Welcome
Public Consultation Centres
November 27, 28 & 29, 2012 from 4-8 p.m.

Thank you for joining us.
Please review the boards and feel free to ask questions.
What’s this Study all about?

Walk Cycle Waterloo Region is: the Region of Waterloo’s plan on how to make walking, biking and rolling easier in our community.

Why are we doing the study?
By promoting and integrating active forms of transportation, Walk Cycle Waterloo Region will help us achieve the Region’s vision to...

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

and...

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

The Transportation Master Plan already sets the framework with a vision for transportation:

- **Optimize the Transportation System:** Make the most of what exists: preserve and maximize the use of facilities and services – avoid or defer the need for new infrastructure that does not support the other goals
- **Promote Transportation Choice:** Provide and maintain a transportation system that offers competitive choices for moving people and goods in an integrated seamless manner while minimizing single occupancy vehicles trips
- **Foster a Strong Economy:** Provide a transportation system that supports the retention of existing businesses and attraction of sustainable economic activity
- **Support Sustainable Development:** Propose and maintain a transportation system that supports sustainable growth in both urban and rural areas and reduces transportation contributions to climate change

The Region has committed to ensuring that the health and social benefits of an active lifestyle direct transportation planning and design decisions. While it is recognized that local context will influence transportation design choices, in these high growth areas priority will be given in the following order:

1. Walking
2. Cycling
3. Public transit
4. Carpooling and other smart commute strategies
5. Driving alone
   (single occupant vehicles)

Over the next 20 years, the Region is aiming to increase the number of trips made by walking by about 25% and more than triple the trips made by cycling. The Region is also aiming for half of all trips around transit stations to be made by bike and on foot.
We’re nearing the end!

Five ACTION PLANS have been developed as part of Walk Cycle Waterloo Region

**Timeline**

<table>
<thead>
<tr>
<th>Winter 2011 / 2012</th>
<th>Consultation</th>
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<tr>
<td>Initial Public Workshops</td>
<td></td>
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<td>Focus groups</td>
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<td>Stakeholder meetings</td>
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<td>Public Consultation Centres (June &amp; November)</td>
<td></td>
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<tr>
<td>Public Meeting of Planning and Works Committee</td>
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<td>Walk Cycle Waterloo Region goes to Council for final consideration</td>
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<tr>
<th>Spring / Summer 2012</th>
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<tr>
<td>Behavioural Shift Action Plan</td>
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<td>Performance Monitoring Action Plan</td>
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<tr>
<th>Fall / Winter 2012</th>
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<tbody>
<tr>
<td>Walking and Cycling Networks Action Plan</td>
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<tr>
<td>Winter Network Action Plan</td>
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**Walk Cycle Waterloo Region**

- Design Guidelines
- The DRAFT Walking and Cycling Networks were presented to the public for feedback in June 2012; the complete DRAFT Walk Cycle Waterloo Region Plan is now being presented for your review.
What have we heard so far?

In November 2011, over 150 people attended workshops in Cambridge, Kitchener, and Waterloo.

Some of the key messages we heard were:

- building sidewalks was not enough, the walking network need to be connected, safe and convenient
- the design of cycling facilities is a big concern
- trails need to be integrated and easily accessed via good road connections
- there is a need for respect between all road users and educational resources are needed

Over 120 people attended the second PCC in June 2012. We heard many suggestions about:

- specific areas around the region where spot fixes are needed to the walking or cycling networks
- the importance of multi-use trails or separated bike lanes
- the need for better crossings
- winter maintenance of sidewalks, trails and cycling facilities needs to improve
- prioritizing funding for walking and cycling improvements
- improving signage, maintenance and education campaigns

We heard from the public that addressing safety concerns is the key to creating a region where cycling is a competitive choice. Generally, cyclists can be divided into four categories:

- **<1% Strong & Experienced**
  Will ride regardless of facilities. Trip distance is not an issue.

