Present were: Chair J. Wideman, J. Brewer, J. Haalboom, R. Kelterborn, G. Lorentz, and K. Seiling


OPEN REMARKS

Chair J. Wideman provided opening remarks regarding the purpose of the meeting and the advertisement history.

DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

None declared.

REPORT – PLANNING, HOUSING AND COMMUNITY SERVICES - COMMUNITY PLANNING

a) Report P-13-101, Walk Cycle Waterloo Region Public Input Meeting

Received for information.

Rob Horne, Commissioner, Planning, Housing and Community Services thanked Regional Council for their time and effort. He specifically thanked Councillors G. Lorentz and J. Mitchell for sitting on the Active Transportation Advisory Committee and thanked the public for their participation and input.

STAFF PRESENTATION

Paula Sawicki, Manager, Strategic Transportation Planning provided a presentation that highlighted:

- Vision,
- Future Goal,
- Overview,
- On Road or Off Road,
- The Key Elements of the Plan,
- Study Process and Consultation,
Network Changes and Challenges;
Network Action Plan – Suggested Changes,
Policy Recommendations;
Network Action Plan,
Study Process and Consultation, and
Proposed Next steps.

A copy of the presentation is appended to the original minutes.

P. Sawicki explained how the local municipalities have been involved in this ATMP and responded to Committee members’ questions on sidewalks and multiuse trails stating staff have not recommended removing up sidewalks to install multiuse trails.

DELEGATIONS

i) Paula Hutchinson appeared before Committee stating she is a cyclist. She highlighted an accident she had in August that involved her being hit by a vehicle in a roundabout while she was on her bicycle. She provided detailed information on the accident and showed pictures of the roundabout located on Ira Needles Boulevard and Highland Road where the accident occurred. She explained that since her accident she has spoken to many cyclists to find out how she could have avoided the accident and if she could have navigated the roundabout in a different manner. She noted that the Region’s website does not show cyclists how to navigate roundabouts safely and provided suggestions on improving education. She asked that share the road signs be placed at roundabouts.

ii) Mike Boos, Tri Cities Transport Action Group (TriTag) stated their group is dedicated to the idea of people walking, biking and taking public transit. He noted they understand the money involved in implementing the plan and the many years of work. He stated TriTag sees many encouraging things in the plan for example the priority list where walking is at the top of list, then cycling, transit, carpool then single occupancy cars. He stated they feel the Region can aim higher and would like to see more than 50% increase not a target of 12%. He pointed out you can’t use transit without walking. He suggested more protected forms of cycling lanes and would like to see a winter network. He pointed out people don’t stop having to get to places in the winter time and if walking is the number one priority then sidewalk cleaning should be maintained in the winter.

iii) David Cain, President of the Easy Riders Cycle Club appeared before Committee. He provided background information on the club and the membership. He stated the club emphasis is on safety and stated their biggest area of concern is with the bicycle lane widths. He pointed out the number one reason people don’t bike is fear to share the road with vehicles. He used a prop to show cycling lane widths and stating the standard width should be a minimum of 1.5 meters. He provided a graph that showed other Region’s standard lane widths. He extended an invitation to the Committee to join the Easy Riders Cycle Club for their final bike ride of the year. A copy of the presentation is appended to the original minutes.

The delegation responded to Committee members’ questions regarding preferred bike lanes noting his preference is segregated cycling lanes.

iv) Alain Francq, President, Waterloo Cycling Club appeared before Committee. He provided background information on the cycling club and stated that he is also a motorist. He provided a statement that said “any policies that are created as a result of this plan that provide clarity and education around sharing the road are supported by the
club”. He asked that Council consider adding share the road signs on the roads that are most heavily travelled by cyclists in the Region. He stated that the club would like to see the final plan to include a policy statement that says; “share the road” signs will be placed at regular intervals on all regional roads. A copy of the presentation is appended to the original minutes.

