



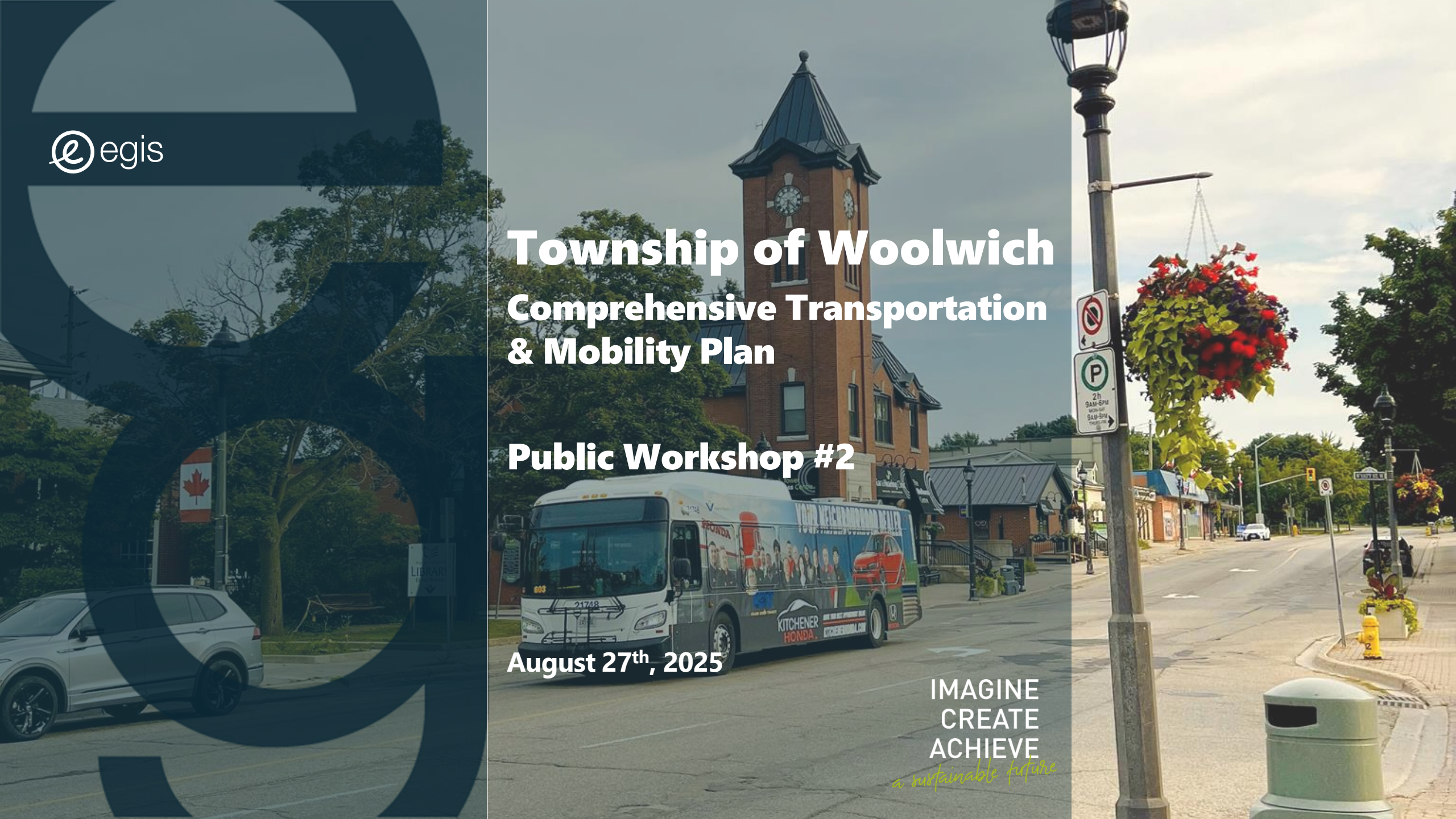
Township of Woolwich Comprehensive Transportation & Mobility Plan

Public Workshop #2

August 27th, 2025

IMAGINE
CREATE
ACHIEVE

a sustainable future



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**Recap:
Context and Objectives
of the CTMP**

