Mill St. which would connect Bissel Park to downtown Elora needs to be addressed.	Other Ideas
Can we measure the economic impact of timed parking?	Parking
Cite methodology for economic impacts of 2 hr parking	Parking
Parking stalls too small	Parking
Fergus - consider increased downton parking on surface lots. Limit parking to one side of downtown and improving walking spaces to incentivize	Parking
Parking for Elora: Mill development will attract too many visitors e.g 95 weddings booked June-Dec already. Perhaps a parking garage? Assess LCBO new parking lot as a possible sit? Elsewhere?	Parking
Parking garage in rural area so people can then be shuttled into downtown	Parking
Are you sure you have sufficient parking to handle Elora Mill development?	Parking
Fergus downtown parking: building a parking garage, store owner parking lot, customer parking designated for closer parking lots	Parking
Agreed with timed parking - need enforcement	Parking
Agree with 2-hour parking limit and proposed streets	Parking
Build parking garage in Hoffer Park	Parking
Existing LCBO parking - maybe a garage?	Parking
I like the idea of posting signs to limit parking to 2 or 3 hours downtown but don't want to see metered parking	Parking
Penalizing people for staying parked too long usually drives people away, especially if a fine is overly burdensome. Everyone hates a parking ticket and at the end of the day you want visitors to our community to feel good about coming back, and look forward to coming back. Tickets leave a bad taste. Underground parking may need to be perused in order to seriously allow for the volume of visitors required to make the town centres profitable, if indeed the goal is to target more tourists. Yes it will be costly in the short term, however, it may be necessary	Parking
I dont feel that making any more of the downtown into Parkland will help any Parking situation. Already many spots have been eliminated behind the Library. Parking spaces along St George need to be marked as well as the additional Parking in the curling club.	Parking
a parking garage in downtown Fergus	Parking
The MP recommendations only included making better use of existing parking by limiting time and increasing enforcement, but it didn't seem to consider potential locations for new parking lots to address the future increase in both tourist visitors and local population.	Parking

Comment	Topic
Agree with the time limit parking. Need to free up the spaces used by the employees. Need to provide parking for employees off-site. Need enforcement of parking. Illegal parking in residential areas is out of control with vehicles parked over sidewalks and blocking driveways.	Parking
WE need to take the parking and heavy truck traffic out of downtown Elora	Parking
there's never enough. I agree with 3 hour suggestion	Parking
agree with time limits	Parking
Rail to trail network - couple places where disconnect in Fergus. Down to Cottonwood Trail	Traffic Calming
Roundabouts work well for increased traffic flow	Traffic Calming
Speed signs more popular - value to this will likely continue	Traffic Calming
Where is safety and speed discussion?	Traffic Calming
People use neighbourhood streets to cut through traffic	Traffic Calming
Use "speed-spy" units to find out how fast people are driving	Traffic Calming
In between Elora and Fergus best opportunity to make road improvements	Traffic Calming
Percieved vs. real speeding problem	Traffic Calming
Speed boils down to the where the enforcement is. Cops can't be everywhere - police resources	Traffic Calming
Community and school safety zones. Consider enforcement/speed limits	Traffic Calming
Traffic calming on county roads not feasible because of high traffic volume	Traffic Calming
Like traffic calming measures i.e Road diet but doubt CW older residents will buy into it	Traffic Calming
Happy speed bumps not put as a solution	Traffic Calming
Like roundabouts - good for traffic flow	Traffic Calming
Speed bumps on Beatty	Traffic Calming
Road diet	Traffic Calming
Roundabouts not good for traffic flow	Traffic Calming
Concern over intersection safety by high school	Traffic Calming
Mill East through Mill West in Elora. Speed bumps and/or crosswalks (Melville) and/or curb bump outs. Flashing light at Mill/Metcalf for pedestrians	Traffic Calming
Traffic calming at Beatty line, Millage lane, St. David Street North and Garafraxa street	Traffic Calming
ok - i don't love roundabouts - especially for pedestrians crossing at roundabouts - would rather not see more of them	Traffic Calming
Any time an obstacle is placed on a road to Calm traffic, it can create the opposite effect. Flowing traffic is calming. Blocking traffic creates frustration and frustration often leads to impatient drivers who make mistakes.	Traffic Calming
If you build out stupid curbs at intersections this only eliminates Parking spaces and congests traffic more. This Virtually KILLED cute little downtown Acton to mention one of many towns. And what were they thinking when the HUGE Islands were put in Orangeville...totally dividing the north side of the downtown and the south side of the downtown street? Do not add any more clutter to our already narrow downtown or eliminate any more parking spaces..Keep our planters with plants and/or trees.	Traffic Calming
Definite requirement	Traffic Calming
I like the traffic calming suggestions	Traffic Calming
More traffic calming is needed in residential areas.	Traffic Calming
secondary	Traffic Calming
agree with proposed options	Traffic Calming
Multimodal access to hospital	Transit
Guelph transit moving mostly towards south and west directions	Transit
Buses don't have to be your standard 40 seat bus	Transit
Guelph transit middle of service review. Centre Wellington should be part of discussion	Transit
Single bus running around Fergus	Transit
Value judgement between cost and benefit of different transit strategies	Transit
Contact local taxi companies about possible partnerships for transportation to popular locations i.e Hospital - retail spots	Transit
A plan like Innisfill is a good idea	Transit
Minibus for transport people from parking areas to Downtown Fergus/Elora	Transit
Transit for high schoolers - reduce congestion	Transit
Alternate transport that is cheaper than cabs	Transit
Transit not just for Fergus and Elora - all of Centre Wellington	Transit
A bus to connect with GO Train in Guelph	Transit
Riverfest - Shawn Watters. Coordination between Town and private sponsors and event planners. Good opportunity to promote cycling/walking	Transit
we NEED transit options for north end students to get to CWDHS - the traffic of parents driving to CWDHS is very congested	Transit

Comment	Topic
Something needs to be at least started. However, keeping things simple to start with may be the key here. Perhaps we could start with simple connections along the 18 on the north side and south river road on the south. Perhaps we could just even start with one bus doing a loop to see if the public will use the service. Then phase to 2 buses each going opposite directions.	Transit
Definitely we could use some public transit. Within the two towns, Fergus and Elora and connecting both these two towns plus connecting us with Guelph	Transit
Need to help our residents but must be fully accessible	Transit
The transporation master plan doesn't address what type of transit service we should have, it basically just recomends that the transit issue should be studied more to determine our needs and come up with a transit strategy, but I thought that transit was part of what was supposed to be figured out by the transportation master plan	Transit
We NEED some form of transit - even if it's just a shuttle bus from downtown fergus to downtown Elora	Transit
What Transit? The display boards did not address any future transit options for the community. Just showed costs of transit service in near by communities. Likely outcome is no transit service, which is disappointing.	Transit
Think a Go link is good - use taxi/uber for in town	Transit
N-S crossing issue made worse by bridge closure	Transportation Network
Rail to trail network - couple places where disconnect in Fergus. Down to Cottonwood Trail	Transportation Network
Sideroad 4 and Highway 7 needs a future intersection improvement in the long term	Transportation Network
Highway 7 and 2nd line future intersection improvement	Transportation Network
Include Ainley in urban area - ensure connectivity	Transportation Network
Proposed road network is good	Transportation Network
York St. W. improvement in short term	Transportation Network
Intersection improvement highway 6 south of McQueen (long term)	Transportation Network
Access roads out of subdivisions for vehicles, separate route for walking	Transportation Network
More capacity east-west and north-south	Transportation Network
Population not big enough to support bridge and intersection improvements being built	Transportation Network
More short-term improvements needed - already behind	Transportation Network
Please repain lines on Metcalfe (Elora) and Mill - Metcalfe/Circle, Metcalfe/McNab	Transportation Network
Repaint lines on Water Street	Transportation Network
Cross over from Art Centre to Bissell Park	Transportation Network
Peak times - traffic backs up in this area even when Tower Bridge in place	Transportation Network
Improve intersection soon	Transportation Network
Industrial area needs truck route (by-pass on east side of Fergus)	Transportation Network
Intersection improvement needed	Transportation Network
Intersection improvement needed	Transportation Network
Agree with intersection improvement	Transportation Network
Needs to be short term bridge connection, not medium term	Transportation Network
I like the idea of a new bridge over the Grand at Beatty Line	Transportation Network
In theory it will probably work ok in the short term, but it lacks real long term vision	Transportation Network
Taking all of the through traffic away from Downtown Fergus will not improve the "Drop In and Explore" aspect that Fergus is attempting to develop	Transportation Network
See many short term improvements required	Transportation Network
The future road network plans need to show the planned areas of future subdivisions and what road improvements will be done to serve those areas of future higher density housing. The existing local roads are already very busy at peak times, so the plan needs to address the transportation routes for the future higher density subdivision areas. These areas and the required roads to support them aren't identified on the current plans	Transportation Network
Not enough being done for the short-term. Roads are already exceeding capacity and with all the current new development under construction it is only going to get worse. The long-term plan does not increase the capacity of the roads inline with the forecasted growth of the community.	Transportation Network
Overall looks good	Transportation Network
can we afford two new bridges - suggest the one that connects the most people to the hospital and the future terrace lands and is in the centre of our community. We cant pay for the bridges we have now - just to help highway 6 commuters. plan for one that helps move people within in our township (Beatty Line extension) and not around it. we are not a bipass community. We are an integrated complete community	Transportation Network

Comment	Topic
In Map 2, Wellington Road 18 is currently marked as an on-road cycling route. Given the unsafe speeds driven on this road (despite the 60km/h posted speed limit), it is strongly recommended that either off-road cycling infrastructure is created (preferred option), or a protected cycling lane is created. Given that this road is the main connection between Fergus and Elora, creating an off-road multi-use trail, as opposed to a sole cycling network, will provide a breadth of inclusive options for residents and visitors, thereby encouraging more physical activity in the community and less reliance on vehicular travel. An off-road multi-use trail would also be safer than on-road protected bike lanes.	Transportation Network
Alleviate trucks going downtown - truck diversion	Truck bypass
Current detour number of trucks driving through highway 7 has not had a significant impact	Truck bypass
Term "Through Truck Bypass" better?	Truck bypass
First Line/County Road 29 should not be truck bypass	Truck bypass
Want zero truck traffic in downtown Elora	Truck bypass
ok - probably should have better signage to tell people going north to cottages on may 24 weekend 2018 that they should take that truck bypass rather than get stuck in traffic in Fergus on Tower St bridge	Truck bypass
The idea of directing like this is kind of contrary to the natural flow. We need to be thinking at least 30 years into the future. A more organic corridor would be to extend to the east via Wellington Rd 29	Truck bypass
If this could be established as Truck use and not visitor impeding this would be useful	Truck bypass
Love this idea!!!	Truck bypass
I agree with the Fergus truck bypass	Truck bypass
It is fine for removing long-distance truck traffic on Highway 6, but does not address the internal truck traffic from the lands in the northeast of Fergus nor the large truck volumes from the East on WR 18 and Belsyde.	Truck bypass
Like the idea, but worried that people travelling through town will avoid in town business destinations	Truck bypass
good - how can you enfoce	Truck bypass

APPENDIX - B

Policy Review

Policy Document	Policy Description	Relevance to Transportation Master Plan
Federal Planning Documents		
Federal Sustainable Development Act (2008)	The Federal Sustainable Development Act (FSDA) requires the development of a federal sustainable development strategy. The FSDA will strengthen sustainable development practices within the federal government. This policy allows the government to set environmental sustainability policies more effectively and to align the work of other federal departments with these sustainable policies.	The federal strategy includes goals and targets for sustainable development along with an implementation strategy for each. These sustainable strategies have been reviewed and considered and will be included in the Transportation Master Plan as appropriate.
Strategies for Sustainable Transportation Planning: a review of practices and options (2005)	The Strategies for Sustainable Transportation Planning identifies guidelines for consideration when incorporating sustainable transportation into municipal policies. The report includes principles that support the promotion of active transportation as a mode of sustainable transportation at the federal level and the promotion of active transportation as a viable form of transportation.	Potential strategies identified in the Transport Canada guidelines that have been considered and included in the TMP include those that: ▸ Encourage desirable land use form and design (i.e. compact, mixed-use, pedestrian / bike friendly) through transportation plan policies. ▸ Set goals and objectives for reducing the need to travel, improving transit mobility, and preserving minimum levels of service on roadways; and ▸ Increase walking, cycling, other active transportation, transit, ridesharing and teleworking
Communities in Motion: Bringing Active Transportation to Life Initiative	The Federation of Canadian Municipalities (FCM) has recently developed the "Communities in Motion: Bringing Active Transportation to Life Initiative". This document is a key resource for all Canadian municipalities which sets out goals for promoting active transportation options, eliminating barriers to different travel mode choices and promoting active transportation modes such as walking and cycling as part of everyday life.	The document promotes the design and development of walking and cycling facilities including both on and off-road alternatives. Strategies in this plan will be reviewed and taken into consideration in the development of the TMP, as appropriate.
Provincial Planning Documents		
Provincial Policy Statement (2014)	The 2014 update to the Provincial Policy Statement (PPS) set the foundation for regulating land use planning and development within the Province of Ontario while supporting provincial goals and objectives. The PPS sets out guidelines for sustainable development and the protection of resources of provincial interest.	The PPS promotes transportation choices that facilitate pedestrian and cycling mobility and other modes of travel. "Transportation systems" as defined in the PPS are systems that consist of corridors and rights-of-way used for the movement of people and goods as well as associated transportation facilities, including cycling lanes and park and ride lots. Contained in the PPS are policies pertaining to cycling, pedestrians and transit, which will be used to inform the development of similar policies and recommendations in the TMP.
Places to Grow: Growth Plan for the Greater Golden Horseshoe, 2017	The Places to Grow Growth Plan for the Greater Golden Horseshoe 2017 came into effect on July 1, 2017, replacing the previous 2006 version. The Growth Plan sets out a vision for the year 2041 that is supported by a strong economy, a clean and healthy environment and social equity. The plan guides decisions on a wide range of issues such as transportation, infrastructure planning, land use planning, urban form, housing, natural heritage and resource protection.	The plan provides policy objectives to guide the planning and development of an integrated and efficient transportation system to support a vibrant economy and quality of life. Examples of specific policy objectives outlined in the plan include: ▸ A transportation network that provides connectivity for moving people and goods over a balance of transportation modes; ▸ Ensuring that corridors are identified and protected to meet current and projected needs for various travel modes; ▸ Provide safe, comfortable travel for pedestrians, cyclists and other users of active transportation within existing communities and new development; and ▸ Implementing complete streets design principles when refurbishing or reconstructing existing street networks.

Policy Document	Policy Description	Relevance to Transportation Master Plan
Metrolinx: The Big Move – Transforming Transportation in the Greater Toronto and Hamilton Area (GTHA) (2008) **and** **2041 Regional Transportation Plan (RTP) (2017)**	The Big Move is the third piece in a three-part approach by the provincial government to prepare the GTHA for growth and sustainability. It builds on the Greenbelt Plan and the Growth Plan for the Greater Golden Horseshoe. Together these three initiatives will lead to development of more compact and complete communities that make walking, cycling and transit part of everyday life. The goal of the Big Move is to create a long-term strategic plan for an integrated, multi-modal, regional transportation system. It serves as a blueprint for a more sustainable transportation future. With a 25-year time horizon, it reaches into the future to guide and direct decision making. Priorities, policies and programs are set for a future with complete mobility. The 2041 RTP acts as an update to the Big Move and guides the continuing transformation of the transportation system in the GTHA. The RTP provides an integrated multimodal regional transportation system that puts the traveler's needs first.	Although outside the mandate of Metrolinx and the Regional Transportation Plan (RTP) several transit linkages to communities outsides of the GTHA are identified as potential future extensions of the GO Regional Rail system within this plan. These include connections to Guelph, and Kitchener-Waterloo which are cities in close driving proximity to Centre Wellington and have positive impacts on travel between the Township and the GTHA.
Ontario Ministry of Transportation Transit Supportive Guidelines (2012)	The Ministry of Transportation provides a set of guidelines to encourage transit-supportive planning and design through all communities in Ontario. More specifically, the policy document provides direction on supportive land-use planning, urban design and operational procedures based on current best practices. The document is intended to be a guide for planners, developers and others who are involved in developing more transit-friendly communities.	The guidelines provide direction on how to integrate all modes of transportation when designing for transit to create more complete streets. The document provides guidelines for the improvement of transit facilities including design recommendations. The TMP is intended to complement these Guidelines and be used as a guide for future design and development of potential transit facilities in Centre Wellington.
Ontario Cycling Strategy #CycleON	In September 2013, the Ontario Ministry of Transportation (MTO) published #CycleON, Ontario's Cycling Strategy. The strategy acknowledges the importance of developing cycling facilities to help reduce greenhouse gas (GHG) emissions, ease gridlock, benefit the economy, increase tourism and increase the quality of life for the residents of Ontario. The Province's vision is to ultimately "develop a safe cycling network that connects the province, for collision rates and injuries to continue to drop, and for everyone from the occasional user to the daily commuter to feel safe when they get on a bicycle in Ontario." The strategy is intended as a guide to make sure this vision is achieved.	The Cycling Strategy outlines a 20-year vision for cycling in the province, with proposed cycling infrastructure, education and legislation including a set of proposed changes to The Highway Traffic Act. This strategy along with other Provincial documents all promote and aim to strategically develop sustainable transportation infrastructure province-wide.
Ontario Trails Strategy	The Provincial government developed the Ontario Trails Strategy in response to the increasing popularity of trail activities and infrastructure, the need for government leadership, the need to protect provincial investment in trails and the need to mitigate significant provincial trail issues or challenges. The Ontario Trails Strategy is a long-term plan that will establish a strategic direction for government and stakeholders involved in the planning, management, promotion and use of trails, toward a healthier and more prosperous Ontario.	The strategy focuses on single and shared-use trail networks within urban, rural and wilderness areas which are meant for recreational, active living, utilitarian and tourism purposes. The strategy sets out five strategic directions including: ▸ Improving collaboration between stakeholders; ▸ Enhancing the sustainability of Ontario's trails; ▸ Enhancing the trail users experience; ▸ Educating Ontarians about trails; and, ▸ Fostering better health and strong economy through trails.
Accessibility for Ontarians with Disabilities Act (2005)	The Accessibility for Ontarians with Disabilities Act was passed on June 13, 2005 and is a Provincially-legislated policy that calls on the business community, public sector, not-for-profit sector and people with disabilities or their representatives to develop, implement and enforce mandatory standards. These accessibility standards are the rules that local governments, agencies and	The built environment is the most relevant standard that can be applied to the planning, design and construction of transportation related facilities including pedestrian crossings, public accesses, parking, transit stations, transit shelters and stops, plus signage.