v) Michael Druker appeared before Committee stating he is not a cyclist but he bikes to get to places and he also walks, takes transit and drives. He highlighted that cycling makes for a better city and that he is in support of the draft Active Transportation Master Plan, noting it shows lots of progress and sets a good tone. He did note that the plan doesn’t get as far as he would like stating the plan is timid in its scope and the Region should be aiming higher than 12%. He pointed out the need for protected infrastructure invites people to ride and realistically multiuse trails are a great option. He explained that sidewalks are a must and should be everywhere not just installed when rebuilding a road.

vi) Jan d’Ailly appeared before Committee stating he is the Chair of the Waterloo Advisory Committee on Active Transportation (WACAT). He commented that they are happy to see the ATMP come forward noting they have been involved in the last few years attending the open houses and providing their input. He explained what WACAT did over the last few years highlighting that it takes time to create a network and the city set priorities on their Trail Network Connector Plan. He provided Committee with a presentation highlighting: Major Activities; Network for Active Transportation; Trial Network Connector Plan; Implementing the Network; Progress Made; Project Components; Significant Progress Made; and Comments on this Plan. A copy of the presentation is appended to the original minutes.

vii) Nancy Mifflin, a Waterloo resident noted that she is speaking as a concerned resident. She stated she has watched both Universities grow and the student’s main transportation is cycling. She asked that boulevards be put to better use, instead of just growing weeds feel they should be cycling lanes. She stated that cycling lanes should be off the road. She commented that LRT will be successful for our community just like the expressway was.

viii) Margaret Santos a Kitchener resident appeared before Committee. She highlighted that she has been interested in pedestrian issues for a long time and stated that there has been no mention of the night environment for cyclists and pedestrians. She explained that night time illumination on paths as well as some streets in the city is important. She specifically pointed out the sidewalks on University Avenue by King Street are narrow.

Chair J. Wideman made a call for additional delegations and none with forthcoming.

P. Sawicki provided clarification on the collaboration with the City of Waterloo and explained that not all trails were included on the Region’s maps because there was too much to show.

ADJOURN

MOVED by G. Lorentz
SECONDED by J. Haalboom

THAT the meeting adjourn at 9:05 p.m.
CARRIED

COMMITTEE CHAIR, J. Wideman

COMMITTEE CLERK, E. Flewwelling
1. Vision & Future Goals
2. Key Elements of the Plan
3. What Have We Heard?
4. Changes from Original Draft – Network
5. Sidewalk & Cycling Policy
6. Budget and Study Process
7. Next Steps
Vision

Vision and goals from approved Regional Official Plan and the Regional Transportation Master Plan:

“[to be] inclusive, thriving, and sustainable community committed to maintaining harmony between rural and urban area and fostering opportunities for current and future generations”

“[to] plan and manage an integrated, accessible and safe multi-modal transportation systems that provide transportation choice, and promote sustainability, a healthy population and the effective movement of goods”

Current mode share for walking & cycling 8%

2031 Target mode share for walking & cycling is 12%
Future Goal

What does 12% mean?
- Mode Share – # of trips made by auto, transit, cycling and walking
- Mode Share Target – # of trips planned for in the future by each mode

Where did the 12% come from?
1. Calculated future travel needs in the region
2. Assessed what trips would realistically be made by transit, walking and cycling
3. The totals for the individual modes were added up and the percentages calculated.

![Pie charts showing mode share for today and 2031. Today: Auto 85%, Transit 4%, Walk 7%, Cycle 1%, Other 3%. 2031: Auto 70%, Transit 15%, Walk 9%, Cycle 3%, Other 3%.]
Overview

Preferred Locations for Cyclists

Strong & Experienced
Will ride regardless of facilities. Trip distance is not an issue.

<1%

Enthused & Confident
Comfortable in traffic with appropriate facilities. Prefer shorter trip distances.

7%

Interested but Concerned
Not comfortable in mixed traffic. Not attracted by bike lanes on busy streets. Will ride in low-traffic, low-speed conditions (boulevards, off-street).

60%

No Way, No How
Not interested in cycling at all.

33%
On Road or Off Road?

