



# **Transportation and Mobility Master Plan**

Appendix A | Consultation Record

# Table of Contents

- 1.0 PHASE ONE ENGAGEMENT ..... 1**
- 1.1 Notice of Study Commencement..... 2**
- 1.2 Online Survey and Mapping Tool..... 3**
- 1.2.1 Online Survey.....3
- 1.2.2 Online Mapping Tool .....12
- 1.3 Wellesley Fall Fair.....13**
- 1.4 Council Workshop ..... 14**
- 2. PHASE TWO ENGAGEMENT ..... 15**
- 2.1 Public Information Centre .....15**
- Notice of Public Information Centre ..... 16
- PIC Display Boards.....17
- 2.2 Online Engagement.....24**
- 2.2.1 Mapping Tool Update..... 24
- 2.2.2 Online Survey .....25

# List of Tables

- Table 1: PIC Response to Draft TMMP Goals.....21
- Table 2: Summary of Network-Related Comments Through Interactive Mapping Activity .....21
- Table 3: Comments on the Preliminary Recommendations for Roads and Traffic Safety .....22
- Table 4: Comments on the Preliminary Recommendations for Walking, Cycling & Transit..... 23
- Table 5: TMMP Draft Goals and Number of Responses.....25
- Table 6: Responses to Preliminary Recommendations for Roads and Traffic Safety.....25
- Table 7: Responses to Preliminary Recommendations for Walking, Cycling & Transit .....27

## List of Figures

Figure 1: Notice of Study Commencement .....	2
Figure 2: Ages of Survey Respondents .....	3
Figure 3: Genders of Survey Respondents .....	3
Figure 4: Respondents' Relationship to Wellesley Township .....	4
Figure 5: Respondents' Home Area within Wellesley Township .....	4
Figure 6: Travel in Wellesley by Mode .....	5
Figure 7: School Travel by Mode .....	6
Figure 8: Factors that Would Encourage Residents to Walk or Bike More Often .....	6
Figure 9: Likelihood of Using Transit Service .....	7
Figure 10: Agreement with Statements About Road Safety .....	8
Figure 11: Transportation Challenges in Wellesley Today .....	9
Figure 12: Top Priorities for the Future of Transportation in Wellesley Township .....	10
Figure 13: Location of Pins on Online Mapping Tool (As of October 6, 2025) .....	12
Figure 14: Participants Attending the Public Information Centre on November 12, 2025 .....	15
Figure 15: Notice of Project Commencement .....	16
Figure 16: Public Information Centre Boards .....	20
Figure 17: Participants Attend the PIC on November 12, 2025 .....	21
Figure 18: Online Mapping Tool Showing Locations of Identified Issues & Opportunities .....	24

# 1.0 PHASE ONE ENGAGEMENT

The consultation and engagement program for the TMMP has been broken into three phases which align with the timing of technical tasks. The first phase of engagement focused on introducing the project process, developing the vision and goals, and gathering feedback about existing conditions, needs, preferences, challenges, and opportunities related to transportation.

Phase One Engagement consisted of the following activities:

- **Notice of Study Commencement**
- **An online survey and mapping tool,**
- **A Pop-up event at the Wellesley Fall Fair, and**
- **A stakeholder workshop with members of Wellesley Township Council.**

# 1.1 Notice of Study Commencement

wellesley.ca



## Transportation and Mobility Master Plan Notice of Study Commencement

### The Project

The Township of Wellesley has retained CIMA+ to support Township staff in the development of a Comprehensive Transportation and Mobility Master Plan (TMMP) that will investigate solutions to meet the Township’s transportation and mobility needs over the next 25 years. This strategic plan will investigate potential road improvements, traffic controls, public transit services, cycling and walking facilities and other infrastructure. The plan will also advance strategies, policies and programs to manage ongoing travel demands, accommodate anticipated growth, integrated land use and mobility, enhance safety for all road users, and consider evolving transportation technologies.

While transportation includes the act of moving people and goods, mobility is a more holistic and comprehensive perspective that encompasses various options to get around and access to every day needs such as school, work, groceries, shopping, recreation, health care, and other services. Mobility also considers broader goals of improving quality of life and creating spaces and places that function effectively and safely for everyone. The TMMP will work towards a future where everyone has safe, healthy, affordable and accessible mobility options to get where they need to go.

The TMMP will build on previous work and strategic planning undertaken by the Township to identify a suite of mobility opportunities within the community, along with any capital requirements needed in order to promote a complete, low-carbon, and climate-resilient community in Wellesley Township while expanding multimodal connectivity within Wellesley and to adjacent communities.

### Participate and Learn More

As part of the development of the TMMP, there will be opportunities for the public and stakeholders to provide input and shape the project outcomes.

For further information about this project please visit the study website at: [www.engagewr.ca/transportation-and-mobility-master-plan](http://www.engagewr.ca/transportation-and-mobility-master-plan)

If you have any questions, comments or wish to be added to the study mailing list, please contact the project team:



Chris Cook  
Director of Public Works  
[ccook@wellesley.ca](mailto:ccook@wellesley.ca)  
519-699-3948

Jake Redpath  
Public Works Technologist  
[jredpath@wellesley.ca](mailto:jredpath@wellesley.ca)  
519-699-3942

John McGill  
Project Manager, CIMA+  
[John.mcgill@cima.ca](mailto:John.mcgill@cima.ca)

This notice first issued on September 15, 2025.

Figure 1: Notice of Study Commencement

## 1.2 Online Survey and Mapping Tool

An online survey and mapping tool were posted on the project website, [www.engagewr.ca/transportation-and-mobility-master-plan](http://www.engagewr.ca/transportation-and-mobility-master-plan), on August 7, 2025. The survey closed on September 30, 2025, while the mapping tool remained open for public comments until November 14, 2025.

### 1.2.1 Online Survey

The survey consisted of twelve (12) questions, including multiple choice, Likert scale, and open-ended questions. The survey was completed by 88 individuals. The following is a summary of questions and survey responses.

#### Demographics

The first four survey questions related to demographics and were used to gain a better understanding of who was completing the questionnaire.

#### 1. What is your age?

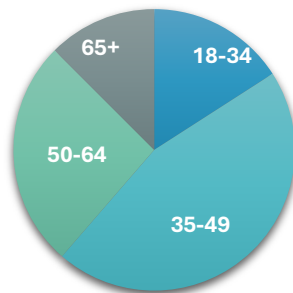


Figure 2: Ages of Survey Respondents

#### 2. What gender do you identify as?

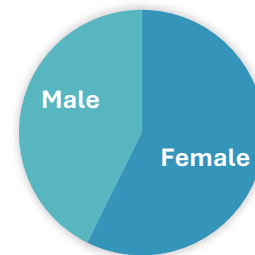
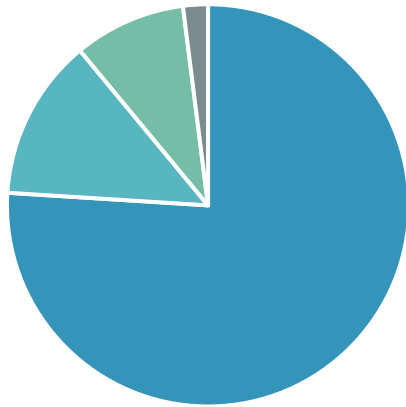


Figure 3: Genders of Survey Respondents

Most respondents were between the ages of 35 and 64, with 35-49-year-olds making up 45% of respondents. Slightly more women answered the survey than men, accounting for 53% of respondents.