Policy Document	Policy Description	Relevance to Transportation Master Plan
	businesses in Ontario should follow to identify, remove and prevent barriers to accessibility.	This Act provides standards for the appropriate design and location of transportation facility. The TMP is a strategic document that does not address detailed design, AODA requirements will be incorporated through the concept of Complete Streets. Complete Streets are streets that are designed, constructed and maintained for all road users and all types of transportation modes. This includes the mobility impaired and those using mobility devices. The concept of Complete Streets will be integrated throughout the TMP.
County Policies		
County of Wellington – September 2016 Consolidation	The 2016 official consolidation of the County of Wellington Official Plan sets out the planning vision for the municipality. The plan sets out goals, objectives and policies that are intended to help manage growth and direct physical change throughout the County, taking into consideration the effects on the social, economic and natural environment. A list of goals and policies directs development in the County while conserving the County's natural environment, preserving its historic and cultural heritage all while incorporating good community planning and design.	The overall development pattern set by the Official Plan will be considered in the development of future transportation network, policies and guidelines. The Official Plan sets out a transportation goal "to develop a safe and efficient transportation system for people, goods and services". This goal will be supported and reflected throughout the TMP.
Wellington County Active Transportation Plan – September 2012	In September 2012, Wellington County developed their Active Transportation Master Plan (ATMP). The ATMP was developed to highlight strategies, infrastructure, initiatives and programs to promote active transportation throughout the County and its local municipalities. The ATMP is intended to help promote a transportation network where active transportation will be a viable alternative to strengthen linkages between communities and municipalities. The recommendations included in the plan support policies and growth set out in the County's Official Plan.	The Centre Wellington TMP will incorporate elements of the County's ATMP which fall within the Township limits. These will include elements such as the provision and development of pedestrian and cycling facilities and initiatives, such as paved shoulders and trail markings.
Township Policies		
Township of Centre Wellington Official Plan – Consolidated January 2013	The Centre Wellington Official Plan establishes a set of policies and land use designations which are meant to guide the physical development and redevelopment in the Township. The Official Plan proposes an overall development pattern in the Township and provides guidelines for future municipal decisions, zoning by-laws, site plans and other measures which implement the Official Plan.	The overall development pattern set by the Official Plan will be considered in the development of future transportation network, policies and guidelines.
Township of Centre Wellington Growth Management Plan – May 2016	This plan was developed as a response to the County's Growth Management Plan which allocated population and employment growth forecasts to the Township. The plan provides a long-term growth outlook for the Township as well as a sustainable infrastructure approach that will support the planned growth.	The findings and recommendations found in this plan will be reviewed and taken into consideration in the development of the TMP, as appropriate.
'Improve Centre Wellington' – Urban Centre Community Improvement Plan (CIP) – March 2015	This plan addresses the physical, aesthetic, environmental, and economic development needs in the downtowns and key commercial, employment, and mixed-use areas of the Township's 'Urban Centre'. The Plan includes objectives regarding growth and intensification, and improved linkage and connections within the 'Urban Centre'.	The overall objectives set by the CIP will be considered in the development of future transportation network, policies and guidelines, as appropriate.

Policy Document	Policy Description	Relevance to Transportation Master Plan
North West Fergus Secondary Planning Area Study – February 2015	The North West Fergus Secondary Planning Area Study is used as a tool to provide a more detailed land use vision and policy framework for the distinct community. The secondary plan includes a transportation strategy that shows the proposed transportation network of arterial and collector streets, as well as public trails.	The transportation network in the Secondary Planning Area Study has been considered in the development of the preferred transportation alternative in the TMP.
Draft Urban Design Guidelines (UDGs) for Centre Wellington – April 2015	The purpose of the UDGs is to provide a framework of principles and guidelines that will provide design direction for the development, redevelopment and enhancement of buildings, streetscapes, public open space and natural area.	The draft guidelines provide design principles regarding roadways, and active transportation infrastructure that will be considered in the development of the TMP. Key guidelines include: ▸ Roadways within the downtown should be designed to minimize vehicular lane widths while maintaining vehicular and pedestrian safety standards, as well as be designed to incorporate proposed signed cycling route with sharrows; and ▸ Highway commercial corridors should be well connected to the broader pedestrian network of the community.
Township of Centre Wellington Trails Master Plan – May 2014	The document was intended to be used as a key reference document for the development and design of trail facilities throughout the Township. The plan outlines a strategic approach to improving and expanding Centre Wellington's trail system in the Township's urban and rural areas. The Trails Master Plan includes multiple recommendations that encourage and support accessibility for the different active transportation user groups throughout the community.	The active transportation facilities recommended in the Trails Master Plan have been incorporated into the TMP and shown on the TMP maps and figures of active transportation facilities.
Parks, Recreation and Culture Master Plan – March 2009 (currently being updated)	The Parks, Recreation and Culture Master Plan articulates the planning and developmental needs and priorities associated with recreation programs, facilities, culture, parks, trails and open space in the Township of Centre Wellington. The master planning period extends over a ten-year period to 2018 and is presently being updated at the time of the writing of this TMP.	The Plan is a key document for the promotion of trails and active transportation in the Township. The TMP will incorporate transportation initiatives from the Master Plan, as appropriate, such as incorporating trail networks into future development.

APPENDIX - C

Travel Demand Model Output Supporting Figures

TRAVEL DEMAND MODEL OUTPUT – SUPPORTING FIGURES

This Appendix includes the modelling output of the road network for the Existing Conditions, 2041 Do Nothing Alternative and 2041 Preferred Alternative. Centre Wellington-wide model plots are included, in addition to zoom-in plots for Fergus and Elora / Salem when required to show pertinent data. The modeling analysis was conducted using a custom-built EMME strategic travel demand model.

The key data input and assumptions used in the developing the model included:

- The transportation network was built in EMME using GIS data provided by the Township. The data included road geometry, road classification and posted speed limits.
- Traffic zones (TAZs) were established and approved by the Township in order to allocate population and employment data.
- Population and employment data for the 2041 horizon year was provided by TAZ by the Township.
- Zonal trip productions and attractions were developed based on 2011 Transportation Tomorrow Survey (TTS) data for the p.m. peak hour. The MTO Provincial Highways Traffic Volumes were used to incorporate trips going to and through Centre Wellington using Highway 6. Volume Delay Functions (VDF) have been classified on Road Type and Land Use type in the EMME Model.

The following figures depict the volume of vehicles compared to road capacity in Centre Wellington as well as vehicle volumes on road links utilized for the modelling analyses.

Figure C-1. Volume to capacity plots – Existing conditions

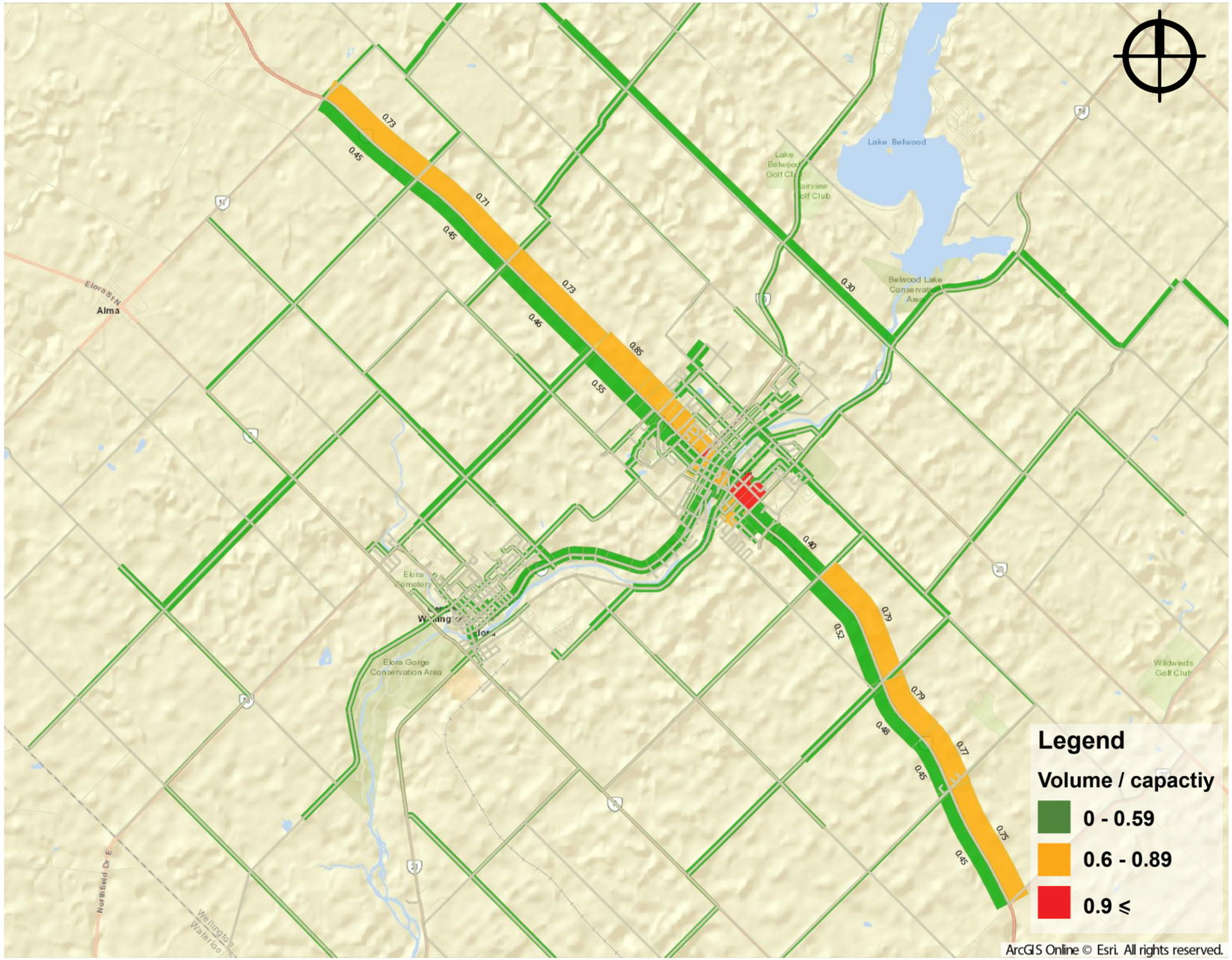


Figure C-2. Volume to capacity plots – 2041 Do Nothing alternative

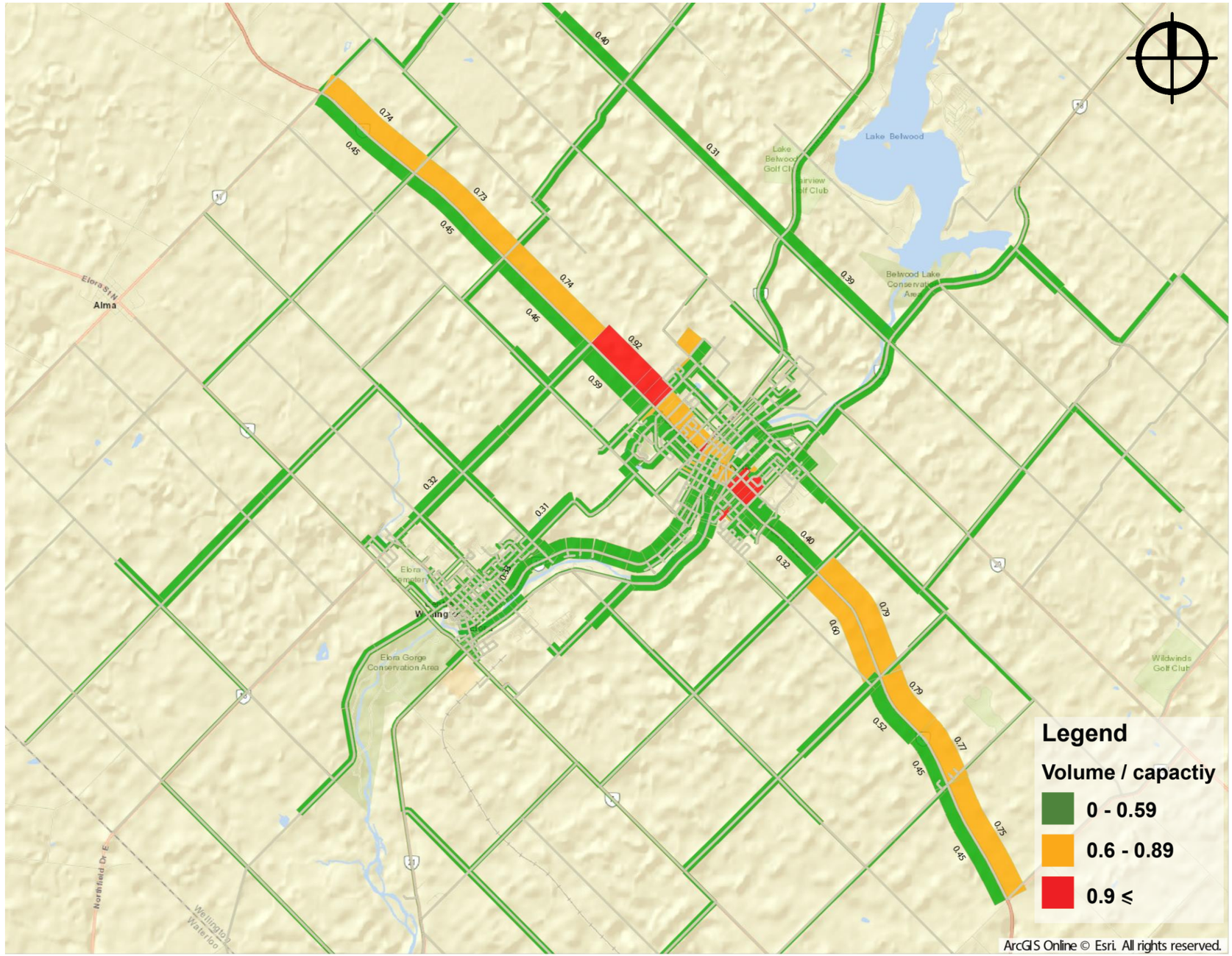


Figure C-3. Volume to capacity plots – 2041 Preferred alternative

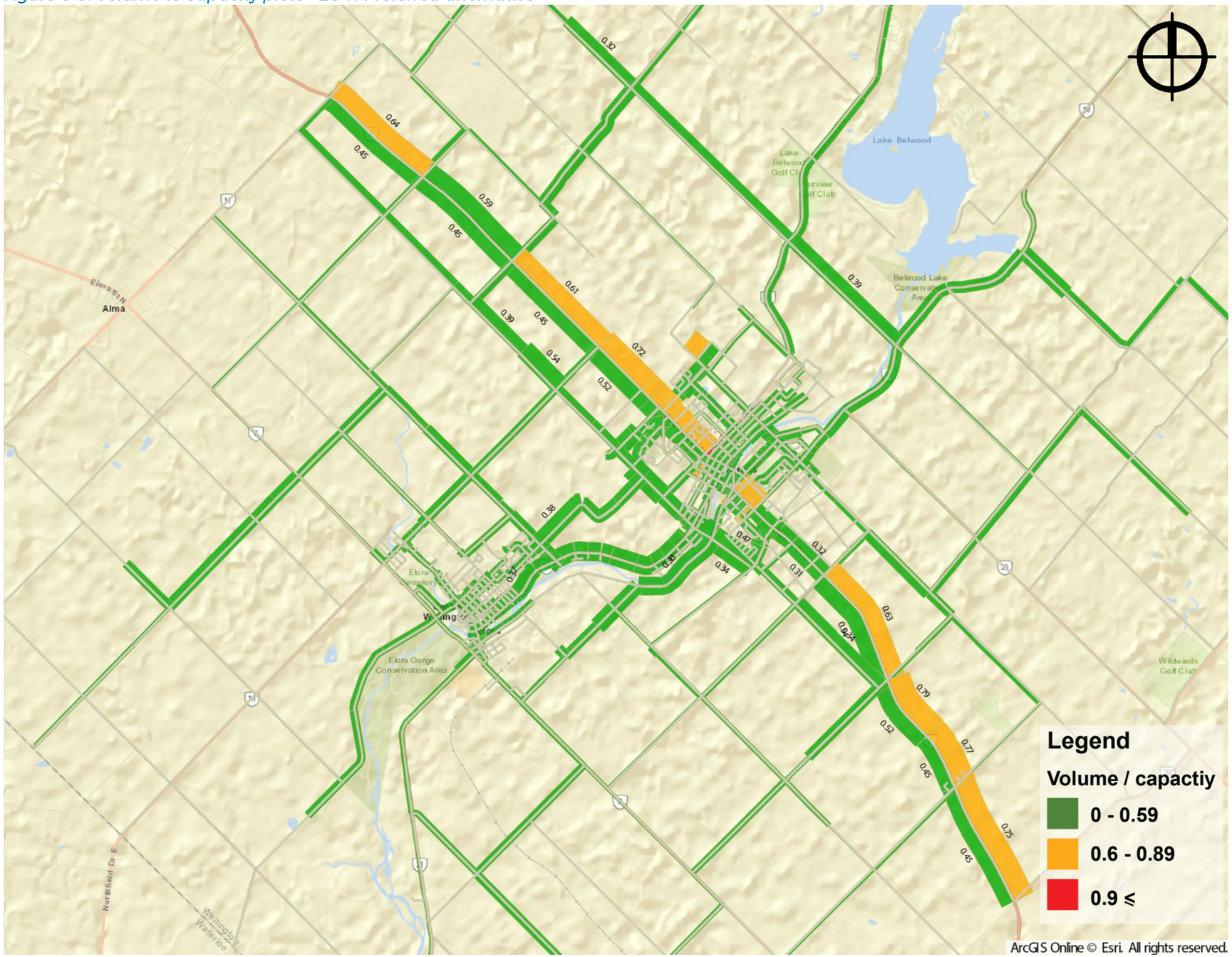


Figure C-4. Volume to capacity plots – Existing Conditions (Fergus zoom-in)

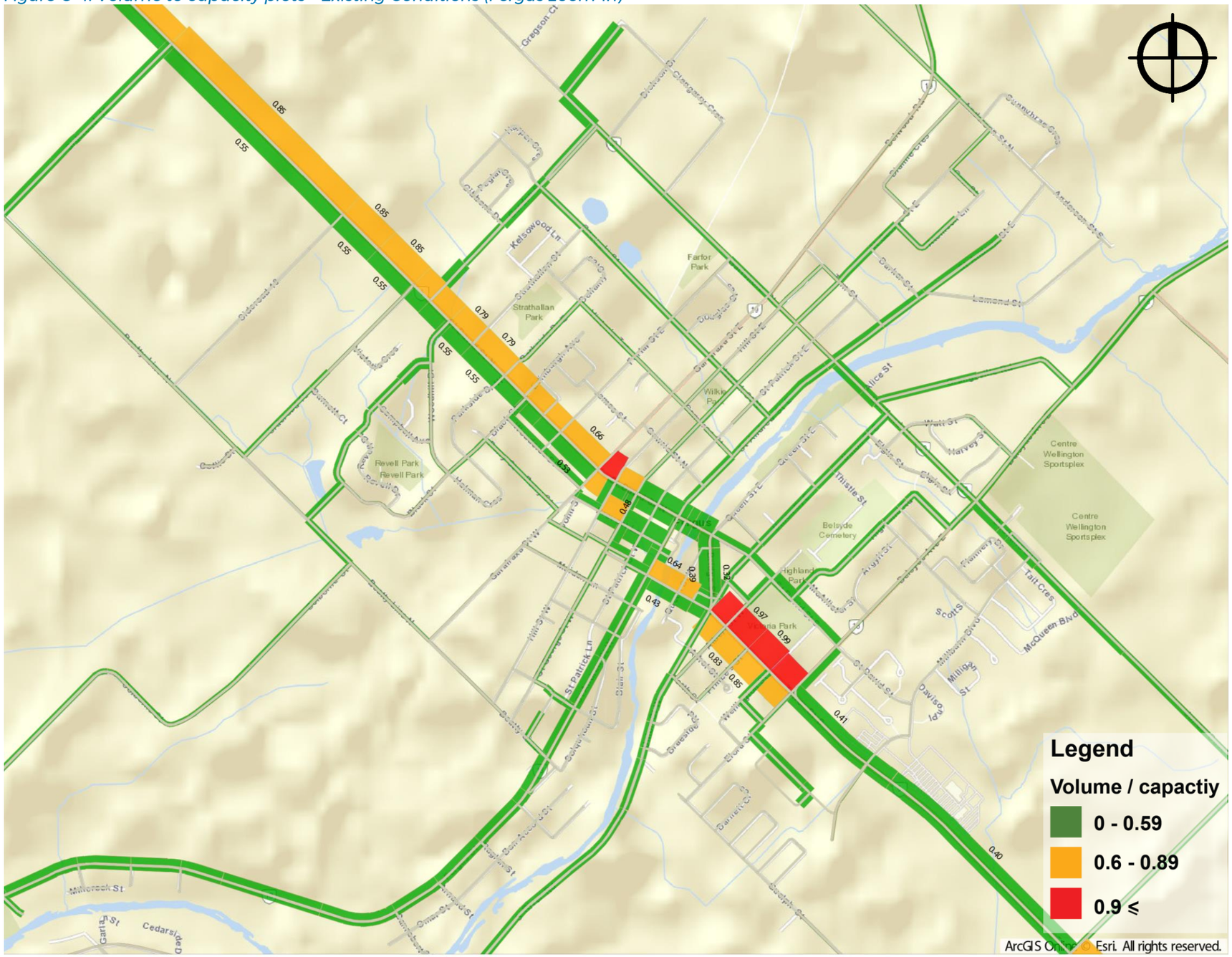


Figure C-5. Volume to capacity plots – 2041 Do Nothing alternative (Fergus zoom-in)

