



WELLINGTON COUNTY ACTIVE TRANSPORTATION PLAN

EXECUTIVE SUMMARY

INTRODUCTION

Wellington County in association with the seven local area municipalities and Wellington-Dufferin-Guelph (*WDG*) *in motion* have committed to developing and implementing a county-wide Active Transportation Plan. The plan is a long-term strategy to create a pedestrian and cycling supportive environment that will encourage both utilitarian and recreational travel by walking and cycling while promoting the importance of active lifestyles for residents and tourists. As fuel prices continue to rise and obesity continues to be an issue for people of all ages it will become increasingly important that a well-planned and designed active transportation system forms part of a County and local municipal transportation strategy. Wellington County's Active Transportation Master Plan will assist the County and local municipalities in meeting their community planning and transportation objectives for the future. It will provide guidance as future transportation infrastructure improvements are considered. Perhaps the most important, the implementation of the County's Active Transportation Master Plan will contribute towards meeting the County and local municipal strategic goals of fostering a healthy and more sustainable community that will benefit all residents as well as the local economy and environment for all to enjoy.

An important part of the plan is an Active Transportation Network that will provide residents and visitors with on-road and off-road trails and active transportation corridors connecting the County's communities. An equally important part of the plan is the promotion of Active Transportation. Promotion includes education and encouragement initiatives to raise awareness of the numerous health, environmental and economic benefits of Active Transportation, all of which are needed to bring about a "cultural shift" and get residents to make incremental changes in the way they move about Wellington County as part of their everyday life.



The Wellington County Active Transportation Plan has been designed to be a living document that is flexible and capable of evolving over time. It is intended to maintain and enhance existing programs and infrastructure, while guiding the development and implementation of new active transportation facilities and programs.

The Public Health Agency of Canada defines Active Transportation (AT) as:

“Any form of human-powered transportation – walking, cycling, using a wheelchair, in-line skating or skateboarding.”

At the same time the County study was initiated, the Township of Centre Wellington also retained the MMM team to undertake a study to develop a local Trails Master Plan. The two studies were undertaken simultaneously. This included stakeholder and public consultation events.

In Wellington County, Active Transportation includes Active Recreation, Active Destination Oriented Trips and Active Commuting. Although the concept of Active Transportation in Wellington County is relatively new, interest in, and the development of trails and trail related initiatives have been taking place for many years, primarily through local groups and local initiatives. The Wellington County Active Transportation Plan recognizes and commends these initiatives and attempts to bring many of them together under a common framework for moving forward into the future at a County-wide level.

The Active Transportation Plan was initiated in June 2011 when a team of active transportation specialists led by the MMM Group was retained by the County and local municipal partners to assist in the development of the plan. A Steering Committee consisting of staff from the County, staff and/or Council representatives from each of the seven local municipalities, WDG *in motion* and Wellington-Dufferin-Guelph Public Health, Ministry of Transportation (MTO) and the City of Guelph guided the development of the Active Transportation Plan.



VISION & OBJECTIVES

Wellington County and the local area municipalities acknowledge the importance of future investment in active transportation facilities and opportunities. The Wellington County Official Plan and Five Year Trails Plan are two current documents that support the development of active transportation activities and initiatives. Both documents emphasize the



provision and development of pedestrian and cycling facilities and initiatives. In addition, several of the local area municipalities have developed policies that make reference to improving the pedestrian and cyclist environment.

The following vision for Active Transportation in Wellington County was developed by the study team, which was reviewed, refined and confirmed based on input from the Steering Committee, stakeholders and the public:

“Create and improve opportunities through the County for active recreation and active transportation.”



Key study objectives for the development of the Active Transportation Plan included:

- Examining the current status of active transportation and trails in the County;
- Recommending a network of active transportation routes throughout the County and connecting to neighbouring municipalities;
- Providing recommendations regarding Official Plan policy;
- Illustrating and describing guidelines and standards for the construction of active transportation facilities;
- Recommending education and promotion programs related to active transportation; and
- Identifying costs and priorities as part of a phased action plan.

THE CURRENT STATUS OF ACTIVE TRANSPORTATION IN WELLINGTON COUNTY

Active Transportation activities provide significant health and fitness, transportation, environmental, economic and tourism benefits. Municipalities in southern Ontario and across North America are implementing initiatives to promote and encourage active transportation as a viable alternative to the private automobile for short-distance trips and as a method of promoting a more active and healthy lifestyle.

Completed by: *in motion* Wellington-Dufferin-Guelph Public Health and Harry Cummings & Associates

Sample Size: 8,589 randomly selected households of which 1,159 completed the survey.

