REGIONAL MUNICIPALITY OF WATERLOO
PUBLIC MEETING OF THE
PLANNING AND WORKS COMMITTEE
AGENDA

Thursday, October 24, 2013
7:30 p.m.
Regional Council Chambers
150 Frederick Street, Kitchener

1. DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

2. REPORT – PLANNING, HOUSING AND COMMUNITY SERVICES - COMMUNITY PLANNING
   a) Report P-13-101, Walk Cycle Waterloo Region Public Input Meeting

   STAFF PRESENTATION

3. DELEGATIONS
   i) Paula Hutchinson

4. ADJOURN
REGION OF WATERLOO
PLANNING, HOUSING AND COMMUNITY SERVICES
Transportation Planning

TO: Chair Jim Wideman and Members of the Planning and Works Committee

DATE: October 24, 2013
FILE CODE: D09-90(A)

SUBJECT: WALK CYCLE WATERLOO REGION PUBLIC INPUT MEETING

RECOMMENDATION:

For information.

SUMMARY:

The Region is actively managing population growth, expected to exceed 725,000 by 2031, in order to maintain and enhance the liveability, vitality and quality of life offered to its citizens. The Regional Official Plan (ROP) provides strategic direction to ensure growth is compact and largely concentrated in existing built-up areas.

The Regional Transportation Master Plan (RTMP) approved in 2010, defines a transportation network that optimizes the use of existing transportation infrastructure, offers competitive travel choices as an alternative to single occupancy vehicle travel, fosters a strong economy and supports sustainable growth. A transportation system that supports accessible and affordable choices for moving people and goods in a safe and integrated manner supports a sustainable and vibrant community.

Implementation of the RTMP is underway with on-going transit improvements, including ION, and annual improvements to the regional road network. A vital component of the RTMP is to improve opportunities to walk and cycle throughout the region. The RTMP establishes a target to increase the share of travel by active transportation from 8% to 12%. The increased use of walking, cycling and transit, optimizes the use of roads, supports a compact urban form, provides affordable access to jobs and services, improves the liveability and vitality of built-up areas, and contributes to better air quality and healthier lifestyle.

In order to achieve the increase share of walking and cycling, the RTMP recommended undertaking an Active Transportation Master Plan (ATMP). The ATMP project “Walk Cycle Waterloo Region” was initiated in late 2011.

The ATMP determined that there was considerable potential to increase walking and cycling. About 24% of trips made in Waterloo Region are less than 1.5km. This length of trip is generally considered walkable; it would take 15 to 25 minutes depending on how quickly a person is able to walk. Likewise, over 65% of trips in the Region are less than 5km. This distance is generally considered bikeable; it would take 15 to 25 minutes depending on how quickly a person is able to cycle. However, distance is not the only factor and currently only about 7% of daily trips in the Region are made on foot or by bike (about 8% in the afternoon peak). Feedback from the public consistently cites safety, comfort and convenience as key factors in their decision to walk or cycle.

Accordingly, the draft ATMP is based on creating a safe, comfortable and convenient network of sidewalks and cycling facilities. It provides design guidance on the creation of accessible sidewalks, details a number of different bicycle treatments, and identifies supportive programs and policies to make walking and cycling more attractive options in the Region.
The ATMP has been led by a Project Team made up of Regional Councillors, Area Municipal and Regional staff and consultants from the IBI Group. The Area Municipalities are supportive of the direction of the ATMP.

Developing the infrastructure and programs recommended in the ATMP will require additional funding. It is anticipated that increasing funding from Regional property tax and Regional development charges on the order of $5.5M annually will be necessary to complete the recommended ten year active transportation network.

The online comments and input received at the PIM will be used to help refine the ATMP. It is anticipated that the plan will be tabled with to Council by the end of the year or early in 2014.

Over the course of 2014, staff plan to develop an ATMP Implementation Plan that will address;
- Further refinement of network construction priorities,
- Alternative funding options to provide the capital required to construct the ten year active transportation network,
- Assignment of responsibility for various parts of the plan, and
- Working with the Area Municipalities.

Early in 2015, the ATMP and the Implementation Plan would be targeted to be brought to Council for final consideration.