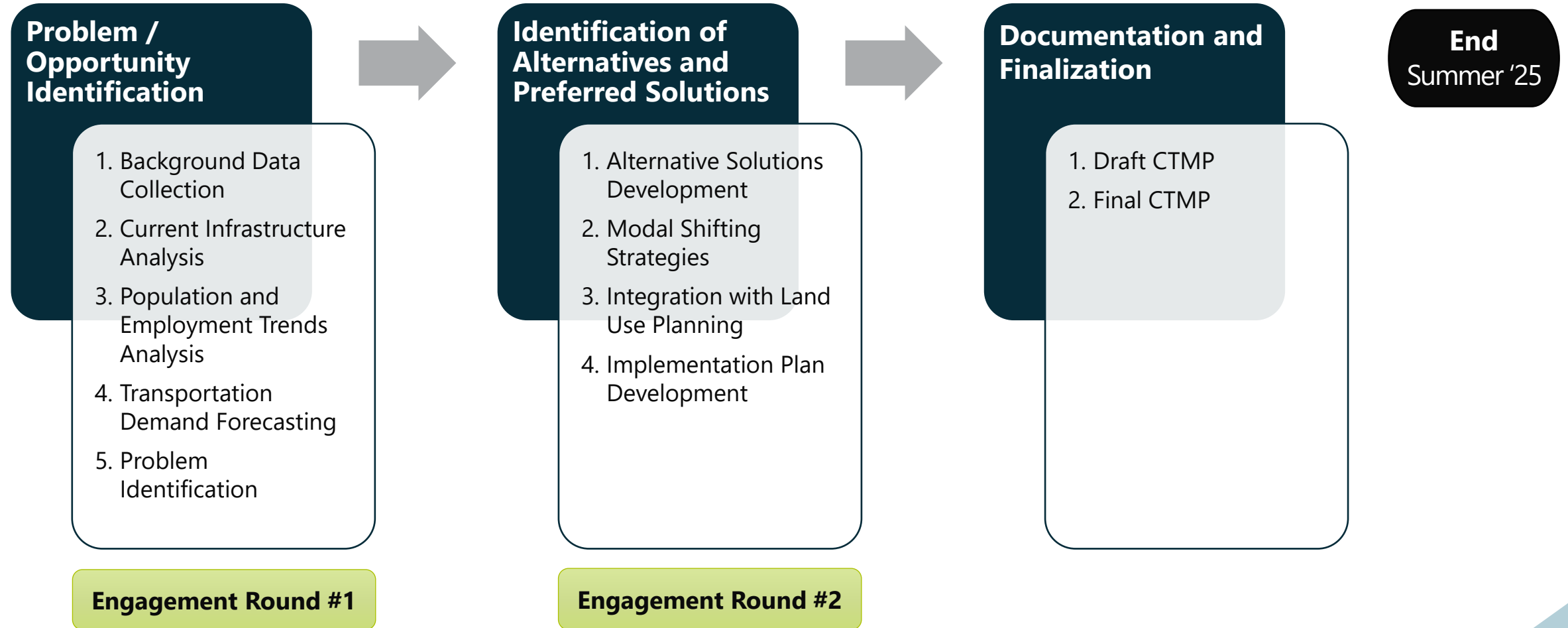


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Main Objectives



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Future Conditions



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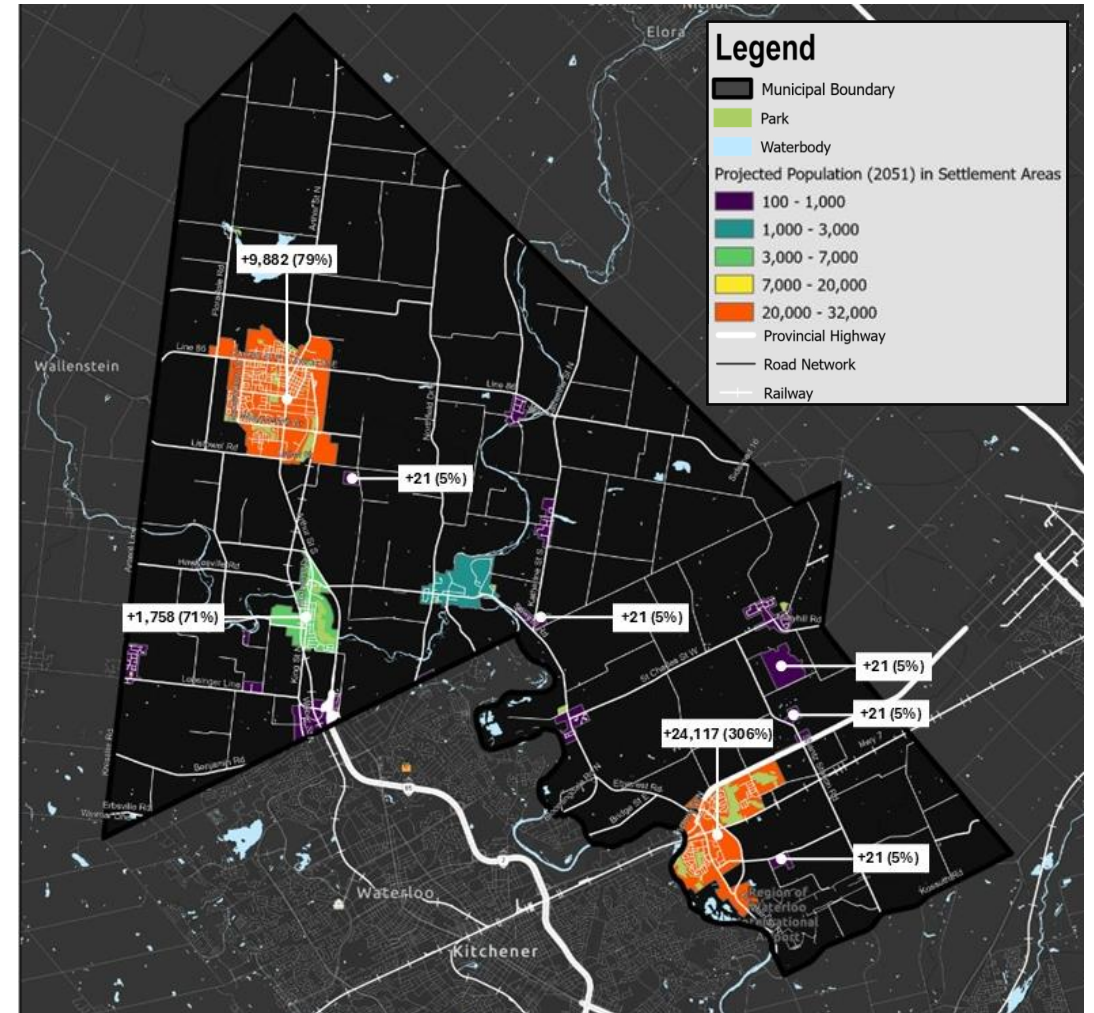


Future Population by Area

❖ By 2051:

- Woolwich's population is projected to grow from 26,999 (in 2021) to 68,195 (+152%)
- Elmira's population is projected to grow from 12,416 now to 22,298 (+79%)
- Breslau's population is projected to increase almost four times from approximately 7,800 now to 31,900 (+306%)
- St. Jacobs population is projected to grow from 2,477 now to 4,235 (by 71%)*
- Growth in other settlement areas is expected to be limited, with increases up to 5%

*growth for St. Jacobs is dependant on wastewater capacity and it may not reach this number if no further improvements are made

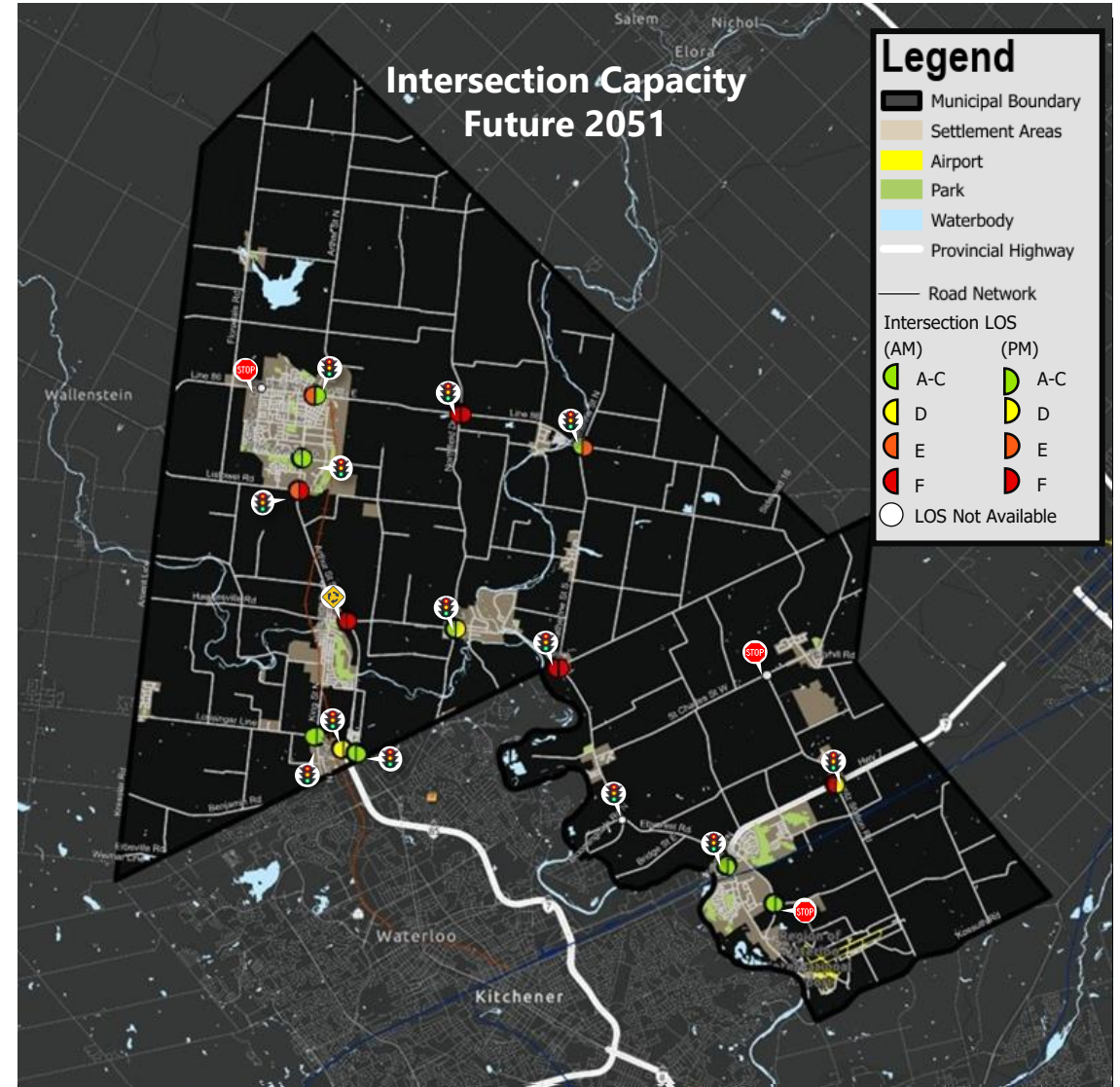


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Future Capacity at Intersections (Do-Nothing)

- ❖ The analysis took into consideration regional improvements but no intersection optimizations
- ❖ The intersections projected to experience the most significant deterioration in operations between 2025 and 2051 are:
 - Sawmill Road & Katherine Street / Crowsfoot Road
 - Northfield Drive & Line 86
 - Arthur Street and Sawmill Road
- ❖ Conversely, improvements in levels of service are anticipated at the following intersections:
 - Woolwich Street / Ebycrest Road & Victoria Street N
 - Arthur Street South & Whippoorwill Drive



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Key Issues



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Key Issues

Improve Active Transportation Infrastructure

Close sidewalk and cycling gaps to support safe, 15-minute active trips across major corridors and intersections

