

CONNECTED KITCHENER 2051

City of Kitchener Transportation and Mobility Plan



Public Consultation 2 – Spring 2026

Draft Transportation and Mobility Plan



A New Transportation and Mobility Plan

The City of Kitchener is developing a new Transportation and Mobility Plan (TMP), called *Connected Kitchener 2051*.

The TMP will make it easier to get around Kitchener by walking, rolling, cycling, taking transit, and driving. It will recommend actions, strategies and networks to move Kitchener toward a more **resilient, equitable, sustainable and efficient mobility system**.

The TMP is an opportunity to 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. Collaboration opportunities with the Region have been identified.

Connected Kitchener Study Process

PHASE 1

Identify Needs and Opportunities

FALL 2025



- Review of existing transportation system and current policy
- Identify community needs and priorities
- Public Consultation 1

PHASE 2

Explore Future State

FALL 2025



- Understand projected growth and future transportation needs
- Explore intensification and emission-reducing opportunities

PHASE 3

Develop Networks and Strategies

WINTER 2026



- Evaluate and recommend draft actions, networks and strategies to support a safe, accessible, sustainable, and resilient multi-modal network

PHASE 4

Prepare and Finalise Plan

NOW



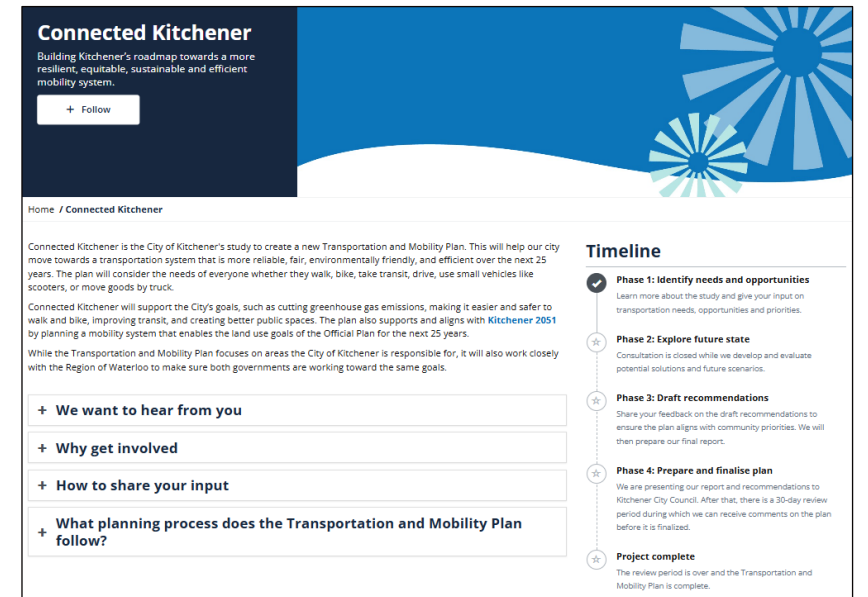
- Public Consultation 2
- Finalize recommendations and develop plan to implement them
- Seek approval from Kitchener Council

What We Heard

Public feedback from the *Connected Kitchener* study webpage, public survey, interactive map, and three pop-up events helped identify priorities for the TMP. The most common requests received were:

- **Transit connectivity** both generally and specific enhancements to the airport and newer neighbourhoods to the south
- **Safety improvements** for walking and cycling
- Speeding up **traffic pinch-points**

Survey feedback showed high levels of agreement with the draft goals that focus on expanding travel choices, building a resilient network, and prioritizing safety.



Collaboration with Partners

- Engagement with the Region of Waterloo and Grand River Transit helped identify priorities for the TMP, including:
 - Supporting the Frequent Transit Network
 - The opportunity for micromobility on a regional scale
 - The connection between parking and housing affordability
- The Region is starting their TMP update in 2026.



TMP Vision and Goals

Vision for Mobility

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.