**REPORT:**

**Policy Direction**

The Regional Official Plan (ROP) and the Regional Transportation Master Plan (RTMP) give policy direction to improve opportunities to walk and cycle in Waterloo Region. The RTMP establishes a specific target to increase the share of travel by walking and cycling from 8% to 12%. The increased use of walking, cycling and transit optimizes the use of roads, supports a compact urban form, provides affordable access to jobs and services, improves the liveability and vitality of built-up areas, and contributes to better air quality and healthier lifestyle.

In order to achieve the increase share of walking and cycling, the RTMP recommended undertaking an Active Transportation Master Plan (ATMP). The ATMP project “Walk Cycle Waterloo Region” was initiated in late 2011. Accordingly, the draft ATMP is based on creating a safe, comfortable and convenient network of sidewalks and cycling facilities. It provides design guidance on the creation of accessible sidewalks, details a number of different bicycle treatments, and identifies supportive programs and policies to make walking and cycling more attractive travel options in the Region.

The Context Sensitive Regional Transportation Corridor Design Guidelines (CDG), as approved by Regional Council, set the design framework for accommodating all modes of transportation on Regional roads. Sidewalks are considered “necessary” and cycling facilities are considered “important” on most Regional roads.

**Importance of Walk Cycle Waterloo Region**

Currently, the Region of Waterloo has over 100 kilometres of dedicated bike lanes and nearly 250 km of improved space for cyclists on urban and rural roads. There are also over 350 km of sidewalks or multi-use trails along Regional roads.

However, most existing bike lanes and sidewalks have been constructed in conjunction with Regional road projects. As a result, there are numerous gaps that are required to be filled to improve continuity of the network. Filling these gaps is one of the primary requests received from the public.
during the ATMP consultation. Generally, people view the quality of the network in terms of the least accommodating section they would need to use to get somewhere.

As a result, the ATMP defines a safe, continuous, comfortable and convenient active transportation network. It recommends design treatments to enhance the pedestrian environment and promote accessibility, provides a toolbox of cycle facility designs, identifies supportive programs and polices, establishes priorities to close the gaps in the Region’s active transportation network and highlights core areas where the ability to walk and cycle year-round is key. Implementing the ATMP will enable achievement of the RTMP modal share target of 12% for walking and cycling.

The continued economic success and community vibrancy of Waterloo Region depends on a solid transportation system, a critical component being active transportation. Completing the active transportation network supports;

- A healthier lifestyle and improved air quality
- Links to integrate walking and cycling to Rapid Transit stations and GRT stops
- Ability to build infill development without widening roads,
- Meeting the RTMP mode share targets in order to delay problematic road widenings,
- Provides affordable access to jobs and services
- Improves the liveability and vitality of built-up areas,

**Walk Cycle Waterloo Region Development Process**

The ATMP project was launched in the fall of 2011. The ATMP has been led by a Project Team made up of Regional Councillors, Area Municipal and Regional staff and consultants from the IBI Group. The ATMP has followed the Class Environmental Assessment Process for Master Planning.

The development of the draft active transportation network was based on analysis of several sources of data:

- Public Health’s NEWPATH data on walking behaviour and preference was used to determine the best locations to target new sidewalk infrastructure.
- The Transportation for Tomorrow Survey (TTS) was used to determine existing travel demand patterns for cyclists and pedestrians.
- The GPS cycling study conducted with the University of Waterloo was used to help identify key cycling routes and infrastructure needs.
- Several GIS data sets were used to help understand existing infrastructure gaps and to identify network gaps that could be filled by projects in the Transportation Capital Program.

Extensive public consultation was considered in the development of the ATMP as summarized in Attachment 1. Key messages from the public are:

1. Complete the network, fill the gaps and fix problem areas
2. Provide the funding to get projects built as soon as possible
3. Build segregated cycling facilities where appropriate
4. Improve winter maintenance of sidewalks, trails and cycling facilities
5. Educate the community through programs and school curriculum

**Proposed Walk Cycle Waterloo Region Initiatives**

**Walking and Cycling Networks**

The most effective strategy for the Region of Waterloo to achieve the walking and cycling mode share target of 12% is to provide a safe, comfortable and convenient network of facilities. The
primary aim of the recommended active transportation network is to connect the urban and rural communities through accessible routes for pedestrians and cyclists. Projects to deliver the recommended active transportation network are categorized as follows:

1. Transportation Capital Program: The first category identifies projects which could be completed as part of Transportation Capital Program Projects. This takes advantage of the opportunity to build the recommended walking and cycling network in conjunction with on-going transportation projects already planned by the Region over the next 10 years. It is the primary mechanism by which active transportation facilities have been built in the past and will continue to significantly expand the active transportation network in the future.

