4611 King Street East Traffic

- Department and Agency Red Flags & Warnings
- Site Access Queueing
- U-Turn Queueing
- Traffic Scale Comparison & Future Overpass Impact

Traffic Red Flags & Warnings

The applicant's consultant should have evaluated whether a right-turn lane into the site is warranted; however, Transportation Planning would be unlikely to approve this measure on King Street East and therefore this is not critical.
-ROW

City staff have flagged concerns for vehicle movements both current and future to Regional transportation staff.
-Kitchener

Please provide justification for Sportsworld Dr trips as this appears to be less attractive being parallel to Highway 401.
-MTO

Regional staff wish to provide the following with respect to the viability and functioning of the site over the long term: The TIS projects that delays leaving the site in both the AM and PM peak hours will be long, leading to significant queuing on-site.
-ROW

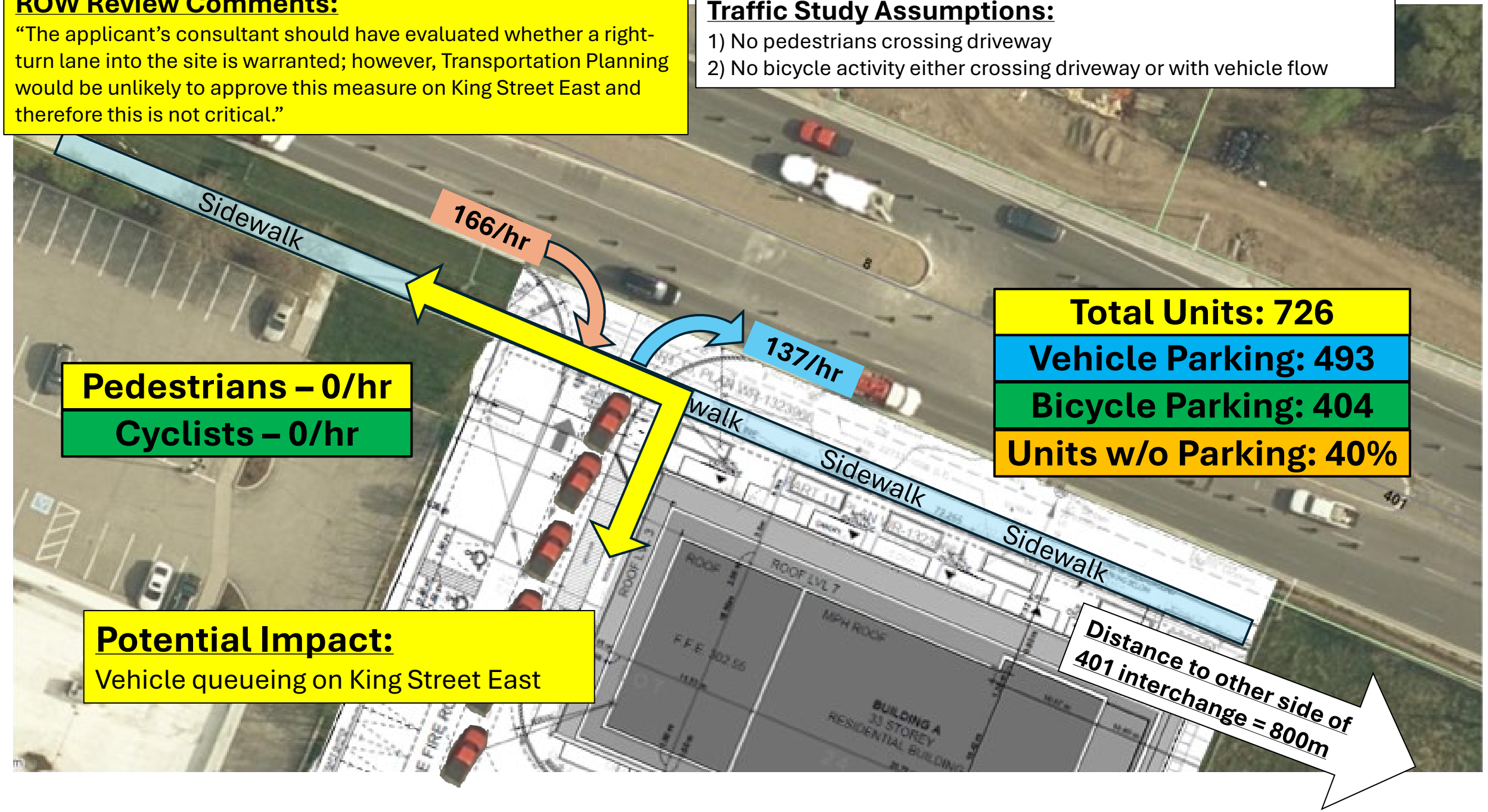
It is recommended the Region of Waterloo and Ministry of Transportation monitor the traffic volumes and signal timing plans throughout the King Street East corridor to identify opportunities to improve traffic operations.
-Paradigm (applicant)

ROW Review Comments:

"The applicant's consultant should have evaluated whether a right-turn lane into the site is warranted; however, Transportation Planning would be unlikely to approve this measure on King Street East and therefore this is not critical."

