

Cycling during the Pandemic and Beyond

Day 1, Session 1

Ontario Mobility Survey Survey: How mobility habits have changed because of COVID – Teresa Di Felice, CAA

1. July 2020 findings from external survey
 - ⑩ change in behaviour: people are more active, commuting less, movement towards walking & cycling
 - ⑩ increased support for changes by drivers: sidewalk widening, expansion of cycling network
 - ⑩ increase in speeding, aggressive & stunt driving, phone useage, less yielding to pedestrians/cyclists, running stops
2. Findings from 2020 Member survey
 - ⑩ 2% bought a bike
 - ⑩ 9% encouraged to cycle more
 - ⑩ safety concerns: corners are too dangerous, drivers are too aggressive & distracted

Panel discussion – Becky Katz, City of Toronto, Rod Bilz, North Bay and Benita van Miltenburg, City of Guelph

What changes were made during COVID and were they well received/caused concern? What would you do differently?

City of Toronto – rapid/accelerated changes along streets during COVID, 24 km of bikelanes, weekend closures on roads parallel to paths/trails.

Changes were well received; people want more and want to move forward.

Some concerns by local businesses re: curbside pickup/dropoff. Some concerns about congestion cause by closures and safety. Surveys revealed street safety was main concern and that was lacking in some neighbourhoods.

Do differently: A team needs to be ready to implement changes. Different temporary materials need to be used so city can respond fast and efficiently. Communication needs to be multilingual.

City of Guelph – sidewalk expansion project, one way sidewalks, lane closure on bridge to accommodate cyclists.

Changes well received. Signage helped. There was mixed feedback from businesses who were concerned about interference with dropoff.

Bridge lane closure would be replicated but one way sidewalks would not be. Learning will be part of future pandemic plan. Its important to stay nimble and keep new momentum going.

North Bay – road closures along Lake Nippissing made without a lot of notice to increase space for recreation in the city. There's been a move towards more bike lanes since COVID. The changes were well received but there was some negative feedback from drivers regarding restrictions during their commute. Communication was lacking as the changes happened so fast.

People now see the benefit of increased civic space. There are more plans for 2021, but communication needs to improve, beyond a website/portal. Ambassadors are needed on the ground to distribute information on the trails.

Day 1, Session 2

Changing hearts and minds

Access Alliance, Marvin Macaraig

Bike Hubs are created, focussing on the suburbs where the population is high. Cycling as a gateway activity to community.

Challenges: lack of a network/infrastructure, winter maintenance policy

Tips: Address barriers by building bike culture beyond downtown. Do DIY dropins, group rides, bike workshops and form partnerships.

South Riverdale Community, Paul Young

Changing minds through:

- ⑩ campaign, advocacy (Cycle TO, promoted Dundas bike lanes)
- ⑩ bike drop in, ie. Bike hosts, where a mentor is matched with a newcomer
- ⑩ cycling supports

Public Space, Personal Stories, GreenUP, Peterborough, Laura Keresztesi and Natalie Stephenson

Neighbour Plan & School Travel Planning Project

- ⑩ pop ups – kids draw route to school, walkabouts
- ⑩ Asset mapping – dangerous areas for pedestrians and cyclists are identified
- ⑩ Sharebacks – involve broader community events to bring new perspectives
- ⑩ Learning – there is a common concern about high speed driving; people want connectivity, safety, safe cycling route to community
- ⑩ Challenges – expectations around project execution

Seeing Cycling through a child's perspective, Wes Spatazzo, Brock University

- ⑩ seeing cycling through kids eyes; go pros mounted on helmets
- ⑩ Research focuses on 2 questions: What are kids' experience of biking and How are kids' experience of bike riding contextualized during the pandemic?

Saying thanks in Waterloo Region, David Trueman (Cycle WR)

- ⑩ Getting community appreciation on winter train clearing
- ⑩ advocacy & emphasis on projects that serve the community such as cycling bookmobile and winter cycling clinics

Day 1, Session 3

Bicycle Friendly Communities (BFC) Seminar, Justin Jones, Share the Road

- ⑩ 7/10 Ontario residents call a cycle friendly community their home
- ⑩ BFC are created to share ideas, create solutions, ie. Discussion around what makes good bicycle parking and Greenspoke bike racks as a solution

Creating community cycling capacity with small project matching grants, Matthew Sweet, City of Mississauga, “Creating Cycling Culture”

- ⑩ 2018 Cycling Master Plan – the how was missing yet, the city needed to partner with the community
- ⑩ 2019 – ideas brought forward with various partners via the Community Group Registry Program who could then apply for a Small Project Matching Grant (up to \$2500)
- ⑩ 2019 Move theme, ie. Erindale Village Association, Lakeview Ratepayers Association and Peel Multicultural Council held community rides, bike clinics etc.