Goal 1: Expand Travel Choices for All

Goal 2: Build a Resilient and Sustainable Mobility Network

Goal 3: Foster Economic Vitality

Goal 4: Advance Equity and Inclusion

Goal 5: Prioritize Safety in the Mobility Network

Goal 6: Align Land Use and Mobility



Public and partner feedback helped to validate the draft vision and goals. Within each goal, new objectives and strategies speak to what we heard. These include:

- Make walking and cycling faster, more efficient, and more comfortable
- Improve accessibility for all ages and abilities
- Eliminate traffic-related injuries and fatalities
- Improve efficiency for the movement of transit, emergency, and commercial vehicles

Aligning with the Official Plan

- The City's Official Plan (OP) sets a long-term vision, shared values, and policies that help guide decision making on where people live, work, move, and connect with each other.
- *Connected Kitchener 2051* is being developed at the same time as the new OP – this is an opportunity to ensure alignment between land use and transportation planning.
- As input into the OP, the TMP provides formal schedules of road widenings and road class changes.
- The TMP's strategies support the OP's shared values:
 - Mutual Care & Belonging
 - Affordability
 - Access & Inclusion
 - Thoughtful & Resilient Growth
 - Safe & Sustainable Mobility Options



Kitchener 2051

**First Draft Official Plan
for the City of Kitchener**

November 2025



Advancing Mobility Equity

A core component of the TMP is working towards **mobility equity** in Kitchener.

- Mobility equity means planning and operating the mobility system in a way provides all residents with the **same opportunity to access opportunities and services**.
- This means **reducing barriers** to accessing mobility options throughout Kitchener.



Why does addressing equity in mobility planning matter:

- Helps reduce barriers to moving around the city
- Helps narrow disparities in access to opportunities
- Helps connect more people to the city

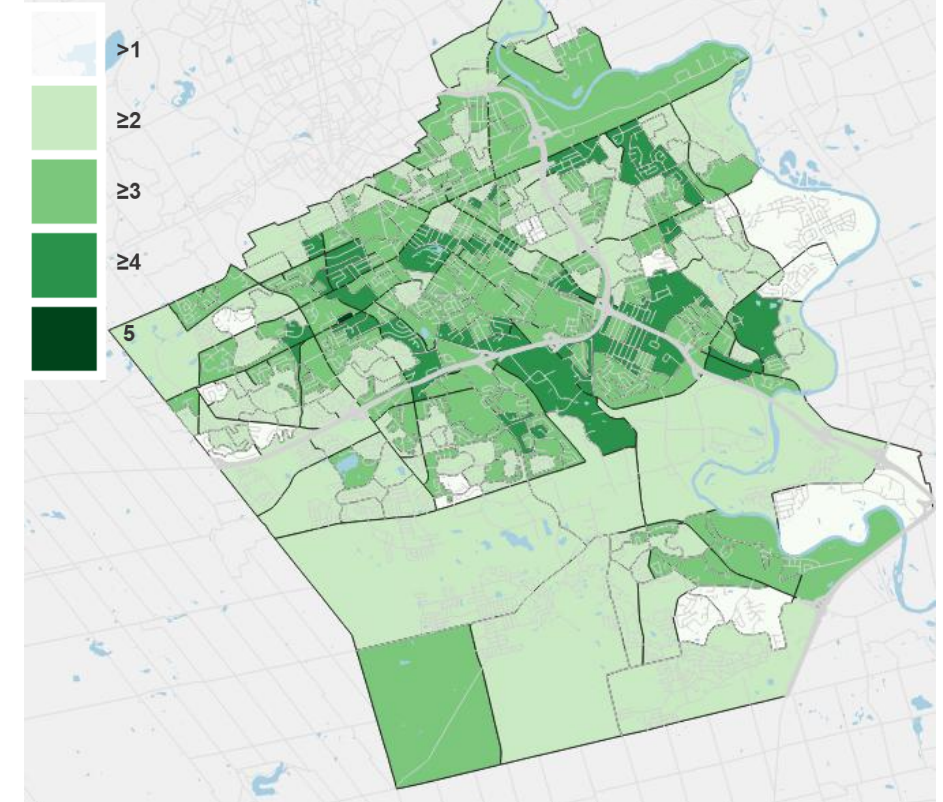
Advancing Mobility Equity

Key policy highlights:

- Build equity metrics into how sidewalk installation decisions are made
- Include equity in the creation of an active route snow clearing framework
- Fill sidewalk gaps with a focus on access to resources and opportunities in marginalized communities
- Work with the Region to expand shared e-mobility options into more marginalized areas.