- **7% Enthused & Confident**
  Comfortable in traffic with appropriate facilities. Prefer shorter trip distances.

- **60% 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).

- **33% No Way, No How**
  Not interested in cycling at all.
How to read the maps

Solid lines are **existing facilities**

Dashed lines are **planned facilities** that are recommended to be constructed in the next 20 years.

Each colour represents a different **type of facility**.

**Common to both Networks:**

**Major Trails:** granular or asphalt surface.

**Minor Trails:** granular or asphalt surface; these may be paths that connect between houses in subdivisions or paths and trails in local parks.

**Boulevard Multi-use Trails:** built in the boulevard along roads where there are few driveways and side street intersections; a single line is a trail on one side of the road; double lines are trails on both sides of the road.

**Special Study Areas:** include projects such as pedestrian bridges, key trail / road connections and crossings, tight or constrained corridors that warrant further study, etc.

1. Spurline Trail
2. LRT Corridor with limited width
3. Hespeler Rd. over Hwy. 401
4. Fischer-Hallman Rd. over Hwy. 7/8
5. Trail/bridge across Speed River in Preston
6. Beverley St. through rail underpass
7. Water St. crossing at Churchill Park
8. CN Rail corridor connection to King / Victoria Transit Hub
9. Steckle Woods multi-use trail connection
10. Alpine to Hanson connection
11. R&T Park LRT Station to Phillip connection

**Walking Network:**

A single line is a sidewalk on one side of the road; double lines are sidewalks on both sides of the road.

**Sidewalk infill** are planned where sidewalks are currently missing.

**Sidewalk replacements** are planned to replace existing sidewalks in poor condition.

**Pedestrian enhancements:** areas where amenities such as shade, landscaping, rest areas, etc. are desirable.

**Cycling Network:**

**Bike Lanes:** could have a painted buffer if there is enough road width; there currently are no buffered bike lanes in the Region of Waterloo.

**Marked shared-use lane:** where cyclists and motorists speeds are similar; if next to a red line on the map, it may be a bike lane in the uphill direction and “sharrows” in the downhill direction.

**Local Connections of Regional Significance:** on an Area Municipal street or trail.

**Local Cycling Facilities:** existing or planned by the Area Municipality.

**Segregated bike lanes** with some form of separation from traffic.

**Segregated Corridor - Bike lane preferred:** Need for cycling facilities, but little space. More review is needed to establish what best fits local context.
## Selecting appropriate cycling facilities

<table>
<thead>
<tr>
<th>Types of Cyclists</th>
<th>Regional Roadway Classification</th>
<th>Types of Cycling Facilities</th>
<th>Interactions</th>
<th>Separate Space</th>
<th>Segregated Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>“Strong and Fearless” Cyclists</td>
<td>Rural Connector</td>
<td>Rural Bike Lane</td>
<td>&lt;2000 AADT and &gt;70km/h</td>
<td>Paved shoulder designated as bike lane</td>
<td>Gaps in traffic allow motorists to pass</td>
</tr>
<tr>
<td>“Enthused and Confident” Cyclists</td>
<td>Community Connector</td>
<td>Shared Lane</td>
<td>≤50 km/h (40 km/h preferred)</td>
<td>“Sharrow” marked adjacent on-street parking or in middle of narrow travel lane</td>
<td>Useful adjacent on-street parking to encourage cyclists to ride outside of the zone of the door opening on a parked car</td>
</tr>
<tr>
<td>“Interested but Concerned” Cyclists</td>
<td>Neighbourhood Connector: Main Street</td>
<td>Enhanced Shared Lane</td>
<td>≤50 km/h (40 km/h preferred)</td>
<td>“Sharrow and Advisory Lane” marked in middle of narrow travel lane</td>
<td>Cyclists and motorists can operate in single file (cyclists allowed full use of lane)</td>
</tr>
<tr>
<td></td>
<td>Neighbourhood Connector: Avenue</td>
<td>Bike Lane</td>
<td>≤70 km/h</td>
<td>Marked bike lane line</td>
<td>Establishes lateral clearance with passing motorists, although they may encroach on the cycling facility reducing cyclists comfort</td>
</tr>
<tr>
<td></td>
<td>Rural Village: Main Street</td>
<td>Segregated Bike Lane</td>
<td>≤70 km/h</td>
<td>Marked bike lane line and buffer Buffer can be adjacent travel lane or on-street parking lane</td>
<td>Provides additional lateral clearance from passing motorists, heavy vehicles and transit vehicles, or from door opening of a parked car</td>
</tr>
<tr>
<td></td>
<td>Residential Connector</td>
<td>Boulevard Multi-use Trail</td>
<td>≤70 km/h</td>
<td>Types of segregation: delineators, median, planters, mountable or barrier curb, etc. Locate adjacent travel lanes, behind on-street parking, in boulevard</td>
<td>Establishes lateral clearance with passing motorists, although they may encroach on the cycling facility reducing cyclists comfort</td>
</tr>
</tbody>
</table>

