



Kitchener Downtown Cycling Grid

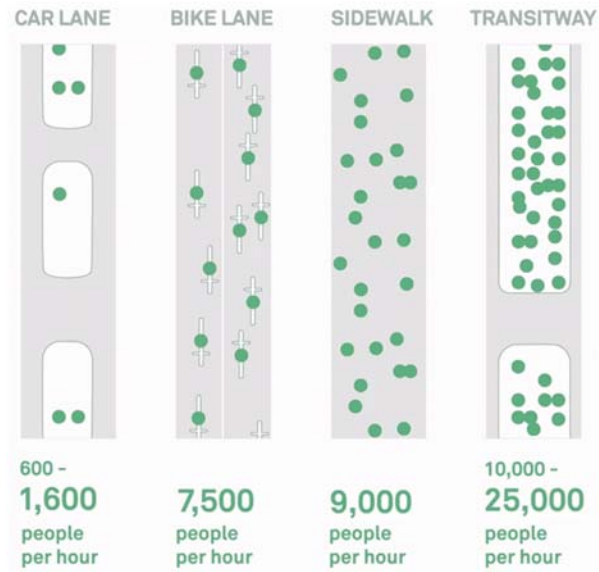
City of Kitchener
Transportation Services

People-friendly Transportation



Kitchener's 2019-2022 Strategic Plan

- *"Transform how people move through the city by making the transportation network safe, convenient, comfortable and connected."*
- *"Install a continuous and protected cycling network that connects adjacent neighbourhoods to the downtown by 2022."*

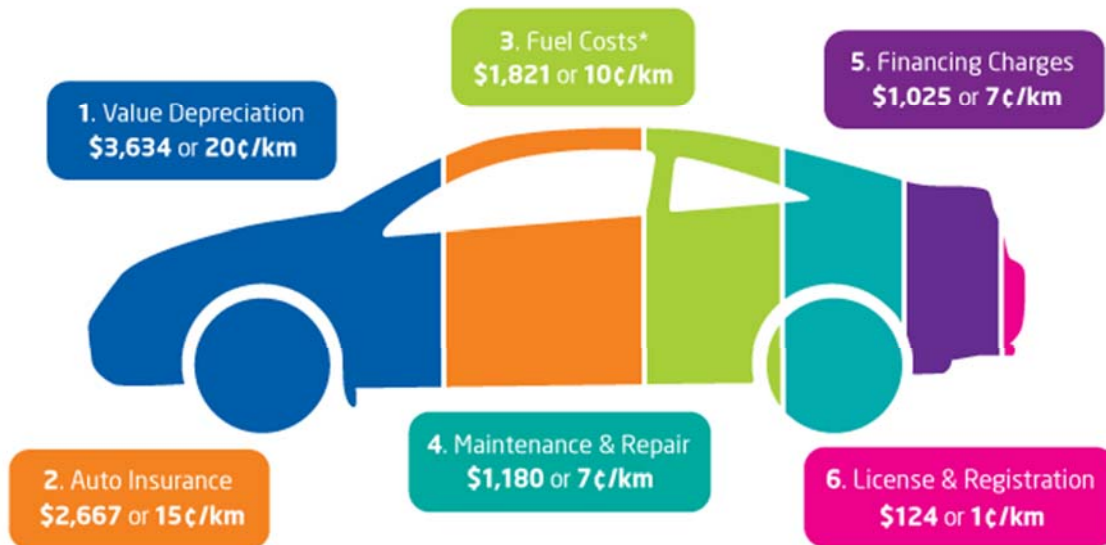


Downtown is changing

Affordability and economic development

Average Annual Cost of Owning a Car: **\$10,452**

Based on 18,000km of driving per year



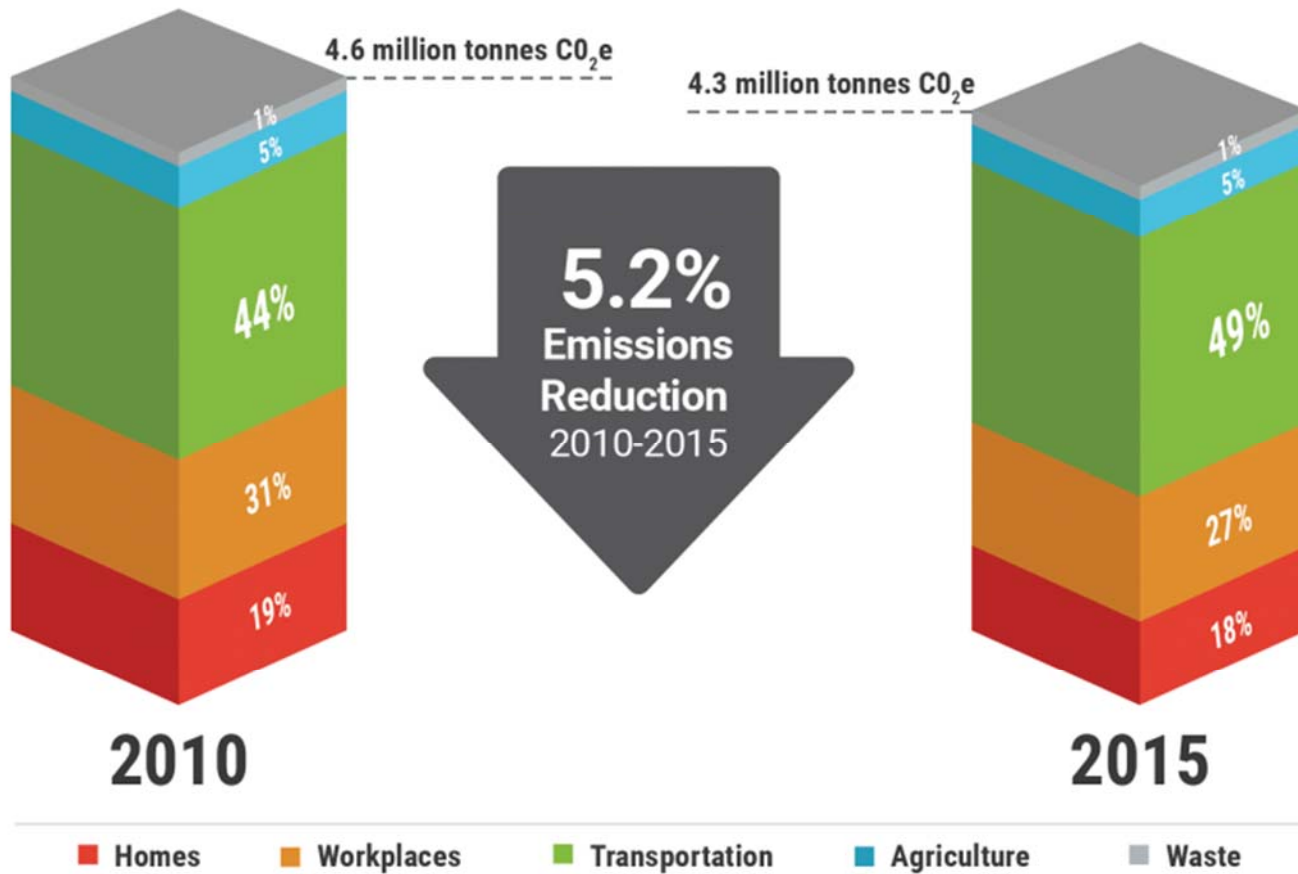
*Based on Canadian Automobile Association 2012 Driving Costs, *\$1.23/L*



“Cyclists make more frequent shopping trips than those arriving by car and spend at least as much overall as those who drive to shop.”

