

# CONNECTED KITCHENER 2051

## City of Kitchener Transportation and Mobility Plan



Public Consultation 1 – Autumn 2025

## Transportation Needs and Opportunities



# Introduction

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# Study Context

## A NEW TRANSPORTATION AND MOBILITY PLAN

The City of Kitchener has commenced a study for a new Transportation and Mobility Plan (TMP), called ***Connected Kitchener 2051***. The TMP will set the strategic direction for the City through the year 2051 to:

- Recommend actions, strategies and networks to move Kitchener toward a more **resilient, equitable, sustainable and efficient mobility system**.
- Build a roadmap to balance the future needs of residents and visitors across all modes: walking, cycling, transit, driving, micromobility and trucks.
- Build on City priorities such as **reducing GHG emissions, advancing active transportation and new mobility, supporting safety, improving transit, and enhancing public space**.



Transportation includes the movement of people and goods by all travel modes: car and truck, public transit, cycling, walking and more.

## LOCAL VS. REGIONAL AND PROVINCIAL MOBILITY NETWORKS



The TMP focuses on elements of the transportation system that are the responsibility of the City. The TMP may also consider actions to ensure alignment with Regional and Provincial objectives, infrastructure and services that are most important to residents.



# Following the MCEA Process

The TMP study follows Approach 1 of the Municipal Class Environmental Assessment (MCEA) planning process for Master Plans under the Province's *Environmental Assessment Act, 1990*. This requires the completion of the following:

- **Phase 1:** Identify the problem or opportunity
- **Phase 2:** Identify and evaluate solutions to the problem, and recommended a “preferred” solution

	PHASE 1 Problem or Opportunity	PHASE 2 Alternative Solutions	PHASE 3 Alternative Design Concepts	PHASE 4 Environmental Study Report	PHASE 5 Implementation
Consultation Requirements	Optional *	Mandatory	Mandatory	Mandatory	Optional
Exempt	✓				✓
Schedule B Projects	✓	✓			✓
Schedule C Projects	✓	✓	✓	✓	✓
Master Plans**	✓	✓	✓	✓	✓



Actions required during relevant phase

\* Proponents must use the discretionary consultation point for master plan studies.

\*\* Master plans must follow, at a minimum, the same steps of the first two phases of the MCEA process. Proponents can choose to complete Phase 3 and 4 as part of a master plan for recommended Schedule C projects, or to complete these phases as part of a project specific study.

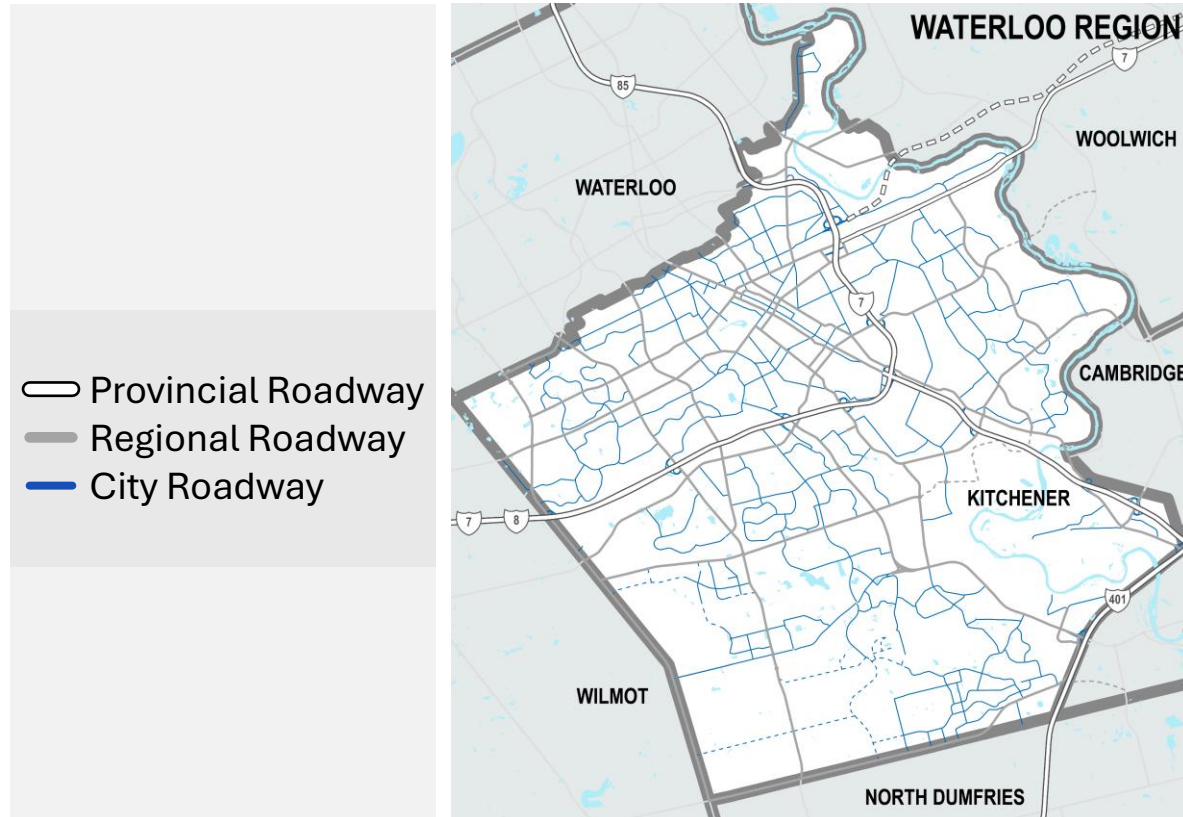
Source: Adapted from Municipal Engineers Association Municipal Class Environmental Assessment (MCEA, 2023)

# Connected Kitchener Study Process



# Planning Alignment

The TMP study is informed by local, regional and provincial plans and policies. This will ensure the TMP meaningfully reflects the priorities of the Region, conforms to Provincial direction, and considers the plans of adjacent areas.



## CITY OF KITCHENER

- Official Plan (ongoing)
- 2023-2026 Strategic Plan
- Cycling and Trails Master Plan (2021)
- Complete Streets Kitchener (2019)
- Vision Zero Strategy 2022-2025



## REGION OF WATERLOO

- Moving Forward Transportation Master Plan (2018)
- Regional Official Plan (2024)
- Strategic Plan 2023-2027
- Grand River Transit Business Plan
- TransformWR Climate Action Plan (2021)



## PROVINCE OF ONTARIO

- Provincial Planning Statement (2024)
- Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe (2022)

# New Official Plan

The City of Kitchener is preparing a new Official Plan, called **Kitchener 2051**, to respond to current and future conditions. The plan is being developed around four key themes, listed at right.

Like the Official Plan, **Connected Kitchener 2051** is about the people who call Kitchener home today and in the future.

To support the city's growth moving forward, a **coordinated approach between land use planning and transportation is needed**. The TMP will be a tool used to support transportation-related directions and policies of the Official Plan. Alignment is key to achieve a better future for Kitchener.

Learn more about the new Official Plan here: [www.engagewr.ca/kitchener2051](http://www.engagewr.ca/kitchener2051)



## A Connected City

This theme is about linking how we grow with how we move, connecting people easily, sustainably and safely. The TMP will work with the Official Plan to guide future decision-making in this area.



