

cycling & trails

MASTER PLAN

ENGAGEMENT REPORT



connecting
KITCHENER



1.0 INTRODUCTION

The Cycling and Trails Master Plan (CTMP) is a keystone project for the City of Kitchener, as it brings together the major elements of an active transportation network for the city under a bold vision to **create a sustainable, safe, equitable, and healthy community for everyone year-round.**

The project followed an engagement-led approach, with an emphasis on hearing from a diverse range of voices and enhancing opportunities for meaningful feedback to be collected at key milestones and decision points along the project process. The needs of trail users and cyclists of all ages and abilities was considered both from a neighbourhood scale as well as a city-wide scale.

The primary goal of the engagement process was to deliver a series of fun and inclusive community engagement activities to get more people involved in the development of the CTMP. Initial engagement on cycling and trails infrastructure was conducted by the City over the summer of 2018 through a series of 'Workshop on Wheels' events. The engagement process for the CTMP that was initiated in spring 2019 built on the feedback heard up to that point through additional engagement and reporting back to confirm the issues, opportunities, and needs of neighbourhoods across the City.

The CTMP was developed as a Master Plan under the *Municipal Class Environmental Assessment* (MCEA) Process. See **Section 1.2** for further information.

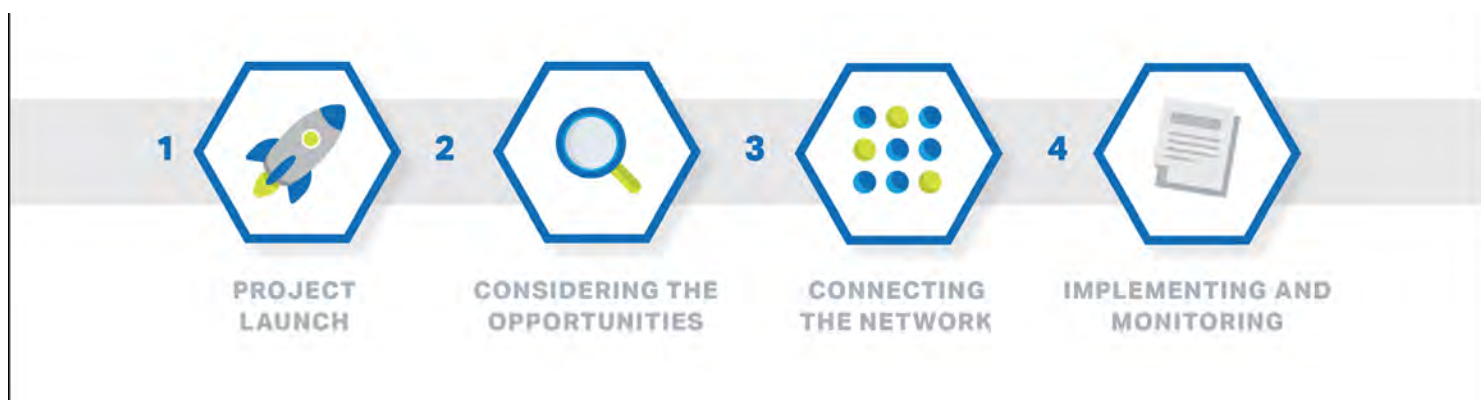
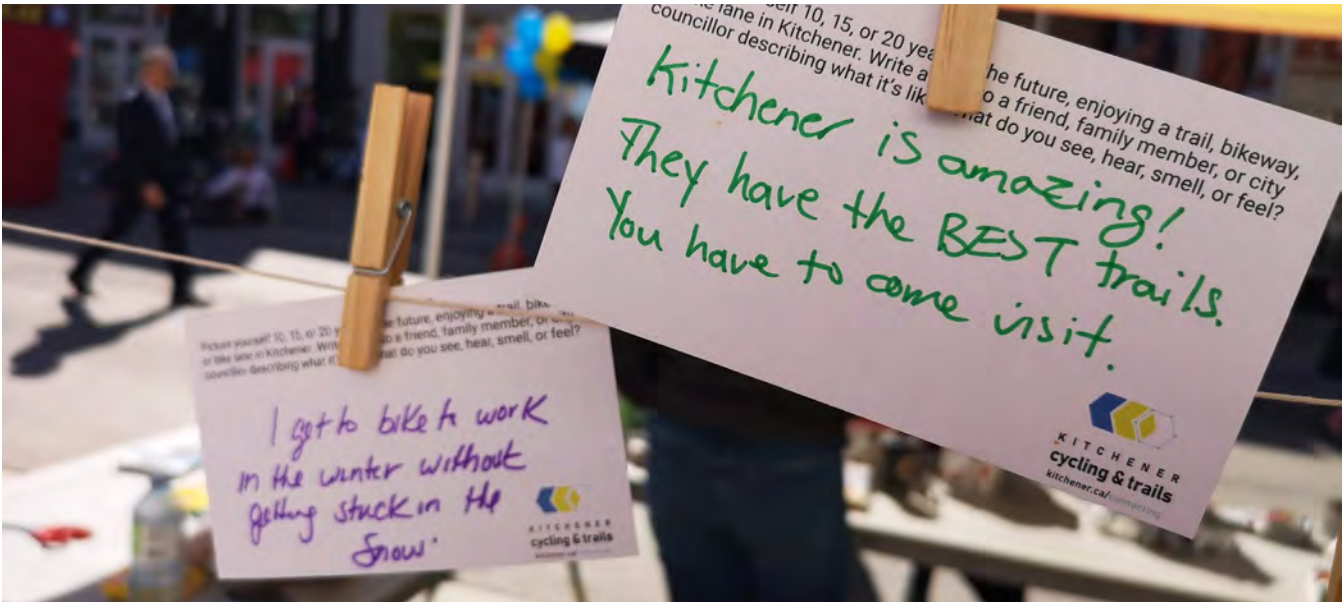


Figure 1 - Key stages in the project process



1.1 THE MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PROCESS

The CTMP was completed to satisfy Phase 1 and 2 of the Municipal Class Environmental Assessment Process (**Figure 1**). The process is overseen by the Ministry of Environment, Conservation, and Parks, and is designed to identify the issues and opportunities that the Master Plan will focus on, design solutions, and chart a path forward for improvements to the cycling and trails network across Kitchener.

The engagement activities feed into the key decision points along this process, and for this Project were designed to go beyond the minimum requirements of the MCEA process.

A range of opportunities for the Kitchener community to get involved in ways that suited their needs were provided, as outlined in **Section 1.3**.

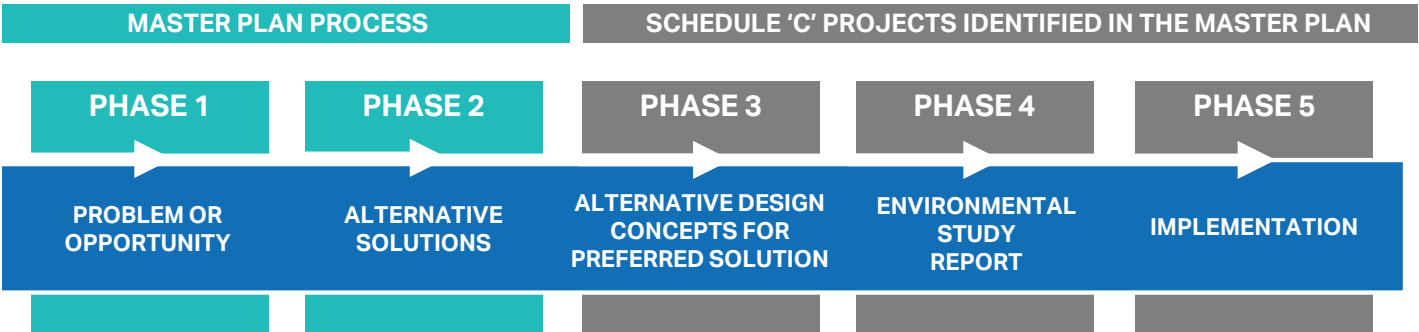


Figure 2 - The Municipal Class Environmental Assessment Process



1.2 ENGAGEMENT GOALS

The engagement process was designed to meet the following set of goals that were established early on in the project process:

- Build awareness around opportunities for cycling and trail use in Kitchener.
- Hear from users of the current system, as well as non-users, and encourage new users to test it out – the ‘just one’ approach (one trip per week, to build a sense of comfort and reduce apprehension about cycling or walking).
- Involve all user types (cyclists, runners, walkers, etc.) and age brackets city-wide in the process to design the network and facilities that will work for them.
- Shift the narrative towards more constructive and meaningful dialogue about the future of transportation in the City, transit integration, and positive community and economic outcomes as a result of improved non-car infrastructure.
- Manage expectations about what the CTMP can accomplish.
- Generate data on active transportation habits and preferences to inform planning for user demands and needs.
- Identify key hubs/destinations in the City that need to be serviced by cycling and/or trails infrastructure in the development of the ‘minimum grid’.
- Keep city residents informed, and respond to questions and concerns.
- Clearly demonstrate the decision-making process, how stakeholder feedback was incorporated, and why decisions were made, satisfying the requirements of Phase 1 and 2 of the MCEA process.

Figure 3 - Engagement Snapshot



1.3 ENGAGEMENT HIGHLIGHTS

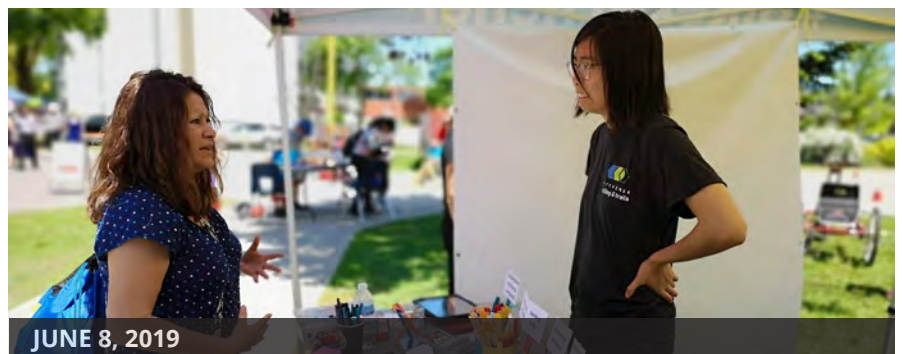
A series of activities to support community and stakeholder engagement were held throughout the project process.

NOTIFICATIONS & PROJECT MAILING LIST

A project mailing list was set up and updated throughout the project process. A Notice of Commencement as well as notices for the public events and held were shared with the mailing list, and published in *The Waterloo Record* and the *Kitchener Post*.

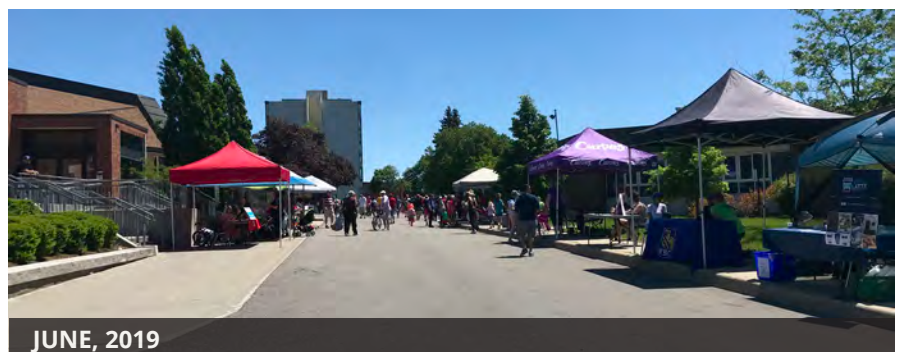
PUBLIC LAUNCH EVENT

The project launched at the annual **Neighbours Day** event, with interactive family-friendly activities. More than 100 people stopped by the booth.



POP-UP ENGAGEMENT

Nine pop-up booths were set up at existing community events, resulting in over 650 interactions. The pop-ups were designed to be fun and interactive using a range of activities to collect input.





THE COMMUNITY WORKING GROUP

A Community Working Group was established to guide the creation of the Cycling and Trails Master Plan. Thirteen invited members and 8 members-at-large were appointed, including community members, stakeholders, and city staff.



DESIGN LAB WORKSHOP

A public Design Lab Workshop was held at Victoria Park Pavilion to explore the design of cycling facilities and trails. Approximately 70 people participated.



OPEN HOUSE

An open house was held in the Kitchener City Hall rotunda, featuring interactive voting and mapping activities to collect input on the proposed strategies and network improvements. Approximately 35 residents attended the event.



PROJECT WEBSITE AND ONLINE SURVEY

The project website provided information on upcoming engagement activities and results from previous engagements. Two online surveys were administered in June and October, generating 2,300 responses (combined).

WORKSHOPS ON WHEELS & FEET.....

A total of ten bike rides and two walking tours were arranged across eight City Wards, with 138 participants across all age groups, including children.

2.0 CONSULTATION & ENGAGEMENT ACTIVITIES

The engagement process was designed to collect input from the community and stakeholders at key milestones in the project life cycle, and the feedback heard was integrated into decision-making at each stage.

The following sections provide a summary of the approach and feedback received for each of the activities highlighted in **Section 1.3**.

Workshops on Wheels and Feet

Early engagement on the needs and opportunities to support and expand cycling and trails use in Kitchener was undertaken by City staff in August 2018, and included a series of 'Workshops on Wheels'. These involved ten cycling tours in eight Wards across the City, as well as two walking tours of Downtown Kitchener.

These events provided insights into some of the key considerations for the CTMP, as well as early thinking on the solutions and 'quick wins' that could be addressed through the development of the Master Plan.



Notices, Mailing List, and Project Website

A mailing list was established for the project at the outset, integrating with the City's Bike Kitchener newsletter and subscriber list. Additional subscribers to the mailing list were added through registration on the project page set up through the City's online Platform, Engagement HQ.

Notices for the following events were posted on the website and on the City's social media accounts (Facebook, Twitter, and Instagram), and were also published in local newspapers, as indicated below. Copies of the notices are provided in **Appendix A**.

- The Notice of Commencement & Public Launch Event held on June 8th, 2019 was published in the *Waterloo Record* and the *Kitchener Post* on May 27th, 2019. The notice was also circulated via the Bike Kitchener newsletter on May 31st, 2019.
- A notification for the Design Lab Workshop held on July 17th, 2019 was published in the *Waterloo Record* and the *Kitchener Post* on June 27th, 2019. The notice was also circulated via the Bike Kitchener newsletter on June 20th, 2019.
- An event notification for the Open House Event held on November 12, 2019 was published in the *Waterloo Record* and the *Kitchener Post* on November 1, 2019. The notice was also circulated via the Bike Kitchener newsletter on November 7th, 2019.



Project Website

The project page on the City's Engagement platform at **engagewr.ca/cycling-and-trails-master-plan** provided a one-stop location for all engagement-related activities and updates. The page was updated continuously throughout the process, and was the home for the two online surveys conducted for the project as well.

In addition, a landing page was set up for the project on the City's website, at **kitchener.ca/cyclingandtrails**.

Engage Kitchener » The Cycling and Trails Master Plan

The Cycling and Trails Master Plan

Consultation has concluded



We're working to better connect Kitchener through trails and cycling! Our Cycling and Trails Master Plan will lay the groundwork for a connected network of bikeways and trails.

We've asked more than 2,000 Kitchener residents what they want to see from the city's cycling and trails infrastructure. That feedback was used to develop a draft network.

Let us know if the draft network reflects your feedback by clicking the 'take survey' tab. Do you have specific feedback about a location or route that's important to you? Click the 'drop a pin' tab for an interactive view of our draft network and make a suggestion!

[TAKE SURVEY](#) [DROP A PIN](#) [NEWS FEED](#) [PAST SURVEY](#)

The Cycling and Trails Master Plan

Consultation has concluded

REGISTER to get involved!

Life Cycle

- ☒ **Feedback consolidation**
Staff consolidated community feedback to develop a draft network, goals and strategies to realize the community's vision for the plan.
- ☒ **Community engagement round #1**
Staff engaged more than 2,000 Kitchener residents over the summer about what the Cycling and Trails Master Plan should entail.
- ☒ **Community engagement round #2**
Staff are soliciting feedback from the community on the draft network, goals and strategies to ensure that the plan correctly reflects the feedback we've received. (Oct. 9 - Nov. 30)
- ☐ **Draft Cycling and Trails Master Plan**
In early 2020, a draft Cycling and Trails Master Plan will be developed.
- ☐ **Cycling and Trails Master Plan**
The Cycling and Trails Master Plan will be presented to council for approval in the spring of 2020.

Figure 4 - Snapshot of the project page hosted on the engageWR platform

Community Working Group

A Community Working Group (CWG) was set up to steer the direction of the CTMP and provide a citizen-based approach to its development. The CWG provided an opportunity to collect in-depth feedback from a range of interested residents, groups, and stakeholders to inform and guide the CTMP. A call for applications was sent out, and members of the CWG were selected to provide a range of perspectives, from users to non-users of the existing cycling and trails network across a range of ages and abilities. The CWG was comprised of 13 invited members and 8 members-at-large.

The CWG met a total of 9 times during the project on a semi-monthly basis, and provided continuous input on key decisions as the CTMP was developed. From the early stages of the project, this group was instrumental in the development of the vision and goals for the CTMP, and provided a close review of all elements of the proposed network as it was developed and fine-tuned.

The support of this group was also sought on developing the design of the engagement process and approach for each of the public events. The feedback received through the CWG was invaluable towards providing a more inclusive, made-in-Kitchener approach to the development of the cycling and trails network, as well as the strategic and implementation aspects of the CTMP.





Public Launch Event

The Launch Event for the project was held on June 8th, 2019 from 9am to 3pm at the Stanley Park Community Centre. The event was held in conjunction with Neighbours Day, a Kitchener-wide festival featuring a series of community-based events across the city.

A family-friendly event was designed, with an outdoor booth set up at the venue featuring interactive activities for children and adults to collect feedback on the issues, opportunities, and the key priorities for developing a connected network of cycling paths and trails across the city.

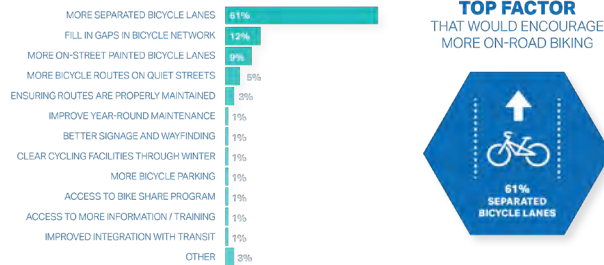
The first online survey (Survey #1) was also live in time for the event, and attendees were encouraged to fill out the survey on their mobile phones, tablets, or on paper copies of the survey.

The feedback for the event was captured through the survey and through comments attached to a large-format print of the existing cycling and trails network for the City.

PURPOSE OF TRAIL USE



HOW TO ENCOURAGE MORE CYCLING



FAVOURITE PLACES ON FOOT

- Downtown
- Victoria Park and other parks
- Trails
- Rec Centres
- Shopping Areas
- Transit



ON-ROAD CYCLING ISSUES

- Discontinuous facilities
- Challenging connections
- Uncomfortable facilities
- Unsafe road crossings
- Rail / LRT crossings
- Condition of facilities



Survey #1: Understanding the Issues and Opportunities

The first online survey for the project ran from May 31st, to July 7, 2019, and was available on the project engagement page at engageWR. The survey explored key questions on the ways that the trails and cycling network are currently used, key destinations, and gaps in the network.

Approximately 1,447 respondents completed the survey. The responses to the survey provided the basis for the initial development of a proposed cycling and trails network. A complete summary of the feedback received through Survey #1 is provided in **Appendix B**.

Figure 5 - Snapshot of selected results from Survey#1



Design Lab Workshop

This event was held from 5pm to 7:30pm on July 17th, 2019 at the Victoria Park Pavilion in Kitchener. The Design Lab was scheduled in conjunction with a CWG meeting, to provide members of the wider community with an opportunity to work in tandem with the CWG on key strategic and network-based elements of the CTMP. Approximately 51 participants attended the event. The feedback received through Survey #1 and the Launch Event was used as the foundation for a proposed network that was brought forward for consultation at this event.

The event featured a presentation by the consulting team to present the key aspects of the project process, results of Survey #1, and findings to date on the key opportunities and issues for the CTMP. A series of break-out activities were designed for the World Café-style portion of the event, with facilitated discussions on the following topics:

- A Safe, Connected Network, with a mapping activity on the proposed cycling and trails network;
- Finding Your Way Around, dedicated to discussions on signage and wayfinding for the network;
- Linking Up, with activities related to how the cycling and trails network connects with transit across the city, and ways to improve multi-modal integration;
- Maintaining the Network Year Round, which focused on all-seasons maintenance and priority routes; and
- A Place to Get Active, featuring questions and activities around building a culture of trail use and cycling, and ways for the CTMP to support a more active lifestyle for users of all ages and abilities.

The feedback received at each of the activity stations was integrated into the technical work on developing the strategies and proposed cycling and trails network for the CTMP.

A detailed summary of the feedback received through the Design Lab is provided in **Appendix C**.

Open House

The final public event for the CTMP was held in the rotunda at Kitchener City Hall on Tuesday November 12th, 2019 from 4pm to 7pm. This event was the Statutory Public Event for the CTMP under the Municipal Class Environmental Assessment process (Phase 2).

The event included interactive voting and map commenting activities to collect input on the proposed strategies and network improvements to create a connected trail and cycling network in Kitchener. A total of approximately 35 Kitchener residents attended the event. The feedback received highlighted the need to focus on critical gaps in the network and support continuity, while also supporting accessibility and greater convenience in accessing key destinations via the proposed network. A detailed summary of the feedback received through the Open House Event is provided in

Appendix D.

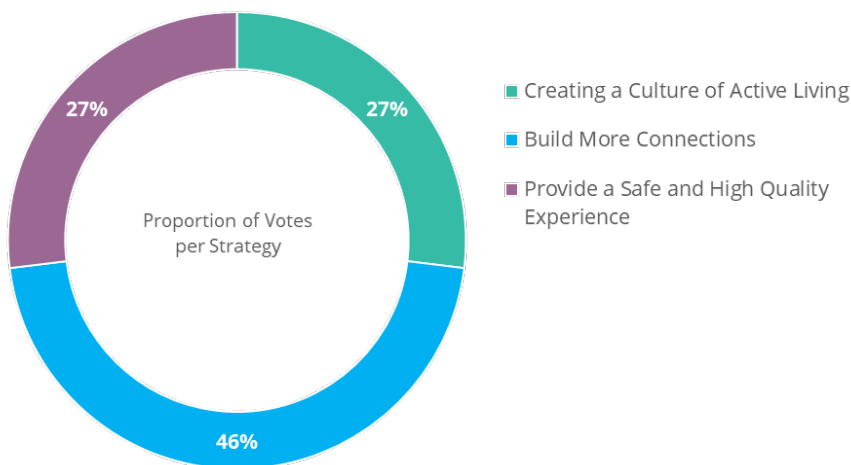
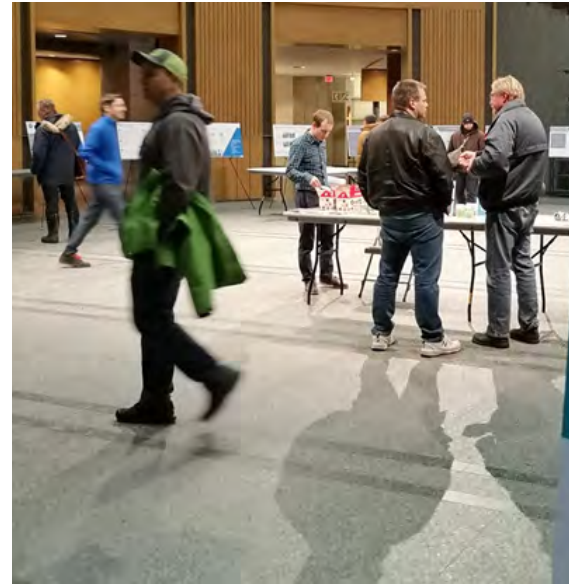


Figure 6 - Results of the dot-voting exercise at the Open House, asking participants to prioritize the three main strategies for the CTMP



Survey #2: Did We Get It Right?

The second online survey was live on the engageWR project page from October 10th to December 3rd, 2019, and attracted responses from 800 participants.

The survey provided a final opportunity for the community to view the proposed network and offer input on key elements of the cycling and trails network, including the city-wide spine network, the proposed bikeway and trail network, site-specific improvements, and important destinations. Feedback was also requested on the prioritization of the CTMP goals, strategies, and actions.

A detailed summary of the feedback received through Survey #2 is provided in **Appendix E**.

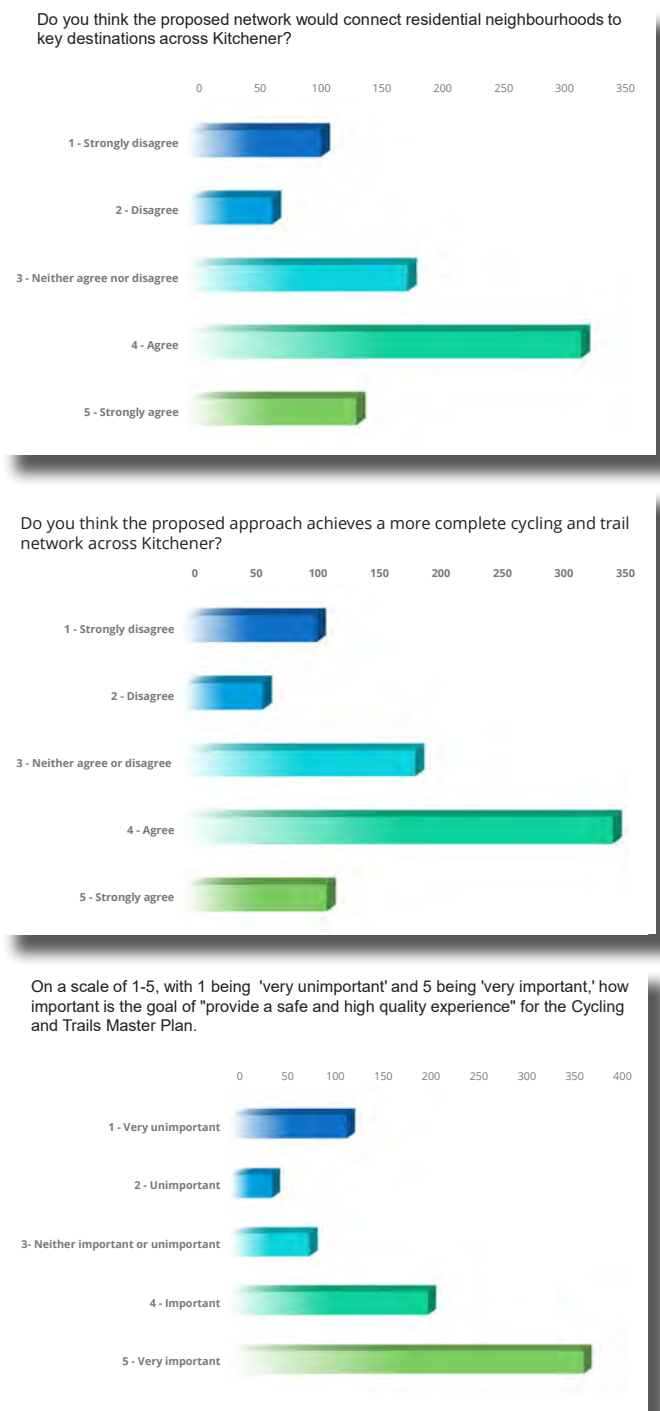


Figure 7 - Snapshot of selected results from Survey #2



Pop-Up Engagement

Pop-up events were held through the summer and fall of 2019, at a series of local festivals and events across Kitchener. Venues were selected to provide a geographical cross-representation of communities across the city, and support a greater range of voices being heard through the process.