ONTARIO MARGINALIZATION INDEX

Average Index



The Ontario Marginalization Index captures a wide range of demographic indicators to assess equity outcomes across the province.

***Connected Kitchener 2051* Policy Direction**

This section is a sample of what's in the TMP. The slides are organized by mode and answer the following question:

What is Kitchener doing to make it easier to **walk, roll and bike?**
take transit?
use roads?



Making it easier to **walk, roll and bike**

Key policy highlights:

- Implement Complete Streets and Networks
- Develop a framework for closing parts of streets to create better public spaces
- Identify sidewalk gaps and a prioritization plan
- Continue implementing the Cycling and Trails Master Plan (2020)
- Monitor and build on micromobility offerings
- Improve active transportation facilities near major transit stops



Complete Streets and Networks

- *Complete Streets Kitchener (2019)* helps us build safer and more functional streets for pedestrians, cyclists, and drivers.
- Our TMP sets direction so that when new communities are ready for move-in, **streets are already designed to support walking, cycling and driving from day one.**
- New communities will have robust active transportation networks with **direct pathways and shortcuts** to make walking and cycling convenient.



A street is “complete” when it works well for pedestrians, cyclists, transit riders, and motorists. This can look different on every street.

Opening Streets for Flexible Use

- Streets are public spaces that support community life, active transportation, and local economies. Many pedestrianized streets allow slow vehicular movement for servicing, emergency and accessibility needs.
- Considerations for identifying candidate corridors for flexible street treatments:
 - Is there an inconsequential part of the road network that **can instead be used to enhance the public realm** or provide an active transportation connection?
 - Does a new development **present the opportunity for something different** than the standard approach?
 - Is there a **commercial area that could be enhanced** as a public space with programming to enable off-peak delivery access?
 - Can a change to the use of a street **enhance safety**?

Pedestrian Network Gaps

- Filling sidewalk gaps is an important way encouraging more walking for transportation and increase pedestrian safety.
- There are sidewalk gaps on all three major road types in Kitchener's network: local streets, collectors, and arterials. Gaps on Regional roads will be addressed through engagement with the Region.
- Two questions help to frame prioritization of gaps:
 - Is there a reasonable and safe alternative route?
 - How fast are cars moving and at what volume?



The TMP will also include recommendations for changing how the City decides what sidewalk gaps to fill.

Cycling and Trails Master Plan (2020)

- The Cycling and Trails Master Plan (CTMP) identifies a city-wide network of cycling facilities and trails for people of **all ages and abilities (AAA)** over a 20-year horizon.
- The TMP identifies where **right-of-way widenings are needed to accommodate planned infrastructure** and includes these in the Official Plan schedule.

Cycling and Trails Master Plan | Summary Report

Figure 8 - Cycling and Trails Network Map



Micromobility

- The shared e-bike and e-scooter program is managed by the Region. This pilot program has been extended to 2029.
- The TMP recognizes the important role shared e-mobility plays in the City's mobility landscape. Kitchener will continue to support program growth and identify opportunities for service area expansion and additional e-mobility parking areas.



In 2024, 173,000 rides on Neuron e-bikes and e-scooters were taken, totalling over 288,000 kilometres travelled.

