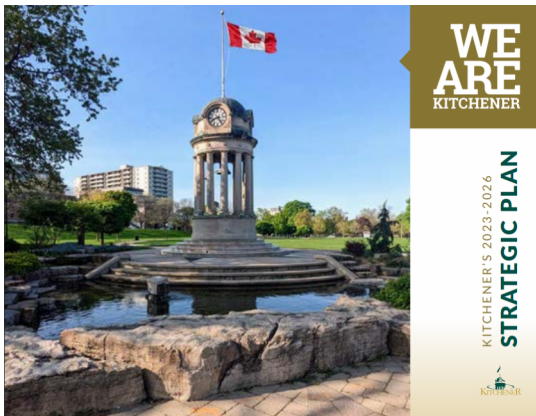


Active Transportation and Trails Orientation (Part 2)

Feb 11, 2025

Strategy and Guidance for AT in Kitchener

Strategic documents



Building a **CONNECTED CITY** together

- Actions:
 - Housing for All implementation
 - **Localized transportation safety improvement program**
 - **City-wide active transportation routes**
 - Official Plan comprehensive update
 - Transportation Master Plan



**WE
ARE
KITCHENER**

KITCHENER'S 2023-2026
STRATEGIC PLAN





Vision Zero 2022-2025

- The City of Kitchener’s Vision Zero Strategy provides a framework to improve street safety for all street users regardless of age, ability, or mode of transportation.
- The goal of this strategy is to achieve zero serious injuries and fatalities on City of Kitchener streets
- To identify and prioritize safety improvements, emphasis areas have been identified. The emphasis areas have been selected based on background research, industry best practices, collision analysis, public and stakeholder engagement and the City’s strategic goals. The emphasis areas include:
 - Vulnerable Street Users: pedestrians, cyclists, motorcyclists, school children, seniors, and people using mobility devices;
 - High Risk Locations: school zones, residential zones and hot spots; and,
 - High Risk Driving: aggressive driving, distracted driving and speeding.

Complete Streets Guidelines

Vision

Street Classifications

Street Design

Emerging Trends

Making it Happen

Changing Kitchener



Kitchener.ca – “Getting around”

Complete Streets vision

Every street in Kitchener is
safe, comfortable and convenient
for all.