Strengthen Transit and Connectivity to Key Nodes

Enhance local transit service and improve links to major population and activity nodes, including the future Breslau GO Station and key urban areas within Woolwich and the broader Waterloo Region

Maintain and Upgrade Road Infrastructure

Ensure roads are in good condition and ready to accommodate expected population, employment, and traffic growth

Address Safety and Capacity Issues

Implement improvements at key locations with operational or safety constraints, including; Arthur Street, Listowel Road, Line 86, Sawmill Road, Northfield Drive, Shantz Station Road

Support Transit-Oriented and Mixed-Use Development

Plan compact, integrated communities around the future GO Station in Breslau that align with urban growth strategies

Strategic Parking Management

Balance accessibility and land use efficiency, especially in growth areas and affordable housing developments

Integrate Emerging Mobility Options

Plan for integration of micromobility (e.g., e-scooters, e-bikes), car sharing, and other mobility solutions by updating infrastructure, policies, and regulations to support user adoption, equitable access, and operational safety

Advance Complete Streets Principles

Prioritize inclusive, sustainable street design to support diverse user needs across all travel modes

Focus on Implementation

Develop a prioritized, costed action plan with clear timelines, funding strategies, and performance metrics

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Strategy Development



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Do Nothing

Maintain the Township's current transportation network and policy/programming. This alternative does not include further development of roads under the jurisdiction of the Township. An analysis of this "Do Nothing" scenario has already been completed to establish a baseline for comparison against other alternatives



Auto-Oriented Growth / Road Network Strategy

Focus investment on strategic road network improvements, such as road urbanization, local traffic operation, and safety improvements. Corresponding strategic investment will be made towards providing safer pedestrian and cycling facilities but will focus on improving the network predominately for motorists



Active and Transit-First Strategy

Emphasis on sustainable and people-centric modes of travel by prioritizing the development of high-quality active transportation and public transit infrastructure. The goal is to reduce reliance on single-occupant vehicles and promote a shift towards more sustainable, safe, and accessible transportation options

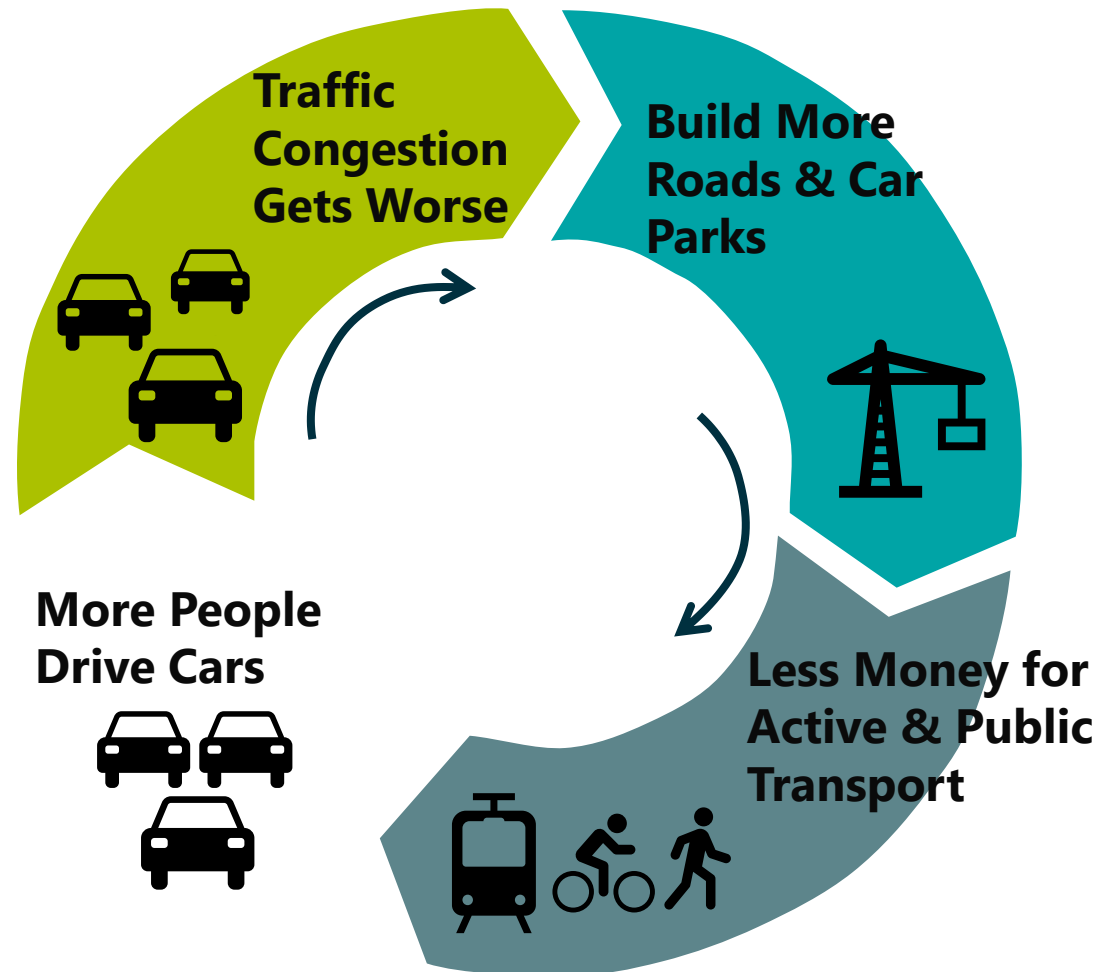


Hybrid / Integrated Network Strategy

Focus on strategic road network capacity improvements, while also promoting and enhancing the active transportation network and the public transit system. The Township will target investments to where they are needed and prepare itself to adapt to meet the changing conditions due to emerging trends and transportation technologies

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The Transportation Doom Loop



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Why an Integrated Network Strategy ?



Balanced Approach: Combines strategic road network upgrades with strong support for active transportation and public transit investments



Future Ready: Enables the Township to adapt to emerging trends, new technologies, and evolving travel needs



Responsive to Key Issues: Addresses congestion, safety, limited transit access, and the need for sustainable travel choices



Supports Growth: Aligns transportation improvements with land use planning to accommodate population and employment growth



Promotes Equity and Accessibility: Ensures infrastructure serves all users including drivers, cyclists, pedestrians, and transit riders



Balanced Support for Environmental Sustainability: Encourages low-emission travel, supports compact growth, and aligns with Woolwich's climate goals while accommodating essential road improvements

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List of Alternative Solutions



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Active Transportation



- Ensure that existing bike lanes comply with OTM Book 18 and current industry best practices to enhance safety and accessibility for all users
- Improve crossing infrastructure (e.g., raised crosswalks, pedestrian refuge islands, rapid flashing beacons)

Public Transit



- Advocate for express or commuter-oriented service connecting Elmira, Breslau, and St. Jacobs to the ION LRT system and Kitchener GO Station
- Improve connections to the future Breslau GO Station from the Township's settlement areas

Road Network



- Revise the road classification framework to align with evolving land use, traffic volumes, and growth patterns

Safety & Capacity



- Prioritize upgrades to key corridors with known capacity issues and advocate for continual improvements to community safety while looking for operational efficiency where possible

Parking Management



- Develop a municipal parking strategy for high-growth areas like Elmira and Breslau

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Land Use and TOD



- Integrate land use and mobility planning in Breslau to support compact, walkable TOD around the GO Station
- Revise subdivision design guidelines to ensure new developments include sidewalks, multi-use paths, and traffic calming

Emerging Mobility



- Plan for integration of electric vehicle (EV) charging infrastructure, especially near employment and GO station areas

Complete Streets



- Adopt a Township-wide Complete Streets policy and update road cross-section standards accordingly
- Prioritize Complete Streets upgrades in school zones, town centers, and new subdivisions

Implementation & Monitoring



- Develop a 20-year capital plan that groups transportation improvements by implementation horizon (short-, medium-, long-term)
- Align infrastructure phasing with growth triggers (e.g., 2031 and 2051 population targets)