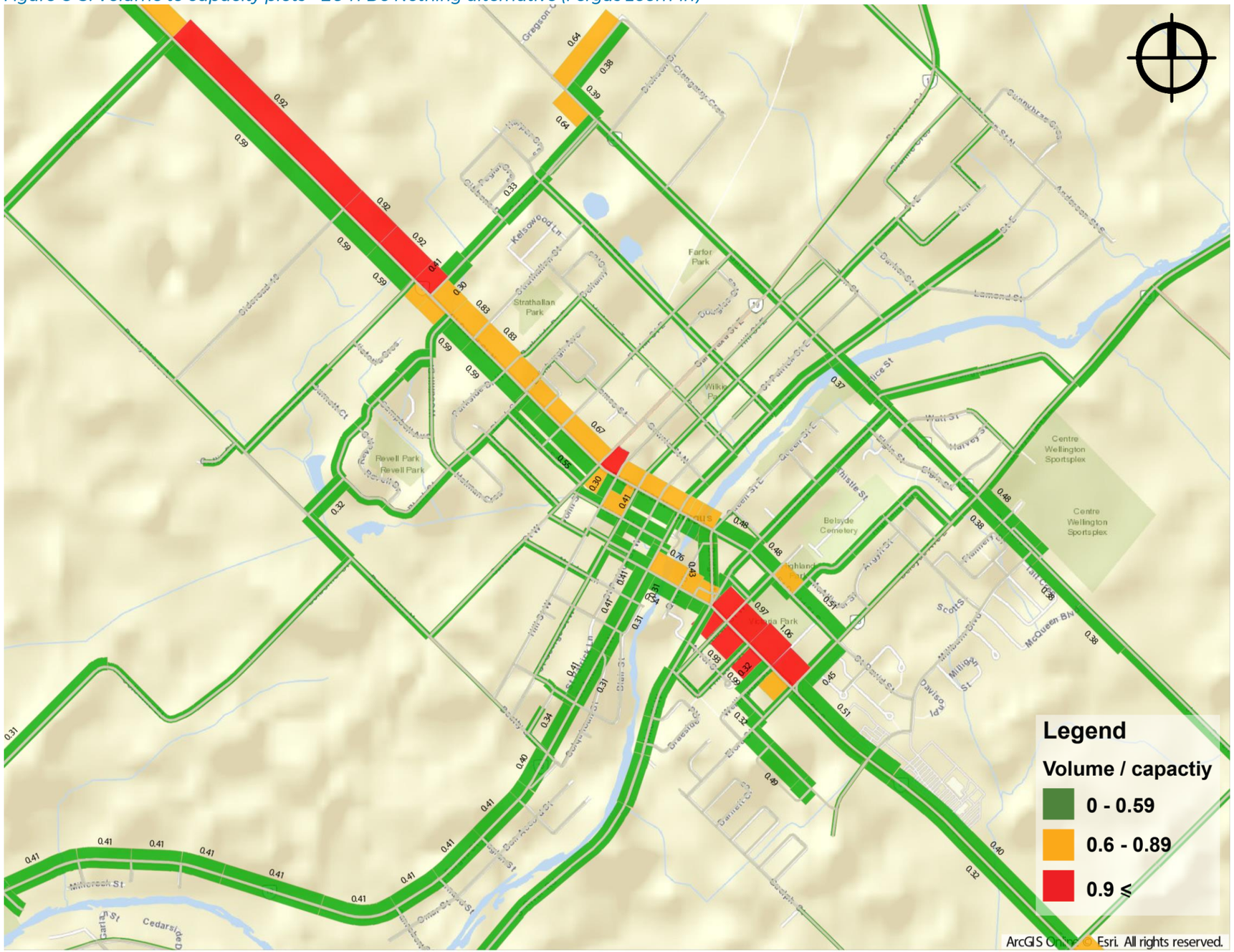


Figure C-6. Volume to capacity plots – 2041 Preferred alternative (Fergus zoom-in)

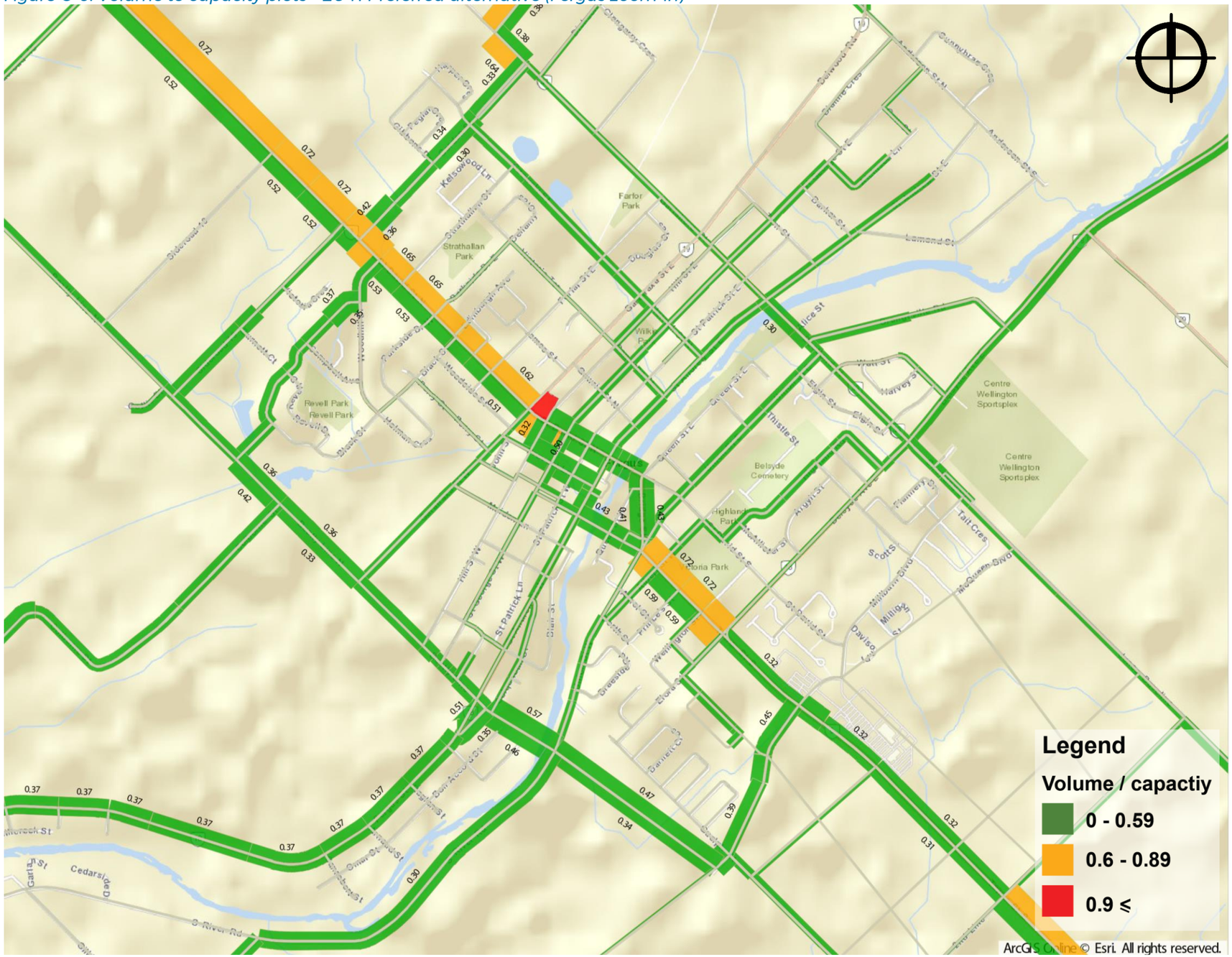


Figure C-7. Vehicle volumes – Existing conditions (Elora and Salem zoom-in)

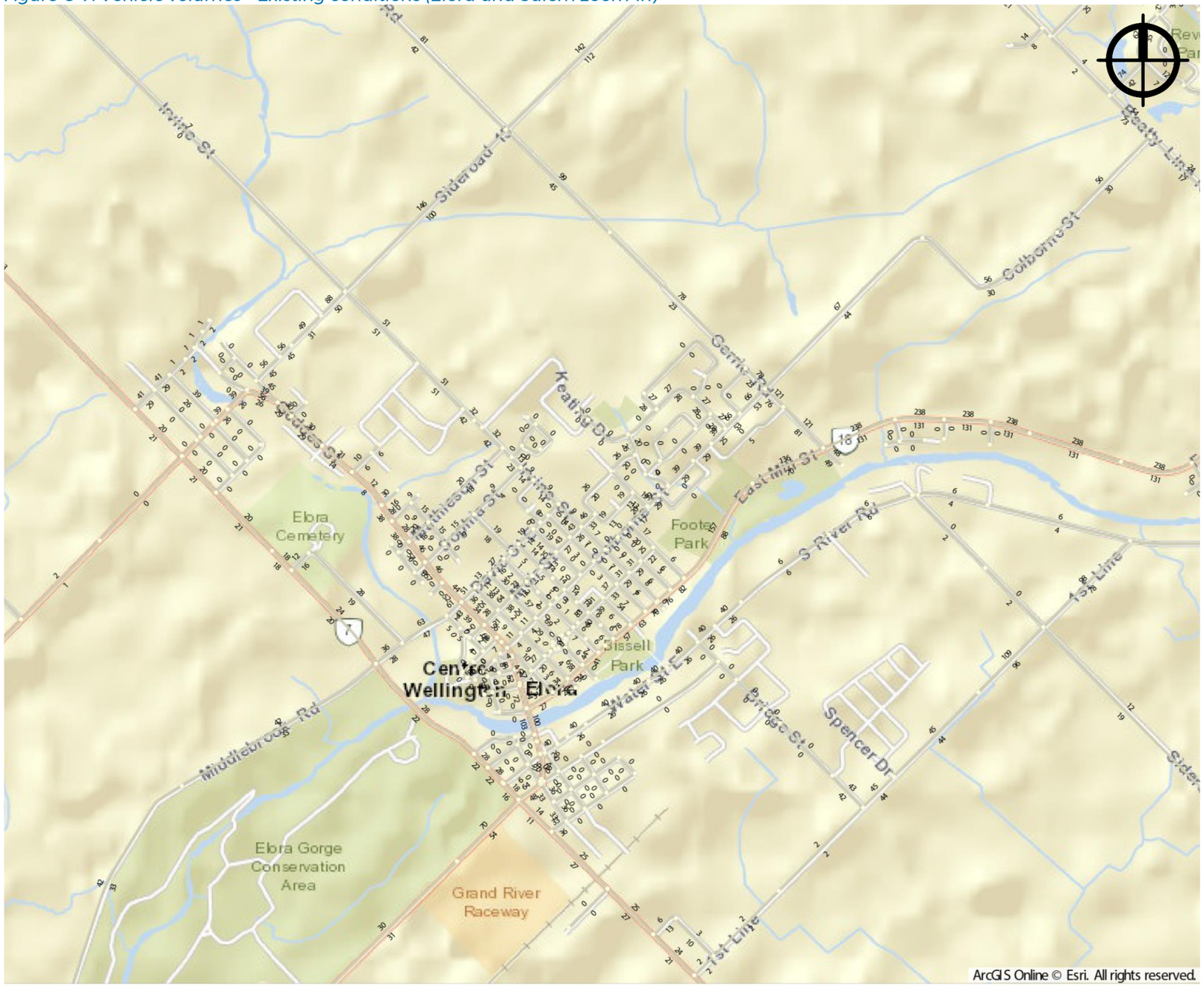


Figure C-8. Vehicle volumes – 2041 Do Nothing alternative (Elora and Salem zoom-in)

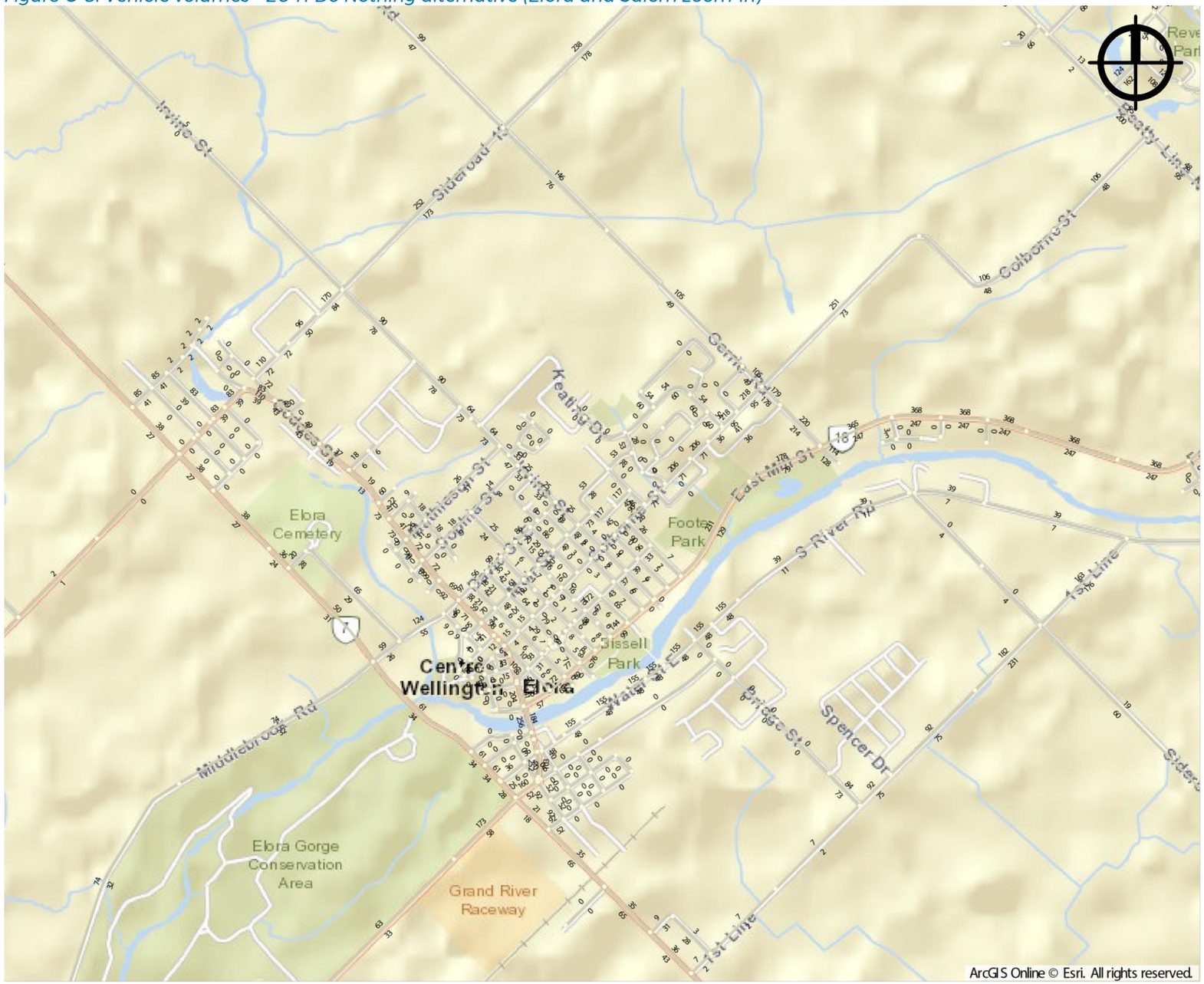


Figure C-9. Vehicle volumes – 2041 Preferred alternative (Elora and Salem zoom-in)

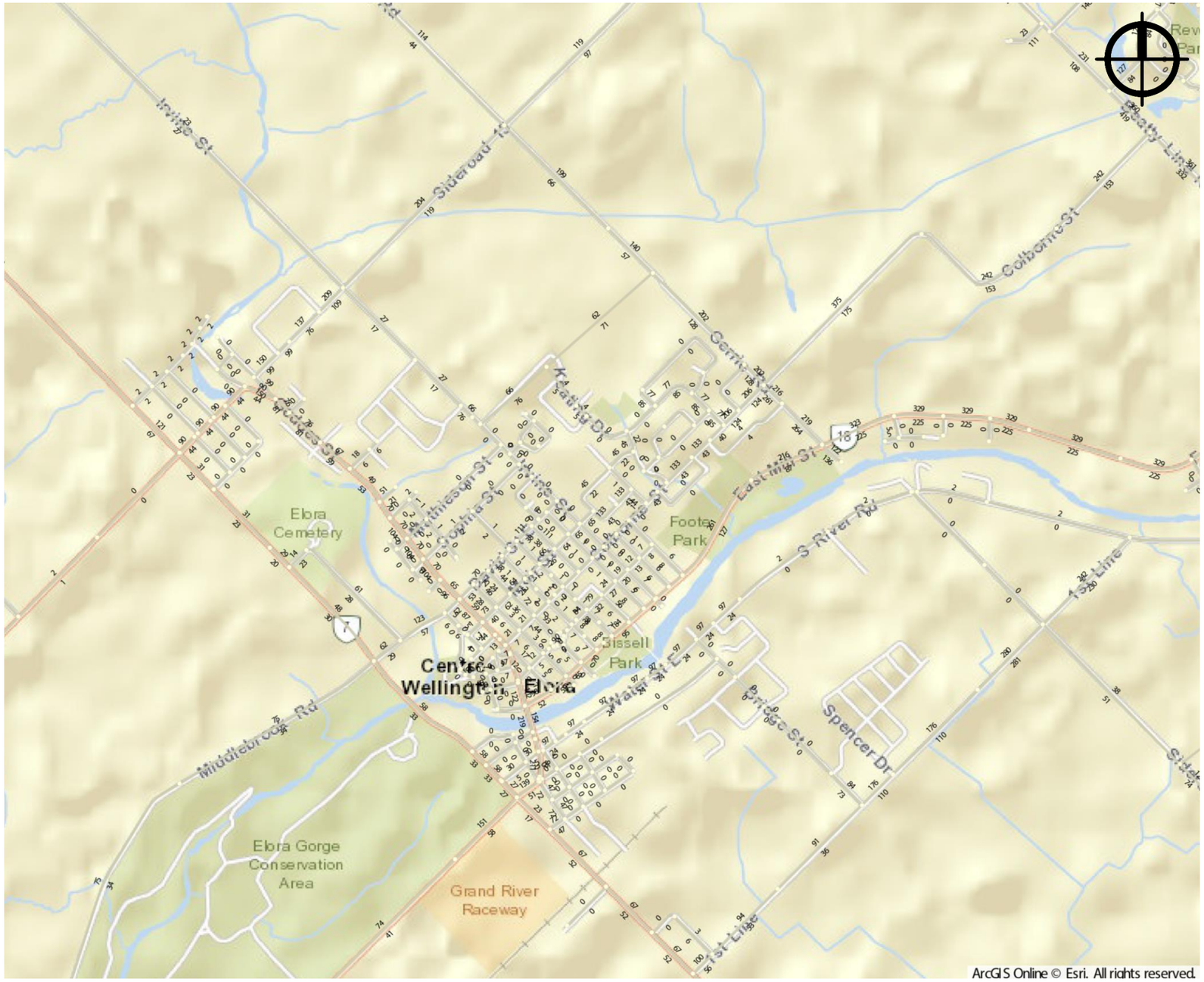


Figure C-10. Vehicle volumes – Existing conditions (Fergus zoom-in)