Design for safety

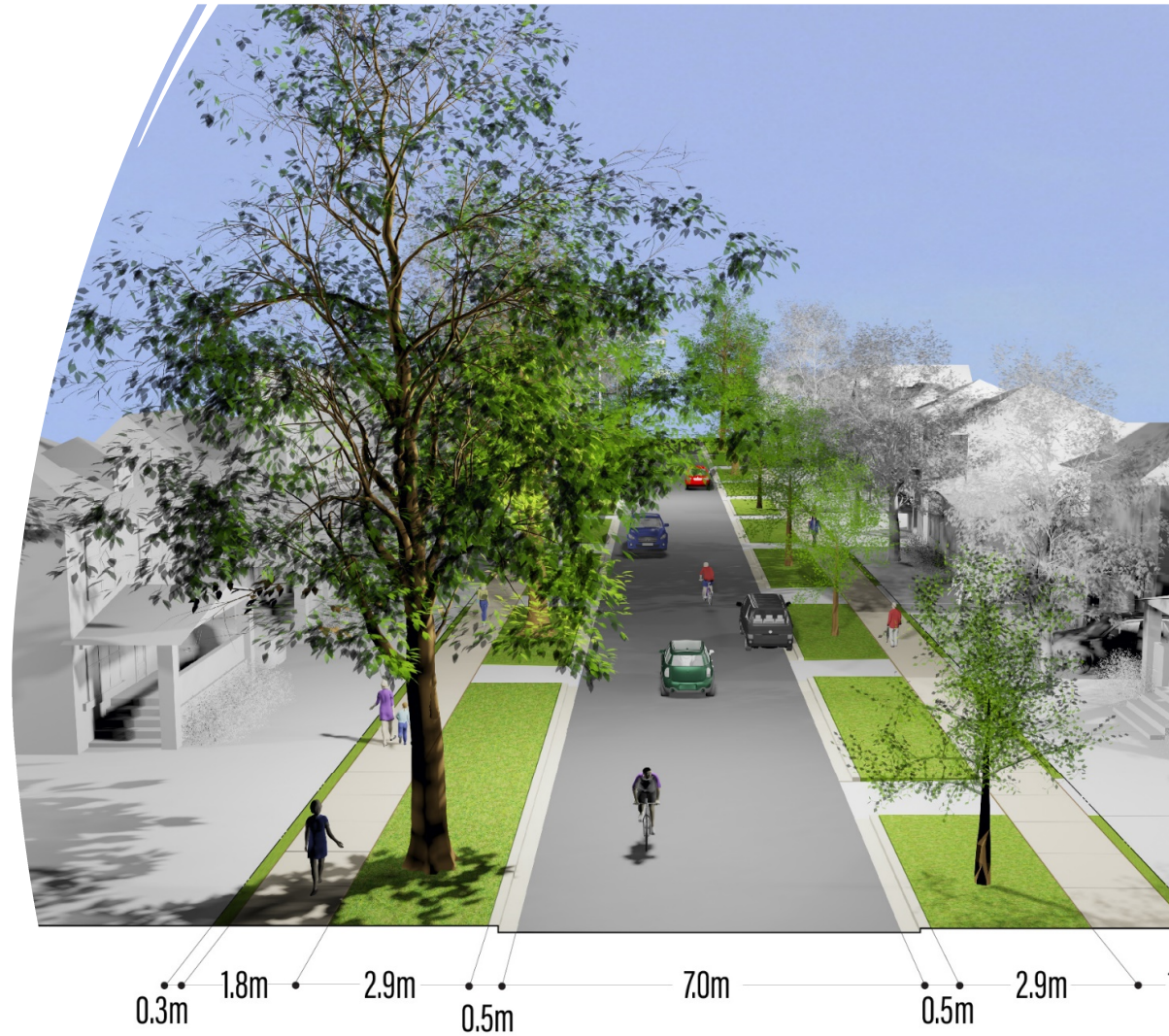


**Improve transportation
choices**



Advance sustainability

Street classifications



Local Street Preferred



0.4m 1.8m 0.2m 1.6m 4.0m 0.5m 2.4m 3.3m 3.3m 0.5m 4.0m 1.6m 0.2m 1.8m 0.4m

Major Collector Preferred

Design guidance

Sidewalk widths

Distance between pedestrian crossings and types of crossings

Cycling facilities

Lane widths

Corner radii

Traffic calming measures

Curbside management

Cycling & Trails Master Plan City of Kitchener



VISION

Trails and cycling will connect Kitchener and create a sustainable, safe, and healthy community for everyone year-round

GOALS

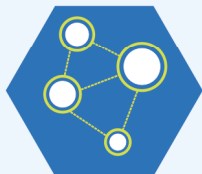
Build more **Connections**

Provide a Safe and High Quality **Experience**

Create a **Culture** of Active Living

THEMES

CONNECTIONS



EXPERIENCE



CULTURE



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

- 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

- 3A** Raise Awareness and Promotion
- 3B** Educate All Road Users
- 3C** Integrate Policy and Funding
- 3D** Establish Business Partnership and Investments
- 3E** Measure Success

IMPLEMENTATION PLAN

Connections

This includes connecting the on-street cycling and off-street trails network as a way to connect neighborhoods, People and destinations.

Comfortable: focuses on developing an All Ages and Abilities (AAA) network.

Connected: this includes a “city spine” network that provides high quality and direct connections to all major destinations, such as major commercial areas, parks and schools

Complete: the plan ensures most residents of Kitchener are within 400 metres of a designation bicycle route or trail.