- **Paved shoulder designated as bike lane**
- **“Sharrow” marked adjacent on-street parking or in middle of narrow travel lane**
- **“Sharrow and Advisory Lane” marked in middle of narrow travel lane**
- **Marked bike lane line**
- **Marked bike lane line and buffer Buffer can be adjacent travel lane or on-street parking lane**
- **Types of segregation: delineators, median, planters, mountable or barrier curb, etc. Locate adjacent travel lanes, behind on-street parking, in boulevard**

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*Region of Waterloo*

*Walk Cycle WATERLOO REGION*
Walking & Cycling Networks

Why do we need to improve our Walking and cycling Networks?

• Walking is the number one reason why people believe they drive less now compared to 10 years ago, as indicated by survey conducted in 2007

• One in seven people in Ontario have a disability and accessible pedestrian facilities will help remove transportation barriers

• The majority of the population in Waterloo Region feels the expansion of the Region's cycling networks should be a priority

• The number one reason people do not cycle more often is because of safety concerns related to sharing the road with vehicles

How long will the network be?
The walking network could double in length and the cycling network will almost triple in length over the next 20 years.

<table>
<thead>
<tr>
<th>Facility</th>
<th>Existing</th>
<th>Recommended</th>
<th>Future (Total)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalks along Regional roads (linear km on each side of the street)</td>
<td>279 km</td>
<td>160 km</td>
<td>439 km</td>
</tr>
<tr>
<td>Boulevard Multi-Use Trail (linear km on each side of the street)</td>
<td>19 km</td>
<td>94 km</td>
<td>113 km</td>
</tr>
<tr>
<td>Local Connection of Regional Significance along Major Trails</td>
<td>28 km</td>
<td>28 km</td>
<td>28 km</td>
</tr>
<tr>
<td><strong>Subtotal: Walking Network (Sidewalks and Trails)</strong></td>
<td>298 km</td>
<td>284 km</td>
<td>580 km</td>
</tr>
<tr>
<td>Local Connection of Regional Significance along local cycling facility</td>
<td></td>
<td>107 km</td>
<td>107 km</td>
</tr>
<tr>
<td>Shared-use lane (mark with “sharrows”)</td>
<td>7 km</td>
<td>1 km</td>
<td>8 km</td>
</tr>
<tr>
<td>Wide lane</td>
<td>3 km</td>
<td>0</td>
<td>3 km</td>
</tr>
<tr>
<td>Bike lane</td>
<td>46 km</td>
<td>86 km</td>
<td>130 km</td>
</tr>
<tr>
<td>Bike lane in constrained corridor</td>
<td>18 km</td>
<td>18 km</td>
<td></td>
</tr>
<tr>
<td>Segregated bike lane</td>
<td>16 km</td>
<td>16 km</td>
<td></td>
</tr>
<tr>
<td>Rural bike lane (1.2 m wide or more)</td>
<td>168 km</td>
<td>255 km</td>
<td>423 km</td>
</tr>
<tr>
<td>Narrow paved shoulder (less than 1.2 m wide)</td>
<td>67 km</td>
<td>0</td>
<td>67 km</td>
</tr>
<tr>
<td>Boulevard Multi-use Trail (linear km on each side of the street)</td>
<td>19 km</td>
<td>94 km</td>
<td>113 km</td>
</tr>
<tr>
<td><strong>Subtotal: Cycling Network (Cycling Facilities and Trails)</strong></td>
<td>310 km</td>
<td>577 km</td>
<td>885 km</td>
</tr>
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</table>

