

# Victoria Street Modifications (King Street West to Weber Street West)

**Sustainability, Infrastructure and  
Development Committee**

November 5, 2024



Region of Waterloo

# Agenda

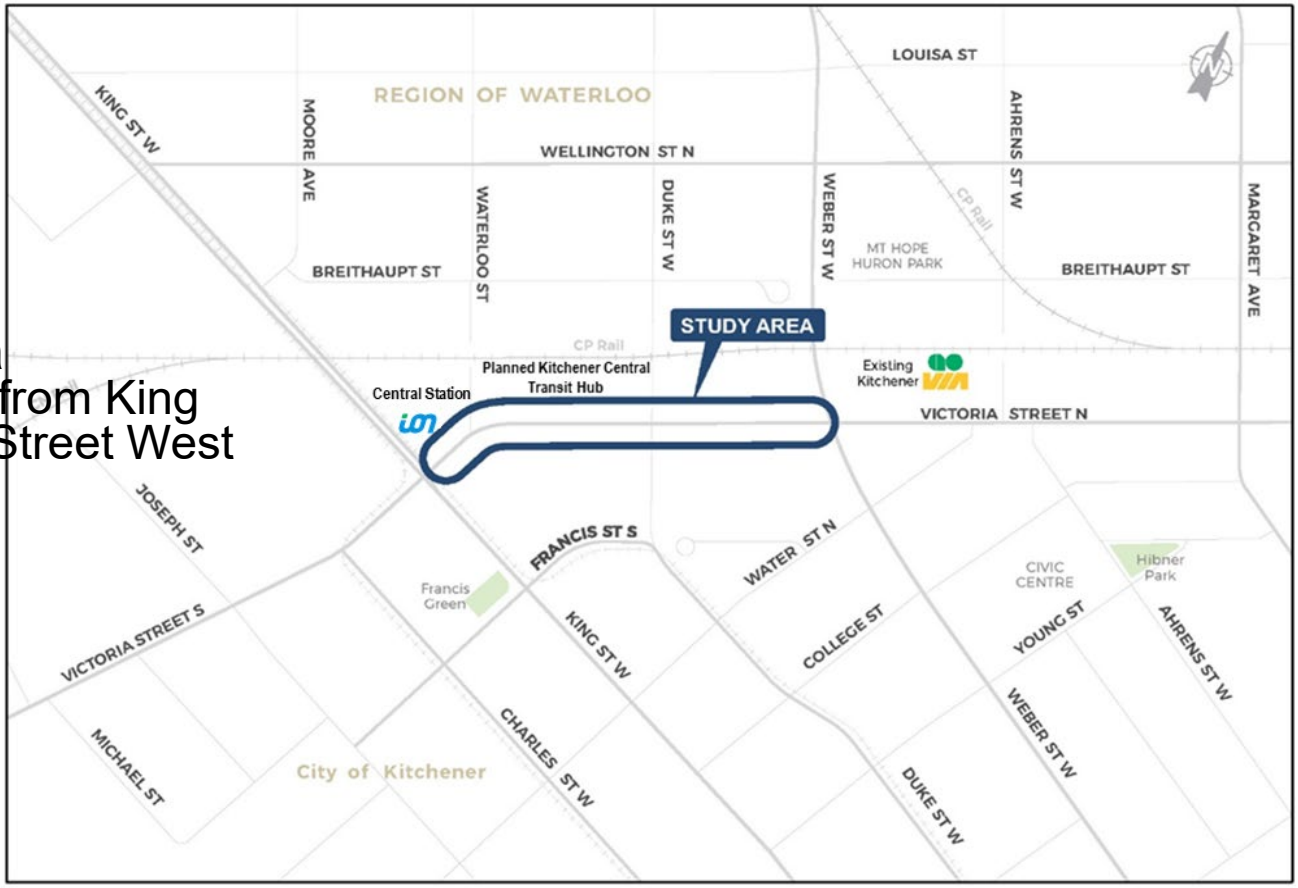
- 1 Background
- 2 Study Area, Purpose, Objectives, Process
- 3 Existing Conditions
- 4 Assessment of Alternatives
- 5 Public Feedback
- 6 Preferred Preliminary Design
- 7 Recommendations

Study Purpose and Study Area

# Victoria Street Improvements from King Street West to Weber Street West

Victoria Street is being assessed for roadway modifications that will complement the Kitchener Central Transit Hub, that are safe and sustainable, and that accommodate people walking, cycling, using transit, and driving.