Changing Routes: becoming a cycling friendly region, Anthony Caruso, Joshua deBoer, Durham Region

- ⑩ the region is car dominated but there’s a transition to alternative transportation modes. There’s a 27km trail, Durham Meadoway
- ⑩ online engagement: survey about favourite routes, barriers, parking, signage, maintenance
- ⑩ challenges: in 75 locations, gaps in engineering/infrastructure were identified, id. Uncontrolled crossings that could be addressed with signage, PXO etc.

Creating connections through simple, low budget programs and events, Lisa Billing, Town of Saugeen Shores

- ⑩ Identify partners, ide police, bike shop, public health, rec department and ask how you can support each other
- ⑩ Use local grassroots options
- ⑩ Leverage what you have – assets such as parks, trails, green spaces
- ⑩ Teamwork – collaborate with the rec department
- ⑩ Ideas – host a bike valet, pop up bike safety event

Building your counting program, Marian Mithani and Olivia White, Eco-Counter

- ⑩ Eco-counter designs and manufactures bike/pedestrian counters
- ⑩ Best practices: collaborate with existing volunteer networks, combine counts with qualitative data, build the case for permanent count sites, best to start on a well-used trail, choose a project to celebrate usage
- ⑩ Data sharing: share data with other departments in the municipality, talk about the experiences and data

Using the Bikemaps.org platforms to enhance data collection and communication, Karen Laberee, BikeMaps

- ⑩ Bike data is limited because it doesn't capture bike/vehicle collisions well.
- ⑩ BikeMaps collects: collisions, falls, near misses, incident details, conditions, personal details (ie.. demographics)
- ⑩ HappyMaps.org created to celebrate the positives

Day 1, Session 4

Association of Pedestrian and Bicycle Professionals (APBP) Workshop

APBP Ontario Chapter update, Shawn Smith, WSP Canada

- ⑩ monthly webinars
- ⑩ large membership, good networking opportunity
- ⑩ mentoring
- ⑩ member meetups

Cyclists at roundabouts. Phil Weber CIMA+

- ⑩ vehicle speeds at roundabouts are low, so safer for cyclists, even without bike lanes
- ⑩ no data in Canada or the US about roundabout safety
- ⑩ European data: Netherlands – decrease in cyclist injuries; France – 16% crash rate at roundabout vs. 77% crash rate at intersections; UK – more likely to have collisions at roundabouts due to old roundabout designs
- ⑩ conclusion: single lane roundabouts are safer than intersections

Bike signals and crossrides: from start to finish, Fred Sandoval, City of Mississauga

- ⑩ most cycling takes place on the boulevard in Mississauga
- ⑩ most cyclist/vehicle collisions happen at right turns
- ⑩ changes are being made in the geometry of intersection design; the improved radius will slow vehicles on the turns, ie. Truck aprons, curb depressions,
- ⑩ changes for the cyclists: paved approach path, signage, green pavement at crossride to make the ride more intuitive and keeps cyclists focussed
- ⑩ going forward, its important to have standard drawings for developers

A sneak peak at proposed changes to OTM Book 18: Cycling Facilities, Shawn Smith, Dave McLaughlin, WSP Canada

- ⑩ December 2020 final draft of book 18, to address all ages and abilities, decrease volume and speed of vehicles and expand guide on separated bike lanes

Sections 1/2 Selection/Design Users (types of cyclists)

Section 3. Network planning for complete streets: safe connections, integrated with public transit, attractive and sustainable. Spatial analysis needs to happen.