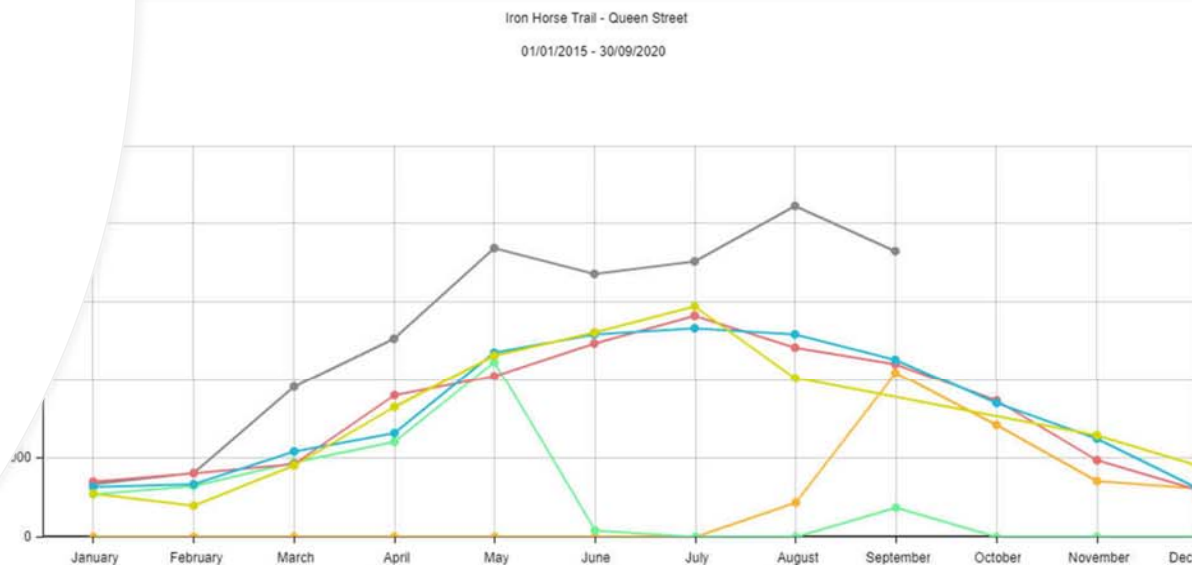
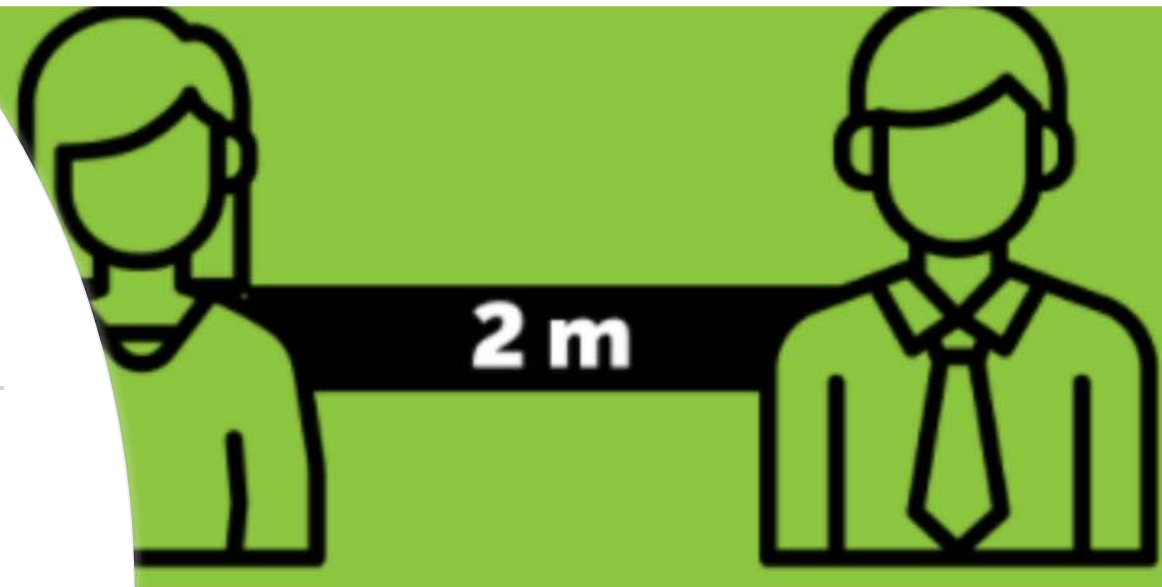
Spending Habits and Transport Patterns, University of Waterloo.

Climate action



COVID-19

- “Whenever feasible, consider riding bicycles or walking: this provides physical distancing while helping to meet the minimum requirement for daily physical activity, which may be more difficult due to increased teleworking, and limited access to sport and other recreational activities.” *World Health Organization*
- Ridership is up at all trail counters. Bicycle sales in Kitchener have skyrocketed since the start of the pandemic.