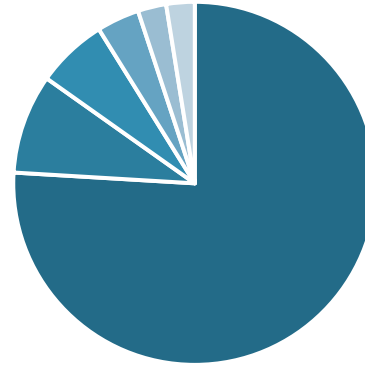
**3. What is your relationship with Wellesley Township?**



- I live in Wellesley Township
- I work in Wellesley Township
- I visit Wellesley Township
- Other

Figure 4: Respondents' Relationship to Wellesley Township

**4. Which of the following communities / areas within Wellesley Township do you live in?**



- Wellesley
- Linwood
- Bamberg
- Heidelberg
- St Clements
- Other

Figure 5: Respondents' Home Area within Wellesley Township

Most respondents live in Wellesley Township (86%), while a few others either work in or visit Wellesley Township. Two write-in responses included one person who previously lived in Wellesley and one person who lives in nearby Woolwich. Of the respondents who live in Wellesley Township, the majority live in the village of Wellesley (76%).

**Transportation Modes & Multimodal Travel**

The survey asked two questions about transportation modes to gain a better understanding of the ways in which respondents currently travel through the Township. It is recognized that this is not a complete picture of travel in Wellesley Township, but was asked to help capture some nuance in travel behaviour not captured in other data, such as Census responses. Two additional questions gaged respondents' interest in improvements to multimodal travel options.

**5. How often do you use the following modes of transportation within Wellesley Township?**

- Driving - gasoline powered car or truck
- Driving - electric or hybrid car or truck
- Passenger in a car or truck
- Cycling
- Walking
- Horse & Buggy

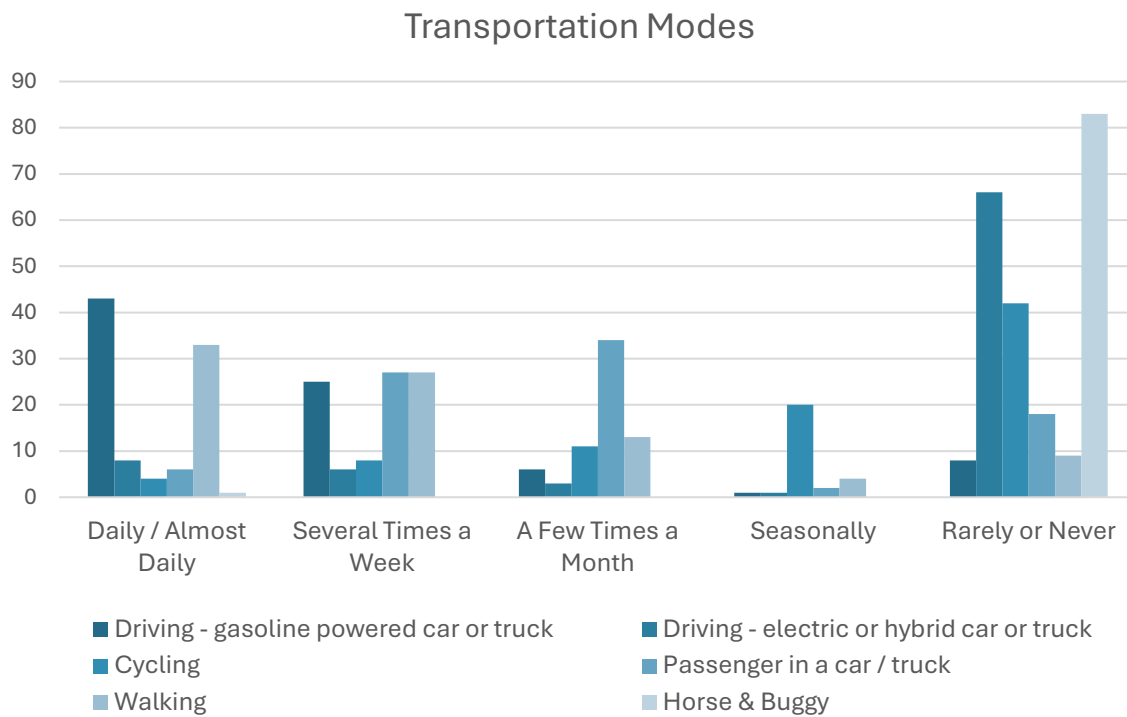


Figure 6: Travel in Wellesley by Mode

Driving (gasoline powered car or truck) was the most common mode of transportation with most respondents saying they drive at least several times a week (77%). The next most common mode of daily transportation was walking, with 68% saying they walk at least several times a week. There were also a significant number of responses among those who are sometimes travel as a passenger in a vehicle or cycle, with many seasonal cyclists. Of note is that only one respondent reported using a horse & buggy for transportation and did so daily; this is not entirely surprising as we did not expect to reach this demographic through a mostly online survey.

**6. If your household includes school-aged children, how do these children get to school?**

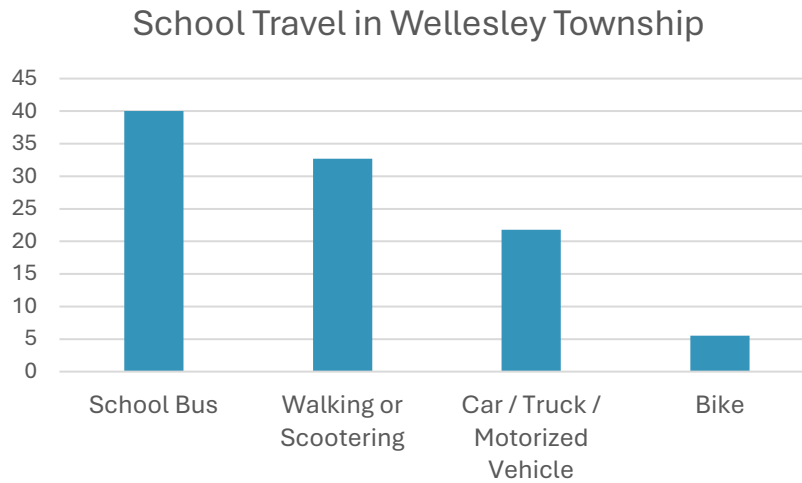


Figure 7: School Travel by Mode

Forty per cent of respondents with school-aged children said their children ride a school bus to school, while 33% walk or ride a scooter. Twenty-one per cent of respondents said their children get a ride in a car, truck, or motorized vehicle, while 5.5% said their children ride a bike to school.