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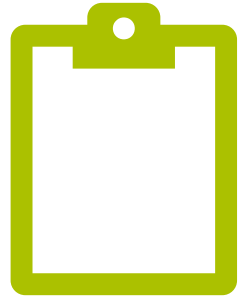
What We Heard



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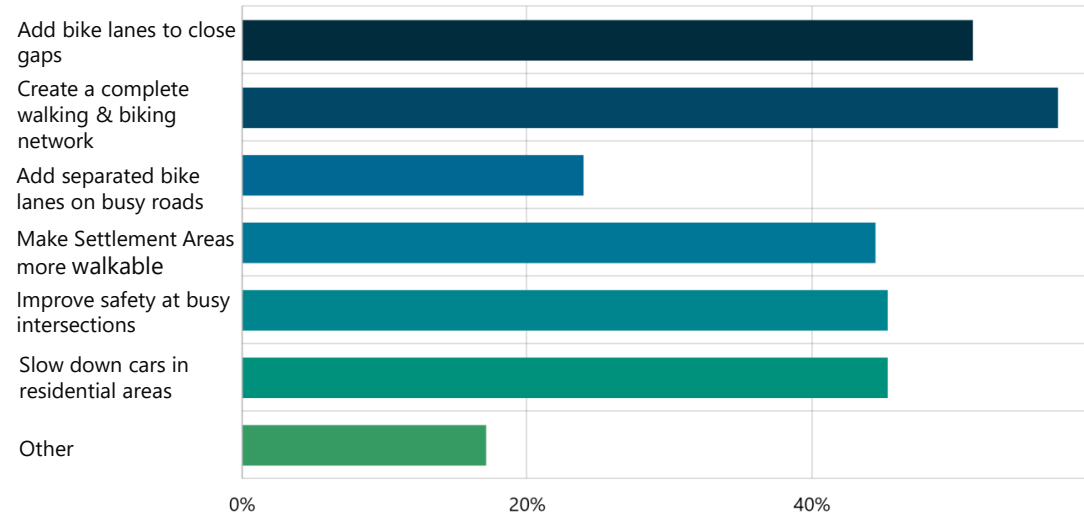
Survey 2: Strategic Vision and Alternative Solutions

- Launched on July 28th 2025 via the Engage Woolwich Website
- Focus of the survey is on key transportation and mobility issues and their potential solutions
- 126 responses received so far
- Survey remains open until August 31st, 2025
- Community feedback will help prioritize solutions in the CTMP
- The next slide summarizes some of the responses for the survey received up to August 22nd

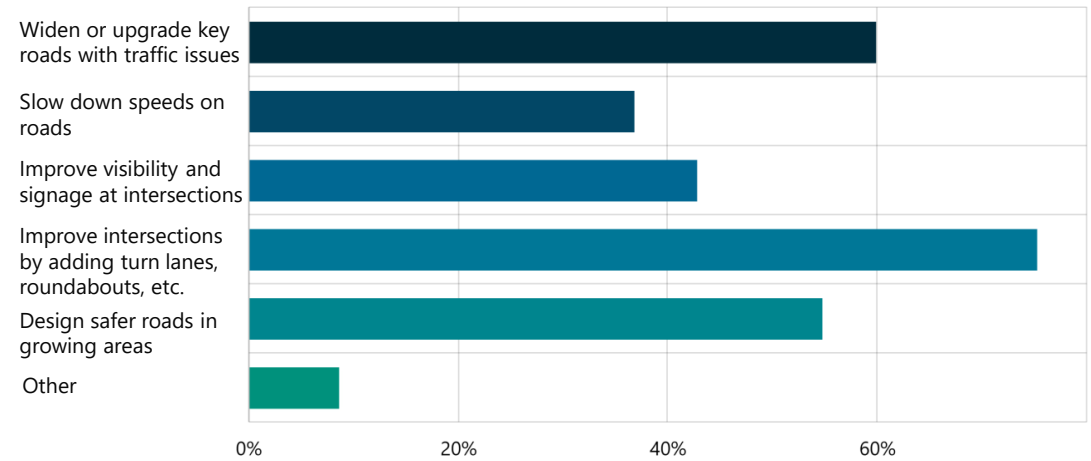


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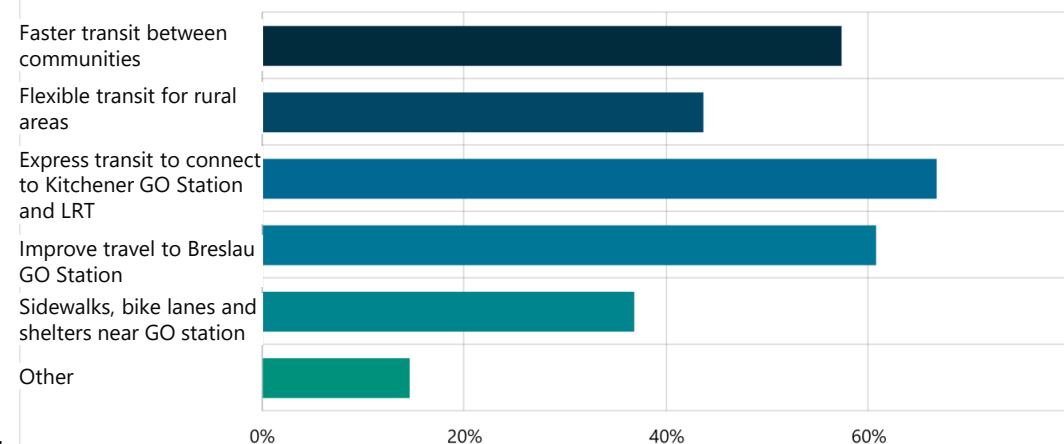
What Active Transportation improvements do you support most?



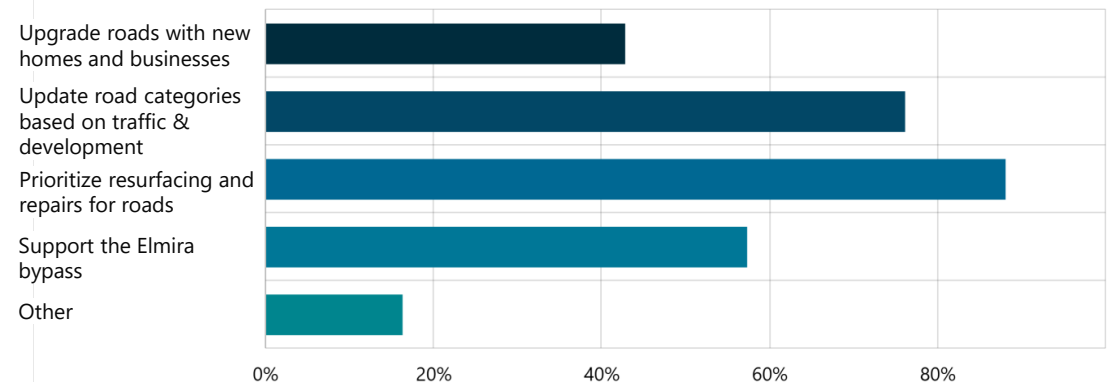
What Safety and Capacity improvements do you support most?



What Public Transit Options do you support most?



What Safety and Capacity improvements do you support most?