Section 4. Bicycle Facilities: designated/shared space, separation of bike lanes, advisory bike lanes, appropriate for 30-50km, narrow roadways

Section 5. Facility Selection process: urban/suburban/rural

Section 6. Intersections and Crossings: protected intersections, setback crossing, wider turn for vehicles, driveway crossings (high volume vs. Low), uncontrolled crossing (S curve)

Section 7. Transit Stops

Section 8. Implementing Cycling Infrastructure: Strategic Planning, Feasibility, Preliminary Design, Construction, Post Completion

Section 9. Support Features: End of trip facilities such as showers, parking, wayfinding

Section 10. Maintenance Strategies: minimums, best practice for winter maintenance

Day 2, Session 1

Cycling Tourism and trails

How COVID has impacted trails and tourism: research findings, Matthieu Roy, The Great Trail of Canada (TCT)

- ⑩ spans 27000 km
- ⑩ triple increase in use on all trails across the country
- ⑩ cycling and skiing are the most popular
- ⑩ Report by Conference Board of Canada, Trail benefits report: economic benefits along the trail, it attracts tourism, increase in land value near the trail
- ⑩ June 2020 Leger Visitor Survey, findings: 78% feel trails are safe during pandemic; 60% want clear info on trail, guides along the trail; 43% will consider using trails as part of summer vacation; 76% say they use trails more; 69% intend to use trail in the winter
- ⑩ National Guidelines: bit.ly/2020trailguidelines
- ⑩ Challenges: keeping trail open/maintained, local bans
- ⑩ May 2020 survey: 78% consider trail a one day destination; majority of benefits are going to local business
- ⑩ Questions moving forward: are we ready for visitors? Do we have info online? What is the story behind the trail?
- ⑩ TCT aims to enhance trail/rethink its usage

Cycle Touring Ontario's north along the Great Waterfront Trail, Marlaine Koehler

- ⑩ 3600km of trail, Sudbury to Gros Cap, crossing 26 communities and 4 First Nations
- ⑩ Hwy 17 previously had no paved shoulder and fast moving traffic; in 2019 celebrated the launch of the paved shoulder, 150 participants, 77% felt safe along the shoulder
- ⑩ What to improve? Pave gravel surfaces along the route

Cycling can transform your Community, Blind River, Karen Bittner

- ⑩ population of 3500, waterfronttrail.org/places/communities/blind-river/
- ⑩ historical knowledge of the area shared along the trail

- ⑩ building on what they have: cycling repair posts at marina and library, which have other facilities cyclists can benefit from such as wifi, showers, power, restrooms
- ⑩ next steps: winter cycling promotion

Connecting Northern Ontario to Quebec and Eastern Ontario along the Voyageur Cycling Route, Jennifer McCourt, Discovery Routes Trails Organization

- ⑩ over 500 km trails in NE Ontario
- ⑩ Voyageur Cycling Route: 2017 – 3 year grow grant; 2019 bike signage, bike repair posts installed; 2020: 645 km trail following voyageurs from Ottawa to North Bay
- ⑩ impacts of COVID: 68% looking for trails
- ⑩ northernontario.travel: 58% increase interest in broad outdoors/soft adventure
- ⑩ 331% increase in cycling activity searches online
- ⑩ focus on the hyper-local, ie. Takeout dining along route, local storytellers, farm stand rides

Guelph to Goderich Rail Trail Experience, Doug Cerson, G2G Trail Inc.

- ⑩ 132km of trail
- ⑩ based on advocacy to bring 13 communities together
- ⑩ 200 volunteers
- ⑩ surface maintenance summer 2020
- ⑩ no data, but well used summer 2020

Day 2, Session 2

Cycling and the new normal: provincial perspective

Norm Miller, PC MPP Parry Sound-Muskoka

- ⑩ cycling should not be partisan, focus on public education, rural context, trying to get private members bill passed for paved shoulder

Jessica Bell, NDP MPP University-Rosedale

There's an opportunity to collaborate on road safety:

- ⑩ Introduce several bills, stronger penalties for drivers who kill pedestrians/cyclists
- ⑩ Vision Zero: education, enforcement, infrastructure
- ⑩ make amendments when traffic act is open, we don't have to wait for private member bills
- ⑩ work with the municipality

Mike Schreiner, Green Party MPP Guelph

- ⑩ infrastructure needed to support cycling which enhances small business, ie. Guelph, safe access to dining district during COVID, should be made permanent
- ⑩ tourism: look to Quebec as a model, Route Verte

Stephen Blais, Liberal MPP Ottawa

- ⑩ expand Vision Zero to rural areas, not just rural

Panel discussion: Whats the future for Vision Zero opportunity?

Norm: more access for safe cycling, ie. Stretch of hwy 124 from Kilbear to Parry Sound

Jessica: issues are cross silo: health, transportation, economy; changes don't need to be costly, ie. Temporary barriers used during COVID, enforcement of Vision Zero isn't expensive, improvements to intersections where refurbishing is happening anyhow

Panel discussion: Is there potential for a Cycling Caucus?

