

Arthur Street Improvements

South Street E to Kenning Place

Public meeting

November 25, 2025



Region of Waterloo

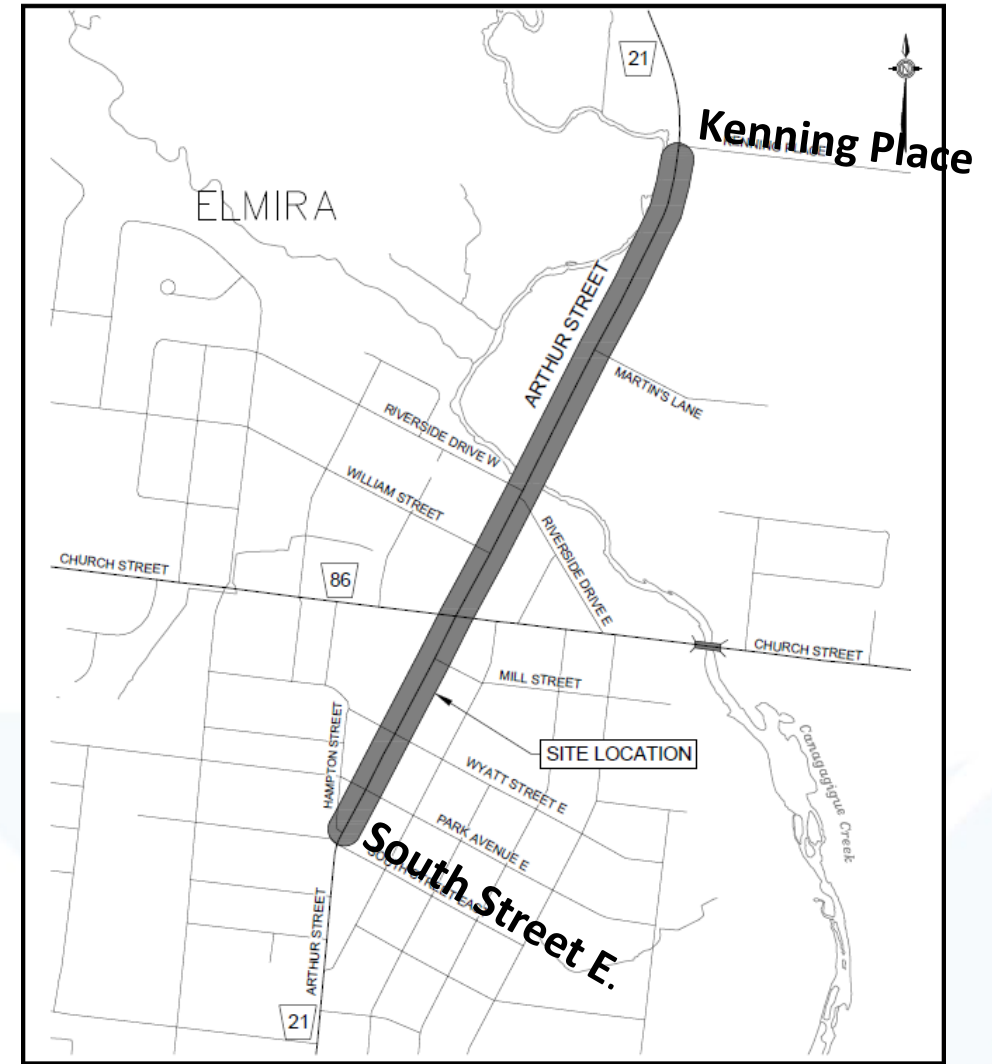
Land acknowledgement

The Region of Waterloo is situated on the land traditionally used by the Haudenosaunee, Anishinaabe, and Neutral Peoples. We acknowledge the enduring presence and deep traditional knowledge, contributions and philosophies of the Indigenous People with whom we share this land today.



Project location

Arthur Street from
South Street E to Kenning Place



Project purpose

- Active transportation improvements to make it easier for everyone to walk, roll or bike through the area
- Upgrades to underground infrastructure (bigger watermain, sewer drain and storm sewer replacement)
- Pavement rehabilitation on road and sidewalk including removal of red brick stone
- Bridge rehabilitation (new deck, barrier walls, sidewalk and asphalt)



Public input required on

- Improvements to make it easier and safer for everyone to walk, roll or bike in the area
- Make it easier for people to make climate-friendly transportation choices
- Grow the active transportation network and connect to nearby trails such as the Kissing Bridge Trailway (G2G Rail Trail)



Guiding plans and policies

Transportation Master Plan (Region of Waterloo, 2018)

- Directs active transportation facilities to be AAA (accessible for all ages and abilities)
- Identifies Arthur Street as a major cycling route

Active Transportation Master Plan (Township of Woolwich, 2023)

- Recommends improvements, policies and programs to improve active transportation facilities in Woolwich
- 75% of residents expressed strong interest in active transportation with safety identified as the top concern deterring cycling

Regional Official Plan (Region of Waterloo, 2025)

- Seeks to have most destinations be reachable within a 15-minute bike, walk or bus trip
- Sets goal that 40% of trips under 5 km be through modes of active transportation

Transform Waterloo Region

- Encourages Region to shift to walking, cycling and transit to reduce greenhouse gas emissions from vehicles
- Targets include 10% reduction by 2030 and 80% reduction by 2050
- Regional Council approved

How we got here

- Guided by Regional and Township plans and policies, required upgrades to the existing roadway and need for new assets.
- Coordinated between the Region of Waterloo and Township of Woolwich engineering and transportation teams, and Council.
- Developed over ten (10) alternatives considering active transportation and traffic needs, business needs, existing utilities, road design constraints, engineering design standards, and many other factors
- Informed by active transportation design standards that ensure accessibility for all ages and abilities

Proposed design options

- Two urban designs
 - South Street E to Riverside Drive
- One rural design
 - Riverside Drive to Kenning Place
- Maintain existing conditions with required rehabilitation work to road and bridge



Urban designs

- Design option 1: Separated cycling lanes on Arthur Street
- Design option 2: Shared cycling lanes on Memorial Avenue



Urban design option #1: Separated cycling lanes on Arthur St.