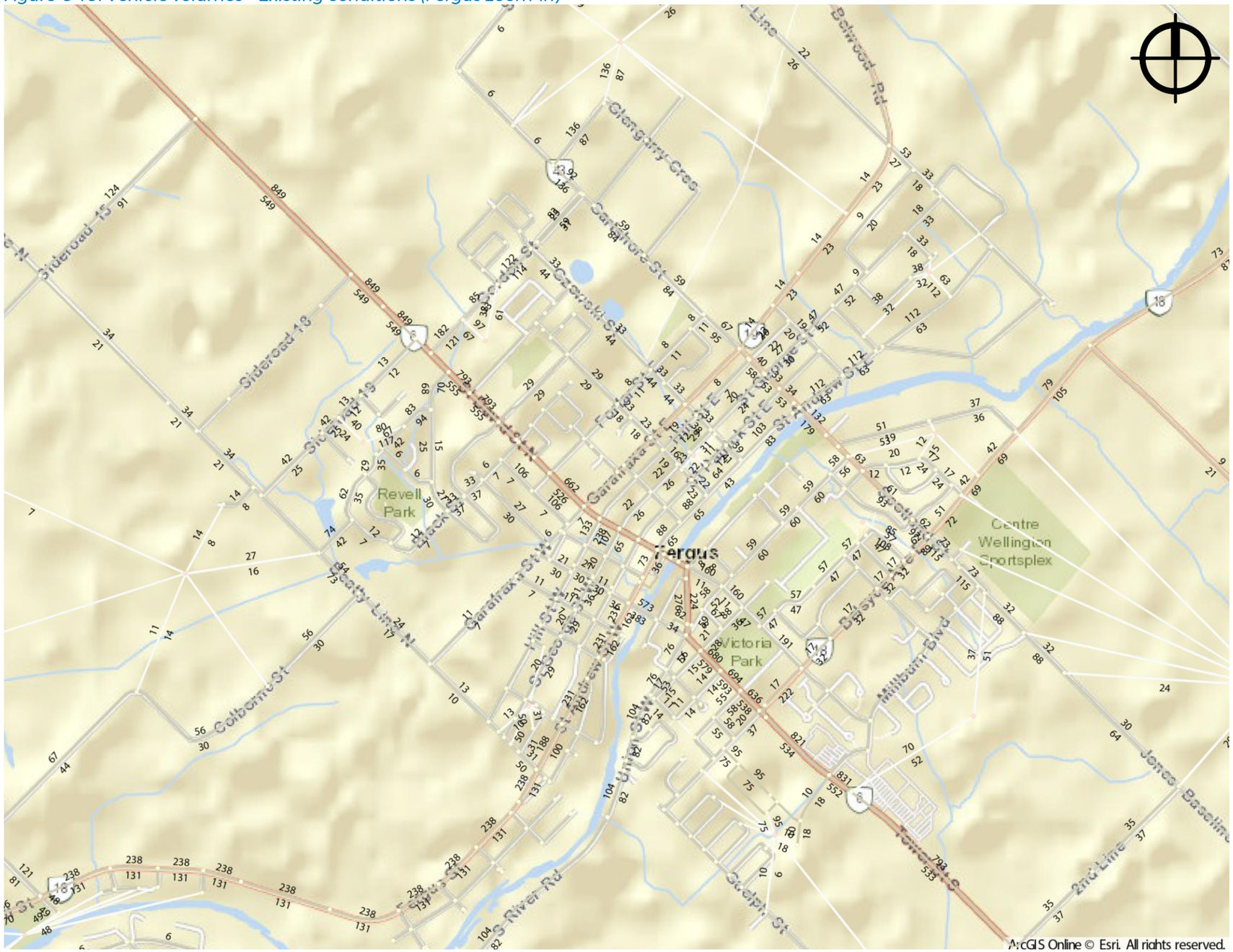


Figure C-11. Vehicle volumes – 2041 Do Nothing alternative (Fergus zoom-in)

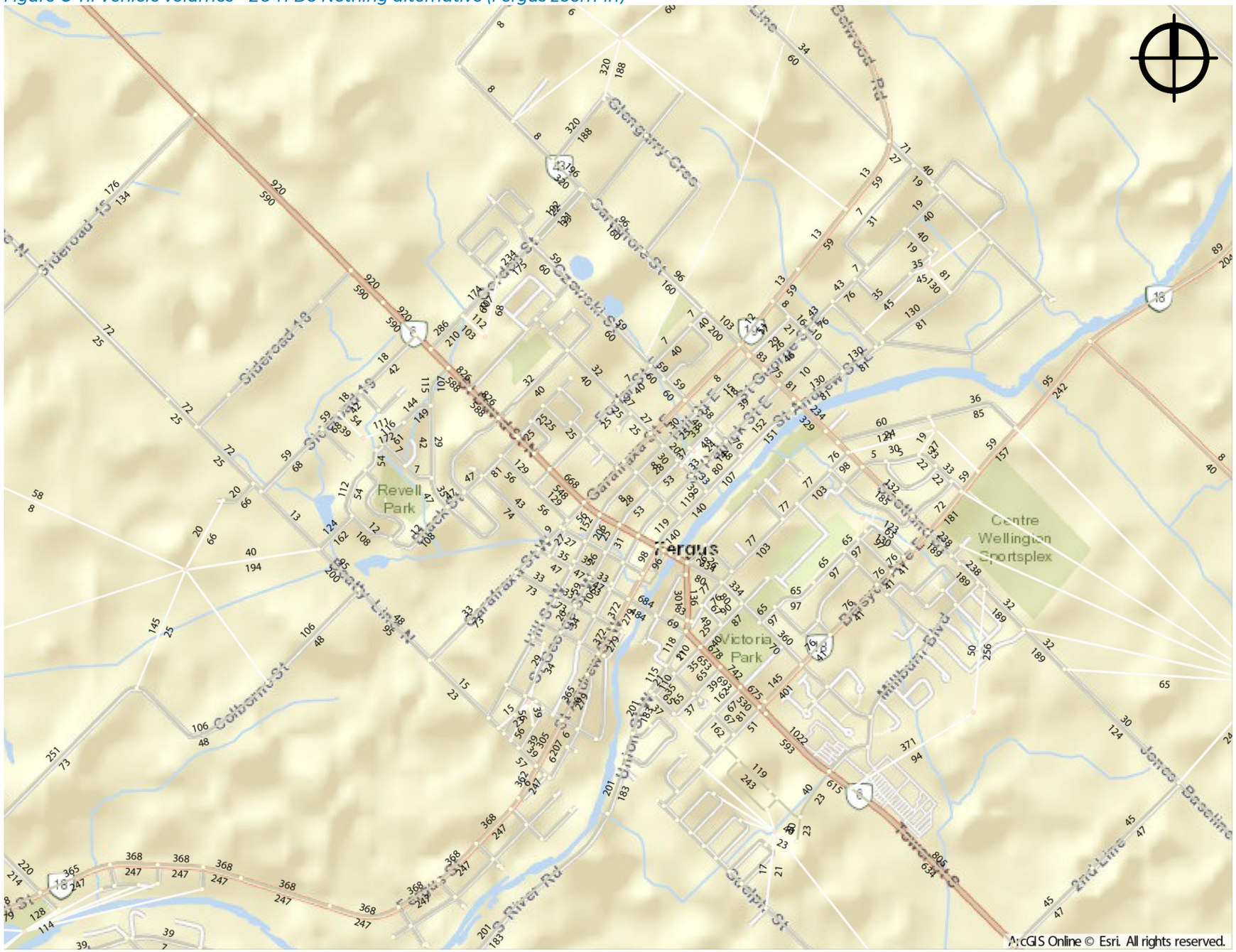
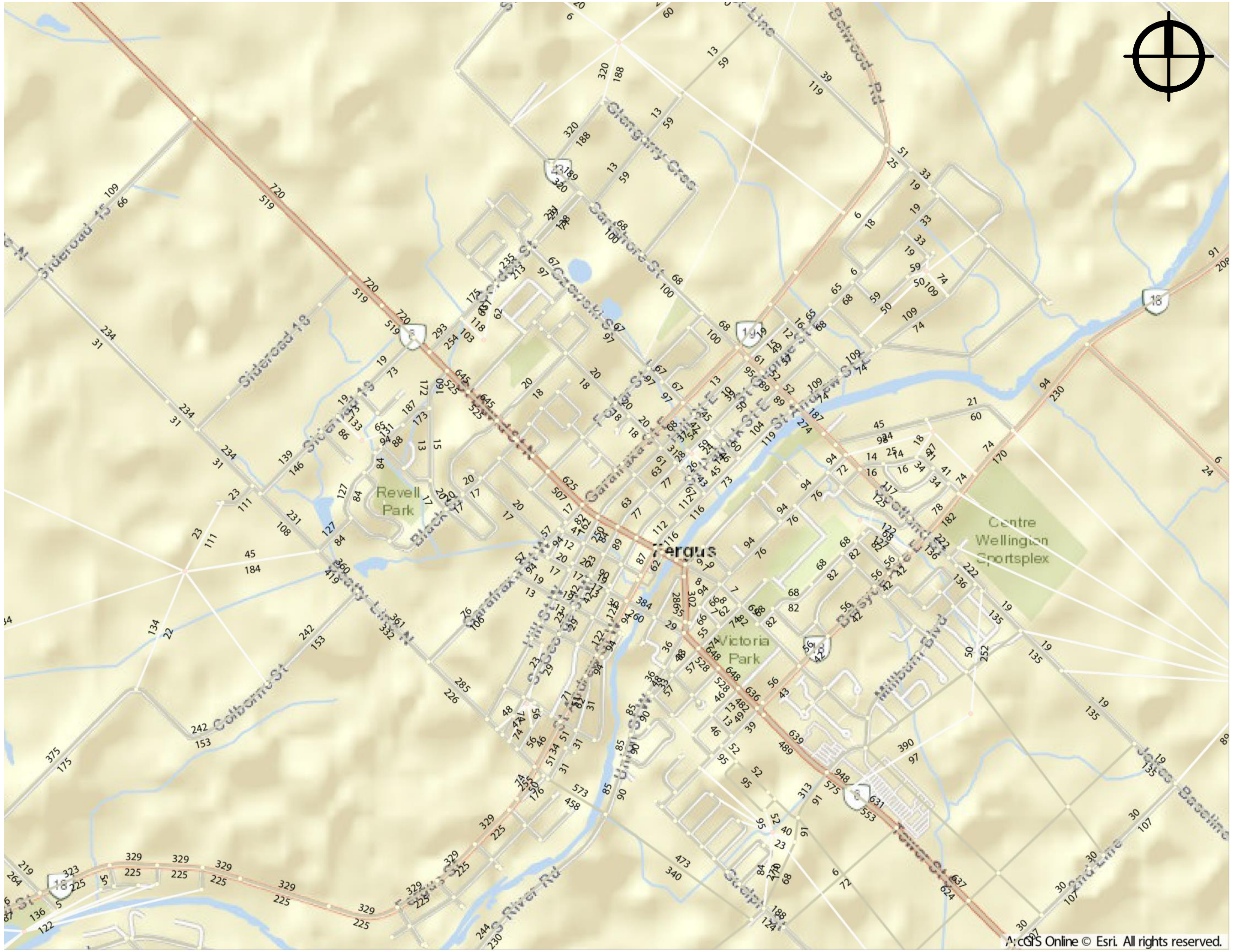


Figure C-12. Vehicle volumes – 2041 Preferred alternative (Fergus zoom-in)



APPENDIX - D

Parking Study Detailed Review

FINAL REPORT • JANUARY 2019

PARKING STUDY – SURVEY DATA ANALYSIS

As part of the Township's Transportation Master Plan, a survey on parking utilization and duration was conducted in the downtowns of Elora and Fergus. The objective was to understand existing demand for both public on-street and off-street parking. Two seasonal periods were studied: late May ('Phase 1') and late August 2017 ('Phase 2').

This appendix section presents the results of the analysis of parking data for the Phase 2 of data collection completed in August, and compares it to the data collected in May,

The surveys were performed by WSP sub-consultant Accu-Traffic Inc. on Thursday, May 25, 2017, Saturday, May 27, 2017 (Phase 1) and Saturday, August 26, 2017, and Tuesday, August 29, 2017 (Phase 2). A number of statistical summaries of the data are included in this appendix.

The survey data analysis is structured into the following sections:

- Assumptions
- Survey Results: Elora Study Area
- Survey Results: Fergus Study Area
- Conclusions

Assumptions

For the purposes of this Phase 2 survey, the following assumptions were made:

- The survey data recorded on Thursday, May 25, 2017 and Tuesday, August 29, 2017 was taken to represent parking demand for a peak season weekday;
- The survey data recorded on Saturday, May 27, 2017 and Saturday August 26, 2017 was taken to represent parking demand for a peak season Saturday; and
- Parking duration surveys were recorded to the nearest hour. The duration data therefore reveals parking duration to the closest hour during the period of the survey.

Some of these assumptions were found not to hold true due to events that took place in the study area during the Phase 2 survey. These have been noted where applicable. The Phase 2 survey in August also provided a useful point of comparison to establish the extent to which several the results from Phase 1 could be assumed reflective of 'typical' or 'atypical' parking demand.

1.0 SURVEY RESULTS: ELORA STUDY AREA

To the extent possible, the same approach to studying parking occupancy and parking duration was adopted as per the May survey. In the August survey, an additional location (E7) was analyzed due to the high parking occupancy observed in May to provide additional insights.

The six locations surveyed for parking duration were all on Metcalfe Street, a south-north roadway located in the centre of Downtown Elora. The seventh location surveyed in August is located on West Mill Street, an east-west roadway that intersects with Metcalfe Street. The locations studied are listed in **Table D-1**.

Table D-1. On- street parking location for parking duration survey in downtown Elora

ID	STREET NAME	FROM INTERSECTION	TO INTERSECTION	SIDE (E/W)	SUPPLY
E1	Metcalfe Street	East Mill Street	Church Street	E	13
E2	Metcalfe Street	Church Street	Geddes Street	E	15
E3	Metcalfe Street	Geddes Street	Colborne Street	E	3
E4	Metcalfe Street	MacDonald Square	James Street	W	5
E5	Metcalfe Street	James Street	Church Street	W	8
E6	Metcalfe Street	Church Street	West Mill Street	W	9
***E7**	West Mill Street	Price Street	Metcalfe Street	W	26
			TOTAL DURATION SPACES SURVEYED		79

1.1 Parking Data – August Weekday

1.1.1 Parking Occupancy

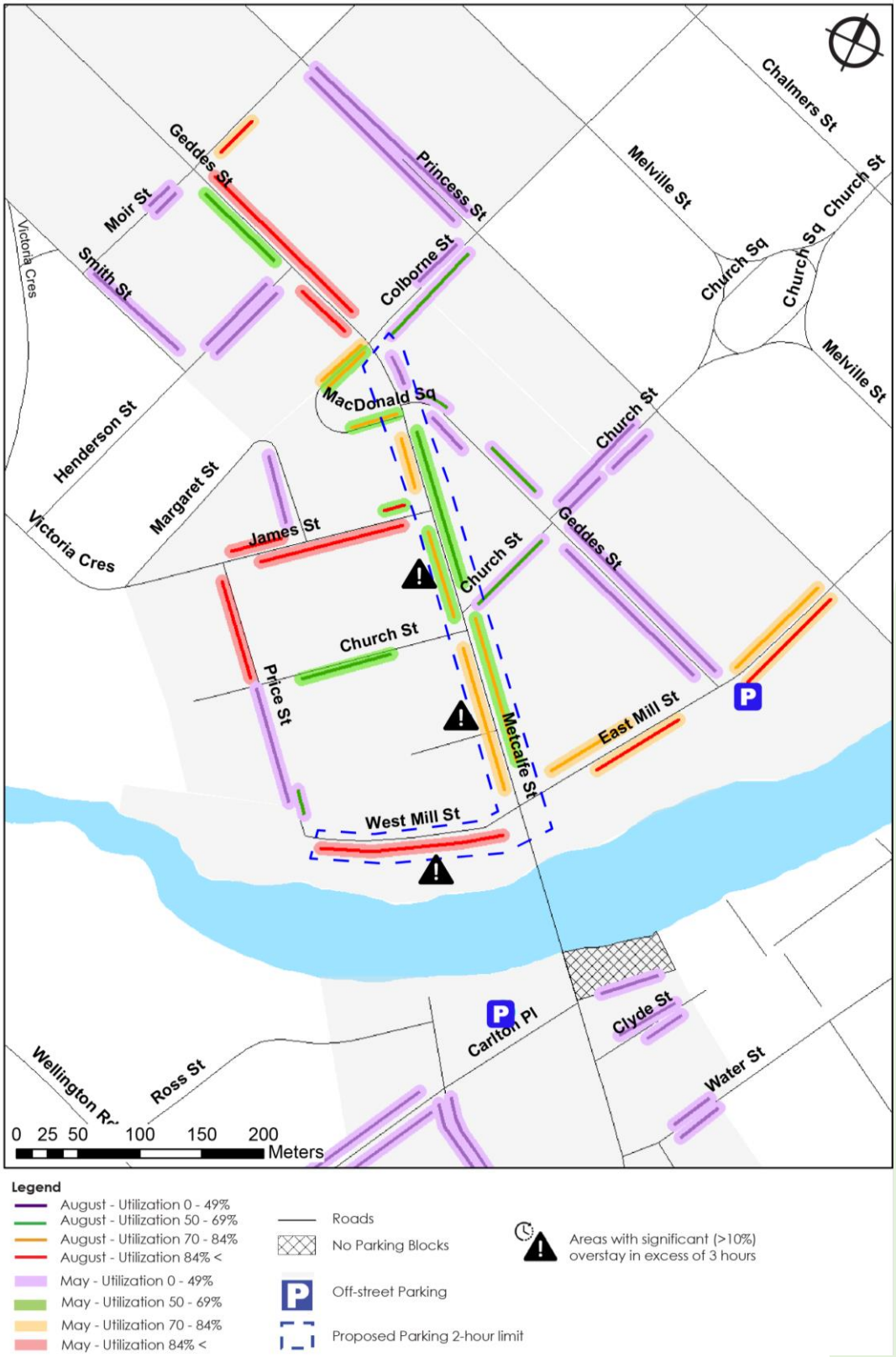
The weekday parking data was collected on Tuesday, August 29, 2017 from 10am to 6pm. **Figure D-1** presents a map of Downtown Elora that shows the average (mean) parking occupancy by blockface results during weekdays for both months. The surveyed on-street parking spaces are colour schemed based on four parking occupancy ranges: 0-49% occupancy, 50-69% occupancy, 70-84% occupancy, and 85%+ occupancy.

As explained in the May survey, an average of 85% occupancy is considered to be an effective parking management target that indicates both well-utilized parking and sufficient availability on each block/off-street facility to reduce the need to cruise for parking. The ability to reach this target will depend on both prevailing parking rules (the parking supply) and the underlying demand for parking in any given area. Parking demand is based on a range of factors such as proximity of parking to businesses and other attractions, as well as shopping hours and time of day.

Figure D-1 demonstrates that there are several individual blockfaces that experience parking utilization that is, on average, at or above 85% during the day for both months surveyed. **Figure D-1** also notes that parking spaces on West Mill Street, Price Street north of Church Street and James Street, and Geddes Street experience occupancy levels >85%, which suggest that it may be difficult to find parking in these specific locations throughout the course of a weekday. Several other locations also have parking occupancy approaching 85%, such as Metcalfe Street between Church and West Mill Street.