## A Caring City



## A Green City



## A Thriving City

# Strategic Framework

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# Draft Vision

The draft Vision expresses the desired future state of Kitchener as it relates to the City's transportation system.



## Shape Our City

Have your say. Tell us what you think about the draft Vision here.

The Vision helps shape decision-making, and recommendations of the TMP study will work toward achieving this Vision.



Kitchener's multi-modal mobility system will help build a connected city by linking how we grow with how we move. Kitchener's mobility system will be safe, equitable, sustainable and dependable for people and goods to reach the places they need.



# Draft Goals

The draft Goals stem from the Vision and categorize the desired outcomes of the TMP.



## Shape Our City

Have your say. Tell us what you think about the draft Goals here.



### EXPAND TRAVEL CHOICES FOR ALL

Make it easy and attractive for people to choose walking, cycling, transit and other sustainable modes.



### BUILD A RESILIENT AND SUSTAINABLE MOBILITY NETWORK

Plan for a future-looking mobility system that is environmentally sustainable, flexible and responsive to changing needs and trends, and is resilient to future disruptions and challenges.



### FOSTER ECONOMIC VITALITY

Support prosperity by helping goods, services and people move to and from markets in Kitchener and beyond efficiently and reliably through responsible and strategic infrastructure investment.



### ADVANCE EQUITY AND INCLUSION

Ensure everyone has fair and inclusive access to safe, affordable, accessible, and reliable transportation options.



### PRIORITIZE SAFETY IN THE MOBILITY NETWORK

Create a mobility system where all people feel safe, protected and comfortable – whether walking, cycling, taking transit or driving – by addressing personal safety, security, and the quality of public spaces.



### ALIGN LAND USE AND MOBILITY

Create connected, vibrant and complete communities that support local mobility options for daily living.

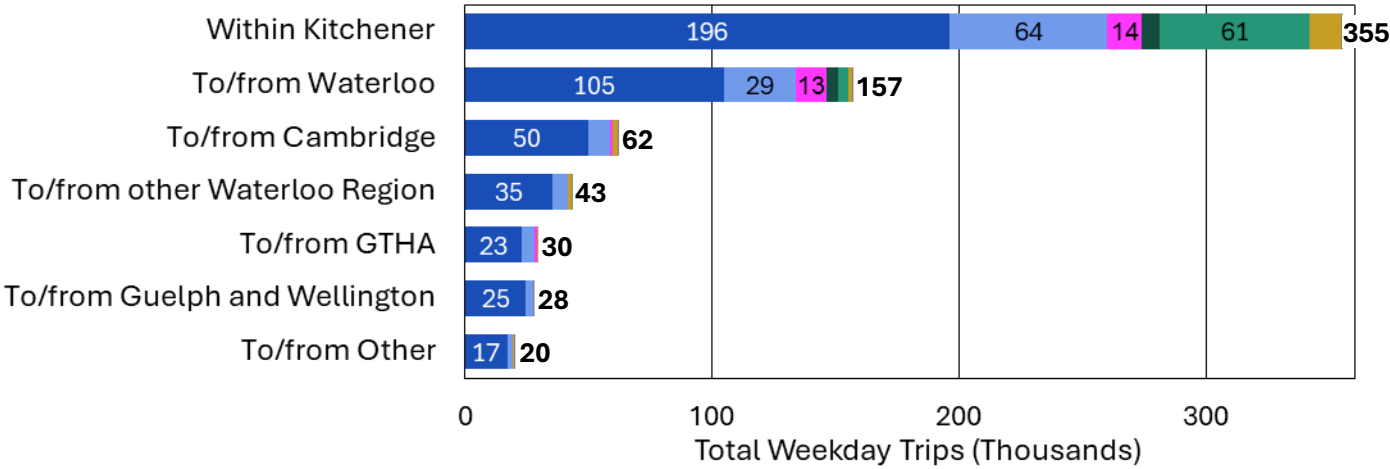
# Existing Travel Patterns

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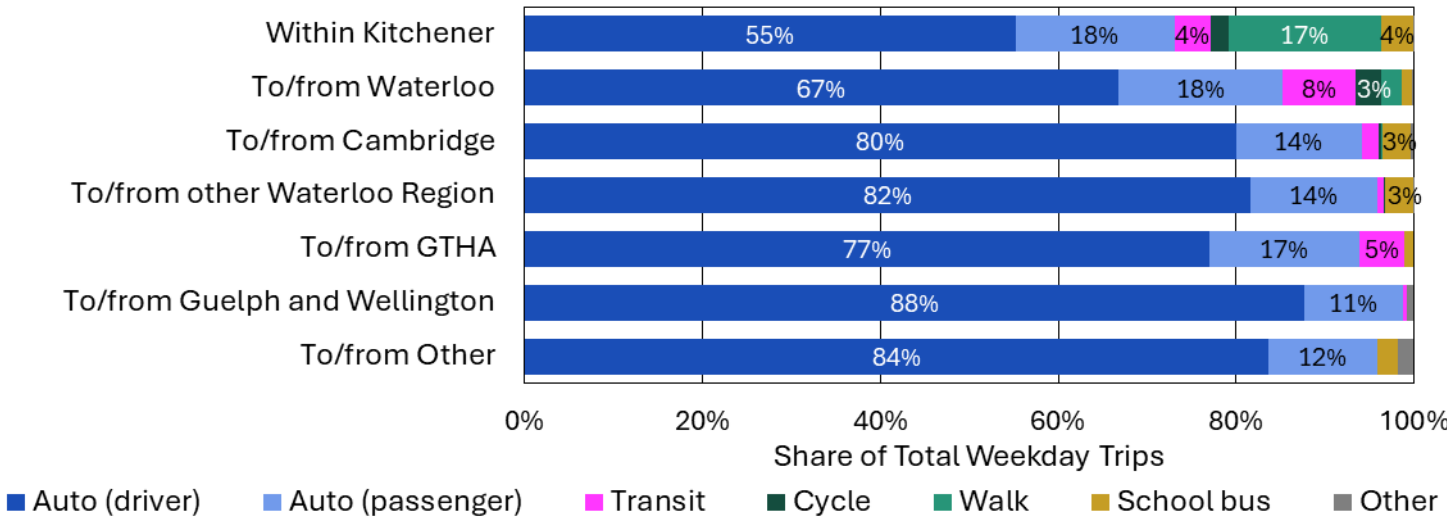
# Travel Profile

- Nearly **700,000 trips start or end in Kitchener each weekday**. Just over half of these both start and end in Kitchener.
- Connections within Waterloo Region and beyond are important:** of trips to and/or from Kitchener, 23% start or end in the City of Waterloo, 15% elsewhere in Waterloo Region, 4% in Guelph and area, 4% in the Greater Toronto and Hamilton Area, and 3% elsewhere.
- Most trips are carried out by private auto as either a driver or passenger:** 73% of trips within Kitchener and 85 to 99% of trips beyond are by private auto.
- Walking accounts for a considerable share of local trips in Kitchener:** 17%.

TRIP VOLUME BY MODE



MODE SHARE BY ORIGIN/DESTINATION



Data source: 2022 Transportation Tomorrow Survey. All trips that start or end in Kitchener by people aged 5+ are considered, unless noted otherwise.