Study Purpose: was designed to capture information on the physical activity levels of adults including the different types, frequency and duration of light, moderate and vigorous activities they participated in.

The **Wellington-Dufferin-Guelph in motion Physical Activity Survey Report (2008)** was designed to capture information on the physical activity level of adults including the different types, frequency and duration of light, moderate and vigorous activities they participated in. Some of the key findings included:



- 85.7% of males and 87.9% of females who do not regularly exercise intend to begin regular exercise in the next six months;
- Approximately two thirds of male residents in Wellington (71.9%) and approximately three quarters of female residents (82.8%) had recently seen, heard or read an advertising message promoting the benefits of physical activity;
- Approximately one quarter of residents in Wellington County (male: 28.1% and female: 20.6%) are less physically active than they were two years ago; and
- A little less than one third of residents in Wellington County (male: 25.2% and female: 32.8%) are more physically active than they were two years ago.

The **County Official Plan** supports environmental responsibility and convenient transportation through encouraging pedestrian and cycling activities as a means of travel for recreational and utilitarian purposes. Not all of the local municipalities have a local Official Plan document, however they all have policies or programs that support active transportation in some way including:

- Zoning By-laws;
- Development Charge By-laws;
- Trail and Cycling related Committees;
- Walking Charters; and
- Design and/or Sustainable Development Guidelines.

As part of the development of the Wellington County Active Transportation Plan a review of the current County Official Plan was undertaken and suggestions for policy revisions were proposed. It is recommended that these suggestions be considered during the next update of the County Official Plan. Based on this review and consultation with the Steering Committee, two general recommendations were made and further details regarding Official Plan policy considerations are contained in Chapter 4 of this report:

- That Official Plan policy wording related to Active Transportation be included in the Transportation Section (current Section 12) of the Official Plan; and
- That policy wording in the Official Plan related to Active Transportation be broad and overarching, and include references to the Wellington County Active Transportation Plan as the detailed guiding document regarding Active Transportation in Wellington County.



PUBLIC & STAKEHOLDER CONSULTATION

An important component of the study process for developing the Active Transportation Plan was consulting with County and local municipal staff, members of the public, the Steering Committee and local stakeholders. The involvement of members of the public was essential in creating an interest throughout the County and building momentum for the plan, and increasing awareness of the benefits of implementing active transportation related facilities, routing and programming.

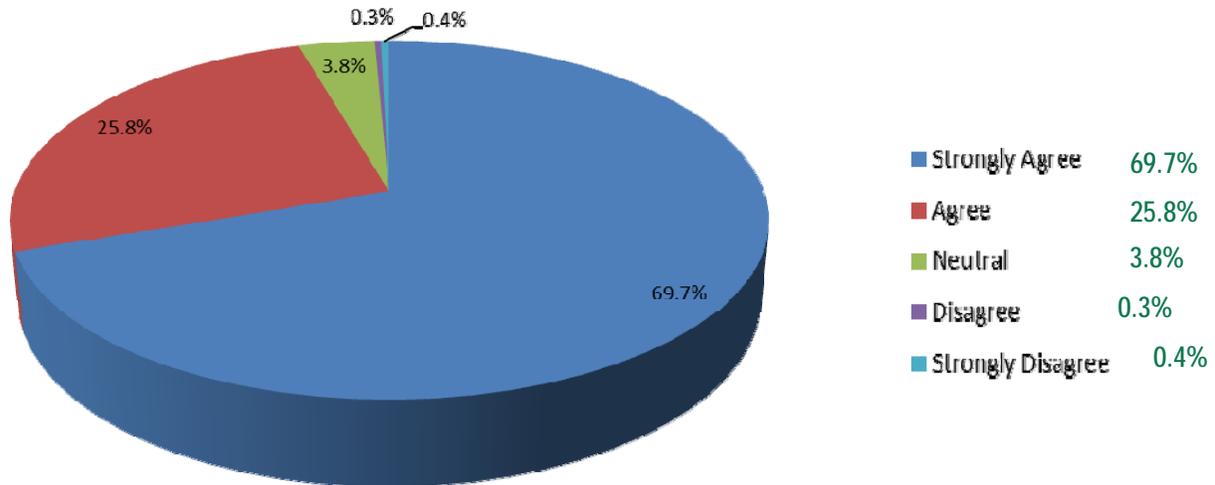


Consultation with the public was undertaken through a multi-faceted approach which used innovative techniques such as:

- *Postings on the County's* the Wellington-Dufferin-Guelph Public Health, WDG *in motion* and the local municipal webpages where possible;
- *An online questionnaire* which was also provided in hard copy at key locations throughout the County;
- *An outreach / consultation program with local school aged children* including an in school initiative which asked children to take pictures of trails as well as a brochure with youth friendly questions and a Quick Response ("QR") code linked to the County website which provided users with key study information;
- *A display of study promotional materials at key locations* throughout the County such as local community centres, family health teams, retirement facilities, municipal offices and County Library Branches;
- *Study promotional business cards* with the contact information for study representatives to enable members of the public to submit comments and ideas to the study team over the course of the study.
- *Publishing of Study information in Local Newsletters* including but not limited to the Minto Recreation, OMAFRA, seniors' newsletters, Trail Club, Public & Catholic Elementary School and various businesses throughout the County;
- *Two Stakeholder Working Group Sessions* that were held at key points throughout the study process which provided the Committee and study team the opportunity to discuss potential changes to the network, policies and recommendations as well as the implementation strategy; and
- *Two Rounds of Public Information Centres*, each at three strategic venues throughout the County.
- *An All Council Information Meeting*, where the draft report was presented to members of County Council and all Local Municipal Councils at one joint meeting.



Over 700 people responded to the questionnaire which revealed significant overall support of the County's investment in active transportation and trail improvements which would ultimately lead to the increased opportunity for active transportation and recreational activities.



Over 95% of questionnaire respondents agreed that Wellington County should invest in improvements that provide opportunities for active transportation and trail use in the County.

In addition, respondents were also asked to provide their opinion on the type of active transportation facilities or amenities which should be considered for implementation throughout the County. Responses indicated that by developing more multi-use *hiking and cycling trails, bike lanes of paved shoulder on roads as well as better connections to key destinations*, residents and visitors would be more inclined to increase their level of participation.

Attendees at the Stakeholder Working Groups and the Public Information Centres were encouraged to provide their comments to the study team members as well as directly on the maps provided displaying the proposed candidate route network. Comments received from the public, AT committee, local stakeholders, GRCA and local municipal staff were reviewed and considered in detail for inclusion in the Active Transportation Plan report. Full details of the consultation program are contained in **Appendix B** of this report.

THE ACTIVE TRANSPORTATION NETWORK

One of the primary objectives of the Wellington County Active Transportation Plan was to identify a continuous and connected active transportation network that provides safe recreational and utilitarian routes which builds upon, connects and supports existing and planned local municipal routes and facilities. The Active Transportation Master Network documented in this report includes a proposed network of active transportation routes that were identified through an iterative process that involved public and stakeholder consultation and input at various stages of the study. Key steps in the process included:



1. The development and application of route selection principles and assembly of background mapping of the existing network;
2. Development of a candidate route network and field investigations of the candidate route network;
3. Review by the Steering Committee, public and stakeholder review of candidate routes; and
4. Development of a recommended network with active transportation facility types and priorities for implementation that were reviewed by the Steering Committee, stakeholders and the public.

Route Selection Principles



Development of the Candidate Route Network

The first phase in developing the draft network involved the preparation of an inventory of existing and previously proposed on and off-road cycling, pedestrian and trail facilities throughout the County. The task included a review of key County documents (e.g. the Official Plan and the Wellington Walks Trail Guide (2011)) as well as local municipal planning documents and hard copy maps that were available.

The County provided the study team with a digital Geographic Information System (GIS) database of the County, and this was supplemented by some additional GIS data generated by some of the local municipalities.

Information included in the GIS database provided by the County included:

- Roadways;
- Existing Trails;
- Lakes, Rivers and Streams;
- County Forests;
- Railways;
- Posted Speed Limits;
- Points of Interest, Destinations and Attractions;
- Multi-use and Regional Trails; and
- Conservation Areas.

A set of on and off-road candidate routes were identified linking key destinations, local communities and attractions throughout the County. The candidate routes were further refined based on input from County Staff, local municipal staff, the AT Committee, Wellington-Dufferin-Guelph Public Health, City of Guelph, MTO and WDG *in motion* as well as key stakeholders and the public.



Field Investigations and Development of the Recommended Active Transportation Route Network

The refined candidate route alternatives were then investigated in the field to confirm their suitability for inclusion as part of the proposed active transportation network. Route selection was based on the application of the route selection principles, the experience of the study team, observations made in the field and local insight from AT committee members. In addition information relating to missing links, road and right-of-way widths, distance from key destinations and the nearest proposed route, and the cost effectiveness of implementing an active transportation facility were considered.

The recommended County-wide Active Transportation Network is illustrated in **Map EX-1** and enlargements of each area municipality are shown in **Maps EX-2 through EX-8**:

- Township of Centre Wellington (Map EX-2);
- Township of Mapleton (Map EX-5);
- Town of Erin (Map EX-3);
- Town of Minto (Map EX-6);
- Township of Guelph-Eramosa (Map EX-4);
- Township of Puslinch (Map EX-7); and
- Township of Wellington North (Map EX-8).