ON-STREET
CYCLING
ROUTES

OFF-STREET
TRAILS

All Ages and Abilities (AAA) Facilities



Neighbourhood
Bikeways



Separated Bicycle
Lanes / Cycle Track



Multi-Use Trails



Boulevard Multi-Use
Trails

Supporting Facilities



Paved Shoulder



Painted Bicycle
Lane



Minor Trails



Major Trails



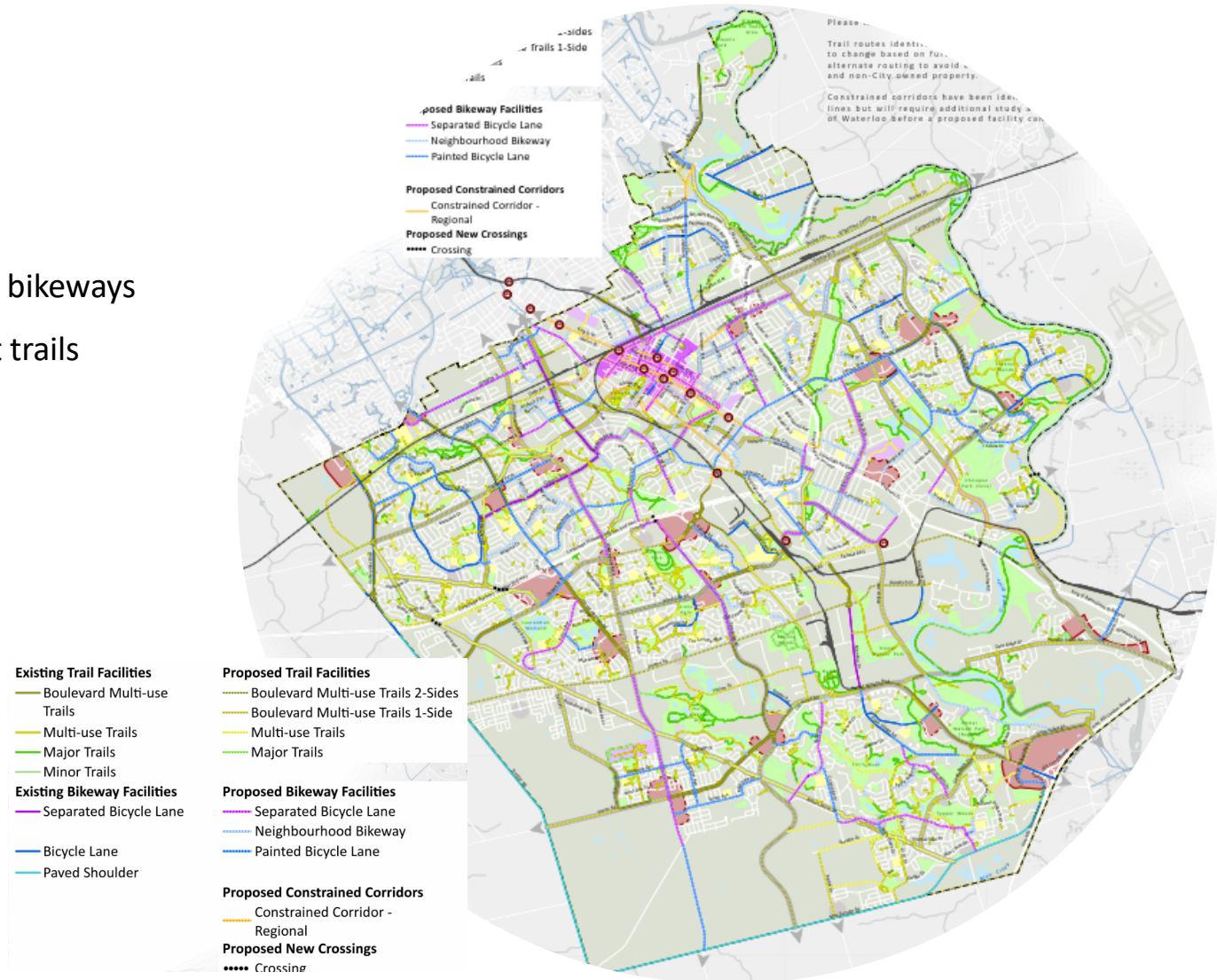
CONNECTIONS

- Implement a **downtown grid network** of cycling facilities that are comfortable for people of all ages and abilities by 2022.
- Develop a **trails capital project plan** for implementing \$1 million of trails and walkways per year over the short-term (3-10 years) based on the short-term priorities.
- Ensure **cycling infrastructure is incorporated on projects** included in the City's 2019-2018 Capital Plan.
- Develop a **spot improvement program** and make safety and network connectivity improvements throughout the City, beginning with locations where trails cross roadways under City jurisdiction.

Connections

KEY FEATURES

- New and upgraded on-street bikeways
- New and upgraded off-street trails
- Walkway upgrades
- Enhanced wayfinding
- New crossings
- Regional connections
- Constrained corridors



Experience

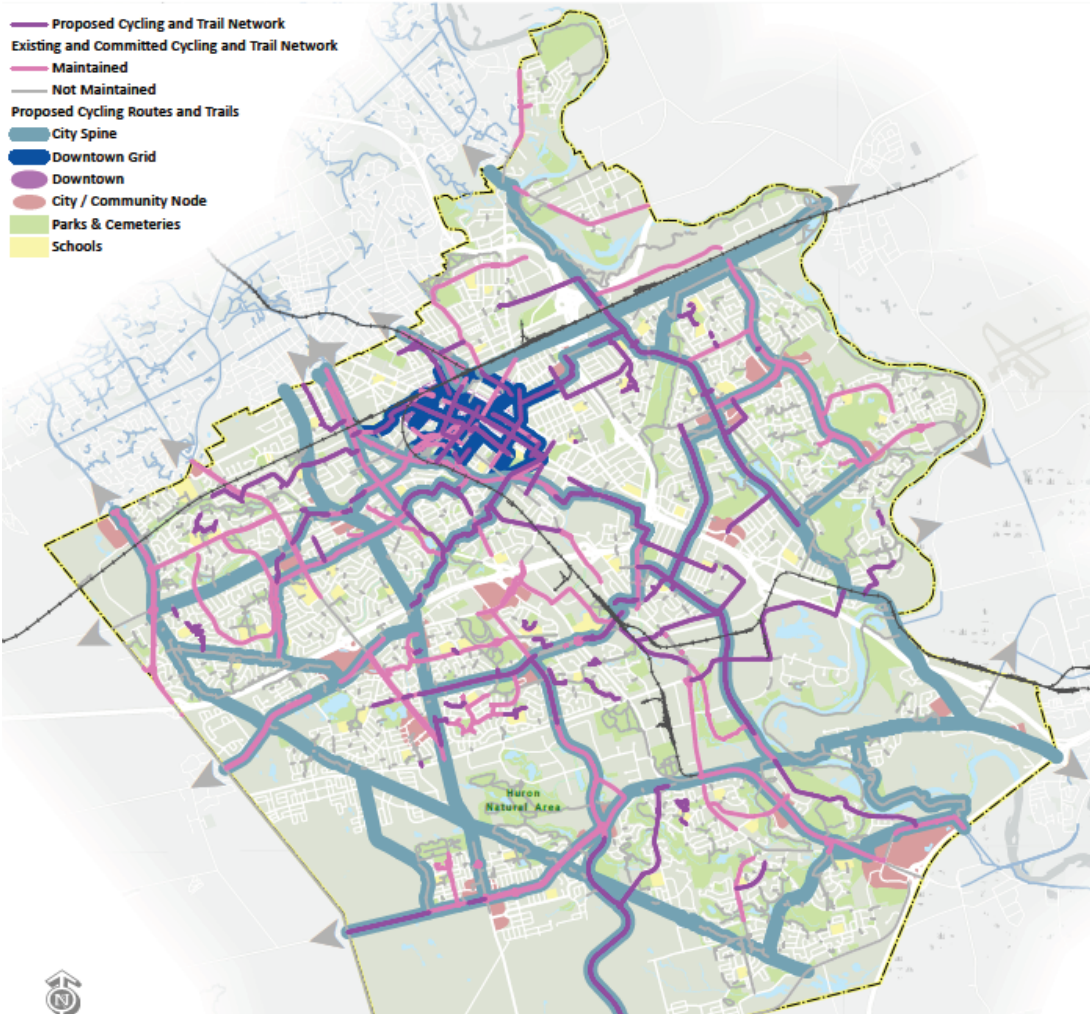
Experience focuses on providing a safe and high-quality experience. The key focus is to ensure that cycling routes and trails are easy, stress-free and as seamless as possible.