# Travel Flows

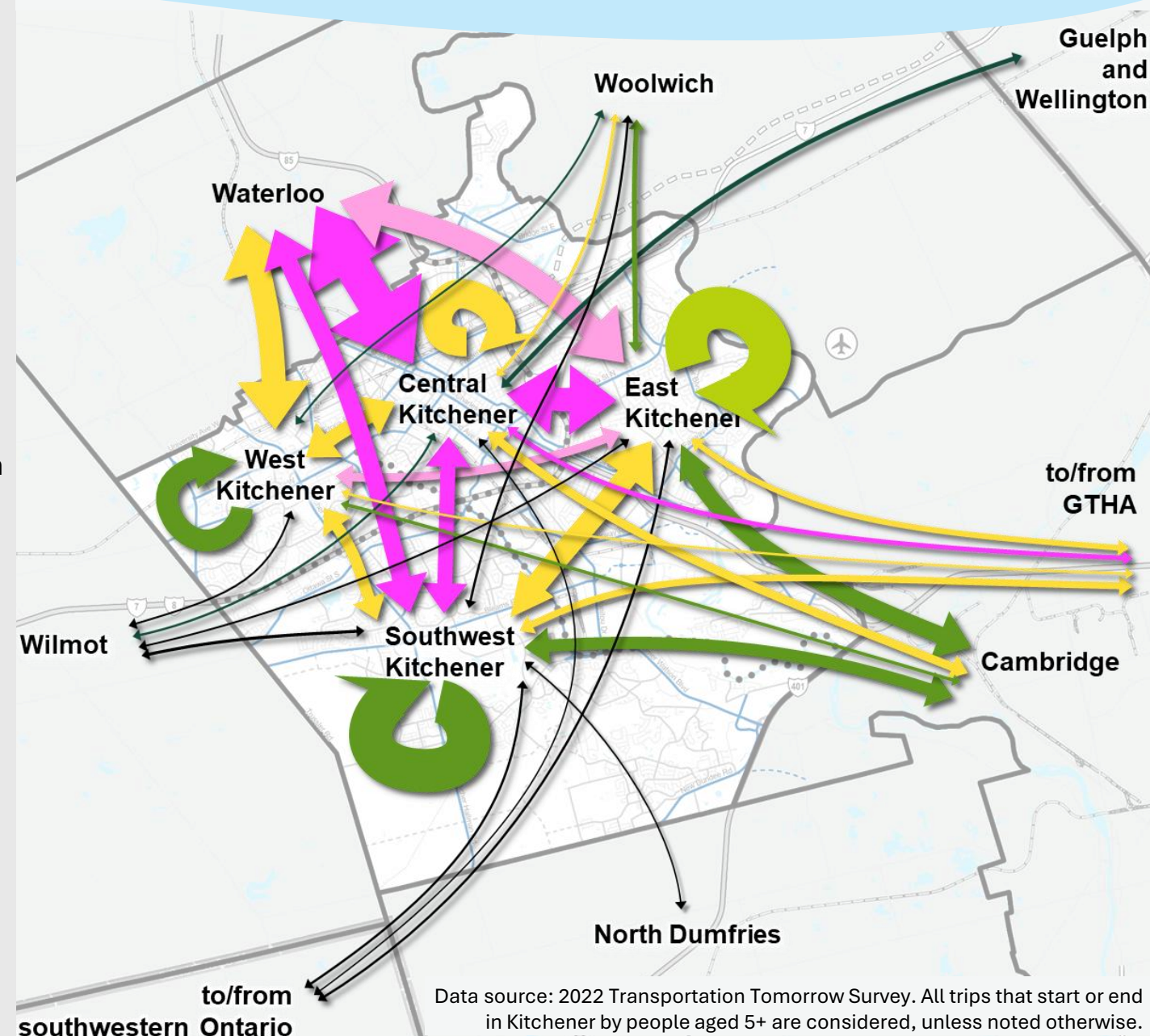
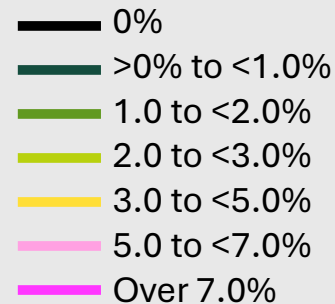
The map to the right indicates both the number of weekday trips within and between four broad Kitchener zones, as well as the share of trips made by transit.

- Some of the highest transit mode shares are for trips to/from Central Kitchener and the City of Waterloo, facilitated by **ION** and other **Grand River Transit** services.
- Relatively high modes shares to/from Greater Toronto and Hamilton Area are served by **GO Transit**.