The primary purpose of the pop-up events was to provide broader awareness about the project, communicate the project decision-making process, confirm and build on existing conditions, issues and opportunities, and encourage community members to take the online surveys.

The following events were attended in 2019, with over 700 interactions with members of the public across these events:

- Central Frederick Bike Parade - June 9th
- Forest Heights Community Association - Family Fun Fair - June 15
- J.W. Gerth Public School Fun Fair - June 20th
- K-W Multicultural Festival - June 22nd
- Bike Rodeo - Ken Seiling Waterloo Region Museum - June 23rd
- Cherry Park Festival - July 6th
- Kitchener Market - July 15, 22, and 29
- Oktoberfest - Downtown Kitchener - October 11



APPENDIX A

NOTICES AND MAILING LIST



KITCHENER
cycling & trails



CYCLING & TRAILS MASTER PLAN JOIN THE CONVERSATION!



**Kitchener
Connected**
kitchener.ca/connected

Join us to celebrate Neighbours Day and help plan a connected cycling and trails network that makes taking the active route an easy choice!

Saturday June 8th
Stanley Park Community Centre,
Kitchener, ON
9am - 3pm

This project is being undertaken as a Master Plan under the Municipal Class Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. This notice first issued May xx, 2018



Connecting Kitchener DESIGN LAB

Join us for a light dinner and interactive, roll-up-your-sleeves session to design the future network of cycling facilities and trails across Kitchener.

Whether you **walk, roll, run, or none of the above** we want to hear from you as we develop the City's Cycling and Trails Master Plan!

Wednesday July 17th
Victoria Park Pavillion
Kitchener, ON
5pm - 7:30pm
Spaces are limited!
Register at kitchener.ca/connecting



Newspaper notifications for public events held as part of the CTMP engagement process. Counter-clockwise from top left: Launch Event, Design Lab, and Open House Event.



CYCLING & TRAILS MASTER PLAN LET'S GET READY FOR WINTER!

Got a question about bike maintenance, need a quick lesson on winter preparation, or want to discover your next favourite winter walking trail? We have you covered!

Come out and learn about how you can keep active and walk, run, or roll your way around Kitchener all year-round, and let's talk about the proposed improvements to trails and cycling facilities in Kitchener, and what matters most in developing the City of Kitchener Cycling and Trails Master Plan!

Tuesday November 12
Kitchener City Hall,
Kitchener, ON
4pm - 7pm

Give us your feedback online!
Take the survey by
November 30th, 2019.
Visit
kitchener.ca/connected



**KITCHENER
cycling & trails**

This project is being undertaken as a Master Plan under the Municipal Class Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. This notice first issued November 1, 2019



kitchener.ca/connecting

JOIN THE CONVERSATION!

Help us plan a connected cycling and trails network that makes taking the active route an easy choice!



Project postcard (front and back)



APPENDIX B

*Survey #1 Results: Understanding the
Issues and Opportunities*



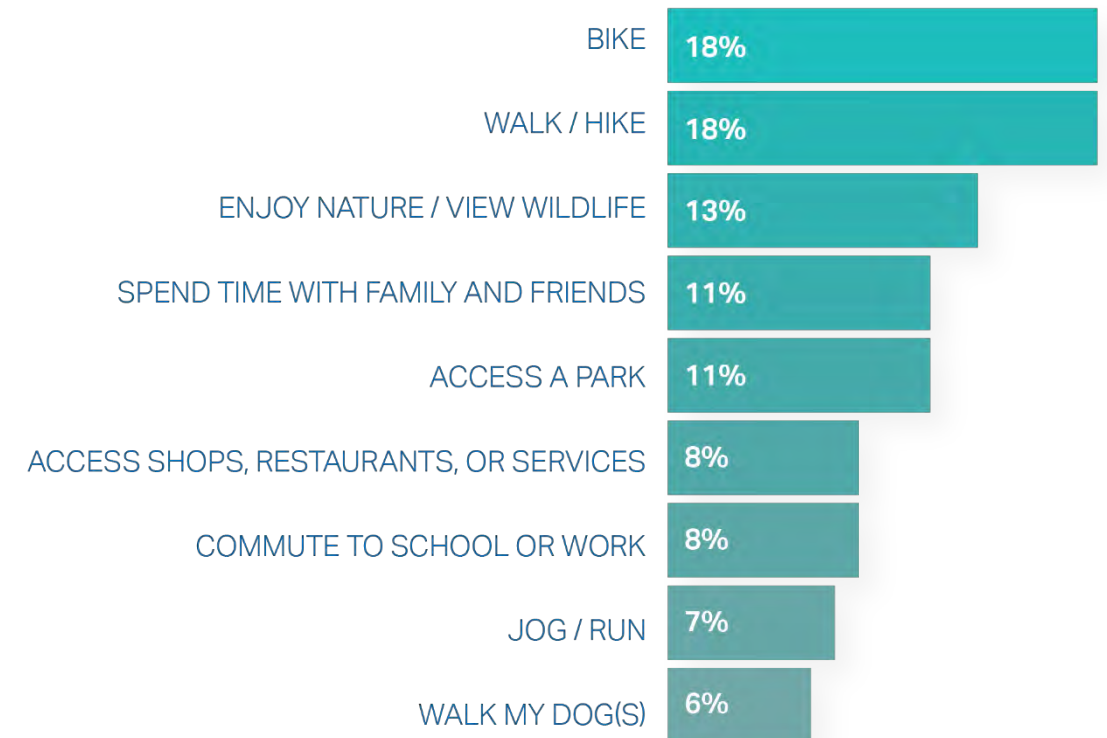
KITCHENER
cycling & trails

PURPOSE OF CYCLING TRIPS



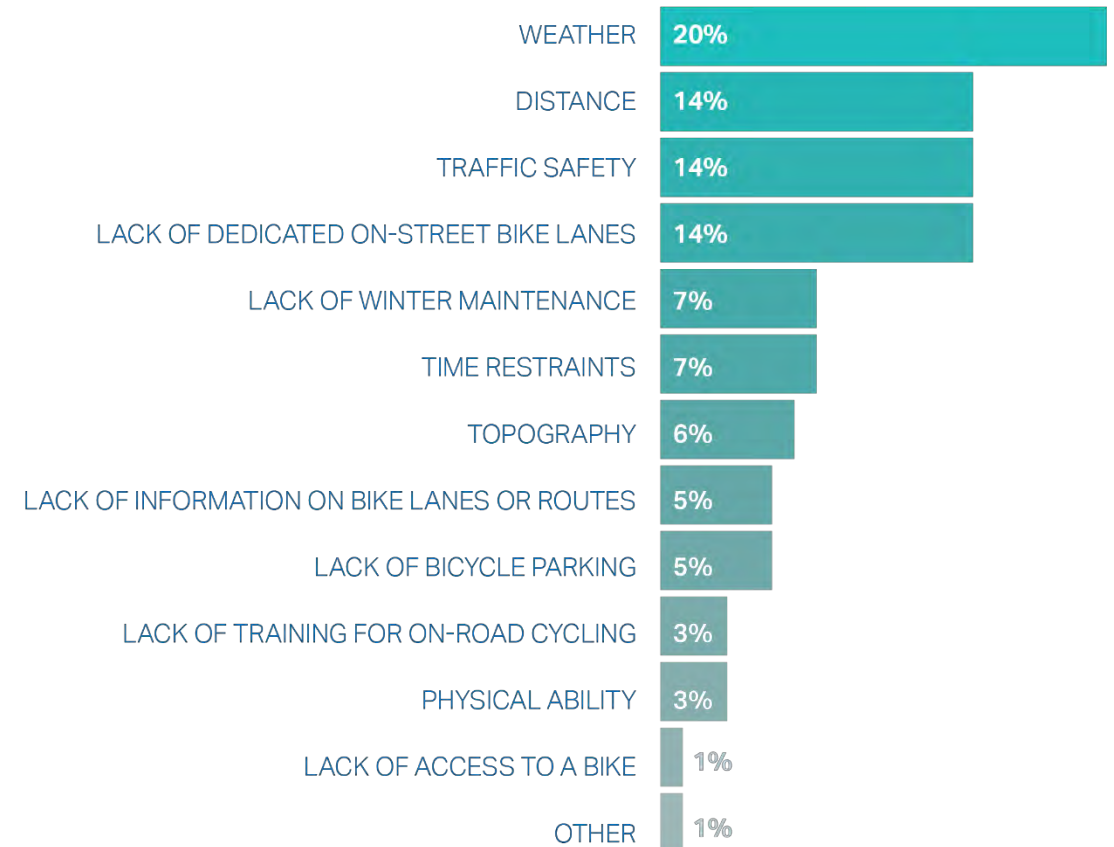
PURPOSE OF TRAIL USE

OF TRAIL USE

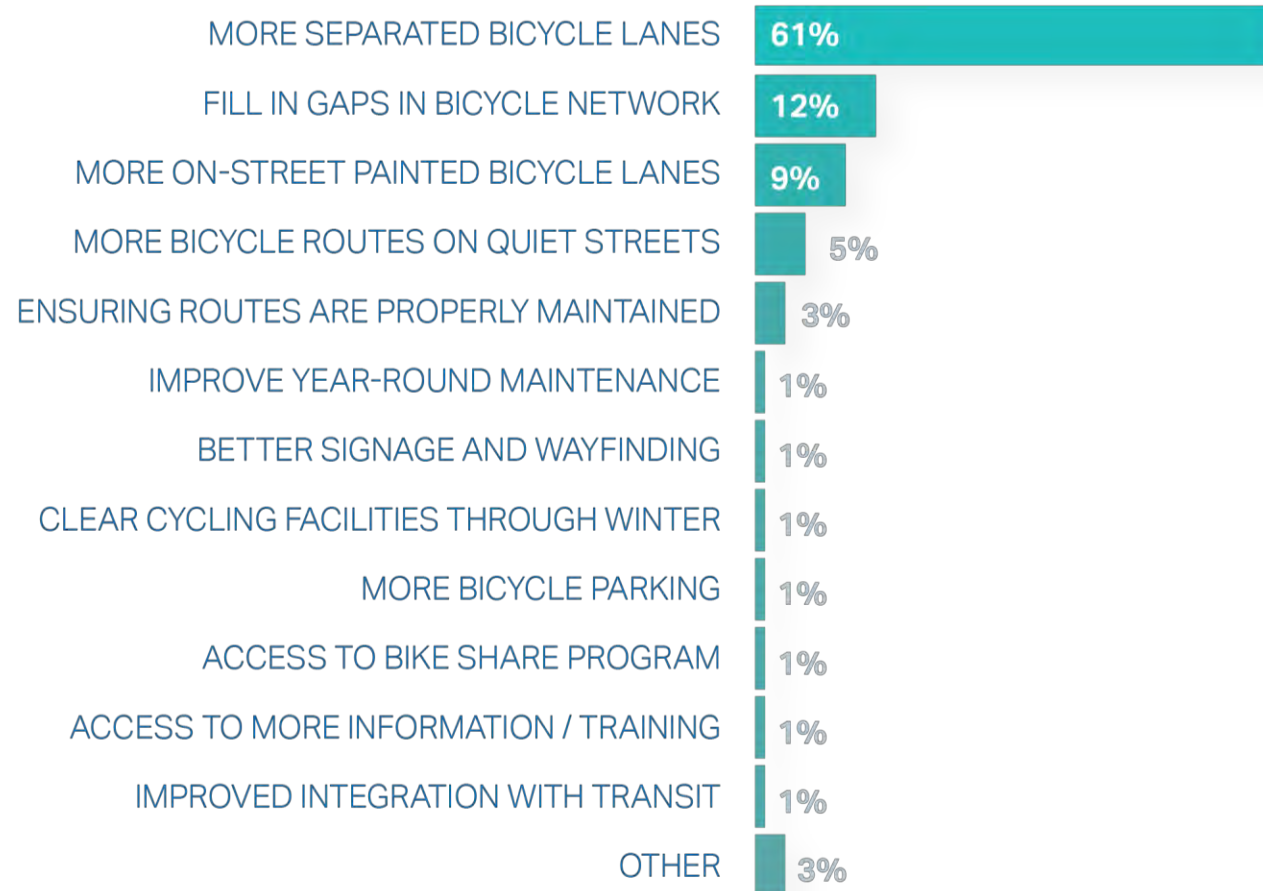


FACTORS INFLUENCING CYCLING

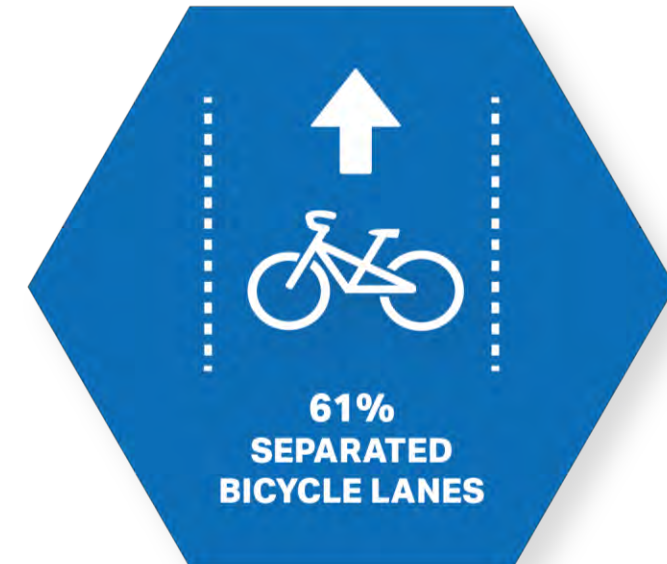
TOP 3 FACTORS THAT INFLUENCE DECISION TO BIKE



HOW TO ENCOURAGE MORE CYCLING



TOP FACTOR
THAT WOULD ENCOURAGE
MORE ON-ROAD BIKING



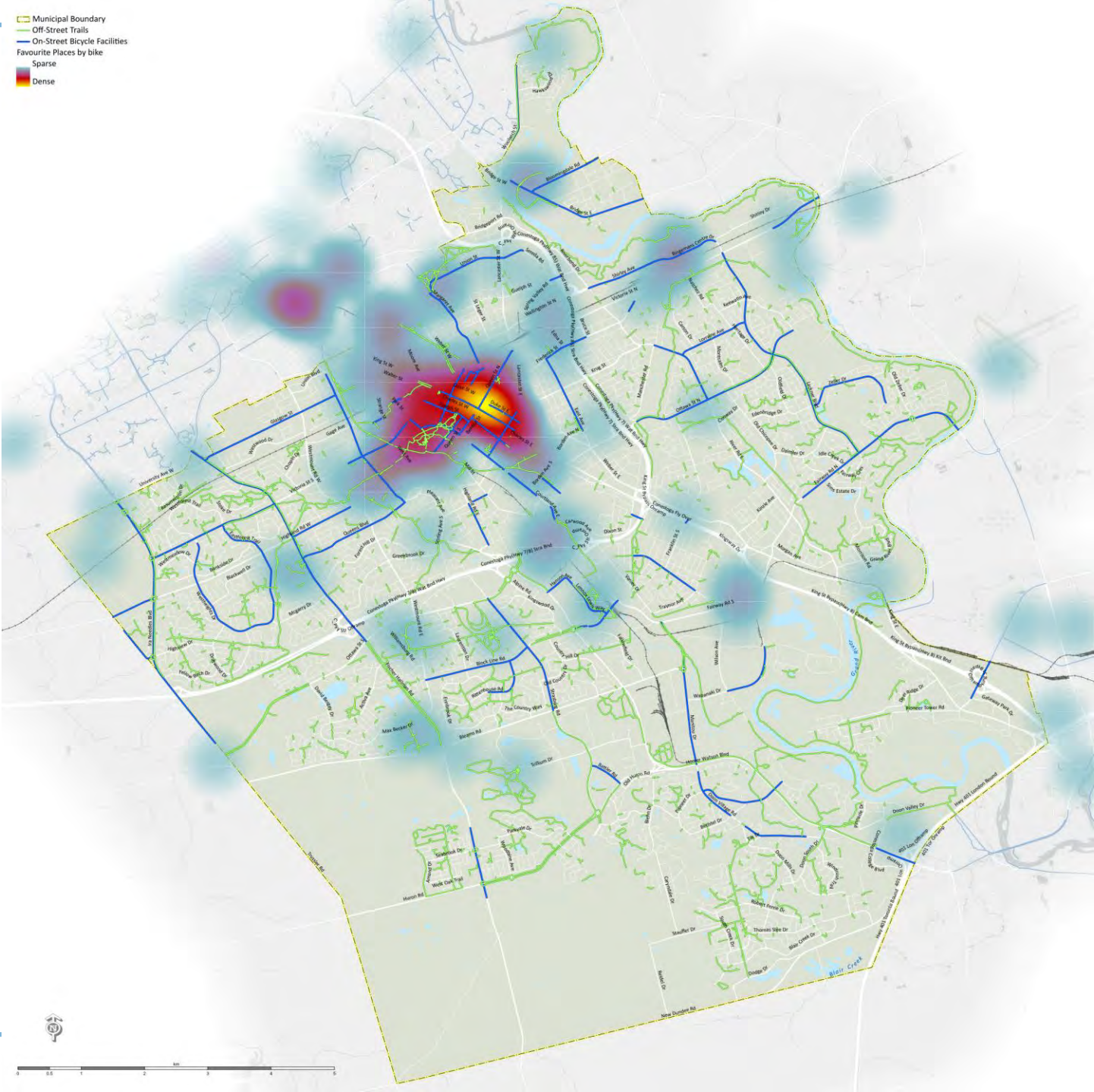
FAVOURITE PLACES ON FOOT

- Downtown
- Victoria Park and other parks
- Trails
- Rec Centres
- Shopping Areas
- Transit



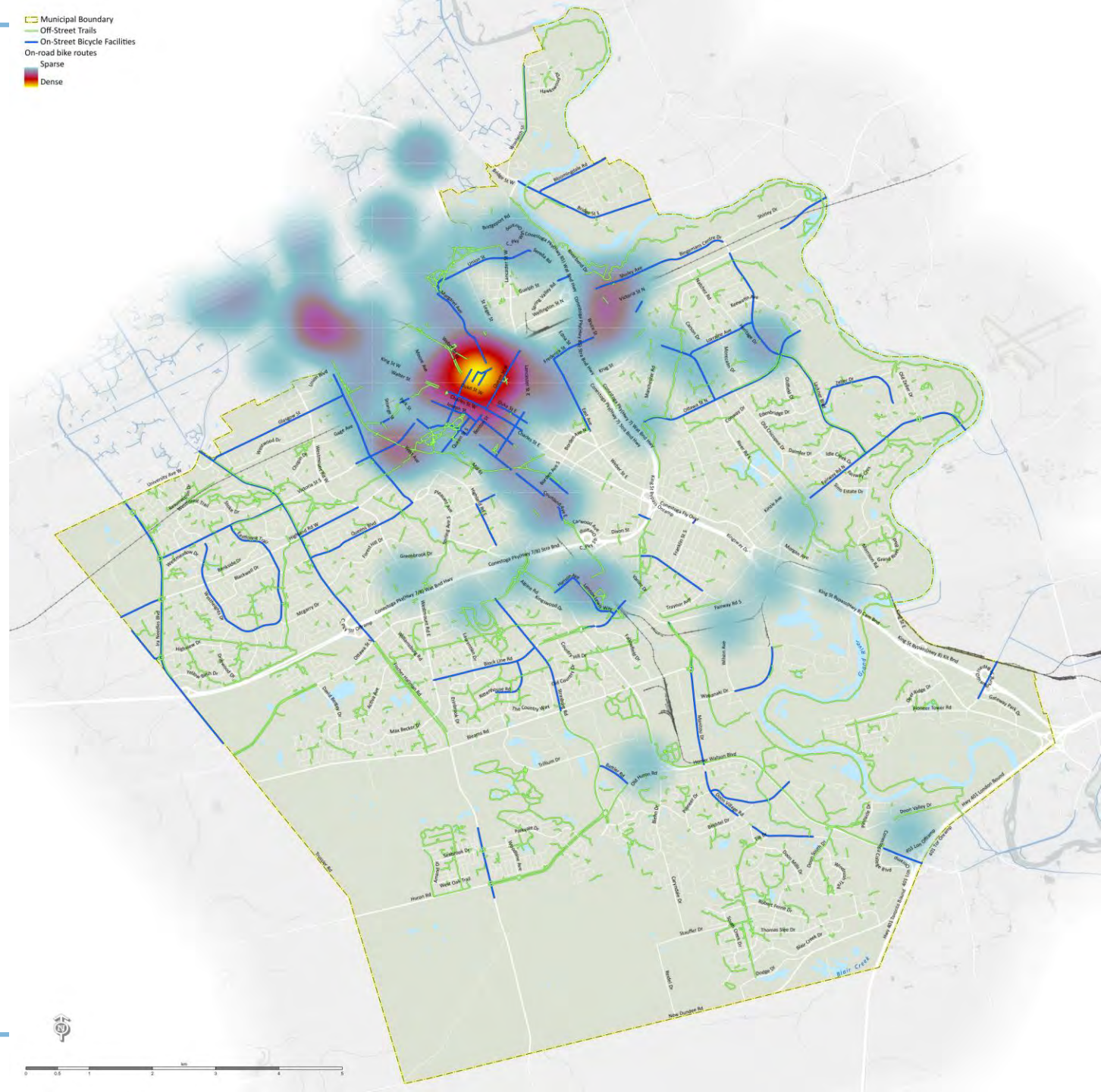
FAVOURITE PLACES TO BIKE

- Downtown
- Parks and Natural Areas
- Trails
- Schools
- Libraries and Rec Centres
- Shopping Areas



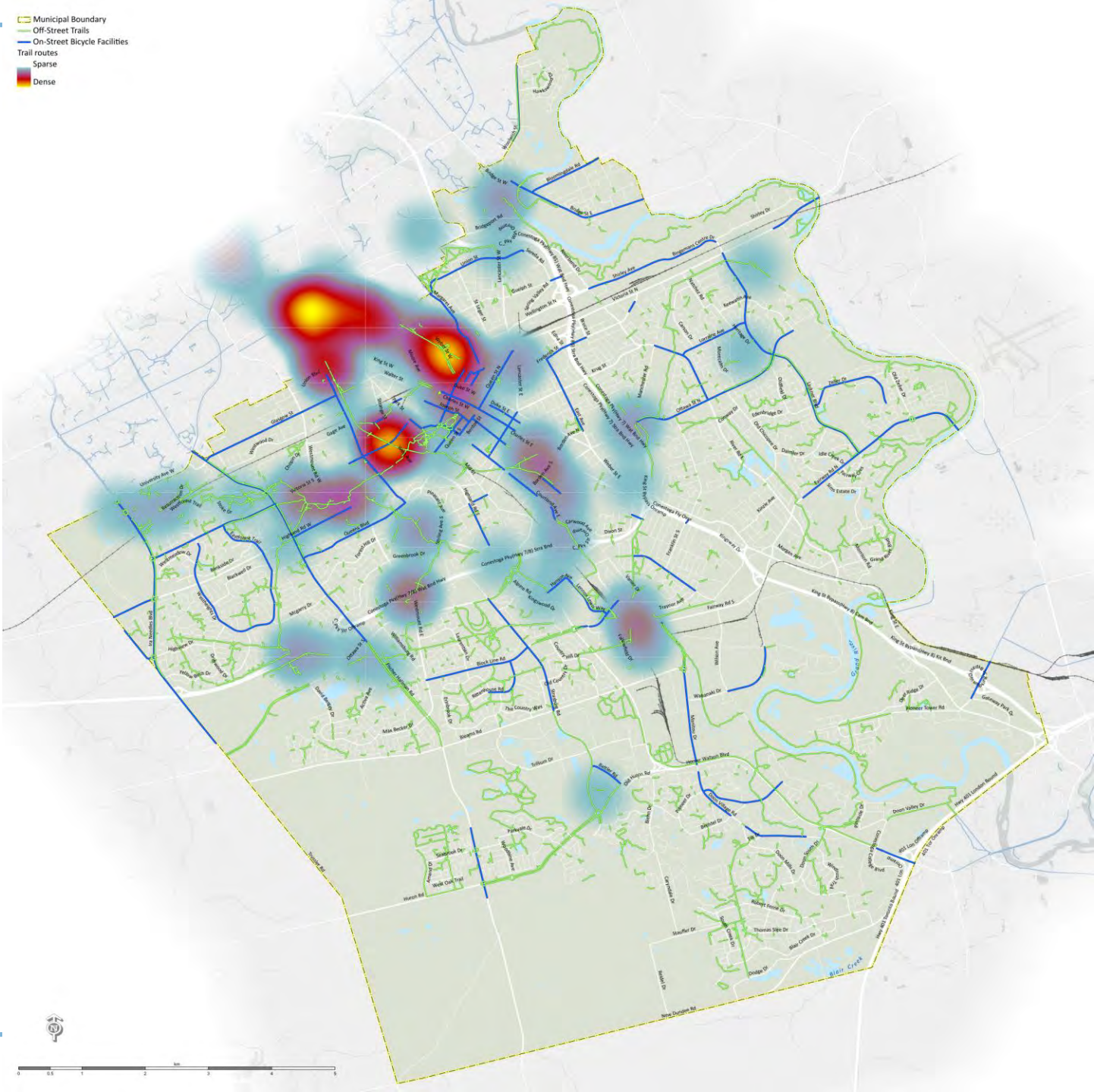
ON-ROAD CYCLING ISSUES

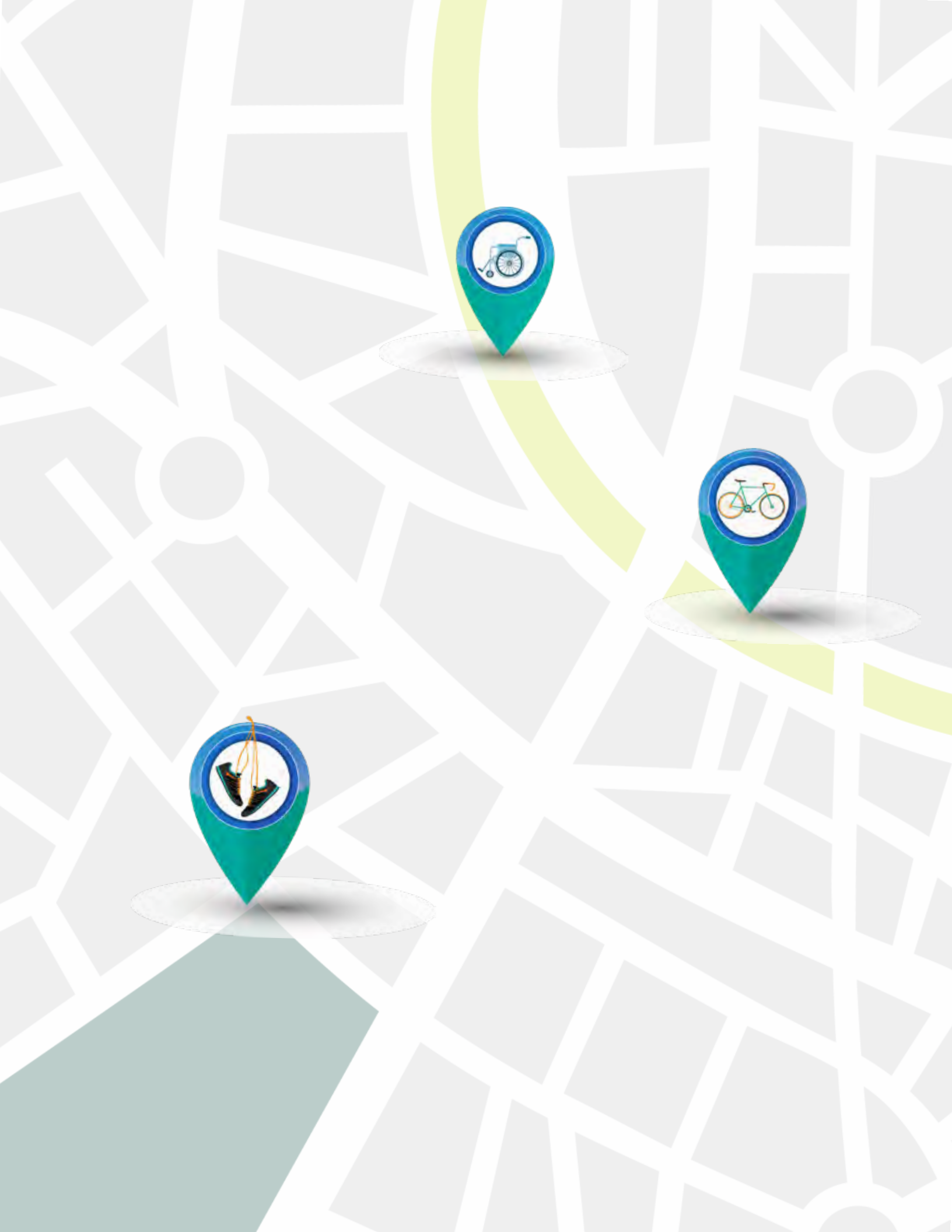
- Discontinuous facilities
- Challenging connections
- Uncomfortable facilities
- Unsafe road crossings
- Rail / LRT crossings
- Condition of facilities