County and local municipal boundaries are not always apparent or important to pedestrians and cyclists. A municipal or county boundary can sometimes become the “end of the road”, simply because a proper active transportation connection has not been made to the neighbouring County or municipality. In an effort to make seamless connections to surrounding municipalities, all municipal master plans for Wellington County’s neighbours were examined and these are summarized in **Table EX.1**. Table EX.1 should be read in conjunction with Map EX-1.

Table EX.1: Active Transportation Network Connections to Surrounding Municipalities

Number on Map EX-1	Connection To	Trail/Road Name	Source
1	Kitchener and Walter Bean Trail/Grand Valley Trail	Kathleen St. N	Region of Waterloo Cycling Master Plan
2	Waterloo and Kitchener and Walter Bean Trail/Grand Valley Trail	Grand Valley Trail	Grand Valley Trail Association
3	Elmira and Waterloo	Floradale Rd.	Region of Waterloo Cycling Master Plan
4	Guelph	Kissing Bridge Trail/Trans Canada Trail	Region of Waterloo Cycling Master Plan
5	Waterloo	Hergott Rd.	Region of Waterloo Cycling Master Plan
6	Linwood	Manser Rd.	Region of Waterloo Cycling Master Plan
7	Palmerston	Road 157	Consulting Team



Table EX.1: Active Transportation Network Connections to Surrounding Municipalities

Number on Map EX-1	Connection To	Trail/Road Name	Source
8	Drayton	89 Line	Consulting Team
9	Wroxeter and Wingham	County Rd. 87	Consulting Team
10	Bruce County Rail Trail	Fordwich Rd. and Mud Lake Line	Huron County Transportation Demand Management Plan/Consulting Team/Bruce County Rail Trail (Bruce County Planning Department)
11	Durham	Grey County Rd 106	Consulting Team
12	Durham	Grey County Rd 106	Consulting Team
13	Flesherton and Dundalk	County Rd 16	Consulting Team/Southwestern Ontario Recreational Trails Map (http://www.ontariotrailmaps.ca/Sunshine-Country.page)
14	Shelburne and Grand Valley	County Rd 15	Consulting Team
15	Grand Valley	Upper Grand Trailway	Dufferin County Trails and Active Transportation Master Plan Study
16	Grand Valley	County Rd. 19	Dufferin County Trails and Active Transportation Master Plan Study
17	Hillsburgh and Caledon	Grand Valley Trail	Dufferin County Trails and Active Transportation Master Plan Study/Grand Valley Trail Association
18	Hillsburgh and Caledon Trailway	Elora Cataract Trailway/Trans Canada Trail	Dufferin County Trails and Active Transportation Master Plan Study
19	Belwood and Fergus	Elora Cataract Trailway/Trans Canada Trail	Dufferin County Trails and Active Transportation Master Plan Study
20	Belwood	Grand Valley Trail	Grand Valley Trail Association
21	Grand Valley	County Rd 24/25	Dufferin County Trails and Active Transportation Master Plan Study
22	Orangeville	Winston Churchill Blvd.	Dufferin County Trails and Active Transportation Master Plan Study
23	Alton	Highpoint Sideroad	Peel Region Active Transportation Plan (Draft)/Grand Valley Trail Association/Town of Caledon Trails Map
24	Forks of the Credit Provincial Park and Caledon Trailway	Elora Cataract Trailway	Peel Region Active Transportation Plan (Draft)/Town of Caledon Trails Map
25	Belfountain	County Rd. 52/Bush Street	Consulting Team
26	Terra Cotta, Caledon Trailway and Georgetown	Winston Churchill Blvd.	Town of Halton Hills Cycling Master Plan
27	Georgetown	Ninth Line	Town of Halton Hills Cycling Master Plan
28	Limehouse, Georgetown	Fifth Line	Town of Halton Hills Cycling Master Plan



Table EX.1: Active Transportation Network Connections to Surrounding Municipalities