- Plan is flexible
- Includes criteria to help us determine the level of experience of the rider and the conditions of the roads they are using
The Key Elements of the Plan

- Network Action Plan
- Winter Network Action Plan
- Performance Monitoring Action Plan
- Design Guidelines
- Additional Policy Direction
- Behavioural Shift Action Plan
- Strategic Signage Action Plan
What we heard:

• Find practical ways to fill sidewalk gaps
• More space for cyclists
• Improve crossings
• Trails for novice riders
• Priority for corridors leading to ION & iXpress stations
• Better signage
• Faster & better snow clearing
• Make active transportation funding an essential, not an extra
Network Changes and Challenges

Network changes:

• Includes many positive changes:
  – Higher order facilities
  – Better connectivity
  – More consistent network

• Also includes some challenges:
  – Upcoming projects with barriers to adding Active Transportation
  – Space and budget to construct facilities
Network Action Plan – Suggested Changes

Before...

Long term facilities noted on map

After...

Long term facilities removed from map, will appear on "long term" map

North of Columbia St, the sidewalks on Fischer-Hallman, Bearinger and Westmount will be built as development occurs
Network Action Plan – Suggested Changes

Before...

On road bike lanes

After...

BMUT both sides
Policy Recommendations

Sidewalk Policy changes

– Fund multi-use trails on Regional roads
– Regional design standards will apply to sidewalks and multi-use trails

Ongoing Challenges

– Trail maintenance
– Municipal facilities / crossings / connections
– Winter sidewalk / bike lane / trail clearing (pilot project)
Network Action Plan

Existing Roads Capital Program (10 Year TCP)
- Existing AT Tasks: $42.5 M
- New AT Tasks: $27.5 M

Gaps / Infill
- 10 Year Network: $19.8 M

Special Projects
- 10 Year Projects: $6.5 M

Fix-it List and Signage
- 10 Year Program: $1.2 M

10 Year Costs for ATMP Network
- 10 Year Total: $97.5 M
- In TCP today: $42.5 M
- New 10-Year Network Costs: $55.0 M
Study Process and Consultation

**Timeline**
- Fall / Winter 2011 / 2012
- Spring / Summer 2012
- Fall / Winter 2012 / 2013
- Fall 2013
- Fall 2013 / Winter 2014
- 2014
- Early 2015

**Consultation**
- PCC #1 Workshops
- PCC #2
- PCC #3 Stakeholder Meetings
- PIM at P&WC
- Table at Council
- ATMP Implementation Plan Development
- Final ATMP to Council

**Consultation**
Proposed Next Steps

- Table Walk Cycle Waterloo Region (tentatively in early 2014) at Planning and Works Committee for direction regarding next steps, including the implementation (financial) plan

- Continue to consult with Area Municipalities and stakeholders to develop an Implementation Plan that will consider priorities and funding options
Thank you!

Region of Waterloo
Walk Cycle Waterloo Region

- Presented by: David Cain
  - Incoming President of
- **Kitchener Easy Riders Cycle Club**
- Recreational bike club for people 50+
- Club has grown dramatically over the last 5 years
- Now 200 Members from all over the region
- Membership has been capped – waiting list
- Club run by the City of Kitchener under the auspices of the Downtown Community Center
Kitchener Easy Riders Cycle Club

- We ride every Monday from mid April to mid October (weather permitting) – 29 weeks
- *Club provides safe cycling opportunities for fun, fitness and fellowship.*
- This year we formed a bicycling advocacy committee
- Starting to get involved in biking issues in Waterloo Region
- Our emphasis is safety
OUR REACTION IN BRIEF:

- We feel that it is an excellent document
- It integrates all the active transportation modes
- It utilizes information from around the world
- There is one area that is of concern
Point out that there is much that is good in the plan. We have little time to present, so we'll raise our chief concerns. If the target is so modest, then it will be easy to claim success. Better to not quite attain a more ambitious goal!
Bicycle Lane Widths

- As stated in the Report: The #1 reason people don’t bike is the fear of sharing the road with automobiles.
- In order to alleviate the fear, the minimum lane width should not be 1.25 m
- Minimum should be 1.5 m
- Most jurisdictions are using 1.5 m as a minimum
# Min Bike Lane Standards

