



North King's Town Secondary Plan Updated Technical Analysis for the Wellington Street Extension

Summary of the “North King's Town Transportation Plan Strategic Corridor Needs Analysis” prepared by Dillon Consulting Limited (May 2019)

The second phase of the North King's Town (NKT) Secondary Plan that is currently underway includes the development of a transportation plan that reflects the vision that has been developed for the area. A key component of the NKT vision for the transportation plan includes developing alternatives to the Wellington Street Extension (WSE), especially the portion south of Rideau Street through Douglas R. Fluhrer Park and into the downtown.

Initial findings of the transportation study were presented to the public in September 2018. This draft analysis concluded that the WSE did not provide a substantive improvement to the road network service through 2034 based on the land use and growth contemplated in the 2015 KTMP (Kingston Transportation Master Plan).

The land use vision established in Phase 1 of the NKT Secondary Plan, and the eventual implementation of that vision, has the potential to support growth in the area's population and employment base over the next 20 to 30 years. The growth envisioned by the Plan is greater than that considered within the 2015 KTMP. Taking this into account, it was important to confirm, through additional review, the suitability of the existing and planned road network to handle increased traffic volumes resulting from planned growth.

Dillon Consulting Limited (Dillon), a consulting firm on retainer with the City that manages the City's transportation model, was tasked in October 2018 to update the City's transportation model and to complete a strategic and operational assessment of the NKT study area. The completed strategic assessment entitled, “North King's Town Transportation Plan Strategic Corridor Needs Analysis (NKT Strategic Corridor Analysis)”, has been posted on the project website at the following link: [NKT Latest Updates](#) . The results of Dillon's strategic and operational assessment of the NKT Study Area will be used by the NKT project and consulting teams to complete the NKT transportation plan.

The objective of the NKT Strategic Corridor Analysis is to identify the long-term transportation infrastructure and servicing needs of the NKT study area up to the year 2034 based on the higher population and employment estimates that have been developed as part of the land use vision for the NKT secondary plan. The completed strategic assessment entitled, “North King's Town Transportation Plan Strategic Corridor Needs Analysis (NKT Strategic Corridor Analysis)”, will be presented to Council on May 21 and identifies the long-term transportation infrastructure and servicing needs of the NKT study area up to the year 2034, based on the population and

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employment estimates that have been developed as part of the land use vision for the NKT Secondary Plan.

The strategic analysis considered the base population and employment condition reflected in the 2015 KTMP (including the Third Crossing) and the growth considered as part of the NKT draft land use plan against the City-wide mode share targets of 15% for transit and 20% for active transportation. In all scenarios it was confirmed that the southern section of the proposed WSE, extending from Rideau Street to Bay Street, was not required as there was adequate capacity within the existing road network to handle growth. The analysis and the conclusions offered therein, which include the abandonment of the need for the southern half of the WSE, rely on the continued shift of trips to transit and active modes.

The analysis indicated that the northern section of the proposed WSE, extending from Rideau Street to John Counter Boulevard, does provide benefit to the existing road network as the greatest congestion issues appear along Division Street and Montreal Street north of Railway Street. The northern segment of the WSE would be beneficial in addressing a portion of this congestion. In addition, the study notes that increased use of transit and active transportation, beyond the current City-wide targets of 15% and 20% respectively, are necessary to manage future growth in the study area while maintaining reasonable levels of roadway capacity.

Although the full NKT transportation plan has not been finalized, the removal of the southern WSE section is consistent with the overall vision that was established in Phase 1 of the NKT Secondary Plan and can be supported by the technical analysis completed to date as part of Phase 2.

Building on the conclusions of the strategic assessment, an operational analysis is currently underway to provide details related to the geometric design requirements (e.g., turning lanes, optimization of traffic signal timings etc.) and related performance (i.e. levels of service) at all major intersections within the study area.

This operational work also provides an opportunity for a more refined assessment of the northern section of the WSE, from John Counter Boulevard to Rideau Street, along with consideration for the impacts of potential roadway connections, such as the east-to-west extension of River Street to Rideau Street and the west-to-east extension of Russell Street to Rideau Street. The operational analysis will confirm the function of the northern portion of the WSE while considering the potential need to further reduce automobile demands in the study area. The vision of the NKT Secondary Plan suggests that any future roadway connecting John Counter Boulevard to the Rideau/Railway Street area would need to improve the functionality for all users, create local access to businesses, and provide additional options for active transportation (AT) and connectivity to existing AT networks such as the K&P trail. The operational analysis will consider these parameters in reviewing the options for this proposed roadway segment.

Separate from the NKT Secondary Plan, the City is developing the background study to support the development charge (DC) by-law that will be updated in September 2019. The current DC by-law includes a road project specific to the WSE and the background study underway for the

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updated DC by-law requires direction on the segments of the WSE roadway that are needed to accommodate future growth within the NKT study area and City as a whole.

This conclusion provides guidance to the 2019 DC Background Study and supports the removal of the southern portion of the WSE from Rideau Street to Bay Street as a roads project that would be funded by development charges.

As noted, the northern section of the WSE addresses capacity issues related to growth anticipated in the NKT study area. Taking this into account, this section will be retained in the future projects included in the 2019 DC Background Study.

Opportunities to refine the form and function of the northern roadway section will be included as part of the NKT public engagement process and any changes can be incorporated into the future DC by-law update planned for 2024.