## Scale of Weekday Trips



## % Trips by Transit



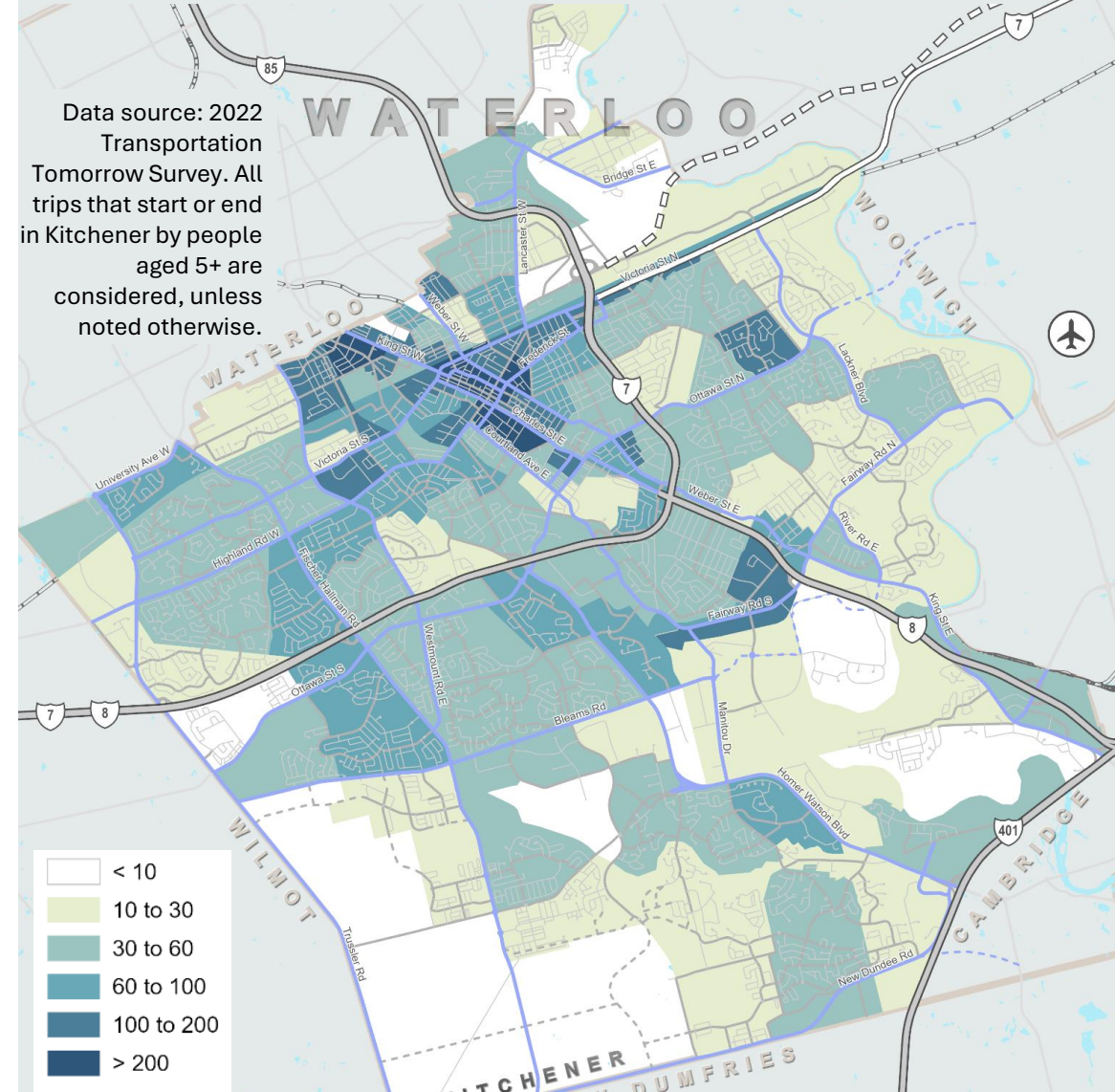
# Trip Destinations

Population and employment densities influence the demand for travel activity. Locations with high levels of travel activity are often important focus areas in developing transportation networks.

Major trip destination areas in Kitchener include:

- Downtown Kitchener
- Employment/industrial/commercial areas such as along Fairway Road South and Victoria Street North
- Waterloo Region Hospital Network @ Midtown (formerly Grand River Hospital, KW Campus)
- Schools
- Residential communities

## TRIP DESTINATION DENSITY MAP (TRIPS PER HECTARE)



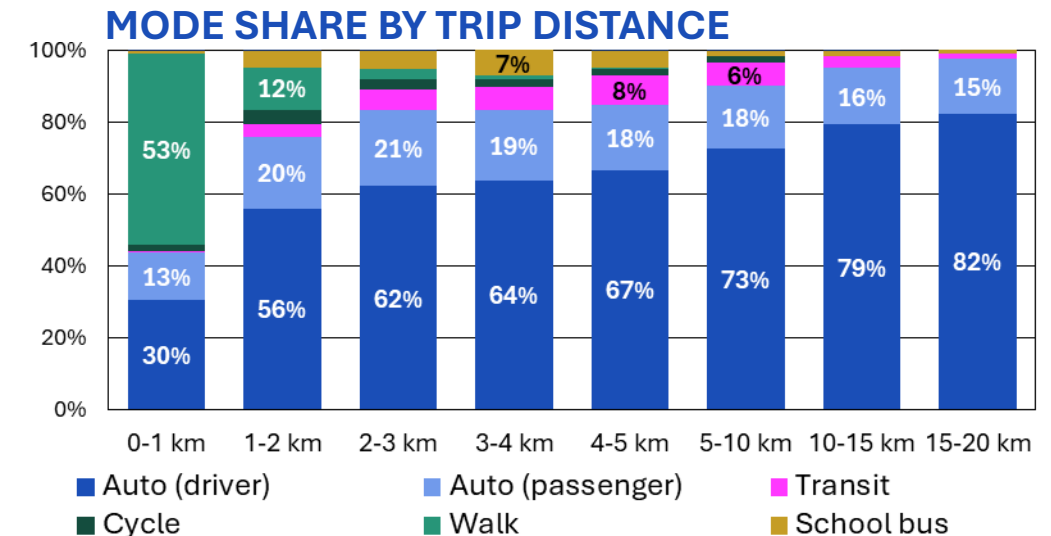
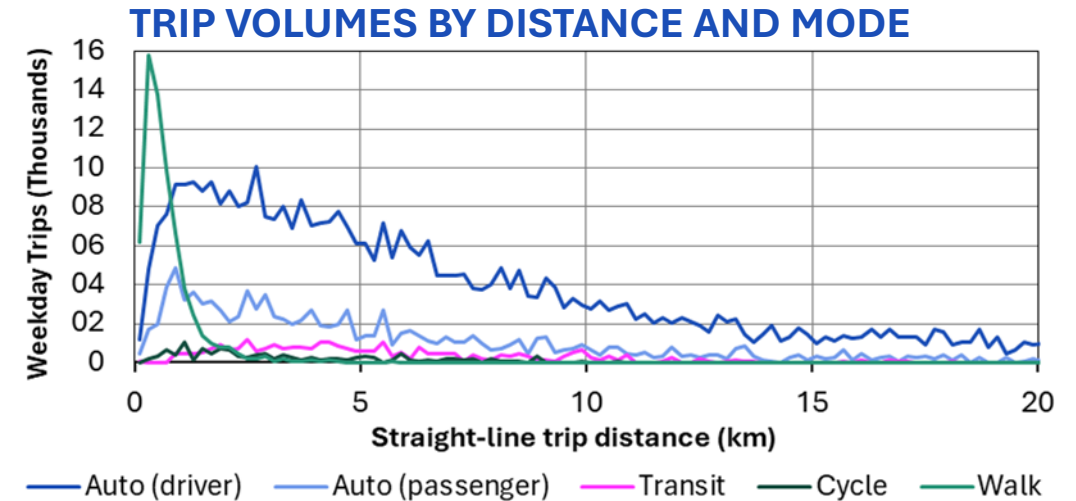
Post-secondary school trips (e.g. Conestoga College) may be underrepresented



# Trip Distances

The average Kitchenerite travels about 23 km a day, and drives about 17 km a day.