TRAIL ISSUES

- Gaps in trail network
- Unsafe intersections
- Hills
- Mid-block crossings
- Surface





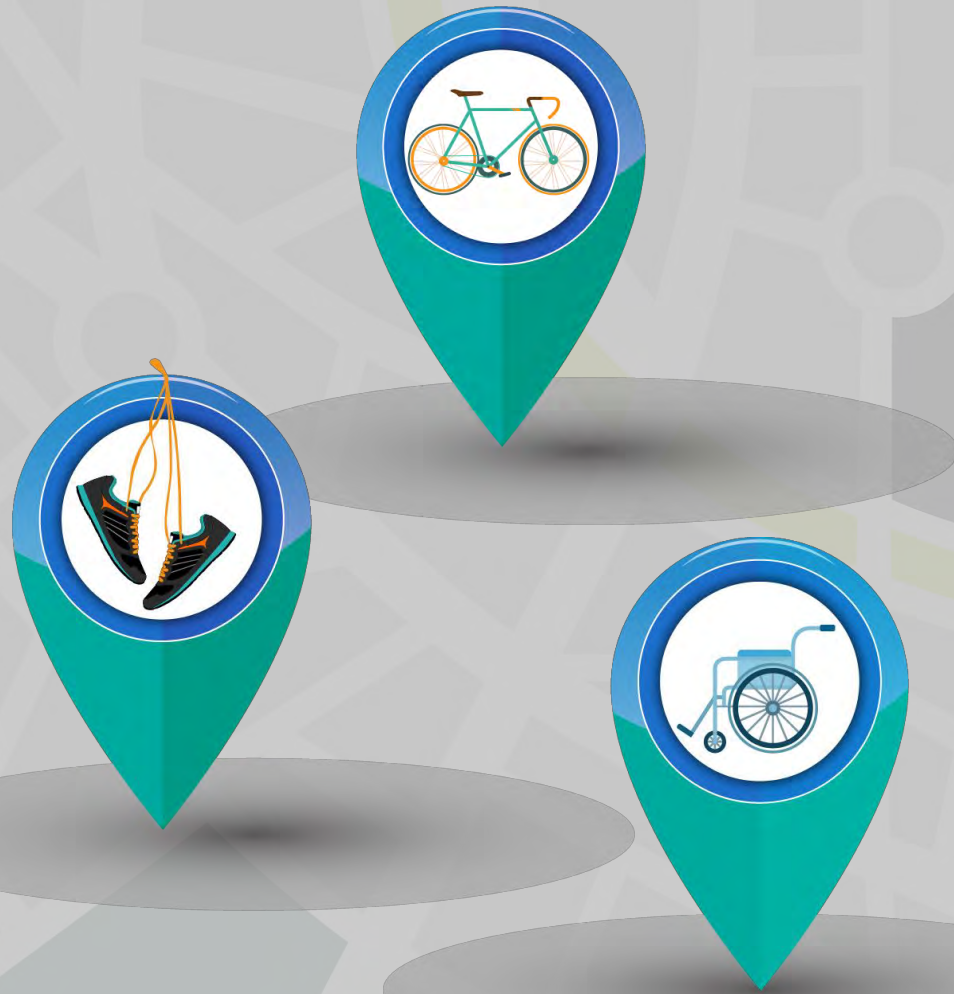
APPENDIX C

Design Lab Workshop Presentation and Event Summary



KITCHENER
cycling & trails

c **nnecting** KITCHENER **DESIGN LAB**



**Wednesday July 17th
Victoria Park Pavillion
Kitchener, ON
5pm - 7:30pm**



**KITCHENER
cycling & trails**

AGENDA

1. Introductions
2. Study Overview
3. Cycling and Trail Use in
Kitchener Today
4. Design Lab Workshop
5. Debrief
6. Closing



PURPOSE OF TODAY

- **Introduce** you to the Connecting Kitchener process
- Share **what we've heard** so far
- Discuss **existing conditions** for cycling in Kitchener
- Understand the **issues and opportunities** to improve cycling in Kitchener
- Obtain **balanced input** from a variety of stakeholders
- Hear from **multiple perspectives**



INTRODUCTIONS



STUDY OVERVIEW

WHAT WILL BE IN THE PLAN

- Long-term **vision** for cycling and trail use
- **Goals, objectives** and **targets**
- **Network plans** and support programs and initiatives
- Short, medium, and long-term **priorities**
- Cost estimates and **funding** strategies
- **Implementation** and **monitoring** plan

STUDY CONTEXT

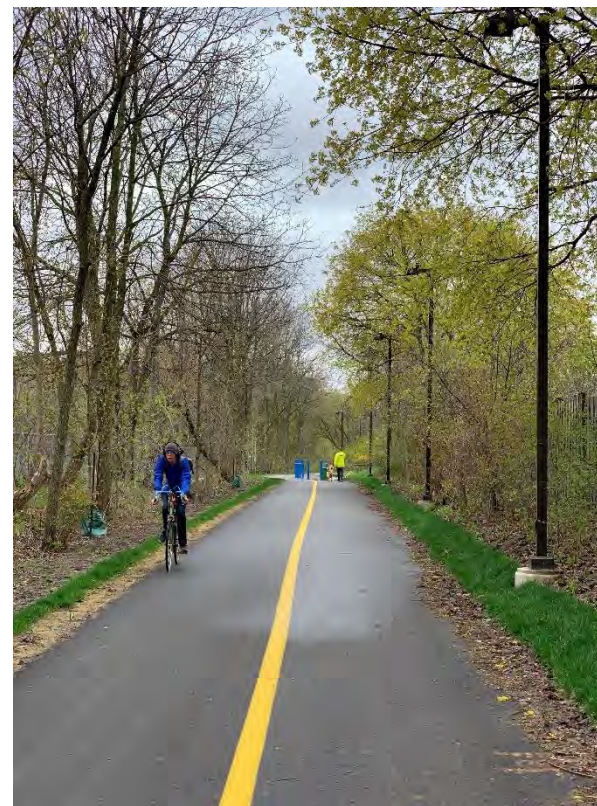
- Update and integration of the City's 2010 Cycling Master Plan and 2012 Trails Master Plan
- Integrate with other City and regional plans, policies, and initiatives
- Guide the development of safe and convenient active transportation options for people of all ages and abilities over the next 20 years

AN INTEGRATED PLAN

On-Street Cycling



Off-Street Trails



A PLAN FOR ALL AGES AND ABILITIES

Busy streets



Protected Bicycle Lanes

Quiet streets



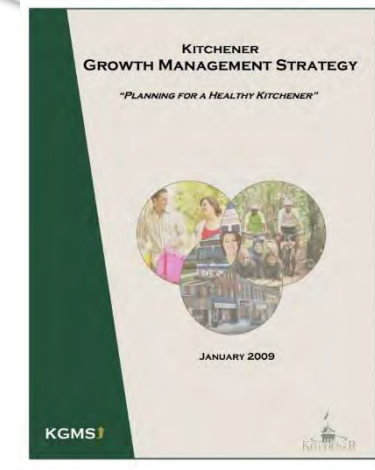
Local Street Bikeways

Off-street



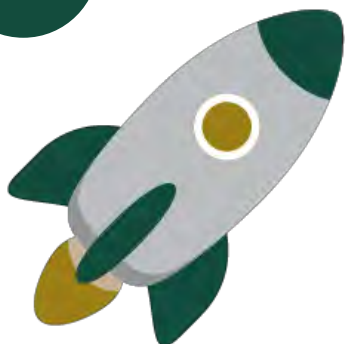
Off-Street Trails

ALIGNMENT WITH OTHER PLANS



PLAN PROCESS

1



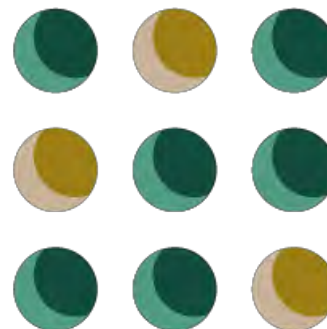
Project Launch

2



Considering the Opportunities

3



Connecting the Network

4



Implementing and Monitoring

COMMUNICATIONS & ENGAGEMENT

- Fun and interactive
- Range of tools and tactics
- Leverage existing events
- Participation from all residents



COMMUNICATIONS & ENGAGEMENT

Through the first round of engagement, we have heard from over 2,000 people

Launch Event: Over 100 interactions

Pop-Ups: Over 650 interactions

On-Line Survey: 1,447 responses



Neighbour's Day - Stanely Park	June 8	9 a.m - 3 p.m
Central Frederick Bike Parade	June 9	2 - 4 p.m.
Forest Heights Community Association - Family Fun Fair	June 15	1:30 - 4 p.m.
J.W Gerth Public School Fun Fair	June 20	5 - 8 p.m.
K-W Multicultural Festival	June 22	12 - 8 p.m.
Bike Rodeo - Region Museum	June 23	11 a.m. - 3 p.m.
Cherry Park Festival	July 6	11 a.m. - 6 p.m.
Kitchener Market (Saturday mornings)	June 15	8 a.m. - 1 p.m.
Kitchener Market (Saturday mornings)	June 22	8 a.m. - 1 p.m.
Kitchener Market (Saturday mornings)	June 29	8 a.m. - 1 p.m.

COMMUNITY WORKING GROUP

- Team consisting of public, stakeholders, and City staff
- Work together to guide and co-create the plan
- Act as champions for the plan
- Advise project team on recommendations
- Monthly meetings on specific topics

#1: Branding

#2: Downtown Grid

#3: City-Wide Spines

#4: Goal Setting



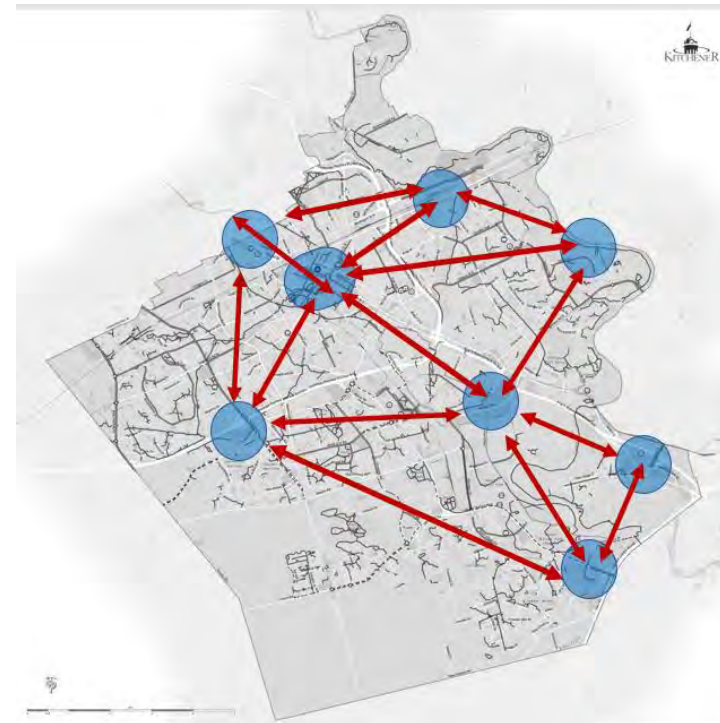
COMMUNITY WORKING GROUP

Network Planning

Downtown Grid



City-Wide Spines

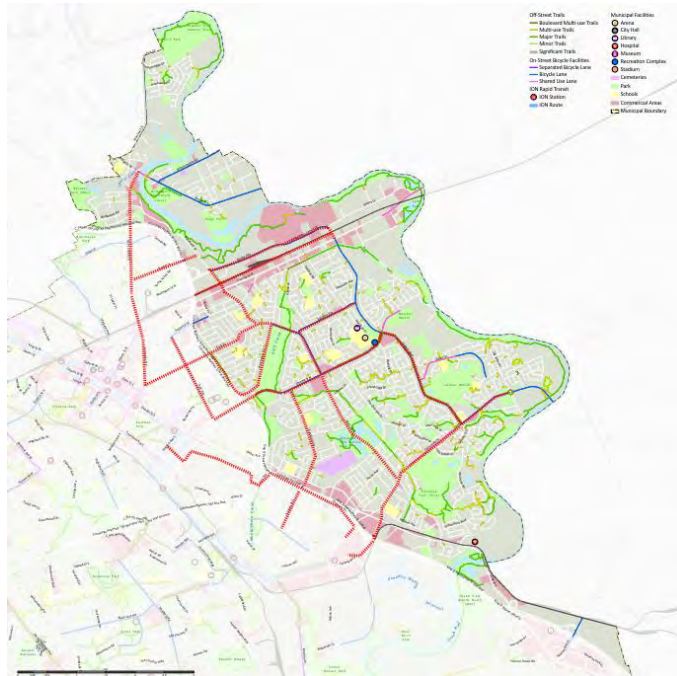


SPINE NETWORK – CWG MAPS

Downtown



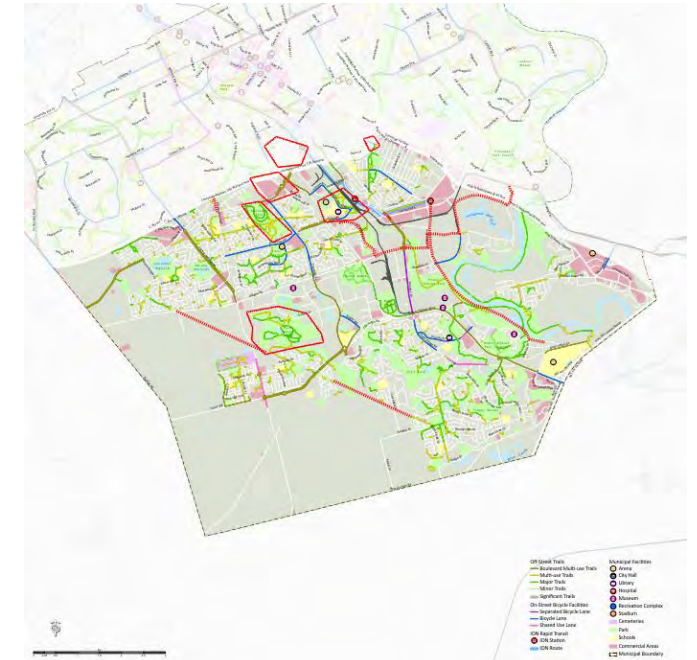
Northeast



Northwest



South



COMMUNITY WORKING GROUP

Preliminary Themes/Goals

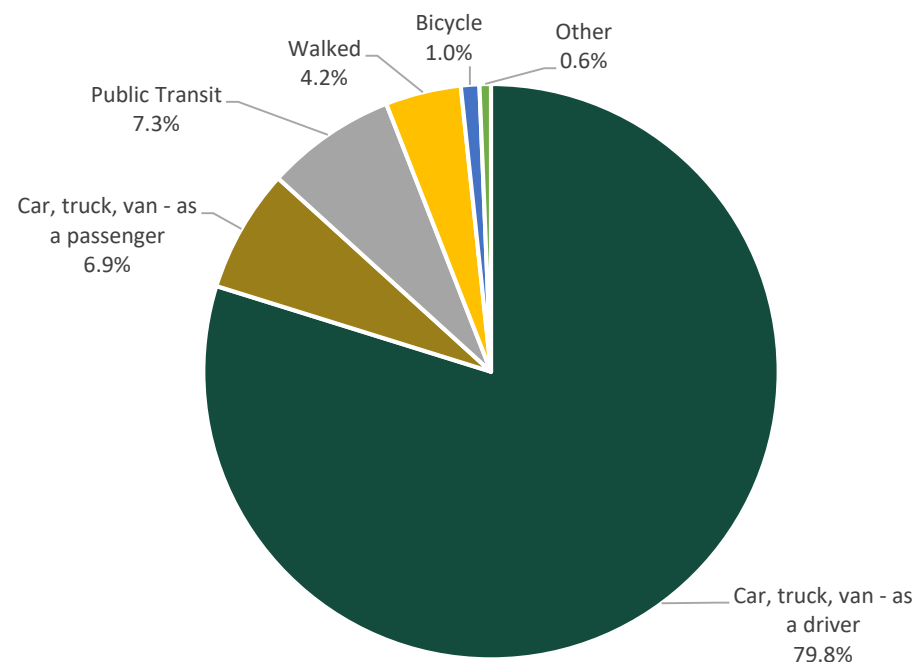
- Get More People Active
- Minimum Grid
- Safe Mobility
- Create an Active City Culture
- Seamless Integration
- Improved Year-Round Maintenance
- Cycling Skills Development
- Integrated Policy and Funding
- Business Partnerships and Investments



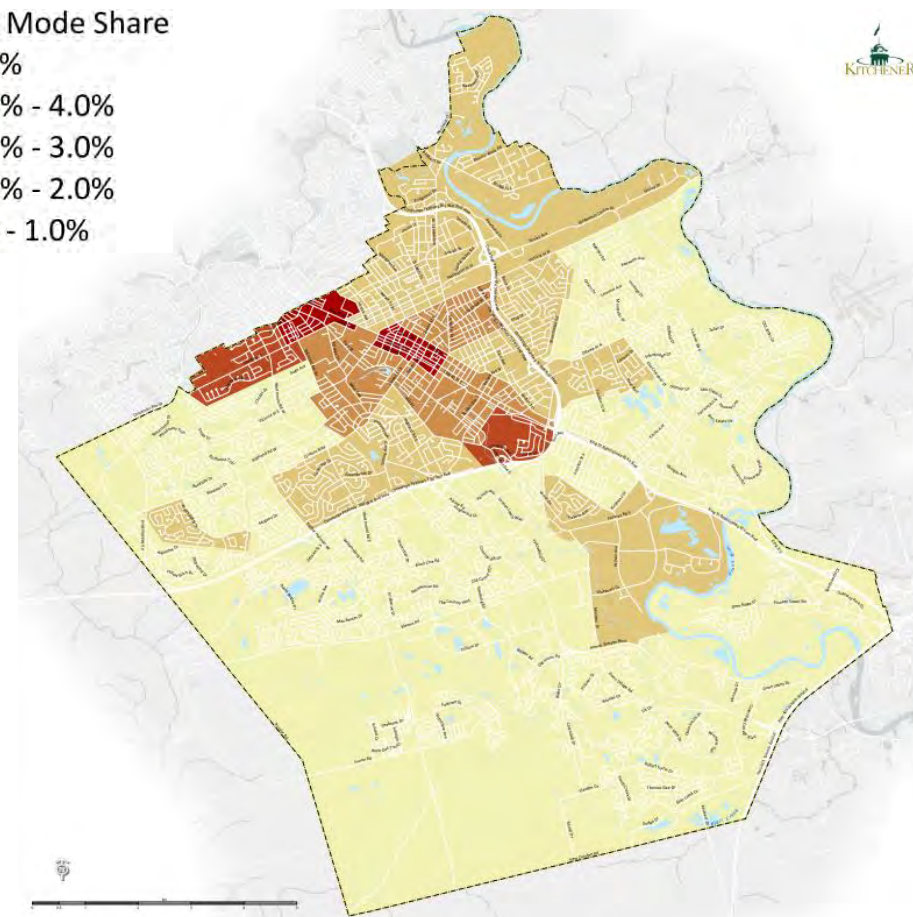
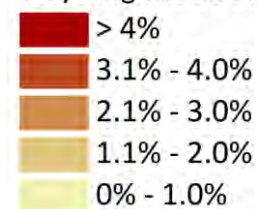
CURRENT CONTEXT

BICYCLE MODE SHARE

Kitchener Commute Mode Share
(2016 Journey to Work – Statistics Canada)

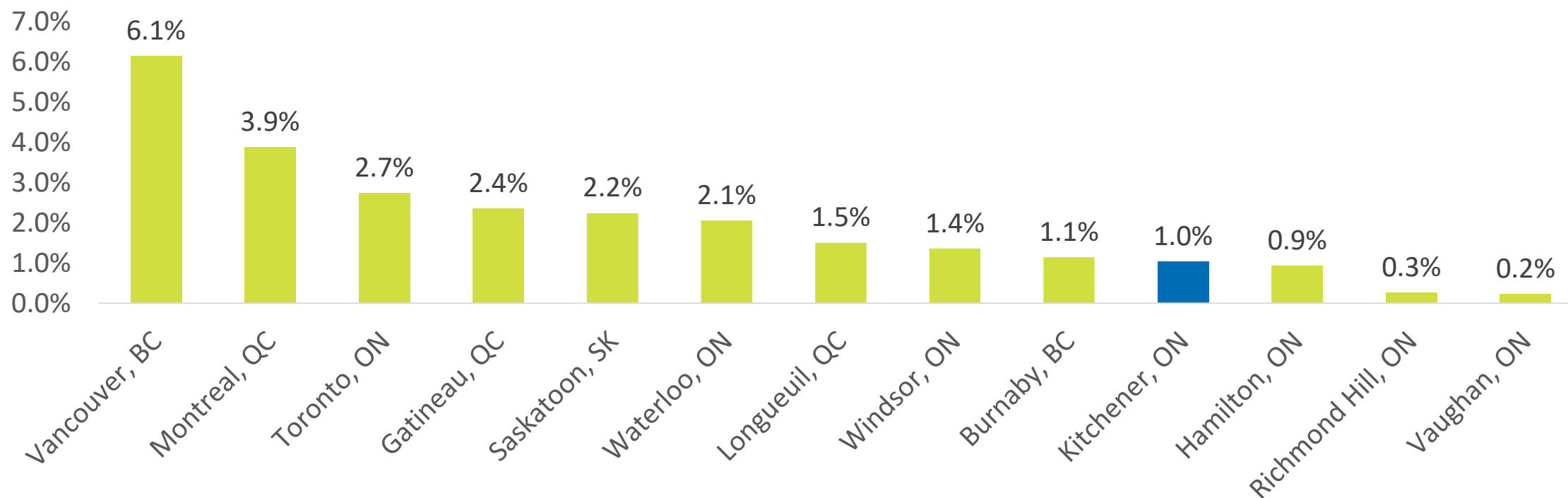


Bicycling Mode Share



COMPARISON WITH OTHERS

Cycling Mode Share in Peer Municipalities
(2016 Journey to Work – Statistics Canada)