<table>
<thead>
<tr>
<th>Source:</th>
<th>On Road Bike Lane width (m)</th>
</tr>
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<tbody>
<tr>
<td>Saskatchewan</td>
<td>1.5-2.0</td>
</tr>
<tr>
<td>Langford District, BC</td>
<td></td>
</tr>
<tr>
<td>Chicago IL</td>
<td>1.5-1.7</td>
</tr>
<tr>
<td>San Francisco CA</td>
<td>1.5-1.8</td>
</tr>
<tr>
<td>Vaughan ON</td>
<td>0.75-1.5</td>
</tr>
<tr>
<td>Portland OR</td>
<td>1.4-1.5</td>
</tr>
<tr>
<td>US FHWA</td>
<td>1.2-1.8</td>
</tr>
<tr>
<td>Cambridge MA</td>
<td>1.5-1.8</td>
</tr>
<tr>
<td>Wisconsin Dept. Transportation</td>
<td>1.5-1.8</td>
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<tr>
<td>Toronto ON</td>
<td>1.5-1.8</td>
</tr>
<tr>
<td>Vancouver BC</td>
<td>1.6</td>
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<tr>
<td>Seattle WA</td>
<td>1.2-1.5</td>
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<tr>
<td>Windsor ON</td>
<td>1.2-1.8</td>
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<tr>
<td>New York City NY</td>
<td>1.2</td>
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<tr>
<td>Boston MA</td>
<td>1.5-1.8</td>
</tr>
<tr>
<td>Arlington Co. VA</td>
<td>1.2</td>
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<tr>
<td>Hamilton ON</td>
<td>1.5 (1.2)</td>
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<tr>
<td>Calgary AB</td>
<td>1.2-1.5</td>
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<tr>
<td>AASHTO</td>
<td>1.2-1.5</td>
</tr>
<tr>
<td>TAC (Urban Supplement)</td>
<td>2.0-2.5</td>
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<tr>
<td>Velo Quebec</td>
<td>1.5-1.8</td>
</tr>
<tr>
<td>Denmark</td>
<td>1.5 (1.2)</td>
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<tr>
<td>AUSTROADS</td>
<td>1.5-3.0</td>
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<tr>
<td>Sydney, Australia</td>
<td></td>
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<tr>
<td>Scotland</td>
<td>1.5-2.5</td>
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<tr>
<td>Kamloops BC</td>
<td>1.2-1.5</td>
</tr>
<tr>
<td>Kingston ON</td>
<td>1.5</td>
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</tbody>
</table>

Data: Regional Niagara Bicycling Committee

http://www.nbc.info/Press%20Room/Bicycle%20Lane%20Widths%20MMM%20Report/Appendix%20A_Lane%20Width%20Guides%20for%20various%20Municipalities.pdf
Min Bike Lane Standards

Data: Regional Niagara Bicycling Committee
http://www.rnbc.info/Press%20Room/Bicycle%20Lane%20Widths%20MMM%20Report/Appendix%20A_Lane%20Width%20Guides%20for%20various%20Municipalities.pdf
Report cyclist graphic misleading

Minimum vertical clearance 3.0 m

Comfortable lateral clearance 1.5 m wide

Space occupied by cyclist while pedaling and steering for balance 1.0 m wide

Space occupied by cyclist 0.6 m wide
The graphic is from the plan. The next slide is blank so that you can demonstrate the real width of a cyclist. Linda, I suggest that you pick a large wide male to hold the handle bars!

Actual cyclist width is much greater than claimed by the graphic - With elbows, in the order of 1M.

Judging by the April meeting experience, you are likely to be asked about the width of the gutter that gives the cyclist some extra room.

It does - BUT - The cyclist cannot always veer into the gutter because of a lip, and because of structures like drain covers.

You are also likely to be asked about whether the 1.5M is too expensive, too restrictive for "vehicles" (4-wheelers), too generous etc.

Too expensive - Cyclists pay taxes too. Does that question get asked of car drivers

Too restrictive for vehicles - Try driving in a 1.25M strip!