2. Gaps and Infill: This category of projects covers those walking and cycling facilities which are recommended within Regional corridors that are not included in the current 10-year TCP. This action plan aims to build these standalone active transportation facilities to create a well connected network. It will piece together the isolated facilities currently existing and new facilities implemented through the Transportation Capital Program.

3. Fix-it List: This category includes “spot” improvements that fine-tune existing or planned facilities, but which do not alter the overall network. For example, upgrades to intersections, improvements to interchange ramp crossings or curb cuts to improve transitions between trails and bike lanes. These enhancements will further encourage more walking and cycling by improving the safety, comfort and convenience of existing and future users.

4. Special Study Area: These are complex and challenging projects that require unique solutions. 12 special study areas have been identified:

   1. Spur Line Trail
   2. Eagle Street limited width LRT Corridor
   3. Hespeler Road over Highway 401
   4. Fischer-Hallman Road over Highway 7/8
   5. Trail / bridge across Speed River in Preston
   6. Beverley Street through rail underpass
   7. Water Street crossing at Churchill Park
   8. Iron Horse to Hub rail corridor connection
   9. Steckle Woods multi-use trail connection
  10. Alpine to Hanson connection
  11. R&T Park connection to Phillip
  12. Franklin Boulevard connection over Highway 401

Maps for the active transportation network covering each Area Municipality are included in Attachment 2.

The networks developed identify a need to expand walking and cycling infrastructure through both Transportation Capital Program (TCP) projects and stand alone Active Transportation (AT) infill projects to close gaps. This network expansion is summarized in the table below:

<table>
<thead>
<tr>
<th>Type of Infrastructure</th>
<th>Existing Length</th>
<th>Additional Length</th>
<th>Total Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalks</td>
<td>365 km</td>
<td>149 km</td>
<td>513 km</td>
</tr>
<tr>
<td>Multi Use Trails</td>
<td>17 km</td>
<td>143 km</td>
<td>160 km</td>
</tr>
<tr>
<td>Cycling Facilities</td>
<td>364 km</td>
<td>722 km</td>
<td>1086 km</td>
</tr>
<tr>
<td>Dedicated Bike Lanes</td>
<td>117 km</td>
<td>166 km</td>
<td>283 km</td>
</tr>
<tr>
<td>Constrained Corridors</td>
<td>0 km</td>
<td>48 km</td>
<td>48 km</td>
</tr>
<tr>
<td>Segregated Bike Lanes</td>
<td>0 km</td>
<td>20 km</td>
<td>20 km</td>
</tr>
<tr>
<td>Rural Bike Lanes</td>
<td>247 km</td>
<td>488 km</td>
<td>735 km</td>
</tr>
<tr>
<td>1.0m paved edges on rural roads</td>
<td>206 km</td>
<td>3 km</td>
<td>210 km</td>
</tr>
<tr>
<td><strong>Total Infrastructure</strong></td>
<td><strong>952 km</strong></td>
<td><strong>1017 km</strong></td>
<td><strong>1969 km</strong></td>
</tr>
</tbody>
</table>

*A significant portion (274 km) of the additional cycling facilities are rural bike lanes that are not planned to be completed in the near term, stand alone AT work on rural roads is considered to be cost prohibitive.
Signage Strategy
The Signage Strategy was developed to reflect a coherent and integrated way-finding sign system for users of the active transportation network. Guidelines for a number of different sign types were developed with the involvement of a variety of stakeholders including local municipalities. The intent is that all active transportation signage installed in the Region would follow this template to ensure consistency to users. The five basic sign types are:

1. *Way-finding on trails:* Trail name and arrow signs to assist people with finding the right trail and making sure they can connect to other trail segments.
2. *On-street cycling facility signage:* Adding a bicycle symbol to street name blades to alert everyone that a road has a cycling facility available.
3. *Signing regional routes:* Trail name signs to install on cross-regional routes that may form part of a provincial network.
4. *Regional destination signing:* Destination, distance and walking or cycling time is displayed to let people on off-road trails locate nearby regional destinations.
5. *Linkage signs:* Small sign tabs that can be added to regular traffic “No Exit” signs to alert pedestrians and cyclists when a trail or pathway connection is available.