EXPERIENCE

- Ensure that **all new road projects and streets within new developments follow the recommendations of the Cycling and Trails Master Plan and the Complete Streets Guide.**
- Work with developers and other stakeholders to **ensure new developments are designed to accommodate walking, rolling, and cycling.**
- Install **high quality bicycle parking and end-of-trip facilities** at City-owned and operated facilities.
- Provide **more bicycle parking and end-of-trip options throughout the City** and at special events, including:
 - Develop a program for identifying locations, prioritizing, and implementing bicycle parking within the public right-of-way and at trails
 - Install bicycle parking at high activity bus stops and stations
 - Ensure bicycle parking recommendations outlined in the City's Zoning By-Law are implemented as part of new developments
 - Consider looking for partnership opportunities to expand BikeCheck service
- Implement **service standards for maintenance of trails and cycling routes** based on trail type and the Minimum Maintenance Standards.
- Develop and implement an **inspection program** to ensure adequate surface conditions and quality of bicycle and trail facilities.
- Provide **information about snow clearing timelines and practices** for trails and on-street bicycle facilities to provide clarification on which routes are winter maintained.
- Begin to **implement the wayfinding strategy** for cycling routes and trails.
- Continue to **update the City's cycling and trail network map.**
- Continue to **support a regional bikeshare and micromobility program** and locate stations at high activity locations.

Figure 2 - Proposed Cycling and Trail Winter Maintenance Network



Experience

Proposed short-term winter maintenance network of cycling routes and trails includes:

- All cycling routes and trails that are currently part of the existing winter maintenance network
- An additional 5 kms of existing cycling routes and trails have been added to the short-term winter maintenance network
- Note that the short-term winter network doesn't include facilities on regional roads.

Experience

The wayfinding strategy is based on 6 overarching design principles:

- Layout
- Simple
- Branding
- Predictable and Consistent
- Progression
- Context
- Maintenance

Sign Types:

- Directional Signage (Cycling Routes and Trails)
- Confirmation Signage (Cycling Routes)
- Entrance Signage (Trails and Parks)
- Identification Posts (Trails and Parks)
- Tombstone Posts

The City will continue to support on-going updates to the city-wide map, particularly as new infrastructure projects are built. And should look at opportunities to present route information that is more intuitive cyclists and trail users.





CULTURE

- **Promote new cycling and trail projects** to raise awareness of cycling and trail use.
- **Develop videos, pamphlets, and other tools** to educate all road users on new cycling and trail infrastructure.
- Support programs and initiatives that **educate and encourage people to use cycling routes and trails**, including:
 - Cycling into the Future
 - Active and Safe Routes to School
 - Cycling skills for adults
 - Grand River Accessibility Advisory Committee
- **Update the City's Development Manual** to reflect and reference the Cycling and Trails Master Plan and other documents that support the implementation of trails and cycling routes.
- 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 an annual basis.
- Develop the first version of a **five-year action plan** for implementing the Cycling and Trails Master Plan, to be updated on an annual basis to reflect changing priorities.

Culture

Culture focuses on achieving a culture of active living. These measures can help to provide education and raise awareness about cycling routes and trails.



Implementation

Implementation Principles

- The implementation and administration strategy focuses on short-term actions over the next 10 years.
- The Cycling and Trails Master Plan is a flexible and living document.
- Kitchener will monitor, review, and update the Cycling and Trails Master Plan on a regular basis, as needed.
- Kitchener will engage in further public consultation to implement many recommendations of the Cycling and Trails Master Plan.