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Preliminary Recommendations



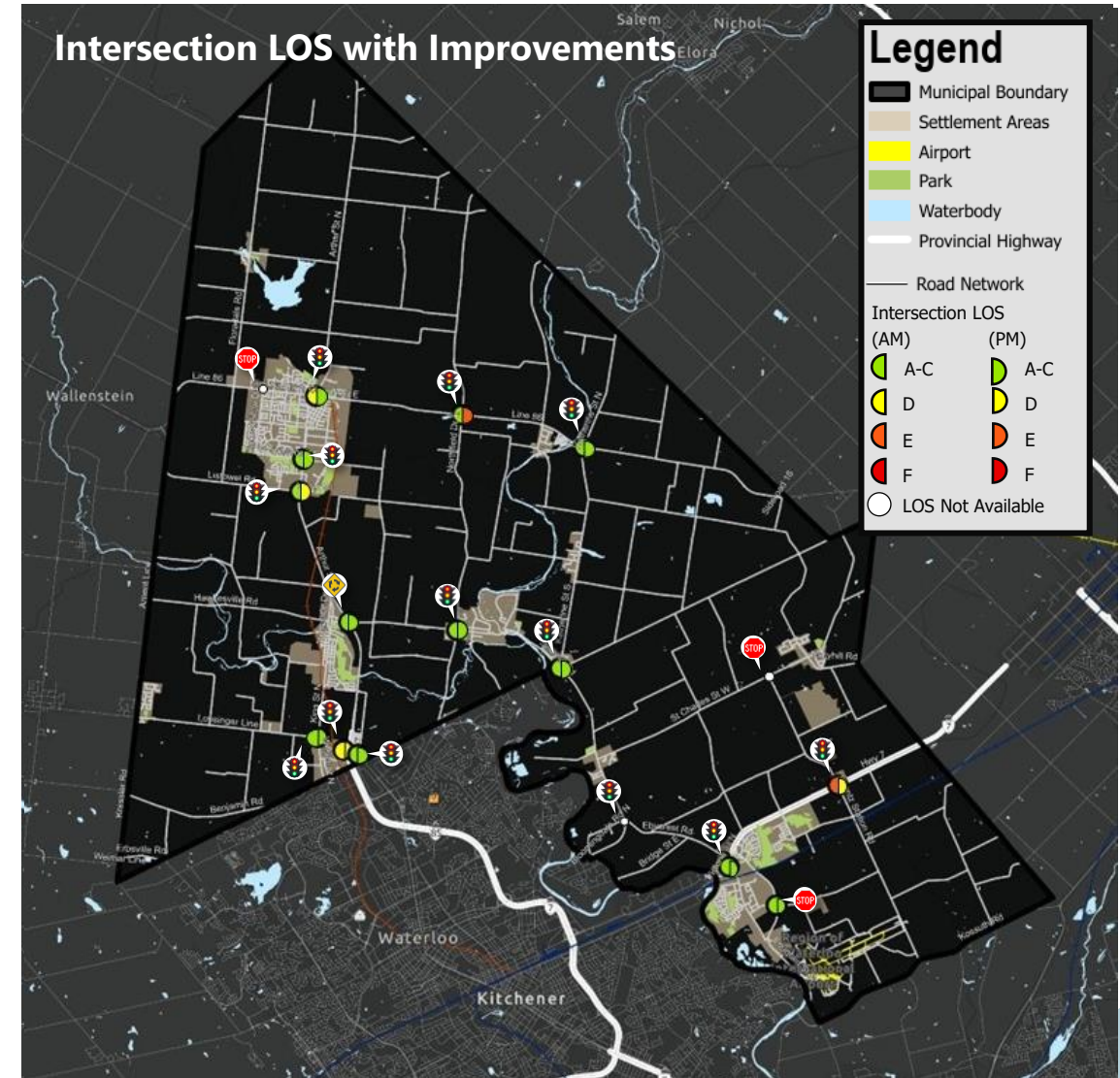
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Intersection LOS in 2051

- ↓
- ❖ Intersection performance was evaluated under 2051 horizon year traffic conditions, accounting for population and employment growth in Woolwich and the Region
- ❖ Planned upgrades and capacity improvements on the Regional Road network were incorporated into the analysis*
- ❖ Signal timing adjustments, lane configurations, and other operational strategies were tested to improve efficiency
- ❖ With the combined improvements, most intersections are projected to operate at **LOS D or better**, which is considered acceptable for urban/suburban contexts

*Region's 2018 TMP are preliminary recommendations based on high-level transportation modelling and require detailed confirmation on a project-by-project basis when they get closer to potential implementation

*signalized intersections are under Regional jurisdiction and subject to Regional Studies to address issues if there are concerns