**7. What factors would encourage you or members of your household to walk or ride a bike more often? (choose all that apply)**

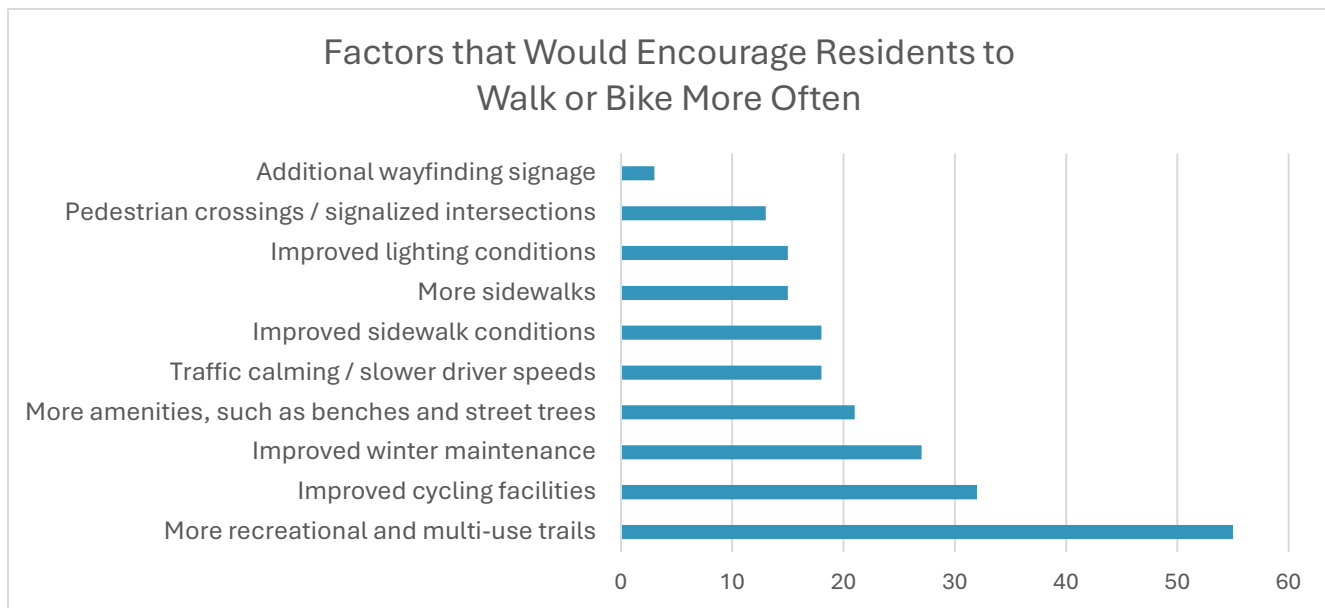


Figure 8: Factors that Would Encourage Residents to Walk or Bike More Often

Participants expressed a strong interest in additional recreational and multi-use trails. Fifty-five respondents (63%) chose more recreational and multi-use trails as a factor that would encourage them or members of their household to walk or ride a bike more often.

Respondents were given the opportunity to write in responses. Most written comments related to the top three issues, including improvements to cycling Infrastructure in rural areas and the need for a pedestrian bridge on the G2G trail (currently subject to an MCEA by Waterloo Region). The condition of existing sidewalks, winter maintenance concerns, and the need to reduce vehicle speeds around schools were also mentioned.

**8. If transit service was offered that connected Wellesley Township communities and Kitchener-Waterloo, how likely would you be to use it?**

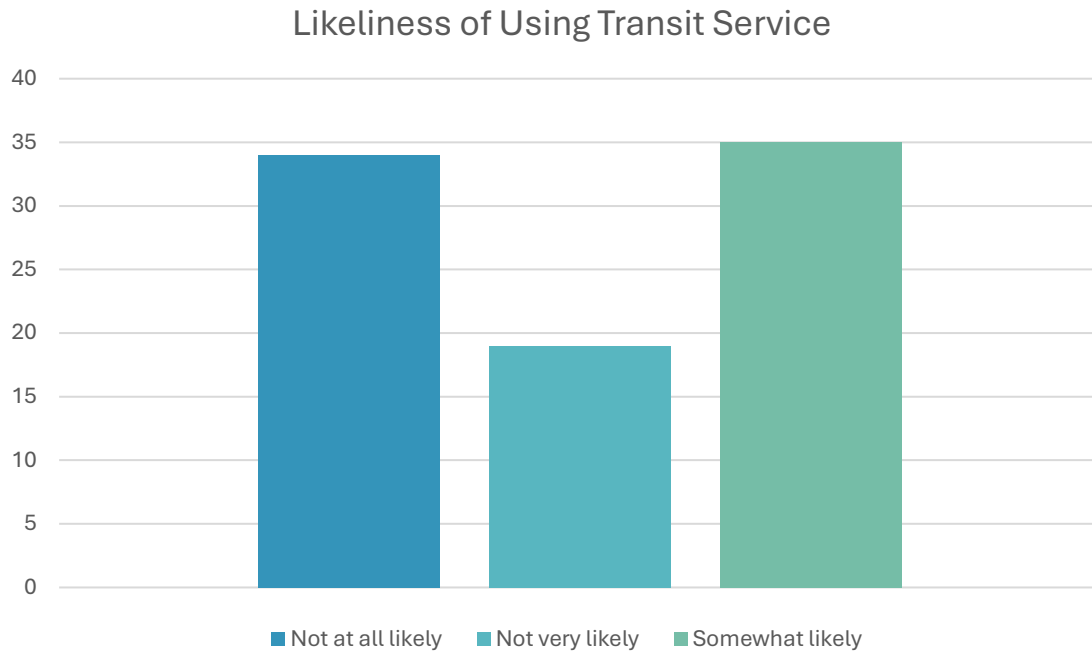


Figure 9: Likeliness of Using Transit Service

Response to public transit between Wellesley Township and Kitchener-Waterloo was mixed, with responses split between those who would be somewhat likely and those who would be not at all likely to use such a service.

## Road Safety

Respondents were asked to respond with their level of agreement or disagreement about seven statements regarding road safety.