There may be other components to the signage system such as trailhead signage and maps, regulatory or warning signs (for example prohibition of motorized vehicles, stop signs, steep grade ahead, etc.), tourism information, cultural and heritage interpretation, public art, etc. These additional components will enhance, supplement or provide information that is separate from the primary way-finding components. The ATMP encourages agencies and Area Municipalities to exchange and co-ordinate guidelines on these additional components.

Winter Maintenance
The Winter Network Action Plan identifies a portion of the existing Walking and Cycling Network where year round maintenance should be a priority. The cycling corridors to be maintained over the winter aim to address the more popular commuter routes, especially for university / college students since they are more likely to cycle over the winter months. The pedestrian corridors to be designated high-priority for winter maintenance focus on serving busy retail corridors as well as higher-order transit. Maintenance practices that could be used to improve winter conditions along this core network are identified. Finally, a pilot test for enhanced winter maintenance practices is recommended to determine effectiveness and efficiency of new practice. This pilot project would consider a small section of the network for the 2014-2015 winter season.

Behavioural Shift
The Region of Waterloo has support programs, such as Travelwise, to encourage active transportation behaviour change with the goal of reducing single occupancy vehicle travel and encouraging walking, cycling, transit and car-pooling. Active transportation behavioural change strategies have the ability to benefit the Region of Waterloo by:

- Providing metrics to showcase changes in travel choice while establishing environmental impacts, quantifiable data, and value in the community
- Connecting pedestrians and bicyclists to other sustainable modes by developing facilities and services, and by encouraging the use of these modes through education and marketing campaigns
- Repositioning active transportation in the minds of Waterloo residents as convenient, accessible and safe.

The Behavioural Shift Plan identifies a number of potential programs designed to achieve long-term behaviour change, provide measurable results and encourage social norming.
Performance Monitoring
A rigorous performance measurement process monitors progress, evaluates deficiencies and strengths and reports on actions. Reporting is a key aspect of performance measurement, since the knowledge resulting from monitoring and analysis is only useful if decision makers and stakeholders are aware of it. Reports presenting readable information in a way that effectively communicates successes and ongoing challenges can capture the attention of community groups and the media, helping to raise public awareness of results achieved and the need for continued action.

The Active Transportation Performance Monitoring Action Plan recommends indicators to measure progress, an expanded data collection program and reporting. Several new data collection initiatives are suggested to support performance monitoring needs. Many of these initiatives dovetail well with existing programs and others support other areas of this plan.

Walking and Cycling Facility Design Guide

This section of the ATMP provides the engineering and technical design guidance necessary to implement the recommended network at the project level. The design guide provides planning and design guidance for creating safe, convenient and comfortable space for pedestrians, cyclists, and other active transportation modes along Regional roads throughout the Region of Waterloo. The Green Chapter Design Guide is recommended to be amended as needed through the approval of the Region’s Transportation Program Review Committee. This committee of transportation staff from several Regional divisions regularly considers and makes recommendations on transportation issues and challenges faced by the Region.

The design guide outlines some of the practices that can be used to meet basic pedestrian needs, such as sidewalk width, accessibility requirements and convenient crossings. This section of the ATMP provides tools to demonstrate that the Region of Waterloo is committed to implementing accessible pedestrian facilities that meet the regulations of the Accessibility for Ontarians with Disabilities Act, and advance best practices to make walking convenient.

A cycling network made up of a variety of different types of cycling facilities suitable for different users (experienced, confident and casual cyclists) and fitting local context is necessary to achieve more trips by bicycle. Different types of cycling facilities are recommended for rural and urban Regional road classifications based on whether or not shared space, separate space or segregated space for cyclists will create a safe, comfortable and convenient ride. Descriptions of the types of cycling facilities and general design criteria are presented in the design guide section of the ATMP.

Some practices suggested in the design guide are at the leading edge of North American practice. For those that are new to the Region of Waterloo, it is recommended that consideration be given to the experience of other jurisdictions around the world and to risk management. If a practice is found to be appropriate, the Region of Waterloo should implement a pilot project. The pilot would be monitored and followed by an analysis to determine if continued use of the practice is justified.

Sidewalk Policy Update

The “Sidewalks on Regional Roads” policy (Attachment 3) provides the basis for current practice.