Making it easier to **take transit**

Key policy highlights:

- Consider dedicated transit lanes and transit priority measures on identified corridors
- Support the GRT Frequent Transit Network implementation through identifying Kitchener road changes to help make travel by transit more reliable.
- Enhance walking, rolling, and cycling access to transit through focusing on key FTN hubs and Kitchener GO

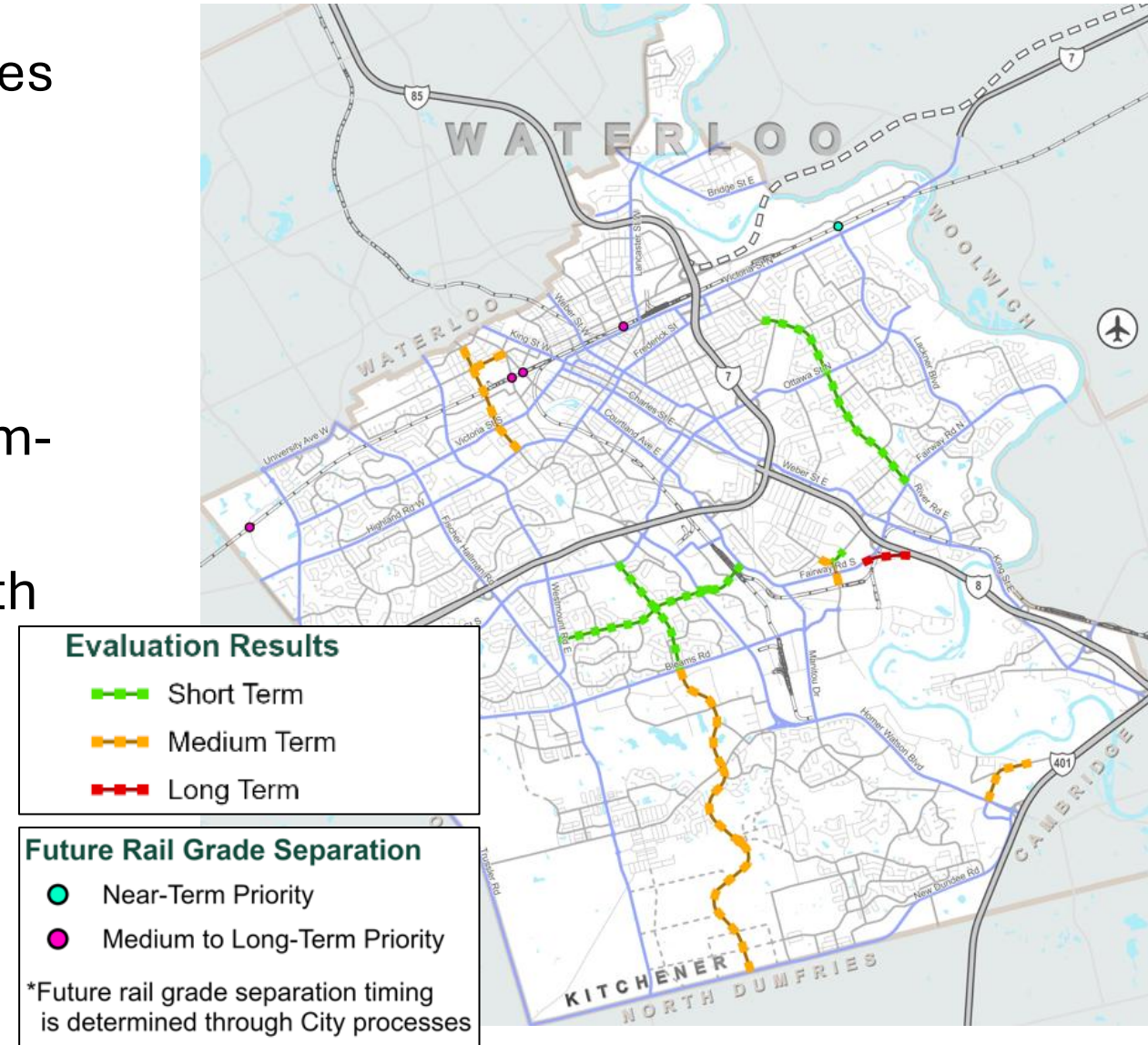


While transit service is Grand River Transit's responsibility, Kitchener has an important role to play in making sure buses can move reliably around the city.