Implementation

Prioritizing Actions

- Immediate-term – within 3 years
- Short-term – within 3-10 years
- Medium-term – within 10-20 years
- Long-term – within 20 years and beyond

Timeline	Proposed On-Street Cycling Routes *		Proposed Off-Street Trails		Total Combined Capital Cost
	Distance (km)	Capital Cost**	Distance (km)	Capital Cost*	
Immediate-Term	10	\$5,960,000	1	\$330,000	\$6,290,000
Short-Term	33	\$12,200,000	12	\$5,470,000	\$17,670,000
Medium-Term	33	\$12,880,000	17	\$7,630,000	\$20,510,000
Long-Term	61	\$17,370,000	40	\$17,310,000	\$34,680,000
Total	136	\$48,410,000	70	\$30,740,000	\$79,150,000

* Includes Boulevard Multi-Use Trails

** Does not include some planned projects in the City's 2019-2028 Capital Budget (As identified by City Staff)

Table 9 - Prioritized Capital Costs

Immediate- term

- Implementation of the downtown grid network of cycling facilities that are comfortable for people of all age and abilities is expected to cost approximately \$6.3M in capital costs
- Annual operating costs are approx. \$365K
- This is an approved Council priority
- This network is not included in the City's 2019-2028 capital budget.

Short- term

- The implementation for the short-term priorities within the next 10 years are estimated to cost approx. \$17.7 million in capital costs.
- On-street cycling routes - \$12.2 Million
- Off-street trails - \$5.5 Million
- This does not include projects that are identified and budgeted for as part of the City's 2019-2028 capital budget.

Implementation

Funding and Leverage Strategies

Capital Planning – incorporate the plans recommendations into its Operating and Capital Budget

Integration – integrate cycling and trail network improvements with other plans and capital projects

External Funding Sources – improvements identified in the plan can be significantly reduced by pursuing external funding sources.

Current Projects

Jan 14, 2025



Consultations for infrastructure projects

- Often 1-2 years before it goes to construction
- Presentations brought to ATTAC, posted on Engage Kitchener, public meetings, etc.
- Feedback influences city staff recommendations to City Council and are summarized to City Council to show level of support for a project
- Projects shown for construction in 2025 were already presented to ATTAC; consultation phase has ended.

Downtown Cycling Grid

- \$5.9 million in capital funding phased over 4 years
- \$240,000 annually in operating costs following full build out
- 10 km of new or upgraded cycling infrastructure:
 - 2.8 km of separated bike lanes
 - 6.6 km of neighbourhood bikeways
 - 0.6 km of multi-use trail
- 178 new bike parking spaces / micromobility stations (bikeshare, e-bikeshare, e-scootershare, etc.)