Jessica – yes, there's value in having a government member present; involve other advocates such as seniors and disability advocates who have similar interests

Stephen – yes, can be tricky to get legislation passed as its bundled

Mike – yes, certainly for paved shoulder bill, municipalities rep should be involved too so the approach is integrated

Equity

Jessica – cycling is important regardless of race/income, it's not a white/high income issue

Stephen – equalizing funding across density/geographically large areas

Mike – expand conversation to all users; low income neighbourhoods have the least design elements to make it safe to walk/cycle; there should be safe access to all in the way we design cities

Day 2 Session 3

Building Support and overcoming challenges

Vision Zero Pop Up Demonstrations, Amanda O'Rourke, 8 80 Cities

- ⑩ Vision Zero Pop Up: School Street – 8-9am, 3-4pm, 5.6% increase in children walking to school, 20% increase in kids biking to school, 24% decrease in kids driven, 97% felt street was safe; speed changed from 35km/h to 24km/h in school zone, 68km/h was highest speed before pop up, down to 48km/h after
- ⑩ Zero Street: barricades/paint used, activities promoted; total activity increase in the area, better gender balance, more age diversity, local businesses benefit
- ⑩ 55km of shared/quiet street projects

Build it now, Perfect it Later: Iterative approaches to cycling facility design, Zibby Petch, IBI

- ⑩ Iterative approach=improvements over time, little jumps rather than point A to B
- ⑩ Canon Street, Hamilton: bike lane project started in 2015, made more permanent in 2019, than permanent in 2019 with concrete curbs protecting the bike lanes
- ⑩ King St., Waterloo 2018 bike lanes with mountable curbs, some encroachment by vehicles; 2019 bollards installed to separate vehicles/bike lane
- ⑩ Don't: implement a cycling facility inappropriate for a roadway, compromise on must-haves, implement pilots without follow up

- ⑩ Do: Implement monitoring programs, put in place an action plan for upgrades, involve fresh eyes and original team members

King Street cycle lane improvements: how consultation and engagement can help guide design solutions, Peter Kavcic, City of London

- ⑩ 2018-2019 Temporary project approved by council
- ⑩ gathered many stakeholders to hear values design
- ⑩ work within existing roadscape, ie. Two car lanes, bike lane, transit island, pedestrian way
- ⑩ Consultation phases: BIA, public updates, engaging early and often, signage

Day 2, Session 4

Harnessing Data in support of cycling: examples

2020 Active Transportation and Health Indicators Report, Susan Sauve, City of Peterborough, Deanna Leahy, Peterborough Public Health

- ⑩ data reveals reveals rates of cycling are highest in the downtown area
- ⑩ 2018: 100km of new paved shoulders
- ⑩ collisions decreased in PB, but the data doesn't break down location of injury and fatality
- ⑩ PB has higher rates of collisions than Ontario's average but the rates of hospitalizations and death are going downtown
- ⑩ Pedal Power: cycling education offered to grade 5, since 2013 4000 students have benefitted

How our City moves: a 21st century household travel survey, Matt Kussin, City of Kingston

Challenges:

- ⑩ last survey was 2008
- ⑩ large post secondary student population that is difficult to capture
- ⑩ 42 neighbourhoods, 14 focus areas, survey was very detailed, up to 35 min time commitment

Communication:

- ⑩ focused on residents 5 years and up
- ⑩ letter by mayor announcing survey
- ⑩ online or phone
- ⑩ incentive given for completing survey
- ⑩ sample questions - # of bikes, frequency of cycling/walking

Covid impacts:

- ⑩ survey captures baseline prior to COVID, representing stable conditions
 - ⑩ other findings: central area (49.8%) vs east (69.8%) or west (81.8%) automobile useage reveals diversity of neighbourhoods; 1/2 of all trips by car were 4.6km and 90% of cycling trips were identified as this same distance
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Day 3

Session 1

Equity, diversity & Inclusion: Ontario examples

Bike Equity: Safety, atonement, dignity and agency, Armi de Francia, Town of Ajax