Kitchener also has a role to play in making it easy to get to and from bus and ION stops.

Proposed Transit Priority Corridors

- Transit that shares lanes with other vehicles is often impacted by traffic, leading to inconsistent service and unreliable travel times.
- Analysis showed **12 transit priority projects** had merit for immediate, medium-term, or longer-term priority.
- The TMP recommends moving forward with feasibility study for near-term projects.
- Transit priority can mean dedicated bus-only lanes or other treatments, like intersection queue jumps, to **reduce the impact traffic has on bus travel time.**



Access to Transit

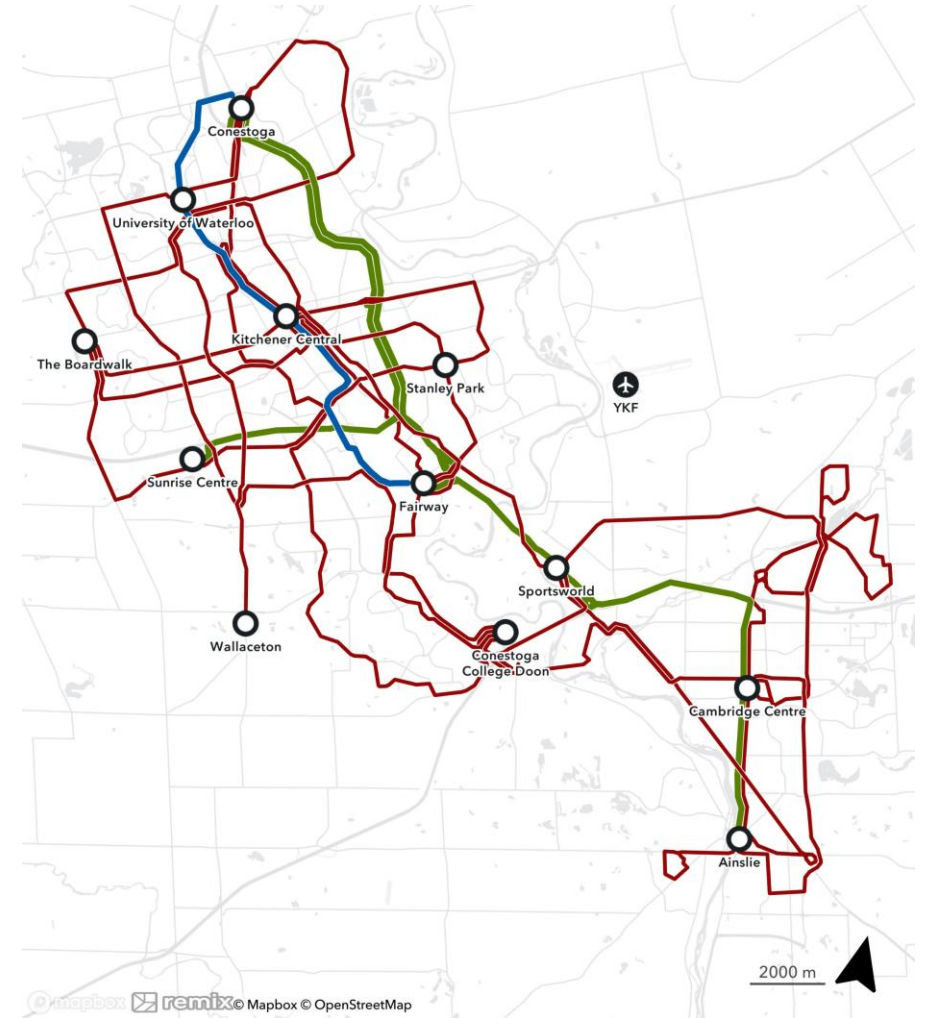
- Making it easy to walk or bike to access transit helps encourage transit use and makes transit riders' days safer and more comfortable.
- The TMP identifies how Kitchener and the Region will work to support transit access:
 - More coordinated and consistent winter maintenance
 - Filling in sidewalk and crossing network gaps
 - Adding more bike parking
 - Connecting stations with the trail system



The Region of Waterloo used the Public Transit Infrastructure Fund (PTIF) to make 10 upgrades at transit stations and install over 100 bike racks.