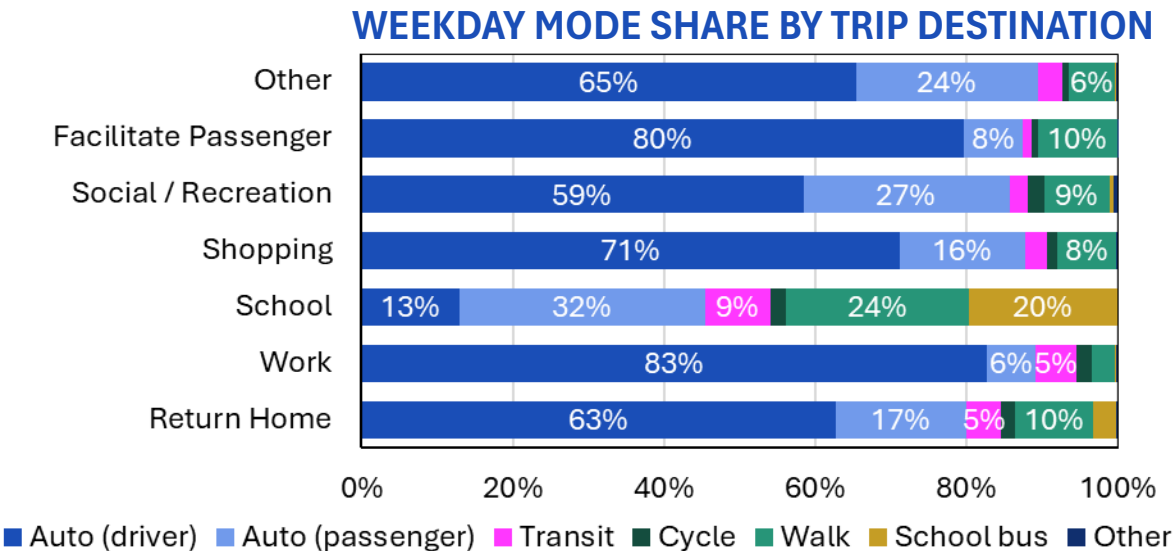
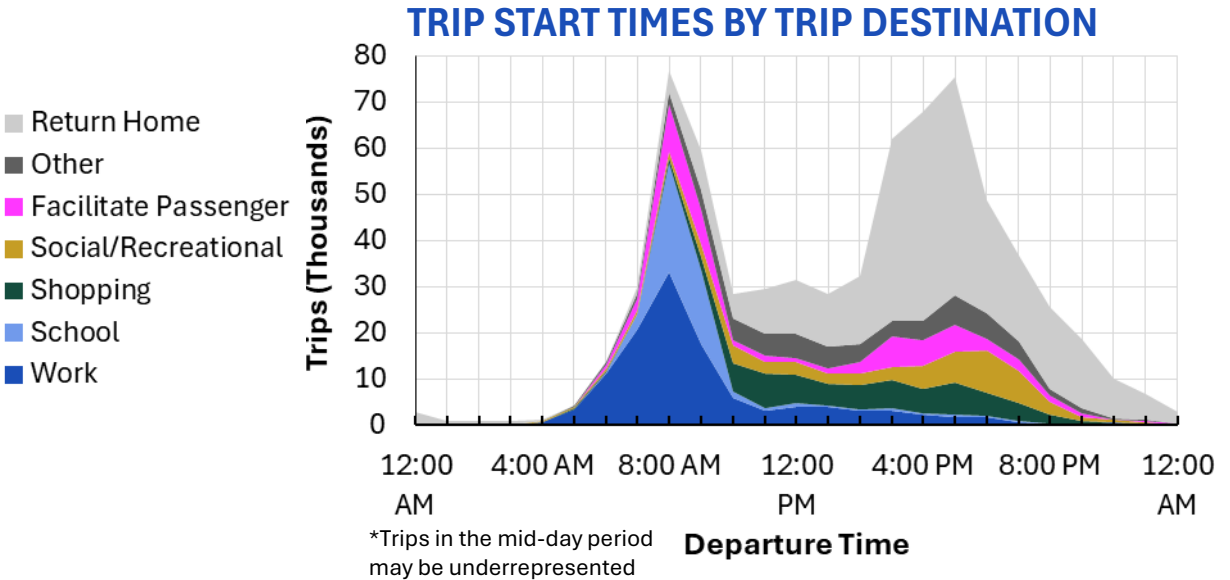
- How far someone is travelling affects the travel modes that they choose.
- Among weekday trips to and/or from Kitchener:
  - 80% of **walk** trips are under 1.0 km;  
*walk trips represent 53% of all trips under 1.0 km*
  - Half of **cycling** trips are under 2.6 km
  - Half of **auto passenger** trips are under 4.2 km
  - Half of **transit** trips are under 4.6 km
  - Half of **auto** driver trips are under 5.4 km
- More people are likely to choose active modes for short trips if there is supportive infrastructure in place.



Data source: 2022 Transportation Tomorrow Survey. All trips that start or end in Kitchener by people aged 5+ are considered, unless noted otherwise.

# Trip Purpose

- The number of trips and reasons for trip-making in Kitchener vary by time of day.
  - The morning peak period has a very strong focus on trips to work or school
  - The afternoon peak period is primarily trips home, as well as more trips for social/recreational, shopping and other purposes.
- Travel modes for trips also vary by trip purpose. Auto trips are most common across trip purposes except for school trips – typically short distance trips by young students – where walking and school bus are very significant.
- The highest cycling mode shares are for trips to school (9%) and work (5 %).



Data source: 2022 Transportation Tomorrow Survey. All trips that start or end in Kitchener by people aged 5+ are considered, unless noted otherwise.