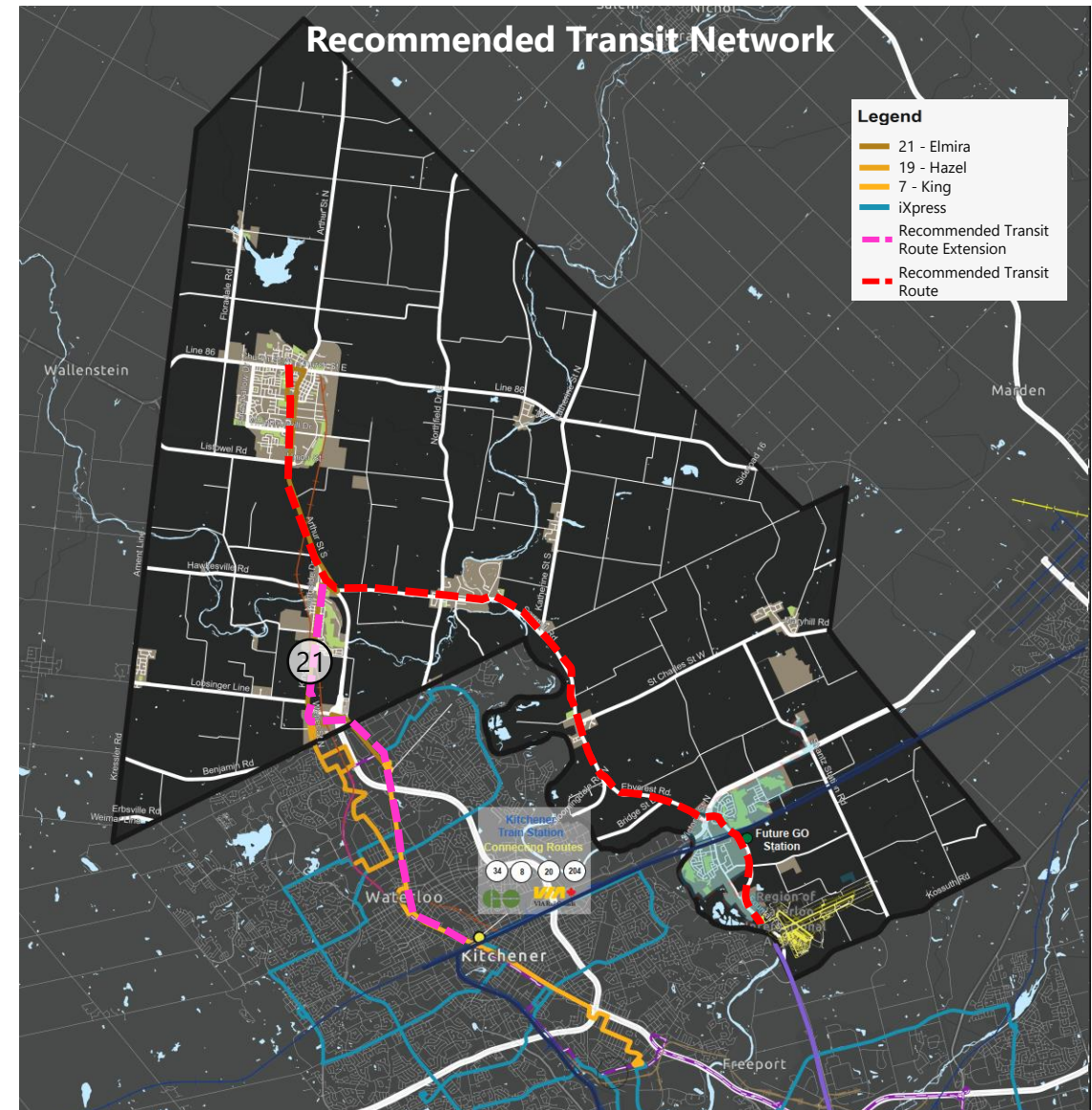


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Recommended Transit Network



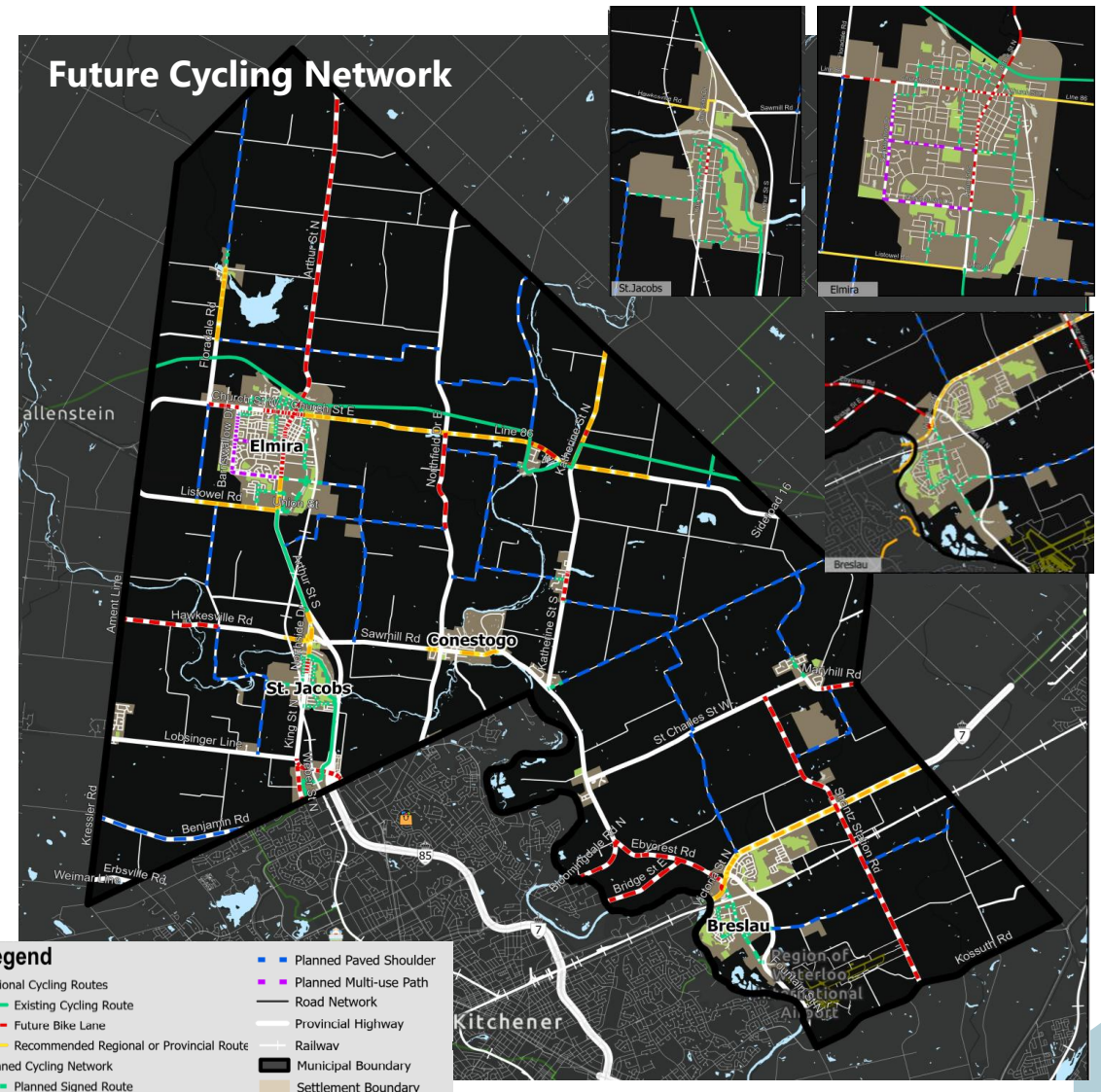
- ❖ Introduce a new transit route connecting Elmira, St. Jacobs, and Conestoga to the Breslau GO Station and the Region of Waterloo International Airport, enhancing regional connectivity and giving residents direct access to higher-order transit
- ❖ Liaise with Metrolinx to align the new transit route with GO train schedules, future network expansions, and regional transit planning initiatives
- ❖ This recommended route will service key growth areas, promote public transit use, and provide accessible transportation options for seniors, students and residents of the township
- ❖ Extend Grand River Transit Route 21 from Elmira to directly connect with the Kitchener GO Station, improving access to regional and intercity transit services
- ❖ Introduce on-demand transit service to provide coverage in less dense and rural areas, offering flexible mobility options and complementing fixed-route services within the broader transit network



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Recommended Cycling Network

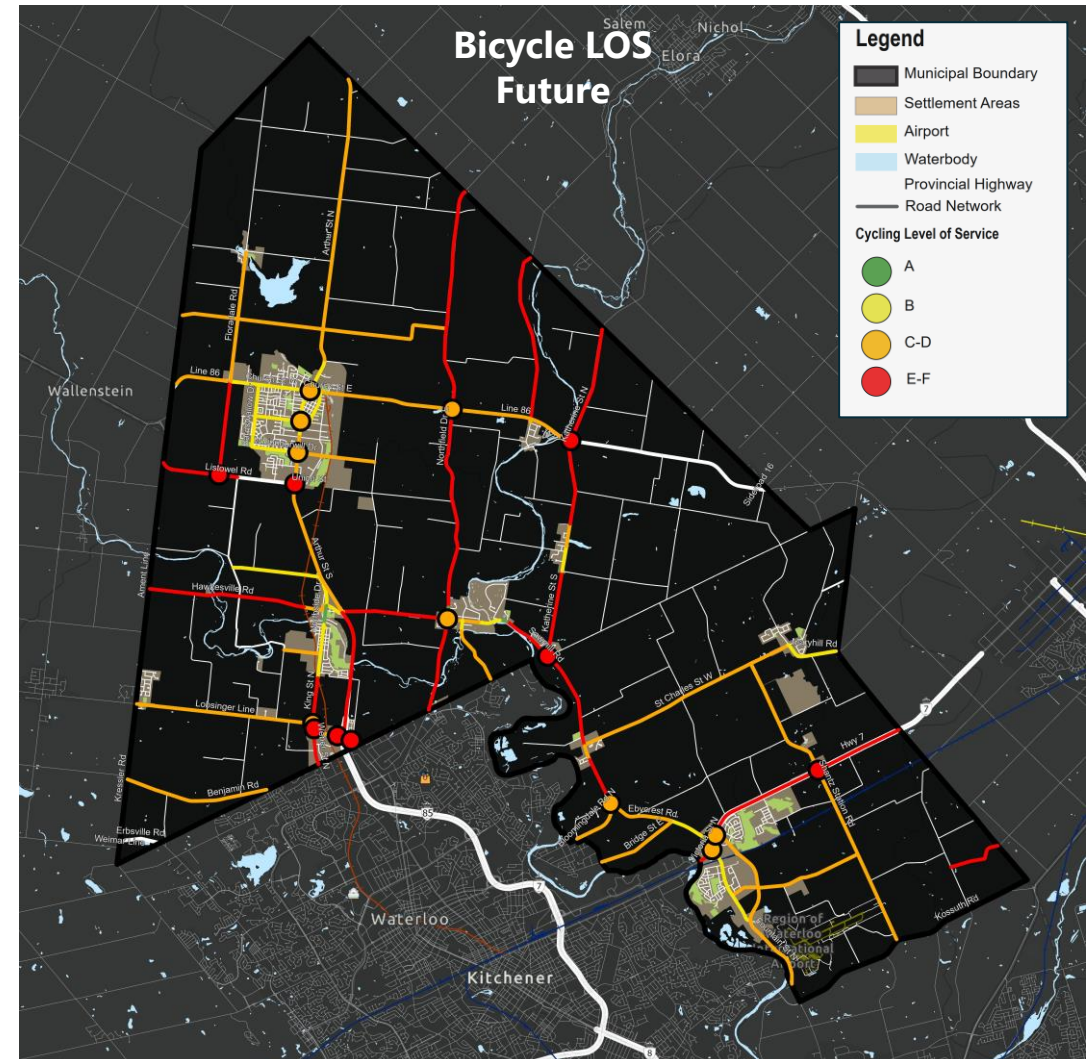
- ↓
- ❖ The map on the right shows proposed cycling facilities in Woolwich, based on the ATMP and the Provincial Cycling network
- ❖ The proposed network includes shared cycling routes, multi-use paths, and dedicated bike lanes
- ❖ It aims to improve connectivity between settlement areas and surrounding regions
- ❖ However, travel between communities remains challenging due to frequent and steep elevation changes in the Township's topography