**Study Area**  
Victoria Street North from King  
Street West to Weber Street West



# Study Objectives

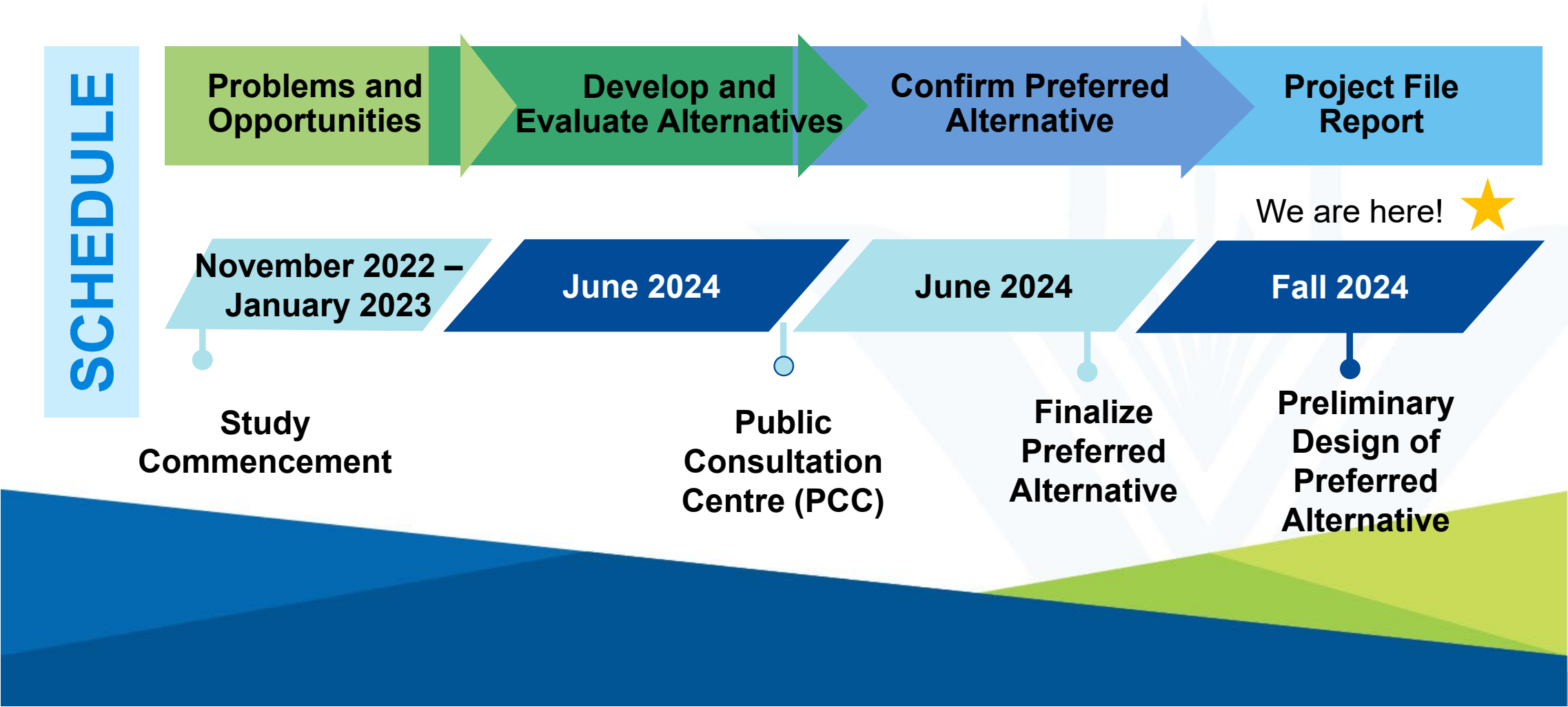
The project objectives include, but are not limited to, the following:

-  Create **high-quality multimodal connections** to facilitate first- and last-mile connections to the future Kitchener Central Transit Hub site by walking, cycling, and using transit;
-  Support the **Region’s 2023-2027 Strategic Plan** and TMP, and other policies and plans.
-  Support **transportation equity** by providing for convenient, safe and affordable alternative modes of transportation;
-  Encourage **more people to cycle** on Victoria Street and to the future Kitchener Central Transit Hub by providing safe and separate cycling facilities; and,
-  Connect cycling infrastructure to destinations and to other cycling facilities.

Study Schedule

Study Process

The Victoria Street Modifications (King Street West to Weber Street West) Study is a “Schedule B” from the **Municipal Class Environmental Assessment process (MCEA)**.

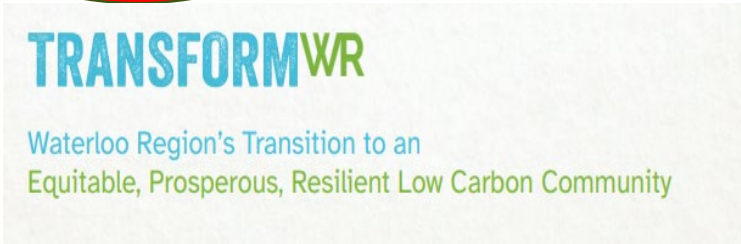


# Background: Alignment with Regional Plans and Policy

2024



2021



2018



## Climate Aligned Growth

- **Foster car alternative options** through **complete streets** and extended alternative transportation networks



## Equitable Services and Opportunities

- Supports transit which is an inclusive, and accessible service

## Aids in Achieving Targets

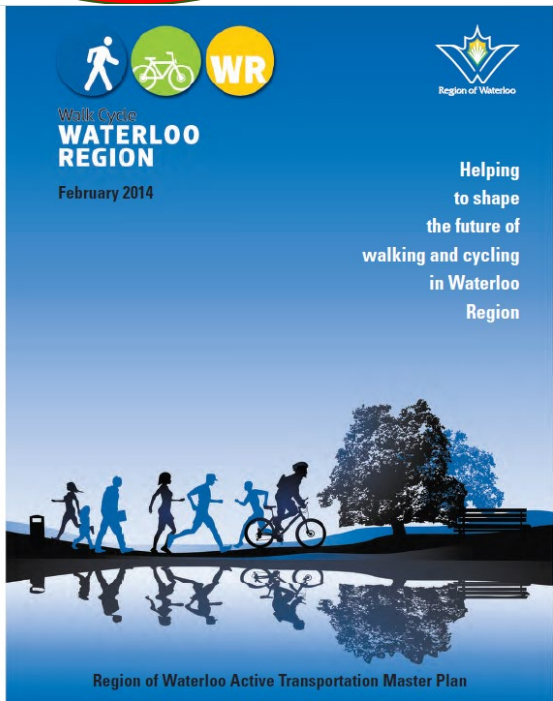
- **Council approved auto share reduction targets by 2050**
- **Replace 80% of <5km trips with AT and Transit.**
- 49% of trips in 2015 were <5km