Traffic Study Assumptions:

1) No pedestrians crossing driveway
2) No bicycle activity either crossing driveway or with vehicle flow

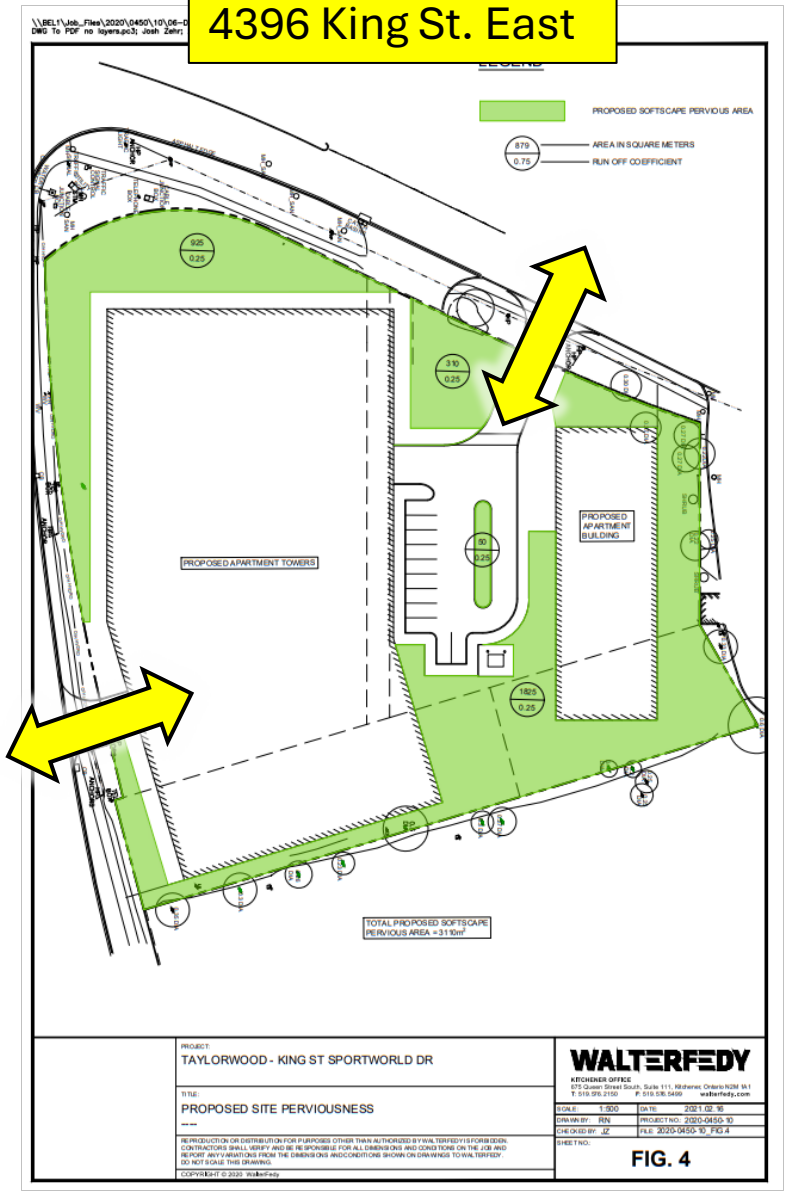


Potential Impact:

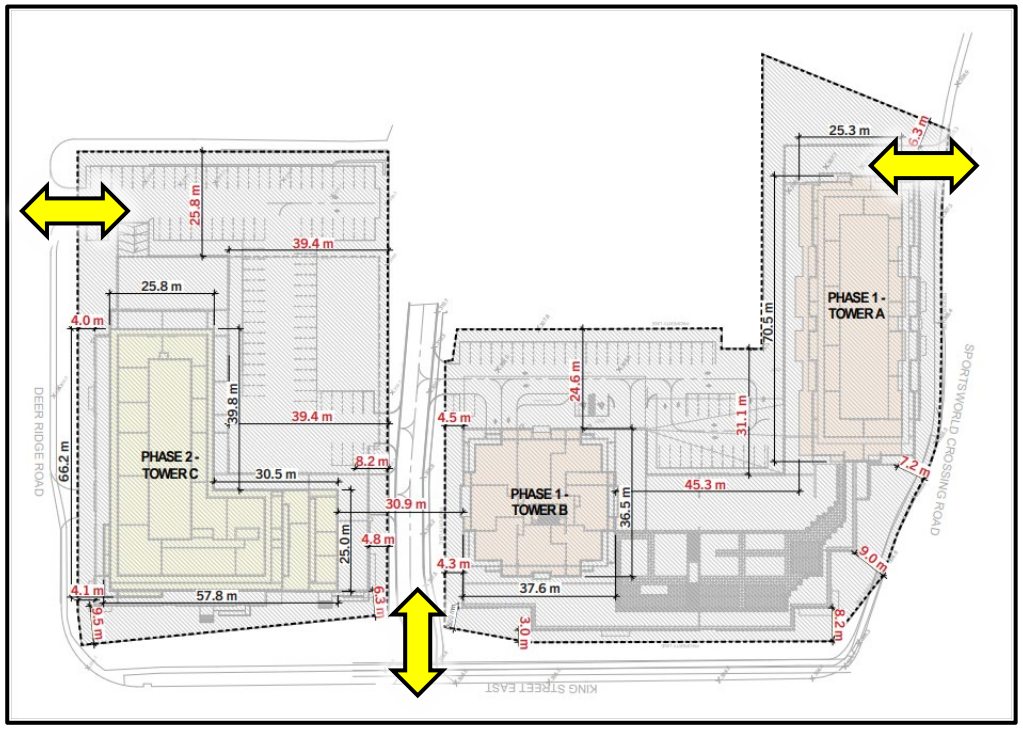
Vehicle queueing on King Street East

Vehicle access points compared to other developments

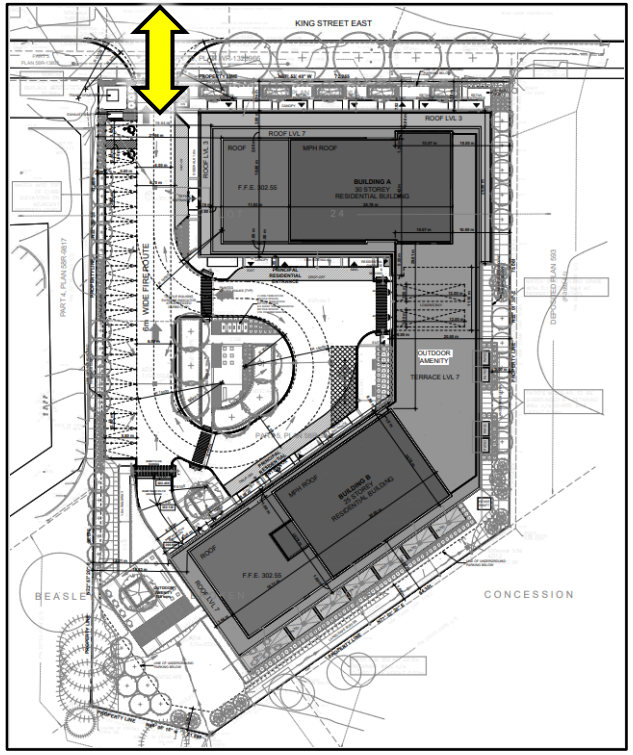
4396 King St. East



4220 King St. East



4611 King St. East



Recommendations:

- Analyze site driveway traffic with pedestrians & cyclists
- Rearrange walking routes in site plan to reduce pedestrian driveway crossings.

King Street East U-Turn Queues

Paradigm TIS:

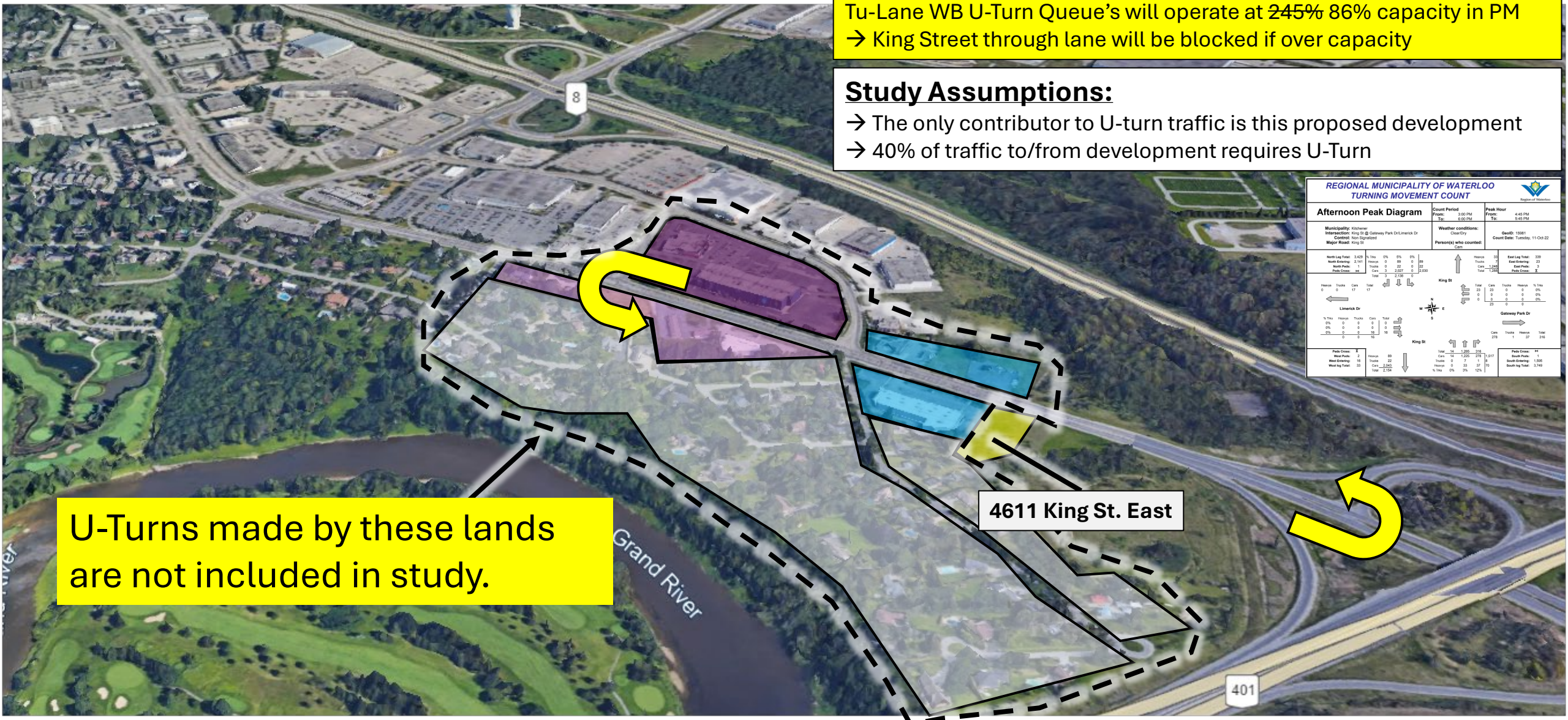
Tu-Lane WB U-Turn Queue's will operate at ~~245%~~ 86% capacity in PM

→ King Street through lane will be blocked if over capacity

Study Assumptions:

→ The only contributor to U-turn traffic is this proposed development

→ 40% of traffic to/from development requires U-Turn



REGIONAL MUNICIPALITY OF WATERLOO
TURNING MOVEMENT COUNT

Afternoon Peak Diagram

Recommendations:

- Analyze U-Turn intersections with local traffic included
- Identify potential counter-measures

Traffic Scale Comparison & Future Overpass Impact

	4611 King St. East *2031 Forecast	4396 King St. East *2032 Forecast	808 Courtland Avenue *2032 Forecast	1198 Fischer-Hallman Rd. *2032 Forecast	236 Victoria Road North *2030 Forecast
Driveway Peak Traffic Volume	2621/hr	1668/hr	1149/hr	1419/hr	799/hr
Forecast with 100% 401 WB Traffic Reduction	1708/hr				
Forecast with 70% 401 WB Traffic Reduction	1978/hr				

*Data sourced from Paradigm Traffic Studies

*Data sourced from ION Phase 2 Traffic Impact Study

Relevant Provincial Policies

3.3.2 Major goods movement facilities and corridors shall be protected for the long term.
3.3.3 New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.
-Provincial Policy Statement

Municipalities will develop and implement transportation demand management policies in official plans or other planning documents or programs to:
a) reduce trip distance and time;
b) increase the modal share of alternatives to the automobile, which may include setting modal share targets;
c) prioritize active transportation, transit, and goods movement over single-occupant automobiles;
d) expand infrastructure to support active transportation; and
e) consider the needs of major trip generators.
-Ontario – A Place To Grow

Municipalities should designate and preserve lands within settlement areas located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities.
-Ontario – A Place To Grow

Mounting gridlock is a significant drain on the region's economy, and targeted highway expansions and improvements are a key part of the solution: Work with Infrastructure Ontario and Metrolinx to develop transit-oriented communities (TOCs) at new and existing transit stations to provide more options for people to live and work near transit, increase housing supply, including affordable housing, increase transit ridership, support economic development, and reduce gridlock.
-Ontario – Connecting the Greater Golden Horseshoe