The main points of the current policy are:
- The Region will build new sidewalks but Area Municipalities are responsible for ongoing maintenance, repair and replacement
- Area Municipalities will establish design standards for sidewalks
- Where there is no existing sidewalk, the Region will contribute the cost of building a sidewalk toward construction of a multi-use trail (MUT) but no further funding
- The Area Municipalities will be responsible for MUT maintenance
Multi-use trails (MUTs) offer a safe, comfortable and inviting facility for active residents. They encourage those less comfortable with vehicle traffic to use a bicycle and greatly increase recreational opportunities. The public feedback received to date is strongly in favour of increased separation between cars and cyclists.

This policy causes a conflict between recommending a cycling lane and recommending a multi-use trail. The Region would fund a bike lane but not an MUT.

Several clarifications and uncertainties about this policy have arisen over the years as road project teams discuss the implications of various alternatives. Recognizing this, and taking the opportunity to improve multi-use trail implementation, a modified sidewalk policy is proposed in Attachment 4. This updated policy has three components that move towards a sidewalk policy that fully supports the implementation of the ATMP. These components are:

1. Clarification of the roles and responsibilities for the funding, construction, ongoing maintenance and replacement of sidewalks and multi-use trails.
2. The Region is now responsible for design standards of sidewalks and multi-use trails along Regional roads to the Region from the Area Municipalities.
3. Commits the Region to funding the construction of a multi-use trail along a Regional Road in the same manner as sidewalks are currently funded.

Maintenance of sidewalks and multi-use trails on Regional rights of way also creates a burden to Area Municipalities that can interfere with their support for new or wider facilities. However, the cost and policy implications of this kind of change require more study to ensure that residents are getting the best service for their tax dollars. Regional staff will continue to work with Area Municipal staff to determine what further changes, if any, should be made to address questions of maintenance and ownership.

Next Steps

Over the course of 2014, staff plan to develop an ATMP Implementation Plan that will address;

- Further refinement of network construction priorities,
- Alternative funding options to provide the capital required to construct the ten year active transportation network,
- Assignment of responsibility for various parts of the plan, and
- Working with the Area Municipalities.

Early in 2015, the ATMP and the Implementation Plan would be targeted to be brought to Council for final consideration.

Area Municipal Consultation/Coordination

Area Municipal representatives from Cambridge, Kitchener, Waterloo and Woolwich are participating on the Project Team for Walk Cycle Waterloo Region. The other Townships are key stakeholders and have been consulted throughout the project.

CORPORATE STRATEGIC PLAN:

The Active Transportation Master Plan supports objectives within all five strategic plan focus areas;

Focus Area One: Environmental Sustainability: Protect and enhance the environment
  - 1.2 Reduce greenhouse gas emissions and work to improve air quality.
  - 1.5 Restore and preserve green space, agricultural land and sensitive environmental areas.

Focus Area Two: Growth Management and Prosperity Manage growth to foster thriving and
productive urban and rural communities.
- 2.1 Encourage compact, livable urban and rural settlement form.
- 2.2 Develop, optimize and maintain infrastructure to meet current and projected needs.

Focus Area Three: Sustainable Transportation Develop greater, more sustainable and safe transportation choices.
- 3.2 Develop, promote and integrate active forms of transportation (cycling and walking).

Focus Area Four: Healthy and Inclusive Communities Foster healthy, safe, inclusive and caring communities.
- 4.2 Foster healthy living through information, education, policy development and health promotion.
- 4.7 Collaborate with the community to support older adults to live healthy, active lives.

Focus Area Five: Service Excellence Deliver excellent and responsive services that inspire public trust.
- 5.1 Improve the accessibility of Regional programs and services to support our diverse community.

FINANCIAL IMPlications:

The 2013 Transportation Capital Program (TCP) includes projects totalling $893.2 million over ten years, of which $42.5 million is for the costs of walking and cycling projects. The TCP is currently funded from property tax, federal gas tax and development charges.

The ATMP identifies $53.9 million of additional project costs for the next ten years and an additional $120,000 annually for signage and fix-it projects.

Over the course of 2014, staff will be developing an Implementation Plan with alternative funding options to provide the ATMP with the capital required to construct the ten year network. Early in 2015, the ATMP and the Implementation Plan would be targeted to be brought to Council for final consideration.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

Transportation and Environmental Services and Public Health have representatives on the Steering Committee for this project that includes Regional Councillors Jane Mitchell and Geoff Lorentz.