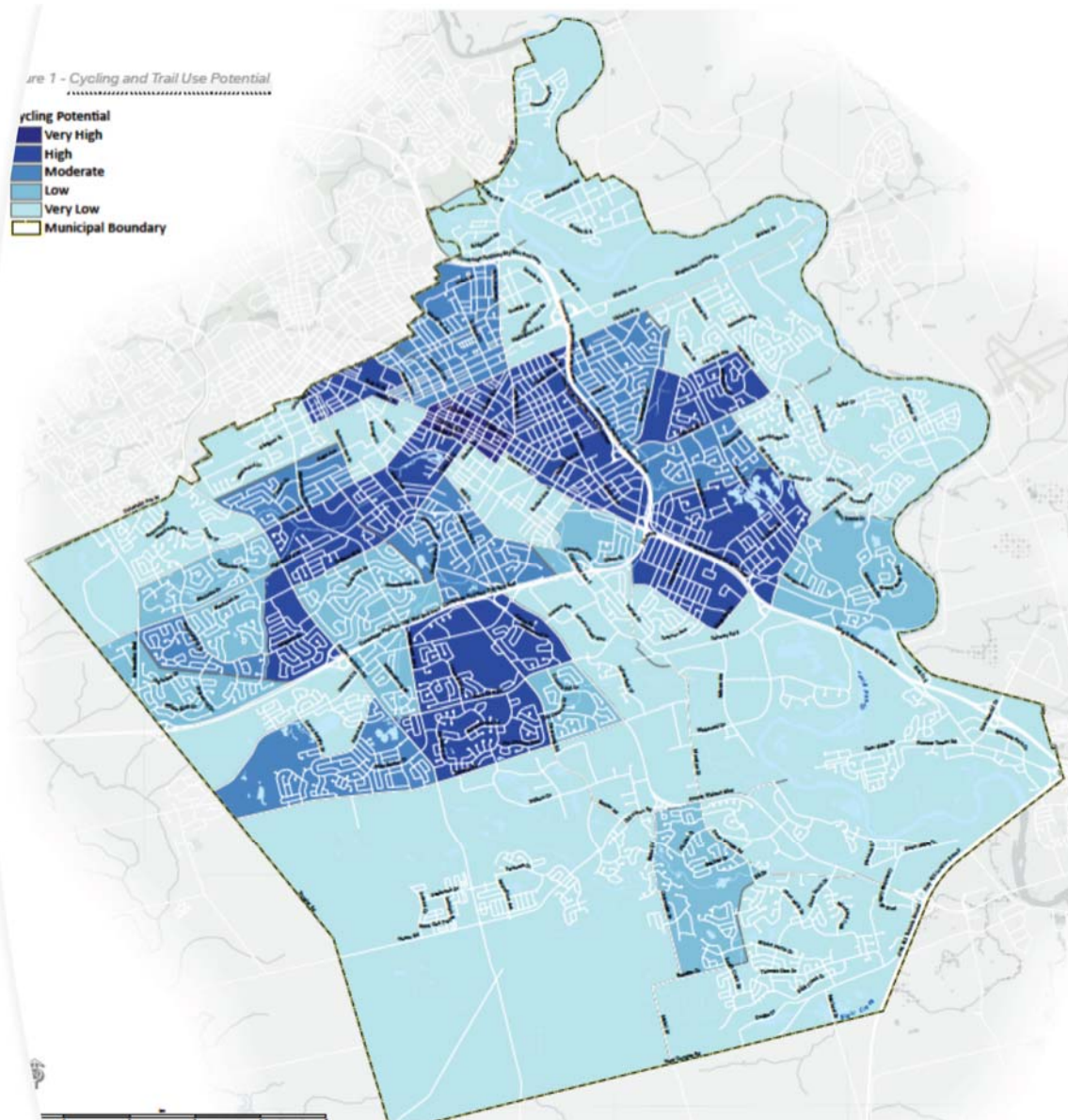


The Market for Active Transportation

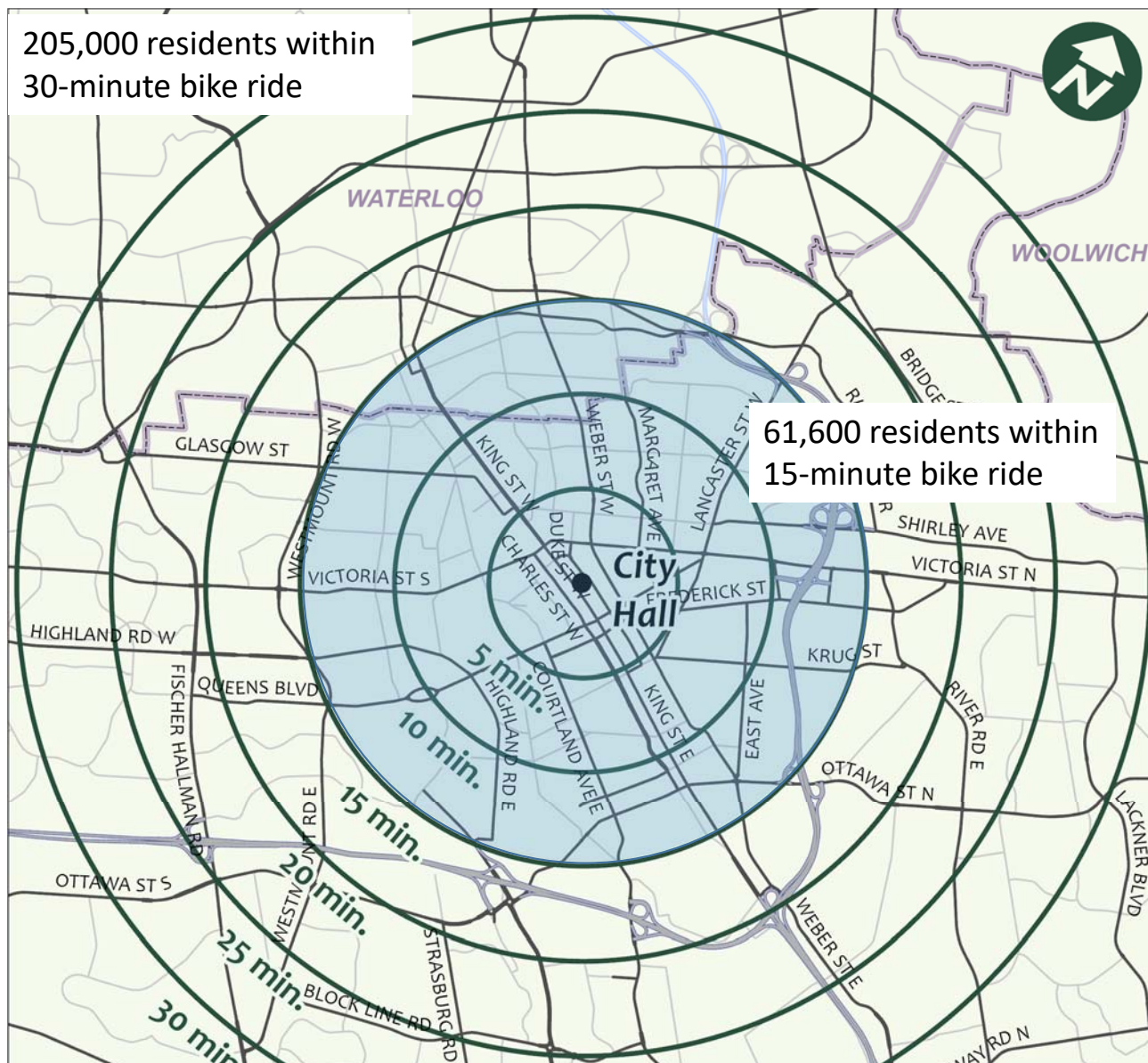
“An analysis was conducted to identify areas with the greatest opportunity to increase the number of cycling trips... based on several factors including **road network connectivity, road network density, land use mix, population and employment density, and topography.**”

The neighbourhoods with the highest potential are the Downtown Core, Civic Centre, Auditorium, Central Frederick, King East, Eastwood, Victoria Park, and K-W Hospital.”

City of Kitchener, *Cycling and Trails Master Plan* (2020), p. 13.



205,000 residents within
30-minute bike ride



Cycling potential downtown



Trail cyclists



Students



Tech workers



Multi-residential homes



Transit riders



Commuters within 5 km



How streets were selected

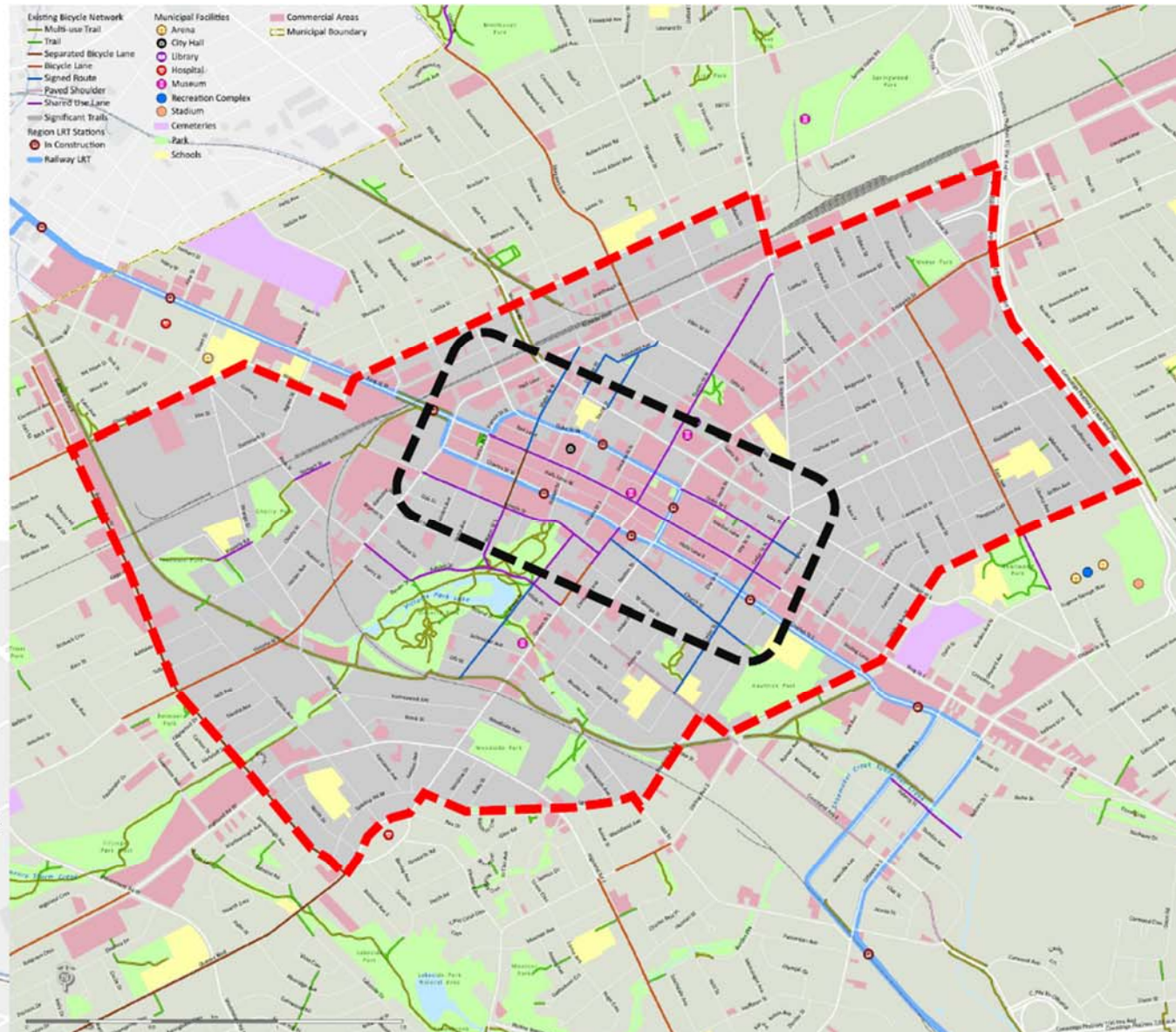
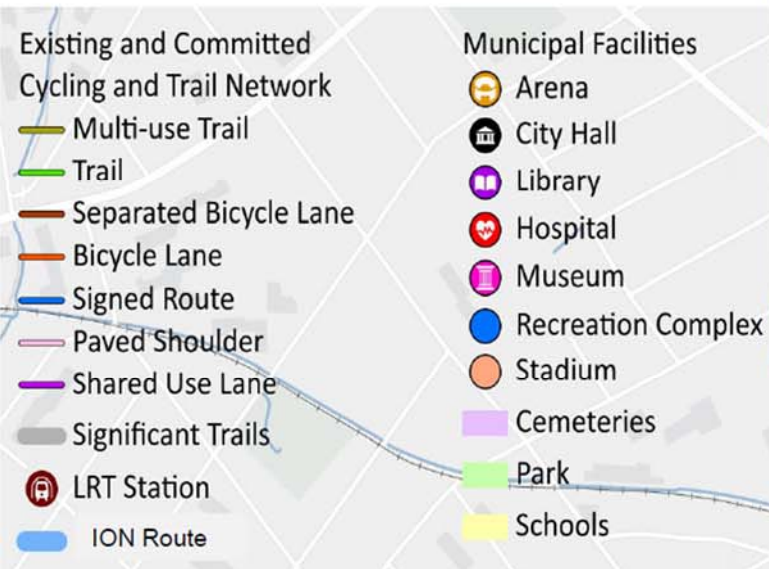
Based on feedback from 3200+ residents through the **Cycling and Trails Master Plan**, a series of guiding principles was established:

- Comfortable
- Connected
- Complete.



Study Area

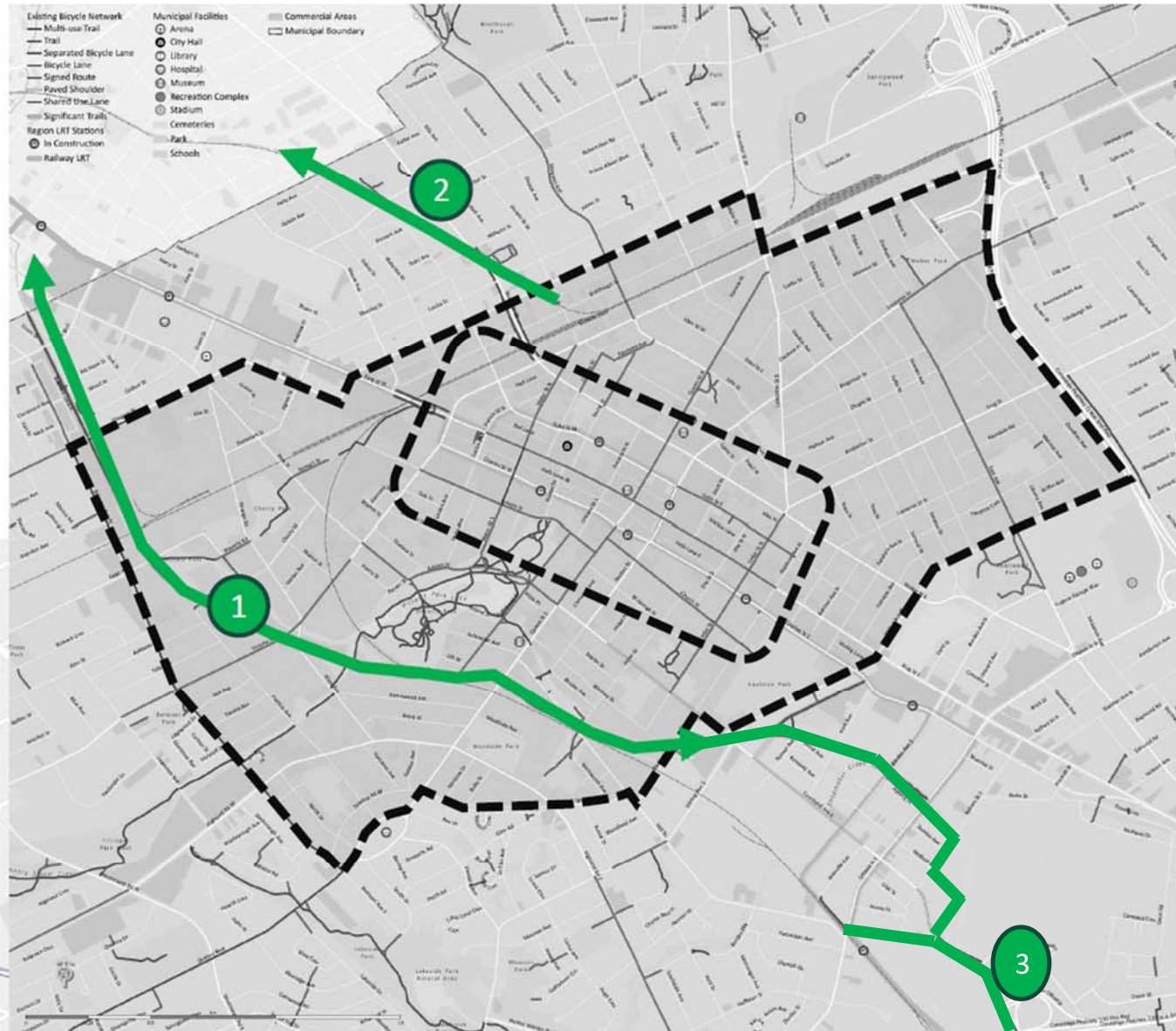
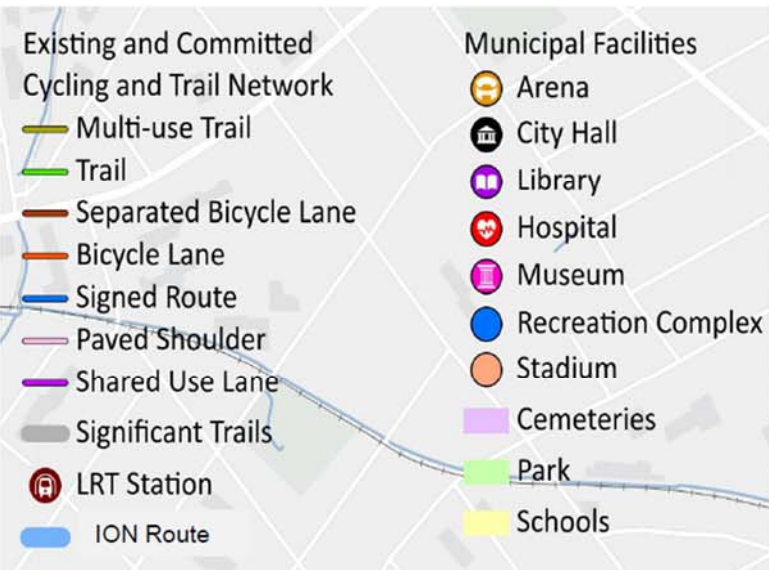
-  Primary Study Area
-  Secondary Study Area



