

What we heard:

Route 2 City-wide wayfinding

About this project

Developing city-wide active transportation routes is identified as an action in the 2023-2026 Strategic Plan. The aim of this action is to “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”.

The City of Kitchener is implementing a city-wide network of branded active transportation routes that will connect eight major neighbourhoods—each with regional significance and transit access—through approximately 100 km of safe, accessible and signed infrastructure.

Route 1: The Boardwalk–Downtown is nearly complete, with Route 2: Stanley Park–Downtown Kitchener – Uptown Waterloo planned for 2026.



How we engaged

City staff sought community feedback on Route 2 to identify any location-specific upgrades that would make the route safer and more comfortable for all ages and abilities. We also asked for feedback on where you feel the route may be confusing to new users.



Staff engaged online with an interactive map of Route 2, where residents could comment on specific places on the route that may require safety upgrades or may be confusing to navigate. Staff received over 150 online comments and direct emails.

What we heard

There were two main themes in public feedback:

- **Safe infrastructure for all ages and abilities** – wayfinding is appreciated but only if the route itself is safe, including things like safe crossings, separation from motor vehicles and year-round maintenance.
- **Route alignment and wayfinding** – Preferences varied at specific locations that were confusing to navigate or currently have challenging safety barriers that people try to avoid.

How we’re responding

Feedback on safe infrastructure for all ages and abilities

To respond to requests for safe infrastructure for all ages and abilities, staff have identified upgrades that are feasible for this project. These recommendations will be presented to the Planning and Strategic Initiatives Committee of Kitchener City Council on March 9, 2026.

Staff recommendations to improve Route 2

Resident Feedback	Proposed Route 2 Upgrades
Improve accessibility and provide all-season reliability on trails.	Paving the Expressway Trail (Krug St to Burbank Rd), and the Dom Cardillo Trail (Franklin St N to River Rd). Upgrading the walkway block to a typical asphalt multi-use trail between Burbank Rd and Lyndhurst Dr.
Improve safety at the Manchester Rd and Ottawa St N intersection.	Installation of a boulevard multi-use trail on Nottingham Ave (Manchester Rd to Ottawa St N), effectively moving cyclists out of the high turn, high volume intersection.
Improve safety and comfort at trail crossings.	Install a raised, pedestrian crossover (PXO) at the Dom Cardillo Trail crossing of Midland Rd. Install PXOs at Spurline Trail crossings of Wellington St, Louisa St, and Guelph St (raised crossings are not feasible due to the adjacent railway). Install “Pedestrian and Bicycle Crossing Ahead” warning signs at Krug St and the Expressway Trail. A PXO was not warranted.



Install trail counters and post publicly for accountability to justify trail expenses.	<p>Install new trail counters on the Dom Cardillo Trail and the Expressway Trail. An existing counter is installed on the boulevard multi-use trail on Margaret Ave.</p> <p>All existing and future trail counters are posted on the City's open data platform.</p>
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Requests for upgrades that are outside of scope

There were several comments requesting upgrades that may not be feasible or are not within scope of this Route 2 project. For transparency, they are listed here, including whether they are identified in the Cycling and Trails Master Plan as future upgrades.

Resident Feedback	Response
Install lighting along all trails.	The CTMP has an action to “Develop and implement a strategy for providing lighting on trails.” Currently, there is no identified funding for lighting.
Separated bike lanes should be installed on all streets intended to be a bike route, including Breithaupt St and Chapel St.	Breithaupt St and Chapel St are called “neighbourhood bikeways.” These bike routes are considered safe and comfortable for all ages and abilities through intentional traffic calming measures that reduce speed and volume of motor vehicles. This is a more effective approach to improving cycling safety on quiet, low volume streets and is consistent with industry guidance found in Ontario Traffic Manual Book 18 and NACTO Urban Bikeway Design Guide.
Upgrade the entirety of Margaret Avenue from painted bike lanes to protected bike lanes.	This is a planned project in the CTMP, in approximately 12-15 years.
Upgrade the painted bike lanes on Krug St to protected bike lanes.	This is a planned project in the CTMP, in approximately 12-15 years.
Improve cycling options to Stanley Park Senior Public School.	The CTMP identifies upgrades to River Road (approximately 5-8 years) and Crosby Dr (approximately 20-25 years).
Create a new pathway from Manchester Rd to the Stanley Park Conservation Area trail network.	The CTMP identifies a boulevard multi-use trail along Manchester Rd, but a trail through the conservation area was not included in the CTMP due to environmental impacts.
Pave the remaining sections of the Dom Cardillo Trail.	This is a planned project in the CTMP, in approximately 10-15 years.