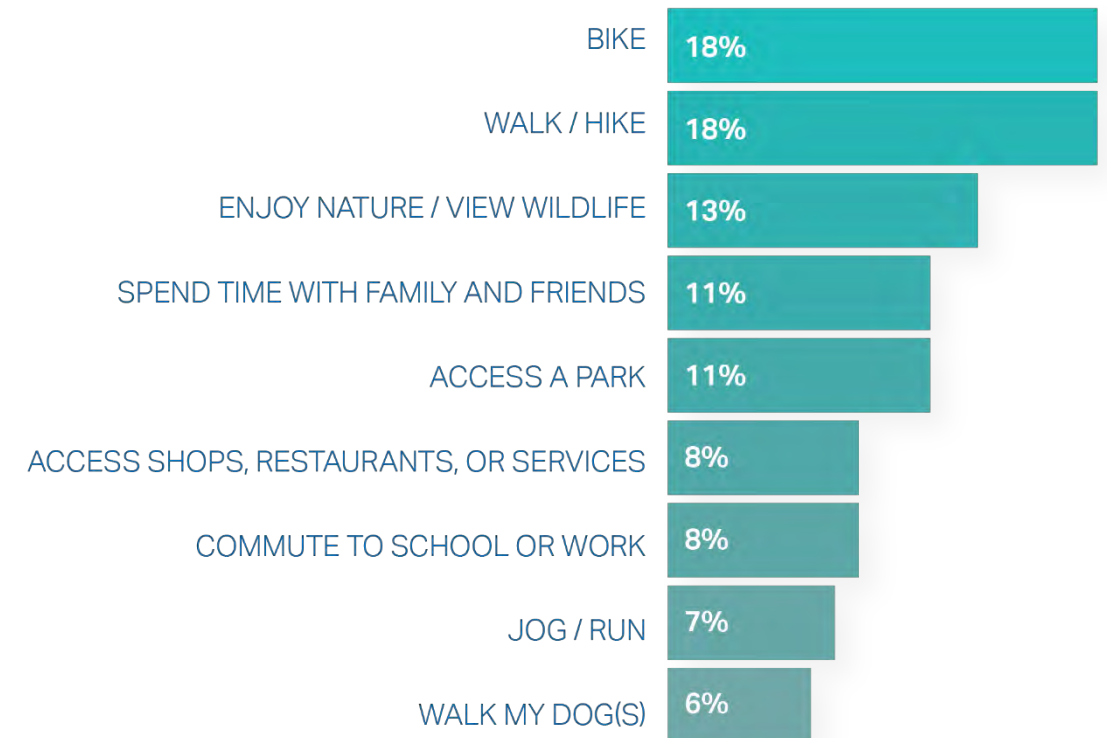


PURPOSE OF CYCLING TRIPS



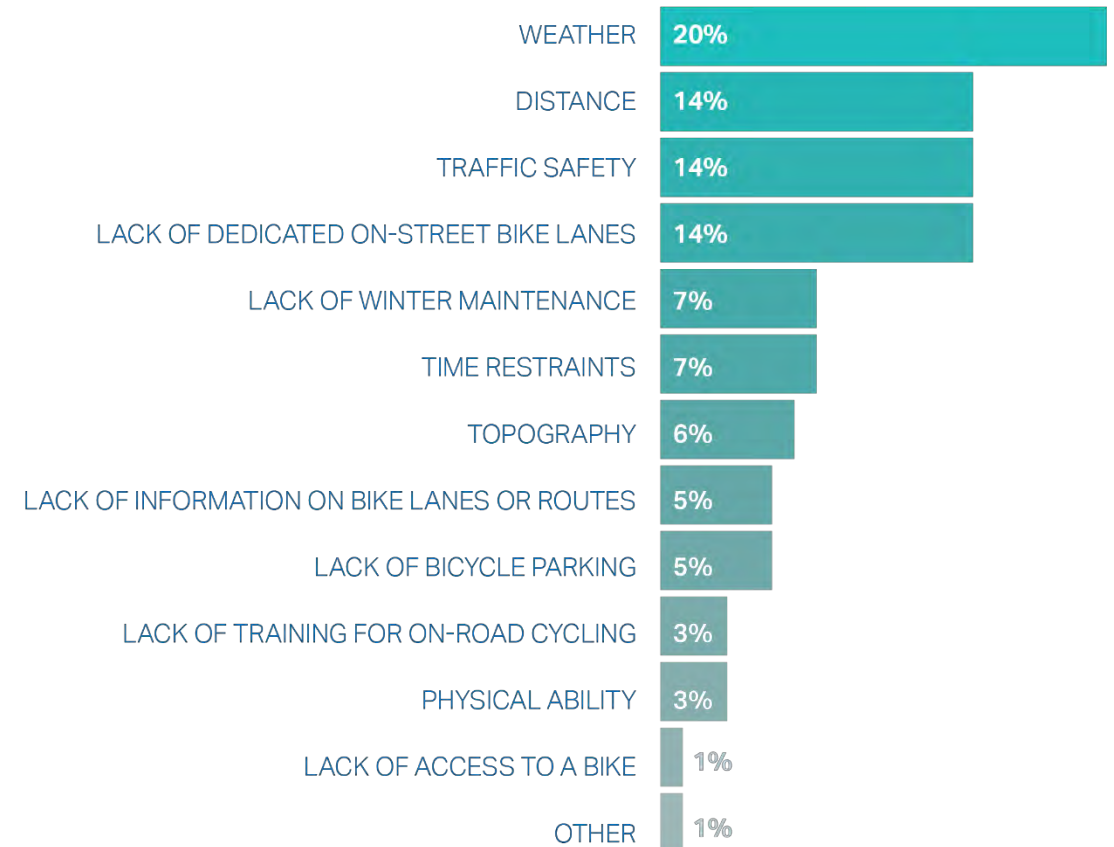
PURPOSE OF TRAIL USE

OF TRAIL USE

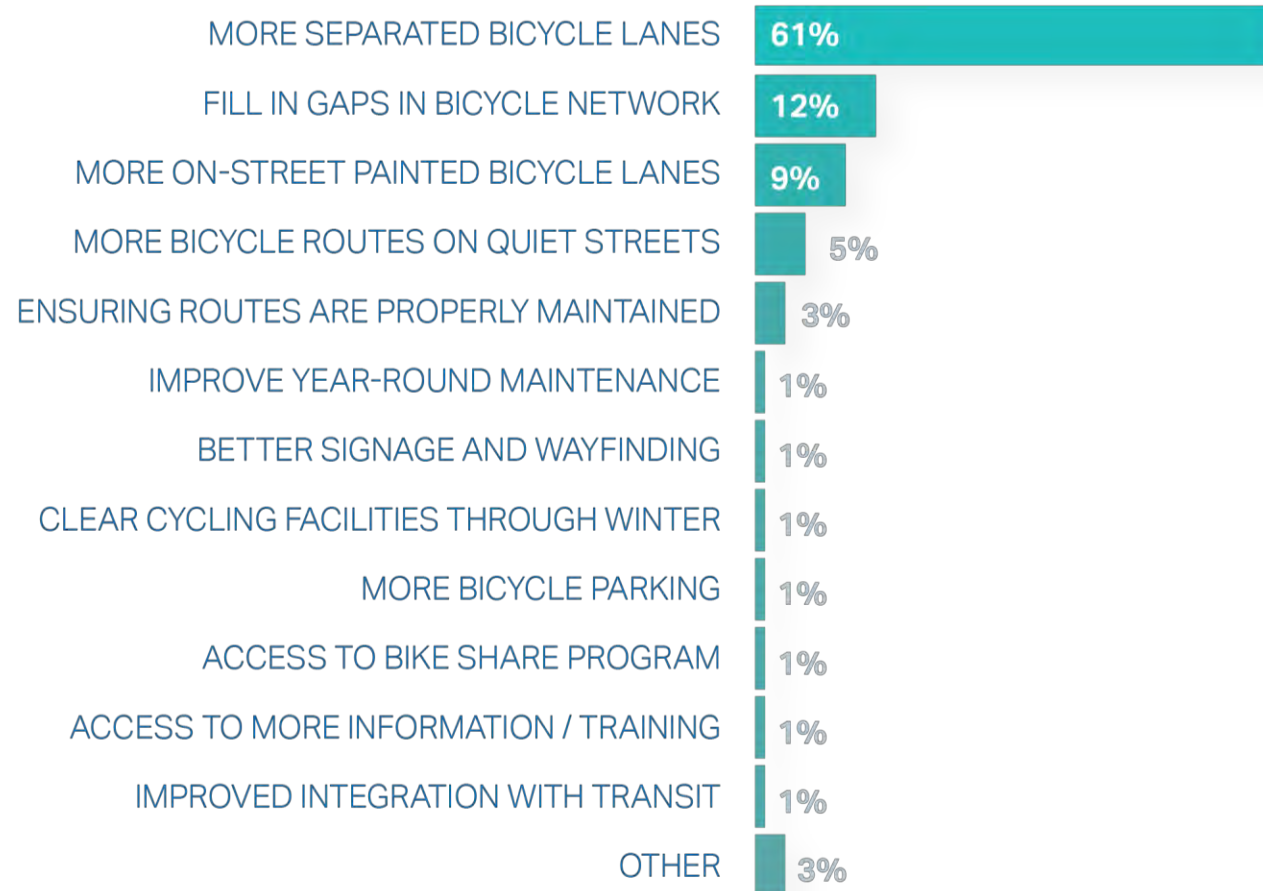


FACTORS INFLUENCING CYCLING

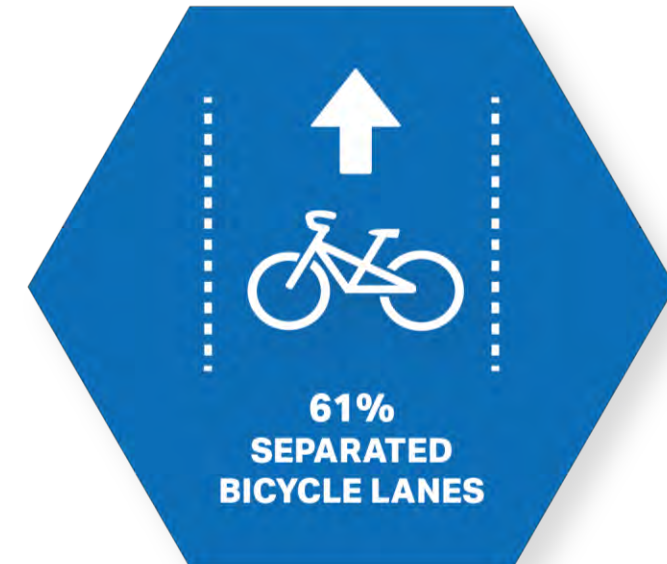
TOP 3 FACTORS THAT INFLUENCE DECISION TO BIKE



HOW TO ENCOURAGE MORE CYCLING



TOP FACTOR
THAT WOULD ENCOURAGE
MORE ON-ROAD BIKING



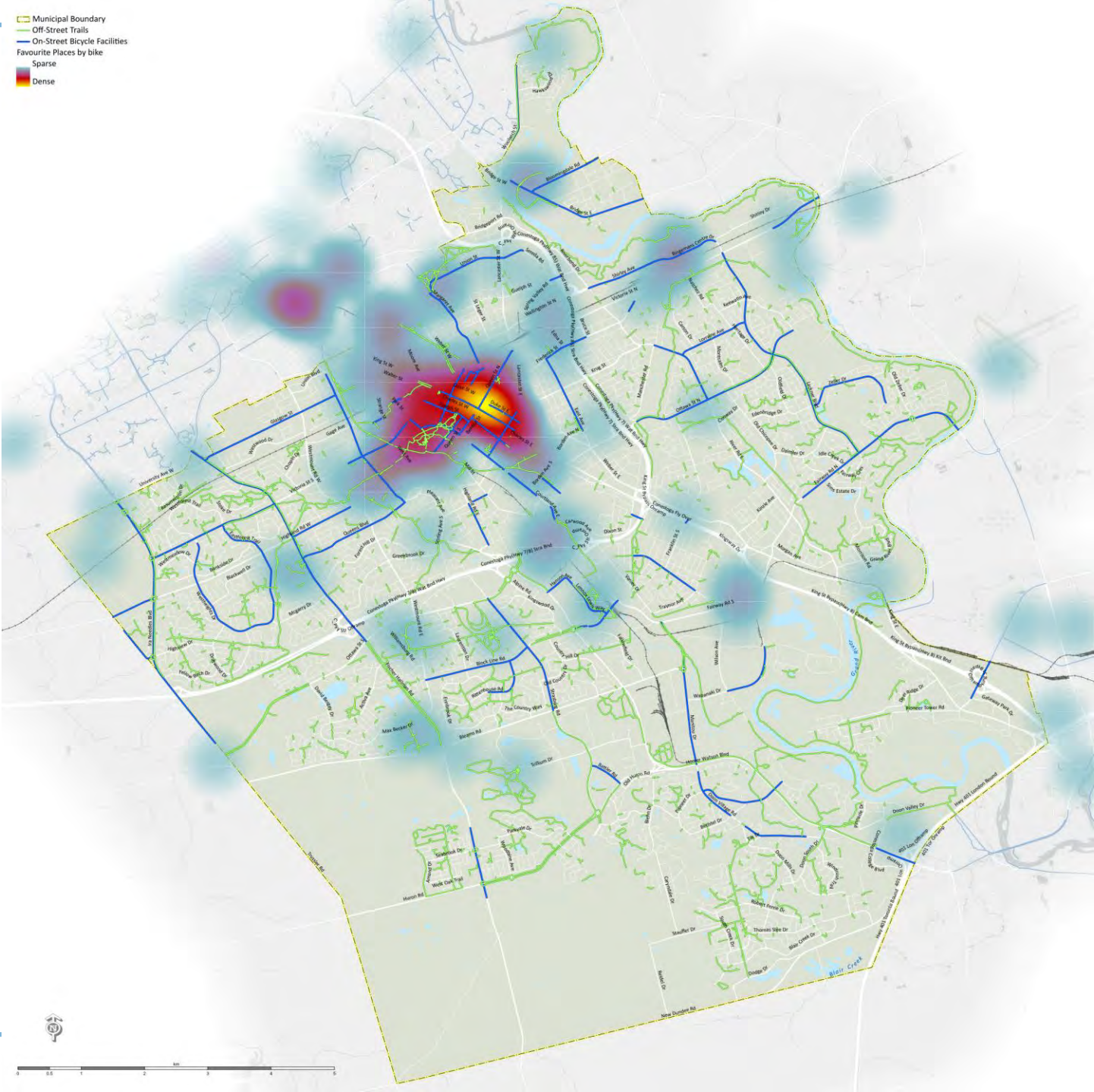
FAVOURITE PLACES ON FOOT

- Downtown
- Victoria Park and other parks
- Trails
- Rec Centres
- Shopping Areas
- Transit



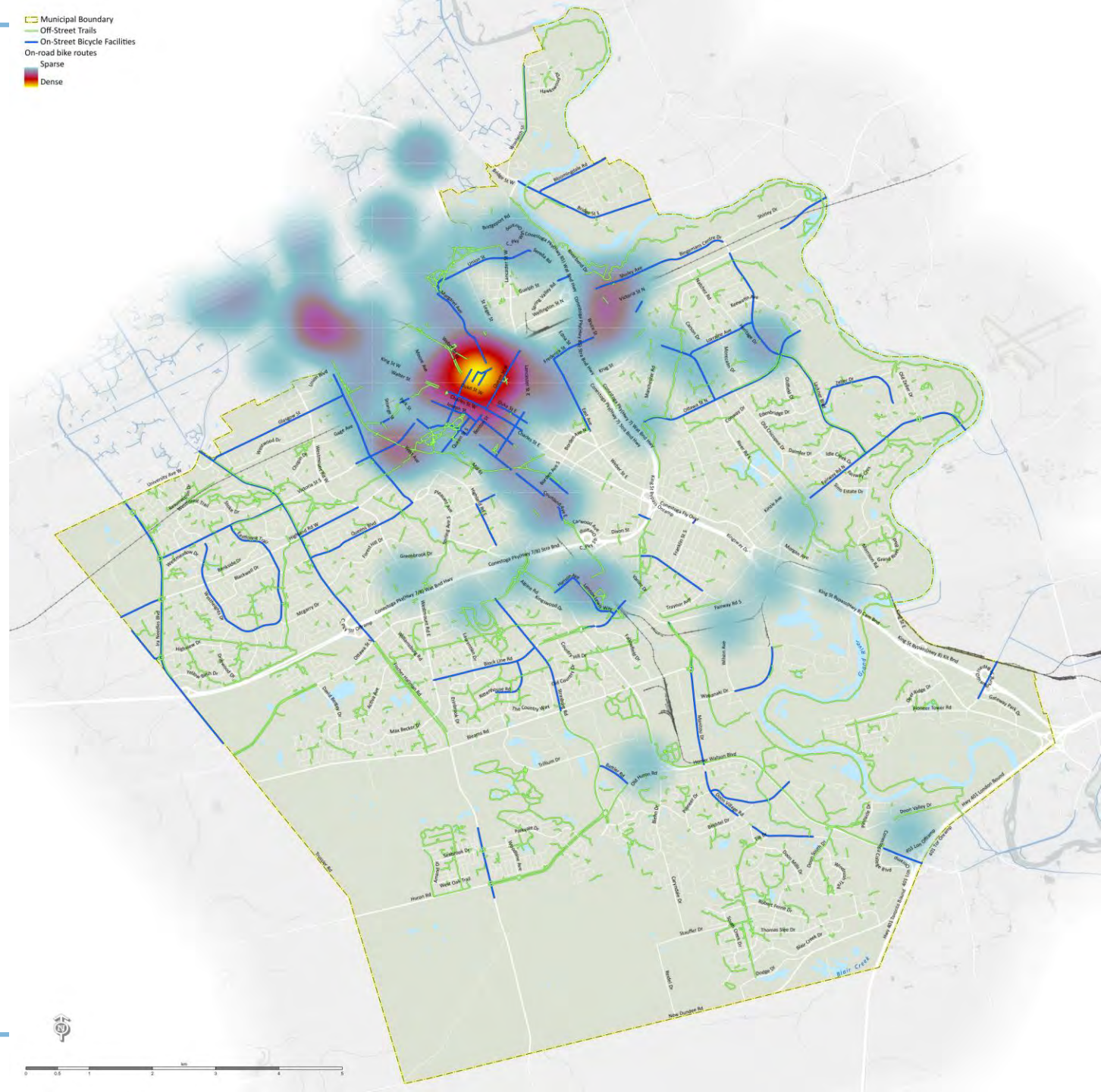
FAVOURITE PLACES TO BIKE

- Downtown
- Parks and Natural Areas
- Trails
- Schools
- Libraries and Rec Centres
- Shopping Areas



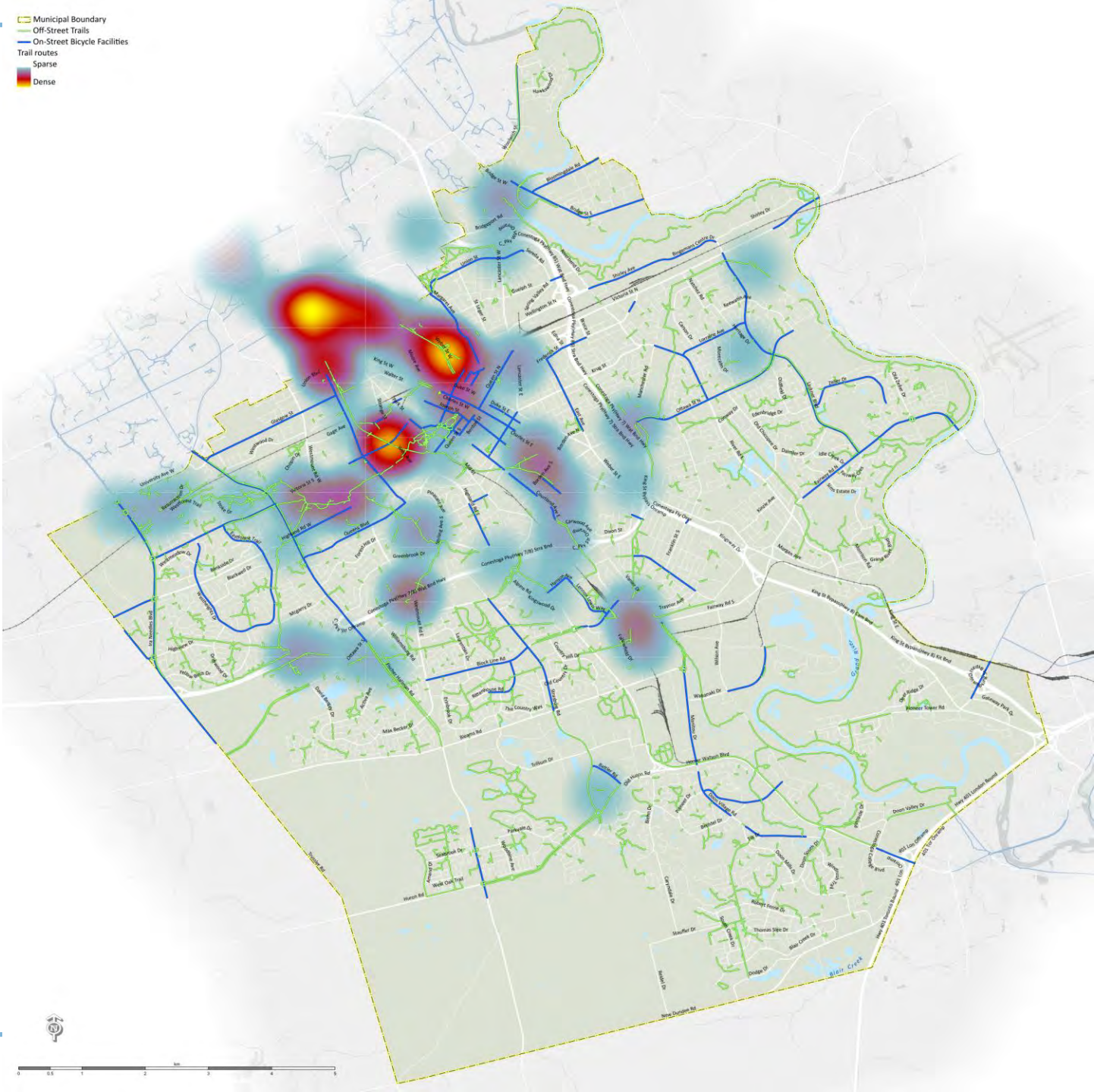
ON-ROAD CYCLING ISSUES

- Discontinuous facilities
- Challenging connections
- Uncomfortable facilities
- Unsafe road crossings
- Rail / LRT crossings
- Condition of facilities



TRAIL ISSUES

- Gaps in trail network
- Unsafe intersections
- Hills
- Mid-block crossings
- Surface





WORKSHOP ACTIVITY

World Café Guidelines



#1 A SAFE, CONNECTED NETWORK

#2 FINDING YOUR WAY AROUND

#3 LINKING UP

#4 MAINTAINING THE NETWORK YEAR-ROUND

#5 A PLACE TO GET ACTIVE

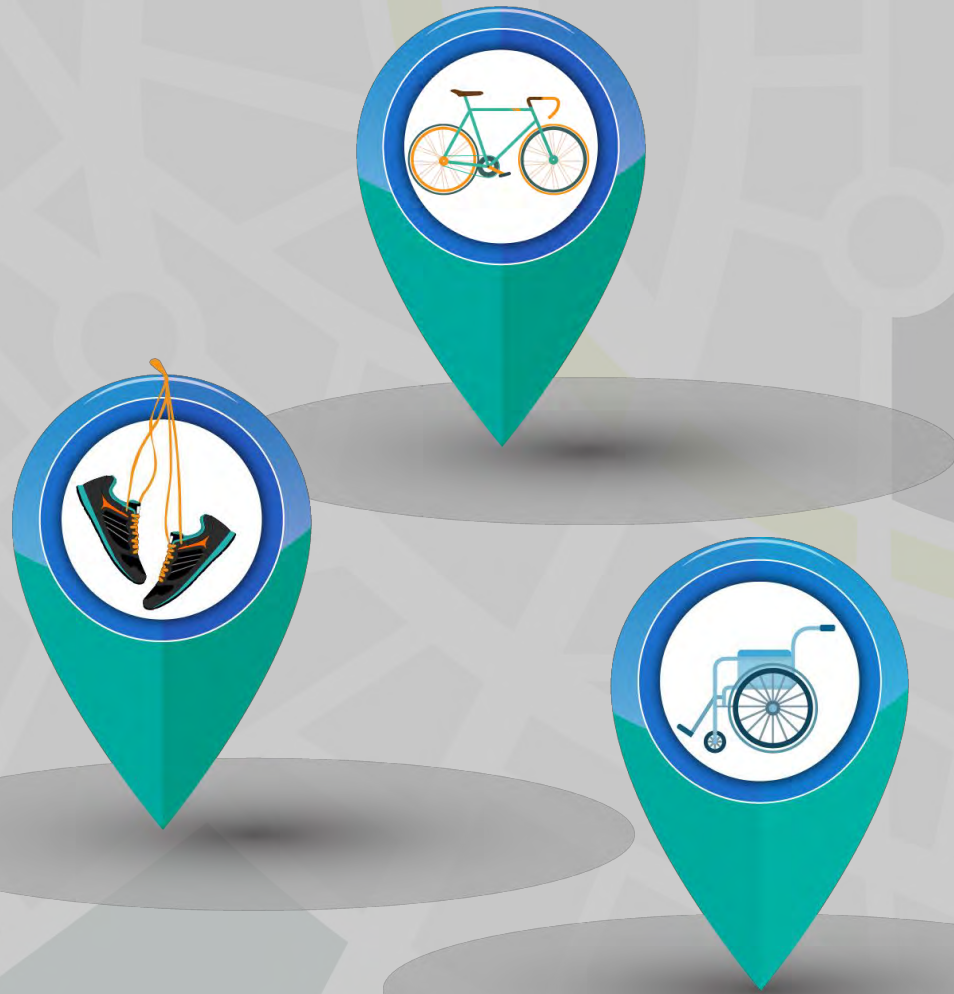


KITCHENER
cycling & trails

DESIGN LAB JULY 2019

connecting
KITCHENER
DESIGN LAB
KITCHENER

connecting KITCHENER **DESIGN LAB**



**Wednesday July 17th
Victoria Park Pavillion
Kitchener, ON
5pm - 7:30pm**



**KITCHENER
cycling & trails**

connecting KITCHENER **DESIGN LAB**

Engagement Summary
Wednesday July 17th, 2019
Victoria Park Pavilion
Kitchener, ON



KITCHENER
cycling & trails

DRAFT GOALS FOR THE KITCHENER CYCLING AND TRAILS MASTER PLAN

Which of the goals below should be our highest priority?
Vote with your dots!

