

Region of Waterloo Cycling Network Upgrade and Expansion Study

Notice of Study Commencement

The Region of Waterloo is looking to convert the temporary cycling facilities introduced through a pilot project in 2019 to permanent facilities, and further expand the cycling network. At this time, the Region is only at the design phase — what kind of cycling facility should be used, what could it look like, how would it function. The approved facility design will then become part of road capital projects and incorporated in this area's future road reconstruction.

Cycling facilities pilot project

In April 2017, the Region approved a pilot project for a network of separated cycling facilities in the City of Waterloo. The project design followed the findings of the Alternative Transportation Modes study of 2017 and looked at the “interested, but concerned cyclist” category. This category represents about 60-70 per cent of the Region's population—meaning cyclists that are interested in travelling by bicycle but only if some level of physical separation is provided between the cycling facility and the vehicular lanes along busy roads.

The cycling pilot was part of the Region's 2018 Regional Transportation Master Plan vision, and the 2014 Walk Cycle Waterloo Region Plan to develop a cycling network designed to encourage walking and cycling within the community.

The pilot project was successful in attracting significant increases in cycling volumes. On average, cycling volumes on the network increased by 57 per cent and 105 per cent in the morning and afternoon peak hours, respectively. However, due to the design of the temporary facilities, the maintenance costs were relatively high. Details are included in the [Uptown Waterloo Separated Bike Lane Pilot Project: Final Evaluation report](#).

Converting temporary pilot cycling facilities project to permanent facilities

The Region has retained WSP to start a design study to convert the following temporary pilot cycling facilities into permanent facilities along:

- King Street from University Avenue to Columbia Street
- University Avenue from Albert Street to Seagram Drive
- Erb Street from Caroline Street North to Peppler Street

The permanent design will have higher quality and will be easier to maintain.

These corridors are being planned under Schedule 'A+' of the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015), which is approved under the Ontario Environmental Assessment Act.

Feasibility study for expanded cycling network

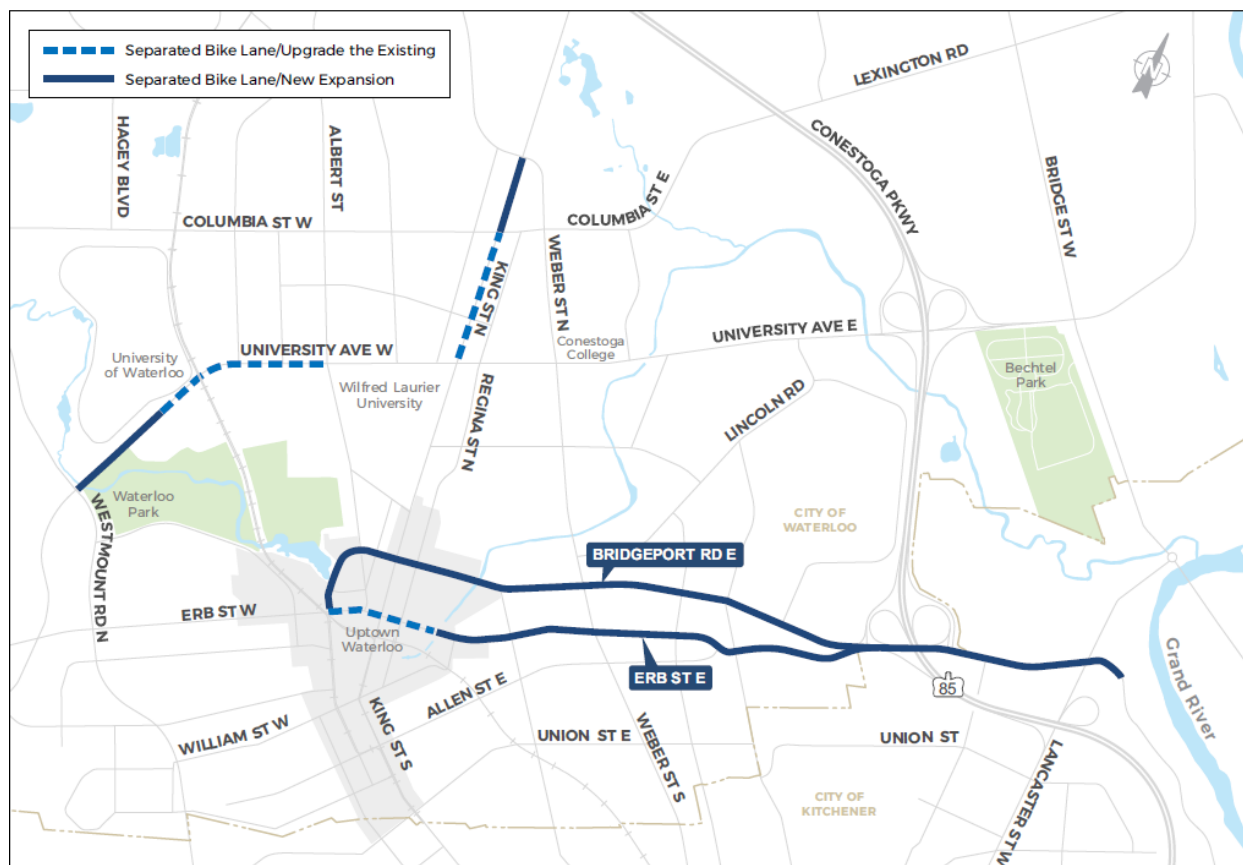
WSP will also complete a feasibility study for cycling facilities on an expanded network along:

- King Street from Columbia Street to Weber Street
- University Avenue from Seagram Drive to Westmount Road
- Erb Street from Peppler Street to Bridgeport Road

- Bridgeport Road from Albert Street to Riverbend Drive
- Caroline Street from Albert Street to Erb Street

These corridors are being planned under Schedule 'B' of the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015), which is approved under the Ontario Environmental Assessment Act.

Figure 1: Study Area Map



Phasing

The study will define the problems and opportunities, identify alternative planning solutions and evaluate solutions based on the potential impacts to the surrounding environments. As part of the study, WSP will undertake technical analysis, stakeholder engagement, and public consultation to identify a preferred design alternative. At the end of the study, a Feasibility Study Report will document the decision-making process of the study and will include preliminary design drawings (30 per cent of final drawings) for the conversion of the pilot network and the expanded network, along with detailed cost estimates (capital and operational) for each of the corridors.

Get involved!

We're looking for your input. We'll offer engagement opportunities throughout the study to obtain feedback on design options from key stakeholders and members of the public, including a Public Consultation Centre in late summer or early fall of this year. To receive notices of engagement opportunities, please subscribe to the project webpage at engagewr.ca/WaterlooCycling

Strategic focus

The Region of Waterloo is proactive in providing multi-modal transportation solutions to support the growth and development across the Region. This project contributes to the Region's vision for a sustainable and liveable Waterloo Region and Strategic Plan Objectives of increasing participation in active forms of transportation (cycling and walking) and improving road safety for all road users.

Comments or questions?

We look forward to hearing your input as we start this study! If you have comments or questions, please contact:

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