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Future Bicycle LOS (BLOS)

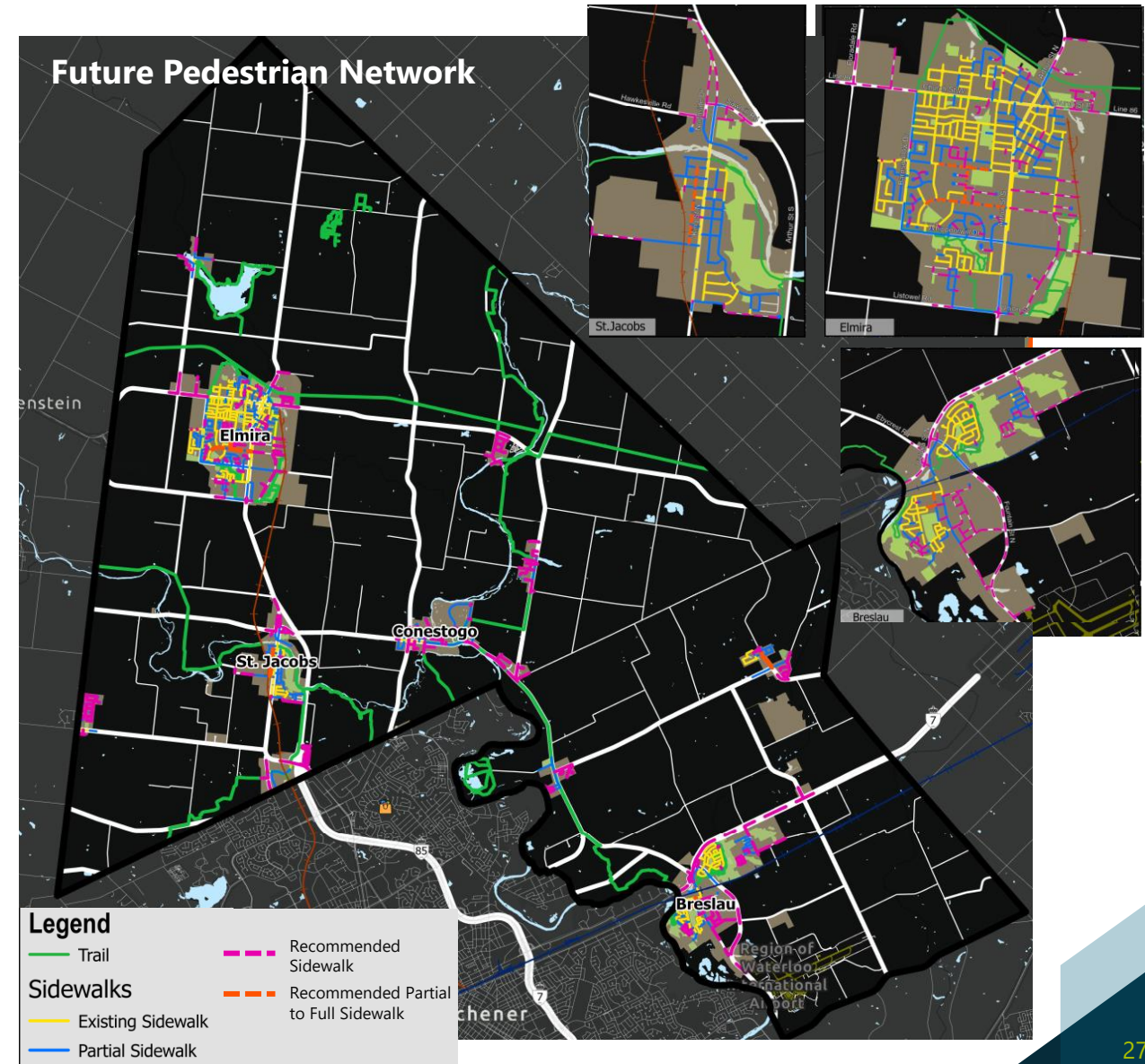
- ↓
- ❖ Evaluation of future bicycle infrastructure was assessed based on:
 - Bike lane width
 - Traffic volume
 - Travel lanes
 - Vehicular operating speed
- ❖ Average level of service increased from 'D' to 'C' for bike infrastructure within Woolwich
 - Future bike infrastructure will be reasonably safe but may still feel uncomfortable for less experienced riders due to traffic speeds, volumes, or limited separation
- ❖ Overall, the analysis shows that cycling in Woolwich will be safer and more comfortable, leading to increased adoption of cycling as a mode of travel



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Recommended Pedestrian Network

- ❖ Provide sidewalks on both sides of the street near schools, community facilities, and other high-activity areas to improve safety and accessibility
- ❖ All new developments should include sidewalks on both sides of streets to support walking as a primary mode of transportation
- ❖ Ensure that all streets in settlement areas have sidewalks on at least one side, with a long-term objective of sidewalks on both sides across the township.
- ❖ The Active Transportation Master Plan aims for continuous sidewalks on both sides of streets in all settlement areas to create a connected, safe, and accessible pedestrian network

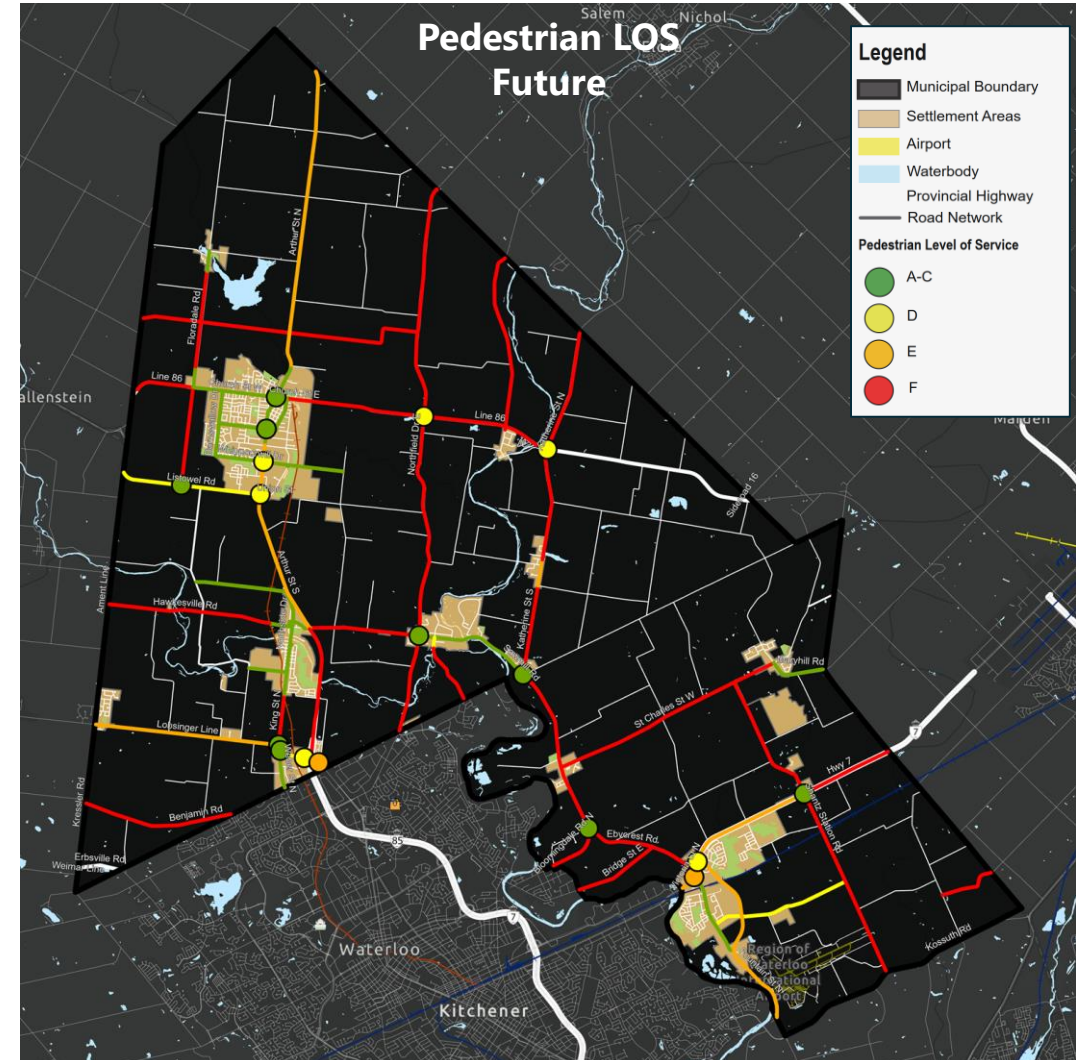


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Future Pedestrian LOS (PLOS)