Get More
People
Active

Establish
a Minimum
Grid

Provide
for Safe
Mobility

Create an
Active City
Culture

Seamless
Navigation/
Integration

Improve
Year-Round
Maintenance

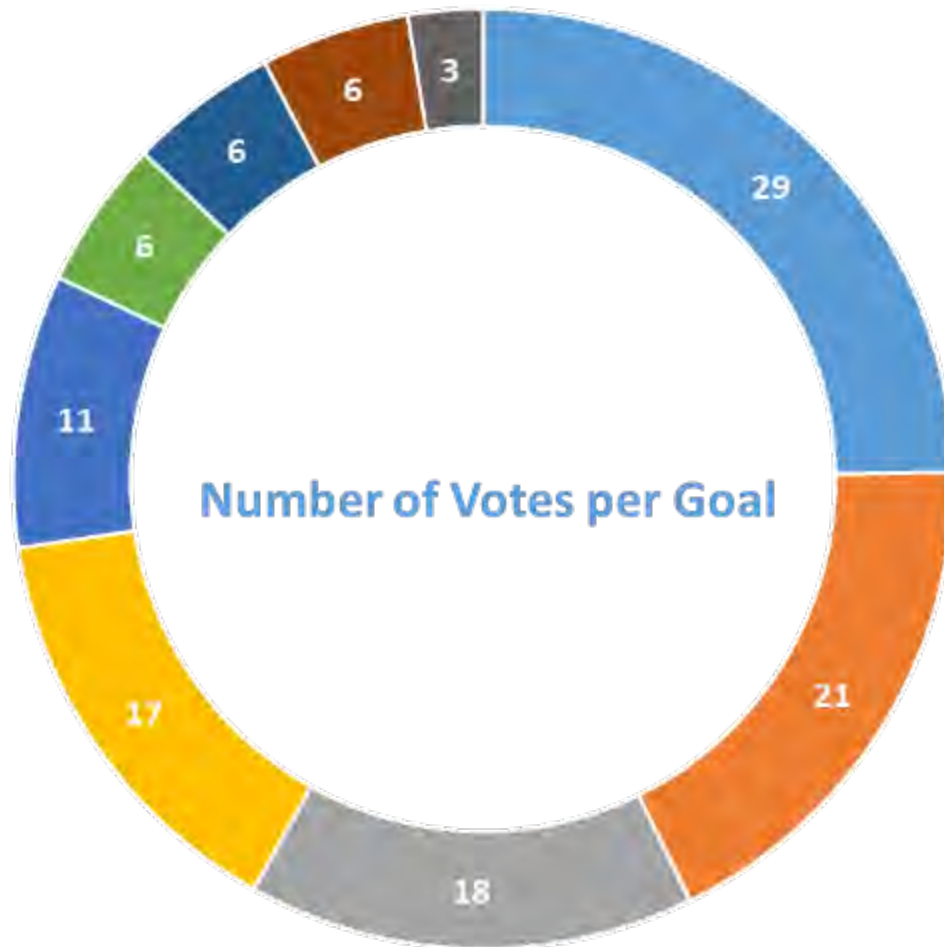
Support
Cycling Skills
Development

Integrate
Policy &
Funding

Business
Partnerships
and
Investments

Goals for the Kitchener Cycling and Trails Master Plan

A dot voting exercise was set up for attendees to vote on the three goals they felt were most important for the Cycling and Trails Master Plan to consider. The list of goals was developed by the Community Working Group for the project.



- Provide for Safe Mobility
- Establish a Minimum Grid
- Seamless Navigation/Integration
- Create an Active City Culture
- Improve Year-Round Maintenance
- Business Partnerships and Investments
- Integrate Policy & Funding
- Support Cycling Skills Development
- Get More People Active

Interactive Sessions: What We Heard

A Safe Connected Network

What facilities and improvements are needed to support a network for all ages and abilities?



Key Themes

Safety

- Consider interesting and visually appealing traffic calming rather than typical signage to get buy-in from all modes
- Provide education and signage for all users on roundabouts and special crossings
- Provide better lighting and security across the network
- Support protected infrastructure for the safety and design aspects
- Consider safety at driveways & intersections
- Ensure that primary spines use safe/protected infrastructure; this will motivate their use

Connectivity

- An unusable network is no good – “Fix existing connections before expanding”
- Provide more parking options for users to access trails along the Grand River
- Fix intermittent/disconnected bike lanes that are only a few blocks apart
- Utilize small roads, like Halls Ln. near King St., as dedicated multiuse trails and/or for pedestrian events, as spaces to help build community character
- Create continuous east-west networks that connect to the north-south networks
- Design safer access for cyclists and pedestrians at rail track crossings

Design

- Let cyclists trigger lights at intersections, and utilize items like bike push buttons
- Improve multi-modal integration to avoid abrupt endings to bike lanes, so that merging into traffic is safer and easier
- Incorporate more bike boxes at intersections
- Design for all cycling levels, user abilities, and types of bikes
- Avoid zigzagging routes – this will make it less confusing for cyclists and motorists
- Add road paint to colour the centre of multi-use paths and colour code the trails
- Include doggie disposals along the trails
- Provide better signage to identify trail access from major network points (e.g. public transportation stops)



Specific Areas of Concern

- Gaps to Close in the Current Bike Network
 - Courtland Ave. E. from downtown Kitchener to Manitou Dr.
 - The trail under Manitou Dr. from Homer Watson Park to Fallowfield Dr.
 - Wilson Ave. from bike lane to Regional spine
 - Westmount Rd. underpass and culverts
- Improve Safety
 - Weaving with cars/bike lanes - Margaret Ave. between Union St. E. and Wellington St. N.
 - Fischer-Hallman Rd. – the existing bike lane is not safe for users of all abilities
 - Wider bike lanes are required on Park St.
 - Improve the bottleneck on Bridge St.
- Suggested Route Connections
 - Strasburg Rd./Old Country Dr. to Wilson Ave./Homer Watson Park
 - The Spur Line Trail along Weber St. W. ends north of Victoria St. N. – make sure this is connected well to downtown Kitchener and other bike routes
 - An east-west connection along/adjacent to Victoria St.
 - A King St. E. connection is eagerly anticipated
 - Bleams Rd. (primary route suggestion) – from Homer Watson Blvd. to Homer Watson Park
 - ❖ Connect to other parks along the route
- Suggested Secondary Route Connections
 - ❖ Feed to the primary spline on Doon S. Dr.
 - ❖ Opportunities on Old Mill Rd. via Green Valley Dr. to Conestoga College
- Road Crossing Safety
 - Key crossings under/over Hwy 7 and Hwy 8
 - ❖ Between Laurentian Hills and Forest Heights, west of Fischer-Hallman Rd.
 - ❖ Strasburg Rd.
 - Victoria St. and Iron Horse Trail
 - Bridgeport Rd. E. /Conestoga Pkwy. at interchange
- Destinations to include as key route points:
 - Hospitals, grocery stores, bus terminals/hubs
 - Employment centres



Finding Your Way Around

What are the key principles in developing signage and wayfinding assistance that would encourage and/or improve safety for all road and trail users?



Key Themes

Signage is Critical

- Include approximate distance and/or times to selected points of interest
 - Work with neighbourhood associations to identify points of interest for signage
 - Include universal services like washrooms or hydration stations on signage
- Have small maps with what is within 5 minutes of your current location (Legible London is an example)
- When a trail jogs, have a sign to say where to go
- Signs should be consistent and not cluttered
- Place street signs at all trail crossings
- Make signs multi-lingual
- Indicate how trail users should share the trail (e.g. “walk right, pass left”, better signage for multiuse trails that look like sidewalks, etc.)
- Maintain plants/trees that obstruct signage
- Use colour/patterns to identify bike lanes and trails



Safety

- Include identifying markers on signage for emergencies
- Interactive tool that allows people to report issues with the trail
- Use signage to communicate with drivers as well as path users
 - Watch for falling cyclists – provide directive signage to drivers
- Ensure trails have adequate lighting (multiple people suggested this)
- Provide more consistent traffic control at trail crossings and give priority to trail users

Priority Use

- Make it clear which users are permitted and what routes are accessible – safe for people with walkers
 - Create separate sections for different multi-use path users (like in Waterloo Park)
- Use more creative signs so that trail users/drivers resent stopping less
- Identify trails that have challenging grades and trail surfaces (i.e. compact gravel is not good for all wheels)



Maintaining the Network Year-Round

What barriers do you experience as a trail user or cyclist year-round? What can the Cycling and Trails Master Plan include to support more year round use, and what should be considered in selecting which routes get maintained year-round?



Key Themes

Weather ❄️

- Improve leaf collection in the fall, especially along bike lanes
- Winter maintenance will open up the trail network to more people year-round instead of only seasonally.
 - Plow/salt primary trails and bike lanes, and pack snow/sand on well used secondary trails
 - Make snow clearing consistent to provide access between trails, roads, and sidewalks
- Need to clear priority routes of snow first in winter; like we do with road plowing. These are the community trails that link between communities. Should deal with trails in winter like we do cars and roads. Suggested prioritization (prioritization was mentioned a lot):
 - Trails that connect well to the ION
 - Trails that are part of a larger network (i.e. Iron Horse Trail)
 - Trails that link between the Conestoga College & Fairview Park Mall
 - Look at the available data to identify priority areas (universities and employment areas)
- Include snow removal for bike parking
- Routine spring/summer maintenance to clear trails of foliage, dangerous plants like hogweed, trees that affect sightlines, garbage collection, and general trail conditions (holes, rough surfaces, etc.)

Communication 💬

- Change how we communicate
 - Communication of maintenance, alternative routes, etc. were mentioned a lot
 - Consider an app - users can report and issue, get acknowledgment it was received, get a turnaround time for repair, and others can see the report/updates
- Require construction route alternative plans for blocked sidewalks and roads, and mitigating/removing gravel in bikes lanes
- Prioritize trails such that some are left for winter sports like cross country skiing and fat biking

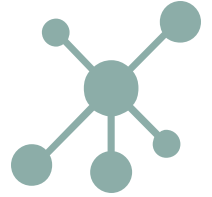
Infrastructure Design 🏗️

- Small asphalt issues can be very significant on trails
 - Repair potholes and clean up bike lanes
- Sidewalks are an important part of the discussion
- Sewer grates, manholes, and catch basins on bike trails/lanes with large holes are problems – this affects all wheels
- Slippery trails are managed by the City using salt – find an alternative. Salt means bikes used in winter are ‘burner bikes’ that get corroded by salt making winter travel by bike too expensive. Salt use has environmental impacts as well, we need to find other solutions.
- Look to ensure consistency in trail maintenance over municipal boundaries
- The curb cut transition between road and trail can be challenging. Consider creating longer curb cuts or creating slip lanes to allow cyclists to transition between road and trail more easily



Linking Up

What sorts of infrastructure, facilities, or other resources that would support more integrated mobility with transit around the City and Region? These could be located at transit stations or along key routes.



Key Themes

Mapping and Communication

- A convenient, interactive tool to plan a route using multiple modes of transportation (multiple people suggested this)
 - Suggesting routes that combine biking and Grand River Transit services
 - Facilities that are available at each station
 - User can input % of active transportation/activity they would like to do, an app would provide a route with possible transit options back to the starting point
- Provide links to reliable resources on the City website
- Make wayfinding easier (Legible London)
- Better integration into social media platforms for updates and reporting issues
- Create and mark trails that connect the ION to existing trail networks
- Users would benefit from a single finish on all trails, especially those that connect to transit – consider mobility issues when selecting a finish
- More user input during design stages
- Linking between cities



Transit Improvements 🚌

- Make transit integration feel seamless globally across the network
- Make transit and active transportation options more feasible/more appealing than taking a car (time inclusive)
- Bike shelters and parking at more transit locations (multiple suggestions)
- Make transit more pet friendly - pet waste disposal at stations & transit vehicle sections for pet owners
- Give educational transit tours or sessions on a regular basis for new users, how to use features like bike racks, and transit etiquette
- Make transit more accessible in inclement weather by providing bus shelters at more stops, or free transit
- Real time updates at all stops (not just along major routes and the ION)
- Improve frequency of transit on slower routes

Safety ⚠️

- “Needs to be convenient and safe”
- Provide better lighting and bike parking options
- Provide more bike racks at trail heads and popular destinations
- Bike parking options include: double lock racks, more bike racks, lockers alongside bike racks, garages, etc.
- Provide safe crossing options at all transit stops (ION and bus)



A PLACE TO GET ACTIVE

Support linkages to public health initiatives to promote the benefits of taking the active route



A Place to Get Active

How can the Cycling and Trails Master Plan build a culture of active transportation in Kitchener?



Key Themes

Education

- “People need to see themselves in the picture” - use a diverse group in advertisements (age, race, mobility, etc.), non-cyclists need a reason to be out on the trail
- Create fun and interactive events to create familiarity with the network – e.g. a City-run scavenger hunt through the city based on the trail system
- Create a “Target bike to work month” that includes community cycling education, partnerships with local businesses, and an end of month race/celebration
- Offer “Get to know trails” guided bike tours rides run by volunteers to encourage socializing and network familiarity
- Include driver education so drivers are more aware of vulnerabilities of other road/sidewalk users
- Create school programs that promote cycling education and provide fun completions that encourage active transportation to school, sports, for ice cream, and other places
- Provide better/a lot of education to youth about active transportation options/safety/etiquette
- Make maps easier to read, and easier to follow

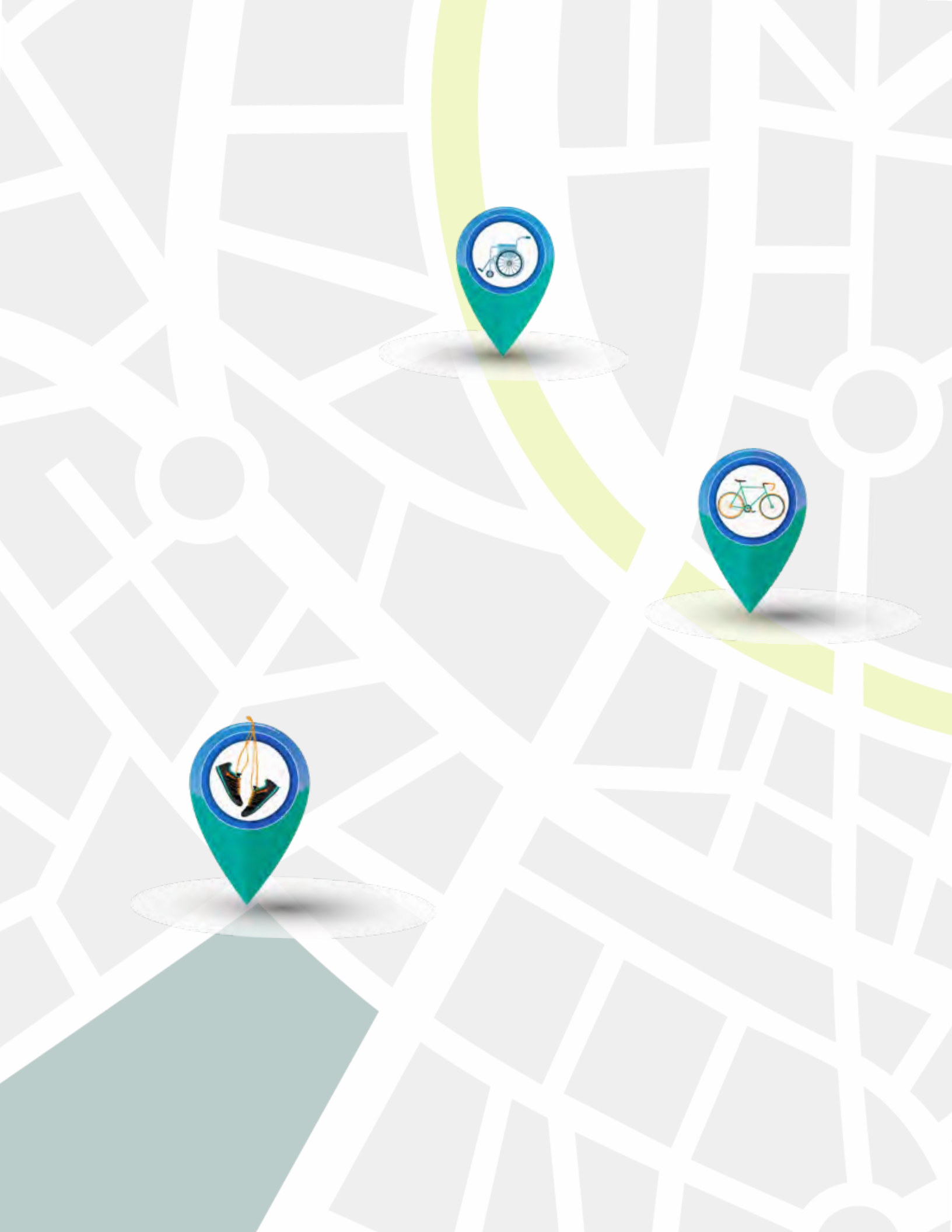
Incentives

- Provide Water fill stations in partnership with local business
- Identify bike friendly business – use apps like Biko to promote active transportation while getting discounts/reward in exchange for kms
- Build public work-out stations along trail network
- Incentivize corporate partnership to encourage use of active transportation by providing front of business bike parking or more vendors along trails (Spur Line Trail @ Union St. E.)
- Make biking, multi-use pathway use and transit more accessible by implementing subsidy programs
- Offer free public transportation in certain areas of the City to encourage use of active transportation and discourage car use in identified areas
- Enhance existing pockets along trails by adding washroom facilities, bulletin boards, and more trees and benches to encourage walking
- Encourage businesses to use *StopGap* wedges
- Encourage “bike-pooling” to school with volunteer parents
- Provide childcare at meetings and workshops run by the City

Design

- Build infrastructure that is safe for all ages, abilities, and modes of transportation
- Trail maintenance is key to improving user experience and making trails visible
- Groom cross country ski tracks in the winter
- Make pedestrians and cyclists a high priority on the road and in public spaces by doing things like increase bike parking and reducing car parking, and design sidewalks/trail road crossing at trail level
- Include mandatory active transportation resources as part of new development in key areas
- Evaluate what works well in other cities and see if those ideas can be incorporated in Kitchener – look to Vancouver, Calgary, and London and other European cities
- Design roads that make motorists slow down with sharper turning radii that require a slower turning speed
- Design routes that are beautiful and interesting
- Neighbourhoods and streets are designed around cars – change that
- Ban right turns on red lights
- Create/utilize one way arterial roads with all transportation option





APPENDIX D

Open House Event Display Panels and Event Summary



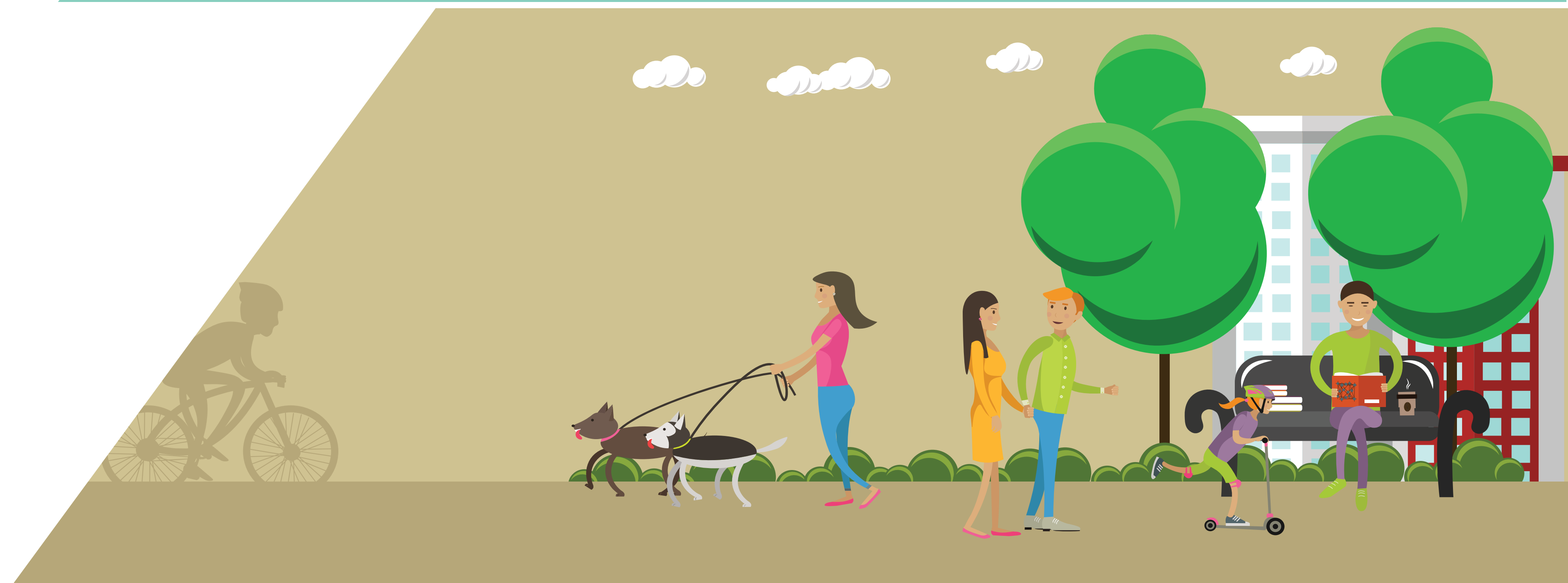
KITCHENER
cycling & trails

WELCOME

City of Kitchener CYCLING AND TRAILS MASTER PLAN

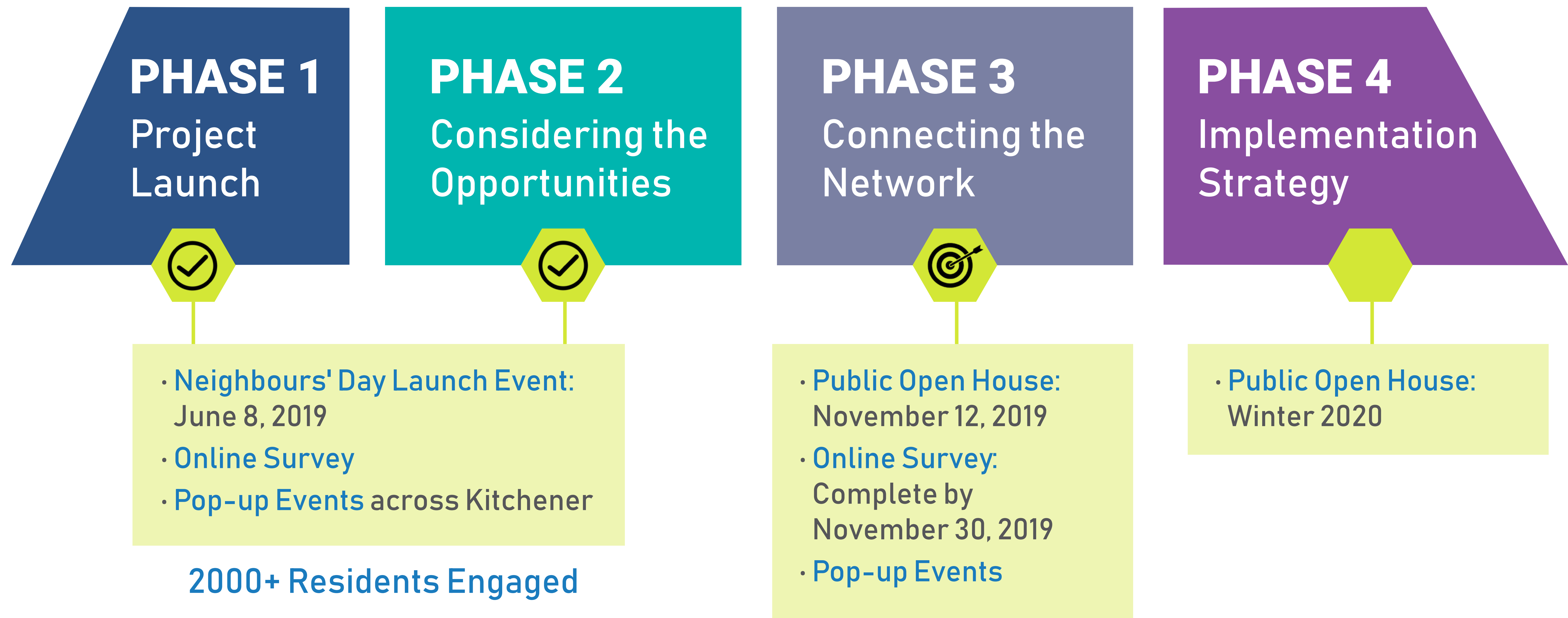
Open House Event

Tuesday November 12, 2019
4pm – 7pm
Kitchener City Hall – Rotunda



ABOUT THE CYCLING & TRAILS MASTER PLAN

We're working to better connect Kitchener through trails and cycling! Our Cycling and Trails Master Plan will lay the groundwork for a connected network of bikeways and trails. The City is undertaking this process as a Municipal Class Environmental Assessment, with community consultation and engagement at every stage.



MOVING TOWARDS A CONNECTED KITCHENER

We have been hard at work over the summer, gathering information from across Kitchener to develop ideas and chart a course for an improved cycling and trails network. We worked with the Community Working Group set up for the project and went to several community events and festivals to talk with residents about the key issues and opportunities they see in Kitchener's network. We've summarized our community's feedback into a set of draft recommendations, and we need you to let us know if we've gotten it right.

The purpose of this round of engagement is to:

- present the vision and goals for the Cycling and Trails Master Plan
- present and gather feedback on the preliminary strategies and key performance indicators being considered in the draft plan
- present and gather feedback on the draft trail and cycling network



VISION AND GOALS

The vision and goals shape the overall direction of the Cycling and Trails Master Plan and serve as a basis from which improvements and investments are identified and prioritized. They are based on the relevant planning documents, as well as input received from City staff, stakeholders, and members of the community.

The Vision describes the broad aspirations for the future of trails and bikeways in Kitchener. A vision statement is meant to be aspirational in guiding the future we are working towards.

VISION



CYCLING AND TRAILS MASTER PLAN

GOALS



The goals help guide the City towards fulfilling its vision. Goals are meant to be overarching, simple, succinct statements that are easily remembered and referenced. Goals should also be easily measurable.

Trails and bikeways will get **more people more active** by connecting Kitchener and creating a sustainable, safe, and healthy community for everyone year-round.