## Follows Recommendations

- Providing good walking facilities on both sides of all Regional roads.
- **Providing separated cycling facilities in key corridors,**
- **Support increasing transit service frequency**

# Background: Alignment with Regional Plans and Policy

2014

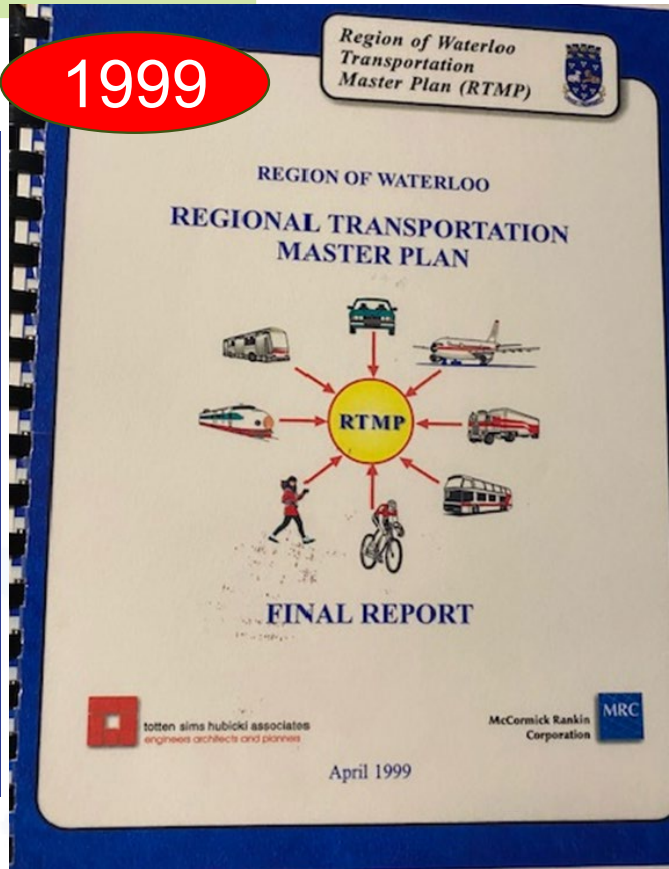


**"Promote Transportation Choice:** offer competitive choices for moving people and goods ...while minimizing single occupancy vehicle trips. "

2010



1999

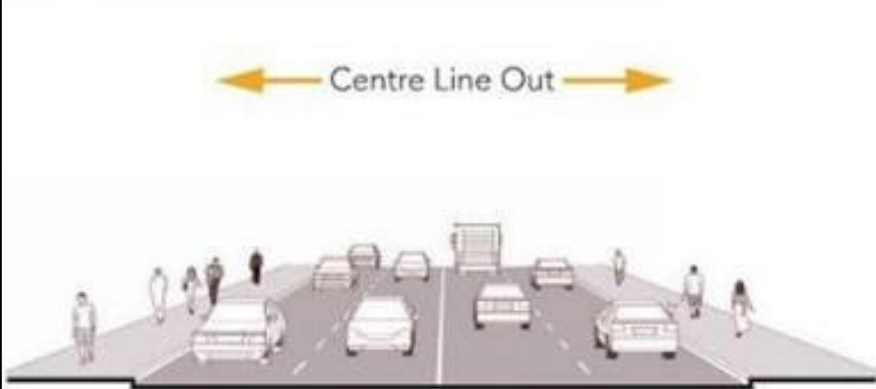


**"The long term "vision" achieves a shift towards greater use of transit, pedestrian and bicycle facilities and away from the existing high auto reliance..."**

