

Region of Waterloo
Transportation Services
Transportation

To: Sustainability, Infrastructure, and Development Committee

Meeting Date: April 7, 2026

Report Title: Additional Traffic Controls at Various Locations

1. Recommendation

That the Regional Municipality of Waterloo approve the installation of various types of traffic control in the City of Kitchener, the City of Cambridge and the Township of Woolwich by amending the Region's Traffic and Parking By-law 16-023, outlined in Appendix B, per the recommendations in report TSD-TRP-26-004, dated April 7, 2026.

2. Purpose / Issue:

The purpose of this report is to seek council approval to amend the Region's Traffic and Parking By-law in order to accommodate proposed additional traffic control.

3. Strategic Plan:

The recommendations in this report align with the Region's 2023-2027 Growing with Care Strategic Plan under:

- Climate Aligned Growth:
 - Foster car-alternative options through complete streets and extended alternative transportation networks.
- Equitable Service and Opportunities:
 - Design equitable regional services that meet local community needs.

4. Report Highlights:

As part of ongoing road safety efforts, staff have conducted an operational review of several locations throughout the Region, focusing on improving safety and efficiency. Locations were reviewed based on feedback from area municipalities, the public and staff. Changes include adding new all-way stop controls, pedestrian crossovers, left-turn restrictions, speed reductions, a new school zone and an emergency vehicles only on-street parking restriction.

- The implementation of all-way stop controls at two Regional intersections in the

Township of Wilmot;

- The addition of two Level 2 Pedestrian Crossovers to improve safety and accessibility for pedestrians on various regional roads in the City of Kitchener and the City of Cambridge;
- The implementation of left-turn restrictions to improve safety at the Woolwich Street and Bridge Street (Regional Road 52) intersection in the City of Kitchener;
- The implementation of U-turn and left-turn restrictions to improve safety along King Street (Regional Road 8) Southbound between Sportsworld Drive and Highway 401 in the City of Kitchener;
- A series of changes to the posted speed limit along Fairway Road (Regional Road 53) west of Kossuth Road to River Road in the City of Kitchener (including reductions, as necessary);
- The reduction of the posted speed limit along Homer Watson Boulevard (Regional Road 28) from 400 metres south of Ottawa Street (Regional Road 4) to 400 metres north of Block Line Road to enhance safety along Homer Watson Boulevard (Regional Road 28); and
- The implementation of emergency vehicle on-street parking only in front of the House of Friendship on Charles Street East (Regional Road 64) to support emergency response operations.

The costs for the proposed improvements would be funded through transportation projects approved in the 2026 capital budget. These changes would not require any amendment to the 2026 budget.

5. Background:

In recent months, staff have conducted reviews of various locations to assess the safety and mobility of vulnerable road users and motorists within the Region's transportation network. Through these reviews, staff have identified several proposed changes to traffic control, turning restrictions, and posted speed limits to enhance mobility and safety for all users. Below is a list of proposed recommendations by staff. Details for each recommendation is included in Appendix A.

- Implementation of all-way stop Control at the intersection of Bleams Road (Regional Road 4) and Wilmot Centre Road (Regional Road 51), in the Township of Wilmot;
- Implementation of all-way stop Control at the intersection of Walker Road (Regional Road 3) and Huron Road, in the Township of Wilmot;

- Installation of a Level 2 Pedestrian Crossover, Type D on Queen Street (Regional Road 6) at the Iron Horse Trail crossing, in the City of Kitchener;
- Installation of a Level 2 Pedestrian Crossover, Type B on Concession Street (Regional Road 97) at the Cameron Street intersection, in the City of Cambridge;
- The inclusion of left-turn restrictions from Woolwich Street to Bridge Street (Regional Road 52), in the City of Kitchener;
- The inclusion of U-turn and left turn restrictions along King Street (Regional Road 8) Southbound from Sportsworld Drive to 60 metres south of Gateway Park Drive/Limerick Drive, in the City of Kitchener;
- The reduction of the posted speed limit to 40 km/h along Fairway Road (Regional Road 53) from 230 metres west of Lackner Boulevard (Regional Road 54) to 630 metres east of Woolner Trail, in the City of Kitchener;
- The reduction of the posted speed limit to 60 km/h along Fairway Road (Regional Road 53) from 630 metres east of Woolner Trail to 400 metres west of Fountain Street (Regional Road 17), in the City of Kitchener;
- Reduce the 60km/h posted speed along Fairway Road (Regional Road 53) to 50km/h from 230 metres west of Lackner Boulevard (Regional Road 54) to River Road, in the City of Kitchener;
- The reduction of the posted speed limit along Homer Watson Boulevard (Regional Road 28) from 400 metres south of Ottawa Street (Regional Road 4) to 400 metres north of Block Line Road, in the City of Kitchener;
- The introduction of a School Zone on Fairway Road (Regional Road 53) from 150 metres west of Old Zeller Drive/Woolner Trail to 630 metres east of Old Zeller Drive/Woolner Trail, in the City of Kitchener; and
- The implementation of emergency vehicle on-street parking only on the west side of Charles Street (Regional Road 64) from 112 metres north of Eby Street to 85 metres North of Eby Street, in the City of Kitchener.

6. Communication and Engagement with Area Municipalities and the Public

Area Municipalities:

For each of the proposed recommendations contained in this report, Regional staff have shared the recommendations with area municipal staff and provided the opportunity for feedback.

Public:

Ahead of the proposed traffic control changes, information will be shared through a public notice on the Region of Waterloo website, as well as through the Region’s social media channels. Additional public and stakeholder communication plans will be based on the scale of each change.

7. Financial Implications:

	Current Year	Future Year(s)
Budget Impact?	NA	NA
Capital Plan Impact?	Align	NA

The total estimated cost to implement the proposed improvements will be allocated to the following projects:

Project	Amount	Total 2026 Budget	Funding Source
07478 New Traffic Control Installation	\$150,700	\$1,607,000	RDC
07607 New Signs and Markings	<u>7,200</u>	<u>50,000</u>	Transportation Capital Reserve
<u>Total</u>	<u>\$157,900</u>	<u>\$1,657,000</u>	

The bylaw change proposed in this report has no immediate financial impact. The proposed traffic controls and markings will cost \$157,900 as set out above which is less than 10% of the capital budget. Work involving signage and markings will be carried out by the Region’s operations team and required civil works will go through the tender process.

8. Conclusion / Next Steps:

Subject to council approval, staff will proceed with the design and installation of the various recommended forms of traffic control outlined in this report. It is anticipated that the installation of the recommendations would be completed by the fall of 2026.

9. Attachments:

Appendix A: Proposed Traffic Control at Various Locations

Appendix B: Full Set of Proposed Amendments to Traffic & Parking By-Law 16-023

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