1

Build more **Connections**

2

Provide a Safe and High Quality **Experience**

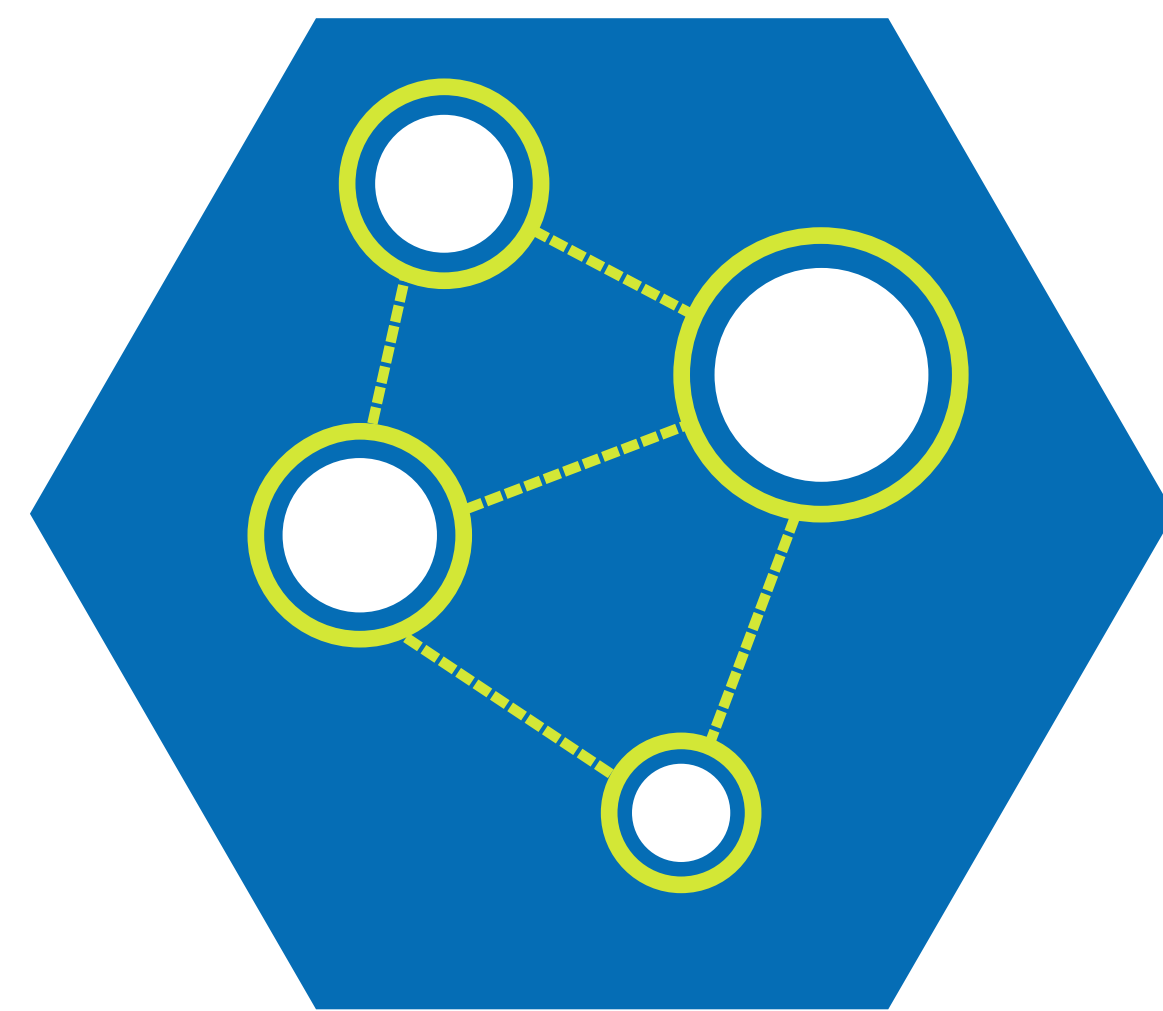
3

Create a **Culture** of Active Living



THEMES

Based upon public and stakeholder feedback as well as a review of existing conditions, the Cycling and Trail Master Plan includes three overarching themes. Each theme includes a series of Strategies as well as more detailed Key Performance Indicators.



CONNECTIONS

Establish a safe, connected, and high-quality network of cycling routes and trails throughout Kitchener.



EXPERIENCE

Make using cycling routes and trails a easy and effortless experience year-round.

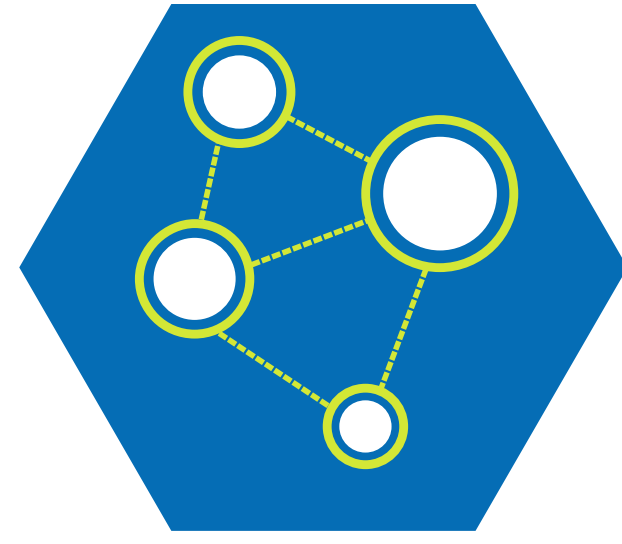


CULTURE

Make cycling and using trails a normal part of everyday life in Kitchener through increased awareness, partnerships, and investments.

PROPOSED PLANNING FRAMEWORK





SUMMARY OF STRATEGIES FOR CONNECTIONS



WHAT WE HEARD

- Enhance the existing network by filling in the gaps and making improvements at locations that create network barriers
- Focus on separated bicycle facilities that are designed for people of all ages and abilities
- Improve safety at intersections and locations where facilities end
- Provide a minimum grid of well integrated and high-quality trail and cycling facilities throughout the City
- Provide better lighting and security across the network
- Ensure that primary spines use safe infrastructure; this will motivate their use

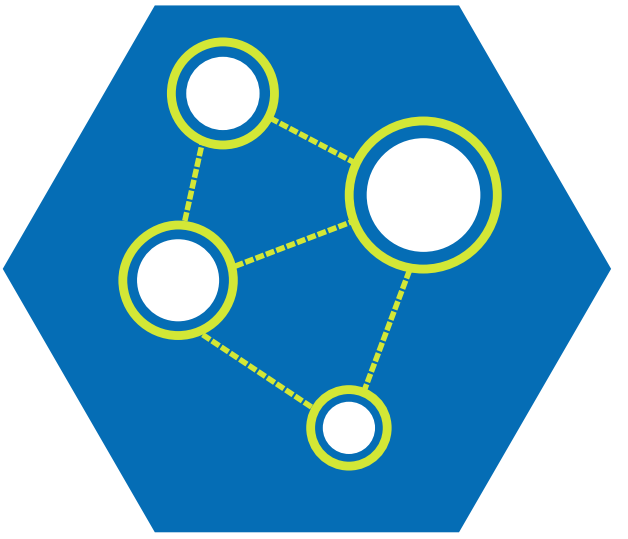
Strategies related to Connections in the Draft Cycling and Trails Master Plan relate to how the system of trails and cycling facilities across the city are designed to create a more complete network that is accessible to users of all ages and abilities.

Establishing a complete, connected, and convenient network of trails and bikeways is a fundamental part of making cycling and trail use a safe and attractive travel option in Kitchener.

THE STRATEGIES

- 1A** Develop an Integrated Cycling and Trails Network
- 1B** Enhance and Expand the Trail Network
- 1C** Improve Regional Connections
- 1D** Improve Safety
- 1E** Improve Integration with Transit

STRATEGIES AND SAMPLE KEY PERFORMANCE INDICATORS FOR CONNECTIONS



1A Develop an Integrated Cycling and Trails Network

- Install a continuous and protected cycling network that connects adjacent neighbourhoods to the downtown by 2022
- Implement a city-wide spine network of bikeways that connects the downtown with other major destinations throughout the city
- Work towards implementing a city-wide grid network of trails and bikeways that places all residents and destinations within 400 metres of a facility
- Develop a spot improvement program to identify and implement improvements at locations identified as barriers to network connectivity, such as intersections

1B Enhance and Expand the Trail Network

- Plan, design, and operate trails based on the recommended trail classification system and the Complete Streets Guide
- Upgrade existing trails as required to meet the recommended trail classification system
- Provide crossing treatments where trails cross major streets and regional roads

1C Improve Regional Connections

- Continue to work closely with neighbouring municipalities to ensure future trail and bikeway connections are well integrated
- Continue to work closely and align capital and operating needs with the Region of Waterloo to provide high quality bikeway or trail infrastructure on roadways under their jurisdiction

1D Improve Safety

- Continue to conduct safety studies of collisions involving people cycling and using trails to understand and monitor collisions involving vulnerable road users
- Collaborate with researchers and programs that are working to improve safety for people cycling and using trails
- Provide lighting along trails and bikeways where appropriate

1E Improve Integration with Transit

- Ensure direct trail and cycling connections are provided to all ION rapid transit stations
- Improve trail and cycling connections to other transit services particularly iXpress bus routes and GO stations



SUMMARY OF STRATEGIES FOR EXPERIENCE

WHAT WE HEARD

- Provide more signage and pavement markings as wayfinding particularly where trails intersect with major streets
- On trails, make it clear which users are permitted and what routes are accessible – safe for people with mobility aids
- Winter maintenance will open up the trail network to more people year round
- Need to clear priority routes of snow first; similar to road plowing. These are the community trails that link between communities.
- Enhanced communication of winter maintenance practices. Consider a mobile application - users can report an issue
- Create and mark trails that connect the ION to existing trail networks
- Make transit and sustainable transportation options more feasible/more appealing than taking a car (time inclusive)

For cycling and trail use to become more attractive and competitive as a way to move around the City, they need to be as safe and convenient as possible. Strategies related to improving the user Experience in the Draft Cycling and Trails Master Plan relate to how trails and bikeways are integrated into neighbourhoods and the types of supporting infrastructure that is needed to support the convenient and comfortable use of the network across the city.

THE STRATEGIES

2A

Design the City to Support Walking, Cycling, and Rolling

2B

Provide More Bicycle Parking

2C

Maintain the Cycling and Trail Network Year-Round

2D

Make it Easy to Find the Way

2E

Investigate New Ways to Travel Around



STRATEGIES AND SAMPLE KEY PERFORMANCE INDICATORS FOR EXPERIENCE



2A Design the City to Support Walking, Cycling, and Rolling

- Ensure future subdivisions and employment areas are integrated with the existing and proposed trail and bikeway network
- Ensure streets in new developments follow the Complete Streets guide to incorporate trail and bikeway facilities within development sites

2B Provide More Bicycle Parking

- Develop a program for prioritizing and implementing bicycle parking within the public right-of-way and at trail locations
- Work with business groups, the Downtown Action and Advisory Committee, and other partners to develop an on-street bicycle corral program
- Look for partnership opportunities to expand BikeCheck service

2C Maintain the Cycling and Trail Network Year-Round

- Implement service standards for trail maintenance based on trail type
- Implement service standards for on-street bicycle facilities based on the Minimum Maintenance Standards
- Design bicycle routes and trails to facilitate drainage, snow removal, and snow storage
- Implement an inspection program to ensure adequate surface conditions and quality of bicycle and trail facilities

2D Make it Easy to Find the Way

- Implement the wayfinding strategy for on-street and off-street cycling facilities that is consistent and integrated with surrounding municipalities and the Region of Waterloo
- Implement the City's Wayfinding Guidelines for parks and trails

2E Investigate New Ways to Move Around

- Work with partners to ensure sustainable trip planning information is widely accessible through an integrated transportation data system and innovative mobile applications
- Conduct a New Mobility study to ensure the City considers the impact of new and changing technologies and different users on the trail and bikeway networks
- Continue to look for opportunities to support and pilot new mobility projects





SUMMARY OF STRATEGIES FOR CULTURE

Strategies related to Culture in the Draft Cycling and Trails Master Plan relate to ways that the city can foster a culture of cycling and trail use through investments in education programs, policy tools, community partnerships and other support programs for users of all ages and abilities.

THE STRATEGIES

3A

Raise Awareness and Promotion

3B

Educate All Road Users

3C

Integrate Policy and Funding

3D

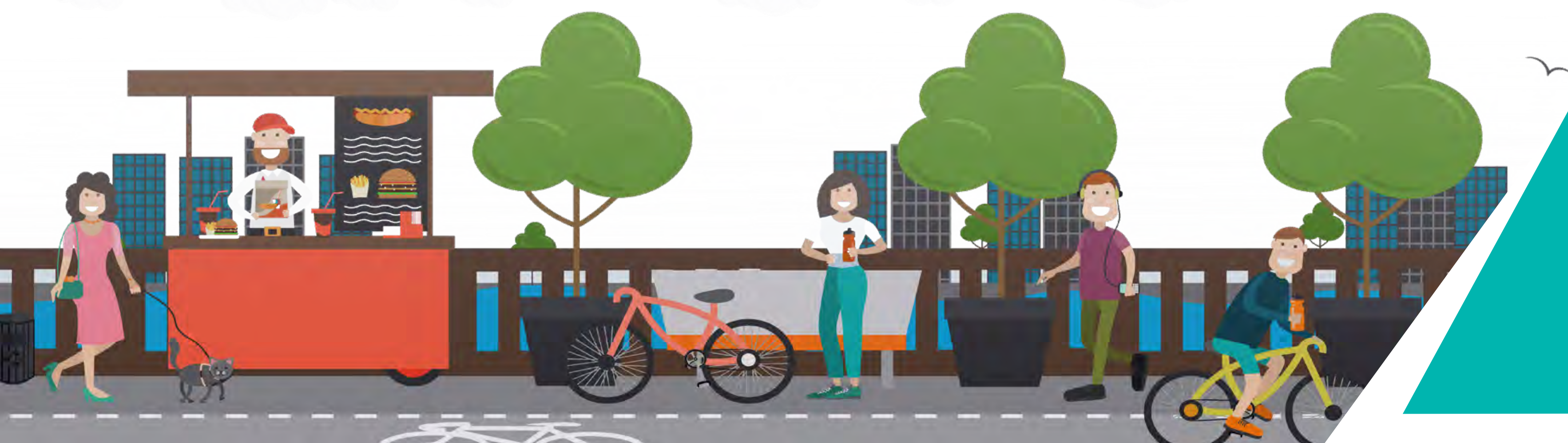
Establish Business Partnership and Investments

3E

Measure Success

WHAT WE HEARD

- Create promotional materials that allow people to see themselves using trails and bikeways
- Create fun and interactive events to create familiarity with the network
- Include driver education so drivers are more aware of vulnerabilities of other road/sidewalk users
- Create school programs that promote cycling education and provide fun guided tours that encourage cycling and using trails to get to school
- Utilize partnership opportunities with local businesses, organizations, and regional agencies to implement the plan
- Integrate the City's policies and funding to support installing and maintaining cycling routes and trails



STRATEGIES AND SAMPLE KEY PERFORMANCE INDICATORS FOR CULTURE



3A Raise Awareness and Promotion

- Use City and Region-wide campaigns to deliver positive messaging to promote cycling and trail use
- Work with partners in the development of road safety awareness and education campaigns for all road users
- Celebrate the installation of trails and bikeways with grand openings and events throughout the year

3B Educate All Road Users

- Develop videos, pamphlets and other tools to educate all road users on new bicycle and trail infrastructure and how to share the road
- Continue to support the Active and Safe Routes to School program to encourage active travel to school
- Continue to support Cycling into the Future in providing cycling skills training for students in elementary school
- Support the adult cycling skills training programs

3C Integrate Policy and Funding

- Coordinate implementing new or upgrading existing trail and cycling facilities as part of Environmental Assessments, road improvements, and other infrastructure projects
- Work to ensure adequate budget and funding is available to implement the Cycling and Trails Master Plan
- Work to ensure adequate staff resources are available to implement the Cycling and Trails Master Plan

3D Establish Business Partnership and Investments

- Work with partners to ensure research on the economic benefits of walking, cycling, and rolling are shared within the City organization and with local businesses
- Work with local businesses and BIAs and to create bicycle friendly business program
- Develop and implement a bicycle and trail tourism initiative building off the Provincial MoveON Strategy

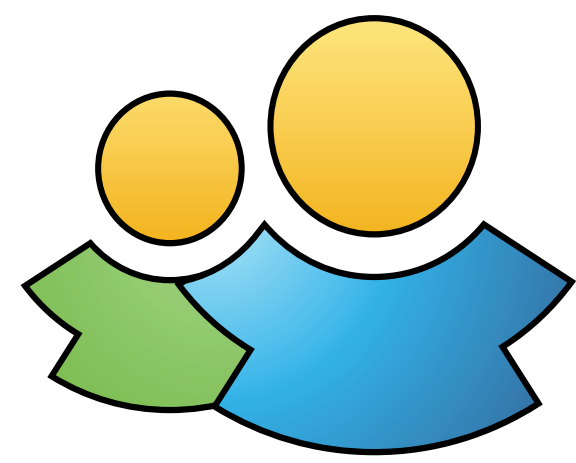
3E Measure Success

- Develop a data collection and monitoring program, including a network of counters on trails and bicycle routes to monitor activity
- Implement a reporting program to communicate results of the monitoring program on a regular basis
- Implement a five-year action plan for implementing the Cycling and Trails Master Plan, to be updated on an annual basis to reflect changing priorities



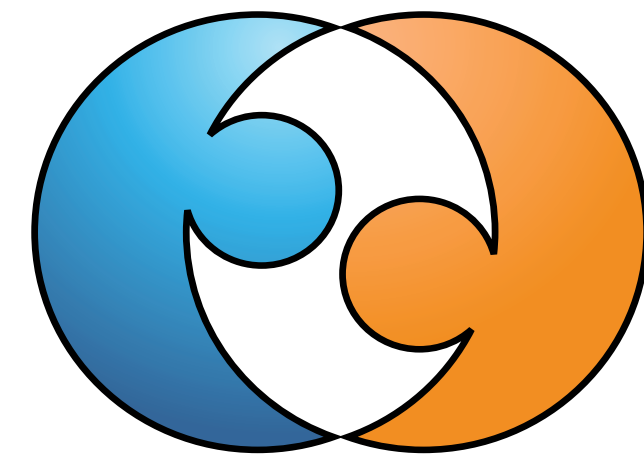
THE FUTURE NETWORK: PLANNING PRINCIPLES

The long-term trails and bikeway network is based on a series of overarching network planning principles:



COMFORTABLE

The network plan focuses on developing an All Ages and Abilities (AAA) network. The purpose of a AAA network is to provide an interconnected system of trail and bikeway facilities that are comfortable and attractive for all users.



CONNECTED

The network plan includes a “City Spine” network AAA trail and bikeway facilities that provide high quality and direct connections to major destinations in the City such as major commercial areas, parks, and schools.



COMPLETE

The future trail and bikeway network ensures most residents of Kitchener are within 400 metres of a designated bicycle route.

Other considerations that were part of the network planning and decision-making framework include:

- Available space
- Parking
- Motor vehicle volumes and number of lanes
- Truck route
- Transit service
- Sidewalk facilities
- Connections to existing facilities



THE FUTURE NETWORK: FACILITY TYPES

Supporting Facilities ← → All Ages and Abilities (AAA) Facilities

ON-STREET BIKEWAYS



Paved Shoulders



Painted Bicycle Lanes



Neighbourhood Bikeways

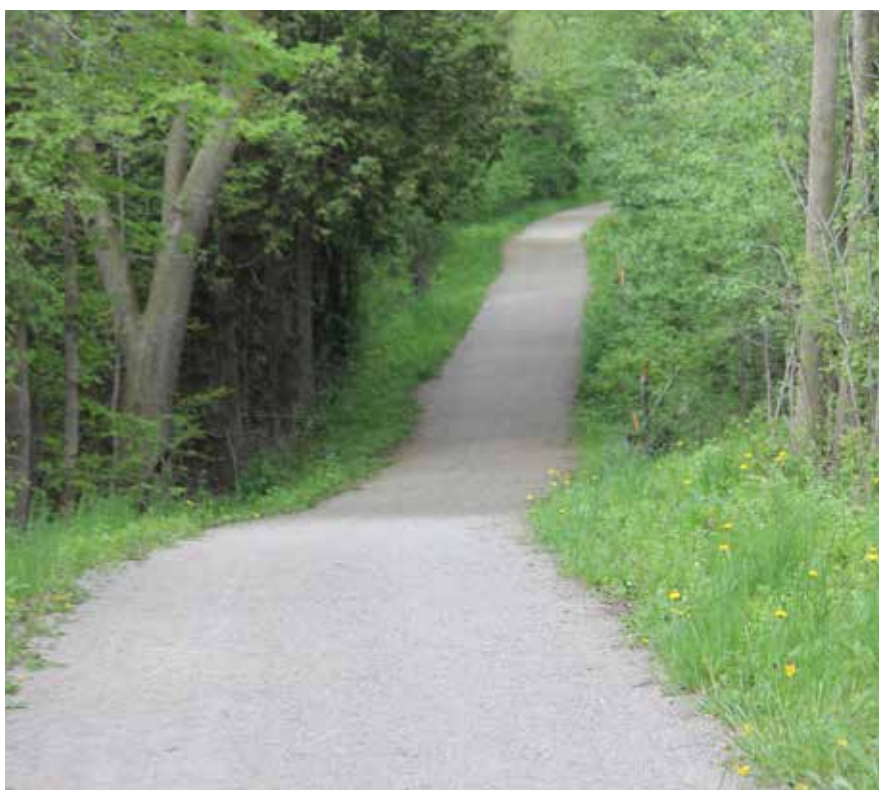


Separated Bicycle Lanes

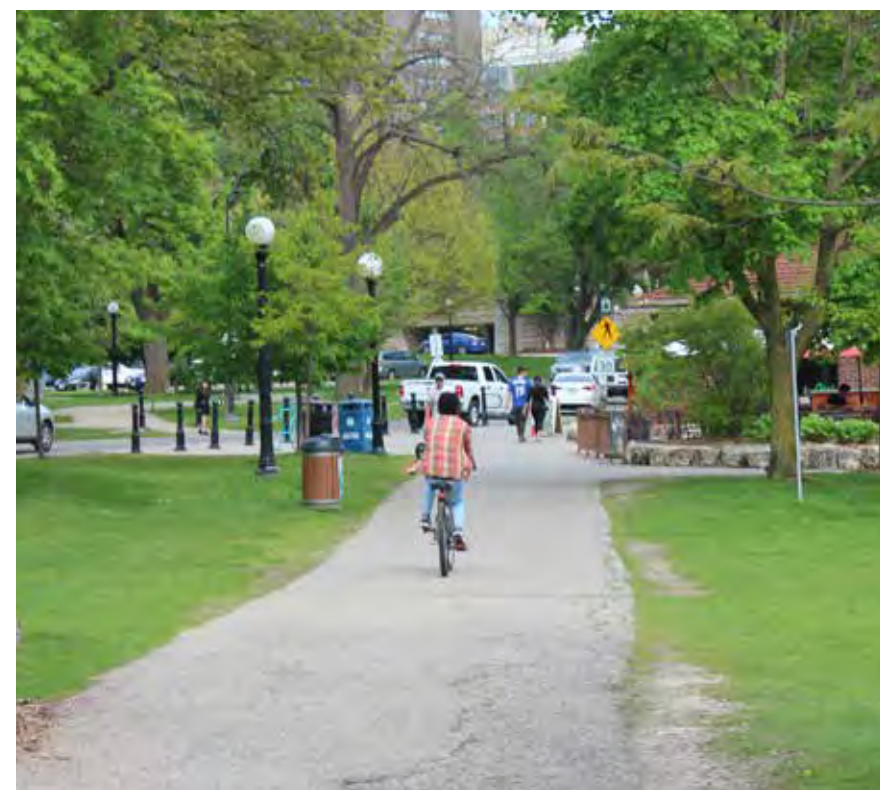
TRAILS



Minor Trails



Major Trails



Multi-Use Trails



Boulevard Multi-Use Trails

CONSTRAINED CORRIDORS have been identified as bicycle network desire lines but will require additional study and discussions with the Region of Waterloo before a proposed facility can be confirmed.

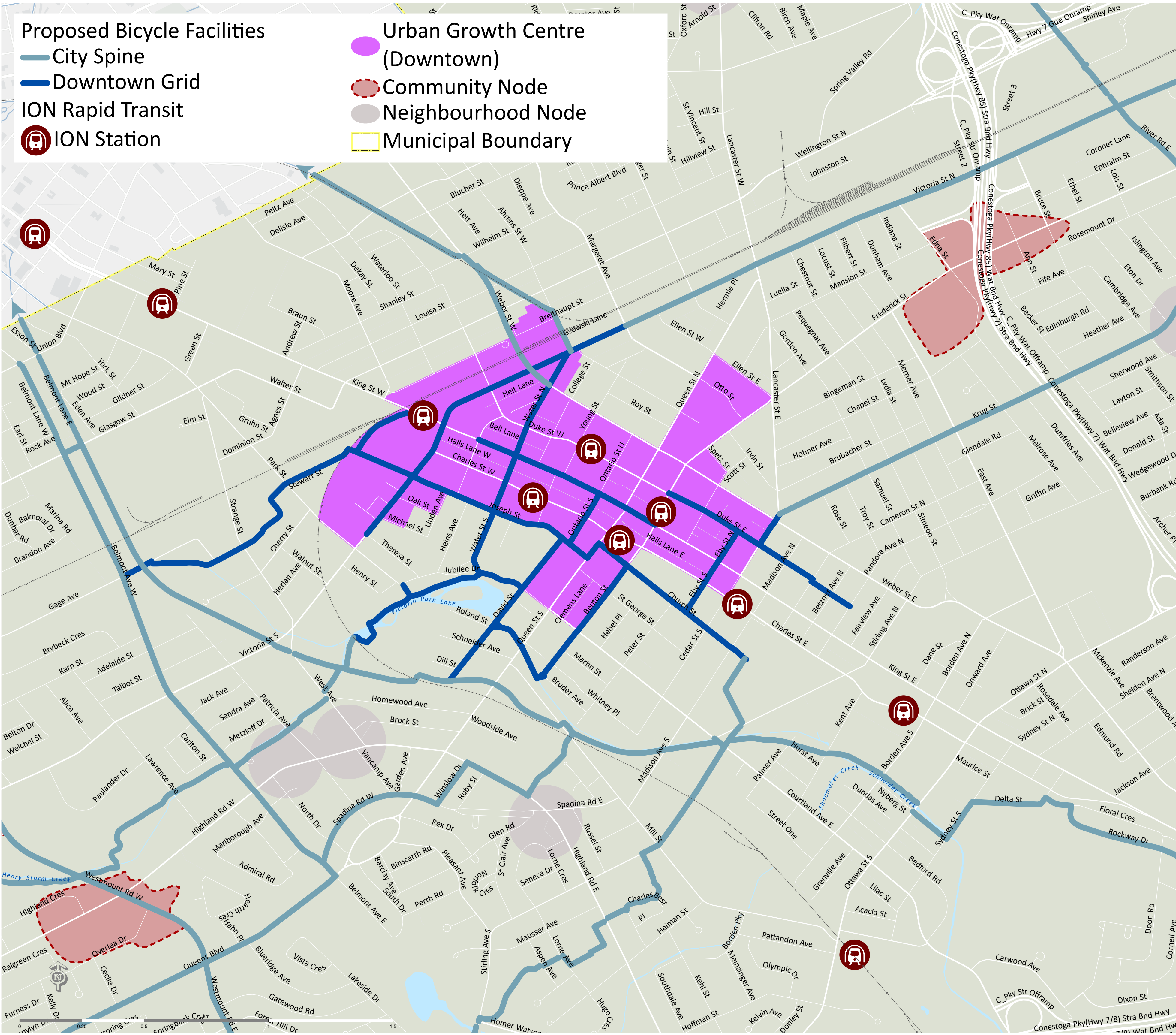
THE FUTURE NETWORK:

THE DOWNTOWN GRID

The City's Strategic Plan outlines the action of installing a continuous and protected cycling network that connects adjacent neighbourhoods to the downtown by 2022.