Design Considerations

# A Complete Street Design Approach

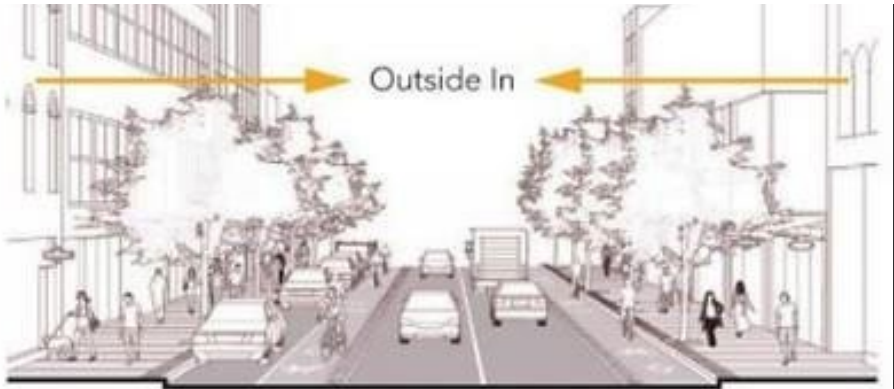
Focus on vehicle capacity



THEN

Auto-Mobility  
Automobile Safety

Focus on person capacity and access by different modes of transportation



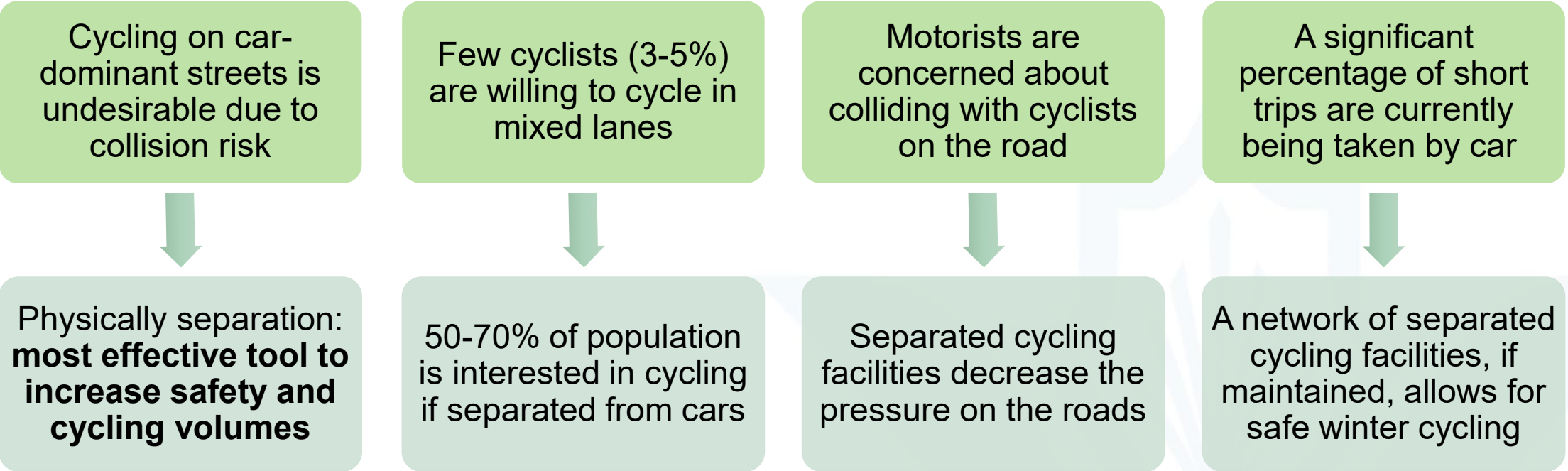
NOW

Multi-modal Mobility + Access  
Public Health/Safety  
Economic Development  
Environmental Quality  
Livability/Quality of Life  
Equity

# Why Separated Cycling Facilities on Victoria Street?

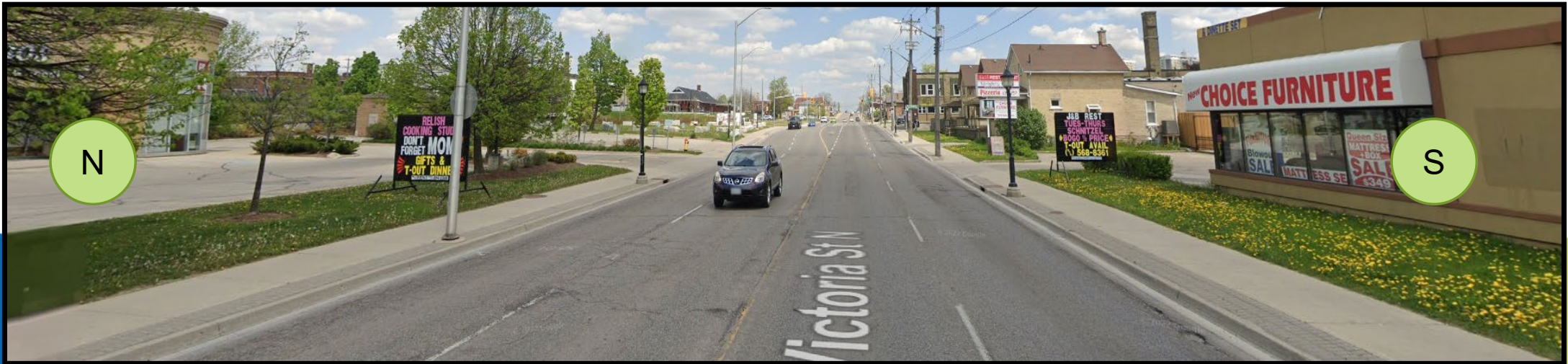
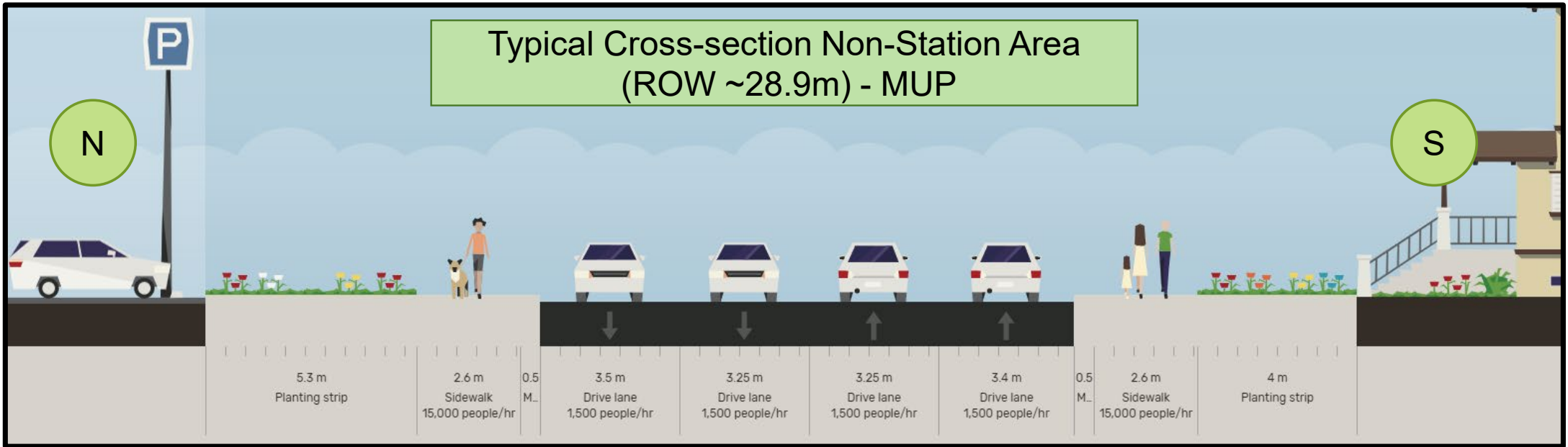