Supporting the Frequent Transit Network

- Kitchener will work with GRT to identify opportunities to enhance transit hubs part of the Frequent Transit Network.
- As some of the areas around these transit hubs become more mixed-use, there is opportunity for the City to guide development to best support transit access, including:
 - Ensuring direct pedestrian connections
 - Providing space for secure bike parking



Making it easier to use the road network

Key policy highlights:

- Systematically consider the needs of everyone who uses the road when making decisions, not only drivers.
- Modernize road data collection, storage, and use to support evidence-based decision-making.
- Consider refining parking pricing to support having more spots available in key locations.
- Align the truck route network with current industry needs.
- Consider strategic capacity expansion at key locations.



Better Decision-Making

- The TMP recommends enhancing the traditional vehicle-oriented “level-of-service” metric to include a multimodal lens, identifying target **service levels for pedestrians, cyclists, and transit users**. This new tool can support corridor studies, road design, and development review.
- **Better data helps make better decisions**. The TMP outlines data gaps and strategies to fill these gaps to better understand parking use, multi-modal movements at intersections, and how well corridors are performing from a safety perspective.



The City of Kitchener has partnered with UW to test innovative traffic data collection methods, like LiDAR sensors.

Parking Policy

- Kitchener manages both on-street curbside parking in the downtown and off-street parking in both surface lots and parking structures.
- The TMP recommends a **holistic approach to pricing and managing City-owned parking spaces** that reflects current demand, competition for space, and space desirability. On-street parking is typically located closer to final destinations and has many competing uses – as a high-desirability spot, it should be priced to reflect its role in the parking system.
- Encouraging use of off-street parking amenities will help free limited curbside space for other uses.



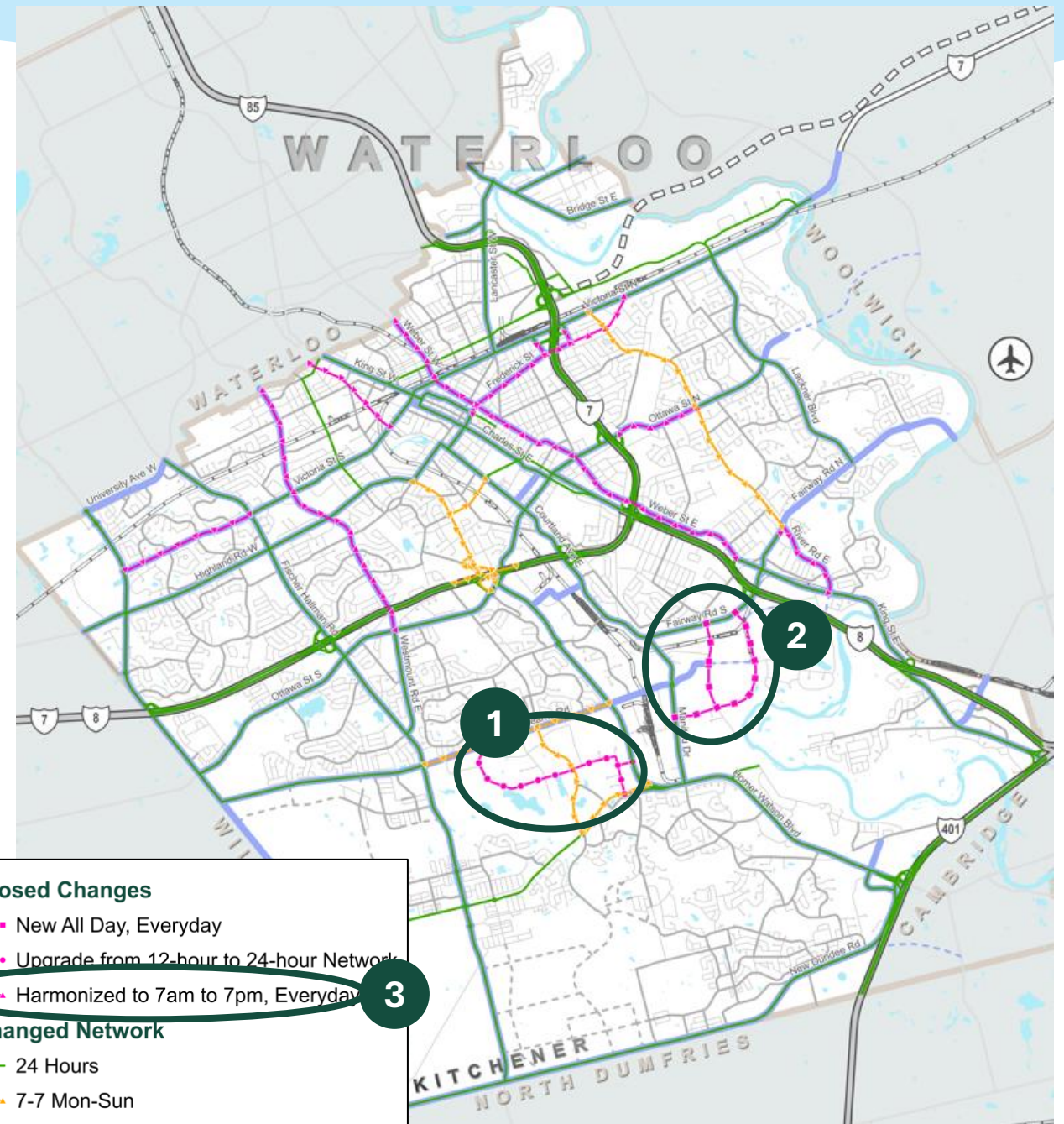
There are 15 surface parking lots, 5 parking garages, and over 300 on-street spaces managed by the City of Kitchener.