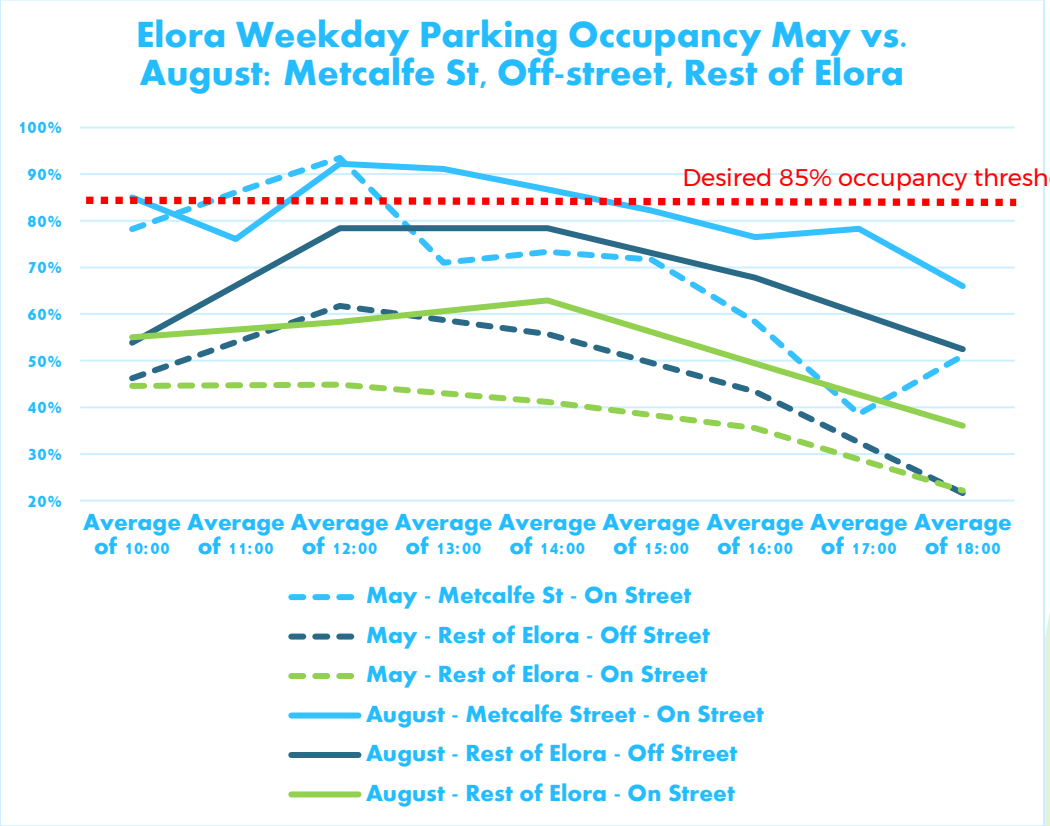
When comparing the results from both phases, it can also be observed that August on-street parking has higher utilization rates as shown on Metcalfe Street between East Mill Street and Church Street and East Mill Street between Metcalfe Street and Geddes Street. This could suggest that it is more difficult to find parking in the summer months than for other periods of the year, which supports the notion that summer demand is reflective of peak use.

Figure D-1. Average parking occupancy by blockface in downtown Elora (weekday)



To provide a more balanced perspective of parking availability across all of Elora, **Figures D-2** presents the aggregated results of significant locations with the study area by three facility types: downtown on street parking, off street parking, and other on-street parking in the Elora study area.

Figure D-2. Parking Occupancy for Elora Weekday



From **Figure D-2**, it is observed that the average parking occupancy on Metcalfe Street increases in the morning, reaches a peak of 92% at midday for both months surveyed before gradually decreasing during the afternoon. At the same time, the data shows that the parking occupancy in the rest of the Elora does not peak to the same extent, however overall, average parking occupancy is shown to be higher in the August survey at 58% compared to May demand at 45%.

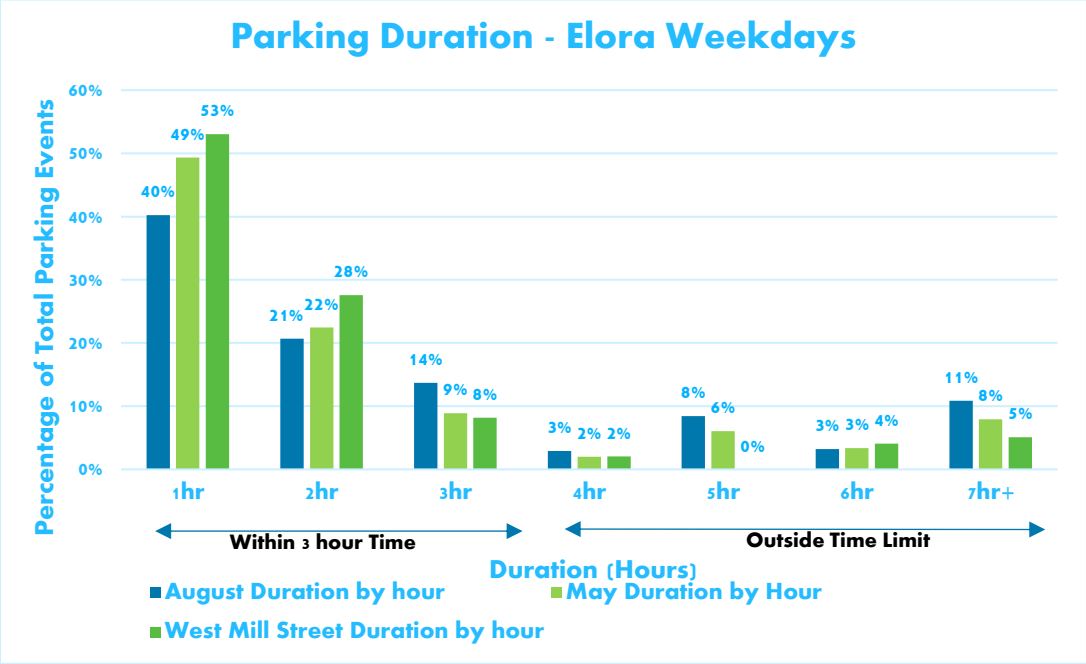
These results suggest there is no 'critical shortage' of parking within the entire study area during weekdays, but there is likely to be shortages on Metcalfe Street around the lunchtime period, when parking occupancy exceeds the 85% target between 12 and

2pm. **Figure D-2** also shows that the off-street locations reaches a much lower peak occupancy of 62% at 12pm, with August demand exceeding May's by 12%.

1.1.2 Parking Duration

To better understand the nature of parking demand in the Downtown Elora as measured by length of stay, **Figure D-3** illustrates both the parking duration for all persons parked on Metcalfe Street and West Mill Street (survey area E7) during the survey period. This demonstrates that on a typical weekday, between 40 to 53% of vehicles are parked for 1 hour or less and 75 to 89% of persons park for 3 hours or less, depending on which area in question. It should be noted that 3 hours represents the posted maximum parking time limit, which is not strictly enforced.

Figure D-3. Parking Duration for a typical Elora Weekday



In summary, and regarding results from both surveys, the data shows that the current parking arrangements generally meet the needs of short term users in Elora during 'typical' (May) and 'peak' (August) seasons. The exception to this finding is the 11am to 2pm period, where parking utilization briefly exceeds the 85% target, potentially making it difficult to find parking on Metcalfe Street and West Mill Street during this time. However, it is clear from the

results that there is more than sufficient overflow on-street availability at nearby locations in the Town during this time.

One possible way to address the availability of parking is to focus on over-stayers. The August survey confirms the May finding that 25% of persons parking on Metcalfe Street overstay (compared to 19% of persons parked overstaying in May survey). Notably, 11% persons parking on West Mill Street were also found to have overstayed the three-hour limit.

This issue could be resolved by establishing basic enforcement procedures and clearly designating all day parking areas, as this would release significant latent capacity in the existing parking supply and reduce parking pressures, particularly during peak periods (12-2pm). A range of options exist to address this problem, which can be discussed further with the Town where required.

1.2 Parking Data – August Saturday

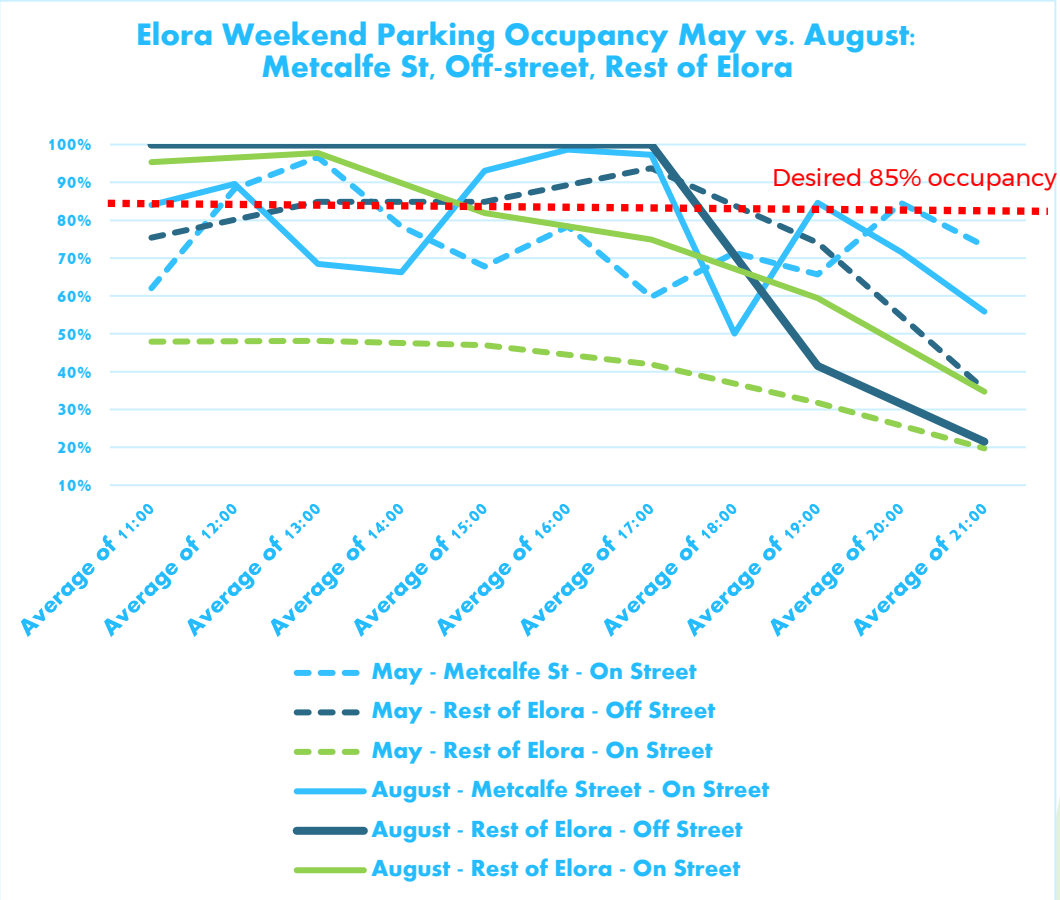
The weekend parking data was collected on Saturday, August 26, 2017 from 11am to 9pm. **Figure D-4** provides a map of Downtown Elora that shows the overall parking utilization results by blockface during weekends. The colour scheme is the same as **Figure D-1**. The locations surveyed for both occupancy and duration are the same as weekdays. **Figure D-4** shows that August weekend on-street parking has higher utilization rates than in May, as shown on Geddes Street.

1.2.1 Parking Occupancy

The average parking occupancy of the three key locations in Elora during weekends is shown in **Figure D-5.** This figure illustrates that the total demand for parking, when expressed in terms of parking spaces occupied by time of day, is greater on a weekend than on weekdays.

Figure D-4. Average parking occupancy by blockface in downtown Elora (weekend)

Figure D-5. Parking Occupancy for Elora Weekends



From **Figure D-5**, it can be observed that the parking occupancy for Metcalfe Street on weekends differs between the May and August surveys. The May data set experiences a 'double peak': once at 1pm (95% occupancy) and again at 8pm (84% occupancy). The August data set also experiences a 'triple peak': once at 12pm (90% occupancy), at 4pm (99% occupancy) and again at 7pm (85% occupancy).

It should be noted the location E5 (Metcalfe Street between James Street and Church Street) was removed from "Metcalfe St - On Street" data for both months, as in the August survey vehicles were not recorded during 11am to 2pm as there were motorcycles parked in this location during this period. This prevented an accurate parking duration survey from taking place in this location. As noted in the introduction, the removal of this data impacts the extent to which the trends presented here can be considered 'typical'.

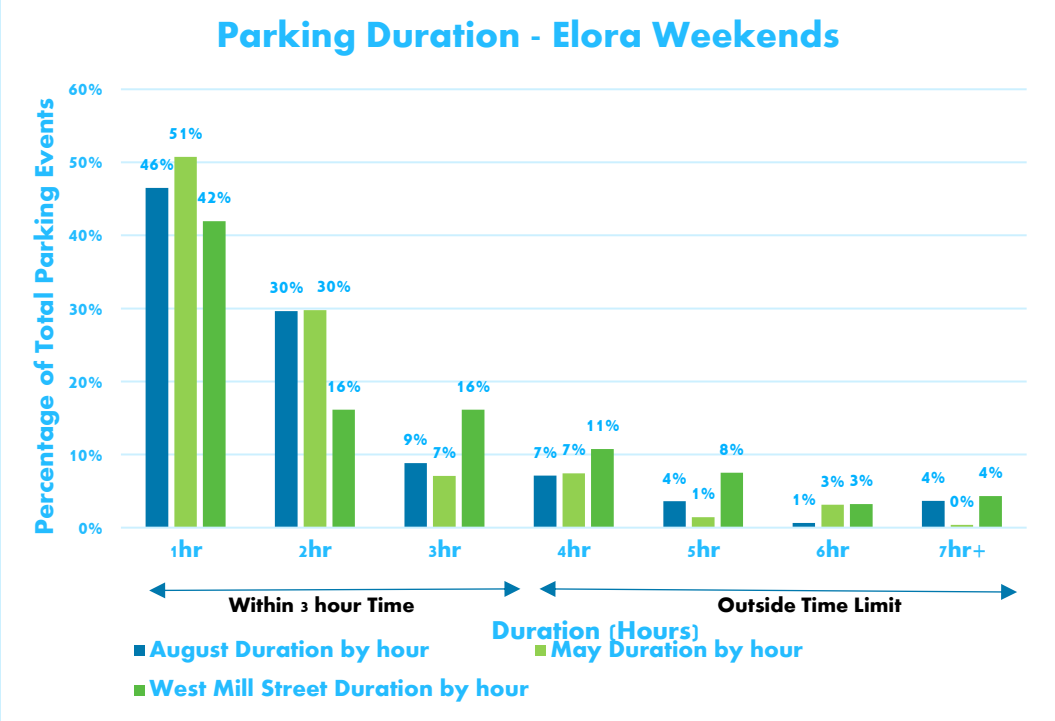
Off street weekend parking occupancy in August begins at 11am with full occupancy (100%) and remains so until 5pm. By comparison, off street weekend parking occupancy in May builds during the day before peaking at 5pm (94%) and then sharply drops off. **Figure D-5** also shows that there is sufficient parking elsewhere in Elora to accommodate additional demand, however the parking occupancy observed in August is almost double the level of demand recorded in May.

This may be in part attributable to the Grand River Truck and Tractor Pull Event which took place just outside of Elora in the August evening. The August Saturday results should be treated with caution as they cannot be considered representative of a typical Saturday in August, but instead reflective of special event demand. It is recommended that event management parking regulations be enacted to better deal with fluctuation in demands arising from a large event of this nature.

1.2.2 Parking Duration

Figure D-6 illustrates the average parking duration on Metcalfe Street and West Mill Street (E7) during weekends.

Figure D-6. Parking Duration for Elora Weekends



As shown in **Figure D-6** the duration for both surveys on Metcalfe Street was generally similar, both months experiencing around half of vehicles parked for one-hour duration or less and 85% of persons parked for 3 hours or less.

Figure D-6 also shows that 12% (Phase 1) and 15% (Phase 2) of vehicles parking on Metcalfe Street and 26% vehicles parking on West Mill Street stayed for more than 3 hours. When contrasting weekend and weekday data, vehicles parked on Metcalfe Street for more than 3 hours for both months decreased on weekends compared to weekdays.

1.3 Conclusion – Elora Parking Survey Data

The results show that while are current parking supply constraints at present in areas of demand in Elora, more effective parking management that includes a greater emphasis on enforcing time limits and managing demand around peak events such as those observed in Phase 2 would 'free up' significant latent capacity in the existing parking supply. The Study Conclusions outline parking management measures to deal with the issues identified here.

2.0 SURVEY RESULTS: FERGUS STUDY AREA

Downtown Fergus was divided into thirty-nine street blocks for the purpose of the surveys. All of the on-street parking locations within the study area were surveyed for occupancy; thirteen of these locations were surveyed for duration as well, as listed in **Table D-2**. These thirteen locations are all located on St. Andrew Street W, an east-west roadway located at the centre of Downtown Fergus.

Table D-2. On-Street Parking Locations for Duration Survey in Downtown Fergus

ID	Street Name	From Intersection	To Intersection	Side (N/S)	Supply
F1	St. Andrew Street W	Breadalbane St	Maiden Lane	S	11
F2	St. Andrew Street W	Maiden Lane	Tower Street N	S	8
F3	St. Andrew Street W	Tower Street N	Menzies Lane	S	14
F4	St. Andrew Street W	Menzies Lane	Menzies Lane	S	4
F5	St. Andrew Street W	Menzies Lane	St. David Street N	S	11
F6	St. Andrew Street W	St. David Street N	Gowrie Street N	S	10
F7	St. Andrew Street W	Gowrie Street N	Cameron Street	S	15
F8	St. Andrew Street W	Cameron Street	Gowrie Street N	N	0[1]
F9	St. Andrew Street W	Gowrie Street N	St. David Street N	N	9
F10	St. Andrew Street W	St. David Street N	Provost Lane	N	17
F11	St. Andrew Street W	Provost Lane	Tower Street N	N	13
F12	St. Andrew Street W	Tower Street N	Maiden Lane	N	8
F13	St. Andrew Street W	Maiden Lane	Breadalbane Street	N	13
			TOTAL DURATION SPACES SURVEYED		133

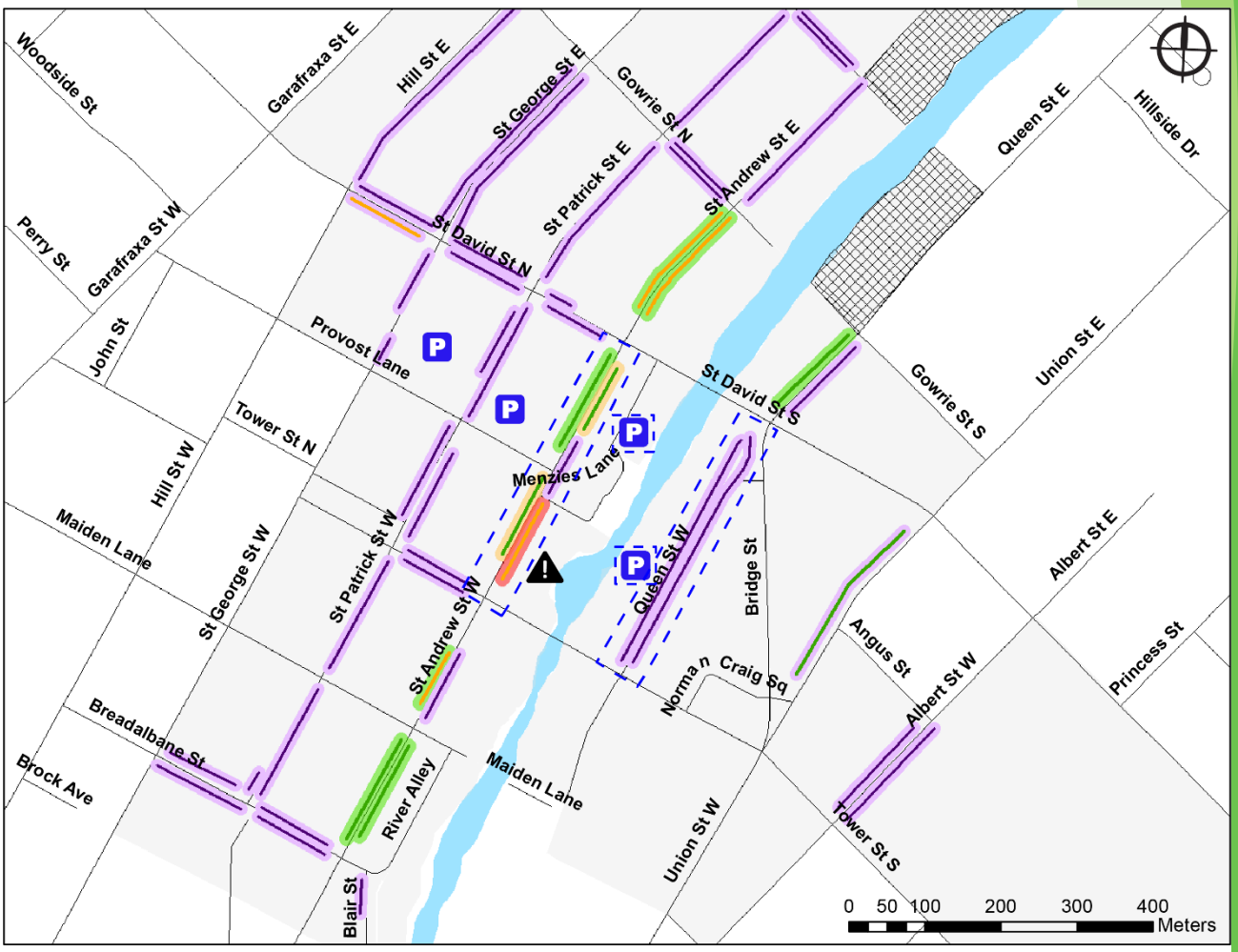
2.1 Parking Data – August Weekday

2.1.1 Parking Occupancy

The weekday parking data was collected on Tuesday, August 29, 2017 from 10am to 6pm. **Figure D-7** is a map of Downtown Fergus that shows the parking utilization results during weekdays. When comparing the two months maps the parking utilization rates remain fairly similar to one another, however there are some slight decreases in parking utilization from May to August, as shown on St. Andrew Street W., and increases in utilization, as shown on St. Andrew Street E. between St. David Street N. and Gowie Street N..

