

Region of Waterloo Cycling Network Upgrade and Expansion Study

Project overview

As part of the Region of Waterloo's ongoing efforts to create more walkable, bikeable and livable places, the Region is undertaking a study to determine the ideal configuration for new cycling facilities along sections of King Street, University Avenue, Bridgeport Road and Erb Street. These projects build on previous work done to identify priority corridors and are a continuation of the successful pilot program that supported the installation of temporary separated cycling facilities in Waterloo Region.

In this study, the Region is evaluating options for both **the design of permanent installations to replace the temporary separated facilities** and the **expansion of the Region's cycling network** to create new connections and close some of the gaps in the local and regional active transportation networks. The study will evaluate these corridors, recognizing the importance of creating an integrated, accessible, and safe multi-modal transportation system as laid out in the Region's 2018 Regional Transportation Master Plan.

The approved cycling facility design will be incorporated in this area's future road construction projects. Proposed construction timelines are included in the 10-year capital forecast.

Permanent cycling facilities on pilot project corridors

In April 2017, the Region approved a pilot project for a network of separated cycling facilities, which were ultimately installed in 2019. While the pilot project was active, the Region monitored the corridors and found a significant increase in cycling volumes. Based on these results, the Region is proceeding with the design and construction of permanent cycling facilities along the following corridors:

- 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

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.

Expanding the cycling network

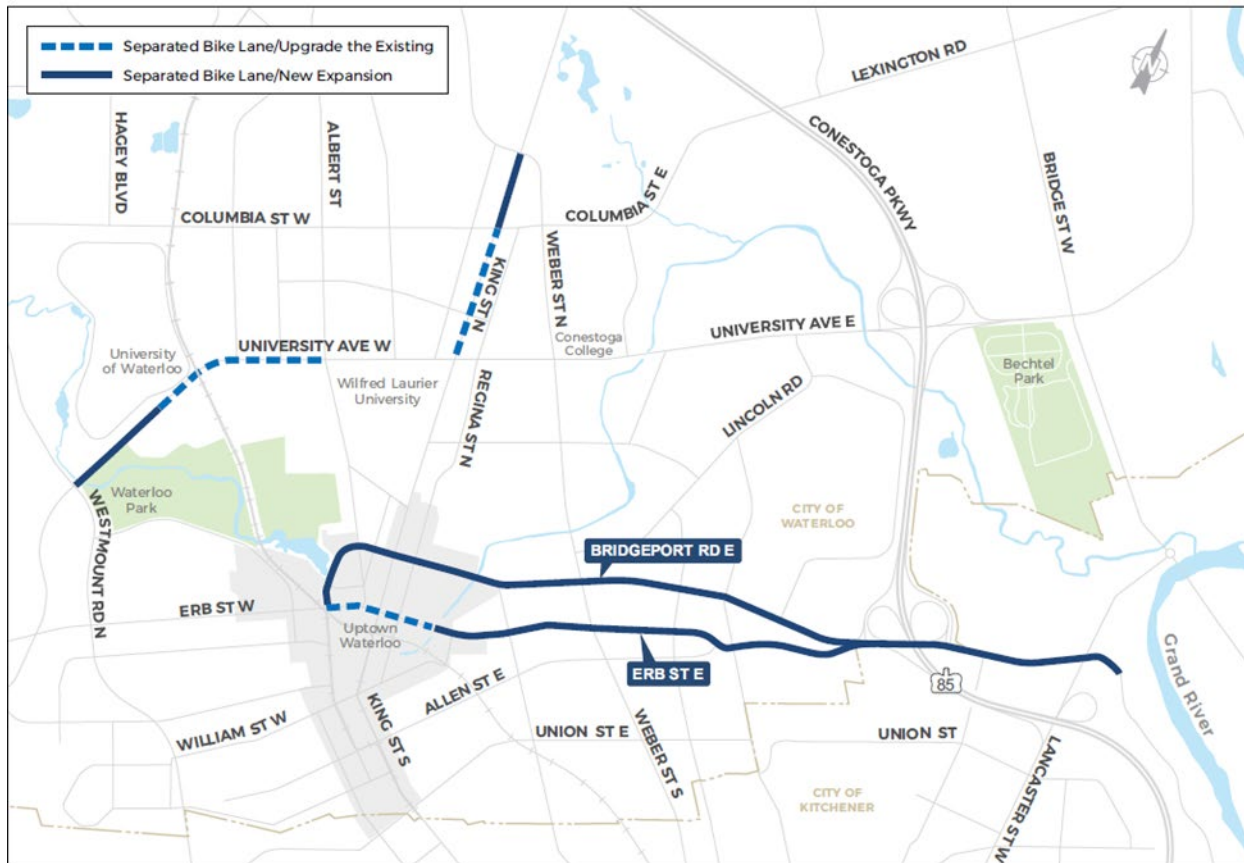
While the designs for the permanent installations on King Street, University Avenue, and Erb Street are being developed, the Region will also undertake a feasibility study to examine temporary and permanent facility alternatives for:

- 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

The study will define the problems and opportunities, identify potential solutions and evaluate those solutions based on their potential impacts. Technical analysis and evaluation, along with stakeholder and public engagement, will determine the preferred solution, and be carried forward into the preliminary design phase. This will also include detailed cost estimates for both construction and operation of the corridors.

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



How to provide input

Public and stakeholder engagement will support and inform the technical components of the study. Public engagement opportunities will be available throughout the study to obtain your feedback on design alternatives, including a Public Consultation Centre in late summer or early fall 2022. To receive emails on project updates and engagement opportunities, visit EngageWR.ca/WaterlooCycling and subscribe to the project page. You can also reach out a member of the project team.

Timelines & Milestones

1. Project initiation, data collection, background review – spring 2022
2. Feasibility study – summer/fall 2022
 - a. Identify and evaluate alternatives
 - Public consultation
 - b. Preferred alternative
 - Public consultation
3. Preparation of base plans and preliminary design – winter 2022/2023

Contact Information

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Figure 2: Bi-Directional Cycling Facility on Erb Street (Taken at Regina Street and Erb Street)



Figure 3: Bi-Directional Cycling Facility on Erb Street (Taken from Albert Street)



Figure 4: Bi-Directional Cycling Facility on Erb Street with LRT in the Background (Taken from Albert Street)



Figure 5: Bi-Directional Cycling Facility on Erb Street looking towards Erb Street and Caroline Street Intersection