Goods Movement

Goods movement networks identify specific streets where trucks are permitted; these streets need **specific design considerations** to facilitate large truck movement.

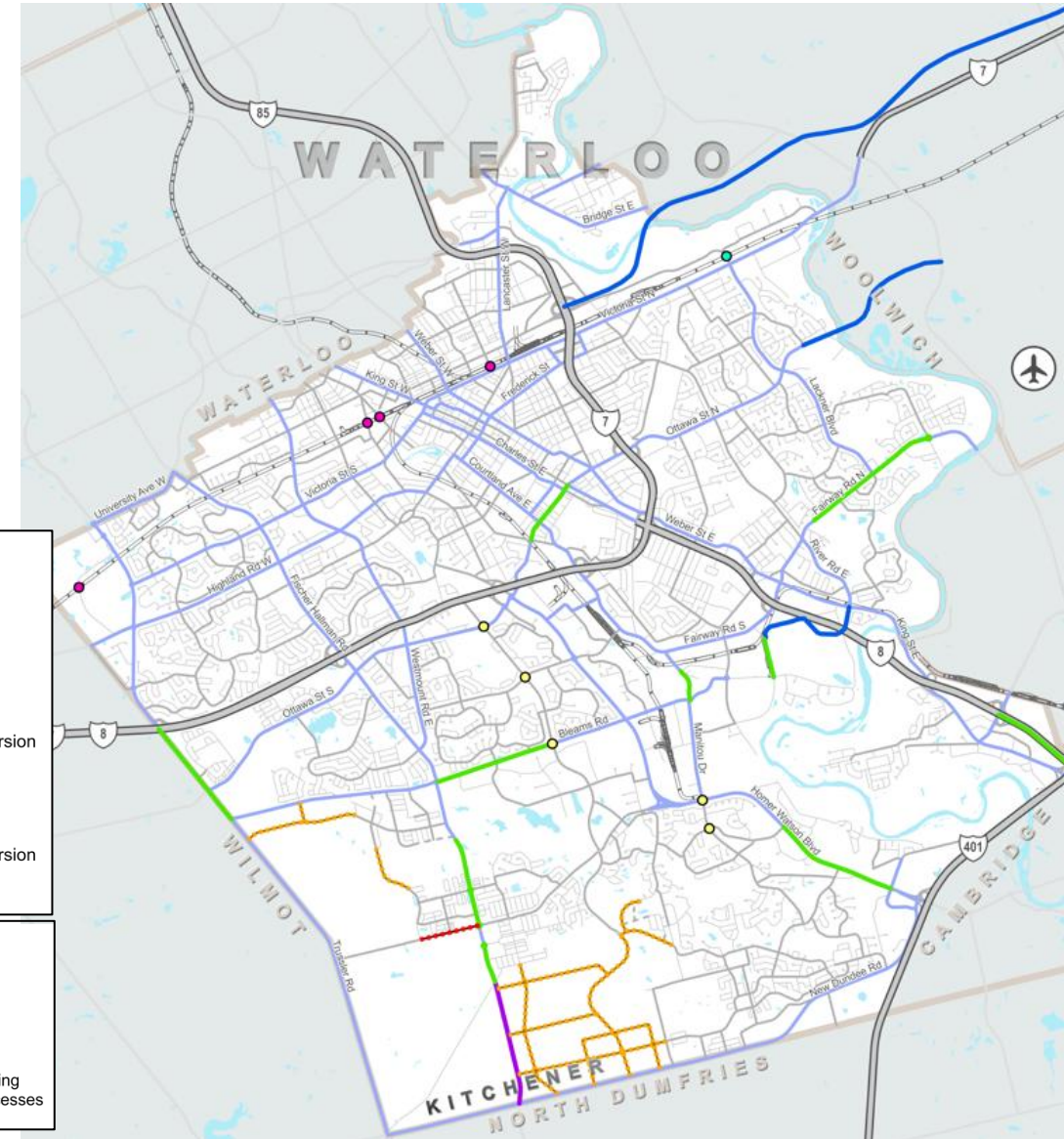
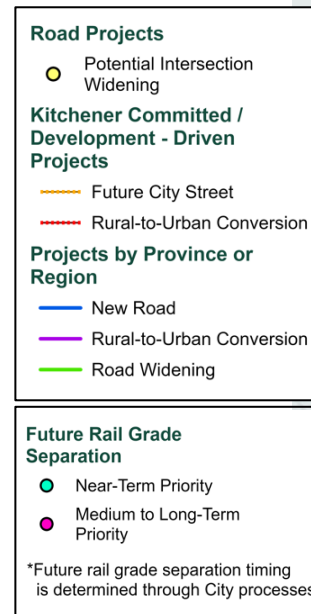
The TMP recommends:

1. Upgrading the Beasley and Trillium industrial area to a 24-hour network
2. Adding 24-hour designation to Wabanaki/Wilson
3. Harmonizing 12-hour restrictions



Proposed Road Network Upgrades

- The TMP modelled future traffic on a road network that includes all currently committed projects, highlighting congestion hotspots.
- Most projected future congestion is occurring on regional roads.
- Through this exercise, Doon Village Road and Strasburg Road were identified to have congestion concentrated at intersections.
- The TMP proposes a pinch-point specific approach: two intersection widenings on Doon Village and three on Strasburg to move vehicles quicker.
- This will increase vehicular capacity and improve traffic flow while minimizing community disruption and excess capital costs of a potential road widening.



Next Steps

Following this round of public consultation, we will:

- Review your feedback.
- Refine recommendations based on your input.
- Document your feedback for reference when TMP recommendations are implemented.
- Seek Council approval of the TMP.



Shape Our City

Have your say. Visit engagewr.ca/ConnectedKitchener to:

- Complete the online questionnaire



Who's Listening



Connor Payne

Project Manager, City of Kitchener
connor.payne@kitchener.ca



John Kemp

Consultant Project Manager, Arcadis
kitchenertmp@arcadis.com