Region of Waterloo jurisdiction

There are several points along the route that pass along or through roads and intersections under the jurisdiction of the Region of Waterloo. City staff and Regional staff met several times to discuss routing and infrastructure options. There are no feasible alternative routes that avoid these Regional Roads. Wayfinding signs will encourage users to use caution on sections that do not qualify as “all ages and abilities” infrastructure.

Region of Waterloo staff provided the following responses to residents’ feedback.

Resident feedback	Region of Waterloo staff response
<p>Extend the multi-use pathway on Ottawa St to Franklin St, to provide the most direct and safe route for pedestrians and cyclists;</p>	<p>There is not enough boulevard space to extend the multi-use path from the Stanley Park Conservation Area to Franklin St. This is due to constraints from the existing property line fence and hydro poles.</p> <p>This section of Ottawa Street was recently reconstructed and the significant expense of relocating the existing hydro poles cannot be accommodated within existing programs in the Region of Waterloo's Transportation Capital Program.</p>
<p>Safety concerns crossing Ottawa St at Nottingham Ave;</p>	<p>There is an existing pedestrian refuge island to the east of Nottingham Ave and a signal controlled crossing at the highway interchange.</p> <p>The Region will explore options at the refuge. However, options are limited because of the high amount of Ottawa St traffic and the proximity to the highway interchange.</p>
<p>Safety concerns at the Frederick St and Lancaster St intersection;</p>	<p>The Region of Waterloo’s Transportation Capital program identifies Frederick St for reconstruction in 2032 (#05612). Improvements to cycling are set to be included in this project.</p>



	While Frederick St will receive new surface asphalt in 2026 to address poor pavement conditions prior to the planned reconstruction, planned painted bike lanes cannot be implemented due to changes to the Highway Traffic Act brought about by Provincial Bill 60.
Safety concerns due to lack of cycling infrastructure on Frederick St;	<p>The Region of Waterloo’s Transportation Capital program identifies Frederick St for reconstruction in 2032 (#05612). Improvements to cycling are set to be included in this project.</p> <p>While Frederick St will receive new surface asphalt in 2026 to address poor pavement conditions prior to the planned reconstruction, planned painted bike lanes cannot be implemented due to changes to the Highway Traffic Act brought about by Provincial Bill 60.</p>
Confusion navigating the Spurline Trail crossing at Weber St W and Wilhelm St, in part due to awkward geometry and lack of crossrides and cyclist space	Shared crossrides were added to the multi-use path alignments on the west and east of Weber St W from 2023 to allow people on bikes to cross Wilhelm St.
Safety concerns cycling to the Kitchener Train Station (GO, VIA) via Victoria St.	There is a continuous multi-use path from Wilhelm St to Victoria St. Cyclists can cross onto the east side of Weber St at both Breithaupt St and Victoria St.

Route alignment and wayfinding

In response to route alignment and wayfinding requests, staff have the following responses.

Resident Feedback	Response
The route doesn’t go directly downtown.	The boundaries of Downtown Kitchener include Otto St and Margaret Av, including downtown destinations like Centre in the Square and Kitchener Public Library Central branch. Wayfinding signs will direct people to additional



	downtown destinations using the existing Maynard Av/Young St bike route.
Provide wayfinding to secure bike parking at Civic District Garage.	To be provided.
Install a trail on Suddaby Public School property to avoid using the Lancaster St/Frederick St intersection.	City staff will pass along this request to school board staff. If feasible, that would likely take several years to complete. Staff recommend keeping the proposed route around the school at this time.
Several alternatives to the route through Central Frederick neighbourhood were requested, such as Irvin St, Gordon St or Mansion St.	The CTMP process identified the overall cycling network through community input and feasibility analysis. Staff recommend maintaining the identified routing in the CTMP for Route 2 wayfinding. That said, anyone is welcome to bike on alternative quiet streets if they feel more comfortable.
Requests to use Archer Place and Ottawa St N instead of Nottingham Ave.	This route requires use of Ottawa St N, which is a Regional Road and the City does not have jurisdiction to make upgrades on Ottawa St N.

Next steps

Recommendations for Route 2 will be presented to the Planning and Strategic Initiatives Committee of Kitchener City Council on March 9, 2026. If approved, construction is expected to be completed before the end of 2026.