### 9. Rate how much you agree or disagree with the following statements about road safety in Wellesley Township

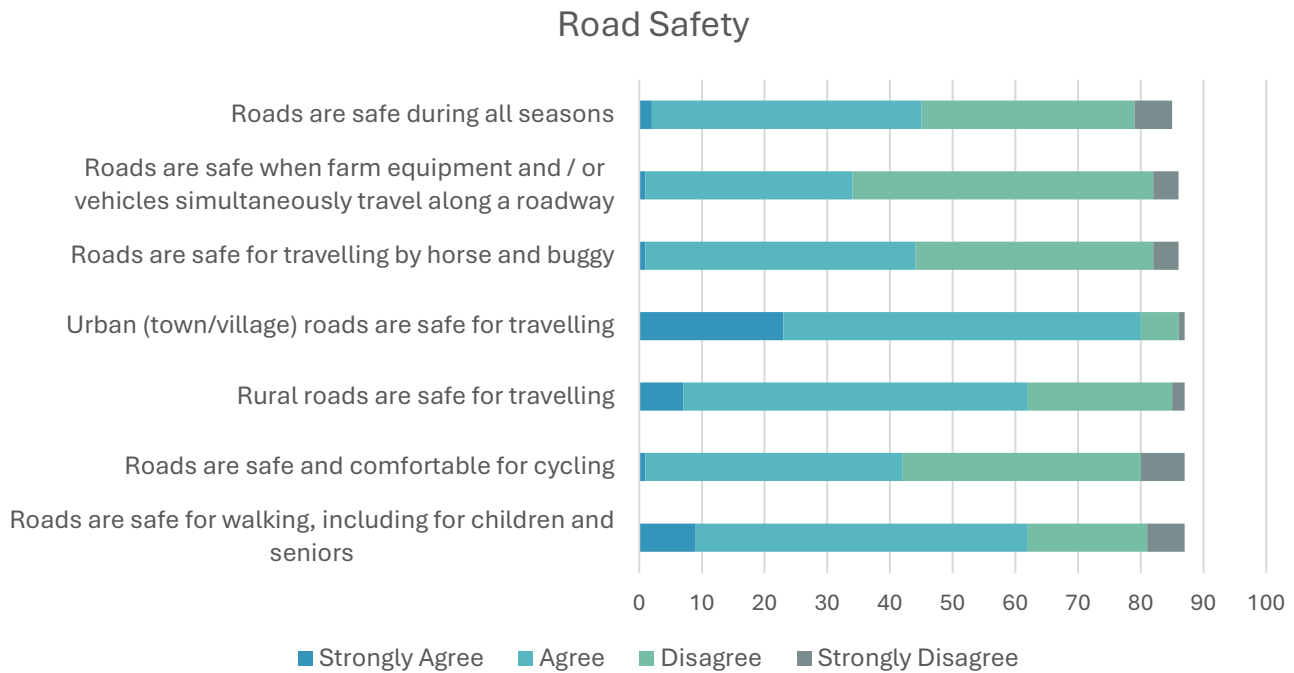


Figure 10: Agreement with Statements About Road Safety

While most respondents agreed that urban (town/village) roads are safe for travelling (92%), fewer but still most respondents believe that rural roads are safe for travelling (71%). In particular, many respondents highlighted safety concerns about conflicts between farm equipment and vehicles. Sixty per cent of respondents disagreed or strongly disagreed with the statement, “Roads are safe when farm equipment and / or vehicles simultaneously travel along a roadway.” Opinion was largely split (with a slight tendance toward disagreement) on whether roads are safe during all seasons, safe for travelling by horse-drawn vehicles, and safe and comfortable for cycling.

## Challenges and Priorities

Respondents were asked three questions related to transportation challenges and priorities in Wellesley Township.

- 10. What do you think are the biggest transportation challenges in Wellesley today?**  
(Choose top 3)

Biggest Transportation Challenges in Wellesley Today

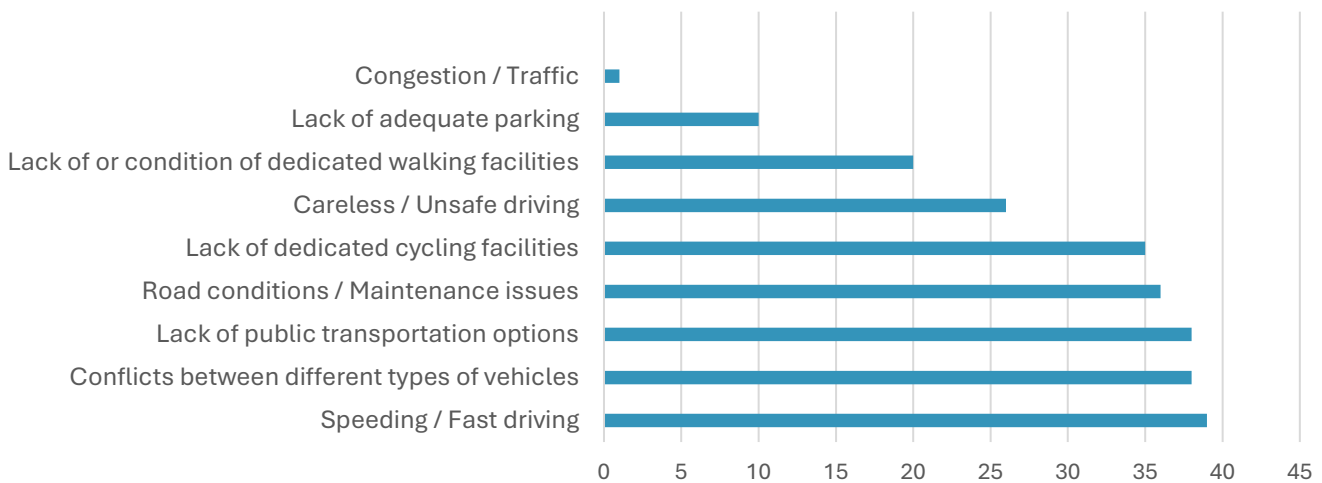


Figure 11: Transportation Challenges in Wellesley Today

Speeding / fast driving, conflicts between different types of vehicles, and lack of public transportation options were the most common responses, closely followed by road conditions / maintenance issues, and lack of dedicated cycling facilities. As shown above, very few respondents chose congestion / traffic or parking needs as their main challenges.

Respondents were given an opportunity to write in responses. Comments largely related to increased active transportation infrastructure, including recreational trails and cycling facilities for school children. Other comments included safety concerns around farm equipment and parked cars, and concerns about the condition of Regional roads and sidewalks.

**11. What should the priorities be for the future of transportation in Wellesley Township?**  
(Choose your top 3)

Top Priorities for the Future of Transportation in Wellesley Township

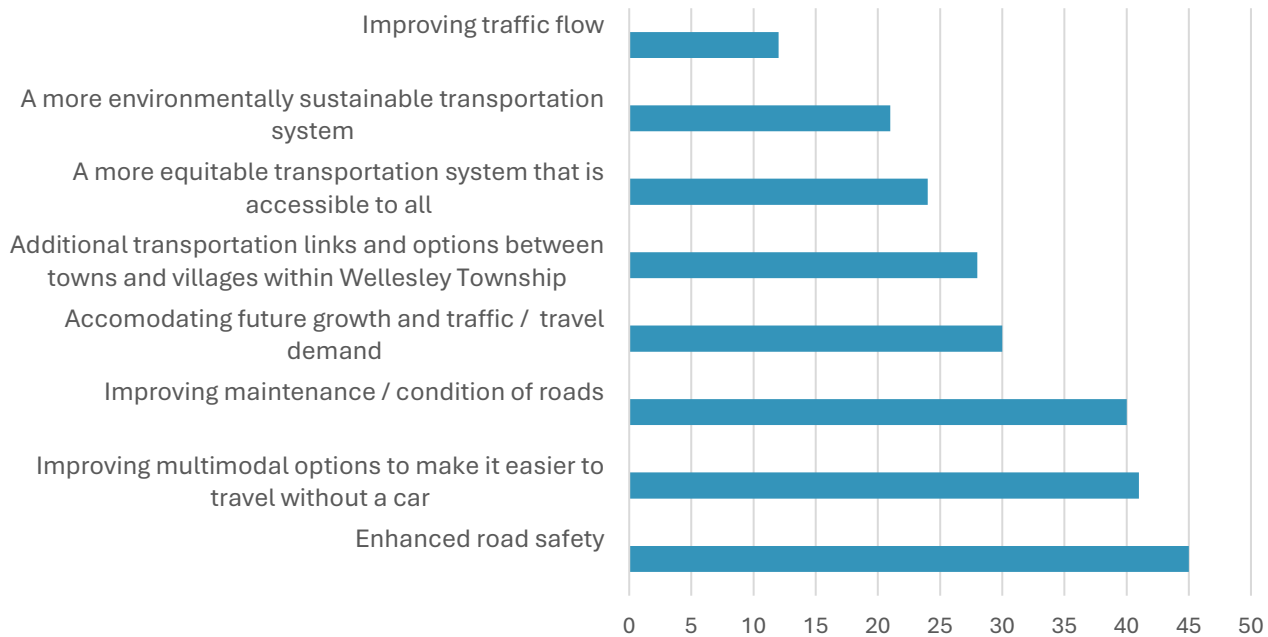


Figure 12: Top Priorities for the Future of Transportation in Wellesley Township

Enhanced road safety, improving multimodal options to make it easier to travel without a car (e.g. walk, bike, or take transit), and improving maintenance / condition of roads were the most common responses.

Respondents again had an opportunity to write in responses. Many comments related to improvements to active transportation infrastructure, including calls for additional recreational trails and paved shoulders for cyclists. Several respondents expressed a desire to reroute trucks out of Wellesley village. Comments about transit were mixed, with four comments opposing public transit in Wellesley and one expressing support. Other comments included calls for improved road safety, winter maintenance, and increased enforcement of existing traffic laws.