ATTACHMENTS:

Attachment 1 – Summary of Public Consultation
Attachment 2 – Walking and Cycling Network Maps
Attachment 3 – Original 2006 Sidewalk Policy
Attachment 4 – Proposed Updated Sidewalk Policy

PREPARED BY: Paula Sawicki, Manager, Strategic Transportation Planning

APPROVED BY: Rob Horne, Commissioner, Planning, Housing and Community Services
ATTACHMENT 1 – SUMMARY OF PUBLIC CONSULTATION

PCC #1 – Fall 2011, Introduction to Walk Cycle Waterloo Region

For these first meetings, an open house and workshop format were used as a forum to update the public about the current status of active transportation planning in the Region of Waterloo including existing vision, objectives, policies and planning practices. Displays summarized the study purpose, current policies and maps of the existing network and planned walking and cycling facilities in Area Municipal plans. This information was reiterated to attendees in a short presentation from the study team followed by a group discussion in a “world café” format. Over 150 people attended the open houses.

The interactive portion of the PCC consisted of asking the attendees to discuss five key questions directly related to the development of the Walk Cycle Waterloo Region Plan; those questions are listed in Exhibit 2.2. In addition, comment sheets were available at the PCC and on the project website, where all PCC material was posted. The goal of these questions was to gain feedback that would inform the development of the ATMP.

1. Walking Network: Where are sidewalks or other improvements for walking needed along Regional roads and to connect to regional destinations?

2. Cycling Network: What type of cycling facilities (paved shoulders, bike lanes, segregated bike lanes, cycling tracks and boulevard multi-use trails) should be built on Regional roads and which ones need these facilities?

3. Winter Network: What could the Region do to help make walking and cycling viable in the winter?

4. Changing Behaviour: What could the Region do to help make walking and cycling viable in the winter?

5. “Burning Issues”: Beyond building the Regional Walking and Cycling Network, what else could the Region do to address “burning issues” for walking and cycling?

PCC #2 – Spring 2012, Networks and Select Action Plans

The purpose of the second PCC was to provide an update on the progress of the study including a draft active transportation network, and to solicit more input to feed into developing the remainder of the plan. It was held on Monday, June 5, 2012 at the University Of Waterloo School Of Pharmacy. This event was co-hosted with the first PCC for the King ▪ Victoria Multi-Model Transportation Hub Study as well as the kickoff event for the Commuter Challenge, sponsored by Sustainable Waterloo Region and the City of Kitchener. Each hosting party provided an update of their respective projects, followed by guest speaker, Hans Moor of the Dutch Embassy and president of Citizens for Safe Cycling, Ottawa.

Over 120 people attended the second PCC. Displays showed draft maps of the walking and cycling network along with a preliminary “Fix-It” List, and ideas for way-finding signage. Feedback was solicited about missing links in the network, other potential “Fix-It” locations and priorities in the network. Comment forms were distributed to the public. All PCC materials were posted on the project website walkcyclewr.regionofwaterloo.ca, including an information booklet and video presentation that summarized progress to date.

PCC #3 – Fall 2013, Complete Draft Plan

The third series of public consultation was held in November 2012 with events in Cambridge, Kitchener and Waterloo. The purpose of the third PCC was to present the draft report for Walk Cycle Waterloo Region. The PCC was held in a drop-in format between 4:00 p.m. to 8:00 p.m. Displays for each section of the draft ATMP and maps were available for review along with an
information booklet summarizing the study recommendations and a comment form. Feedback on the draft recommendations was solicited in three ways: by talking with the project team at the PCC, through the comment form available at the PCC and on the study web site, and through an on-line survey. Several pointed questions were asked about specific sections of the draft as well as open format questions to capture any other comments someone would like to make.

1. Five key trends were identified from the received and are as follows: Complete the network, fill the gaps, and fix problem areas

2. Provide the funding to get these projects built as soon as possible

3. Build segregated cycling facilities

4. Improve winter maintenance of sidewalks, trails and cycling facilities; winter maintenance needs to be done on par with roads or better and Sidewalk clearing should be done by the area municipality

5. Educate (programs and school curriculum)
ATTACHMENT 2 – WALKING AND CYCLING NETWORK MAPS

Recommended Cambridge Walking Network
Recommended Kitchener Cycling Network

Future
- Constrained Corridor
- Bike Lane
- Segregated Bike Lane
- Boulevard Multi-use Trail
- Area Municipal Cycling Facility
- 1m Paved Edge