Connections

Significant Trails

- 1 Iron Horse Trail
- 2 Spurline Trail
- 3 The Great Trail (Trans Canada Trail)



Connections

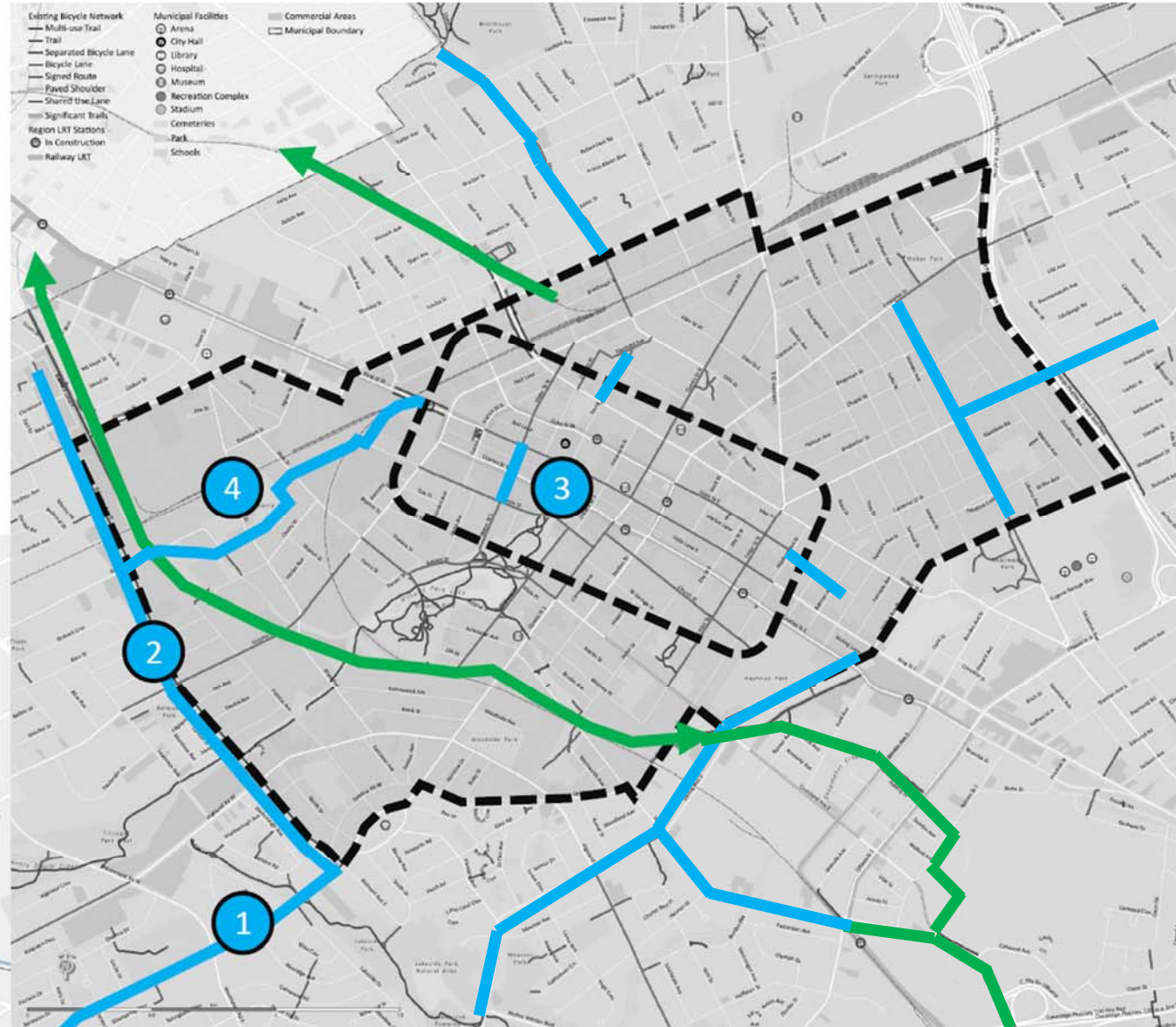
- 1 Queens Blvd
- 2 Belmont Ave
- 3 Water St
- 4 Iron Horse to Transit Hub

Existing and Committed Cycling and Trail Network

- Multi-use Trail
- Trail
- Separated Bicycle Lane
- Bicycle Lane
- Signed Route
- Paved Shoulder
- Shared Use Lane
- Significant Trails
- LRT Station
- ION Route


Municipal Facilities


- Arena
- City Hall
- Library
- Hospital
- Museum
- Recreation Complex
- Stadium
- Cemeteries
- Park
- Schools