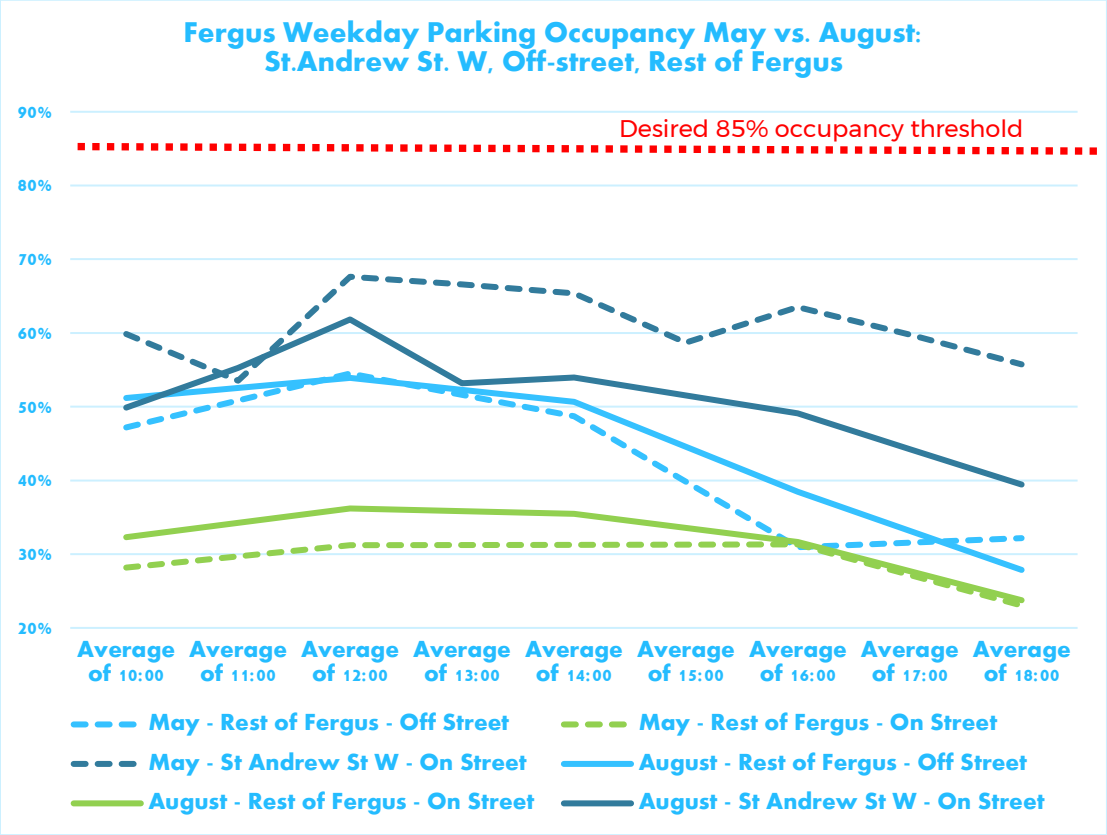
[1] Under current parking arrangements, there is no parking supply on the north side of St. Andrew Street W from Cameron Street to Gowrie Street N. However, there were illegal parking activities observed on that section of the roadway during the surveys.

Figure D-7. Average parking occupancy by blockface in downtown Fergus (weekday)



Figures D-8 and **D-9** presents the parking results of the locations surveyed for parking occupancy and duration, respectively. The hourly weekday average parking occupancy of St. Andrew Street W, off-street and rest of Fergus under current parking arrangements during weekdays is shown in **Figure D-8**.

Figure D-8. Parking Occupancy for Fergus Typical Weekday

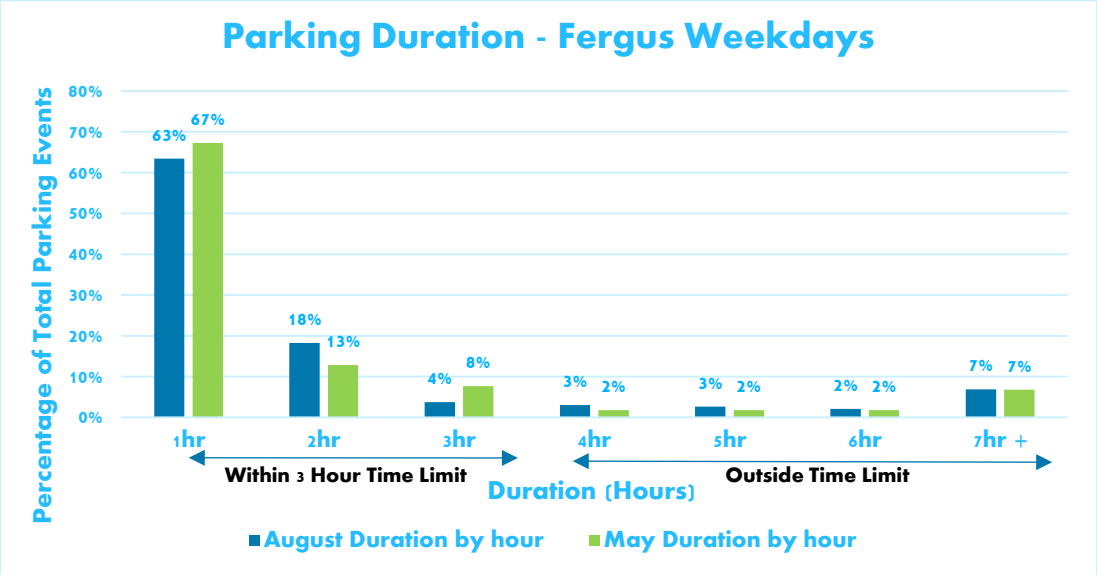


From **Figure D-8**, it is observed that the average weekday parking occupancy for Downtown Fergus fluctuates between 54 to 68% in the May survey, whereas the August occupancy data reflected lower demand, ranging from 39 to 62%. There is no substantial difference in parking occupancy between weekday mornings and afternoons; the demand stays relatively constant during the day. Off street parking demand is consistently lower than on-street demand for both months. The on-street parking availability, as shown by parking occupancy results, for the rest of Fergus remains generally low and also similar between the two months.

2.1.2 Parking Duration

Figure D-9 illustrates the average parking duration on St. Andrew Street W during weekdays.

Figure D-9. Parking Duration for Fergus Weekdays



From **Figure D-9**, it can be seen that vehicles in both months exhibited the similar tendencies as approximately two-thirds of vehicles are parked for one hour or less in St Andrews Street W. Both months present similar findings allowing for the trends to be considered "typical" for non-winter months. It is worth noting that there are 12% (May survey) and 15% (August survey) of the vehicles parked for in excess of the three-hour limit and 7% of vehicles are parked for seven hours and above. As was noted in Elora, these long duration parking behaviour significantly curtails the amount of parking available at any one point in time.

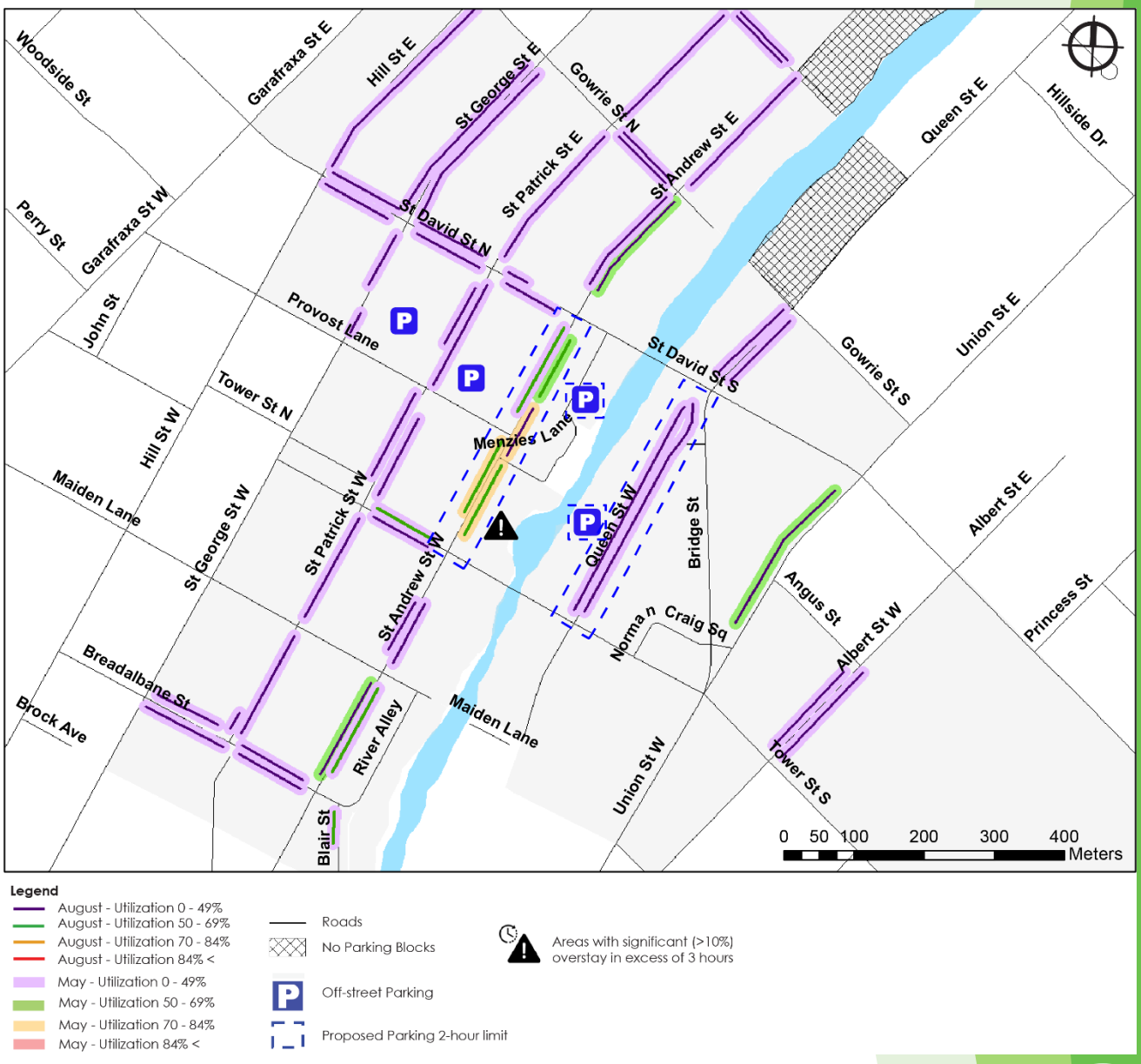
In summary, the data shows that the current parking arrangements are found to be adequately serving the needs of short term users in Elora, as parking utilization does not exceed the 85% target. It is clear from the results that there is more than sufficient overflow on-street and off-street availability throughout Fergus during weekdays.

2.2 Parking Data – August Saturday

2.2.1 Parking Occupancy

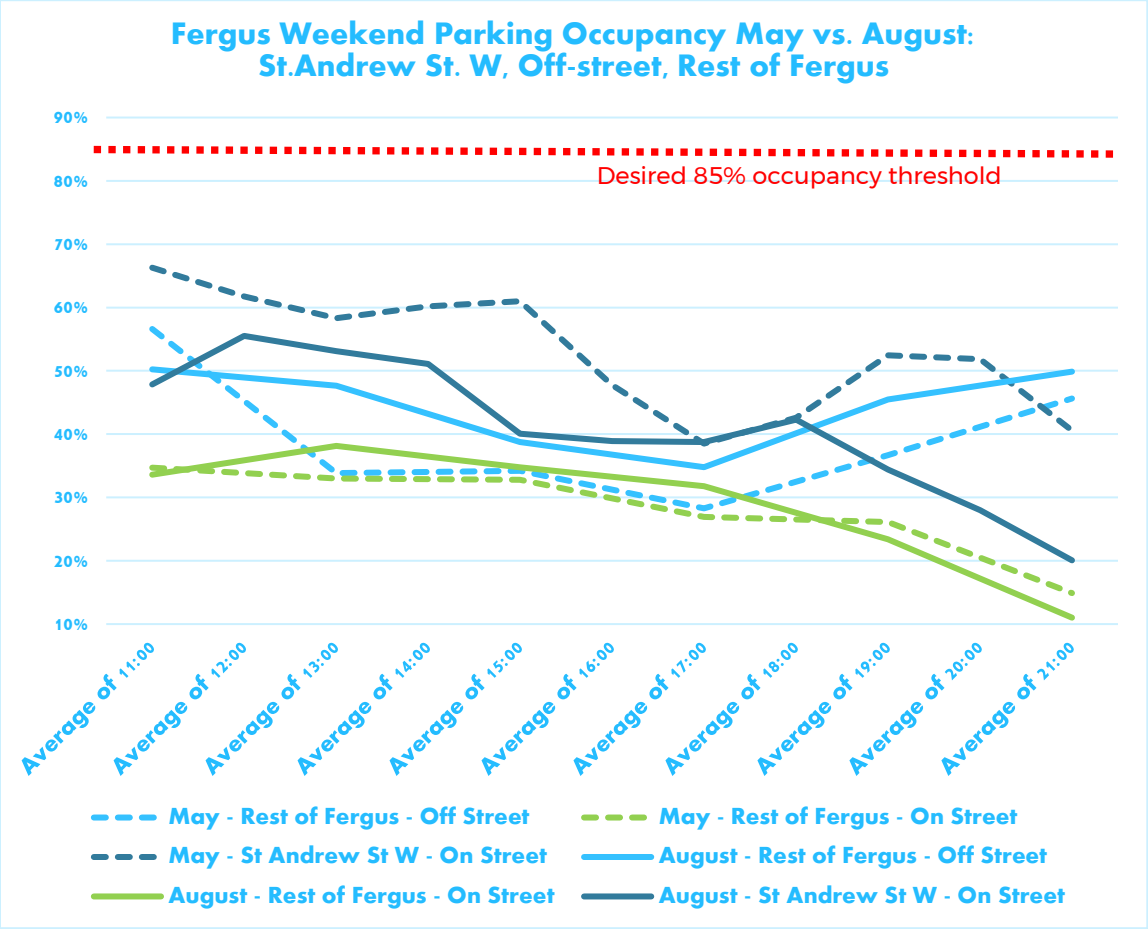
The weekend parking data was collected Saturday, August 26, 2017 from 11am to 9pm. **Figure D-10** depicts a map of Downtown Fergus that shows the overall parking utilization results during weekends. The colour scheme is the same as previous maps. Similar to the Weekday, **Figure D-10** shows that August on-street parking has similar utilization rates as May with the exception of a few streets that have increased or decreased rates.

Figure D-10. Average parking occupancy by blockface in downtown Fergus (weekend)



The locations surveyed for both occupancy and duration are the same as weekdays. The results are presented in **Figures D-11** and **D-12**. The average parking occupancy of St. Andrew Street W. during weekends is shown in **Figure D-11**.

Figure D-11. Parking Occupancy for Fergus Saturday



It can be observed that on-street parking occupancy for Downtown Fergus on weekends differs slightly between the May and August surveys. Parking occupancy was found to be higher in May, having its highest demand in the morning at 11am before subsiding in the afternoon and rising again around 7pm. In comparison, August experiences its highest demand at noon, descends similarly to May before rising again around 6pm.

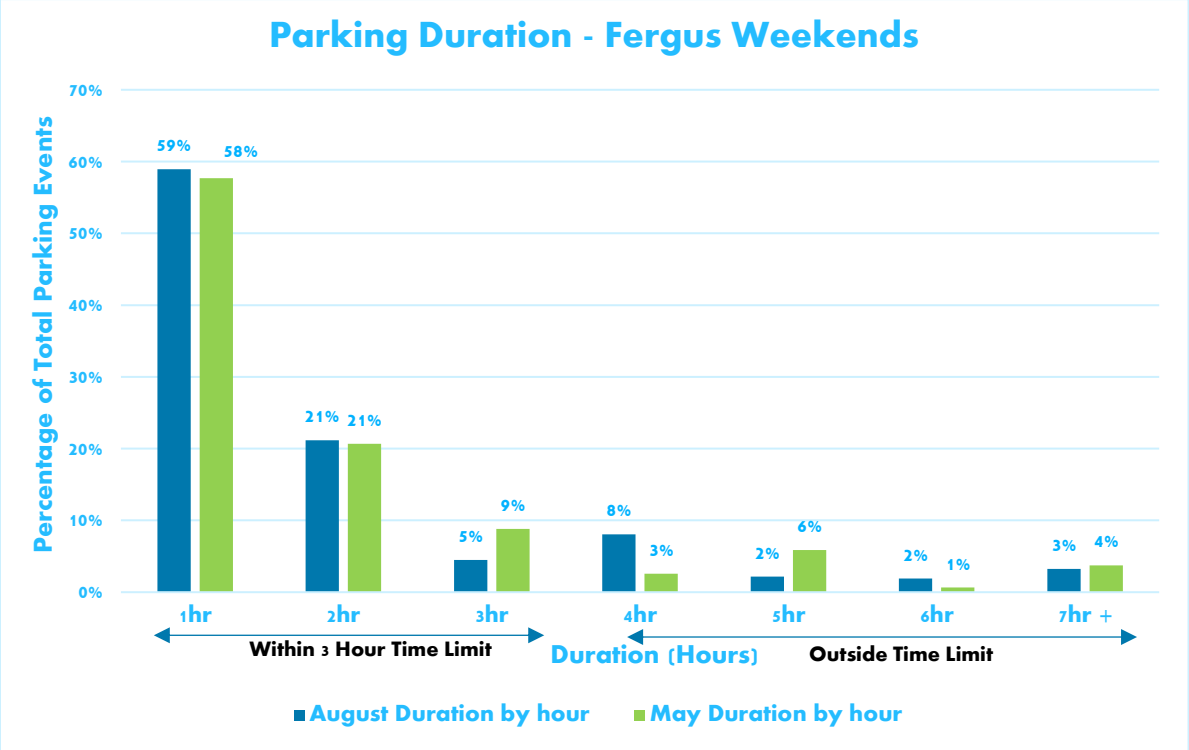
Both off street and rest of Fergus facilities experience demand that is lower than Downtown for both months, however August has higher parking occupancy. Of note is that the off-street Municipal Parking Lots in Menzies Lane experience high demand during the

morning both during a typical weekday and Saturday; the lower demand in **Figure D-11** is explained by the fact that it represents the average occupancy across all three off-street facilities on a Saturday.