**12. Is there anything else you would like us to know about your transportation concerns and priorities in Wellesley Township?**

This open-ended question allowed respondents an opportunity to provide additional feedback. Most comments related to the following themes:

- **Active Transportation** (26 comments) - Many respondents expressed a desire for more walking and cycling infrastructure, particularly multi-use paths and walking trails (8 comments), paved shoulders on rural roads (6 comments), and a pedestrian bridge on the G2G Trail at Wallenstein (6 comments). Other comments related to active transportation included the need for additional sidewalks (3 comments), particularly near schools and community centres.
- **Road Safety** (16 comments) - A number of comments related to road safety issues. Several respondents commented on unsafe intersections. The corner of Gerber Road and Nafziger Road was the main location noted where safety issues were identified (5 comments). Comments also included concerns about speeding (2 comments), the narrow width of rural roads (4 comments), safety around schools (4 comments), blowing snow (3 comments), and parking that inhibits visibility (2 comments).
- **Public Transit** (15 comments) - Opinions about the expansion of Grand River public transit into Wellesley Township were mixed. Those opposed to public transit in Wellesley Township (9 comments) expressed concerns about increased taxes, a potential increase in crime, and a loss of rural character. Those who expressed support (6 comments), cited a need amongst students, seniors, and those who don't or aren't able to drive.
- **Road Maintenance and Winter Driving Conditions** (3 comments) - Comments included the need for better road maintenance on Regional and major roads.

### 1.2.2 Online Mapping Tool

The online mapping tool allowed participants to place a pin on a map of Wellesley Township to pinpoint specific areas where problems or opportunities were identified. As of October 6, 2025, the tool generated 19 pins, the distribution of which is shown in **Figure 13**. Responses related to the following themes:

- **Road Safety (12 pins)** - Pins related to road safety included the identification of unsafe intersections (8 pins) and areas where speeding is a concern (4 pins).
- **Active Transportation (5 pins)** - Pins identified areas where active transportation infrastructure, including paved shoulders, trails, and multi-use paths, would be beneficial.
- **Truck Traffic (1 pin)** - One pin called for a truck bypass on Gerber Road.



Figure 13: Location of Pins on Online Mapping Tool (As of October 6, 2025)

## 1.3 Wellesley Fall Fair

On August 22 and August 23, 2025, CIMA+ and the Township of Wellesley hosted a booth at the Wellesley Fall Fair to obtain public input into local challenges and opportunities. The booth consisted of a table with project boards providing background on the project and interactive maps detailing the project area. Transportation-themed colouring sheets were provided for children.

Staff from the Township and CIMA+ engaged fair attendees to discuss their experiences with the local transportation system. Numbered dots were placed on maps of the Township and local communities that corresponded to the location of participant comments. Colours were used to identify whether the comments pertained to a strength (green), opportunity (blue), weakness (yellow), or threat (red). Each dot had a corresponding Post-it note summarizing the participant's comment.

Through this engagement, staff received many comments about existing transportation assets and suggestions on how to improve the current transportation system to enhance the active transportation network and improve transportation safety. Comments generally fell into one of the following themes:

- **Active Transportation** – Many comments focused how much people enjoy the recreational trails system. Participants would like to see more trails and better connectivity to existing trails. Commenters also requested more paved shoulders along rural roads and improved pedestrian infrastructure near the Recreation Centre
- **Road Safety** – Many comments related to concerns about safety at intersections, particularly Gerber and Nafziger Roads. Other safety-related comments pertained to speeding, school safety, and sightline issues
- **Roadway Conditions** – Several people commented positively about roadway conditions, with room for improvement along Boomer Line and the Regional section of Queen's Bush Road
- **Transit** – Many positive comments focused on existing Kiwanis Transit services and support for expanded transit options
- **Truck Traffic** – Several people expressed support for a truck by-pass due to noise and vibration issues in the Village of Wellesley

## 1.4 Council Workshop

On September 16, 2025, a workshop was held to introduce the project and gather input from Wellesley Township Council. During the workshop, information about the scope and background of the project was presented to Council, and councillors were asked about their vision and goals for transportation in the Township of Wellesley. They were also asked to identify key challenges today and opportunities in the future for transportation in Wellesley.

Council input generally related to one of the following themes:

- **Active Transportation** - Positive comments were received about existing active transportation infrastructure, including the Township's walking trails. Input included a desire for better active transportation access to the Wellesley Recreation Centre and the Township's trail system. Comments suggested support for expanded active transportation infrastructure, including more trails.
- **Truck Traffic** - Concerns were expressed about high volumes of truck traffic through Wellesley, particularly at night.
- **Road Safety and Traffic** - Concerns were raised about speeding and road safety issues, including impacts of winter weather. Issues were also raised about paving roads, noting that this can sometimes result in increased traffic.
- **Transit Service** - Interest was expressed in expanded transit services, including connecting residents to large employers, community centres, and recreational trails.
- **Rural Considerations** - Councillors expressed the desire to maintain a small-town community feel in the Township. Comments also included the need to accommodate farm equipment and horse-drawn vehicles.

## 2. PHASE TWO ENGAGEMENT

The second phase of engagement focused on informing the technical analysis process, findings, and preliminary infrastructure and planning recommendations. Consultation input was used to refine the technical analysis, assess preliminary alternatives, and inform policy and planning recommendations, in addition to clarifying the priorities for implementation and phasing.

Phase Two engagement consisted of the following activities, detailed in the subsequent sections of this report:

- **A Public Information Centre**
- **Continuing online engagement through the project webpage**

### 2.1 Public Information Centre

A Public Information Centre (PIC) was held on November 12, 2025, at the Crosshill Mennonite Church in the Township of Wellesley. The PIC was designed to provide information and collect input from the public on the Wellesley Transportation and Mobility Master Plan (TMMP). The TMMP PIC was held in conjunction with a PIC for Wellesley Township’s new Official Plan. Held as an informal open house in the church lobby, the PIC allowed participants to review information and provide feedback via interactive discussion boards, or directly to CIMA+ and Township staff in attendance. In total, the PIC was attended by 30 people who left 33 comments.

The Official Plan PIC was held in an adjoining room and included a presentation and facilitated discussion on specific topics. Many attendees visited the TMMP PIC as part of their participation in the Official Plan workshop.

Information provided at the PIC consisted of eight (8) boards, including boards providing an overview of the project, one board overviewing project vision and goals, two maps, and two boards detailing preliminary recommendations. PIC participants were asked to place dots and sticky notes on the boards to leave their comments.



Figure 14: Participants Attending the Public Information Centre on November 12, 2025

## Notice of Public Information Centre

wellesley.ca



### Transportation and Mobility Master Plan Notice of Public Information Centre

The Township of Wellesley, with the support of their consultant CIMA+, is currently developing a comprehensive Transportation and Mobility Master Plan (TMMP) that will investigate solutions to meet the Township’s transportation and mobility needs over the next 25 years. This strategic plan will investigate potential road improvements, traffic controls, public transit services, cycling and walking facilities and other infrastructure. The plan will also advance strategies, policies and programs to manage ongoing travel demand, accommodate anticipated growth, integrate land use and mobility, enhance safety for all road users, and consider evolving transportation technologies.

The TMMP will build on previous work and strategic planning undertaken by the Township to identify a suite of mobility opportunities within the community, along with any capital requirements needed in order to promote a complete, low-carbon, and climate-resilient community while expanding multimodal connectivity within Wellesley Township and to adjacent communities. The TMMP will work towards a future where everyone has safe, healthy, affordable and accessible mobility options to get where they need to go.