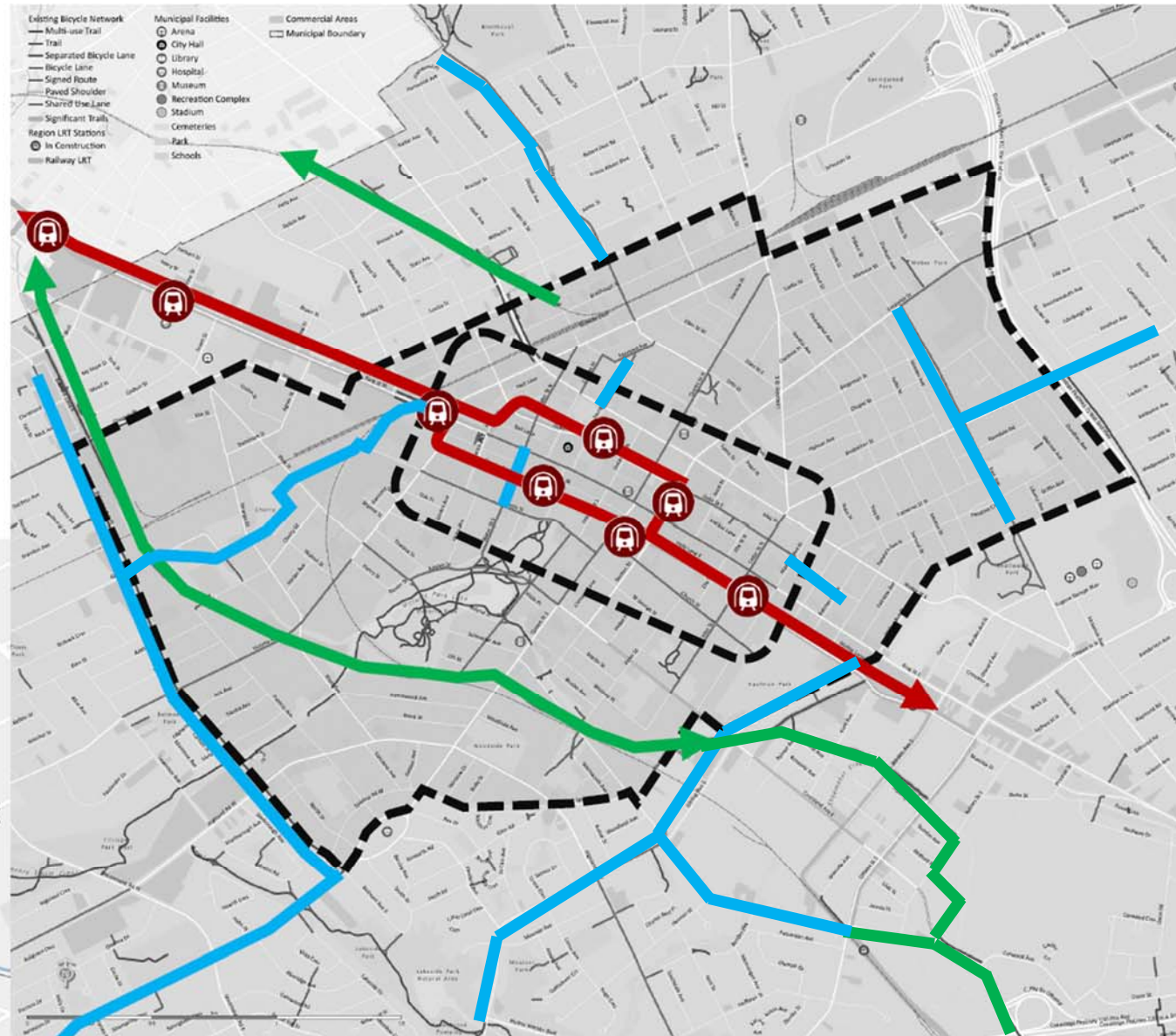


Connections

Light Rail Transit

 LRT Station

 LRT Alignment



Primary Area

Major North-South Corridors

9 North-South Corridors

- | | |
|------------------|-----------|
| 1 Victoria | 6 Benton |
| 2 Water | 7 Eby |
| 3 Gaukel / Young | 8 Cedar |
| 4 Ontario | 9 Madison |
| 5 Queen | |



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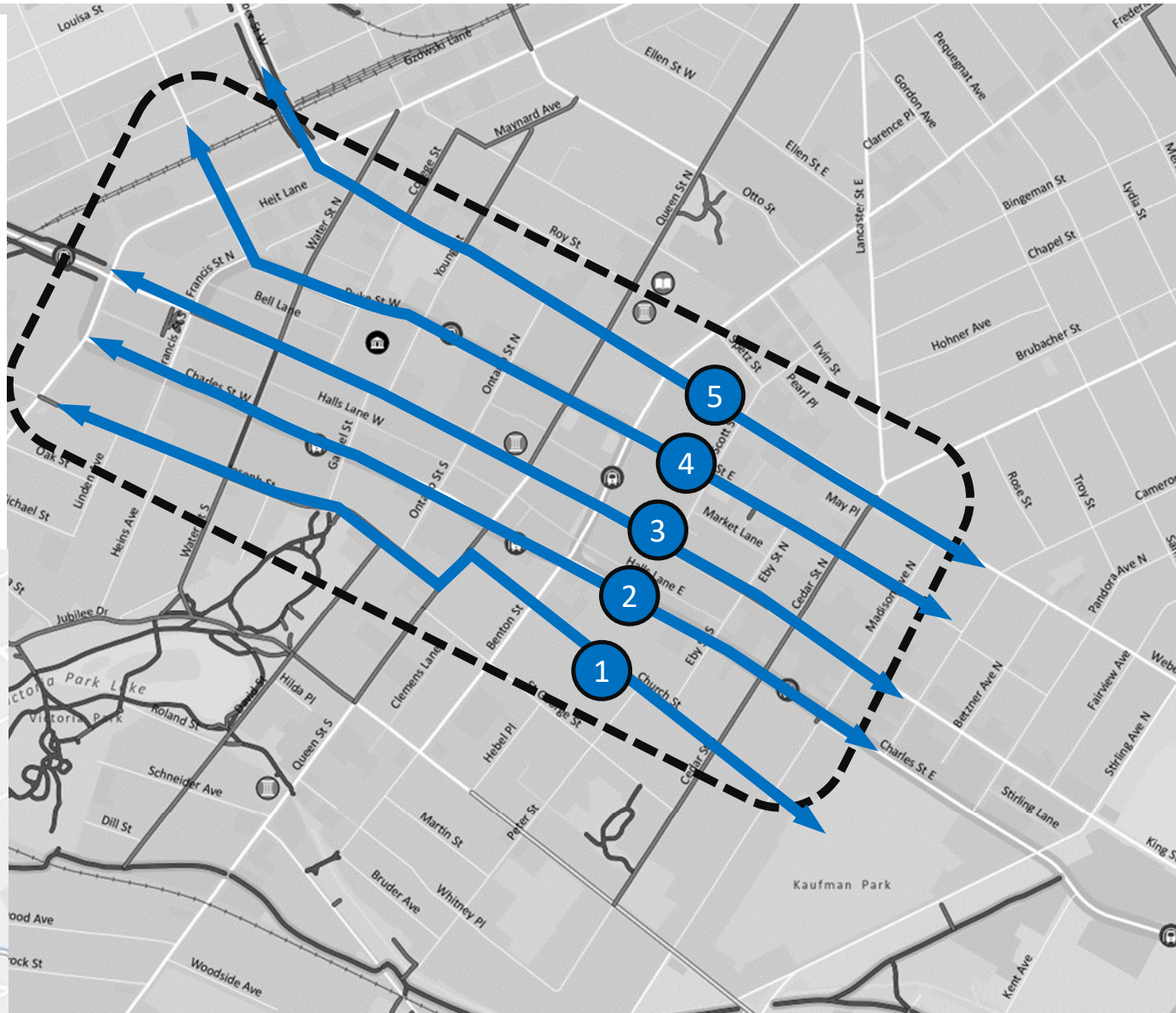
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Primary Area

5 East-West Corridors

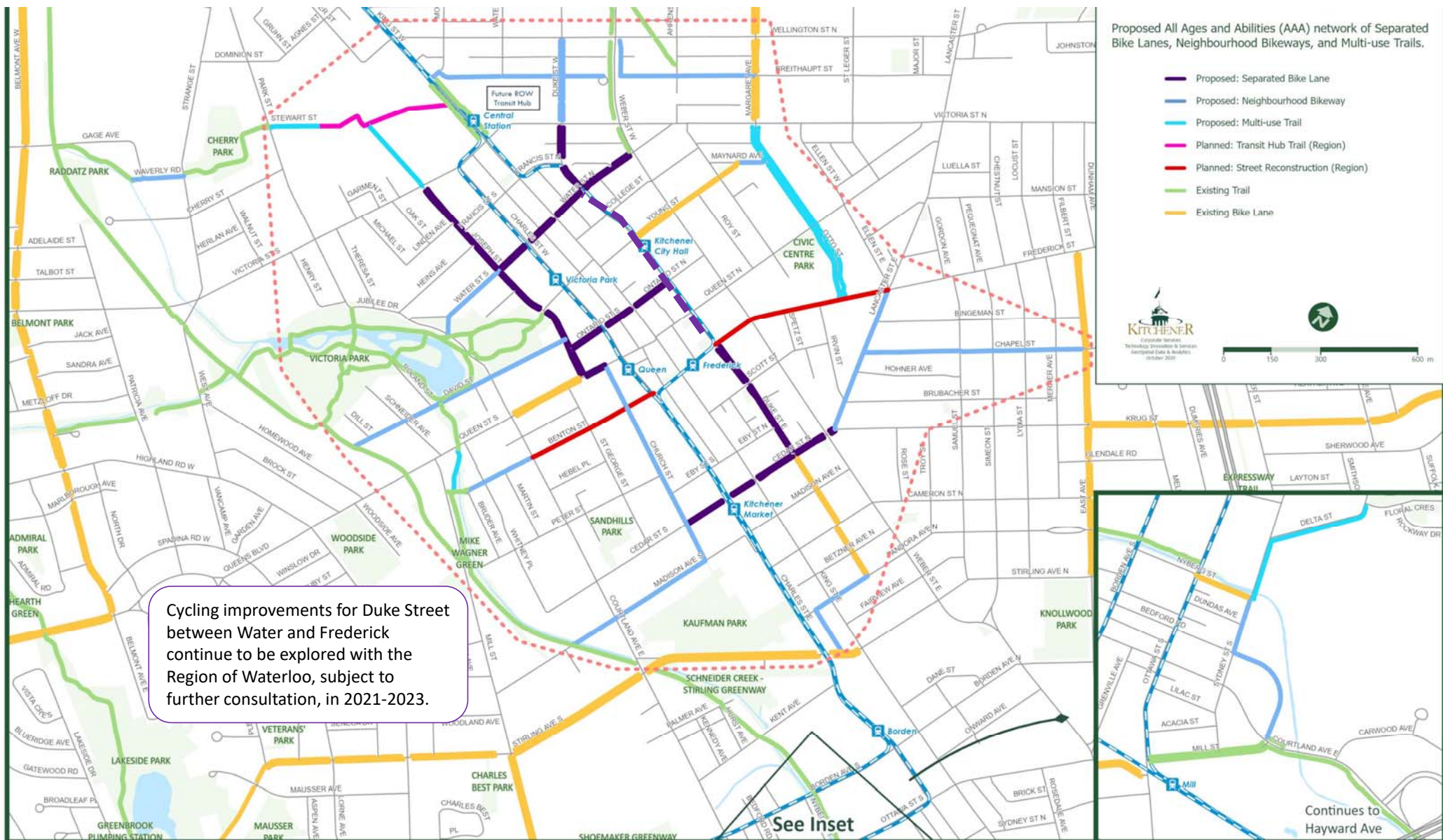
- 1 Joseph / Church
- 2 Charles
- 3 King
- 4 Duke
- 5 Weber