Number on Map EX-1	Connection To	Trail/Road Name	Source
29	Limehouse, Milton	Hydro corridor	Town of Halton Hills Cycling Master Plan (this applies to sections of the corridor owned by the Town of Halton Hills)
30	Acton	Third Line/Churchill Rd.	Town of Halton Hills Cycling Master Plan
31	Acton	Dublin Line	Town of Halton Hills Cycling Master Plan
32	Guelph, Campbellville, Milton and Burlington	County Rd. 29 and 1 st Line Nassagaweya	Town of Milton Trails Master Plan
33	Eden Mills, Campbellville Milton and Burlington Guelph Radial Trail and Bruce Trail	Arkeil Rd and County Rd. 29 and 1 st Line Nassagaweya,	Consulting Team/Town of Milton Trails Master Plan
34	Acton and Georgetown	County Rd 34 /Sideroad 20	Town of Milton Trails Master Plan
35	Georgetown and Milton	County Rd 36 /Concession Rd 11 /15 Sideroad	Town of Milton Trails Master Plan
36	Mountsberg Conservation Area and Burlington	Leslie Rd. West and Millborough Line	City of Hamilton Cycling Network Strategy
37	Burlington	Concession Rd. 9 and Centre Rd.	City of Hamilton Cycling Network Strategy
38	Hamilton and Lafarge Trail, Fletcher Creek Conservation Area and Valens Conservation Area (Hamilton Region Conservation Authority)	Concession 7	Consulting Team
39	Cambridge	Village Rd and Clyde Rd.	Region of Waterloo Cycling Master Plan
40	Cambridge, Irish Creek Wetland (GRCA)	Townline Rd.	Region of Waterloo Cycling Master Plan
41	Cambridge	Townline Rd.	Region of Waterloo Cycling Master Plan
42	Cambridge	Speed River Trail	Guelph Hiking Trail Club
43	Cambridge	Fife Rd. Township Rd 16 (Woolwich) Rd	Region of Waterloo Cycling Master Plan
44	Maryhill and Kitchener	County Rd. 30 and Maryhill Rd.	Consulting Team
45	Maryhill and Kitchener	County Rd. 51 and Crowsfoot Rd. (Woolwich Twp.)	Region of Waterloo Cycling Master Plan
46	Elmira	Kissing Bridge Trail/Trans Canada Trail	Region of Waterloo Cycling Master Plan



How Does The Network Relate to The Users and Geography of the County?

The core users of the network consist of two broad categories, namely **pedestrians** and **cyclists**. For the purposes of the Wellington County Active Transportation Plan the **pedestrian group** includes walkers, joggers/runners, hikers, dog-walkers, wheelchair users, parents pushing strollers and other small wheeled users such as skateboarders and in-line skaters. This group generally travels short distances ranging from several hundred metres to less than 10km, with only a small percentage of trips over 10km in length for a single outing. The **cyclist group** includes bicycle riders with a range of experience from novice and occasional recreational riders who travel short distances in and around urban areas and key attractions, to experienced cyclists that may travel over 100km in a single outing.

This plan recognizes that the majority of pedestrian trips will tend to be centred within or close to urban centres and in the vicinity of key recreational attractions (e.g. Belwood Lake). Similarly it is expected that a significant portion of all cycling trips will be close to urban centres and nearby key attractions, however cycling trips will also take place throughout the county.

With this in mind the county-wide Active Transportation network is envisioned as system that connects communities, provides links to important destinations and connects to major existing and planned trails and active transportation routes within each of the local municipalities. In the rural areas the county-wide network provides “grid” of routes that are regularly spaced, connect communities and avoid heavily traveled roads wherever possible. In urban areas the county-wide network provides a framework of active transportation routes that can serve as the foundation for local area networks. **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.**

The Active Transportation network is not a “one-size fits all” facility; instead there are different types of facilities in different locations to accommodate varying levels of use and the range of pedestrian and cyclist users. As noted above it is anticipated that there will be larger numbers of users in and around urban centres, and the range of skill/ability of users will be widest in these locations. To accommodate this range of users the Active Transportation network includes the following types of on and off-road routes:

- Off-road trails outside of road rights-of-way in both the urban and rural areas to accommodate pedestrians and cyclists, such as:
 - single track walking and hiking trails for pedestrians;
 - single track trails for hiking and cycling; and
 - multi-use trails for both pedestrian and cyclist user groups;



- Off-road multi-use trails within road rights-of-way, typically in the urban areas that are designed to accommodate both pedestrian and cycling user groups;
- On-road signed routes which include:
 - signed cycling routes on low volume urban roads with sidewalks for pedestrians;
 - signed cycling routes on low volume urban roads without sidewalks where pedestrians share the road with motor vehicles and cyclists; and
 - signed routes on low volume rural roads where cyclists share the road with motor vehicles and pedestrians walk on road shoulders.
- Paved shoulders typically in rural areas that can accommodate pedestrians (walking facing motor vehicle traffic) and cyclists (riding in the same direction as motor vehicle traffic); and
- Bicycle lanes typically in urban areas on higher volume roads, with accompanying sidewalks for pedestrians.

Further details regarding the design of the active transportation facilities are included in **Appendix A** of this report.