Too generous - Remind them of the need to negotiate drain covers that often stick out, the need for cyclists to overtake each other without inconveniencing cars, the annoyance and danger of cyclists moving out of lane to avoid potholes, drains etc.

Ask them if they have tried cycling a 1.25m lane on a busy road! (Large vehicle habitually drive with their mirrors hanging into the cycle lane). Even a small car mirror protrudes 15cm beyond the body.

Talk about potential legal liability when other jurisdictions are setting a wiser standard.
Minimum should be 1.5 m

Space actually occupied when riding is 1.25 M

VAN
Just at 1.25M
Lane edge

CAN YOU HAVE A SAFE 1.25M LANE?
Next Steps

- A lot of work has gone into the report
- But the biggest job is yet to come
- That is:
  - Getting priorities established
  - Getting the funding put in place
- Our club will be doing what we can to work with the region and the cities to promote cycling in the region
An Invitation

• We invite you to bike with the Easy Riders
• Our final ride of the year is next Monday Oct 28th
• The ride leaves from Kitchener’s Victoria Park
• Departure is 9:30am
• We have 4 ride levels: from 14 km to 28 km
• See me after the meeting if you are interested
• Or email: master.mail@kitchenereasyriders.org
Easy Riders Bicycle Advocacy Committee thanks you and your staff for your time and your work on the plan!
Waterloo Cycling Club

Comments at Public Meeting, October 24, 2013

Walk Cycle Waterloo – Region of Waterloo Active Transportation Master Plan

Alain Francq
President, Waterloo Cycling Club (WCC)
president@waterloocyclingclub.ca
www.waterloocyclingclub.ca
RIDE/RACE/LEAD

Thank You Council for providing the opportunity to represent some views from the cycling community.

I am a motorist. I am also cyclist. I’m President of the Waterloo Cycling Club (WCC), the second largest cycling club in Ontario.

We have 400 members. They come from all walks of life. In fact, they are a perfect reflection of the City of Waterloo. They are Police Officers, Plumbers, City Councillors, Locksmiths, Students, High Tech Executives, Electricians and University Administrators, to name a few. With one thing in common...that we all ride bicycles in the Region of Waterloo.

I am here to represent their views of the Master Plan.

We have a specific recommendation at the end. But, with only a few minutes to comment, I want to make a statement, followed by a few things for consideration.

“Any policies that are created as a result of this Plan that provide clarity and education around sharing the road, are supported by the Club.”
Such things as, cycling specific infrastructure, road signage and the development of new bylaws and education programs that makes the roads safer for cyclists. It appears the plan provides pathways for pursuing these initiatives.

I want to mention the opportunity that this Master Plan can provide to Region.

**First, is the opportunity for the City of Waterloo to become a Cycling City and a destination for cyclists from across the Province.**

The fact that WCC has grown from 40 to 400 cyclists in 4yrs is no coincidence. There is a movement. Where cycling is becoming the "new vehicle" for more and more people. Bicycles are not only a transportation vehicle. They are a vehicle for economic development and cultivating a healthy community. They don’t say, “Cycling Is The New Golf” for nothing. The average age of the 3000 cyclists at Centurion last month was 46 year old. That is a "Big Shift" in demographics that you do not want to miss.

We and many cyclists come to Waterloo to ride and train on the 2010 Provincial Championship course which is located in Wellesley Township. It is these roads which are becoming a destination for cyclists around the province. It is on those roads that Cycle Waterloo hosts the Tour de Waterloo, the KW Classic Ontario Cup, the Steaming Nostil CycloCross Race and the very successful OKTOBERFEST organized and sponsored, Tour de Hans. Similarly, our Club is proposing to amplify the sport-tourism and economic development impact of cycling in the Region by hosting the KW Classic next summer. This race will run right through the streets of Kitchener, as it did so famously many years ago. This will be in conjunction with cultural festivals and the involvement of the Downtown Business Alliance.
Second, is taking a LEADERSHIP role in developing a next generation of cyclists. WCC is a cycling leader in the province. Our mission is RIDE/RACE/LEAD.