Additional factors

- Available roadway and right-of-way width;
- Parking;
- Motor vehicle volumes and number of lanes;
- Truck route;
- Transit service;
- Existing sidewalks; and
- Connections to existing trails and bike routes.





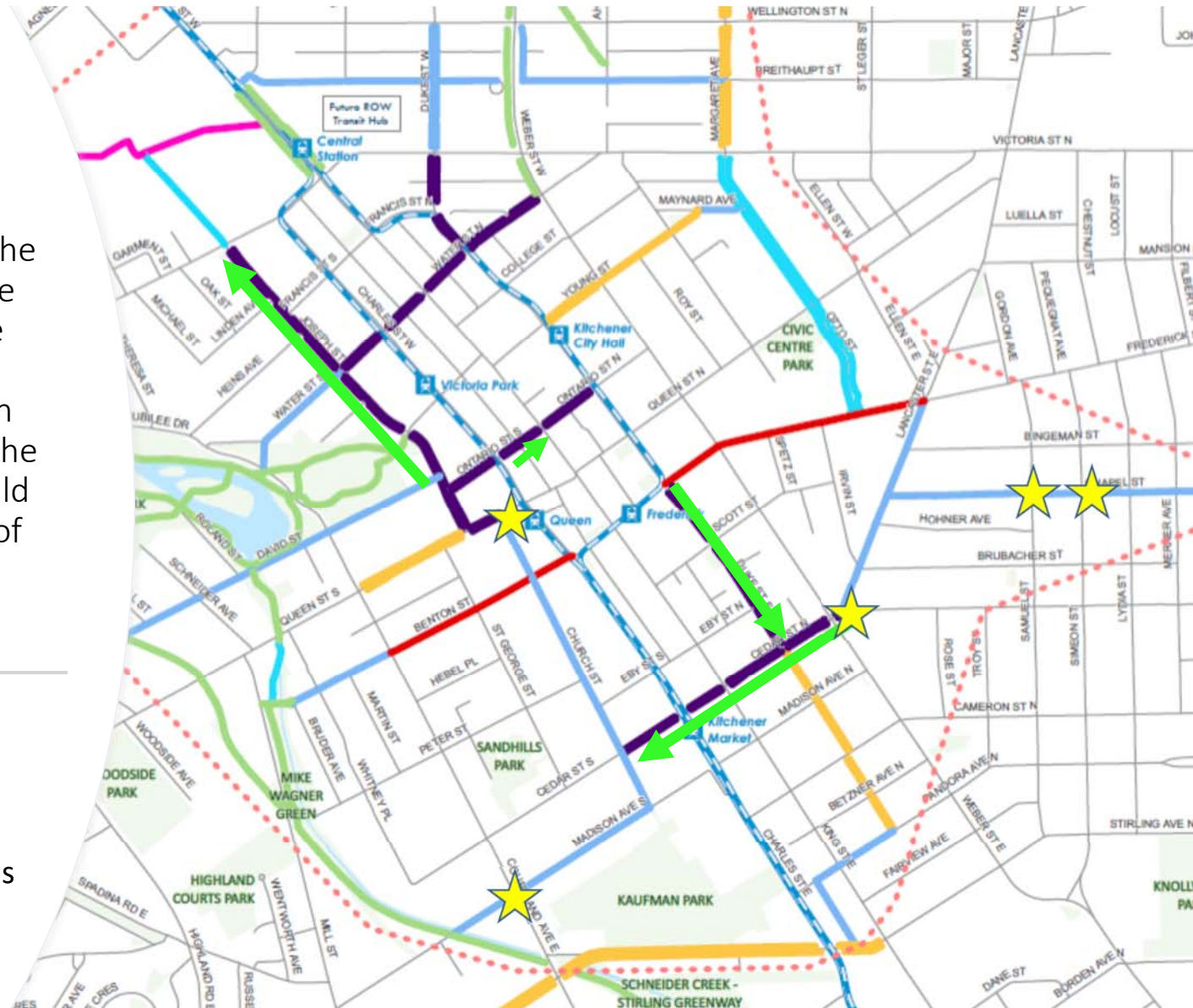
Cycling improvements for Duke Street between Water and Frederick continue to be explored with the Region of Waterloo, subject to further consultation, in 2021-2023.

See Inset

Continues to Hayward Ave

“It is expected that the proposed conversion of select roadways in the study area will continue to operate within acceptable levels of service while providing enhancements to active transportation in downtown Kitchener. It is not expected that the modifications to the network would have a significant impact outside of the study area.”

– *Independent traffic study*



- Proposed one-way street
- Traffic movement restrictions

Three-year phasing approach

\$5.9 million in capital funding:

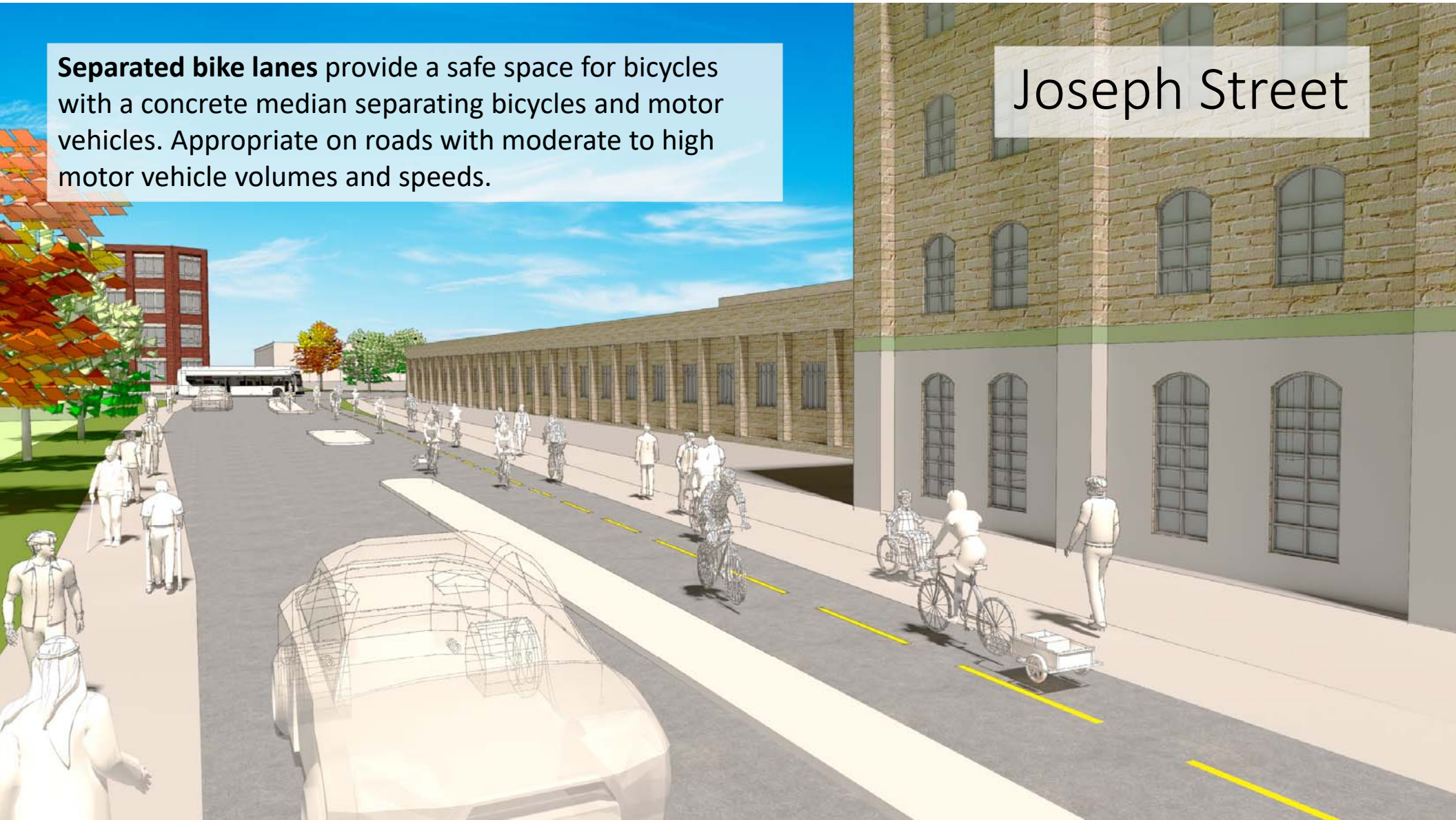
- Development charges
- Capital out of current
- Tax capital reserve
- Parking Enterprise
- Federal gas tax