Joseph Street



Water Street



Cedar Street



Margaret Avenue



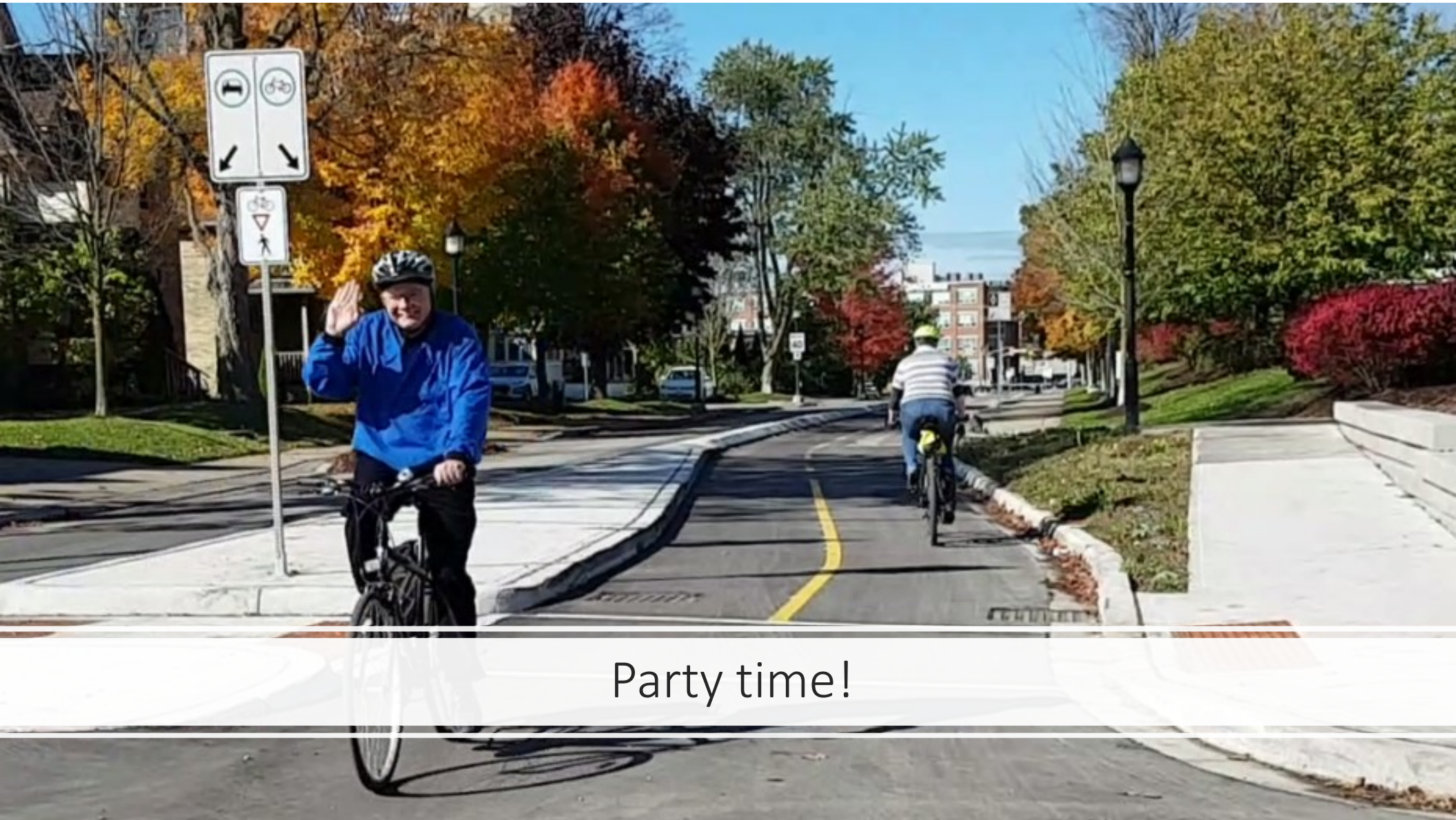
Ontario Street



Central Station Trail



Duke Street (functional, not-quite finished)



Party time!

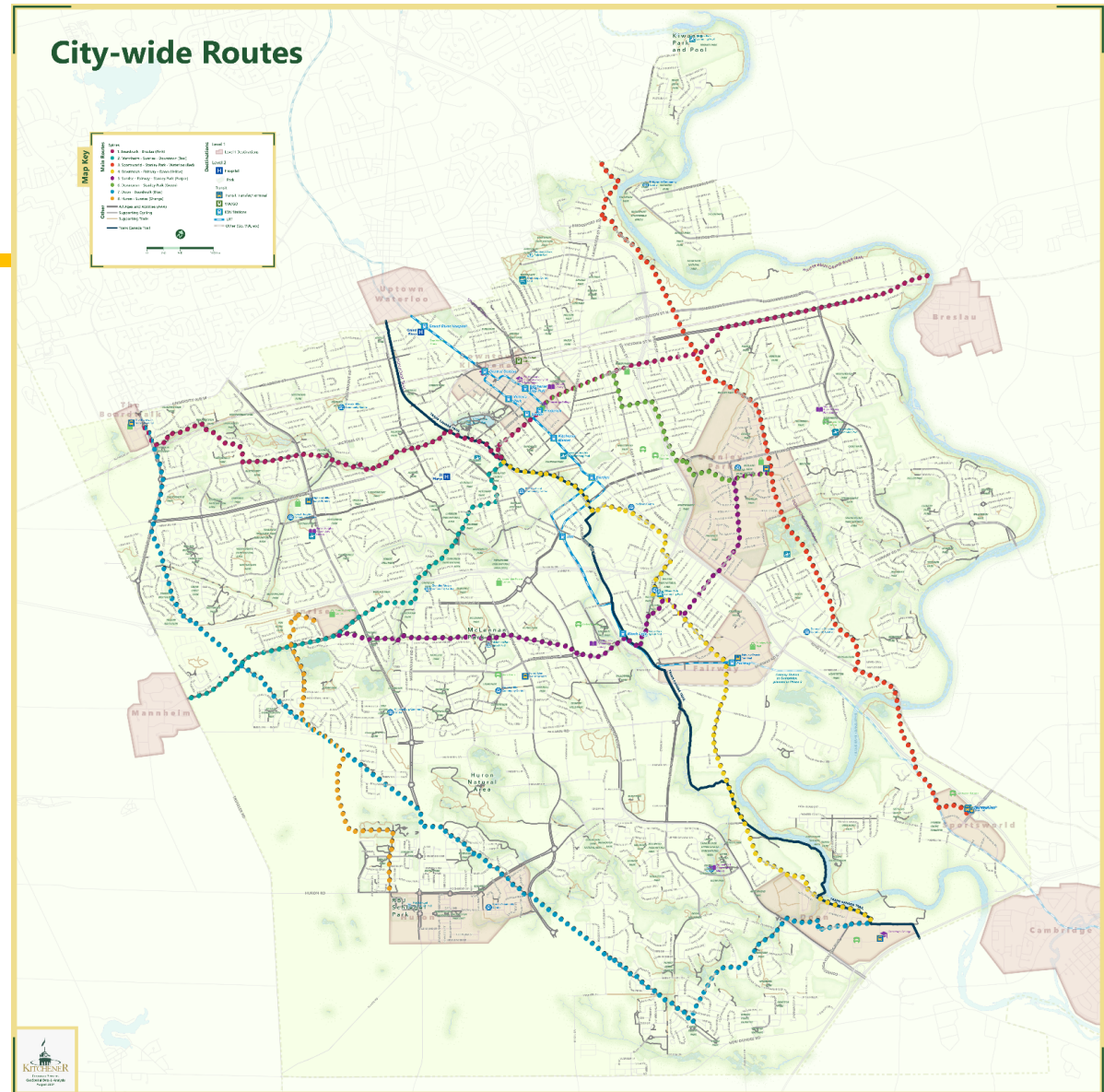
Wayfinding and branding for city-wide active transportation routes