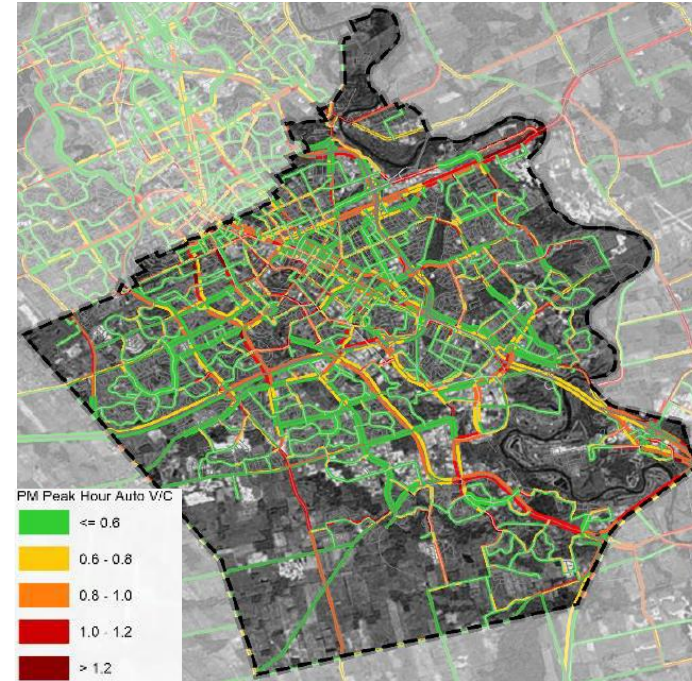
# Needs and Opportunities



# Driving

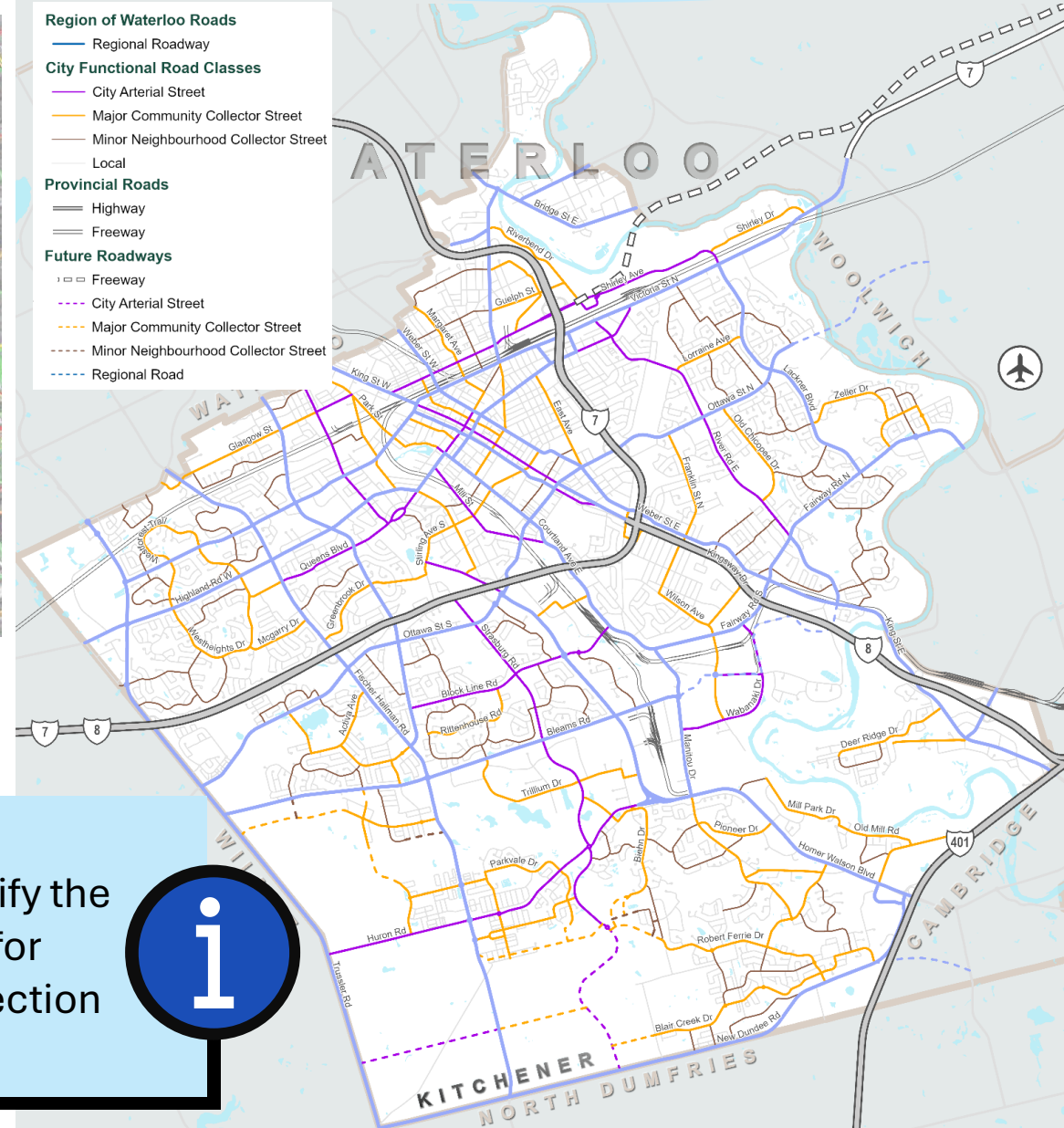
- The TMP will assess the implications of and respond to additional travel demand on the road network.
- Current roadway vehicle demand to capacity (v/c) ratios by road segment are shown at right for vehicle traffic in the afternoon peak period. A roadway is over capacity and traffic operations break down when its v/c ratio approaches or exceeds 1.0.

## 2026 V/C Ratio



Source: Dillon Consulting, Kitchener 2051: Growth Scenarios Study Technical Memo 2 (2025)

The TMP will review the City's **functional road classes** to clarify the travel vs. local access function for City streets that will provide direction for a range of decision-making.

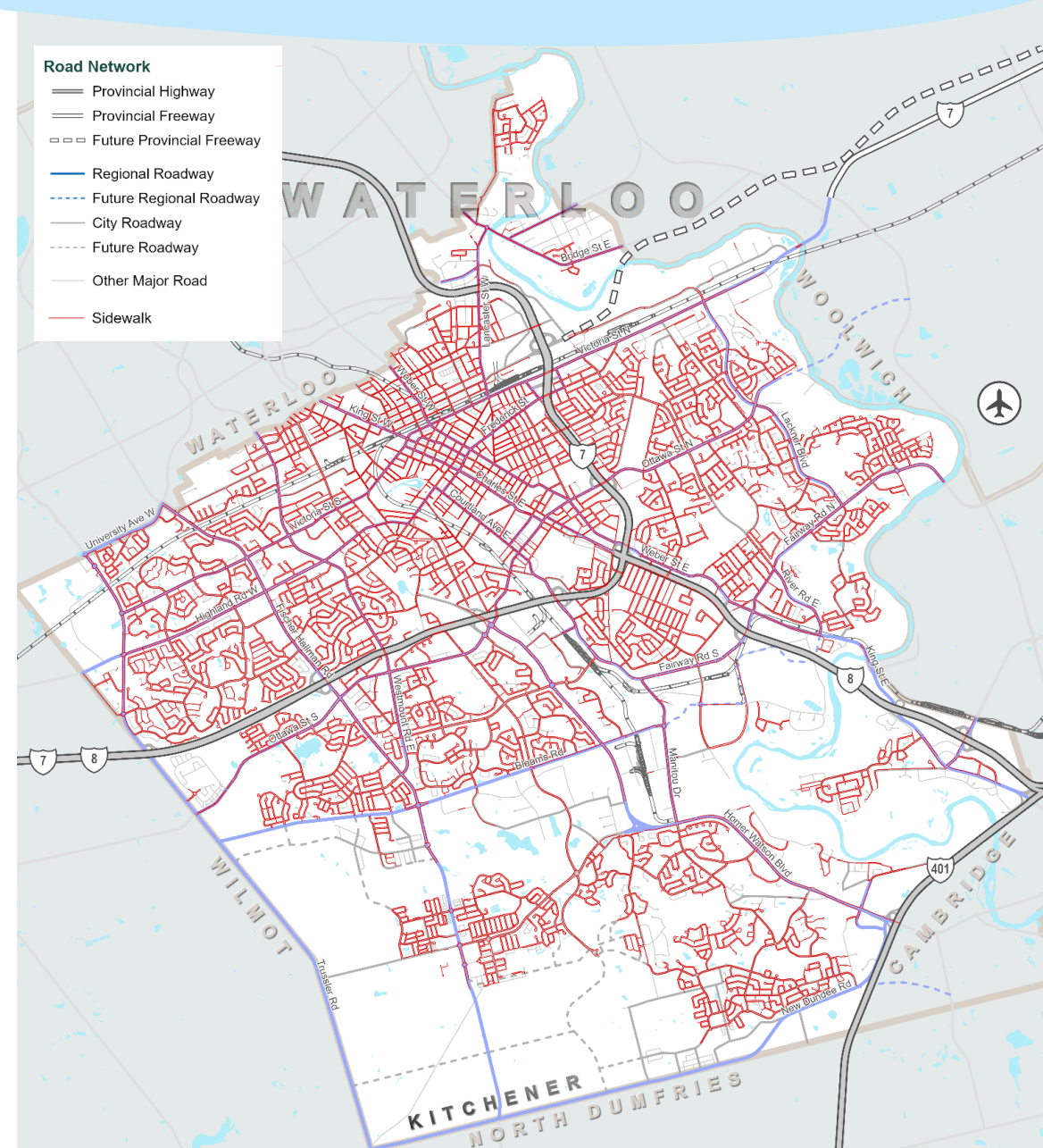


# Walking and Rolling

**Active Transportation (AT)** is human-powered travel such as walking and cycling, as well as travel with the use of mobility aids. The TMP will consider strategies to improve AT infrastructure and facilities.



- Providing a network of complete, connected and accessible **sidewalks** supports the safety and equity of Kitchener residents and visitors.
- The TMP will support pedestrian connectivity by identifying **improved or new infrastructure**, along with **policy recommendations** to improve the walking and rolling (wheelchairs, mobility scooters, strollers) experience in Kitchener.