We Teach People How To Ride – These are your “Interested But Concerned” segment of the population. They show up to overcome their concerns and grow confidence under experienced Ride Leaders. And similar to the RTMP Survey, this group forms the majority of our club. These are your Enthused & Confident group, whom we call the “Moderate Group” in our Club. Together they form 75% of the Club, and the main target of the RTMP.

We Teach People How To Race – These are your Strong and Fearless riders. Similar to the RTMP Survey, this segment are the smallest cohort in our club. However, they are giants on the road when it comes to teaching rules of the road.

- WCC has two race teams.
- WCC placed 3rd overall on the 2013 road podium results, out of over 100 registered Ontario Cycling Association cycling clubs.
- WCC Race team was named the Black & Decker Team of the Month in July.
- WCC produced the 2013 U23 UCI Provincial Time Trial Champion this year by training on the roads of the Waterloo Region.

We Teach People How To Lead in their community. We grow the sport and the use bicycles as transportation while making the roads safer to ride.

And that’s what we are doing here today commenting on the RTMP.
BUT, we can't become a leader and destination for cyclists or continue to produce the next generation of provincial champions from Waterloo Region without a plan to SHARE THE ROAD. Where sharing the road means a shared responsibility on behalf of all road users.

POINT OF IMPROVEMENT – SHARE THE ROAD SIGNS

We should be making clear that roads are designed, constructed and operated in a manner that provides clarity to all road users on “how” to share the road.

There are elements in the plan for sharing the road. Sharrows, as an example.

But, as a cycling club we ride and train on regional roads, in groups, putting tens of thousands of kilometers cycling across the beauty that is Waterloo.

We would ask council to consider adding SHARE THE ROAD signs on the roads that are most heavily travelled by cyclists in the region.

*In fact, we would like the final plan to include a policy statement that says, “Share the Road” signs will be placed at regular intervals on all regional roads.*

As an educational and awareness measure, they work. They are the standard all over Ontario. It’s a picture of a car and cyclist reminding them that they are both vehicles under the law and both should behave as such.

They are a constant reminder cyclists that drivers need to pass.

They are a constant reminder to drivers that cyclists are vehicles on the road and they may travel together in groups, and need room when passing.

We would also suggest that similar consideration and wording be reflected in related government policy, such as bylaws, when the timing is appropriate.
We love the sport of cycling and bicycles as a mode of transportation.

We welcome the opportunity to ride with people. To teach the rules of the road and engage in policy and dialog that makes the roads safer for all users.

Alain Francq

President, Waterloo Cycling Club

president@waterloocyclingclub.ca

www.waterloocyclingclub.ca

RIDE/RACE/LEAD
WATERLOO ADVISORY COMMITTEE ON ACTIVE TRANSPORTATION

Jan d’Ailly
Chair, WACAT

Making active transportation happen!
Committee Members

<table>
<thead>
<tr>
<th>Chair: Jan d’Ailly</th>
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<tbody>
<tr>
<td>Anne Crowe</td>
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<tr>
<td>Terezinha Hignett</td>
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<tr>
<td>Bruce Hawkings</td>
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<td>Jamie Hill</td>
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<td>Matthew Warzecha</td>
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<td>Graham Roe</td>
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<td>Angela Veith</td>
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<td>Council Liaison</td>
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<td>Staff Support:</td>
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<tr>
<td>John Griffin</td>
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<td>Phil Hewitson</td>
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Major Activities

• Core responsibility is to comment on policies, plans, development applications and any activities involving trails and transportation.
  – Help ensure that the Transportation Master Plan comes to life.

• Two groups of activities/projects
  – Education/Promotion/Signage(Way-finding)
  – Interconnect
Network for active transportation

A Shift: View trails for mode of transportation first, and recreation second.

Establish an interconnected network of on and off-road trails to form an active transportation network.