Encourage increased use of active transportation that connects neighbourhoods through holistic trail and bike route enhancements that are easy to identify, navigate and use for all ages and abilities

Wayfinding for Active Transportation

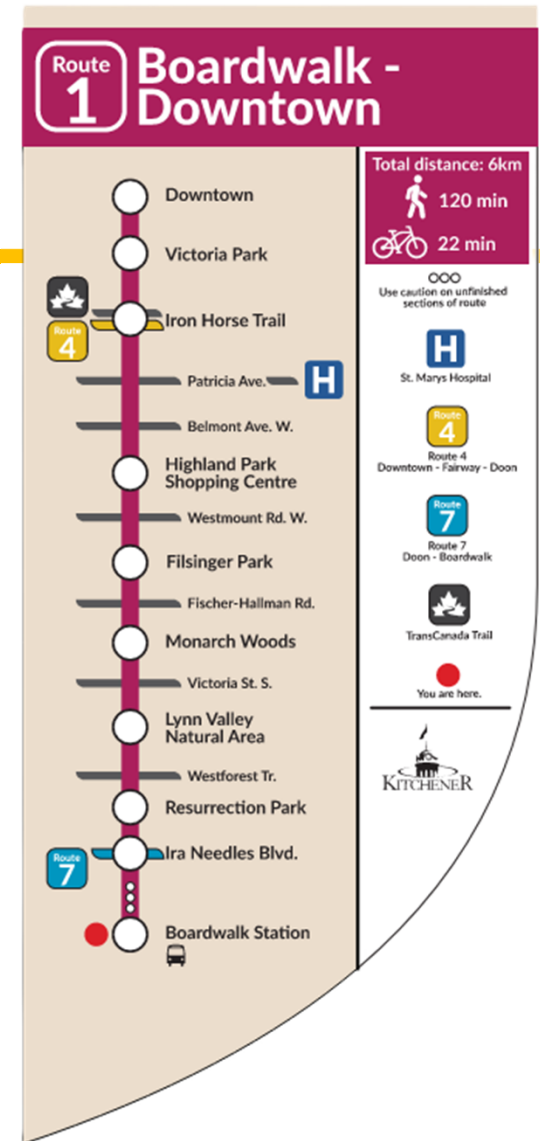
- Trans Canada Trail/ Iron Horse Trail

1. Boardwalk – Downtown – Breslau
2. Mannheim – Sunrise – Downtown
3. Sportsworld – Stanley Park – Waterloo
4. Downtown – Fairway – Doon
5. Sunrise – Fairway – Stanley Park
6. Downtown – Stanley Park
7. Doon – Boardwalk
8. Huron - Sunrise



Branded Wayfinding Signs

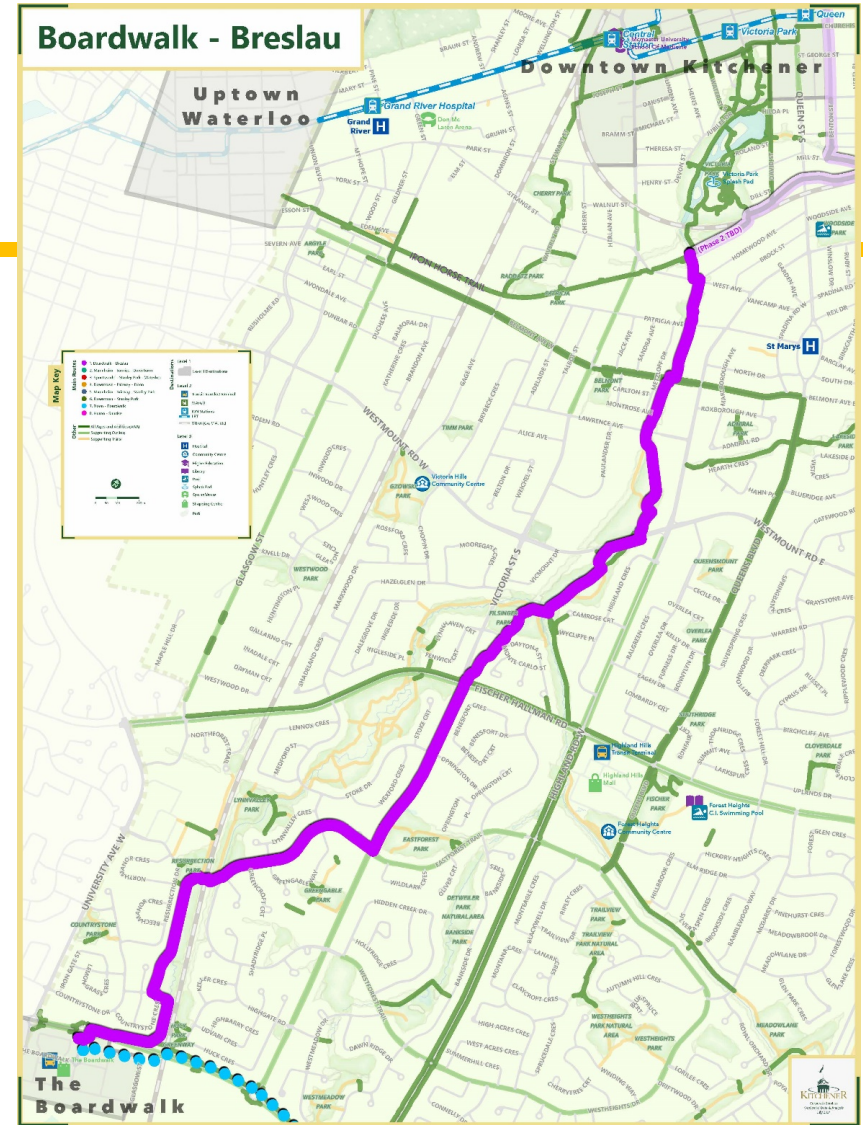
- Signs will help people navigate the All Ages, Abilities and All-Season active transportation routes across Kitchener