For the 18 km of constrained corridors, bike lanes are preferred but may not be feasible due to the right-of-way constraints. At minimum these corridors will be marked shared use with “sharrows”.
Finding your way around!

**Strategic Signage Action Plan:**
There are two basic requirements for way-finding signage. Signs should enable you to:
1. Find and follow a route on trails and along roads; and
2. Find and know how far it is to key destinations.

**Pilot Project:**
The Region of Waterloo and Area Municipalities are working together to test trail, street name and destination signs along the Trans Canada Trail.

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**For Regional Routes:**
Five cycling routes that cross the Region have been identified and could become part of a larger Provincial network. Naming or numbering these routes would help visitors find their way.

**For On-road Cycling Facilities:**
For streets with cycling facilities, bicycle logos would be added to the street name signs. This cuts down on the number of signs needed. The colour would match that of the existing street name signs.

**For Trails:**
Trail names or logos would be signed at access points and road crossings. Some arrow signs may be needed where there is a jog in the trail or where two trails meet. Street name signs would be provided at trail crossings.

**For Regional Destinations:**
Regional destinations would be signed at key decision points, indicating the distance and time to travel there. These signs should help cyclists find their way to key destinations. The Region will test the two different design options shown here, both online and in the field, to see which best meets the needs of pedestrians and cyclists.
Changing behaviour

Walk Cycle Waterloo Region includes a *Behaviour Shift Action Plan* to help reposition active transportation in the minds of Waterloo Region residents as convenient, accessible and safe. The Plan identifies actions designed to achieve long-term behaviour change, provide measurable results and encourage social norming. An education program will also be required to familiarize all road uses on how to use new facilities along Regional Roads such as bike boxes, multi use trails and cycle tracks.

**Strategies:**
1. Active Transportation Champion/Stakeholder Summit
2. Phased Individualized Marketing Program
3. TravelWise Adopt-a-Stop
4. Regional Police Safety and Enforcement Week
5. Walk Challenge/AT Challenge
Measuring our success

A monitoring and evaluation program will help the Region monitor progress in the following areas:

• Creating a safe, efficient, and reliable transportation system
• Balancing and integrating transportation choice
• Improving air quality
• Increasing the level of active transportation activities
• Increasing the number of new or enhanced walking and cycling facilities
• Building the Walking and Cycling Networks
• Establishing and maintaining winter service standards for the Networks

Actions:
1. Develop a Monitoring and Evaluation Strategy
2. Count all modes annually
3. Install three permanent automated counters (two near King/Victoria Transit Hub and one on the Iron Horse Trail) for active modes
4. Install public count displays to help encourage active transportation
5. Increase analysis of collision data
6. Report results of the monitoring program to the public

Supporting policy

Policies are needed to support the implementation of Walk Cycle Waterloo Region. The Plan recommends which existing practices and approaches need to be updated as well as new policies that should be developed to reflect the directions in the Plan and the goals of the Regional Transportation Master Plan.

Updates to policy for construction and maintenance responsibility of sidewalks and multi use trails

Updates to the Cycling Master Plan Policy

New policies to update municipal by-laws

A region-wide walking and cycling map separate from the GRT Transit Route Map
Design Guide
Recommendations for Walking Network

The **Design Guide** in Walk Cycle Waterloo Region provides planning and design guidance for creating safe, convenient and comfortable space for pedestrians, cyclists, and other active transportation modes along Regional roads throughout Waterloo Region, regardless of their skills, experience or abilities.