Includes complete street initiatives.
Trail Network Connector Plan

CITY OF WATERLOO

- **Priority One - Trans Canada Trail**
- **Priority Two - Interior Trail Loop**
- **Priority Three - West Connector Trail**
- **Priority Four - Hillside Park to Bechtel Park Link**
- **Priority Five - Walter Bean/Grand River Trail**
Implementing the Network

• Projects are identified and included in the 3 year budget.
• An overall priority has been set
Significant Progress Made

- Projects identified and budgeted
- Stantec is preparing an RFT to implement the projects to complete the Trans Canada Trail and the Interior Loop
- Construction expected spring/summer 2014.
Open house September 18th

Detailed Design of Two High Priority Active Transportation Routes in the City of Waterloo
Public Information Session - September 18, 2013

Overall Improvements to the Trans Canada Trail:
- Trail Crossing Improvements
- Way-finding signage
- Accessibility features
- Asphalt resurfacing

Completion of Several Key Linkages Along Waterloo’s Newest Trail Loop
- Trail Crossing Improvements
- Way-finding signage
- Accessibility features
- Asphalt resurfacing
- Chicane Sharrow

Win a Mountain Bike!
We are holding a contest with a first prize of a mountain bike to the resident who creates the best name for Waterloo's newest trail loop currently referred to as The Interior Trail Loop. The trail will connect several established trails into a complete interconnected loop. The advisory committee on active transportation in Waterloo will vote on the name and make a recommendation to city council in the winter/spring of 2014. Check out our details and submission form for more information. The contest closes January 31, 2014.

Please sign in if you wish to be added to the project mailing list.
The purpose of today's open house is to:
- Provide the community with project specific information
- Obtain feedback from the community on trail segment improvements, trail crossing improvements, and the way-finding signage
- Get your feedback on proposed improvements
Project components
Crossings

7. Weber St. Crossing

Concept Summary
Weber Street improvements were to provide bi-level trail users with a safe crossing and an improved trail network linkage. The crossing will connect trail users as well as pedestrians and cyclists from the Black Willow link to Mose Springer Park/Community Centre.

Improvements include:
- Tactile markers: crossing dots on Weber St. On-road sherwies along Walker Cres.
- Wayfinding Signage: provide visual cues to allow trail users to easily identify the entry point to the trail system.
- Feasibility of a refuge island
- Approach Signage
- Accessibility Upgrades
Accessibility

Waterloo Active Transportation
Public Information Session

Accessibility

FLARED SIDEWALK EXITS WITH DETECTABLE WARNING PLATES

MINIMUM 2.0% AND MAXIMUM 3.0% SLOPES

ASPHALT/CONCRETE PAVED TRAILS

TYPICAL ROAD CROSSING
Active Transportation Connectivity to Light Rail Transit system

- To identify overall active transportation connectivity issues
- To identify current pedestrian (within 800 m) and cycling (within 2500 m) routes to LRT stations
- To identify gaps in connectivity to stations
- To identify partnership opportunities
Active Transportation Issues Affecting the Entire Light Rail Transit System in Waterloo

- Way-finding and signage to all stations, including identifying opportunities to partner with private property owners, such as Wilfrid Laurier University, University of Waterloo and Conestoga Mall.
- Need for secure bike parking facilities.
- Easy on/off facilities for bikes on all light rail transit vehicles.
- Good multi-modal connectivity to light rail stations (parking, pick-up/drop-off, bus etc.)
Other WACAT Activities

• Joint meeting between other cities and region on priorities
• Promote cycling education at schools
• LRT Station Planning
• Naming contest for the interior loop
Comments on this Plan

• Need co-ordination on Wayfinding, Trail standards and Maintenance standards

• Letting jurisdiction get in the way of a comprehensive planning.

• Put in the Vision first, get the buy-in, and identify who is responsible for what
Covered and Secure Parking
Practical and signed parking
Lots done, more to do

- School cycling education programs
- Working with the Region and Public Health on Adult Cycling Education
- Expanding efforts to understand bike usage and crash statistics
- Expanding Bike Share
- Economic Impact Study on Cycling in Waterloo
Concluding comment

• The fundamental trails infrastructure is coming together, we should all be proud.
• The education, usage/accident reporting and economic work also important components to achieve a gold or platinum level Bicycle Friendly Community Award.
• The project is never done…..