IMPLEMENTATION OF THE ACTIVE TRANSPORTATION NETWORK

The Wellington County's Active Transportation Plan is a blueprint which is intended to guide the decisions made and provide the tools and policies necessary to implement a County-wide active transportation strategy.

The Wellington County Active Transportation Plan is intended to complement and support existing and future local municipal AT and trail plans and initiatives. The proposed infrastructure improvements and additions require a clear implementation strategy that prioritizes routes for both new construction and rehabilitation. However, it is important to keep in mind that the Active Transportation Plan is not only an infrastructure plan. It also includes a number of recommendations and policies to be considered for adoption by the County in partnership with the local area municipalities and other key stakeholders such as Wellington-Dufferin-Guelph Public Health and WDG *in motion*. The proposed network is supported and complemented by a number of outreach initiatives and suggested policies and recommendations that can be used to encourage active transportation and trail development and use throughout Wellington County. The proposed implementation plan consists of several phases to be coordinated where possible, with the County and local plans for other capital infrastructure projects such as road improvements and utility installations. The Active Transportation Plan includes an implementation strategy to guide the County in improving active transportation infrastructure over the next 20+ years and beyond.

- **Short Term** (1 – 10 years);
- **Mid Term** (11 – 20 years); and
- **Long Term** (beyond 20 years).

When complete after the 20 plus year build-out the proposed Active Transportation network will include just over 1000km of facilities, with approximately 30% of the entire network being off-road and the remaining 70% being on-road. **Table EX.2** provides a summary of the network by facility type and phase. Phasing is discussed in greater detail in Chapter 6 of this report.



Table EX.2: Network Summary- Facility Lengths (km) by Phase and by Facility Type ⁽¹⁾

	Existing	Short Term (Years 1-10)	Mid Term (Years 11-20)	Long Term (Beyond Year 20)	Total by Facility Type
Multi Use Trail (Spine Off-Road Route)	93.0	11.6	43.4	10.2	158.2
Secondary Off-Road Route ⁽²⁾	136.8	0	0	0	136.8
Signed Route	0.5	138.4	183.8	101.9	424.6
Signed Route with Sharrows	0	5.1	12.4	7.8	25.3
Paved Shoulder	27.0	43.4	93.9	102.2	266.5
Bike Lane	0	0	0.8	0	0.8
Total by Phase	257.3	198.5	334.3	222.1	
Grand Total					1012.2

Notes

(1) Facility lengths are measured to the nearest 0.1km

(2) Includes existing Secondary off-road trails only. No Secondary off-road trails are proposed in the Wellington County Active Transportation Plan. Proposed/future Secondary off-road trails are to be determined through local municipal Trail Master Plans

A number of other criteria were used to prioritize the implementation of routes in this plan. It is recommended that these should continue to be used in the future when annual network priorities are being reviewed and / or updated. These include:

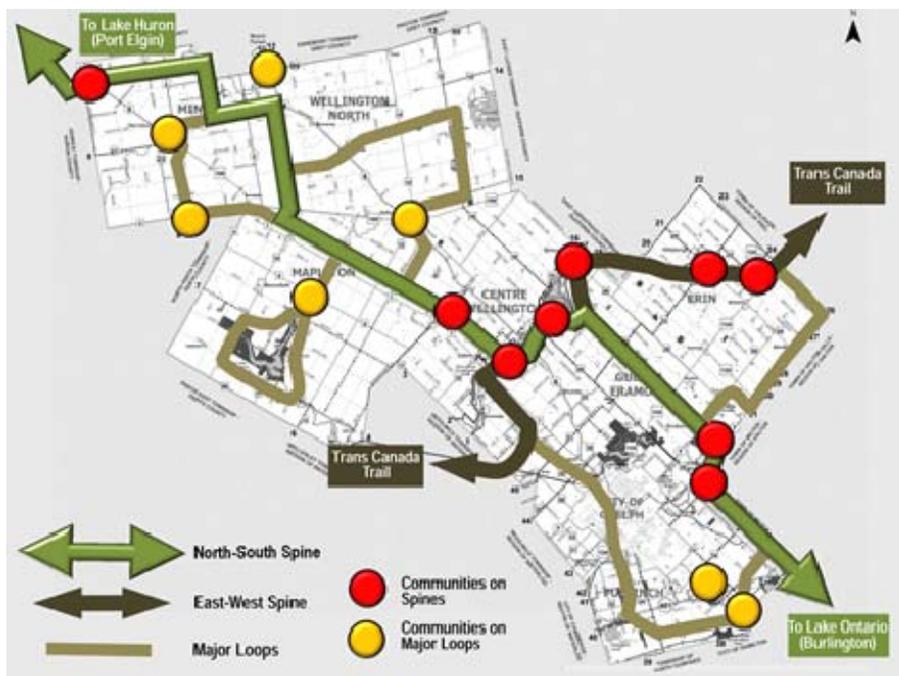
- Review the approved County and local Municipal capital projects forecasts that have been provided with the intent to maximize cost savings by working in tandem with planned capital road projects and implement AT facilities in conjunction with other capital infrastructure projects such as road rehabilitations and reconstructions, the construction of new roads and the construction of linear utilities such as underground gas lines, water supply lines and sewers
- Build demand by implementing and connecting a number of the key signed bike route segments in Phase 1, while ensuring a balanced approach to implementation across all municipalities in the County
- Close short gaps in the existing network with a focus on those gaps that when completed results in continuous routes and /or important links
- Create connections to regional and national trails such as the Elora Cataract Trail, Kissing Bridge Trail and Trans Canada Trail
- Work with local partners, encourage the implementation of new routes as part of new land development at the time of construction rather than retrofitting routes at a later date
- Develop on road bike lanes where they can be implemented through lane reallocations and repainting pavement markings
- Focus on areas where current Active Transportation volumes are highest, and/or where the highest demand is anticipated. For example routes that facilitate access to key destinations, especially those that have the potential to attract large numbers of “would-be” walkers and cyclists including those who would be traveling to schools in the urban centres, tourist destinations, community centres, and large employers
- Consider prioritizing routes based on input from the proposed Inter-Municipal Active Transportation Working Group, the Citizen’s Advisory Group and the public