#### We Want to Hear From You!

As part of the development of the TMMP, there will be several opportunities for the public and stakeholders to provide input and shape the project outcomes. The Township will be hosting an upcoming Public Information Centre (PIC), which will be an opportunity to learn about and provide input on the TMMP, as well as the Town’s ongoing Official Plan Review.

#### Public Information Centre

**Wednesday, November 12, 2025 6:00 to 8:30 pm**  
**Crosshill Mennonite Church, 2537 Hutchison Rd.**



For further information about the TMMP, as well as the Township’s Official Plan Review, please visit [www.engagewr.ca/engage-wellesley](http://www.engagewr.ca/engage-wellesley)

If you have any questions or comments about the project, or wish to be added to the study mailing list, please contact the project team:

Chris Cook  
Director of Public Works  
[ccook@wellesley.ca](mailto:ccook@wellesley.ca)  
519-699-3948

Jake Redpath  
Public Works Technologist  
[jredpath@wellesley.ca](mailto:jredpath@wellesley.ca)  
519-699-3942

John McGill  
Project Manager, CIMA+  
[John.mcgill@cima.ca](mailto:John.mcgill@cima.ca)

Figure 15: Notice of Project Commencement

## PIC Display Boards

# Welcome!

Thank you for joining us to learn about and provide input on the Wellesley Transportation and Mobility Master Plan (TMMP)



### Why are we here?

#### To provide information on...

- The study purpose, process and next steps
- The draft Vision and Goals to guide the plan
- Key study outcomes and plan components

#### To gather input on...

- Existing issues and future opportunities
- Project vision and goals for the plan
- Refining and prioritizing the plan's preliminary recommendations

#### Answer questions and have collaborative discussions to help shape the plan

### How to Contribute



Provide your feedback by providing comments to staff and through the interactive boards and maps, or through the project webpage.

Visit the project page at [www.engagewr.ca/engage-wellesley](http://www.engagewr.ca/engage-wellesley) to stay involved as the project progresses.



Watch for the draft plan in early 2026

## Plan Purpose & Process



**Purpose:** The TMMP will be a comprehensive, long-term strategy that guides the development and management of the Township's transportation system.



# What We've Heard So Far

TODAY	<b>STRENGTHS</b> <ul style="list-style-type: none"> <li>Trails are well used and enjoyed by residents</li> <li>Township Roads are generally well-maintained</li> <li>Kiwanis Transit is a valuable service for the Township's senior population</li> </ul>	<b>CHALLENGES</b> <ul style="list-style-type: none"> <li>Road safety, particularly on narrow rural roads and around school areas</li> <li>Concerns about potential conflicts between motorized vehicles, farm equipment, and vulnerable road users</li> <li>Kiwanis transit service requires pre-booking and is not always dependable</li> </ul>
	<b>OPPORTUNITIES</b> <ul style="list-style-type: none"> <li>Support for expanded trail connections and more walking and cycling infrastructure</li> <li>Diverse viewpoints around expanded transit services</li> <li>Potential for a truck by-pass around Wellesley Village</li> <li>Paved shoulders to improve travel conditions for horse-drawn vehicles and cyclists</li> </ul>	<b>KEY CONSIDERATIONS</b> <ul style="list-style-type: none"> <li>Road safety is a top priority</li> <li>Small-town feel is important to residents</li> <li>Preference for roundabouts or stop signs over signals</li> <li>Intersection safety is a top concern (e.g., Nafziger Road at Queen's Bush Rd, and Nafziger Road at Gerber Rd)</li> </ul>

Input was used to...

Develop the plan's draft vision and goals

Inform the review of existing conditions

Identify preliminary recommendations

Township of Wellesley Transportation and Mobility Master Plan  
Public Information Centre | November 12, 2025

# Draft Vision & Goals

## Vision

*The Township of Wellesley's Transportation network will:*  
Provide a safe and efficient, multi-modal transportation system that is environmentally sustainable, preserves the Township's authentic rural character, promotes equitable access to active transportation, and delivers reliable and inclusive transportation options for all users.



## Goals to support the vision:

### Safety For Everyone

Ensure all road users travel to their destination safely, with an increased focus on vulnerable road users, including pedestrians, cyclists, and horse-drawn vehicles.

### Improve Health

Enhance the transportation network to create connections to trails and multi-use paths, supporting the integration of physical activity into daily routines and promoting improved community health for all users.

### Protect the Environment

Environmental sustainability will prioritize options that conserve energy, improve air quality, and limit impacts on natural areas.

### Preserve our Rural Character

Prioritize maintaining and preserving the character of Wellesley Township's unique rural setting while accommodating the needs of farm machinery, horse-drawn vehicles, and active transportation users.

### Provide Travel Options for All

Community members and visitors will be able to access services, recreational and economic opportunities through the road network, increased transit services as well as safe and accessible active transportation facilities.

### Accommodate Growth

Transportation infrastructure and services will be planned and developed to support equitable access for all community members and ensure the efficient movement of people and goods throughout Wellesley Township as it grows.

**Provide your Input**

Put dot stickers next to the goals you think are most important for the plan.

Township of Wellesley Transportation and Mobility Master Plan  
Public Information Centre | November 12, 2025



Township of Wellesley Transportation and Mobility Master Plan  
 Public Information Centre | November 12, 2025

5









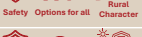


Township of Wellesley Transportation and Mobility Master Plan  
 Public Information Centre | November 12, 2025

6

## Preliminary Recommendations Roads and Traffic Safety

Help us understand what you think about the preliminary recommendations for **Roads and Traffic Safety**. Do you agree with these recommendations? Could they be improved? Use the sticky notes provided to provide your input.



Goals	Planning Recommendations	Your Input
 Safety	Residential / urban roads across the Township should have a posted speed limit of 40 km/h.	
 Safety	Rural Paved Major Collector roads (e.g., Hessen Strasse and Streicher Line) should have a speed limit of 80 km/h. Rural Unpaved Minor Collector roads (e.g., Lichty Road and Schummer Line) should have a speed limit of 70 km/h.	
 Safety Options for all	Near schools, posted speed limits should be lowered by 10-20 km/h, depending on context (speed limits will be no lower than 40 km/hr).	
 Safety Options for all	Road design guidelines should be developed to ensure Township roads are designed to reflect the surrounding land use context and provide a safe and comfortable environment for all road users.	
 Safety Options for all	Implement a traffic calming program that aims to ensure motor vehicles are travelling appropriate speeds through neighbourhoods, with priority given to areas where issues are identified and to protect children and seniors, e.g. near schools.	
 Safety Options for all Health	Implement a public education program focused on key transportation themes including road safety, active transportation promotion, and interactions with slow-moving vehicles.	
 Safety Options for all Rural Character	Paved shoulders should be provided on rural paved roads where they are feasible and where there are conflicts with slower moving road users such as cyclists, horse-drawn vehicles, and farm equipment.	
 Safety Health Rural Character	The Township should work with the Region to explore options for a truck by-pass route around the Wellesley urban settlement area.	
 Safety Accommodate Growth Options for all	On-street parking in the Township will be regulated and managed to balance safety, supply and demand, support economic vitality, enhance the public realm, and accommodate growth.	