2.2.2 Parking Duration

Figure D-12 illustrates the average parking duration on St. Andrew Street W. during the Saturday surveyed.

Figure D-12. Parking Duration for Fergus Weekends



The data displayed in **Figure D-12** indicate that more than half of the vehicles are parked for one hour duration or less for both months. The 13% (May survey) and 15% (August Survey) of vehicles parked for more than three hours reduces the overall availability of parking at any one point in time; this overstay trend is consistent with weekday parking behaviour observed.

3.0 STUDY CONCLUSIONS

Based on the above analysis, the following conclusions can be drawn:

3.1 Elora

- Parking demand in Elora peaks in the Downtown at lunchtimes, this is evident in both months during a typical weekday (92% and 93%, 12-1pm) and on a Saturday (12-1pm), as represented by parking occupancy.

- The Saturday demand suggests that the current parking arrangements are leading to some issues throughout the afternoon, as the utilization exceeds the 85% target several times, particularly in the most popular locations to park (Metcalfe St and the off street). Several basic parking management approaches (better management and identification of overflow parking, signage, enforcement of time limits for instance) would significantly help to alleviate the problems currently being experienced.

- Downtown Elora also experiences a second peak in parking demand in the evening on Saturdays, however there is more than enough capacity elsewhere in the downtown area to accommodate evening demand.

- Approximately 40 – 53% parked in Downtown Elora do so for an hour or less, most likely because of 'quick drop in' visits to the Downtown. These spaces are both highly sought after and heavily subscribed, leading to a high turnover of the parking spaces available in the Downtown.

- An estimated 75-89% of persons parked on a typical weekday and 74-88% of persons parked on a weekend park for less than the current three hour time limit. The three hour limit is more than sufficient to accommodate current parking behaviour.

- The Town may wish to consider revising the way in which it currently 'allocates' spaces in order to ensure a fairer use of the

available spaces at present and free up significant additional capacity that is being used by overstayers. The percentage of persons parking on Metcalfe Street for over 7 hours increased to 25% on weekdays and to 15% on weekends from May. In addition, this problem is being experienced on West Mill Street as 11% (Weekday) and 26% (Weekend) of persons parked over the time limit.

- Overstayers represent a growing minority of persons parked and deprive the Town of valuable additional parking capacity. A number of solutions exist:

- The locations for long term stays, outside of the downtown core, should be identified and signposted to help alleviate these problems.

- Parking time limits in the downtown could be reduced from 3 to 2 hours or even 90 minutes to assist with freeing up additional capacity in the physical parking supply; and

- A basic level of municipal enforcement (either random or regular) should be undertaken to ensure the existing capacity in the physical supply is not being abused by overstayers, depriving other car-based visitors of parking, particularly in the high use locations.

- Further data collection would assist in helping to establish more conclusive weekend trends as both months showed significant variances in parking demand and the Saturday event in Elora is considered to be more reflective of 'event parking demand' than 'typical parking demand'.

- The event parking demand should also trigger a separate set of considerations that include parking management techniques such as temporary time limits, cost-sharing arrangements with event organisers, temporary restrictions on parking in high use locations and enforcement.

3.2 Fergus

- Fergus parking demand, as measured by parking occupancy, is generally lower than in Elora and does not experience the same level of fluctuations and peaking that is found in Elora.

- Demand is strongest in the Downtown on-street area, followed by off street facilities. The rest of Fergus does not experience any significant on street parking duration issues.

- Approximately two thirds (63 to 67%) of persons parked during a typical weekday do so for less than an hour. 85 to 88% of persons park within the existing 3-hour limit.

- Fergus experiences slightly lower parking demand on Saturday than during a typical weekday. Demand is highest in the mid-morning (66%) in May and at noon (56%) in August in St Andrews St W downtown.

- During a typical weekday, the 12% (May survey) and 15% (August survey) of overstayers significantly reduce parking supply. Of most concern is the 7% of persons parked all day, depriving the Town of valuable parking supply.

APPENDIX - E

Traffic Calming Manual

TRAFFIC CALMING MANUAL

Township of Centre Wellington

1.0 INTRODUCTION

This manual will guide the implementation of traffic calming measures within the Township of Centre Wellington ("The Township"). It includes a review of comparable municipal policies and a comprehensive traffic calming policy framework. The purpose of this manual is to guide when, where and how traffic calming should be implemented based on a technical warrant process, as well as provide a toolkit for potential mitigation measures to address these challenges.

1.1 What is Traffic Calming?

Traffic calming can be understood as a series of design, engineering, educational, and/or enforcement measures to reduce the negative impacts of high motor-vehicle speeds and traffic volumes in local and collector streets, with the end goal of improving the liveability and safety conditions of neighbourhoods for all road users.

1.2 When to Implement Traffic Calming?

Traffic calming may be effective in addressing issues arising from vehicle speeding or high-traffic volumes in local and collector roads; however, it is sensitive to the local context and neighbourhood-residents' support. Therefore, it is very important to develop technical guidelines and public engagement opportunities for implementing traffic calming mitigation measures to ensure its successful application. A detailed process to identify when a traffic calming measure is suitable is detailed in Section 3.0 of this Appendix.

2.0 COMPARABLE POLICIES

Three municipalities were researched to create an inventory of current traffic calming best practices. Each policy was then screened for specific opportunities appropriate for consideration in Centre Wellington. The municipalities considered included:

- City of Toronto
- City of Guelph
- City of Kitchener

2.1 City of Toronto Traffic Calming Policy

The City of Toronto published their traffic calming guide in 2016. The main sections of this guide include how and when to implement traffic calming measures. Within the guide, the City determines that only local and collector roads are suitable for traffic calming. The City also developed a warrant framework which consists of three warrant levels. These levels include:

1. How the request must be initiated;
2. Safety criteria (requirement of sidewalks, maximum road grade and emergency service impact); and
3. Technical requirement (minimum speed and volume).

RELEVANCE TO THE TOWNSHIP

Although some of the criteria exceed the scope of traffic calming for Centre Wellington (such as impacts to transit services and impacts on sidewalk volumes) the three-warrant framework could be adapted to current conditions of the Township and used to organize the assessment process.

2.2 City of Guelph Neighbourhood Traffic Management

The City of Guelph implemented their Neighbourhood Traffic Management Policy in 1998, with a revision in 2006. The City of Guelph allows for traffic calming measures on local roads and two-lane collector roads.

A detailed review of the traffic conditions on a street for which a formal request for review has been received involves two stages. First, speed or traffic infiltration rates should be determined along with volume. The criteria are shown in **Table E-1**.

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Table E-1. City of Guelph traffic calming warrant

Road Classification	Speed		Short Cutting Traffic		Volume
Local Roadway	IF	85th Percentile > 55 km/hr	OR	Infiltrating traffic exceeds 30%	AND	>900 vehicles per day
Two-lane Collector Roadway	IF	85th percentile >60 Km/hr	OR	Infiltrating traffic exceeds 30%	AND	>2,000 vehicles per day

If a roadway meets the above criteria, a traffic review will be initiated. If the roadway fails, it cannot be reviewed for a period of 24 months.

The applicant must then circulate a Neighbourhood Traffic Review Request Petition. At least 60% of residents on the streets affected by the request must be in support of the request. If this warrant is met, a public meeting can take place where staff can work with the public to identify specific concerns related to traffic behavior and discuss traffic calming practice. Staff will then prepare a plan of alternatives and present those alternatives at an open house.

During this open house, the public will see the proposed changes to the street and be able to provide comments. Staff will then select a recommended plan which will be mailed to affected residents. A mail-in survey will be included, and a minimum approval rate of 60% (of surveys returned) is required. If the approval rate is met, the affected residents are notified and the proposal is then presented in a staff report to City Council. If adopted, the plan moves into implementation phase, contingent on available funding.

RELEVANCE TO THE TOWNSHIP

The warrant process in Guelph is focused on fostering community engagement in the traffic calming evaluation process. This warrant framework could be transferrable to the Township. Further, the speed warrants are also used within the Kitchener traffic calming policy and are the proposed criteria for the Township's proposed traffic calming warrant.

2.3 City of Kitchener Traffic Calming Policy

The City of Kitchener released a traffic calming policy in 2016. All roads except arterial roadways are eligible for traffic calming. The roadway being considered must have a minimum volume of 1,000 vehicles per day and an 85th percentile vehicle speed of 55km/h or, alternatively no volume warrant and the 85th percentile speed of 65km/h.

In this framework, the municipality annually ranks submitted traffic calming requests which pass the first warrant. This is based on additional criteria of speed, volume and safety, as shown in **Table E-2**.

Table E-2.: City of Kitchener traffic calming warrant

	Criterion	**Points**	**Warrant**
SPEED	24-hour 85th percentile speeds in both directions	0 to 40	2.5 points (pts) are assigned per km/h above 50km/h to a maximum of 40
VOLUME	Average Annual Daily Traffic (Vpd= vehicles per day)	0 to 30	Volume of points based on classification (max 30 pts) Local – 1 pt per 65 vpd Minor Collector – 1 pt per 165 vpd Major Collector – 1 pt per 265 vpd
SAFETY	Three Year Collision History	0 to 15	Based on collision rate (collisions per million vehicles per kilometer)
	Presence of sidewalks	0 to 5	0 sidewalks exist both sides 1 pt – ~20% of sidewalks missing 2 pts – ~40% of sidewalks missing 3 pts – ~60% of sidewalks missing 4pts – ~80% of sidewalks missing 5 pts – No sidewalks
	Cycling	0 to 5	5 pts – identified as a cycling route in the Cycling Master Plan 2.5 pts – directly connected to a street identified in the Cycling Master Plan 0 pts – not identified in the Cycling Master Plan, does not connect to an identified street

Community Destinations (within 450 m of a roadway under review)	0 to 5 (max)	5 pts – elementary/high school 4pts – community park 3 pts – community centre 2 pts – commercial plaza 1 pt – other 0 pts – no significant neighbourhood community destination on street

Once the project has been selected via the ranking framework, it will then go through the third warrant of public survey. The survey requirements are summarized below:

- A minimum of 25% of the residents directly fronting the roadway must be in favour of the initiation of a traffic calming review;
- After two Public Information Centres (PICs), a questionnaire will be distributed to abutting residents; and
- A minimum of 50% of the residents directly fronting the roadway under review must respond to the questionnaire, with a minimum of 60% of the responses being in favour of the recommended plan.

RELEVANCE TO THE TOWNSHIP

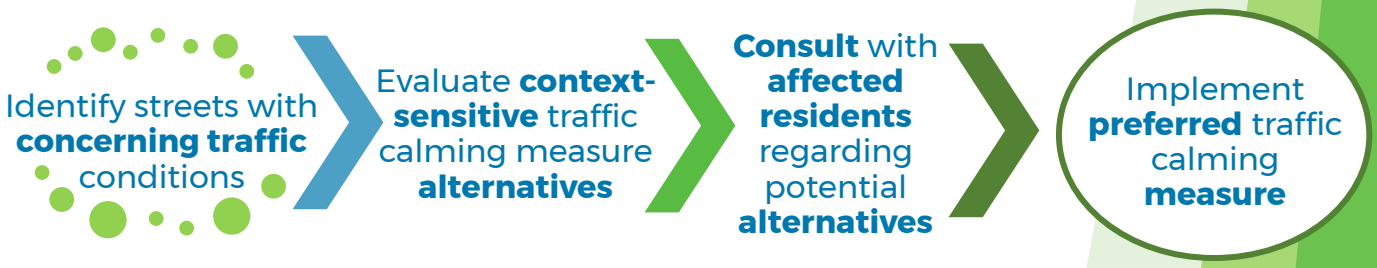
This plan should be considered as a strong precedent for the design of the Township's Traffic Calming Manual. Implementing cycling lanes as an unofficial traffic calming measure is recommended. Moreover, the point based system is recommended for Centre Wellington as it will allow Council to prioritize initiatives based on Complete Streets.

3.0 RECOMMENDED TRAFFIC CALMING FRAMEWORK

3.1 Framework

The proposed process to identify when a traffic calming measure is appropriate in Centre Wellington follows a four-step procedure. This process is summarized in **Figure E-1**, where public consultation and alternatives analysis is emphasized.

Figure E-1. Four-step approach to implement traffic calming measures



Complementary measures, such as implementing cycling lanes, or widening sidewalks, conform to the Complete Streets policy approach included in the TMP to enhance street conditions for all users, regardless of age or ability, thus improving overall safety and liveability. However, where requests for traffic calming persists or in situations where a Complete Streets initiative is not feasible, this manual will provide direction for alternative suitable traffic calming measures.

3.2 Warrant criteria

In order to be eligible for traffic calming, a street must meet several criteria. These criteria are outlined in **Table E-3**.

Table E-3. Traffic calming warrant criteria

Criterion	Requirement	
Road Classification	Only local and collector roads are eligible.	
Block Length	Street block length must exceed 120 metres.	
Minimum Speed	85th percentile speed must be a minimum of 55 km/hour or if 15 km/hour over the posted speed limit, there is no minimum volume requirement.	
Minimum Volume	Local Roads: 900 vehicles per day.	Collector Roads: 2,500 vehicles per day.
Emergency Response	Consultation must be undertaken with Fire, Ambulance and Police services to verify that response times on these services will not be significantly impacted.	
Neighbourhood Survey	A neighbourhood survey must be circulated to 100% of affected households with direct frontage or flankage onto the section of affected roadway. The survey must have a 60% response rate and at least 51% must be in support of the traffic calming measures.	

If a warrant is not met during the process, the subject roadway cannot be reconsidered for 24 months.

If the warrant process is successful, the Township will suggest potential physical design traffic calming measures and/or other mitigation solutions such as signs, education programs, and localized police enforcement. Reference can be made to the *Canadian Guide to Neighbourhood Traffic Calming* (Second Edition, 2017), but interventions should also leverage the engineering judgement, professional experience, and local knowledge of staff.

A report with the recommended design and/or mitigation measures is then shared with relevant public agencies and departments (including but not limited to emergency and transit services, if applicable) in order to identify potential impacts to

operations and/or services. If impacts or concerns are identified, Township staff will work with these departments and/or agencies to modify the proposal in order to incorporate mitigating measures.

If the recommendations are favorable, a public input notice then will be published and the Township may decided to organize a public meeting to showcase the preferred traffic calming measure. This space will be an opportunity to present the purpose, objective, design and process of the traffic calming measure, as well as provide residents an opportunity to provide any additional feedback. If significant concerns are identified, Township staff would consider incorporate additional mitigating measures or revisiting the design concept.

At this time, consideration should be given to 'piloting' temporary or removable traffic calming measures such as pavement markings, removable raised curbs, planter boxes, for a timeframe that would allow an assessment of the effectiveness of the measures before committing funding to permanent treatments.

3.3 Mitigation Measures

The following list are some potential mitigation measures for traffic calming. Each should be evaluated carefully before its implementation socializing the possible alternatives and detailed design with key relevant technical agencies and the affected neighbourhood residents.

Sidewalks

- Implementing sidewalks or widening sidewalks thus reducing vehicular traffic lane width.
- Applicable only to designated routes where sidewalks are appropriate.
- Approximate cost: $5,000 – $10,000.

Cycling lanes

- Reduces speed through narrowing the roadway width available for vehicle movement.
- Applicable only to roadways identified as proposed cycling routes in the Centre Wellington Trails Master Plan.

- Approximate cost: $1,000 – $5,000.

On-street parking

- Reduces speed through narrowing the roadway width available for vehicle movement.
- Approximate cost: $1,000 – $5,000.

Chicanes

- A series of curb extensions that alternates on either side of the road causing the road to meander and the driver to wind through the roadway at a reduced speed.
- Approximate cost: $15,000 – $50,000.

Raised intersection

- An intersection constructed at a higher elevation then the adjacent roadway.
- Approximate cost: $15,000 – $50,000.

Curb extension

- Horizontal intrusion of the curb into the roadway resulting in a narrower section of the roadway.
- Approximate cost: $50,000 – $100,000.

Curb radius reduction

- Reconstructed intersection corner which reduces the radius of the curb. Can be installed as part of intersection improvement initiatives.
- Approximate cost: $50,000 – $100,000.

Traffic circle

- Raised island located midblock and requires traffic to travel counter clockwise around the island.
- Approximate cost: $15,000 – $50,000.

3.4 Complete Streets Supporting Guidelines

To ensure that Complete Streets are prioritized when implementing traffic calming in the Township, the following supporting guidelines are recommended to be adopted:

- Within the urban area, on a road with no or discontinuous sidewalks, installation of continuous sidewalks on at least one side of the road must first be considered as part of the traffic calming plan, if feasible.

- Roads where cycling lanes have been proposed as part of the Centre Wellington Trails Master Plan should be:

    1. *Prioritized for traffic calming; and*
    2. *Proposed cycling lanes must be implemented as the first traffic calming measure.*

Measures that implement Complete Streets are prioritized in this Traffic Calming Manual. It is also recommended that the measures proposed are fitted appropriately to the street context and have minimal impact to emergency services. Signage can also be used to support traffic calming measures. Signage can include:

- Driver speed-feedback boards
- Right (Left) turn prohibitions
- Through traffic prohibitions
- Traffic-calmed neighbourhood signs

The costs and implications associated with traffic calming measures require municipalities to objectively assess individual requests. This ensures that measures are implemented in appropriate locations, and that areas with the greatest need are given priority.

APPENDIX - F

Costing Analysis Supporting Tables

The following tables provide estimates of the proposed infrastructure for road, intersections and bridge improvements over the short, medium, and long-term for Centre Wellington. For map references (Ids) of all infrastructure improvements, please see map F-1.

