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2. How do you use the trails? (circle all that apply)
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3. What type of road crossing are you comfortable using? (circle all that apply)
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4. Do you use the City website to assess trail mapping and information?
   a. Yes
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5. Do you use maps along the trails to find your route?
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6. Do you have any comments about the trails in Waterloo?

Motorized vehicles (ie. Vespa) are using the trails. Some kind of enforcement would be appreciated.

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Many trails (esp. hillside) have confusing navigation & poor paving makes them difficult to navigate safely by bike. Street crossings (esp. University at hillside) are quite difficult.

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   a. Yes
   b. No
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- UNIVERSITY & SEAGRAVE CROSSINGS - is it possible to get away from the train tracks? it's easy to get bike wheels stuck in them.

- SIGN IF SIGNS RESEMBLING STREET SIGNS ARE USED - SUGGEST LOWERING THEM TO 1. MAKE THEM DISTINCT FROM NORMAL ROAD SIGNS
  2. MAKE THEM EASIER TO SEE FROM BIKES CLOSE UP (E.G. BIKES HAVE HANDLE BARS)

- I LIKE THE POLES STRIPED WITH COLOUR A LOT, BUT

  - IT WOULD BE GOOD IF THE STRIPES OF COLOUR WERE WIDER
  - AND MAYBE PATTERNS FOR COLOUR BLIND PEOPLE (OR REFLECTIVE PATTERNS?)
  - A MORE VISIBLE COLOUR WOULD BE GOOD

  - HAVING BARS OF COLOUR CLOSE TO EYE LEVEL WOULD ALSO HELP

- I LIKE THE IDEA OF LOGOS FOR TRAILS, ESPECIALLY IF THEY'RE ASSOCIATED WITH COLOURS OR POLES

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Overall though, this plan looks good. I'm excited for the improvements!
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- During times of high traffic users of the trails wait long durations before able to cross. Signage alone does not interrupt break flow.
- Proper lighting along trail = higher levels of safety = higher number of users.
- "You are here" maps needed
- Protected bike lanes along trail = safety for cyclists = more female riders. A painted line is not enough.
- If implementing sharrows must reinforce single file lane sharing otherwise puts cyclists at more risk of harm.

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- The gap in the median on Columbia for the Laurel Creek trail crossing is not aligned with the trail path.
- Better signage/marking for bicyclists on Caroline between the end of the Iron Horse trail and Erb.
- Markings/signage to indicate how a bicyclist should cross Erb when heading north from Caroline onto the Laurel Creek trail. Should I do a left turn with traffic? I'm honestly not sure -- Motorists turning right from Caroline (southbound) to Erb (westbound) are confused by this, since it interferes with their path whereas a "full" left turn onto Erb does not.

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Please add comments to page Forwell Creek Trail.

I ride "The Loop" every spring as my first ride. Great to see it formalized!

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Laurel Trail through Waterloo Park is an incredibly important connection and needs to be paved yesterday. Even though the trail needs pavement improvement, and some better resting than the new alignment (John & Caroline). The biggest issues I'd like to see addressed are: making arterials friendlier to ride along (Separated lanes and cross highways crossings, and filling in the gaps, especially getting through upswing and from Allen street to On). The trails aren't bad, but whole city perspective needed to make the whole trail street network useful.

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- Hillside trails - would be great paved. Currently very poor.
- Proposed crossings - generally good. Weber needs major improvement.
- Trail segment leading to Ev (2m wide) - useful but obstructed by overhanging parked cars. Can we do something?
- Please consider establishing interloop as part of core network for winter maintenance.
- Surface improvements on Laurel (Waterloo Park) as soon as possible.

Very encouraging proposal - I strongly support and would benefit daily.

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1) Provide wildlife crossings
2) Do something about those crossings that are slow/dangerous - Iron Horse at Erb, Iron Horse at University, Iron Horse at Columbia.
3) Plane the Iron Horse trail in Waterloo park.
4) Keep foliage pruned from signage
5) Integrate the planning of the Wild Loop with the Iron Horse trail and the hiking/spring line trail that follows Willis Way, not Erb St!
6) No gates - gates are dangerous!

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Really encouraged to see solicit wayfinding signs proposed - though street blades must be long enough to be seen.

Like the white dot crossings - consider for IHT along Caroline instead of ped-only crosswalks.

Consider giving priority/right of way to trail traffic where trail usage is high.

Please save hillside trail soon and expedite any plans for a Lexington highway crossing.

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Nice to have! Thanks!

Trails & bike paths on paved roadways have terrible edges, make it dangerous for biking.

Love Davenport & the road diet & bike boxes.

Need a bike box at Caroline & William.

Need better signage for cars at trail crossings, almost everywhere!

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Need biking solutions to cross the Expressway.
Leaington is dangerous; King st. North (South of Conestoga mall & north of manulife) is very dangerous, King st N. near St. George Hall is the worst!

King st N. near St. George Hall is the worst!

Need a more direct link to St. Jacobs & Elmina, maybe the KW spur line.
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- Laurel Trail between Bridgeport & Erb is rather dark at night

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- Looking forward to these improvements
- Would like to see more signalized crossings at busy streets

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6. Do you have any comments about the trails in Waterloo?

Better connectivity across 401 Expressway would be nice.
Also, more/better winter maintenance of trails & bike lanes.
- better signage or markings to distinguish from sidewalks, i.e., that bikes are allowed
- signs/markers on bike lanes making direction clear.

Please provide your feedback by placing it within the drop box at the Public Information Session, to one of the project coordinators at the meeting, or by email at a later date.

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