- Focus on creating spine connections between urban centres within the County, by completing the East-West Spine Route and developing the North-South Spine Route as described below

The County-Wide Spine Routes

The development of the Spine and Major Loop Routes concept is suggested as a priority area of focus for the implementation of the Wellington County Active Transportation Plan that will not only provide opportunities for local residents to cycle on a variety of routes and better connect communities within the County, it will also provide local businesses the opportunity to enjoy economic benefits created by bicycle tourists that are interested in a longer distance route from the north shore of



Lake Ontario in the Burlington area to the east shore of Lake

Figure EX.1 – Concept of the North-South Spine and East-West Spine Routes

Huron at Port Elgin. The concept includes a north-south spine and an east-west spine. The east-west spine utilizes the Elora Cataract Trail and the northern section of the designated Trans Canada Trail route. A significant portion of this infrastructure is already in place. The north-south spine is primarily an on-road route utilizing both County and local roads, which apart from only a few short sections is on hard-surface roads. There are a few short sections that would require conversion from gravel surface to a hard surface. **Figure EX.1** illustrates the concept and the details of the north-south spine and east-west spine routes.

In addition to infrastructure investment, the plan calls for program development and operations funding to support successful implementation and monitoring. To facilitate the implementation of the Active Transportation Plan it is recommended that the current Active Transportation Advisory Committee should be enhanced so that the communication and coordination that took place during the development of the Plan can continue into the future. Specifically, it is proposed that the County explore the potential for two groups of representatives to provide input and guide the future development of active transportation in Wellington County. These two groups include an Inter-Municipal Active Transportation Working Group and a Citizens' Advisory Group. Both of these groups would be administered by an Active Transportation Coordinator; a new position recommended as



part of the Active Transportation Plan. The structure and composition of these groups would be determined by the County in consultation with local Municipal partners.

Outreach, Enforcement & Education

A successful active transportation network is one that is actively and properly used. To this end, a complete strategy to promote and facilitate walking and cycling needs to address the “Five E’s”, which include:

- Engineering:** The way in which walking and cycling facilities and amenities are planned, designed, constructed and maintained;
- Education:** Informing and educating users of the active transportation system;
- Encouragement:** Promoting walking, cycling and the use of the active transportation network;
- Enforcement:** Ensuring that users of the active transportation network adhere to applicable rules and regulations;
- Evaluation:** Monitoring the success of facilities and programs and making necessary adjustments and improvements

Public outreach will be an important element in the implementation of the Active Transportation Master Plan for the County of Wellington. Outreach involves social marketing, raising public awareness for pedestrian and cycling initiatives in the County and these can be delivered through a number of initiatives such as education, encouragement and enforcement. The successful implementation of the Master Plan must involve public outreach as it will help both cyclists, pedestrians, motorists etc. better understand their relationship and roles when using the network, and will help to communicate and promote the benefits of cycling and walking to the residents as well as visitors of Wellington County. The outreach strategy presented in this plan is built on current initiatives in place at the County-wide level as well as additional potential programs and initiatives which could be explored in the future for implementation at the County or local municipal level. These initiatives may involve partnerships with local community groups, agencies, Wellington-Dufferin-Guelph Public Health or WDG *in motion*.