## Attractive and Safe!



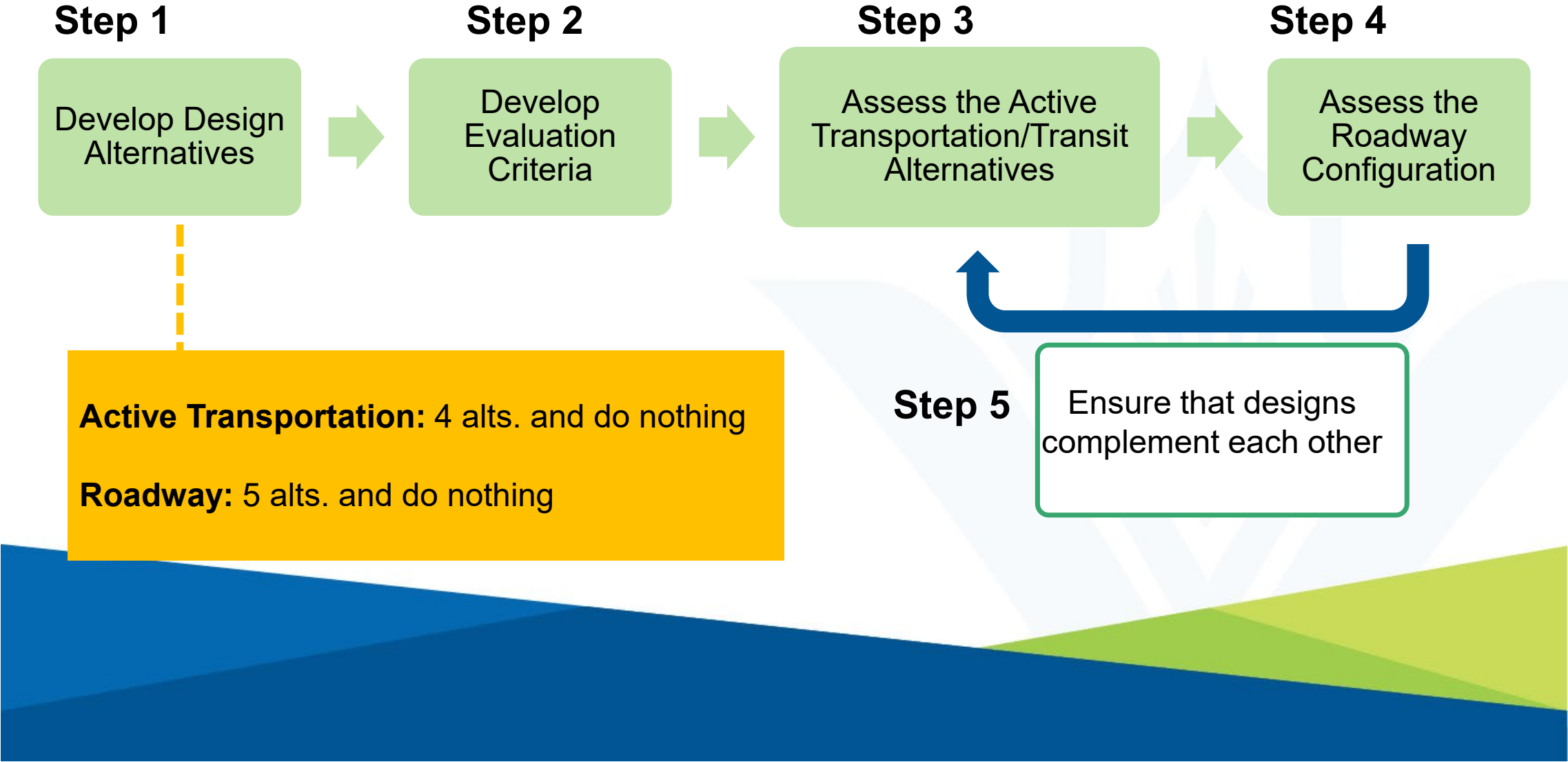
Sources: [\(OTM Book 18, 2021\)](#), [\(Dill, 2012\)](#), [\(STRCC, 2009\)](#), [\(Toronto Public Health, 2012\)](#)