Table F-1. Short-term road improvements

No.	Id.	Urban/ Rural	Road Class	Road	From	To	Type of Network Improvement	No. Lanes	Dist. (km)	Cost per center line (2-lane) km[1]	Indicative Cost (IC)	Designs & Permits Costs (15%)	Contingency Costs (20%)	Total Cost
1	3	Rural	Arterial	Nichol Road 15	Beatty Line N	Highway 6	Road Improvement	2	0.98	$1,270,000	$1,248,670	$187,301	$249,734	$1,685,705
2	10	Urban	Collector	Beatty Line N	Nichol Road 15	Colborne Street	Road Improvement	2	2.06	$1,825,000	$3,759,779	$563,967	$751,956	$5,075,702
3	11	Urban	Collector	Colborne Street Re-Alignment	Gerrie Road	Beatty Line N	Road Improvement	2	2.23	$1,825,000	$4,073,006	$610,951	$814,601	$5,498,558
4	35	Urban	Collector	Beatty Line N	Colborne Street	St Andrew Street W	Road Improvement	2	1.15	$1,825,000	$2,101,488	$315,223	$420,298	$2,837,008
5	42	Urban	Collector	York Street	Waterloo Street	County Road 7	Road Improvement	2	0.45	$1,825,000	$820,485	$123,073	$164,097	$1,107,655
6	43	Urban	Collector	Carlton Place	Victoria Street	County Road 7	Road Improvement	2	0.16	$1,825,000	$299,450	$44,917	$59,890	$404,257
7	44	Urban	Collector	Carlton Place	Metcalfe Street	Victoria Street	Road Improvement	2	0.09	$1,825,000	$169,230	$25,385	$33,846	$228,461
8	53	Urban	Collector	St Andrew St E	Gartshore Street	Lamond Street	Road Improvement	2	0.48	$1,825,000	$879,652	$131,948	$175,930	$1,187,530
9	54	Urban	Local	Gregson Court	Gartshore Street	Terminus	Road Improvement	2	0.25	$1,790,000	$447,944	$67,192	$89,589	$604,724
10	56	Urban	Collector	Farley Road	Colborne Street	Terminus	New Construction	2	1.03	$1,845,000	$1,891,839	$283,776	$378,368	$2,553,983
													TOTAL	**$ 21,183,583**

Table F-2. Medium-term road improvements

No.	Id.	Urban / Rural	Road Class	Road	From	To	Type of Network Improvement	No. Lanes	Dist. (km)	Cost per center line (2-lane) km[1]	Indicative Cost (IC)	Designs & Permits (15% of IC)	Contingency (20% of IC)	Total Cost
1	1	Urban	Collector	McQueen Blvd Extension towards West	McQueen Blvd	Guelph Street	New Construction	2	0.36	$1,845,000	$657,014	$98,552	$131,403	$886,969
2	2	Rural	Arterial	Nichol Road 15	Gerrie Road	Beatty Line N	Road Improvement	2	2.01	$1,270,000	$2,558,385	$383,758	$511,677	$3,453,819
3	4	Urban	Arterial	Nichol Road 15	Wellington Road 7	Irvine Street	Road Improvement	2	1.06	$2,140,000	$2,269,423	$340,413	$453,885	$3,063,721
4	5	Urban	Collector	Walser Street Extension E	Walser Street	Gerrie Road	Road Improvement	2	0.53	$1,825,000	$970,619	$145,593	$194,124	$1,310,336
5	7	Urban	Collector	First Line	Wellington Road 7	Spencer Drive	Road Improvement	2	1.26	$1,825,000	$2,298,201	$344,730	$459,640	$3,102,571
6	8	Rural	Collector	Gerrie Road	Nichol Road 15	Walser Street Ext East	Road Improvement	2	0.85	$2,100,000	$1,780,727	$267,109	$356,145	$2,403,981
7	9	Urban	Collector	Guelph Street	Cumming Crescent	Second Line	Road Improvement	2	1.01	$1,825,000	$1,850,158	$277,524	$370,032	$2,497,713
8	12	Urban	Collector	McQueen Blvd Extension towards East	Millburn Blvd	Scotland Street	New Construction	2	0.94	$1,845,000	$1,732,726	$259,909	$346,545	$2,339,180
9	13	Urban	Collector	Gilkison Street	Routh River Road	Gilkison Street	Road Improvement	2	0.44	$1,825,000	$807,798	$121,170	$161,560	$1,090,527
10	14	Urban	Collector	Beatty Line N Extension towards South	St Andrew Street W	McQueen Blvd Ext	New Construction	2	1.13	$1,845,000	$2,091,636	$313,745	$418,327	$2,823,708
11	15	Urban	Collector	Dickson Drive Extension	Dickson Drive	First Line	New Construction	2	0.49	$1,845,000	$911,543	$136,731	$182,309	$1,230,582
12	16	Urban	Collector	St Andrew St E	Lamond Street	Anderson Street S	Road Improvement	2	0.67	$1,825,000	$1,229,831	$184,475	$245,966	$1,660,272
13	17	Urban	Collector	McQueen Blvd Extension towards West	Beatty Line N	Guelph Street	New Construction	2	0.23	$1,845,000	$424,752	$63,713	$84,950	$573,415
14	20	Urban	Collector	Gerrie Road	Nichol Road 15	Colborne Street	Road Improvement	2	0.81	$1,825,000	$1,470,839	$220,626	$294,168	$1,985,632
15	23	Urban	Collector	New Road 23	Highway 6	Scotland Street	New Construction	2	1.06	$1,845,000	$1,953,254	$292,988	$390,651	$2,636,892
16	26	Urban	Collector	New Road 26	McQueen Blvd	New Road 23	New Construction	2	0.68	$1,845,000	$1,260,069	$189,010	$252,014	$1,701,093
17	28	Urban	Collector	New Road 28	McQueen Blvd Ext	New Road 23	New Construction	2	0.62	$1,845,000	$1,138,998	$170,850	$227,800	$1,537,647
18	32	Urban	Collector	Scotland Street	McQueen Blvd	Second Line	Road Improvement	2	1.04	$1,825,000	$1,899,924	$284,989	$379,985	$2,564,897
19	33	Urban	Collector	Garafraxa Street	Beatty Line N	Maiden Line	Road Improvement	2	0.55	$1,825,000	$1,004,040	$150,606	$200,808	$1,355,454
20	34	Rural	Arterial	Nichol Road 15	Gerrie Road	Irvine Street	Road Improvement	2	1.03	$1,270,000	$1,312,906	$196,936	$262,581	$1,772,423
21	36	Urban	Collector	Guelph Street	Union Street West	McQueen Blvd Ext	New Construction	2	0.84	$1,845,000	$1,544,289	$231,643	$308,858	$2,084,790
22	37	Urban	Collector	Second Line	Guelph Street	Highway 6	Road Improvement	2	0.68	$1,825,000	$1,236,031	$185,405	$247,206	$1,668,641
23	39	Rural	Arterial	Third Line W	Carroll Creek	Wellington Rd. 17	Road Improvement	2	1.67	$1,270,000	$2,122,089	$318,313	$424,418	$2,864,820
24	40	Rural	Arterial	Third Line W	Wellington Rd. 19	Carroll Creek	Road Improvement	2	4.48	$1,270,000	$5,687,563	$853,134	$1,137,513	$7,678,210
25	41	Rural	Arterial	Fourth Line	Eramosa/Garafraxa Townline	County Road 18	Road Improvement	2	2.42	$1,270,000	$3,074,318	$461,148	$614,864	$4,150,330
26	45	Urban	Collector	Colborne Street	John Street	Wilson Street	Road Improvement	2	0.63	$1,825,000	$1,146,954	$172,043	$229,391	$1,548,388
27	46	Urban	Collector	David Street	Geddes Street	Aqua Street	Road Improvement	2	0.32	$1,825,000	$578,536	$86,780	$115,707	$781,024

No.	Id.	Urban / Rural	Road Class	Road	From	To	Type of Network Improvement	No. Lanes	Dist. (km)	Cost per center line (2-lane) km[1]	Indicative Cost (IC)	Designs & Permits (15% of IC)	Contingency (20% of IC)	Total Cost
28	47	Urban	Collector	David Street	Aqua Street	John Street	Road Improvement	2	0.23	$1,825,000	$422,995	$63,449	$84,599	$571,043
29	48	Urban	Collector	David Street	John Street	Irvine Street	Road Improvement	2	0.07	$1,825,000	$122,259	$18,339	$24,452	$165,049
30	50	Urban	Arterial	South River Road	King Street	W of Broken Front Path	Road Improvement	2	0.49	$2,140,000	$1,038,394	$155,759	$207,679	$1,401,832
31	51	Urban	Collector	Park Road Extension	Park Road Terminus S	First Line	New Construction	2	0.66	$1,845,000	$1,222,008	$183,301	$244,402	$1,649,711
32	52	Urban	Arterial	Union Street	Tower Street	Beatty Line S Extension	Road Improvement	2	1.00	$2,140,000	$2,131,532	$319,730	$426,306	$2,877,568
													TOTAL	**$ 67,432,238**

Table F-3. Long-term road Improvements

No.	Id.	Urban - Rural	Road Class	Road	From	To	Type of Network Improvement	No. Lanes	Dist. (km)	Cost per center line (2-lane) km[1]	Indicative Cost (IC)	Designs & Permits Costs (15%)	Contingency Costs (20%)	Total Cost
1	0	Rural	Collector	McQueen Blvd Extension West	Beatty Line S Extension	First Line	New Construction	2	2.67	$1,200,000	$3,199,178	$479,877	$639,836	$4,318,891
2	6	Urban	Arterial	First Line	Anderson Street relief road	Dickson Drive Ext	Road Improvement	2	0.30	$2,140,000	$641,307	$96,196	$128,261	$865,764
3	18	Rural	Collector	Gilkison Street	Gilkison Street	First Line	New Construction	2	0.39	$1,200,000	$469,024	$70,354	$93,805	$633,182
4	19	Rural	Collector	First Line	Spencer Drive	Gilkison Street	Road Improvement	2	1.50	$2,100,000	$3,148,589	$472,288	$629,718	$4,250,595
5	22	Urban	Arterial	Wellington Road 18	First Line West	Wellington Road 7	Road Improvement	2	1.01	$2,140,000	$2,155,369	$323,305	$431,074	$2,909,749
6	24	Urban	Collector	New Road 24	Guelph Street	Highway 6	New Construction	2	0.68	$1,845,000	$1,247,812	$187,172	$249,562	$1,684,547
7	25	Urban	Collector	New Road 25	Guelph Street	Highway 6	New Construction	2	0.69	$1,845,000	$1,268,094	$190,214	$253,619	$1,711,927
8	27	Urban	Collector	New Road 27	New Road 23	Second Line	New Construction	2	0.40	$1,845,000	$745,544	$111,832	$149,109	$1,006,485
9	29	Urban	Collector	New Road 29	New Road 23	Second Line	New Construction	2	0.42	$1,845,000	$782,059	$117,309	$156,412	$1,055,779
10	30	Urban	Collector	New Road 30	McQueen Blvd	Second Line	New Construction	2	1.05	$1,845,000	$1,940,628	$291,094	$388,126	$2,619,848
11	31	Rural	Arterial	Second Line Ext	Scotland Street	Wellington Road 29	New Construction	2	1.16	$1,435,000	$1,671,010	$250,652	$334,202	$2,255,864
12	49	Urban	Arterial	South River Road	W of Broken Front Path	Gilkison Road	Road Improvement	2	0.59	$2,140,000	$1,264,111	$189,617	$252,822	$1,706,550
13	55	Urban	Collector	Sideroad 18	Vincent Street	Steele Street	Road Improvement	2	0.60	$1,825,000	$1,093,905	$164,086	$218,781	$1,476,772
14	38	Urban	Arterial	Second Line	Highway 6	Scotland Street	Road Improvement	2	1.06	$2,140,000	$2,273,896	$341,084	$454,779	$3,069,759

No.	Id.	Urban - Rural	Road Class	Road	From	To	Type of Network Improvement	No. Lanes	Dist. (km)	Cost per center line (2-lane) km[1]	Indicative Cost (IC)	Designs & Permits Costs (15%)	Contingency Costs (20%)	Total Cost
15	60	Urban	Collector	Anderson Street relief road	First Line	Lamond Street	New Construction	2	1.92	$1,845,000	$3,535,190	$530,278	$707,038	$4,772,506
16	57	Rural	Arterial	Gartshore Street	Sideroad 15 (extension)	Sideroad 10	New Construction	2	0.71	$1,435,000	$1,025,052	$153,758	$205,010	$1,383,820
17	58	Rural	Arterial	Sideroad 15 (extension)	Highway 6	Gartshore Street	New Construction	2	0.99	$1,435,000	$1,425,444	$213,817	$285,089	$1,924,350
18	63	Urban	Arterial	First Line	Bridge	Lamond Street	Road Improvement	2	0.22	$2,140,000	$480,813	$72,122	$96,163	$649,098
													TOTAL	**$38,295,484**

[1]Note: The costs per center-line km were provided by the Township of Centre Wellington based on recent 2018 road construction tenders.

Table F-4. Short-term intersection Improvements

No.	Id.	Intersection	Indicative Cost (IC)	Designs & Permits Costs (15%)	Contingency Costs (20%)	Total Cost
1	0	James Street, Washington Street and Geddes Street	$275,000	$41,250	$55,000	$371,250
2	1	Wellington Road 7 and York Street W	$275,000	$41,250	$55,000	$371,250
3	3	Beatty Line N and Hill Street W	$275,000	$41,250	$55,000	$371,250
4	7	Highway 6 and Nichol Road 15	$275,000	$41,250	$55,000	$371,250
5	13	Beatty Line N and St Andrew Street W	$275,000	$41,250	$55,000	$371,250
6	14	Beatty Line N and Colborne Street	$275,000	$41,250	$55,000	$371,250
7	15	Beatty Line N and Millage Line	$275,000	$41,250	$55,000	$371,250
					Total	**$ 2,598,750**

Table F-5. Medium-term intersection Improvements

No.	Id.	Intersection	Indicative Cost (IC)	Designs & Permits Costs (15%)	Contingency Costs (20%)	Total Cost
1	2	Wellington Road 7 and First Line	$275,000	$41,250	$55,000	$371,250
2	5	Highway 6 and Gordon Street	$275,000	$41,250	$55,000	$371,250
3	6	Guelph Street and McQueen Blvd Ext	$275,000	$41,250	$55,000	$371,250
4	9	South River Road and Gilkison Street	$275,000	$41,250	$55,000	$371,250
5	10	East Mill Street and Gerrie Road	$275,000	$41,250	$55,000	$371,250
6	11	Gerrie Road and Colborne Street	$275,000	$41,250	$55,000	$371,250
7	12	First Line and South River Road	$275,000	$41,250	$55,000	$371,250
8	16	McQueen Blvd and Millburn Blvd	$275,000	$41,250	$55,000	$371,250
					Total	**$ 2,970,000**

Table F-6. Long-term intersection Improvements

No.	Id.	Intersection	Indicative Cost (IC)[2]	Designs & Permits Costs (15%)	Contingency Costs (20%)	Total Cost
1	4	Highway 6 and Second Line	$275,000	$41,250	$55,000	$371,250
2	8	Scotland Street and McQueen Blvd.	$275,000	$41,250	$55,000	$371,250
3	17	Wellington Rd 19 and Anderson Street relief Rd.	$275,000	$41,250	$55,000	$371,250
					TOTAL	**$ 1,113,750**

Table F-7. Bridge Improvements

No.	Id	Bridge Location	Type Of Network Improvement	Phase	Indicative Cost (IC) [2]	Designs & Permits Costs (15%)	Contingency Costs (20%)	Total Cost
1	17	Bridge on Beatty Line N	New Construction*	Medium-Term	$ 4,620,000	$693,000	$ 924,000	$6,237,000
2	18	Bridge on Wellington Road 29	New Construction *	Long-Term	$ 4,620,000	$693,000	$ 924,000	$6,237,000
3	19	Third Line - Carroll Creek Bridge - 24 P	Bridge Reconstruction**	Short-Term	$1,700,000	$255,000	$340,000	$2,295,000
4	20	First Line Bridge - Structure - 24 WG	Bridge Reconstruction**	Short-Term	$1,800,000	$270,000	$360,000	$2,430,000
5	21	Sideroad 15 - Queen Mary Bridge - Structure - 30-WG	Bridge Reconstruction**	Medium-Term	$2,000,000	$300,000	$400,000	$2,700,000
							TOTAL	**$ 19,899,000**

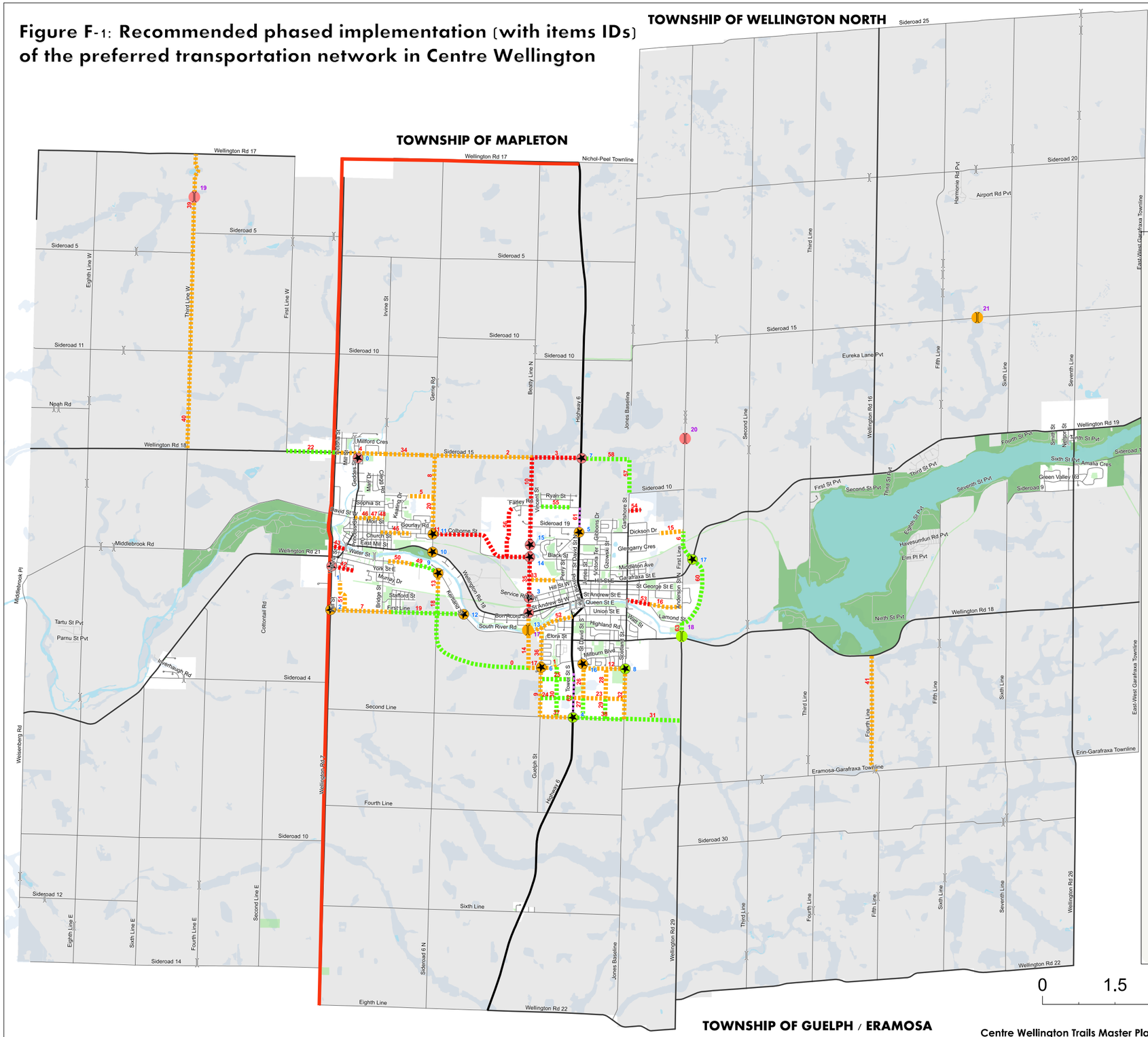
* Bridge costs based on average sq.metre of deck area. Utilized deck area was estimated around 1,320m² for each bridge with an average cost per sq.metre of $3,500 for New Construction and $ 1200 for Improvement.
** Bridge reconstruction costs based on estimates provided by the Township of Centre Wellington.

[2]Note: The Ontario Ministry of Transportation Parametric Estimating Guide, 2016 provides costing guidance based on lowest bid prices for tendered construction projects from 2010 to 2016. For new bridge construction, the cost estimate includes structure excavation, dewatering, piling, footing, abutments, piers, forma works, access to the structure, reinforcing steel, deck, beams, parapet wall, joints, water proofing. The cost estimate does not include paving, embedded electrical work, traffic control or removal of existing structure.

Table F-8. Project Summary Table

No	Improvement	Cost ($)
I	**Short-term improvements (Generally by 2023)**	
	Roads	$21,183,583
	Intersections	$2,598,750
	Bridges	$4,725,000
	Total	**$28,507,333**
II	**Medium -term improvements (Generally by 2031)**	
	Roads	$67,432,238
	Intersections	$2,970,000
	Bridges	$8,937,000
	Total	**$79,339,238**
III	**Long-term improvements (Generally by 2041 and beyond)**	
	Roads	$38,295,484
	Intersections	$1,113,750
	Bridges	$6,237,000
	Total	**$45,646,234**
	Total (Network Improvement Cost)	**$153,492,805**

Figure F-1: Recommended phased implementation (with items IDs) of the preferred transportation network in Centre Wellington



LEGEND

Existing Road Network
- Provincial Highway
- County Road
- Township Road
- Private Road
- Truck By-pass
- Bridge

Proposed Road Network[1]
- Long-term
- Medium-term
- Short-term
- Connecting Link

Proposed Intersection Improvements[1-2]
- Long-term
- Medium-term
- Short-term

Proposed Bridge Improvements[1]
- Long-term
- Medium-term
- Short-term

Reference Base Layers
- Watercourse
- Conservation Areas
- Wetland
- Parks and Other Open Spaces
- Urban Area

[1] Short term - Generally by 2023, Medium term - Generally by 2031, Long term - Generally by 2041 and beyond

[2] Improvements could include signalization, turning lanes or roundabouts

Data provided by the Township of Centre Wellington, Centre Wellington Trails Master Plan and Wellington County Active Transportation Master Plan