The proposed trails and bikeway network starts with high quality facilities in Kitchener's Downtown Core, with bikeways that are comfortable for people of all ages and abilities. The image here presents an overview of the proposed Downtown Grid network. The details of the different routes on the network (on-road, off-road, etc.) will be refined through the next phase of work on the Master Plan.

The proposed network includes a network of east-west and north-south routes and focuses on providing cycling facilities on City roads that will fill gaps in the downtown network, connect to existing trails, and provide connections to ION stations.



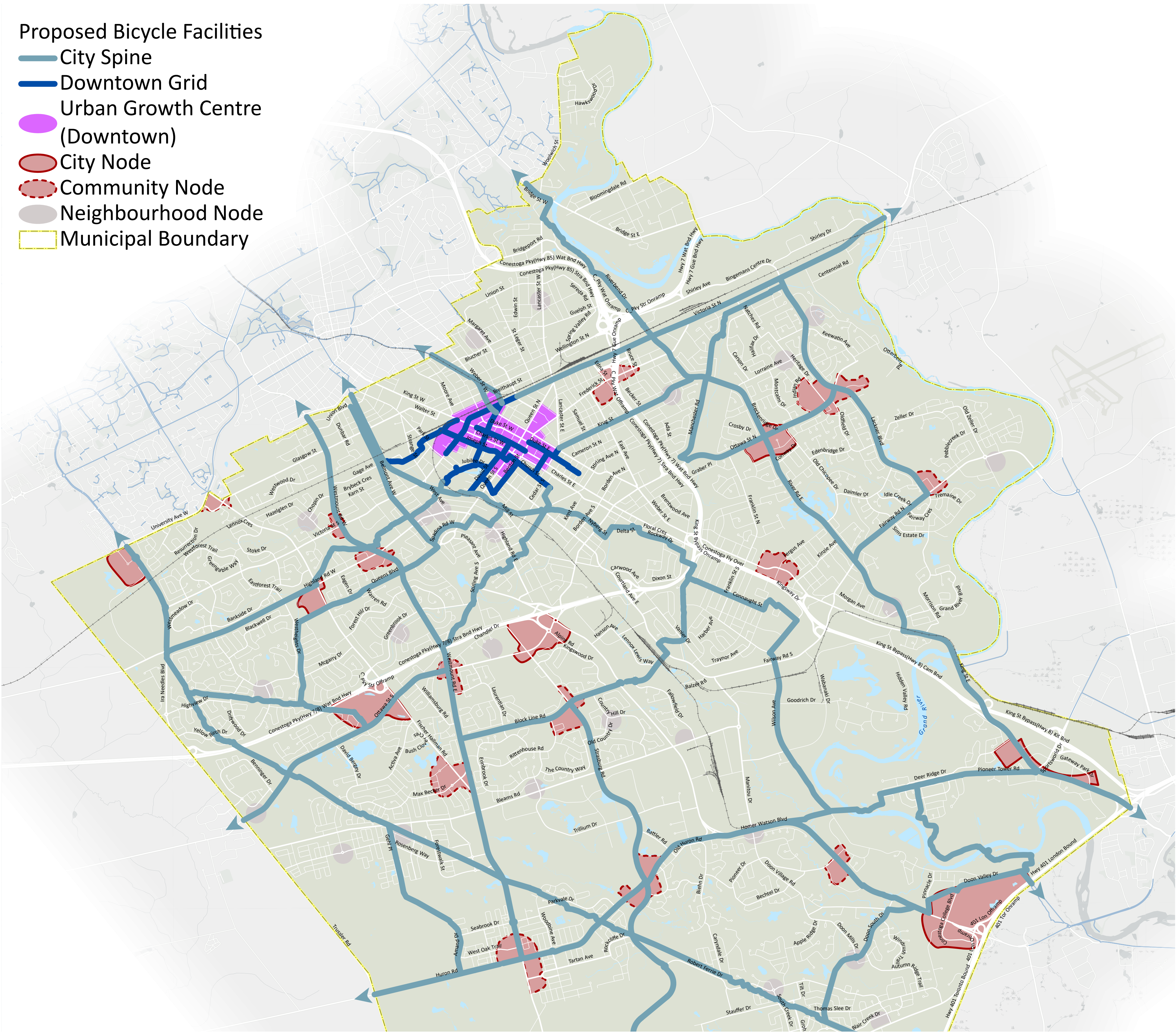
THE FUTURE NETWORK:

CITY SPINES

Beyond the Downtown, the proposed trails and bikeway network provides high quality connections to other important destinations through the City through a network of “City Spines”. The image here presents the concept of the City Spine network.

The City Spine network is intended to provide a city-wide grid network of trail and bikeway facilities that connects all major destinations within the City, such as major commercial and employment areas, parks, school, and connections to ION stations.

The City Spine network will be made up of high-quality AAA trail and bikeway facilities including separated bicycle lanes on major streets, neighbourhood bikeways on quiet low volume streets, and trails.

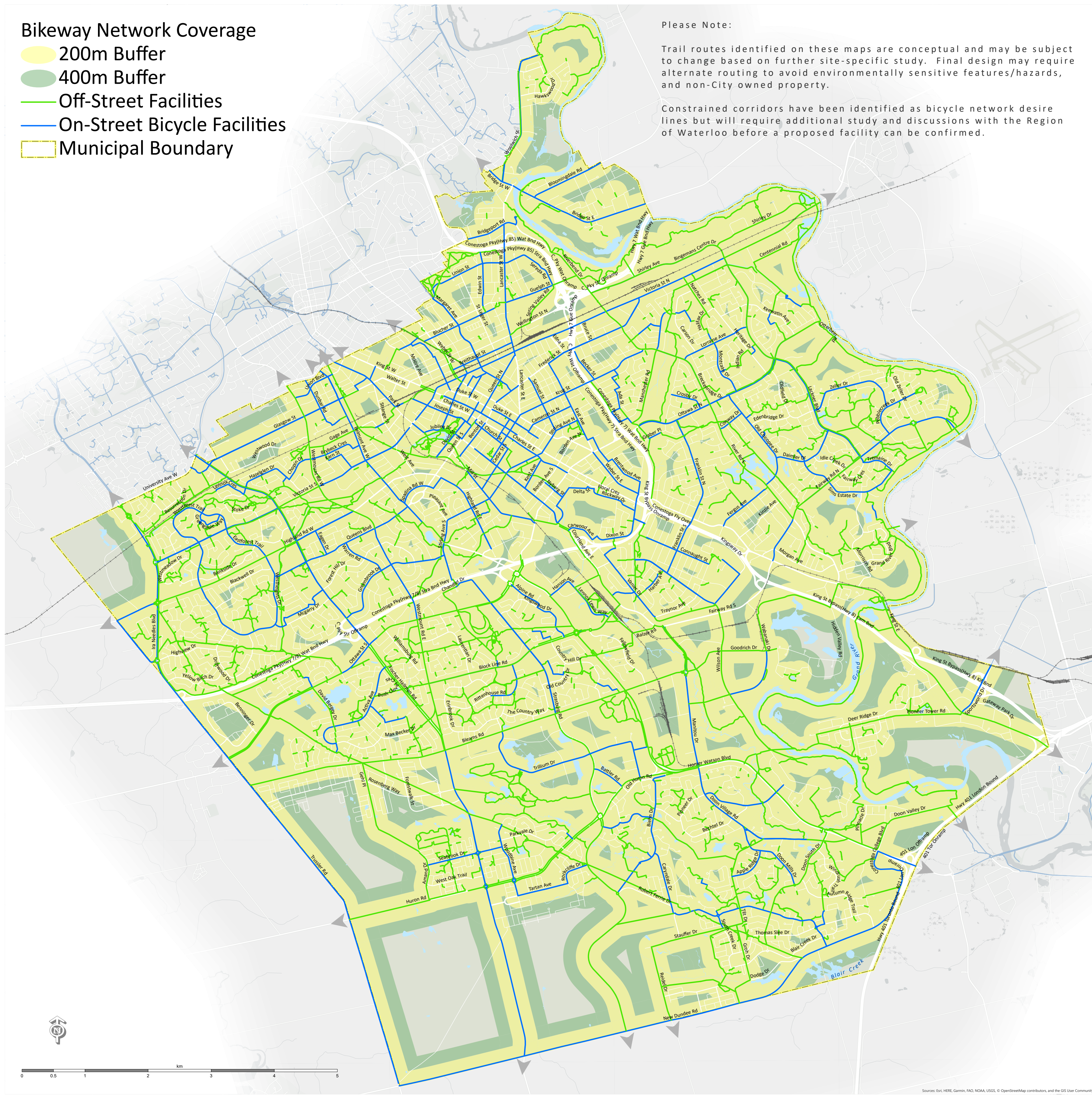


THE FUTURE NETWORK:

NEIGHBOURHOOD CONNECTIONS

One of the guiding principles for developing the trails and bikeways network was ensuring that almost every resident is within a short walking or cycling distance of a designated cycling or trail facility. The image here presents an overview of the proposed trail and bikeway network.

This network would ensure that most residents live less than 5 minutes (400 metres) from a trail or bikeway, as shown in the area in yellow.

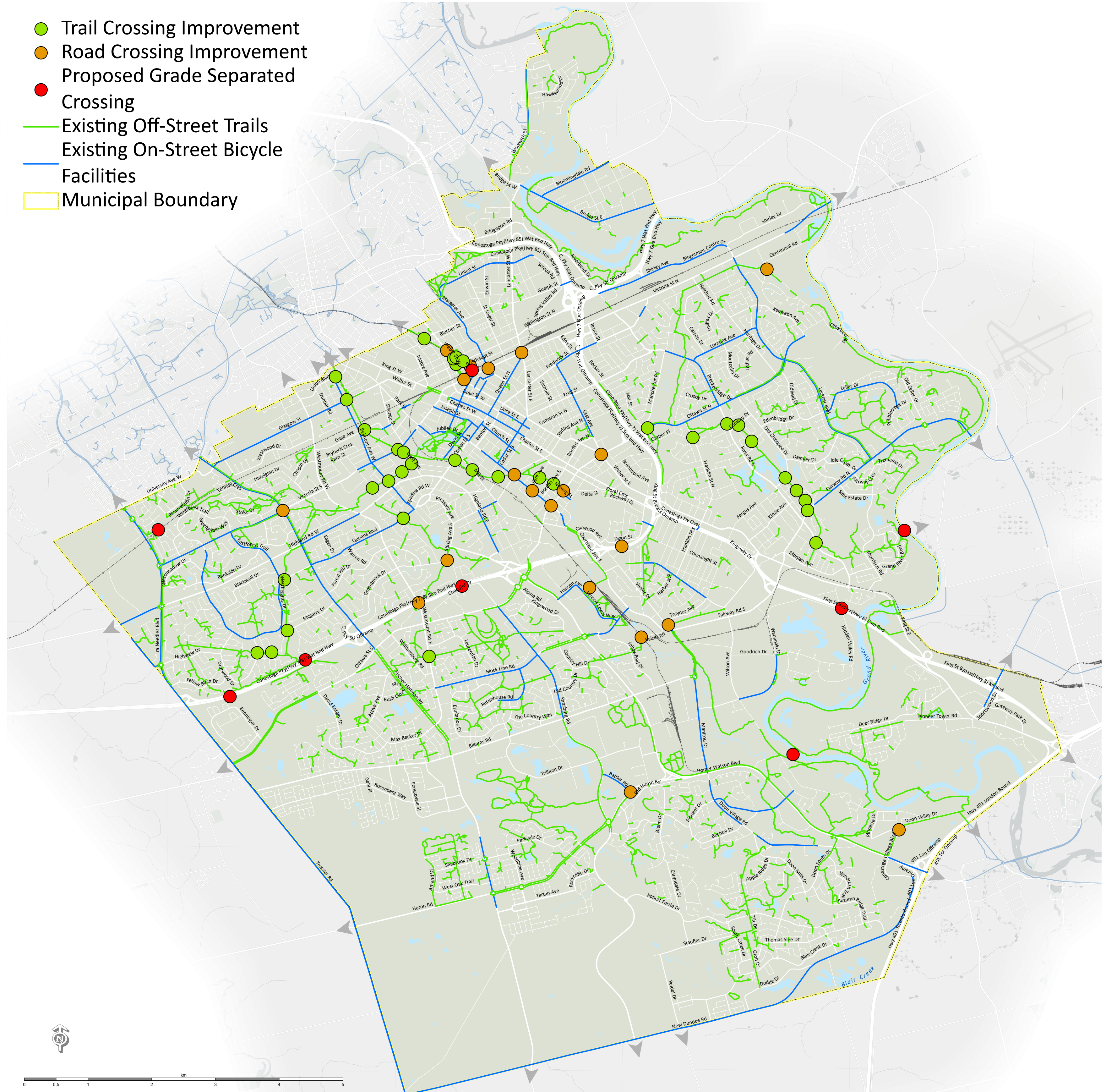


THE FUTURE NETWORK:

SITE SPECIFIC (SPOT) IMPROVEMENTS

- Through the public engagement so far for the Cycling and Trails Master Plan, we have heard that there are many intersections and crossing locations that are uncomfortable for people walking, wheeling, and rolling. To help address these existing barriers, a number of site-specific “Spot Improvements” have been identified, that focus on improved trails crossings, intersection improvements, and new grade-separated crossings. The image here presents an overview of the key locations for specific improvements identified through community consultation.

- Trail Crossing Improvement
- Road Crossing Improvement
- Proposed Grade Separated Crossing
- Existing Off-Street Trails
- Existing On-Street Bicycle Facilities
- Municipal Boundary



connecting K I T C H E N E R

Open House Event
Engagement Summary
Tuesday November 12th, 2019
4pm – 7pm
Kitchener City Hall



KITCHENER
cycling & trails



The Final Open House Event for the Kitchener Cycling and Trails Master Plan was held in the rotunda at Kitchener City Hall on Tuesday November 12th from 4pm-7pm.

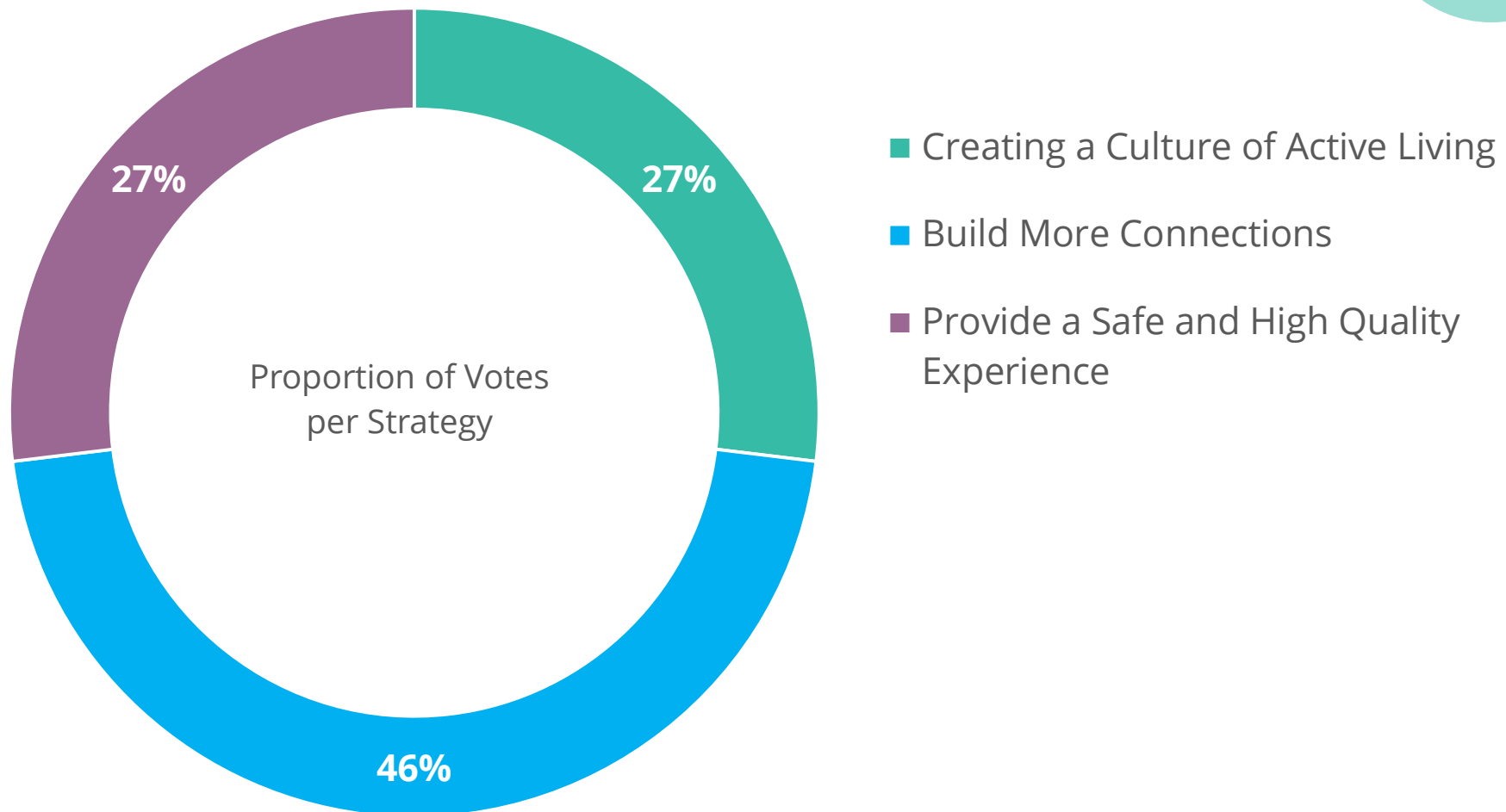
The event including interactive voting and map commenting activities to collect input on the proposed strategies and network improvements to create a connected trail and cycling network in Kitchener. A total of approximately 35 Kitchener residents attended the event.

The following summary provides an overview of the comments heard and recorded through the activities.



How Will We Make a Decision?

A straw poll was set up to ask participants about which of the three strategies for the Cycling and Trails Master Plan they felt were most important. The strategies were developed based on the goals voted on by participants in the Design Lab held on July 17th, 2019.



Mapping Activity: What We Heard

A Safe Connected Network

What facilities and improvements are needed to support a network for all ages and abilities?



Key Themes

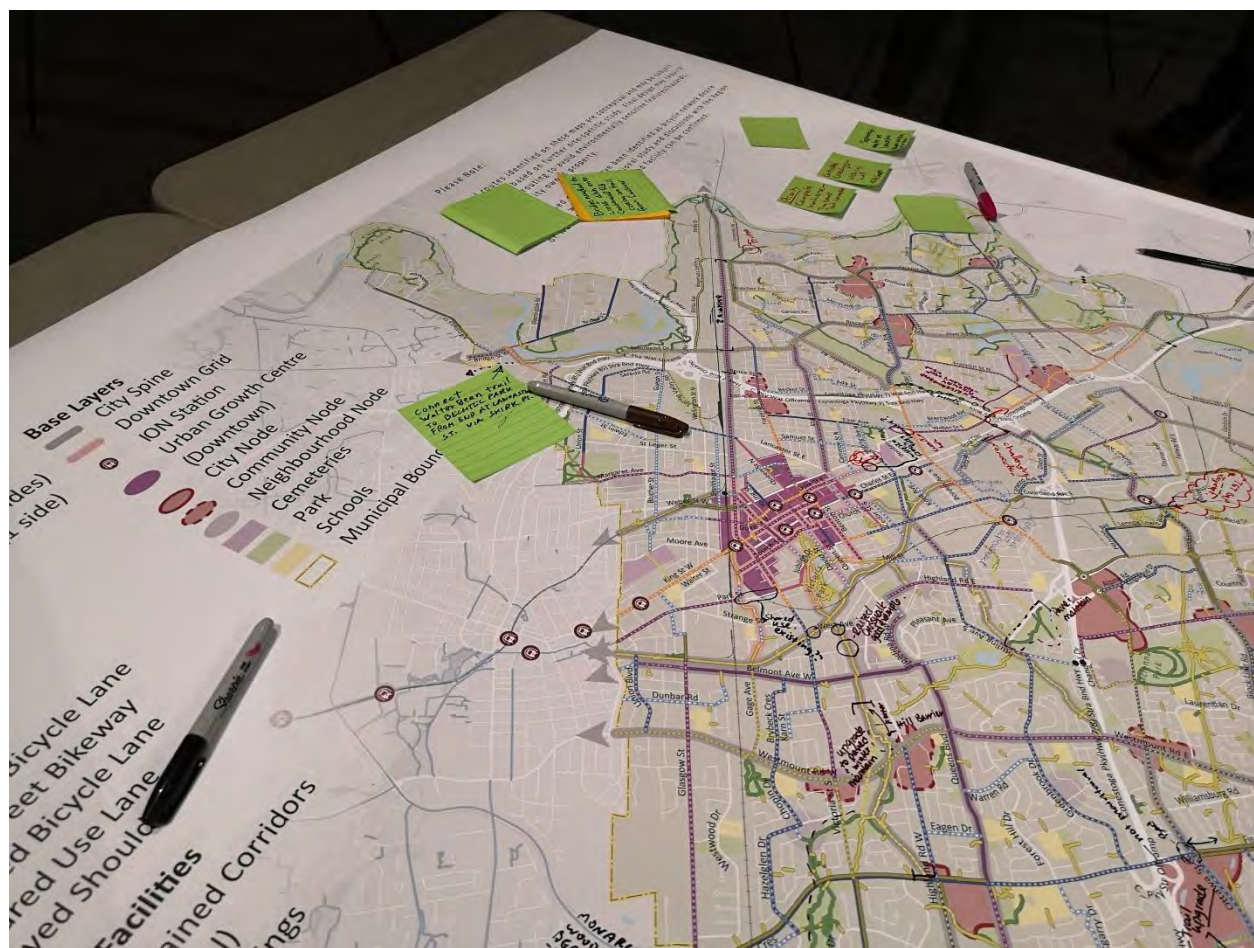
Safety

- Call buttons at traffic signals need to be designed to be easy to access and respond to cyclists – e.g. Young and Weber, Gordon and King Street
- Dedicated left turn signals do not respond to cyclists queued in the turning lane
- Controlled crossings for cyclists/pedestrians are needed where there is high traffic and a need for mid-block crossings.
- Additional spot-specific safety issues related to signals, crossings, and separation from vehicle traffic were noted on maps.



Connectivity

- Year-round use of some trails is hampered by heavy rain events when trails get washed out
- Small gaps in the network should be addressed to provide continuity and connectivity
- Cyclists would avoid routes that have regular stop-controlled intersections in favour of more continuous flow routes that reduce travel time
- Completion of the Iron Horse Trail should be a priority
- A bridge is needed to cross the large ditch on Centennial Road at the trail connection from Lackner
- A connection is needed from the Walter Bean Trail to Bechtel Park in Waterloo
- Key segments of the network with missing connections or crossings needed were identified.

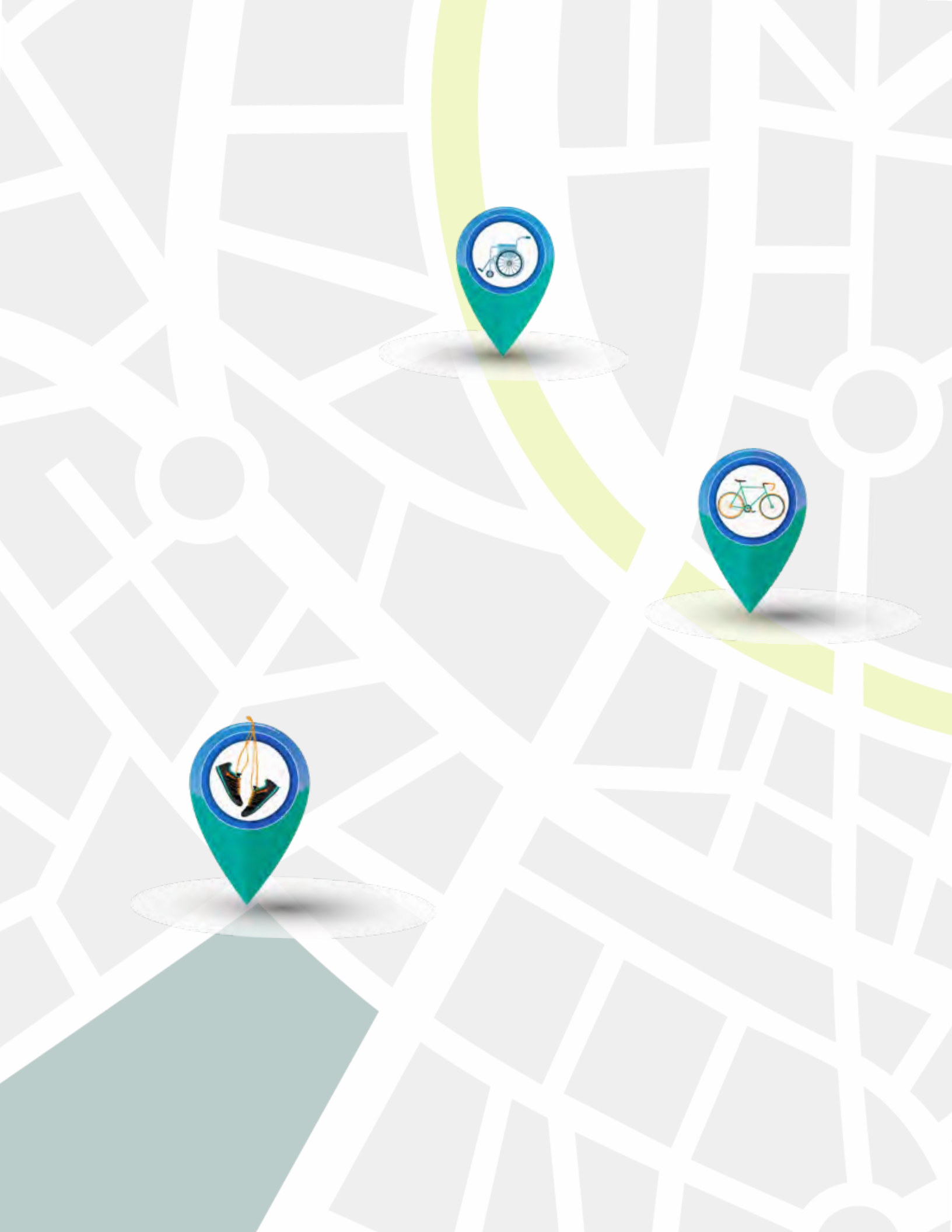


Design

- Some trails through naturalized areas, parks, and woodlands need to be preserved and maintained, and not paved
- Maintenance/upgrading of downtown connections is critical
- Raised sidewalks and curb cuts were identified as key features for pedestrians
- Key design considerations raised included signage and wayfinding that is clear and easy to understand, minimal paving of trails to maintain a natural look and feel, and buffering of bike lanes from traffic with bollards or other structural or landscaping elements.