# Existing Conditions on Victoria Street



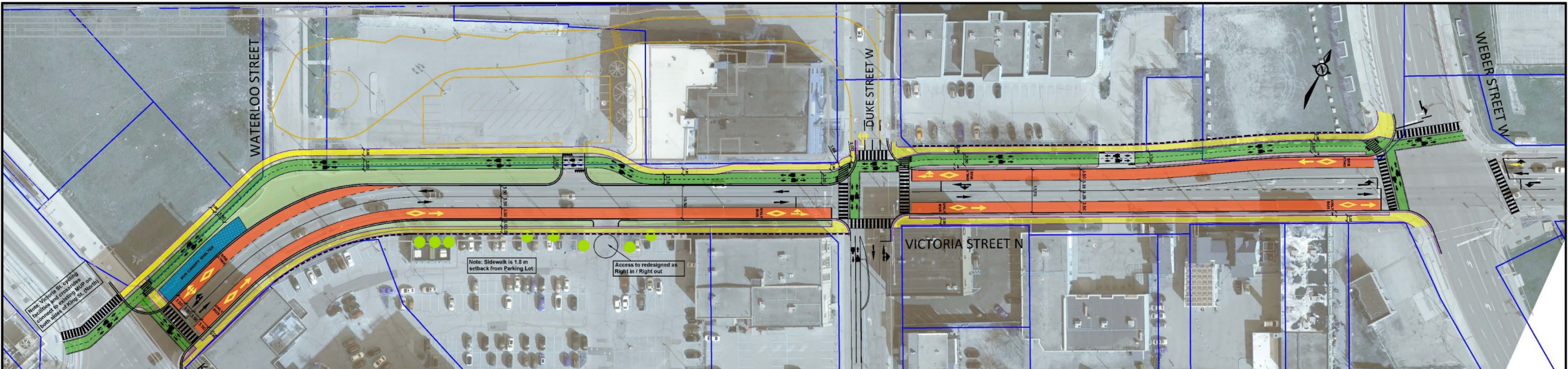
Assessment

# Assessment Methodology



# Preferred Preliminary Design

Wider sidewalks on both sides, a separated two-way cycle track on the north side (in front of the station), sections of transit priority lanes (reserved bus lanes) at critical locations, and single vehicular lane in each direction. Safe and comfortable travel for people walking, cycling, using transit and driving.



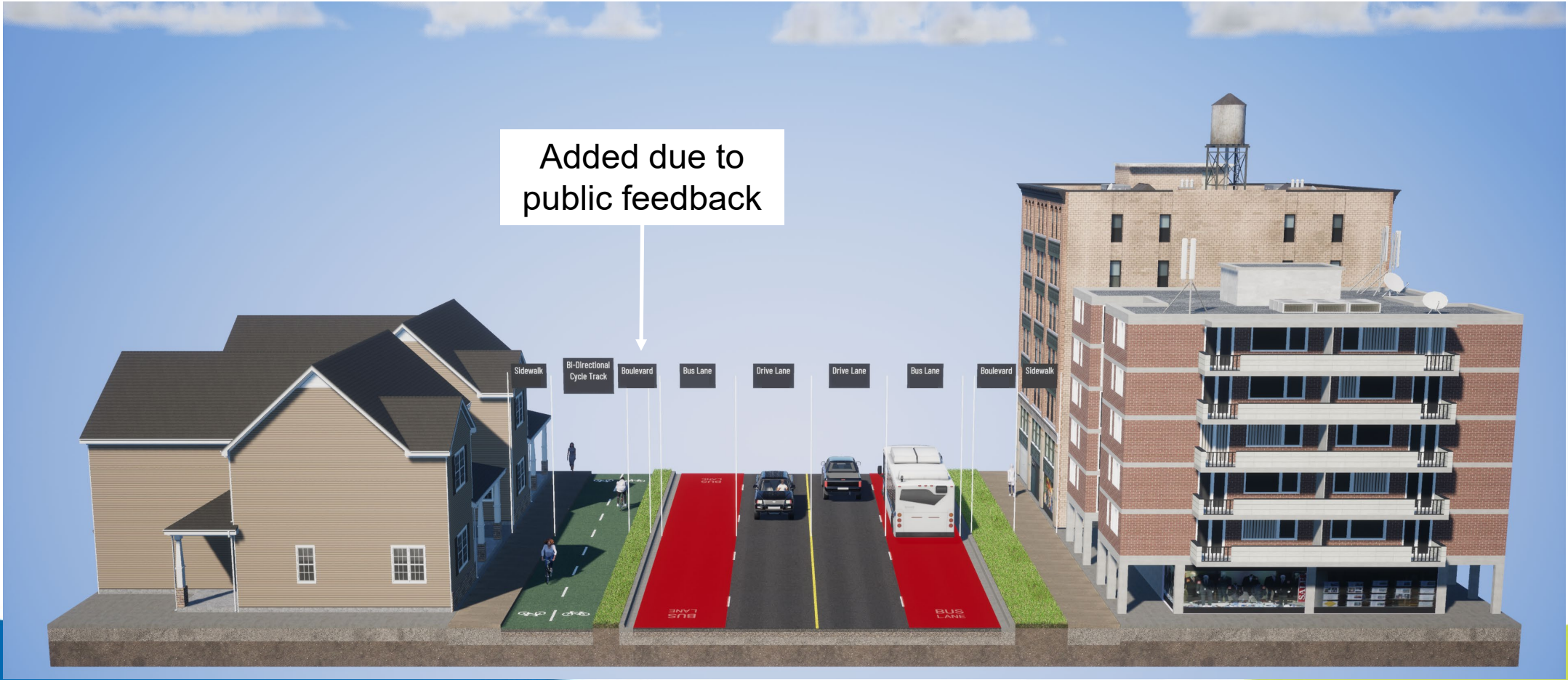
Legend

|  |                                   |
|--|-----------------------------------|
|  | BUS TERMINAL (DESIGNED BY OTHERS) |
|  | CYCLE TRACKS                      |
|  | SIDEWALK                          |
|  | PLANTING STRIP / BOULEVARD        |
|  | BUS ONLY LANE                     |
|  | BUS CANOPY PLATFORM (5m x 33m)    |
|  | BOULEVARD                         |

**Preliminary Cost Estimate:**  
Approx. \$3.1M excluding utilities  
relocations, excess soils,  
landscaping, transit shelters