Urban design option #2: Shared cycling lanes on Memorial Ave.



Urban design option #2: Shared cycling lanes on Mill Street



Urban design option #1 and #2: South of Church Street



Urban design option #1 and #2: North of Church Street



Comparing the options

Option 1: Separated cycling lanes on Arthur Street

Key benefits:

- Provides a safer, dedicated space for cyclists
- Economic boost for downtown and local businesses
- Ideal for all ages and abilities

Challenges:

- Removes 37% (18 spots) of on-street parking between South Street E. and Church St.
- Requires some property acquisition and tree removal

Option 2: Shared cycling lane on Memorial Avenue

Key benefits:

- Keeps 90% (54 spots) of on-street parking between South Street E. and Church St.
- Shorter construction timeline
- Less impact on property and trees

Challenges:

- Shared lanes with vehicles may be less desirable for cyclists
- Does not connect as easily to downtown stores

Economic benefits of cycling lanes in Downtown Elmira

Connecting communities and boosting business

- Arthur Street cycling lanes would link Elmira to the Kissing Bridge Trail/G2G Rail Trail, a proven tourism and economic driver
- Communities connected to the G2G (Guelph to Goderich) Rail Trail see significant local spending increases

Estimated impact

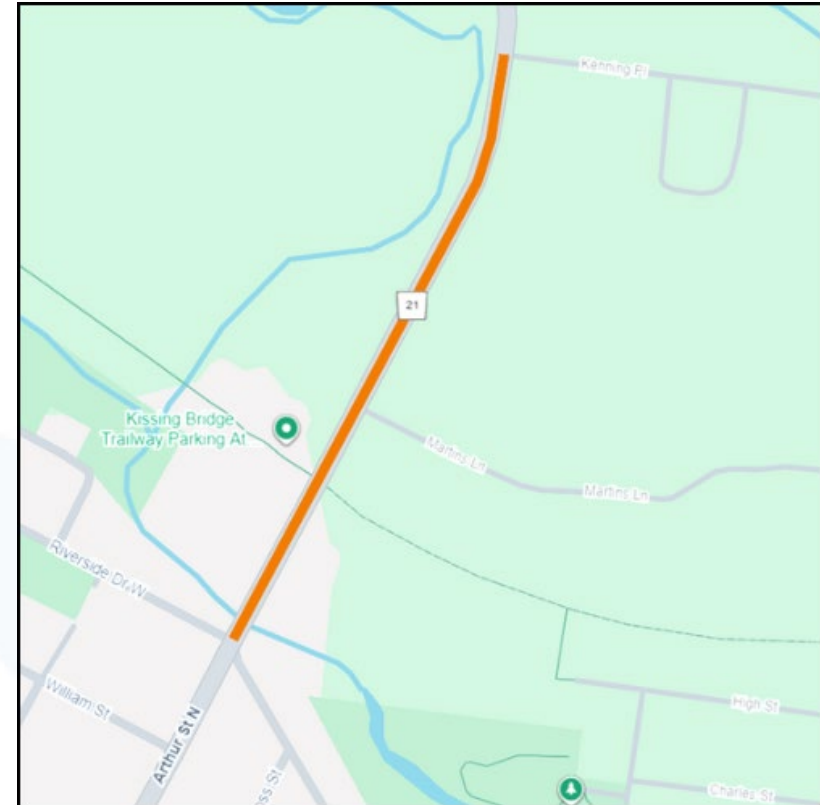
- +\$1.43 million annual local revenue in restaurants, hotels, gas stations, grocers, bike and sporting goods stores

Proven success elsewhere

- Stratford, Soult Ste. Marie, Elora/Fergus and Cornwall
- Each reports higher downtown visits, retail sales and tourism from cycling infrastructure

Proposed rural design: Riverside Drive to Kenning Place

- On-road cycling lane on each side with a painted buffer
- 1.5m sidewalk on each side
 - Replacing existing and extending to Kenning Place
- Concrete boulevard of 0.3m on the west side, Grass boulevard of 1m on the east side due to Hydro
- Minimal tree removal and hydro/utility relocations
- Provides enough room for both cyclists and horse and buggies



Proposed rural design: North towards Martins Lane



Proposed rural design: North towards Kenning Place



Project timeline

Phase	Timeline
Engagement period	November 25 to December 19, 2025
Council report <i>With summary of public feedback</i>	Early 2026
Detailed design <i>Dependent on Council approval</i>	Mid 2026 to 2027
Utility relocations and Property Acquisition	2027
Construction	2028 and 2029

Next steps and feedback options

- We will be collecting feedback through:
 - Paper surveys available at the public meeting
 - Online survey available on EngageWR until December 19
- All public feedback will be summarized and used in the final decision-making process

Questions? Contact:

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www.engagewr.ca/arthur-street

Stay informed by following the project page on EngageWR.



Open house instructions

- Each design option is presented around the room with staff at each station
- Staff are available at each station to answer questions and prompt discussion
- Pick a station to start at, we recommend spending around 15 minutes at each station and rotate around the room
- We will be here until 9 p.m. this evening