Active transport is...

Any form of human-powered transportation, which includes:

- People with mobility devices
- Walking
- Cycling
- Skateboarding
- In-line skating
Population is anticipated to reach 729,000 by 2031.

Growth is both compact and largely concentrated in existing built-up areas.

Ensuring that the health and social benefits of an active lifestyle direct transportation planning and design decisions.

Getting around by active modes will be a large part of the transportation solution.
Next Steps

- Doubling current 300km network over the next ten years.

- Working with area municipalities and other partners to develop network priorities and funding options for future consideration by Regional Council.
Statistics

63% of Canadians believe there is a need for further investment in cycling infrastructure in their community.

Source. Canadian Automobile Association 2017

Statistics

44% of Canadians say they would cycle more if they felt safer cycling on roads.

Source. Canadian Automobile Association 2017
Facility Types

On Road
- Shared roadway with signage
- Paved shoulder with signage
- Conventional
- Separated
- Raised
- Bicycle only road

In Boulevard
- Raised Cycle Track
- Multi use path
Figure 2.3 – Shared Roadway with Sharrows

Note: Sharrows are intended to indicate to both motorists and cyclists the appropriate line of travel for cyclists.
Credit: New River Valley Bicycle Association, 2011

Figure 2.5 – Conventional Bicycle Lane, Milton Trails

Note: Sufficient space should be provided to mitigate conflict between cyclists and opening car doors on streets where on-street parking is permitted.
Credit: MMM
Figure 2.6 – Separated Bicycle Lane

Note: Separation restricts the encroachment of motorized traffic, and is perceived to create a more secure and comfortable environment for cyclists.

Credit: SFstreetblog.org, 2009 (left photo)
Credit: City of Vancouver (right photo)

Figure 2.7 – Raised Cycle Track in Toronto

Note: A raised cycle track is typically implemented on high volume urban arterial or collector roadways with high bicycle traffic volumes

Credit: MMM, 2013
Winter Maintenance – Are you Ready

University Avenue - Erb Street to Keats Way

Region of Waterloo Proposal
Looking Northeast

24.8m total platform width
Urban Planning & Design Considerations

- Level of user comfort
- Curbside waste collection
- Driveway access
- Parking
- Drainage
- Transit stops
- Access to utilities
- Emergency vehicle access
Maintenance Considerations

- Winter only routes
- Type of delineator or separator
- Width of lane
- Evolving maintenance standards
- STORAGE
Cost Factors

- Systems are expanding at a rapid pace
- Maintenance budgets are not keeping pace

Start Planning Now

- Involvement with planning / design / construction
- Know what you are getting
- Do you have the right equipment
- Are you aware of the winter maintenance standards
Contact

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