- ❖ Evaluation of future pedestrian infrastructure was assessed based on:
 - Sidewalk and boulevard widths
 - Annual average daily traffic
 - Presence of on-street parking
 - Crosswalk treatments
 - Vehicular operating speed
- ❖ Average level of service increased from 'E' to 'C' for pedestrian infrastructure within Woolwich
 - Future pedestrian infrastructure is expected to achieve a good level of service, providing a comfortable experience for pedestrians
 - Pedestrian LOS remains poor along rural arterials and in rural areas, largely due to limited pedestrian demand and the absence of supporting infrastructure



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Complete Streets Strategy

- Designing roads that safely accommodate all users: drivers, cyclists, pedestrians, transit, and horse-drawn buggies
- Complete Streets ensure safe travel for everyone, whether walking to school, cycling to work, driving, or using a buggy

Key Principles



Safety for vulnerable road users



Flexibility for rural and urban contexts



Accessibility for all ages and abilities



Balance between movement of vehicles and place-making



Provide a range of transportation choices



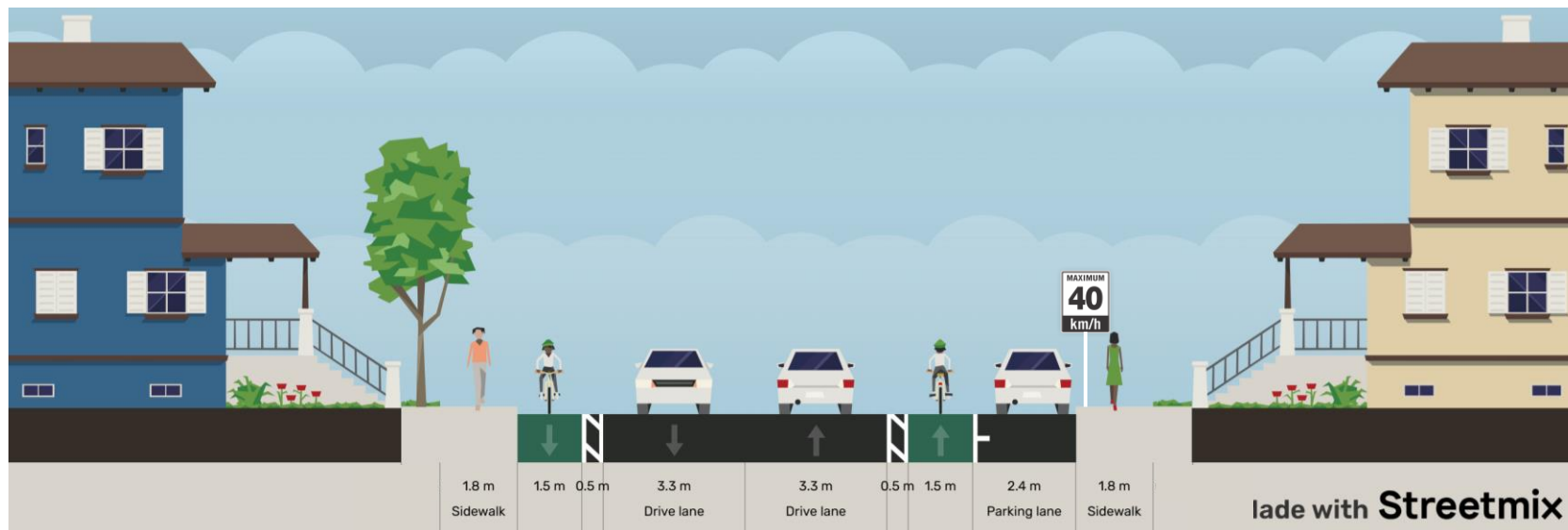
Create healthy and livable neighbourhoods

*This refers to Township roads only

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Local Street

- This is what a local street could look like if it follows Complete Streets principles.
- The design focuses on the safety and comfort of everyone, especially pedestrians, cyclists, and other vulnerable users.
- The street is designed to support neighbourhood livability and active transportation, not just vehicle traffic.
- Recommended driving speed is 40 km/h to match the residential setting, with 30 km/h in school zones for extra safety.
- The dimensions shown are the minimums: sidewalks, green spaces, and cycling lanes can be made wider where space allows.



*This refers to Township roads only

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Traffic Calming

- Traffic calming uses design features to reduce vehicle speeds and improve safety
- Key to addressing concerns around speeding, cut-through traffic, pedestrian safety in Woolwich
- Traffic calming makes streets safer and more comfortable, especially near schools, parks, and busy pedestrian areas

Physical Measures

Improve conditions through physical alterations to the roadway, including:

- Horizontal deflection (i.e. curb extensions)
- Vertical deflection (i.e. speed humps, raised crosswalk)
- Signage



Societal Measures

Increase road safety through measures that lead to reduced automobile usage and safer driver habits, including:

- Speed watch programs (Existing lawn sign program in place and Region's speed camera enforcement)
- Education programs
- Newspaper ads and brochures



*This refers to Township roads only

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Policies and Strategies

Speed Limit Policy

It is recommended for the Township to adopt 40 km/h default speed limit within settlement areas with a further reduction to 30 km/h in school zones. Research shows that reducing speeds improves survival rates for pedestrians and cyclists in collisions and helps create calmer, more comfortable streets near schools, parks, and residential neighbourhoods. This policy would be supported by targeted traffic calming, enforcement, and education initiatives.



Pedestrian Crossing Guidelines

The Pedestrian Crossing Guidelines will provide guidance to the Township to select candidate locations for pedestrian crosswalks as well as the types of crosswalks to implement. This approach will ensure consistent decision-making, improved safety for vulnerable road users, and better connectivity within Woolwich's settlement areas.



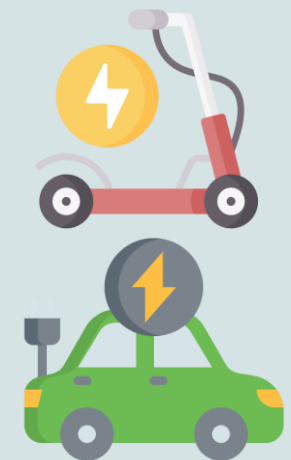
Parking Management

The parking management strategy will outline considerations for the optimal management of parking spaces, ensuring that supply is balanced with demand in settlement areas and key destinations, reduce congestion, support local businesses, and encourage the use of active and sustainable modes of travel. In Woolwich, it will also emphasize placemaking by designing parking areas that enhance the public realm, improve walkability, and create more inviting village and community spaces.



Smart Mobility

The Smart Mobility Strategy will outline how the Township can proactively prepare for emerging technologies, such as ride-hailing services, micro-mobility options, and electric vehicles, to improve mobility, sustainability, and connectivity. By anticipating future trends, the strategy will support more efficient travel choices, reduce environmental impacts, and ensure Woolwich is ready to adapt to innovative transportation solutions that meet community needs



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Next Steps



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Next Steps

Following this round of consultation, we will:

1. Review your feedback to understand if any changes to the draft recommendations are needed;
2. Prepare a phased implementation plan for various transportation system components;
3. Finalize TMP supporting strategies and policies; and
4. Finalize the Comprehensive Transportation and Mobility Plan report



Contact Us

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**Thank you for attending
PIC #2!**



Thank You

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