- ⑩ Questions to be asked: Who is allowed to be outside and move freely?
- ⑩ The dominant car dependant design is based on white abled men who go to work
- ⑩ a variety of needs should be considered
- ⑩ an intersectional approach to Canadian Transportation; equity is needed
- ⑩ Safety for Who? What's accessible to black/indigenous, racialized residents, AAA(all ages and abilities)
- ⑩ Safety from Whom? Fear of experiencing harassment or violence while biking, overpolicing, overserveillance, race is less visible in cars
- ⑩ Atonement: transportation systems can be used to steal land (even land used for trails, parks)
- ⑩ planning can be a colonial tool, we need to go beyond land acknowledgements
- ⑩ car oriented development has displaced racialized communities
- ⑩ Dignity and Agency: type of facility, types of bikes, imagery, location of facilities
- ⑩ Creating a space for growth and learning; reflection/honesty about uncomfortable truths

At the Intersections: Representation & Power, Sabat Ismail, York University

- ⑩ What is equity? A concept that is inherently disruptive
- ⑩ consultation with racialized communities without proliferating harms
- ⑩ how do we engage with communities? ie. Critical Mass, San Francisco, highest cycling rate & infrastructure but transformation did not happen; outcomes can still be inequitable. ie Minneapolis, very bikeable city but still has high rates of segregation
- ⑩ Takeaways – equity & justice should be infused in our work and work should be context specific community work

Leveraging partnerships, building equitable bike share with the everyone rides initiative, Theron Pierce and Mark Anderson

ERI Everyone Rides Initiative

Four actions to achieve equity and equality:

1. bike access, ie. Bikeshare in east end/lower income neighbourhood
2. subsidization – no bank account needed
3. education – free education, learning to ride
4. outreach – connect with service providers, making cross referrals ie. To 541 for meals or Good Shepherd for housing

Three subsidized passes were offered: group ride, sign out pass, tandem passionate

Mark Anderson – testimony of bikeshare changing his health/life, now on board

Suggestions:

1. Be attentive
2. celebrate achievements
3. adapt to partner organization turnover
4. innovate new ways to keep interest
5. be patient

Building cycling culture in suburban communities, Yvonne Verlinden, The Centre for Active Transportation

- ⑩ 2006, started as a grassroots collective
- ⑩ Why suburban cycling? Disparity between downtown core in TO (increase in cycling by 6.9% 2016) and suburbs (increase by 0.8% in Scarborough, Etobicoke, North York)
- ⑩ incubation projects – Peel (findings used in Cycling Masterplan), Scarborough and Markham, with Culturelink
- ⑩ Addressing barriers: access – DIY bike repair, bike rescue/giveaway, partnership with library, borrow a bike with a library care knowledge – workshops, rides, volunteer training community-- in person and online
- ⑩ Inherent danger in our strategy, being based in downtown/urban core
- ⑩ Three questions to ask re: cycling programming:
 1. Where are you locating? What does that tell you about the populations you will reach? What are the demographics? Are there visible minorities? How many vehicles are there per household. Use censusmapper.ca
 2. Who are your leaders? Ie hub leaders
 3. Who are you sharing the stage with? ie. Libraries, settlement services Do they seek equity?

Rethinking the transportation agenda: prioritizing equity in the cycling network and capital program, Matthew Davis and Katie Wittman, City of Toronto

2016 – 8 categories of analysis

2018 – added 9th category: Equity

- ⑩ Equity Lens used for planning, similar to equity index used in Portland and Seattle
- ⑩ 31 priority neighbourhood improvement areas (NIA) identified
- ⑩ Mapping activity to identify where people want to travel so when routes are planned, they serve and connect people
- ⑩ new map for equity scores and cycling infrastructure to identify networks of planning

Learning: improved programming, resident engagement is important

Equity Categories – framework for vulnerable road users:

geographical, ability, age, means, race, gender based equity

Results based funding: road conditions are not equal; they're worse in the NIAs
 Foundation: prioritize work for areas that been under-served

Day 3, Session 2

City of Brampton: Active Transportation master plan, Tamara Kwast and Nelson Cadete, City of Brampton

Brampton 2040 vision: to be an innovative forward thinking suburb

Themes of the Transportation Masterplan:

1. Designing for safety and comfort, complete streets
2. Connecting the network: correct deficiencies, ie. Missing crossings, bylaw to require bike parking
3. Providing Year Round Mobility
4. Develop a walking and cycling culture, education (Bike Brampton) and encouragement (Bike to work day)