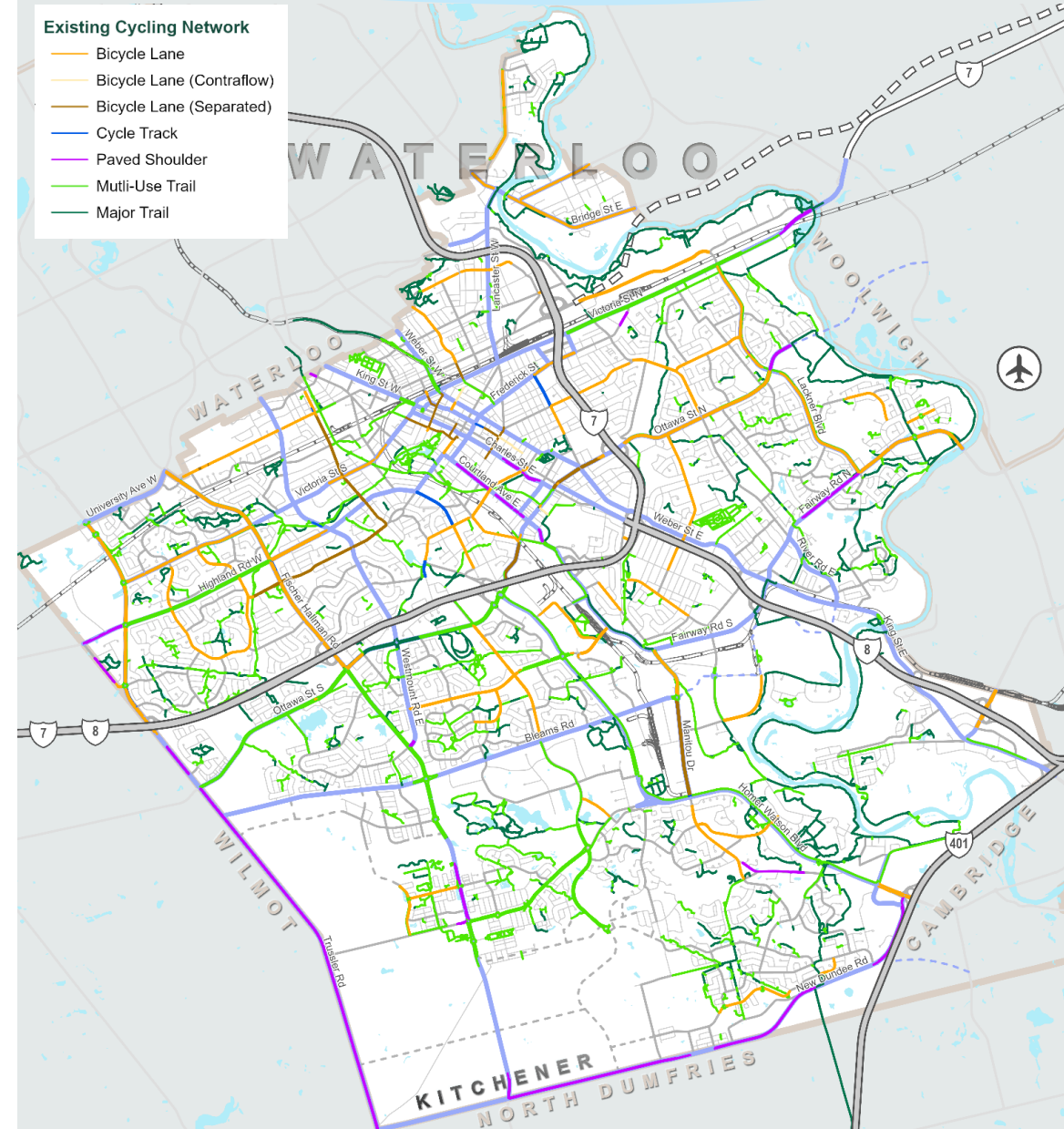




# Cycling

- The TMP study builds off the **Cycling and Trails Master Plan (CTMP)** to identify improvements needed, network constraints, and policy direction for “Complete Streets”.
- Priorities of the CTMP include progressing connections to encourage cycling by people of all ages and abilities, and advancing the **Downtown Cycling Grid** (which has already resulted in a 164% increase in ridership).
- The Region renewed **Neuron Mobility** services in 2025, providing additional travel choices to residents.

**Complete Streets** are streets designed to be safe and comfortable for all, regardless of age, ability and mode. The TMP will consider **Complete Networks** – how modes should be prioritized across the city.

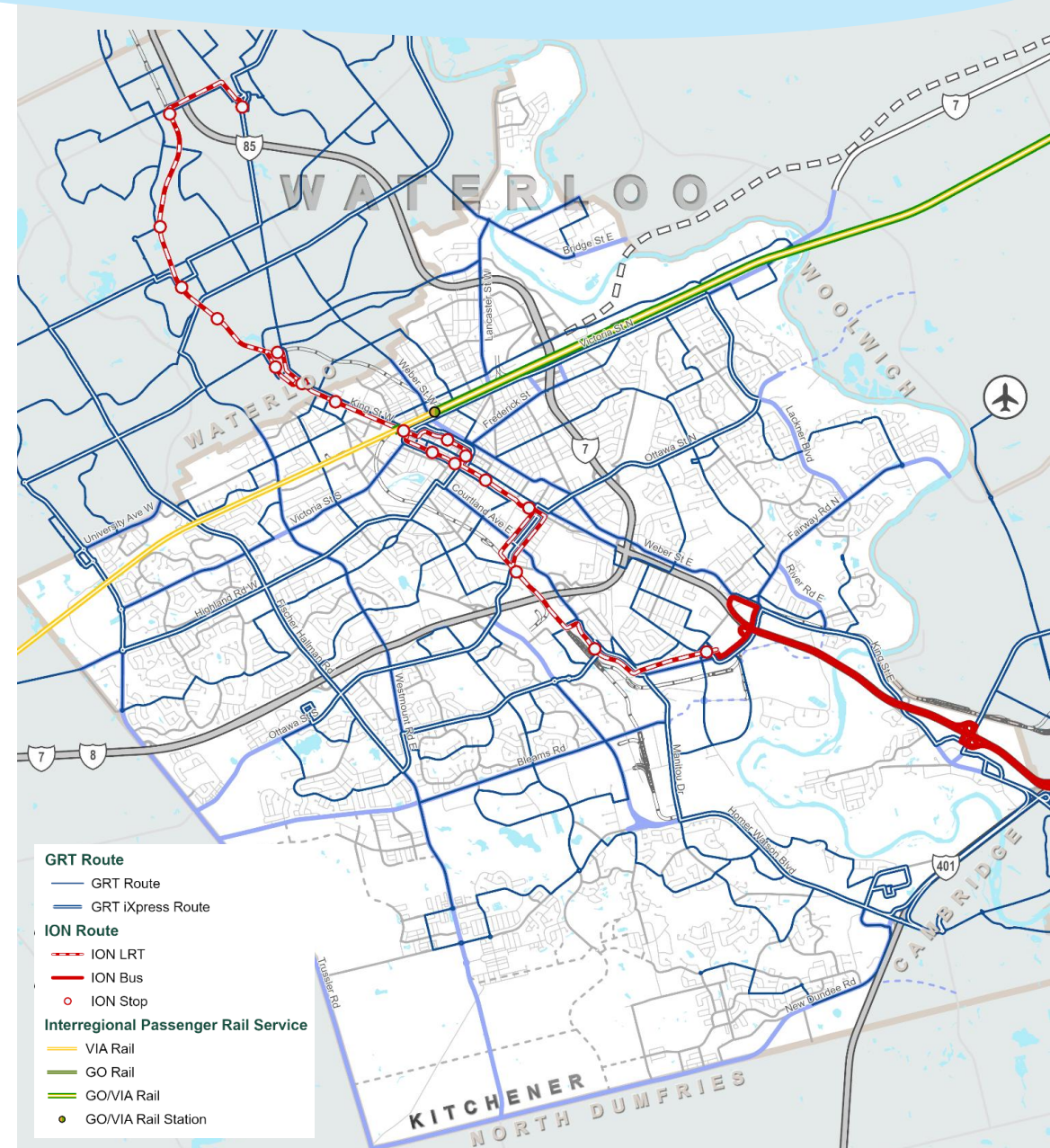




# Transit

- ION rapid transit has transformed how people move across Waterloo Region, and is the most popular choice across the Grand River Transit (GRT) network.
- High-quality, reliable transit service provision that takes people where they need to go will encourage increased transit ridership.
- Future plans by GRT include the Frequent Transit Network, which will establish 16 high-priority routes across the Region, as well as the extension of ION light rail connecting Kitchener to Cambridge.