Funding and the Active Transportation Master Plan

Funding the plan is essential if the benefits are to be realized. The Active Transportation Plan recommends the provision of funding and staff resources on an annual basis. It establishes a principle of partnering with local municipalities, Wellington-Dufferin-Guelph Public Health, WDG *in motion*, and other partners to implement elements of the Plan. A cost estimate associated with implementation of the Active Transportation Network is presented in Table EX.3.

Table EX.3: Network Implementation Costs By Phase			
Short Term- Years 1-10			
Facility Type		Length (km)	Cost
Short Term (Years 1-10)	Multi Use Trail (Spine Off-Road Route)	11.6	\$1,740,000
	Signed Route	138.4	\$55,360
	Signed Route with Sharrows	5.1	\$35,700
	Paved Shoulder	43.4	\$2,387,000
	Bike Lane	0	\$0
Subtotal Short Term		198.5	\$4,218,060
Mid Term Year- Years 11-20			
Facility Type		Length (km)	Cost
Mid Term (Years 11-20)	Multi Use Trail (Spine Off-Road Route)	43.4	\$6,510,000
	Signed Route	183.8	\$73,520
	Signed Route with Sharrows	12.4	\$86,800
	Paved Shoulder	93.9	\$5,164,500
	Bike Lane	0.8	\$160,000
Subtotal Mid Term		334.3	\$11,994,820
Long Term Year- Beyond Year 20			
Facility Type		Length (km)	Cost
Long Term (Beyond Years 20)	Multi Use Trail (Spine Off-Road Route)	10.2	\$1,530,000
	Signed Route	101.9	\$40,760
	Signed Route with Sharrows	7.8	\$54,600
	Paved Shoulder	102.2	\$5,621,000
	Bike Lane	0	\$0
Subtotal Long Term		222.1	\$7,246,360
Signing of Existing Facilities ⁽¹⁾		120.5	\$48,200
Grand Total-All Phases		875.4	\$23,507,440

(1) Includes an allowance for signing of existing facilities other than the 136.8km of existing Secondary Trails

It has been developed based on averages obtained from recent construction projects from across Ontario. As each network segment becomes a priority for construction, a more detailed assessment as part of the design process will be required to determine site specific conditions and design details. Additional details regarding the long term proposed investment in active transportation and trails can be found in Chapter 6 of this report.

Active Transportation facilities in the network can generally be categorized according to whether they are on

off-road and according to the ownership of the right-of-way through which they pass. Table EX.4 proposes a cost-sharing



program for the implementation of the designated Active Transportation network. The County and local municipalities should review the details of the cost sharing arrangement for the various scenarios as outlined and refine them as necessary.

Table EX.4 Potential Cost Sharing Program for Facility Construction		
	DESCRIPTION	PROPOSED COST SHARE
Scenario 1	On-road facility on a County Road	100% County, 0% Local Contribution
Scenario 2	Off-road facility within a County road right-of-way	100% County, 0% Local Contribution
Scenario 3	On-road facility on a Local road	50% County, 50% Local Contribution
Scenario 4	Off-road facility within a Local right-of-way	50% County, 50% Local Contribution
Scenario 5	North-South or East-West Spine Off-road facility within or outside of a road right-of-way	100% County, 0% Local Contribution
Scenario 6	North-South or East-West Spine On-road facility on a County or Local Road	100% County, 0% Local Contribution
Scenario 7	Off-road facility outside a road right-of-way (other than the North-South or East West Spine)	0% County, 100% Local Contribution

To assist the County in funding the recommendations in this plan, the County is encouraged to seek out other sources of revenue from its partners which may include future funding alternatives and opportunities from the Province of Ontario and the Federal Government. Other potential sources of funding are outlined in Chapter 6 of this report.

SUMMARY OF PLAN RECOMMENDATIONS

There are numerous benefits that emphasize why Active Transportation in Wellington County is a sound investment. Chapter 2 of this report details the various benefits of walking and cycling in terms of health and fitness benefits; transportation benefits; environmental benefits; economic benefits and tourism benefits. The County's investment in the Active Transportation Plan can be expected to yield benefits in all of these areas. In addition the costs can be justified as part of the cost of providing a more sustainable, balanced and efficient transportation system in Wellington County. The public and stakeholder input received during the preparation of the Plan indicates strong support for improving pedestrian and cycling facilities and programs to promote these activities in the County.



The Active Transportation Plan includes thirty seven key recommendations related to planning, design, implementation and management of the active transportation network and associated programs and promotional initiatives.

They are summarized in the following table, Table EX.5, EX.6 and EX.7.