\$240,000 annually in operating costs following full build out:

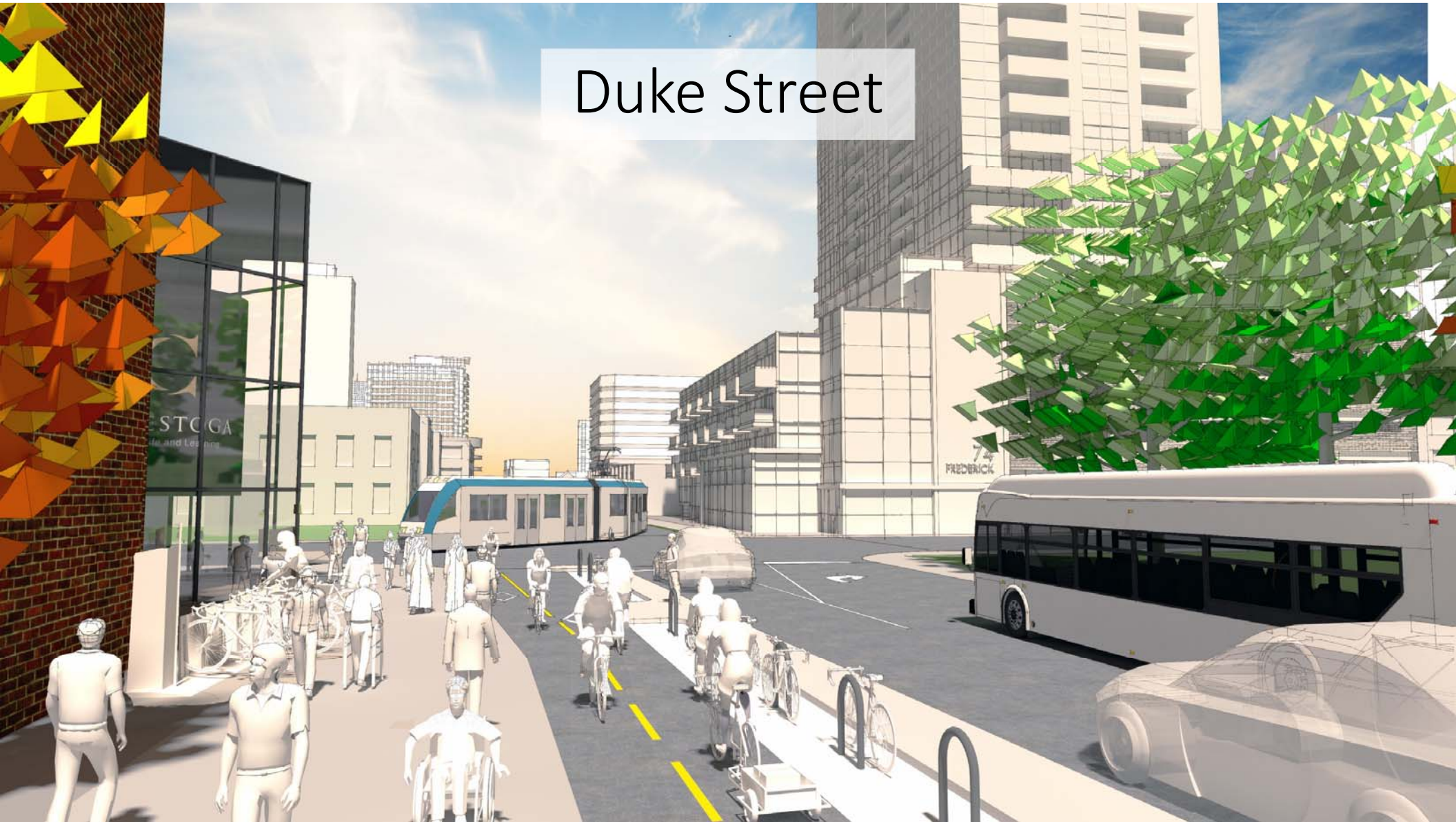
- Referred to 2022 operating budget
- Incremental growth over three years

Separated bike lanes provide a safe space for bicycles with a concrete median separating bicycles and motor vehicles. Appropriate on roads with moderate to high motor vehicle volumes and speeds.

Joseph Street



Duke Street



Neighbourhood bikeways are quiet, local streets that can be enjoyed without designated space. Bicycles are assigned priority by applying additional speed and volume treatments to motor vehicles to reduce the level of stress for cyclists.

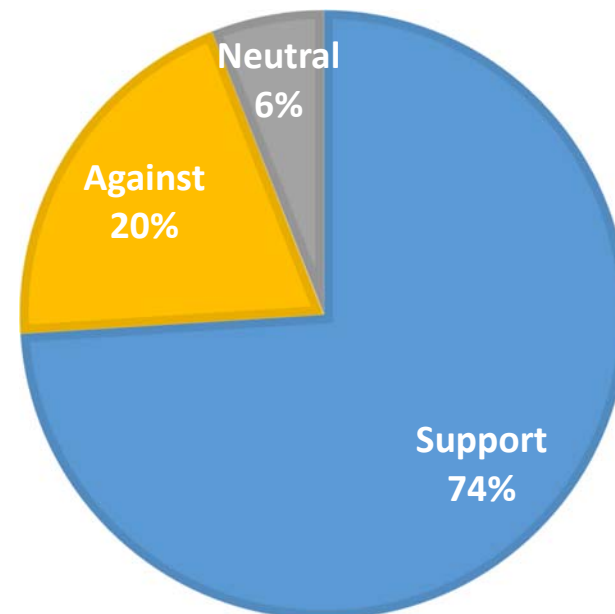
Chapel & Simeon



Consultations

Phase	Timing	Corporate Strategy	Residents engaged
One	2018-2019	Strategic Plan	1,250
Two	2018-2019	Cycling and Trails Master Plan	3,200
Three	Fall 2020	60% Proposed Drawings	1,253

SUPPORT FOR THE PLAN (FINAL SURVEY)



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