Next steps: update cycling map, create digital interactive map

Designing neighbourhood collector streets, Ronald Clarke, Parson Corporation

- ⑩ Complete streets
- ⑩ Previous collector streets (neighbourhood streets that feed arterial streets) were treeless and had wide pavement aprons inviting high speeds
- ⑩ pre-vetted designs, proactive vs. Reactive: treed streets with a wide boulevard btw bikelane and vehicle traffic

Dougall Avenue multi-use trail tunnel, Jeff Hagan, City of Windsor

- ⑩ rail bridge line divided city in 2
- ⑩ 1991 city's first cycling network, no biking infrastructure for Dougall Ave.
- ⑩ 2001 Dougall was identified for bike lanes, bridge to be replaced in 2017 by no change, CN deemed it in good shape.
- ⑩ 2019 to 2020 – 48 hour closure negotiated
- ⑩ April 2020 tunnel opened, opening up multi-use trail with connections, signals
- ⑩ 2021 – new pathways to north, new connections with commuter routes

Day 3, Session 3

Connecting the cycling network with transit

Infrastructure and policy best practices for better cycling and transit integration, Alex Gatien, The Centre for Active Transportation

1. Why is a guide needed? To address gaps
2. What do we know? More people cycle if infrastructure is there, especially if there's a transit connection, ie. 61% in relation to the TTC
3. What is the Guide? It adopts a broader focus, ie. Risks that transit may cause, such as TTC streetcar tracks for cyclists

*Portland – only transit agency that has a walking/cycling planning

* San Francisco – Caltrain rail has bicycle modal access, a project Safe Routes to Transit, had success in decreasing driving and increasing local business

- ⑩ Different contexts: urban – bikeshare replaces transit vs. Suburban bikeshare to access transit
- ⑩ Outreach – transit users and employees need to be consulted, audit with walks and rides
- ⑩ Transit should be perceived as active transport

London bike parking design guidelines for connecting with transit

Parking guidelines

- ⑩ guidance on implementation of short term bike parking
- ⑩ written for city staff, not developers
- ⑩ parking should support transit and fill gap of grey area between cycling network and transit
- ⑩ end of 2019, guidelines developed:
 1. preferred racks, ie. Post and ring, bike shelters, corrals
 2. parking spacing, efficiency of block segment or oriented parallel in narrow zones

Next steps: refining/finalizing guidelines

Cycling to Ottawa's LRT: Improving multi-modal connections to rapid transit, Kalle Hakala, Alta Planning and Design

Stage Two: 24 new stations to open in next 4-5 years

Connectivity study done with 3 principles:

1. Is it possible? Are there direct connections/crossings/sidewalks/bike racks/winter maintenance
2. Is it safe? What's the current cycling infrastructure, ie. Lighting/personal security
3. Is it comfortable? Are there buffers from traffic/landscaping, traffic calming, secure bike parking?

Next steps:

- ⑩ reviewed previous studies
- ⑩ identified gaps and developed concept designs
- ⑩ met with internal staff for recommendations
- ⑩ public engagement, BIA, seniors
- ⑩ amendments and agreement

Conclusions: transit is more than trains/buses, incorporate connectivity early, use formal processes

Connecting the cycling network with trails

Vaughan Super Trail: Multi-use trail framework, Martin Tavares and Michael Habib, City of Vaughan

- ⑩ 100km concept loop connecting existing trails
- ⑩ connected, safe, comfortable, charming
- ⑩ 2015-identified gaps/feasibility
- ⑩ 2016 – design/construction
- ⑩ 2017 – council endorsed trail, worked with MTO and Metrolinx to establish crossings
- ⑩ 2018 – increased trails, 2 utility bridges
- ⑩ 2019 – underpass
- ⑩ 2020 – trail along the greenway

Next steps: promote the loop, wayfinding, branding strategy

Connecting Kitchener's Cycling and Trails Master Plan, Brian Patterson, Urban Systems

- ⑩ integrate on/off street cycling, connecting people, communities, places in Kitchener
- ⑩ includes long term vision with detailed direction for next 10 years: goals/objectives, network plans, short, medium, long term priorities, cost effective
- ⑩ endorsed by council, October 2020
- ⑩ Engagement revealed: 3 top purposes of trail: cycle, walk and enjoy nature
- ⑩ Feedback: gaps in trail network, unsafe intersections, hills, surface treatment
- ⑩ Plan Framework: build more connections for a safe and high quality experience to promote a culture of active living
- ⑩ Future network: downtown grid with spine routes, new and upgraded bikeways and trails