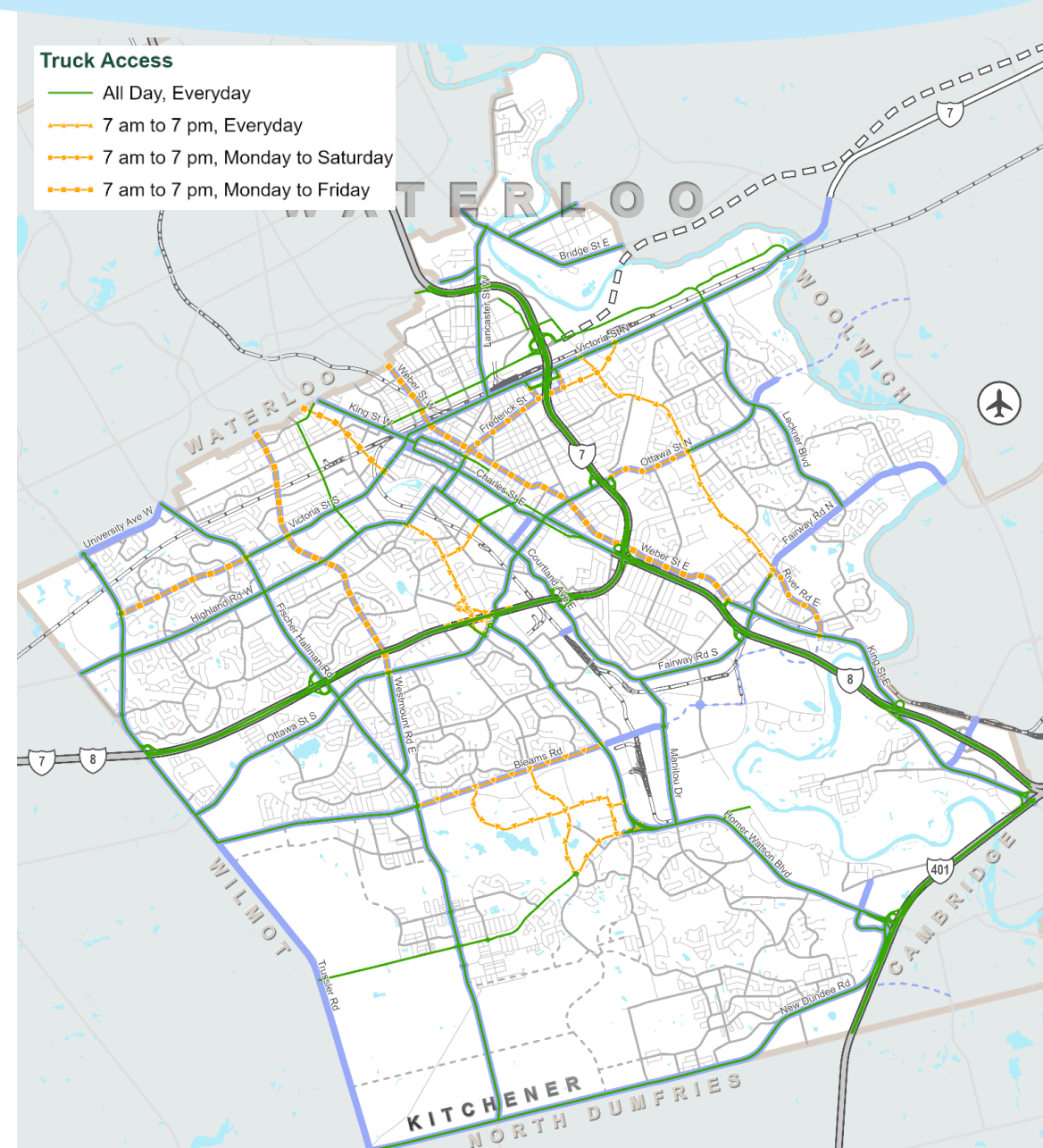
The TMP will identify **policies and actions** for the City to: support the Strategic Priorities of GRT, identify opportunities for service improvements and transit stop enhancements, and better tailor Kitchener roadways to serve transit.



# Goods Movement

- The truck route network in Kitchener is governed by *Region of Waterloo Bylaw 16-023*, as well as *Kitchener Bylaw 2019-113*.
- Truck routes in Kitchener generally follow Regional roadways. Typically there are time-of-day restrictions for truck routes along local Kitchener roadways.
- The TMP will review the City's truck route network for suitability and connectivity to the Regional and Provincial road networks and to significant truck trip generators.

*Kitchener Bylaw 2019-113* defines a “truck” as a vehicle or combination of vehicles, having a gross registered weight of 4.5 metric tonnes. A truck does not include a passenger vehicle, an ambulance, a transit bus on its assigned route or a police or fire department vehicle.



# Looking to the Future





# Future Changes

- **Kitchener is growing.** Today, the city is home to about 300,000 people. The TMP, together with the new Official Plan, will set the direction for how to grow to a population of 446,000 by 2051 – that's about **150,000 new residents** – along with **57,000 new jobs**. Growth will be focused on south Kitchener, along the ION LRT corridor, and along Ottawa Street.
- Growth will increase demand on transportation infrastructure, which must be responsive to this pressure.
- Key planned transportation projects include expanding ION from Kitchener to Cambridge, the Kitchener Central Transit Hub, a new/realigned Highway 7 between Kitchener and Guelph, and Kitchener GO Line Expansion.

TMP study will identify changes needed to accommodate growth in a way that is sustainable. The TMP will support the City to prepare for other **future changes and conditions** – e.g. new mobility, safety, climate change.





# Shape Our City



# Next Steps

**Following this round of public consultation, we will:**

- Review public feedback to better understand the priorities of City residents.
- Finalize the Vision and Goals based on your input.
- Outline the transportation needs, issues and opportunities, building on your input.
- Commence Phase 2 of the TMP study, and develop draft actions, networks and strategies.
- Present recommendations at the next round of public consultation, expected to take place in Spring 2026.



## Shape Our City

Have your say. Visit [engagewr.ca/ConnectedKitchener](https://engagewr.ca/ConnectedKitchener) to:

- Complete the online questionnaire
- Pinpoint specific areas to consider in the mapping activity



## Who's Listening



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