Existing
- Bike Lane
- Boulevard Multi-use Trail
- Area Municipal Cycling Facility
- 1m Paved Edge

Additional Features
- Minor Trail
- Major Trail
- Special Study Area
- Regionally Significant
- F## Fix-it Project

Kilometers
Recommended Waterloo Cycling Network

Future
- Constrained Corridor
- Bike Lane
- Segregated Bike Lane
- Boulevard Multi-use Trail
- Area Municipal Cycling Facility
- 1m Paved Edge

Existing
- Bike Lane
- Boulevard Multi-use Trail
- Area Municipal Cycling Facility
- 1m Paved Edge

Additional Features
- Minor Trail
- Major Trail
- Special Study Area
- Regionally Significant
- F# Fix-it Project

Kilometers

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Recommended Wellesley Cycling Network
ATTACHMENT 3 – ORIGINAL 2006 SIDEWALK POLICY

“SIDEWALKS ON REGIONAL ROADS POLICY”

- The capital cost of installing new (i.e. initial) sidewalks on Regional Roads will be the responsibility of the Region (includes any “in-fill” or gap areas);

- The Local Municipality will continue to be responsible for the ownership and maintenance responsibilities of these sidewalks – as is the case in the present policy;

- There will be no transfer of funds between the Local Municipalities and the Region to accommodate this policy change;

- As additional sidewalks are installed by the Region on Regional Roads, there will need to be a proportional increase by the Local Municipalities in their maintenance budgets;

- Multi-Use Trails on Regional Roads:
  - Where a new multi-use trail is to be implemented by the Local Municipality, and there already is an existing on-road cycling facility or one proposed, then the Region will not fund any of the multi-use facility, assuming a sidewalk already exists;
  - If a sidewalk does not exist, the Region will put the cost of constructing a sidewalk towards the multi-use trail; and
  - The maintenance of multi-use trails will remain the Local Municipalities responsibility.

- The design standards (e.g. width, depth, etc) for sidewalks on Regional Roads will generally be the same as used by the Local Municipality on their roads;

- Where a Regional Road passes through a local municipally-owned industrial subdivision, the Regional Road will be designed and built to Regional standards (i.e. typically urban cross-section including curb and gutters); and

- Sidewalks will be constructed on one or both sides of Regional Roads where the existing or expected pedestrian activity meets specified warrants. The warrants are currently being developed.
ATTACHMENT 4 – PROPOSED UPDATED SIDEWALK POLICY

SIDEWALKS

Sidewalks will be constructed on both sides of Regional roads, except on Rural Connectors or where it is demonstrated that there are significant barriers to construction. Where significant barriers exist, a sidewalk will be constructed on one side of the road unless precluded by said barriers. Construction of a sidewalk will be based on local context and the overall active transportation network.

MULTI-USE TRAILS

Construction of a multi-use trail will substitute or be in addition to the construction of sidewalks and cycling facilities based on local context and the overall active transportation network. Generally, the Region will not construct multi-use trails and cycling lanes simultaneously on both sides of a Regional road. Similarly, a sidewalk and a multi-use trail will generally not be constructed on the same side of a Regional Road.

GENERAL RULES

For the purpose of the following rules, “pedestrian facilities” is taken to mean both sidewalks and multi-use trails.

<table>
<thead>
<tr>
<th>Initial Capital Costs</th>
<th>The capital cost of constructing new pedestrian facilities on Regional Roads, where none existed previously, will be the responsibility of the Region.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design</td>
<td>The Region will be responsible for the design of pedestrian facilities along Regional Roads.</td>
</tr>
<tr>
<td>Maintenance Costs</td>
<td>Area Municipalities will own and be responsible for all maintenance on the full width of pedestrian facilities along Regional Roads.</td>
</tr>
</tbody>
</table>
| Replacement Costs     | Where an existing pedestrian facility on a Regional Road is to be replaced:  
  • Due to age, safety or condition, the Area Municipality will be responsible for the replacement cost.  
  • Due to grade changes, road widening or other construction events related to Regional project needs, the Region will be responsible for the replacement cost.  
  • Due to excavations for sanitary sewer replacements or other construction events related to project needs of the Area Municipality, the Area Municipality will be responsible for the replacement costs.  
  Where a multi-use trail replaces a sidewalk, the equivalent cost of replacing the sidewalk will be assigned based on the preceding rules. Any additional capital costs related to building the multi-use trail will be the responsibility of the Region. |