Implementing the routes

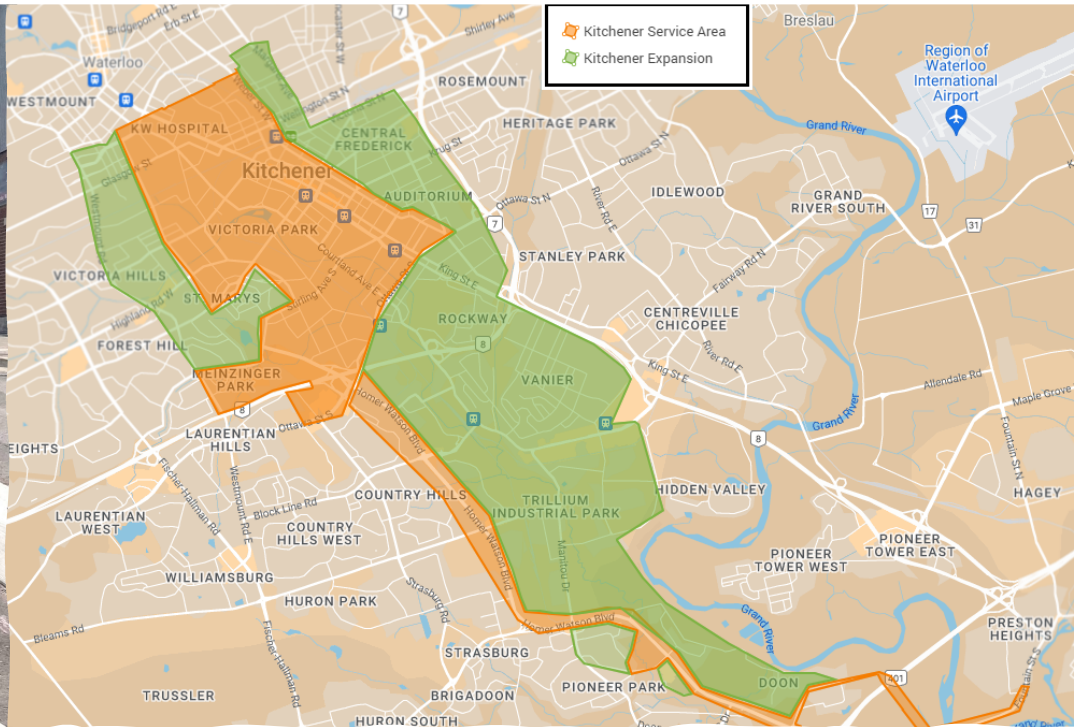
1 Boardwalk – Downtown Opening in 2025 with future expansion to Breslau

Goal to complete 1-2 Routes per year, depending on infrastructure upgrades



Other Trail Projects for 2025

- Trail/spot Improvement Program – joint work by Transportation & Parks
 - Fisher Hallman Rd to Monte Carlo - Upgrade
 - Filsinger Park to Victoria St S - Upgrade
 - Resurrection Park – Upgrade
 - Countrystone Cres – BMUT
 - Victoria St BMUT – Linepainting and symbols
- Henry Sturm Trail – Lighting from Lawrence Ave to West Ave
- Lions Park – Trail Upgrades
- Carlyle Park – Trail upgrades



Micromobility

- Partnership with the Region, Waterloo and Cambridge to provide a shared micromobility service.
- Neuron current vendor providing access to shared e-bikes and e-scooters
- 2024 Summary Report to Regional Council Feb 11, extending Neuron to continue operations in 2025
- Neuron to launch an adaptive bike program in 2025