Township of Wellesley Transportation and Mobility Master Plan  
Public Information Centre | November 12, 2025

7

## Preliminary Recommendations Walking, Cycling and Transit

Help us understand what you think about the preliminary recommendations for **Walking, Cycling and Transit**. Do you agree with these recommendations? Could they be improved? Use the sticky notes provided to provide your input.



Goals	Planning Recommendations	Your Input
 Safety Options for all Accommodate Growth	In new developments, safe multi-modal transportation facilities will be provided, including sidewalks on both sides of new streets, as well as pedestrian crossings and cycling facilities as appropriate.	
 Safety Health Options for all	When rebuilding existing streets in settlement areas, sidewalks should be installed on at least one side of the street when feasible, and both sides in priority areas (e.g., near schools, parks, planned transit routes, busier streets, etc.).	
 Safety Health Options for all	The Township should regularly maintain and assess sidewalks for improvements on an annual basis, including opportunities to upgrade to meet accessibility (AODA) standards when feasible.	
 Safety Health Options for all	The Township should work with the local school boards and Waterloo Region to expand active school travel and traffic safety education programs.	
 Health Options for all Environment	The Township should work to expand its trail network, including exploring the feasibility of multi-use trail loops and connections in Wellesley, Linwood, and St. Clements.	
 Health Options for all	Bicycle parking facilities should be provided within new developments and at community centres, commercial areas, and other appropriate locations.	
 Health Options for all	The Township should provide consistent wayfinding to support exploration and travel through the Township by vehicle, on foot and by bicycle.	
 Options for all Environment	The Township should support Grand River Transit's proposed Township Transit Strategy to increase transportation options for all residents, and advocate to make future enhancements as demand increases.	

Township of Wellesley Transportation and Mobility Master Plan  
Public Information Centre | November 12, 2025

8

Figure 16: Public Information Centre Boards

### TMMP Vision and Goals

One of the PIC display boards presented the TMMP’s draft Vision and Goals. These goals were developed for the TMMP based on the background planning and policy review and input from prior engagement. Participants were asked to place a dot next to the goals they believe are most important to the plan. In total, 14 dots were placed on boards outlining the Draft TMMP Goals, as summarized in **Table 1**. This input was used to help confirm and prioritize these goals as the TMMP’s recommendations were developed and refined.

Table 1: PIC Response to Draft TMMP Goals

Goal	# of Dots
<b>Safety for Everyone</b>	1
<b>Improve Health</b>	2
<b>Protect the Environment</b>	3
<b>Preserve our Rural Character</b>	3
<b>Provide travel options for all</b>	4
<b>Accommodate growth</b>	1



Figure 17: Participants Attend the PIC on November 12, 2025

### Maps

Two PIC boards featured maps of Wellesley Township. One board showed a map of the entire Township, focusing on rural roads; the second board contained zoomed-in maps of the Township’s six largest settlement areas. PIC participants were asked to place sticky notes on locations that posed challenges or presented opportunities for improvement. The following is a summary of comments received on the map boards:

Table 2: Summary of Network-Related Comments Through Interactive Mapping Activity

Location	Comments Received
St. Clements	Walking trail around soccer field at the end of Park St
St. Clements	Trail linking St. Clements to Heidelberg
Hessen Strasse and Kressler; Hessen Strasse and Benjamin	Kressler + Hessen Strasse + Benjamin – Sightlines terrible
Queen's Bush Road	Would it be possible for the Township to take control of Queen's Bush?
Queen's Bush Road	Separated cycling facilities on Queen's Bush, maybe MUP
William Hastings Line and Hutchison Road	Take out 90-degree curve
Greenwood Hill Road and Hutchison Road	Straighten out Greenwood Hill Rd to curve
No location	A dot sticker was placed beside the term 'Multi-use Paths'

## Preliminary Recommendations

Preliminary recommendations were split into Recommendations for Roads and Traffic Safety, and Recommendations for Walking, Cycling, and Transit. For engagement purposes, the preliminary recommendations were presented on two interactive boards that provided space for participants to add their feedback and input. **Table 3** and **Table 4** provide a summary of the comments received.

Table 3: Comments on the Preliminary Recommendations for Roads and Traffic Safety

Preliminary Recommendations for Roads and Traffic Safety	Comments Received
Residential / urban roads across the Township should have a posted speed limit of 40 km/h.	<i>None</i>
Rural Paved Major Collector roads (e.g., Hessen Strasse and Streicher Line) should have a speed limit of 80 km/h. Rural Unpaved Minor Collector roads (e.g., Lichty Road and Schummer Line) should have a speed limit of 70 km/h.	All rural roads [should be] 80km/h
Near schools, posted speed limits should be lowered by 10-20 km/h, depending on context (speed limits will be no lower than 40 km/hr).	Parochial schools need lower speed limits, particularly during school hours during the school year
	Speeds [should be the] same in all school zones - 40 km/h
	During school hours. Could be flashing lights
Road design guidelines should be developed to ensure Township roads are designed to reflect the surrounding land use context and provide a safe and comfortable environment for all road users.	<i>None</i>
Implement a traffic calming program that aims to ensure motor vehicles are travelling appropriate speeds through neighbourhoods, with priority given to areas where issues are identified and to protect children and seniors, e.g. near schools.	Focus on buggy traffic
Implement a public education program focused on key transportation themes including road safety, active transportation promotion, and interactions with slow-moving vehicles.	<i>None</i>
Paved shoulders should be provided on rural paved roads where they are feasible and where there are conflicts with slower moving road users such as cyclists, horse-drawn vehicles, and farm equipment.	Great for cyclists!
	Paved shoulders would improve safety, especially on hilly roads
The Township should work with the Region to explore options for a truck by-pass route around the Wellesley urban settlement area.	Important for noise and safety
On-street parking in the Township will be regulated and managed to balance safety, supply and demand, support economic vitality, enhance the public realm, and accommodate growth.	Many cars [are] parked overnight every night on residential streets

Preliminary Recommendations for Roads and Traffic Safety	Comments Received
<i>Additional comments</i>	EV charging in public spaces
	Need to plan for wildlife on roads. Turtle tunnel/ frogs/ amphibians. Deer fatality - address
	Wildlife signage [should be placed] in suspect locations
	We should not pave gravel roads
	Trees [should be planted] along roads for winter safety

Table 4: Comments on the Preliminary Recommendations for Walking, Cycling & Transit

Preliminary Recommendations for Walking, Cycling & Transit	Comments Received
In new developments, safe multi-modal transportation facilities will be provided, including sidewalks on both sides of new streets, as well as pedestrian crossings and cycling facilities as appropriate.	Is it necessary to have [sidewalks] on both sides?
	I agree.
When rebuilding existing streets in settlement areas, sidewalks should be installed on at least one side of the street when feasible, and both sides in priority areas (e.g., near schools, parks, planned transit routes, busier streets, etc.).	When feasible
	Multi-use trails [should be] prioritized over sidewalks when space is available
The Township should regularly maintain and assess sidewalks for improvements, including opportunities to upgrade to meet accessibility (AODA) standards when feasible.	Agree!
The Township should work with the local school boards and Waterloo Region to expand active school travel and traffic safety education programs.	Dot placed beside recommendation
	Important
The Township should work to expand its trail network, including exploring the feasibility of multi-use trail loops and connections in Wellesley, Linwood, and St. Clements.	Great!
	Good recommendation
	Park street end to around soccer field
	Walking trail from St. Clements to Heidelberg
	Concerns about a potential trail behind Schweitzer Cres
Bicycle parking facilities should be provided within new developments and at community centres, commercial areas, and other appropriate locations.	<i>None</i>

Preliminary Recommendations for Walking, Cycling & Transit	Comments Received
The Township should provide consistent wayfinding to support exploration and travel through the Township by vehicle, on foot and by bicycle.	Focus on buggy traffic + safety in the rural areas
The Township should support Grand River Transit’s proposed Township Transit Strategy to increase transportation options for all residents, and advocate to make future enhancements as demand increases.	Nice idea

## 2.2 Online Engagement

### 2.2.1 Mapping Tool Update

An online mapping tool was developed early in the engagement process to gather site-specific input from residents. Comments received prior to October 6, 2025, were captured in the Section on Phase 1 Engagement. Between October 6 and November 14, seven (7) additional comment pins were received through this tool, for a cumulative total of 25. Distribution of the pins is shown in **Figure 18**.

