

Region of Waterloo
Transportation Services
Transportation

To: Sustainability, Infrastructure, and Development Committee
Meeting Date: March 4, 2025
Report Title: Proposed Turning Restrictions on Charles Street at Cedar Street in the City of Kitchener

1. Recommendation

That the Region of Waterloo amend Traffic and Parking By-Law 16-023, as amended, to include the following:

- a) Add to Schedule 13, U-Turn Prohibited Southbound on Charles Street (Regional Road 64) at Cedar Street;
- b) Add to Schedule 14, No Northbound Right-turn from Charles Street (Regional Road 64) to Cedar Street, Bicycles Excepted; and
- c) Add to Schedule 14, No Southbound Left-turn from Charles Street (Regional Road 64) to Cedar Street, Bicycles Excepted

as outlined in Report TSD-TRP-25-002, dated March 4, 2025.

2. Purpose / Issue:

The Region is working with City of Kitchener staff in the expansion of their cycling facilities in the core area of Kitchener. Included in the expansion of cycling facilities are dedicated bidirectional cycling lanes along Cedar Street through the Charles Street intersection. To facilitate this change, the city has converted Cedar Street to one-way travel in the westbound direction. This change has impacted the traffic signal operation and traffic movement at the intersection of Charles Street and Cedar Street.

3. Strategic Plan:

The recommendation of this report is aligned with the (2023-2027) Region's Strategic Plan in the following key areas:

- Equitable Service and Opportunities:
 - Design equitable regional services that meet local community needs:

4. Report Highlights:

- City of Kitchener staff have converted Cedar Street to a one-way westbound configuration and implemented bi-directional bicycle lanes adjacent to the vehicular travel lane.
- The implementation of the bike lanes and conversion of Cedar Street into one-way travel has impacted the operation at the Charles Street and Cedar Street intersection which requires the prohibition of the northbound right-turn and the southbound left-turn to prevent vehicles from traveling the wrong way down Cedar Street.
- Additionally, a No U-turn for southbound traffic at the intersection of Charles Street and Cedar Street is necessary to prohibit U-turns across the ION LRT tracks and follows the same restrictions that have been implemented at other intersections along the centre-running portion of the LRT.
- The cost to implement the required signage at the intersection of Charles Street and Cedar Street is estimated at \$1000.
- City of Kitchener staff agree with the Region's proposed changes at the intersection of Charles Street and Cedar Street.

5. Background:

The Region is working with City of Kitchener staff in the expansion of their cycling facilities in the core area of Kitchener. Included in the expansion of cycling facilities are bidirectional cycling lanes along Cedar Street through the Charles Street intersection. As part of these changes, the city has converted Cedar Street to one-way travel in the westbound direction.

The conversion of Cedar Street to one-way westbound travel for vehicular traffic has impacted the operation at the Charles Street and Cedar Street intersection. In light of the one-way operation, there needs to be turning restrictions introduced to the northbound and southbound directions to prohibit motorists from turning from Charles Street to Cedar Street. Accordingly, Staff is proposing that the northbound right-turn and southbound left-turn be restricted through a by-law change.

Additionally, a No U-turn for southbound traffic at the intersection of Charles Street and Cedar Street is necessary to prohibit U-turns across the ION LRT tracks and follows the same restrictions that have been implemented at other intersections along the centre-running portion of the LRT.

Communication and Engagement with Area Municipalities and the Public

Area Municipalities:

Region staff have shared these proposed changes with staff from City of Kitchener. Kitchener staff agree with the proposed changes to prohibit the previously noted left-turn, right-turn and U-turn movements at the Charles Street and Cedar Street intersection, recognizing that these modifications are necessary to align the traffic movements with the new one-way Cedar Street South configuration.

Public:

Nil.

6. Financial Implications:

The cost to implement the proposed turning restrictions at Charles Street and Cedar Street would be minimal, involving the addition of signage. The cost to install signage is estimated to be approximately \$1,000 and would be funded through the Region's Transportation Capital Budget. The Region's approved 2025-2034 Transportation Capital Program includes a budget of \$30,000 in 2025 for New Signs and Markings (Project # 07607) to be funded from the Transportation Capital Reserve.

7. Conclusion / Next Steps:

Should the Region Council endorse the recommendations highlighted in this report, staff will complete the associated By-law changes at the upcoming Council cycle. Following the by-law update, regional staff will complete the design and implementation of signage.

8. Attachments:

Nil.

Prepared By: Thair Shaqour, Engineering Technologist, Traffic Engineering,
Transportation Services

Mike Jones, Supervisor, Traffic Engineering, Transportation Services

Darryl Spencer, Manager, Transportation Engineering, Transportation
Services

Reviewed By: Mike Henderson, Director Transportation, Transportation Services

Approved By: Doug Spooner, Commissioner, Transportation Services