# Preferred Preliminary Design

Typical Cross-Section



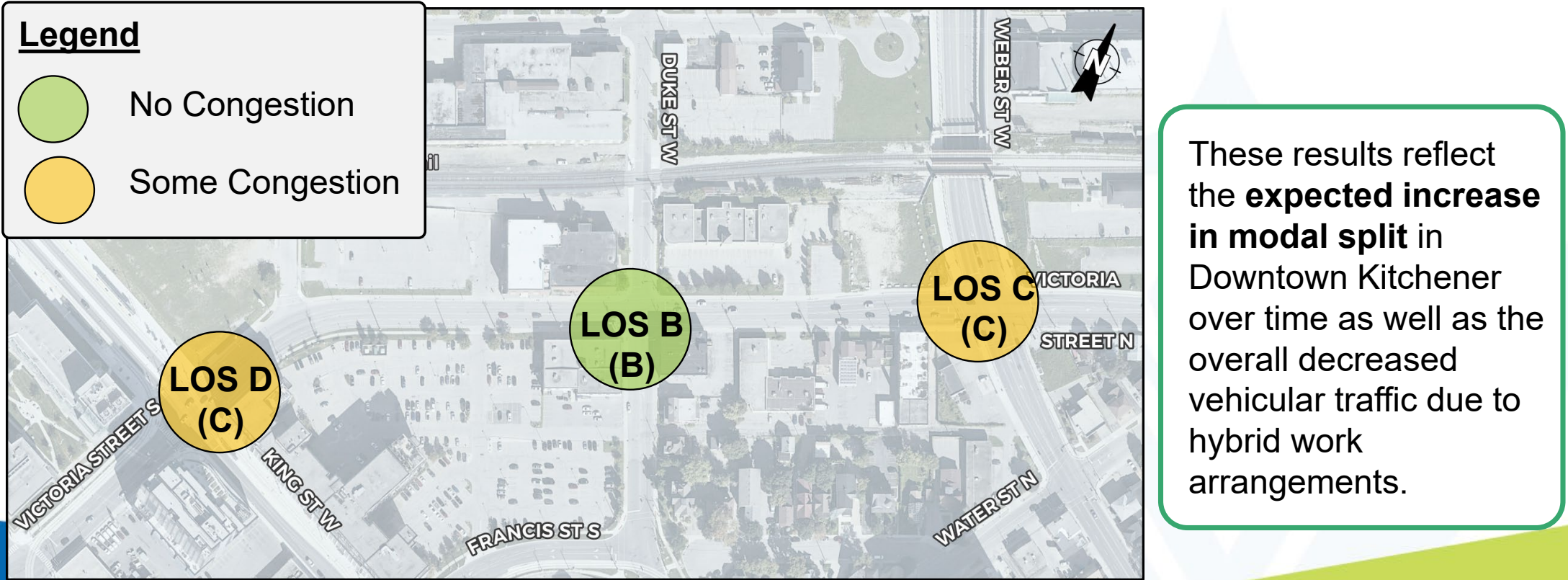
# Preferred Preliminary Design

Typical Cross-Section in front of Rumpel Felt Co. (Constrained)



# Traffic Analysis Results for the Preferred Preliminary Alternative (AM and PM Peak Hours)

Corridor operating with good/acceptable Level-of-Service. There is some congestion at the King Street and Weber Street intersections during AM and PM peak hours.



Notes: Level of Service (LOS) shown are the worst peak intersection LOS for the preferred alternative. LOS in parenthesis corresponds to the worst peak intersection LOS for the "do nothing" option.