APPENDIX E

Survey #2 Results: Did We Get It Right?

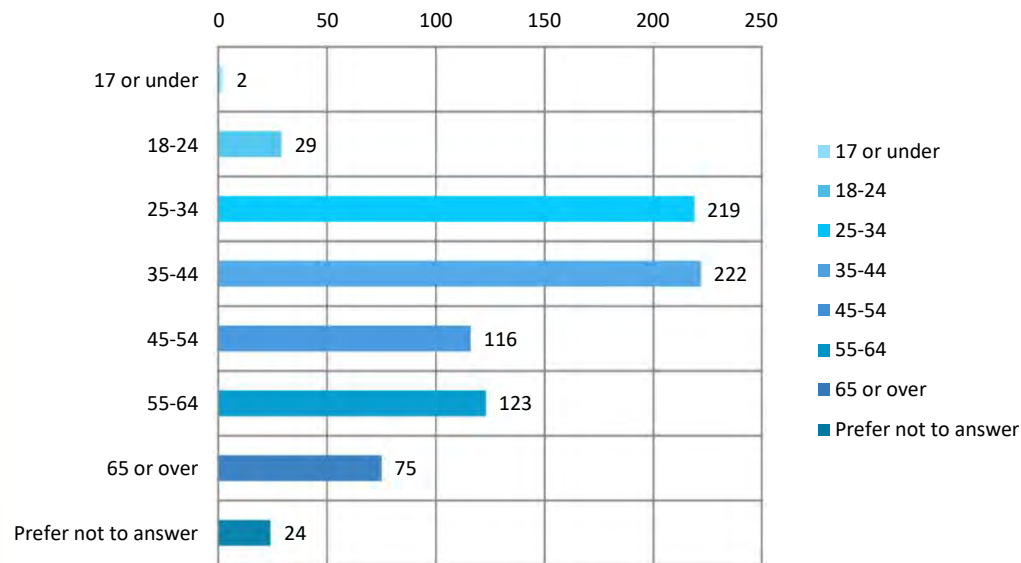


KITCHENER
cycling & trails

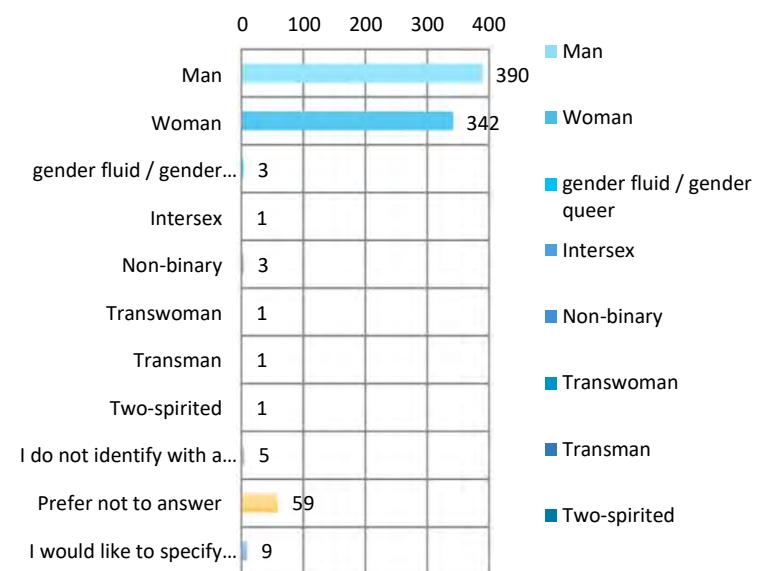
SURVEY DEMOGRAPHICS

Over 800 survey responses

What is your age?

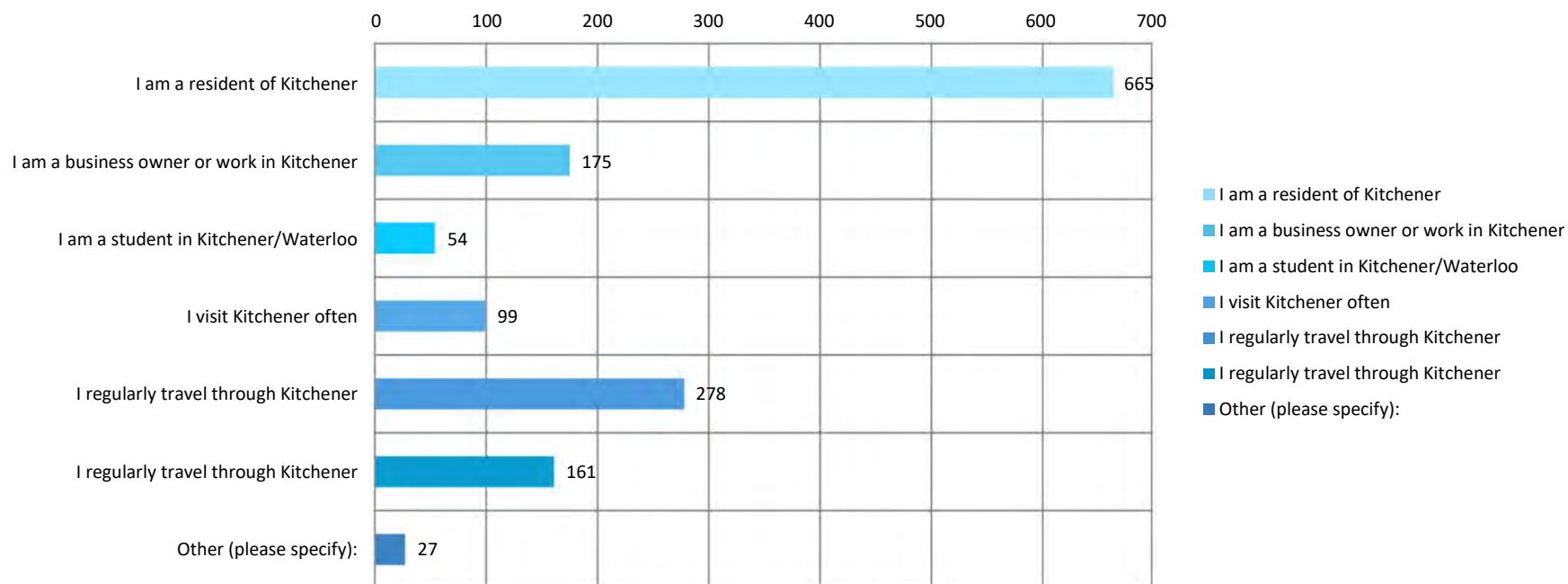


What is your gender?



SURVEY DEMOGRAPHICS

Which best describes you



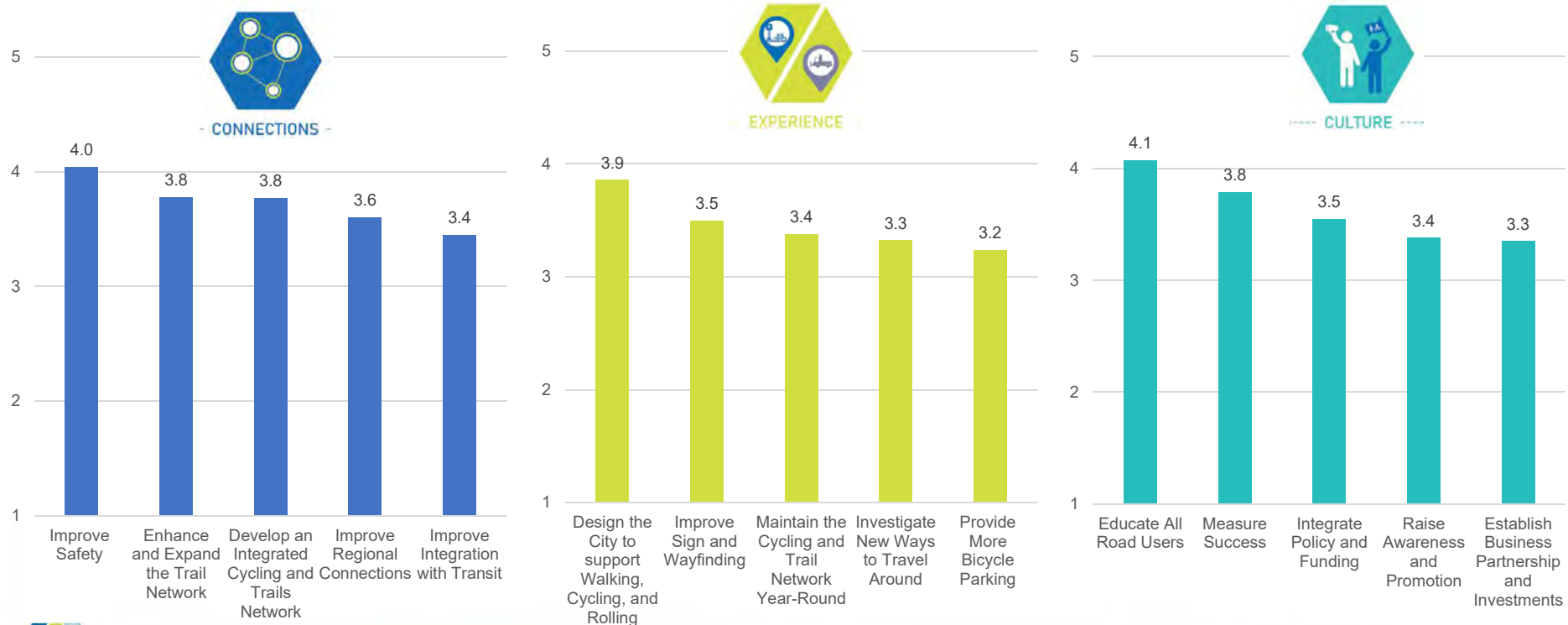
GOALS

On a scale of 1-5, with 1 being 'very unimportant' and 5 being 'very important,' how important are each of the three goals for the Cycling and Trails Master Plan.



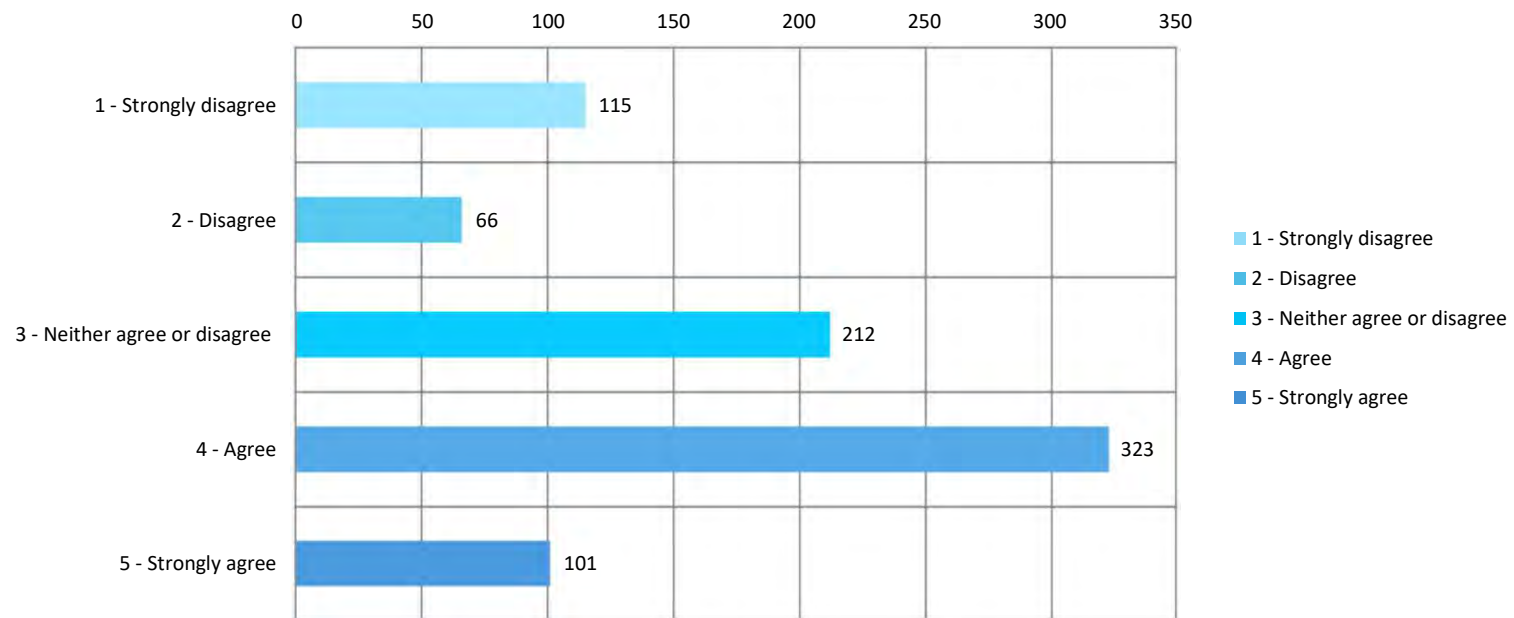
STRATEGIES AND ACTIONS

On a scale of 1-5, with 1 being 'very unimportant' and 5 being 'very important,' how important are each of the actions for the Cycling and Trails Master Plan.



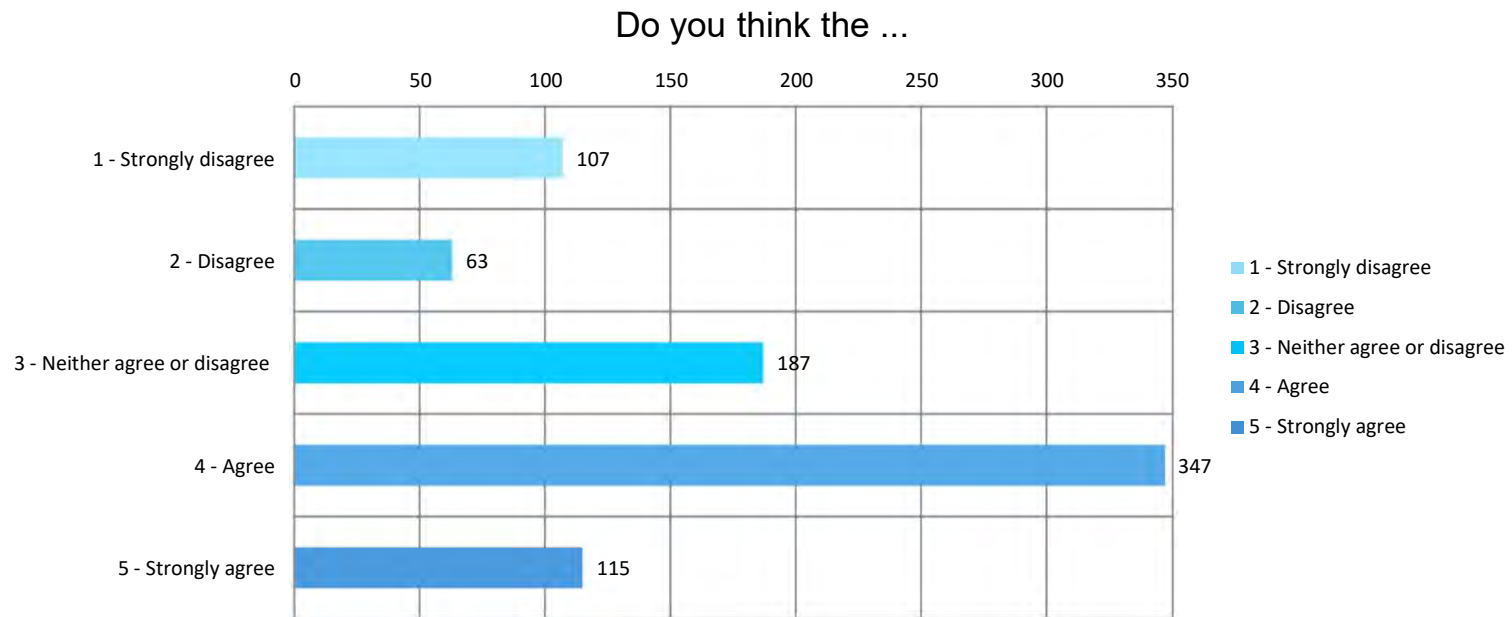
PROPOSED CYCLING AND TRAIL NETWORK

On a scale of 1-5, with 1 being 'strongly disagree' and 5 being 'strongly agree,' do you agree that the proposed network creates a more complete cycling and trail network in downtown Kitchener?



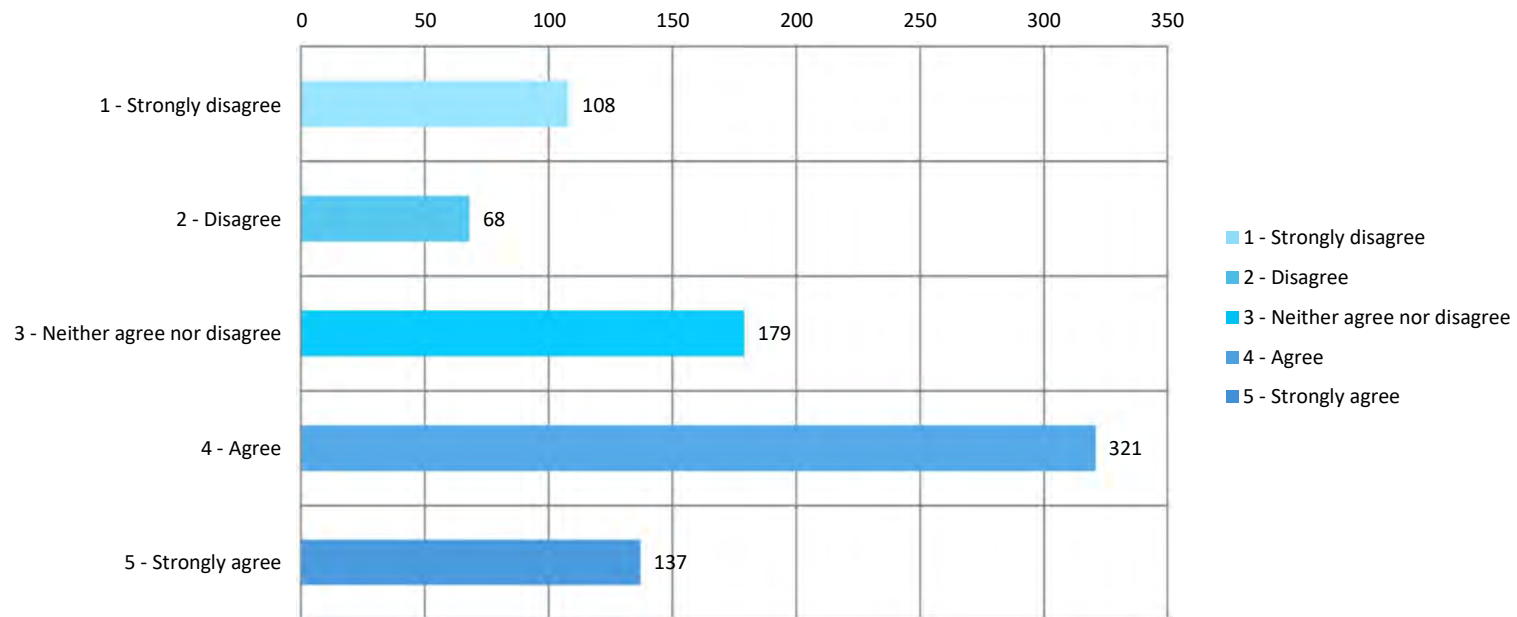
PROPOSED CYCLING AND TRAIL NETWORK

On a scale of 1-5, with 1 being 'strongly disagree' and 5 being 'strongly agree,' do you agree that the proposed network creates a more complete cycling and trail network across Kitchener?



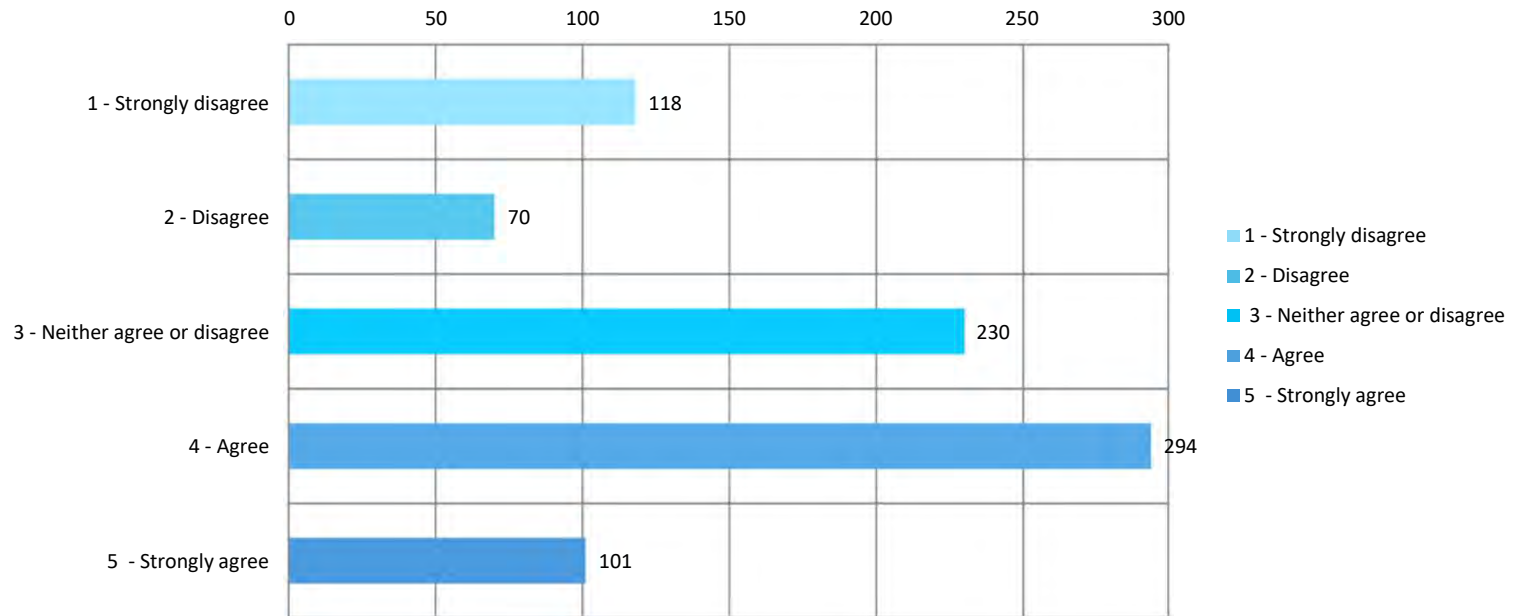
PROPOSED CYCLING AND TRAIL NETWORK

On a scale of 1-5, with 1 being 'strongly disagree' and 5 being 'strongly agree,' do you agree that the proposed network would **connect residential neighbourhoods to key destinations**



PROPOSED CYCLING AND TRAIL NETWORK

On a scale of 1-5, with 1 being 'strongly disagree' and 5 being 'strongly agree,' do you agree that the proposed improvements **target the key site-specific issues** in the current network?



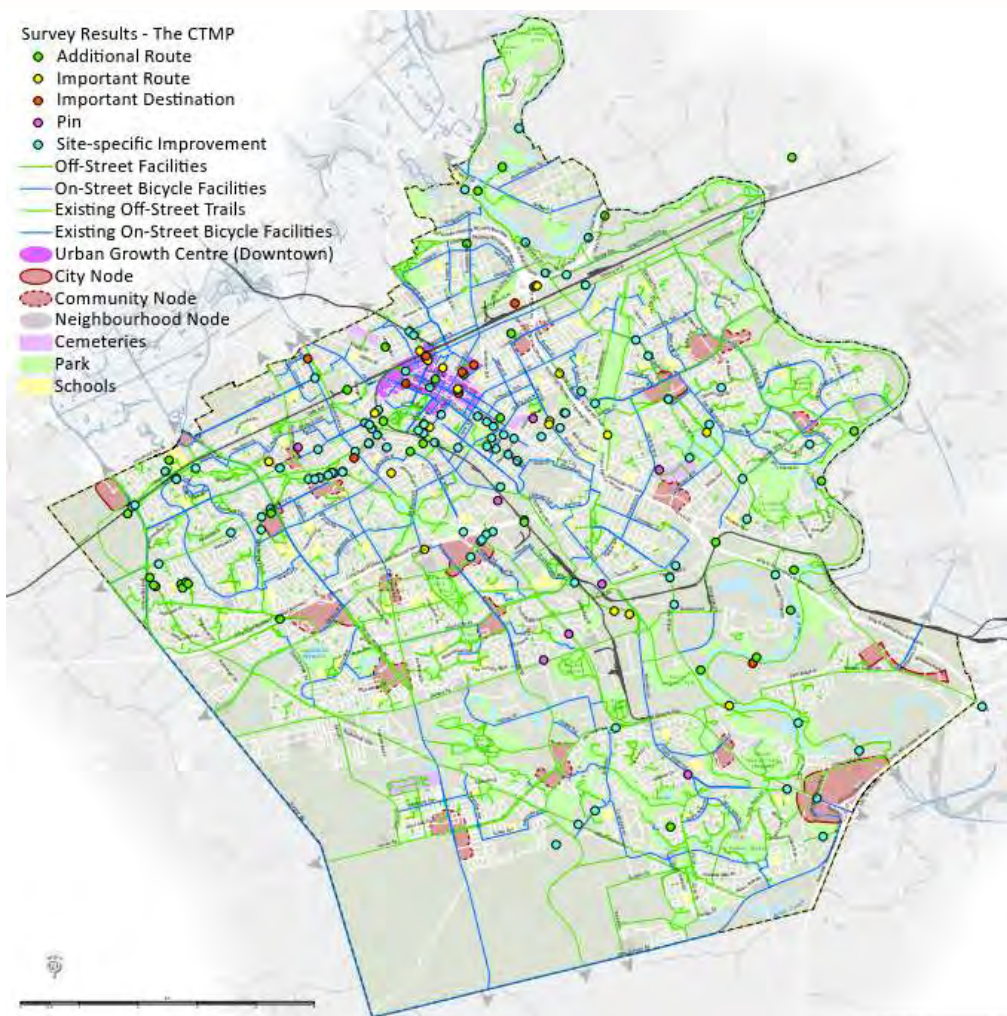
KEY ISSUES

Additional Routes

Important Routes

Important Destinations

Other Issues



SURVEY DEMOGRAPHICS

How can we make it more convenient for you to participate in City-led engagement activities on development projects?