- Outlines practices to be used to meet basic pedestrian needs related to sidewalk width, accessibility requirements and convenient crossings.
- Encourages the Region and Area Municipalities to consider land use types, densities and building form, landscaping and other elements that will influence the pedestrian trip.
Design Guide
Recommendations for Cycling Network

• Recommends different types of cycling facilities for different users (experienced, confident and casual cyclists) and in different rural and urban settings

• Includes facilities such as:
  • Multi-use trails with careful design of signalized intersection crossings
  • Segregated bike lanes
  • Bike lanes and buffers for bike lanes
  • Shared lanes
  • Designating paved shoulders as bike lanes on rural roads
  • Pavement markings and signage at intersections and crossings
Multi-use trail crossings

- The Walk Cycle Waterloo Region plan recognises that multi-use trails are one of the public’s most requested facilities.
- Providing a safe network is also a priority and when multi-use trails cross intersections special attention needs to be paid to ensure a safe crossing.
- Currently the Highway Traffic Act (HTA) does not allow cyclists to ride on or near crosswalks:

  **Riding in crosswalks prohibited**

  (29) No person shall ride a bicycle across a roadway within or along a crosswalk at an intersection or at a location other than an intersection which location is controlled by a traffic control signal system. R.S.O. 1990, c. H.8, s. 144 (29).

HTA regulation means that crossings often require this type of treatment. It is widely considered to be very inconvenient and compliance is an issue.

Mississauga is piloting a “crossride”, this kind of crossing may be legalized in a future update to the HTA, it may be used with or without special bike signals.

Other types of crossings such as this “bending in” or these enhanced intersection markings for cycle tracks are provided in the Green Chapter and referenced design guidelines to help address a variety of different crossing situations.
How much will it cost?

Current 10-year budget for active transportation: $52 million

Additional budget needed over 10-15 years for the Walk Cycle Waterloo Region Networks: $46 million

Fix-It List: $80,000 annually

Strategic Signage Program: $40,000 annually

Subject to Council approval

How do we get there?

Walk Cycle Waterloo Region includes tools that will help ensure the plan can be successfully implemented.

Transportation Capital Program Action Plan: Determine which walking and cycling facilities recommended in the Plan can be implemented through the Region’s 10-year Transportation Capital Program as part of the other transportation projects.

Gaps/Infill Action Plan: Relying on the Transportation Capital Program (TCP) alone will result in gaps in the network that could have a significant impact on its usability. The Gaps/Infill Action Plan details nearly 200 network segments that are recommended for completion within Regional corridors that are not included in the current TCP.

Fix-It List Action Plan: Ongoing maintenance and repair of walking and cycling infrastructure will need to occur to ensure the network remains safe and comfortable.

The “Fix It” Action Plan recognizes there are existing areas that are in need of improvements and maintenance for the overall connectivity, comfort and safety of the network. Projects have been identified by the public, the Active Transportation Advisory Committee and staff.
Thank you!

Here are some ways you can participate:

**Get informed:**
Read the display boards, take a handout, visit our web site

**Join the conversation:**
Tell us what you think about the DRAFT plans, fill out a comment form (here or online), email us, chat with the project team members

**Stay in touch:**
Join our email list, follow us on Facebook or Twitter

Visit [WalkCycleWR.regionofwaterloo.ca](http://WalkCycleWR.regionofwaterloo.ca)

Follow us! [@WalkCycleWR](http://twitter.com/WalkCycleWR)

Join the conversation #WalkCycleWR

Like us! [facebook.com/WalkCycleWR](http://facebook.com/WalkCycleWR)

Email us! [WalkCycleWR@regionofwaterloo.ca](mailto:WalkCycleWR@regionofwaterloo.ca)

...or have a chat with the project managers:

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