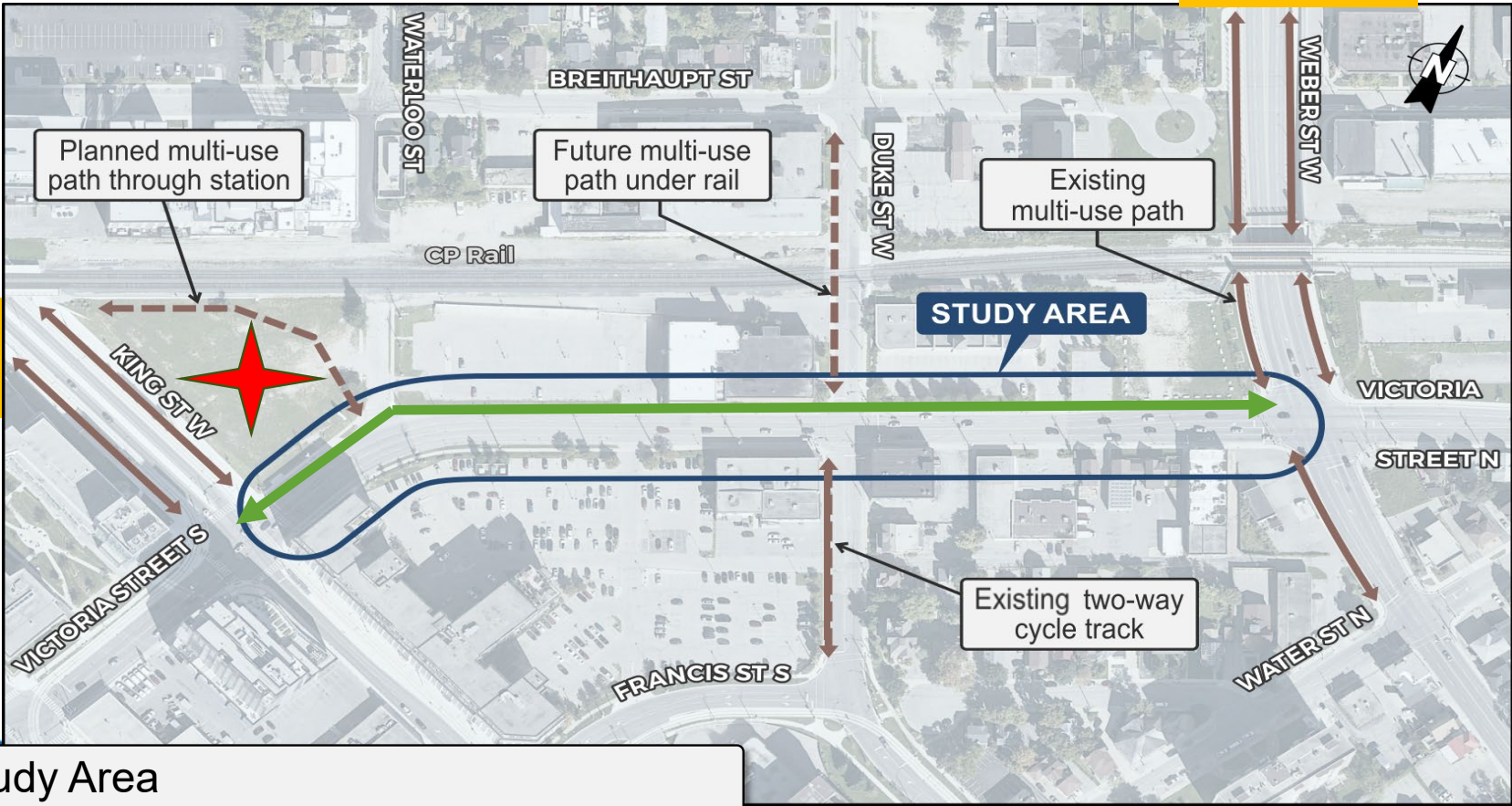
Why Separated Cycling Facilities on Victoria Street?



Cycling Access to the HUB

To Spur Line Trail

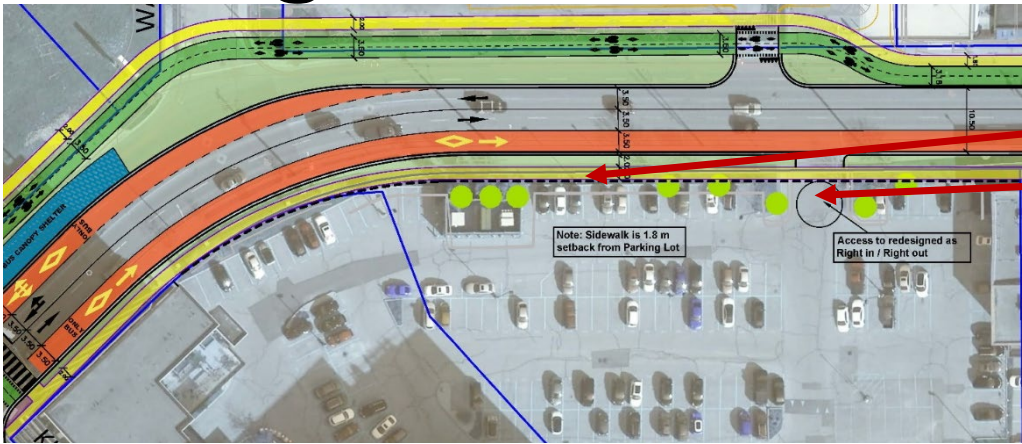
To Cherry Park Trail



- Study Area
- Existing Multi-Use Path
- Future Active Transportation Connections
- Proposed Two-Way Cycle Track

Property Impacts

# 410 King Street West



- Some boulevard space needed
- Access improvements to control turning movements

# 247 Duke Street West



- Remove 12 angular parking spaces
- **Parking Study:**
  - Existing parking is incompatible with safety requirements
  - Sufficient off-street parking in the property to meet parking demand and min. land-use requirements.
  - 71% of parked vehicles remained parked exceeding three hours.

Public engagement

| Activity                      | Date             | Participation |
|-------------------------------|------------------|---------------|
| Email/phone feedback          | Jun. 10 – Jul. 5 | 8 comments    |
| Online Poll (EngageWR)        | Jun. 10 – Jul. 5 | 38 completed  |
| Recorded Presentation         | Jun. 10 – Jul. 5 | 240 views     |
| In-Person Session (Kitchener) | Jun. 18          | 43 attendees  |

Over 300  
Touchpoints!



Generally supportive for "people-oriented design" and two-lane road



Need more separation between transit priority lanes and cycle tracks



Need for separated cycling facilities



Some concerns about congestion

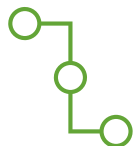


Need better streetscaping and landscaping

# Summary



Strongly aligns with Regional 2023-2027 Strategic Plan, 2018 TMP, Council Approved TransformWR, and past objectives



The design provides **high-quality multimodal links** to facilitate better first- and last-mile connections to the KCTH.



The **transit priority lanes are necessary** to support GRT’s plans to significantly increase bus service in the study area in the next 5-10 years and promote transit use.



The **separated cycle tracks significantly increase safety** and connectivity to the KCTH



Design **promotes growth by increasing the people capacity of the corridor** in a constrained environment with some property impacts.

# Thank you!

Please visit the project website - [engagewr.ca/victoria-street-modifications](https://engagewr.ca/victoria-street-modifications) - or contact a member of the project team if you have additional questions:

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