All of the responses added after October 6 relate to the theme of active transportation, specifically the need for additional trails and multi-use paths. There were two comments calling for a walking and cycling trail between Heidelberg and St. Clements, one call for walking and cycling improvements along Queen’s Bush Road between Nafziger Road and the Bill Gies Recreation Centre, and two comments expressing opposition to a potential trail behind Schweitzer Crescent.

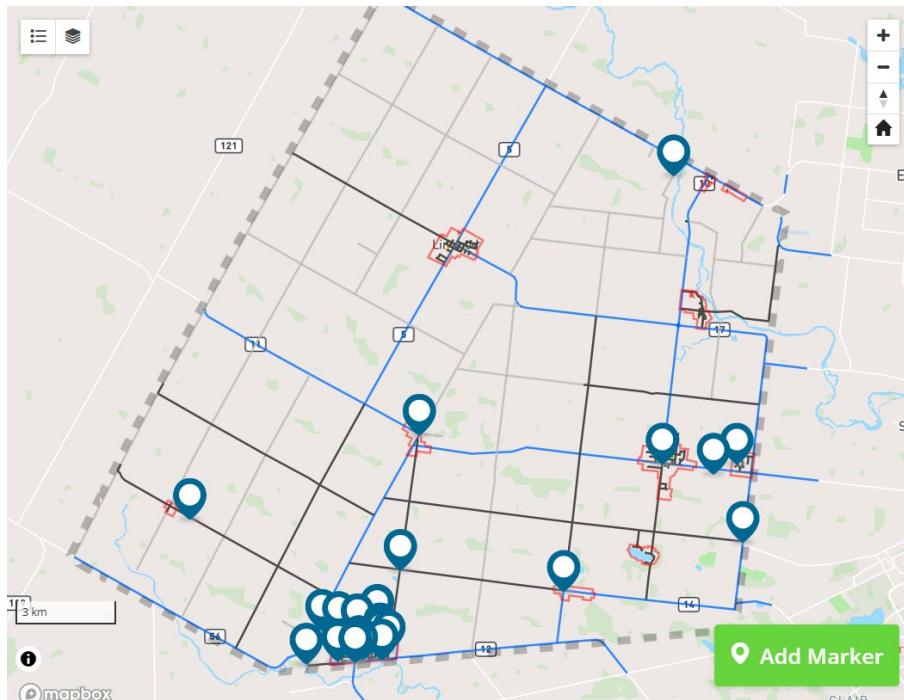


Figure 18: Online Mapping Tool Showing Locations of Identified Issues & Opportunities

### 2.2.2 Online Survey

As a follow-up to the PIC, a short survey was posted online along with the PIC boards in order to gather additional input from members of the public who may not have been able to attend the PIC in person. The survey was made available between November 14 and November 26, 2025. During that time, it was completed by three respondents. The following is a summary of survey questions and responses.

- 1. Tell us what you think about the TMMP’s draft goals. Please rank your top three (3) goals in order of importance.**

Table 5: TMMP Draft Goals and Number of Responses

Goal	# of Responses
Safety for Everyone	3
Provide travel options for all	2
Protect the Environment	2
Preserve our Rural Character	1
Accommodate Growth	1
Improve Health	0

- 2. Tell us what you think about the draft recommendations for Roads and Traffic Safety. Please rank your top three (3) recommendations in order of importance.**

Table 6: Responses to Preliminary Recommendations for Roads and Traffic Safety

Preliminary Recommendations for Roads and Traffic Safety	# of Responses
Near schools, posted speed limits should be lowered by 10-20 km/h, depending on context (speed limits will be no lower than 40 km/hr).	2
Implement a traffic calming program that aims to ensure motor vehicles are travelling appropriate speeds through neighbourhoods, with priority given to areas where issues are identified and to protect children and seniors, e.g. near schools.	2
Implement a public education program focused on key transportation themes including road safety, active transportation promotion, and interactions with slow-moving vehicles.	2
Road design guidelines should be developed to ensure Township roads are designed to reflect the surrounding land use context and provide a safe and comfortable environment for all road users.	1

Preliminary Recommendations for Roads and Traffic Safety	# of Responses
Paved shoulders should be provided on rural paved roads where they are feasible and where there are conflicts with slower moving road users such as cyclists, horse-drawn vehicles, and farm equipment.	1
The Township should work with the Region to explore options for a truck by-pass route around the Wellesley urban settlement area.	1
Residential / urban roads across the Township should have a posted speed limit of 40km/h.	0
Rural Paved Major Collector roads (e.g., Hessen Strasse and Streicher Line) should have a speed limit of 80 km/h. Rural Unpaved Minor Collector roads (e.g., Lichty Road and Schummer Line) should have a speed limit of 70 km/h.	0
On-street parking in the Township will be regulated and managed to balance safety, supply and demand, support economic vitality, enhance the public realm, and accommodate growth.	0

**3. Do you have any additional comments about any of these goals? Are there any additional recommendations related to roads and traffic safety that you would like to see included in the TMMP?**

This question received one response, with the commenter asking for reduced speed limits, particularly on residential streets near schools.

**4. Tell us what you think about the draft recommendations for Walking, Cycling, and Transit. Please rank your top three (3) recommendations in order of importance.**

Table 7: Responses to Preliminary Recommendations for Walking, Cycling & Transit

Preliminary Recommendations for Walking, Cycling & Transit	# of Responses
The Township should regularly maintain and assess sidewalks for improvements, including opportunities to upgrade to meet accessibility (AODA) standards when feasible.	3
In new developments, safe multi-modal transportation facilities will be provided, including sidewalks on both sides of new streets, as well as pedestrian crossings and cycling facilities as appropriate.	2
When rebuilding existing streets in settlement areas, sidewalks should be installed on at least one side of the street when feasible, and both sides in priority areas (e.g., near schools, parks, planned transit routes, busier streets, etc.).	1
The Township should work with the local school boards and Waterloo Region to expand active school travel and traffic safety education programs.	1
The Township should work to expand its trail network, including exploring the feasibility of multi-use trail loops and connections in Wellesley, Linwood, and St. Clements.	1
The Township should support Grand River Transit’s proposed Township Transit Strategy to increase transportation options for all residents, and advocate to make future enhancements as demand increases.	1
Bicycle parking facilities should be provided within new developments and at community centres, commercial areas, and other appropriate locations.	0
The Township should provide consistent wayfinding to support exploration and travel through the Township by vehicle, on foot and by bicycle.	0

**5. Do you have any additional comments about any of these goals? Are there any additional recommendations related to walking, cycling, and transit that you would like to see included in the TMMP?**

This question received two responses. One respondent commented that speed limits should be lowered to match diverse road uses and users. The other suggested that the ability for children to safely and comfortably travel independently within the Township should be at the forefront of the TMMP’s recommendations.